

will increase the workload for each subsequent year. It should be appreciated that in an aqueous medium and in the air, they are much higher as the soil is less susceptible to these processes, therefore, if the calculated lower bound contaminants not only assimilated by the soil, it is 25% per year. Under this assumption, you can enter a condition that some part of the contaminated soil will be imposed due to runoff and trans boundary transport, in this case, the accumulation will be at the level of 10-20%, and even this figure will eventually lead to total , critical ecosystems of Ukraine.

The solution to this problem within the framework of the analysis in this paper allows us to offer an institutional mechanism for managing scarcity assimilation capacity. There are several possible scenarios for its implementation. Firstly, it is possible to reduce the rate of waste production and the rate of economic growth to the level of an ecosystem until it can assimilate pollution, in this case will be provided as a medium for normal existence, but it should forget about "sustainability" progressive development of the economy.

The second scenario assumes leave a small rate of consumption of natural resources and reduce the amount of waste due to the introduction of new environmentally friendly production technologies. In this embodiment, based mechanisms of the Kyoto Protocol, but it should be understood that it would be limited to economic growth only at a certain time in the future again, a problem of lack assimilative capacity of the environment.

The third scenario can be based on the principle of balance between economic growth and ultimate loads on the ecosystem. In fact, this is the only option for harmonious development. In this case, the main difficulty is to study the relationship between the pace of socio-economic growth and the exhaustion of natural capital, taking into account the assimilative capacity of the environment.

Key words: Assimilation capacity, soil, agriculture, heavy metals.

ISSUES OF SERVICE LOGISTICS' TRANSACTION COSTS

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In modern conditions characterized by increased attention of scientists and practitioners to the place and role of the human factor in business processes, a significant impetus to the development of logistics service observed. It is known that the logistics service is regarded as a theory and practical activities on human and associated flow [1, p. 98]. In this case, refer to the material (sometimes they include release energy), information and financial flows accompanying.

In the context of the study of human relationships flows and consumers flows the

transaction costs of logistics service are subject of analysis of this paper. Transaction costs are the costs of the activities required for interoperability service logistics flows, but beyond the scope of the processes of production or consumption of economic benefits.

Regards the consideration of human factors on a qualitatively new level of service becomes a significant role as a logistics science and practice of human flows, among which are the flows of producers and consumers of goods. Upon the sale / purchase of goods and they both have the. For consumers, they are generated by the search of necessary goods (time spent in a relative sense) and move to a place of their implementation (time spent in an absolute sense). The minimum time required to be observed when handling complex services, providing sales growth by improving the quality of services and increase the number of their purchases every consumer. The best estimate of time spent for transport users, choosing a vehicle on a parity "price-speed" with regard to health. Perspective development of vehicles should include their purpose not only for healthy people, but also disabled peoples.