

LOGISTIC OF ELECTRICAL VEHICLES IN ALBANIA

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Abstract: Numerous of enterprises merge logistics in their developed strategy, so that they can fulfill more suitable cases for offering the greatest amounts to the user, respectively the buyer himself. Many studies show that those companies that have the concept of the logistic approach in their development strategy are able to continuously increase their profits due to the reduction of labor costs. The accelerated development and affirmation of logistics services caused numerous consequences, among which are: Globalization and concentration of economic activities, internationalization of production and trade, accelerated growth and development of scientific knowledge in all scientific fields. Albania in terms of logistics compared to European countries with economy developed trade is in stagnation. Our companies feel the great competition in the international market. The great influence in science and technology in contemporary life demands from everyone to acquire as much contemporary theoretical and practical knowledge as possible. Such development is achieved first of all, due to the presence of science and scientific disciplines and that mostly in the field of technique and technology. In contemporary conditions, where the whole world participates in trade and international exchange, the role of transport for every day is important. An increased demand is presented in communication services, means and methods of transportation in distribution; they become more reasonable and economical. In contemporary conditions, when the whole world participates in trade and international exchange, the role of transport becomes more important every day. The increased volume of the presence of these systems, on the other hand, has conditioned the appearance and development of new door-to-door transport systems, namely systems that provide direct transport from the sender to the recipient of the goods. Means of road, rail, air, river and sea transport are integrated into these systems. Such cooperation between different types of traffic ensures fast loading of standardized loading units from vehicles of one type of traffic, to transport vehicles of another type of traffic.

Keywords: transport, logistics, cars, distribution, fillin.

1. TECHNICAL TECHNOLOGICAL DEVELOPMENT AND LOGISTICS

Contemporary industry, in a large number of countries, has oriented the directions their action to reduce production costs by establishing continuous transport chains. To achieve this, the industry formed logistics services (logistics units), aimed at managing the transportation of products from supply to final distribution. The rationalization of supplies, storage and distribution of goods in industrial and commercial enterprises is primarily the task of macrologistic organizations. Users of transport services today seek offers from rational concepts of permanent logistics services. The main rule of rationalization would be to first the possible solution improvements and then improve operations. At the beginning of the seventies, the term logistics finds scientific and practical application in all those disciplines where the subject of study is related to problems in carrying materials, people, energy and information. For this reason, a large number of enterprises integrate logistics into their development strategy, so that they can fulfill more favorable cases for offers of greater value to the end user, respectively the buyer himself. In the field of goods transport and logistics, the process of revolution is taking place which is initiated by contemporary development and technology in the fields of technical system, production technologies, transport technology, transport equipment technique and in particular, communication technique and information technology. Turning from the past and the present to the development of economic systems, the unbalanced development of production technologies and logistics systems in our country is known. Due to the great care of the producers of the transportation technology, in our industrial systems, that inadequacy is evident. With the implementation of logistics in industrial enterprises as an integral part of the economy, it is possible, through the critical analysis of the existing organizational structure, to examine the needs, possibilities and procedures for the implementation of the logistics function as an operational function.

2. THE LOGISTICS PROCESS IN THE ROAD SYSTEM

The basis of logistics processes is the flow of materials that are carried out through the place of equipment and the place of receipt of the goods and envisages the appropriate change of the position of the place of the good material. The information that occurs during that time enables faster circulation of goods and follows their circulation, continuously or temporarily describing the changes that occurred. Logistics in their collaboration develop networking strategies with the aim of reducing process costs, while on the other hand optimizing customer service. The goal of the macro-logistics system with the increase in the volume of specialized services is to increase the level

of capacity utilization, higher level of logistic services and minimal expenses of the exploitation of the system. All this ensures better utilization of transportation systems, which economically justifies the contribution to contemporary technologies, while the users gain in the quality of logistics services.

The input-output flows of the industrial system are subject to commercial laws raw materials, semi-manufactures and finished products, and for this reason supply logistics and distribution logistics are today accepted under the single name of marketing logistics. Practice shows that the concept of logistics without adequate organization of flows results in economic and marketing failures. The problems in the formation of systems are of many degrees and the main questions that are posed are related to the number and location of warehouses in a distribution system. With the introduction of logistics in industrial enterprises, it is possible, through a critical analysis of the existing organizational structure, to look at the needs, possibilities and approaches of the logistics function as an operational function.

