

reduce losses of passenger transportation and ensure sustained development of Ukrainian railways.

The analysis of a great volume of statistical data demonstrated that one of the most optimal options for high speed development of transport in Ukraine is building a new route to introduce string transportation by the SkyWay technology. It presents a special automobile on steel wheels located on string rails rested on supports. One of the basic advantages of SkyWay is the fact that it does not use magnetic suspension, magnetic levitation, screen effect, turbine, reactive engine and other popular technologies, which are actually low effective, energy consuming, unreliable and unsafe. In comparison with other modes of transportation SkyWay is cost effective and economical. Besides, the speed in a range of 350-450 km/h is rather sufficient at the beginning [3]. The results of its economic effect showed that the payback of capital investment is going to be 15 years, if the new route will be constructed between Kyiv and Lviv. It contributes to additional revenues from rail passenger transportation which for today is suffering losses.

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THE PROBLEMS OF TRAFFIC NOISE POLLUTION IN URBAN ENVIRONMENT

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Scientists have recognized officially, that noise pollution is the third among the factors negatively influence people's health. Noise level of 20-30 dB is practically harmless to a person. It is a natural noise background human life can hardly be imagined without. Noise level of up to 65 dB causes the irritation of just psychological character. It is extremely harmful when a person performs some tasks connected with human mental functions. Frequently, such a noise does not

disturb a person who actually produces it, whilst a noise made by another person is usually irritating.

Noise level of 65–85 dB can have physiological impact. Through acoustical nerve fibres the irritation passes to the central and vegetative nervous systems, then by means of them influences the internals resulting in a human organism dysfunction and, in this way, influences negatively a human psychological state. As the result, at the noise level specified, the pulse becoming faster and the blood pressure is going up and the vessels are constricting. As the result, the organism suffers from lack of blood supply and a person gets tired more quickly. It has been proved, that when a person performs the work requiring concentration, under the noise level ranging from 65dB to 85 dB, the productivity decreases by 30 %. The noise level of 120 dB and more has a mechanical effect on the whole organism.

The problem of noise pollution is extremely crucial in large cities of the world. In these cities every person is systematically undergone to hundreds sources of transport noise: railway, aviation, motor transport. Therefore, the problem of traffic noise pollution is of particular importance and demands further consideration.

The most obvious way to reduce motor transport noise is to reduce the transport intensity by displacing the transport flow. The reduction of the transport flow by half can provide the decrease of noise level by 3 dB. Simultaneously, moving the transport flow results in increasing noise on the other roads of a transportation system. Therefore, it is possible to reduce the noise level significantly for a substantial number of inhabitants by creating bypasses which are supposed to withstand such a traffic flow and to reduce the congestion of the transport system in residential areas. At night, in towns and cities, where bypasses have not been developed yet, it is possible to redirect transport to the roads where trade enterprises are located [2, 10-15].

The noise generated by motor transport depends on both the vertical and the horizontal road outlines as well as the road surface type. A construction of a road barrier can be one of the solutions.

While designing an efficient road barrier, the objectives set are as follows: the barrier should be sufficiently massive to reduce the noise, should be approachable to maintain and do repair works; should not be the cause of accidents. Besides, the construction of a barrier should be economical as well. To provide the optimum noise protection effect, the barrier is constructed in close proximity to the source of noise or near the object to be protected from noise pollution. If it is possible, the barrier should completely cover the protected road segment and cannot be seen from the windows of the buildings or other sites to be protected.

The noise energy generated by a transport flow can be reflected by means of effective sound receivers placed on the wall facing the noise source. If the sound barriers are placed on both sides of the road, some problems can arise which are the result of multiple reflections between the barrier walls.

Trying to reduce the level of noise, it is important to take into account the transport flow organization directly at the stage of junction design. It provides the possibility to minimize the number of car accelerations and decelerations.

Another measure to reduce the flow of vehicles passing the road intersections is to switch-off the traffic lights at the crossroads with not so high traffic at night-time. But unfortunately the steady decrease of noise cannot be achieved by that, as it is connected with vehicle high speeds which reduces to zero all the advantages of avoiding the necessity for vehicles to start if traffic lights are in operation [1, p. 41].

It has been proved, that noise level decrease can be achieved by different types of porous road coverings. In Canada for the road covering made of so called 'opened' type mixture with thin protective bitumen layers, it was specified that the level of noise was reduced by 4-5 dB in comparison with the roads with usual asphalt covering, and by 3 dB in comparison with worn out concrete covering [1, 43-46].

To sum up, it should be noted that the problem of traffic noise pollution is still of primary importance and demands to use the existing and to search new ways to decrease the noise negatively influencing people's life and their work efficiency in urban environment. The design of low noise vehicles, the measures to control the traffic flow and noise generated by different transport modes on roads as well as the use of special road coverings are nowadays considered to be of particular value.

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CONDITIONS D'ACTION DE TRANSPORTER DES MARCHANDISES PÉRISSABLES

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Dès qu'elles quittent les établissements de production ou de stockage, les denrées alimentaires périssables – qu'elles soient réfrigérées, congelées ou en liaison chaude – doivent être maintenues aux températures de conservation au stade du transport pendant toute la durée du transport.

Le recours à des engins spéciaux répondant aux spécifications ATP pour le transport de denrées périssables est obligatoire.

Denrées périssables :