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Procedia Engineering 187 (2017) 726 – 732

Procedia Engineering

www.elsevier.com/locate/procedia

10th International Scientific Conference Transbaltica 2017: Transportation Science and Technology

Logistics Situation in Lithuania – Changes During 10 Years

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Abstract

In 2007 and 2016 Vilnius Gediminas Technical University performed surveys of logistics situation in Lithuania. These surveys discovered mostly relevant problems in logistics: costs policy, logistics competences, personnel competence development requirements and changes during ten years. The positive trends of logistics transportation and IT systems development were identified during these surveys. The product customization, inventory management, warehousing, invoicing, order processing and reverse logistics outsourcing are relevant. The majority of Logistics companies suppose that their operating environment in Lithuania is good enough. Surveys' results indicated that Lithuanian logistics companies have positive tendencies in the self-assessment from the different points of view. In this article the main results of these surveys are presented.

Peer-review under responsibility of the organizing committee of the 10th International Scientific Conference Transbaltica 2017

Keywords: logistics, transport policy, survey

1. Introduction

During last years Lithuania was named as logistics country and it is true because since the first years of Lithuania's independence, the image of the country is being established as "a transit and logistic service country", its international transport corridors connect West and East (TEN-T- 9), as well as South and North European countries (TEN-T- 1). In 2006/2007 Vilnius Gediminas Technical University participated in the international project "LogOn Baltic" and performed wide logistics situation survey [1]. The survey with the same questionnaire were

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Peer-review under responsibility of the organizing committee of the 10th International Scientific Conference Transbaltica 2017
doi:10.1016/j.proeng.2017.04.447

repeated in 2016. In general, surveys' results have showed that logistics situation in Lithuania is enough positive and had good tendencies of expansion. It confirms the rise of Lithuanian logistics performance index – (2007/2016 – 2.78/3.63) and Lithuania's position in the world: 007-58 rank and 2016-29 rank [2, 3].

The development of personnel competence in 2006 in different business groups was insufficient: personnel requires basic logistics skills and basic concepts linked to supply chain management and in 2016 it was identified as high. But at this moment – after 10 years – it is very important to revise results and evaluate them from the new point of view because situation in the market and general economic situation is changing very quickly and dramatically [4].

2. Methodology of the survey

Three versions of surveys diverted to three types of companies have been used: manufacturing/construction companies, trading companies, logistics service providers. The questionnaires consisted of two parts: one part with general questions (being the same for the three types of companies), and another part with specific questions concerning the type of companies mentioned above [5, 6]. The surveys were performed in 2006/2007 and 2016.

By companies size distribution range we can predicate that biggest part is micro-size companies in 2006 was – 49%. Number of micro-size companies signally declined and in 2016 were not involved in the survey. Small-size companies composed 30% and 42%, other were: medium-size – 17.5% and 28% and large-size – 3.5% and 28% (Fig. 1).

In the survey 22 % and 9% of the respondents represented manufacturing, 33% and 27% trade and commerce and 45% and 64% logistics companies. Favorable opportunities emerge for Lithuania to utilize its geographic position on the Eastern borders of the EU [7]. During the surveys 2006/2016 it was indicated that cargo transportation were made easier within the EU, more predictable and precise, although somewhat complicating the connections with countries outside the EU. Surveys in 2016 were performed as a matter of routine conditions of membership in the EU (Fig. 2) [8].

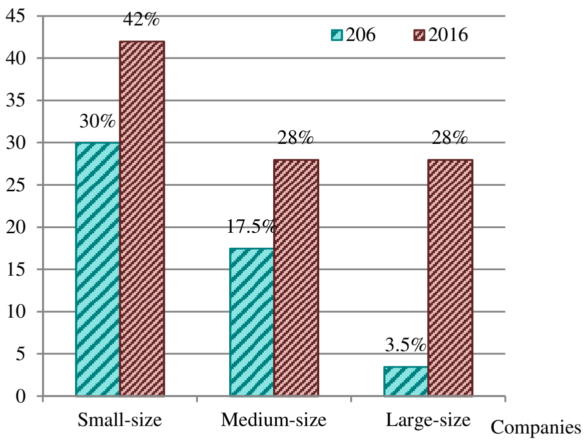

Fig. 1. Distribution of the company's size in 2006 and 2016 year surveys.

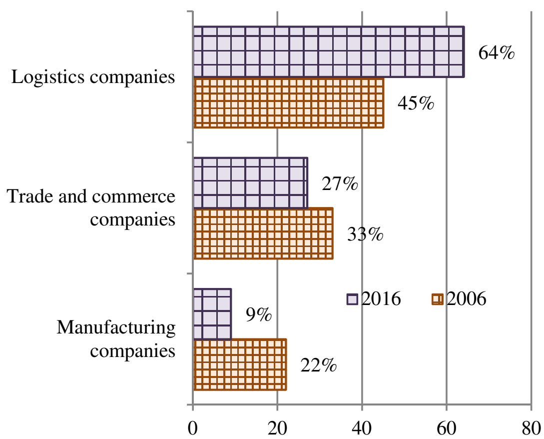

Fig. 2. Distribution of the company's activities in 2006 and 2016 year surveys.

The different rage of the companies' staff took part in this survey. The survey was carried out among various categories of personnel, but the majority of respondents interrogated consist of senior management 33% and 9%, middle management 33% and 18%, operational staff 21% and 36%, experts 1% and 37% (Fig. 3). Coverage of various categories of personnel made this survey enough qualitative and reliable. This coverage influenced the