Logistics as a special function is spreading in all areas of a commercial oriented economy. It has taken the central function in the direction of the supply market, placement and production. The application of logistics in economic systems is thanks to the use of logistic principles. The practical realization of these principles leans towards the creation of ideal logistic units which would enable time synchronization of the flow of material. The flow of materials is carried out between the place for preparation and the place for receiving the goods and provides for a suitable change of the local position of the material goods. Logistics is also present through the activities in the enterprises of the industry through the connection of the approaches of supplies and the preparation of the material with the approaches of processing while the process of distribution of products from the supplier to the final consumer. The large number and dispersion of warehouse facilities and terminals is part of the traditional strategy for covering the market and approaching consumers and users.

3. IMPACT OF LOGISTICS ON COMMUNICATION

The non-existence of healthy competition in the market of goods and logistics services, all the consequences of increased prices and bad quality of goods orders are borne by the buyer, respectively the final user.

The distribution of homogeneous and non-homogeneous types of goods that have homogeneous logistic requirements, based on the principle of collecting requirements from some users of certain regions and with the application of contemporary technologies ensures the quality high in the order of goods with low prices of services.

Contemporary concepts in a special way mean the integration of materials and information flows, with which the flow of information is achieved, or in difficult cases, go parallel to the flows of materials. The integration of the logistics information system exceeds the boundaries of the enterprise and forms contemporary communication technology is related to the information systems of operators, traders and logistics companies. During the formation of the international network of communications, means of transport with many different technical characteristics must be combined. Many manufacturing enterprises and companies that offer many different services have their headquarters in the populated places in the city centers. Pushed by the urban space of the city, they do not have the possibility of complementary expansions of their activity. In order to reach an order to the final consumer, the materials and raw materials must definitely go through the necessary path, which goes through different levels of supply, production and distribution. The most frequent problem that appears during it is the time synchronization of successive activities during the distribution of material goods. Due to the mutual activity of the chain and the logistics system, the optimization of the logistics chain is impossible without the temporary optimization of the logistics system that connects that chain. The purpose of optimizing the logistics chain is directed to the increase in the quality of services during small investments and expenses.

Successful organization in road transport requires a good information system. The information system must enable compliance with the terms of the agreement for the order of the goods by the partners. Information is the number one factor in providing services. The new manufacturing concepts based on information technology are directed by the rationalization of the flow of material and the optimal management with them, starting from the supply of raw materials and reproductive materials, packaging, and up to the distribution of finished products in the commercial network. or to end users. The identification, direction and control of material flows can be achieved only with the help of information technology, while the rational organization of information flows is a prerequisite for the rational organization of material flows. Logistic information systems help the preparation, management, implementation and accounting of physical logistics processes within the framework of specific parts of the system according to the length of the logistics chain. Information logistics has the task of providing information in the right place, at the right time, with the right content and to make it available to the end user. Logistic information systems, which are suitable for the given requests, give their users great competitive advantages, since good information enables increased productivity due to the improvement of the quality of services and the economy of physical processes. The main prerequisite for the growth of the economy in the field of logistics and distribution is the provision of the

necessary and indispensable information for the costs of carrying out logistics activities during the course of the certain type of production and that in the distribution chain. The policy of so-called quick cooperation leads to the dissatisfaction of the users and in the long term it loses customers and business.

4. NEED OF LOGISTICS FOR PROMOTION

The evaluation of the commercial positions of the transport companies represents a starting point for the formulation of concrete marketing goals and approaches. This principle shows that satisfied customers with a good price and the quality of the given service is the only guarantee to remain in the longer term of a company. Rapid dynamic changes require the structural way of implementing those changes in the work strategy of a transport company, while it is actually the point of marketing. The most difficult task in the framework of marketing is to introduce new changes in the services offered and the types of services to become an important part of the market. The fact that the market is changing as a result of the company's work, then always imposes the need to think about the developed elements of service actions. Within the framework of this important strategic development element of the company is to use the various expressed needs and wishes of clients for the promotion of proprietary quality as a starting point for the development of service actions.

