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For scientists, scientists, students, graduate students, representatives of business and public organizations and higher education institutions and a wide range of readers.

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SMART TRANSPORT AND LOGISTICS ENVIRONMENT

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Forming smart TLE is a challenge for modern cities and enterprises due to limited knowledge about the streams of cargo, their flows and impact on the environment, but even in conditions of limited knowledge analyzing and processing this information is becoming an increasingly difficult task.

In our previous investigations [7, p.16] we mentioned that being “SMART” became more and more popular: SMART city, smart transport, smart house, smart logistics, etc. “Smart” means a portfolio of projects, the implementation of which provides innovative development of the system based on the integration of socio-communication, information and telecommunications technologies. Smart projects aim to improve the quality of life through the use of the latest innovative ICT, improve the services efficiency, ensure economic growth, and save the environment. ICT are the main means of achieving this goal. The main factors that characterize Smart projects in the context of ICT development are: application of a wide range of electronic and digital technologies; use of ICT for information environment transformation in the region; implementation of ICT in state government systems; introduction of innovations for effective development of knowledge potential of citizens.

Many authors in their works [1-5, 9-16, 20-29] investigate problems of SMART city, smart transport and problems of its providing.

In our previous studies [6, p.1013; 7, p.17; 8, p.63] we discovered main features of green Smart city logistics infrastructure, analyzed the influence of trading company logistic activity, and formed organizational and economic mechanism of environmentally-oriented regional logistic system and mechanism of corporate social and environmental responsibility.

Because of the high level of complexity the transport and logistics process related to freight distribution and passenger transportation needs ICT solutions for providing the high level of logistics services (flexibility, lowest costs and shortest delivery time). They refer to provide effective warehousing, inventory control and transshipment of goods before reaching the final destination point. City logistics (CL), city transport and Internet are significant concepts related to sustainability of logistics systems and freight and passenger transportation. CL aims to reduce the negative impact of freight movements within cities by improving mobility and

decreasing environmental impact in term of congestion without lowering the level of social and economic activities [19, p.80].

We consider TLE as a structured and integrated movement of people, goods, services and information in environmentally friendly mode in an urban area in order to improve the quality of residents' life. According to [17, p.179] we can define key areas of smart TLE: Smart Delivery (smart transport; fuel efficiency and vehicle emissions control; geolocation of public transport, etc.), Smart Distribution (e-commerce; recyclability; reusable packaging, etc.), Smart Storage ("clean energy" storage; reducing power consumption; warehouses outside the city; energy efficiency etc.), Smart Logistic Provider (network management; logistic network design; logistics efficiency; timetabling, scheduling; supply chain management, etc.).

Based on the analysis, we can conclude that information and telecommunication networks are necessary component in Smart TLE projects and a key to successful project implementation.

Creating a Smart TLE is a multifactorial task that, more often, requires a dramatic change in the city's existing infrastructure, to which most cities are not ready either at the level of residents' consciousness or financially. The limited financial capacity of the authorities often prevents them from making drastic decisions on the complete restructuring of the existing transport and logistics infrastructure of cities, even knowing its irrationality. Therefore, the practice of directly transposing the best international or European standards for the construction of Smart TLE cannot yet be fully implemented.

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