ORGANIZATION AND CONTROL OF TRANSPORTATION AND STORAGE CERTAIN GROUPS OF BUILDING MATERIALS

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One of the main factors that must be taken into account when developing a design model of the transport and warehousing process is the ability of this process to conduct quality control procedures for its implementation. That is, if the process cannot be controlled, it cannot be managed. It is necessary to take into account the cost of control procedures in relation to the project itself. It is possible that the cost of control will exceed the cost of the project itself, which may make its implementation inexpedient.

As regards the analysis of the degree of controlling the transport and warehousing process, it is necessary to determine the specifics of goods and materials to be stored and transported. For example, in terms of control we consider the system of transportation and storage of cement.

Based on the characteristics of the cargo, cement is utter moisture-retentive cargo, which should be protected from moisture. Because of significant moisturization the cement can change the weight. Also, this cargo is very dusty during loading and unloading operations, despite all the measures taken, quite often the cement dust covers all around at a distance of up to 100-150 m from the place of loading. Due to this, losses during loading and unloading operations can reach up to 12%.

Depending on the method of delivery cement warehouses can be wheel track (up to 4000-6000 tons) and track (20-1000 tons), loaded by cement trucks.

Depending on a design cement warehouses are divided into bunker, semi-bunker and silo.

Among the methods of controlling the actual presence of cement in warehouses are: the method of geodetic measurement, weighing on automobile and railway scales, normative method of write-off, the method of zero balance in the warehouse, quality control of cement in the warehouse by means of laboratory determination of its characteristics.

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