The type of services that customers require can be used to define different commercial segments. Some customers are looking for fast and safe transport; others are looking for better transport, while others are looking for not only transport but also storage of the goods and distribution at the local level. The strategic marketing plan defines marketing as a phenomenon, which evaluates the company's opportunities in the external commercial environment. The strategic marketing plan begins with the processing of the company's operational plan. Analyzes and verification of logistics expenses enable control of quality and economy in the implementation of the distribution process and the placing of goods on the market. The identification, verification and transfer of logistics expenses enable the management to verify, transfer and bring strategic decisions to the solution, development and rationalization of the commercial enterprise. The only way for the economic prosperity of an enterprise is the presence of the market where its services and goods are offered. The process of urbanization affects that the needs of the citizens in the cities increase from day to day with the standard of living. Saturation of the sales network with small facilities and bad sales, which often do not have space for storage and unloading, require transporters to carry out their transport services almost continuously. The inhabitants of the cities rightly demand that their city be safe, unpolluted, have unlimited freedom of movement and always be available to have sufficient volume, structure and quality of good service materials.

The logistics of the city are kept in strong demands in terms of the type and quantity of goods, time, space and other facts that lead to the siege. The criteria of civic logistics are economic, transport-technological, ecological, social and cultural in nature. Each urban place has a different form in terms of culture, economy, geographical position of traffic, socio-social, ecological and rules of the law. This variability leads to the fact that it is not possible to apply the only concepts of the city's policy, and every attempt reflects a certain concept or strategy, which also entails risk if mistakes are made. The purpose of the grouping is to reduce the route taken and the appropriate means of transport. Logistic chains and systems which earlier were spatially, temporally and organized separately are grouped. In the logistics chains, at the same time, you can find manufacturing, commercial, service, transport, forwarding, etc. logistics enterprises, with their own goals and interests.

5. ROAD SYSTEM AND ENERGY SUPPLY POINTS

The optimization of services, the minimization of time and the price of transport remain among the main criteria during the exchange of goods in the future. Gas stations in Albania do not meet the conditions set by regulations and do not respect the distances. On the main axes and on roads of type A, B, C., this decision determines the distance that the gas station must have from the surrounding facilities, which is 30 meters.

That is, there should not be any buildings within a radius of 30 meters from the gas station. This point is not met. Second, within the city, gas stations must be 500 meters away. On urban roads 6 km, on secondary interurban roads 10 km and on highways it is 15-60 km. Attempts have been made to align with European legislation on the distances and conditions that a gas station must meet to be licensed.

Fuel trading points - *diesel, gasoline, gas and their by-products* as well as electricity - constitute one of the main pillars of the country's transport economy. Despite the recent technological developments on the future of mobility and on the changes taking place in business models, the degree of motorization of society throughout the world has greatly increased due to economic growth and purchasing power, especially in developing countries, where Albania is also a part. Albania is by no means an exception to global trends, especially due to the increase in general economic well-being of the last 30 years, personal car ownership and limited use of the urban transport system and new bicycle lanes. Although a wider coverage of the territory with urban transport lines has already

been achieved, it is still considered by the majority of citizens as inefficient and too slow to catch up with the 'rhythms of modern life'. Consequently, Albanians continue to be avid users of personal cars.

Fig. Road network in Albania



Source: Wikipedia

In Albania, at the national level, there are around 1,500 fuel and gas stations that have been built and are operational along all the main axes in the country, located on highways and superstradas, outside residential areas, but as we know very well, many of them they are also located within cities in densely populated areas where there is a great mobility of vehicles and citizens.[4] This situation presents multiple risks with tragic consequences, injury or even loss of life in the event of accidents due to causes such as fire, gas leaks, explosions, storms, etc.

6. CONCLUSION

The most profitable businesses of the 20 or so years of democracy is undoubtedly the fuel trade. This came as a consequence not only of the use of private cars, but also as a need for opportunities to work with them in different directions to ensure a living in the most important branches of the private economy. If you take a look at the addition of cars, we can say that the numbers have been growing rapidly. The first phenomenon was the opening of gas stations in a rapid and uninterrupted manner in all the spaces and road lines but also in urban ones, especially in the residential centers. Thus, the entire urban territory is planted with dozens and hundreds of fuel distributors, who also sell liquefied gas for car use or even for family use.[1] The sale and trading of hydrocarbons must be done under the safe control of the state, of the links established by it. They must act strongly, strictly control the quality, sales standards, control the accuracy of the pumping devices, and occasionally calibrate them. To strictly follow and require the reflection of price movements with those of the international fuel market. To carry out serious and rigorous checks with the entire apparatus of specialists, to carry out continuous analyzes of fuel quality and, most importantly, to take energetic measures up to the removal of licenses or punitive measures with fines or the implementation of legal provisions.

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