



## **SUPPLY CHAIN MANAGEMENT AND NEW MEMBERS OF EUROPEAN UNION**

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### **ABSTRACT**

Nowadays, on increasing conditions of competence, firms are trying to increase their market shares and on the other hand, they also aim at decreasing costs. Therefore they need to reach the products to customers at the right time, and to realise it they have to provide the raw materials and supplies with the lowest cost by working together effectively.

While European Union is continuing to enlarge both as size and power, it is inevitable for the companies in the world to reevaluate and redesign their supply chains so as to compete in the developing global economy. Within this period, as productions and capacities of new European Union members are improving over their infrastructure capacities, difficulties also will increase; Turkey and Bulgaria have been studied in this process.

**Key words:** Supply Chain Management, Turkey, European Union, Bulgaria

### **1. INTRODUCTION**

The fact that information sharing and supply chain integration will minimize the risks caused by uncertainty is considered as a common opinion related to the establishment of strategic relationships and the realization of cooperation among supply chain partners. Competitive advantage and performance improvement are the two underlying factors of the adoption of the Supply Chain Management as a management strategy. Information technology plays a key role in this field where information sharing is a critical factor (Çakar, 2003:5).

### **2. SUPPLY CHAIN MANAGEMENT FACILITY for THE IMPORTANCE of ANGLE**

Supply chain, businesses a competitive advantage to be able to make the first step of the members of the supply chain and clearly must be willing to share knowledge (Lummus, Vokurka, 1999:15) the design of business products in cooperation with suppliers may choose to set on. In this way, products of the world in different corners of the businesses in cooperation with each other can be produced as a result of studies. This collaboration to achieve success beyond their physical limits businesses to exchange information to depend on isle. (Mike Frichol, 2001). Information technology, supply chain planning at the strategic level, tactical level

planning, including planning and operational level have a significant impact in three areas: (Srivinas Talluri2000, s. 223) ;

### 3. NEW MEMBER OF TRANSPORTATION

EU-27 countries in the EU's transport network has been looking at is remarkable dependence highway. Alternatives to take place between the railway network in second place despite serious differences are by road.

According to data from the year 2008 in Turkey, 95.4 percent of passenger transport ', load-bearing capacity of approximately 91.8 per cent' i are being carried by road, the current density of transport infrastructure is examined, Turkey's EU-27 average well below the highway, highway and rail network has been observed.

**Table.1 Goods Transport by Road (million tkm)**

	2004	2005	2006	2007	2008
<b>Belgium</b>	346.746,00	337.913,00	348.527,00	352.202,00	317.637,00
<b>Bulgaria</b>	-	-	150.672,00	134.779,00	175.484,00
<b>Czech Republic</b>	466.030,00	461.162,00	444.644,00	453.533,00	431.858,00
<b>Denmark</b>	191.533,00	206.489,00	193.021,00	197.922,00	193.559,00
<b>Germany</b>	2.767.666,00	2.765.459,00	2.919.819,00	3.028.466,00	3.078.347,00
<b>Estonia</b>	26.103,00	29.880,00	33.780,00	39.988,00	42.312,00
<b>Ireland</b>	278.037,00	297.413,00	305.916,00	310.237,00	253.115,00
<b>Greece</b>	443.941,00	432.846,00	510.741,00	484.775,00	628.560,00
<b>Spain</b>	2.012.563,00	2.210.372,00	2.387.159,00	2.408.762,00	2.120.241,00
<b>France</b>	2.076.659,00	2.059.715,00	2.181.675,00	2.258.028,00	2.203.204,00
<b>Italy</b>	1.424.490,00	1.508.701,00	1.483.800,00	1.496.878,00	-
<b>Cyprus</b>	43.150,00	53.726,00	43.634,00	39.945,00	41.619,00
<b>Latvia</b>	46.447,00	52.169,00	54.640,00	62.152,00	54.460,00
<b>Lithuania</b>	51.456,00	55.333,00	56.026,00	62.156,00	59.427,00
<b>Luxembourg</b>	53.001,00	49.991,00	53.016,00	57.874,00	61.243,00
<b>Hungary</b>	213.153,00	228.891,00	250.989,00	243.299,00	258.475,00
<b>Netherlands</b>	614.485,00	613.145,00	615.304,00	636.170,00	621.287,00
<b>Austria</b>	283.382,00	288.197,00	358.843,00	354.330,00	369.576,00
<b>Poland</b>	732.049,00	863.395,00	897.414,00	984.237,00	1.093.406,00
<b>Portugal</b>	325.532,00	332.854,00	321.203,00	324.019,00	294.402,00
<b>Romania</b>	-	-	335.578,00	356.971,00	364.952,00
<b>Slovenia</b>	73.577,00	82.750,00	86.896,00	89.036,00	91.239,00
<b>Slovakia</b>	178.130,00	195.488,00	181.521,00	179.409,00	199.429,00

**Source :** Eurostat, International Road Federation, Union Internationale des Chemins de Fer, national statistics, estimates.

Overland transport of goods in Germany, France and Spain to receive the first order, Bulgaria in 2007, while a decrease in compensation in 2008, Slovenia has been observed consistently with increased. Slovakia has a very unstable trend, Latvia and Lithuania has followed a course that constantly unbalanced. Passenger transport in 2007 for the EU-27

countries, 83 percent of passenger transport, freight transport is the level of 46 percent. 41 percent of this is carried out through maritime and inland waterway.

The average road length of AB-page 27 square kilometers fell 0.41 km, 0.015 km length of highway, rail length of 0.05 km, while in Turkey, respectively 0.082 km, 0.003 km and 0.011 km, and the EU-27 average of road density of approximately half remained at the level of (DPT ). EU road transport of goods between the years 1995-2007% 50 (1. 2 billion ton-km from, to 1.9 billion ton-km) increased, so the European economy in the last 20 years, a "stock" of the economy, a "flow" to the economy and the transition away from production of the consumer market, even though they cost the most has led to the shift to lower positions, the elimination of borders has been effective. The 45% increase by 2020 is expected to be saved.

Dependent on truck transportation network in Europe because the train is inexpensive and effective alternative for cargo transport can not be. Between 1995 and 2005, transport by truck to 73 per cent from 68 per cent while 20 per cent share of railways has dropped to 17 per cent. EU national monopolies in the transport of artificial high tariffs, while applying the train through the year 2020 are expected to be completed by the plan of the projects under the EU can not perform all the technical difficulties reflect. In addition, Spain and Portugal's railway lines to be different from other European countries because of the EU can bring to this country to train other members of the \$ 25 billion for spending is seen as the other challenges.

**Table.2 Goods Transport by Rail ( Million tkm)**

	2003	2004	2005	2006	2007
Belgium	55.732,00				66.248,00
Bulgaria				21.881,00	21.905,00
Czech Republic	93.297,00	88.843,00	85.613,00	97.491,00	99.777,00
Denmark	7.711,00	8.162,00	7.706,00	7.477,00	6.901,00
Germany	296.924,00	310.261,00	317.294,00	346.118,00	361.116,00
Estonia	65.588,00	65.647,00	68.187,00	61.284,00	68.538,00
Ireland		2.140,00	1.820,00	1.245,00	825,00
Greece		2.968,00	3.058,00	3.884,00	4.943,00
Spain	26.244,00	29.455,00	29.847,00	29.878,00	29.461,00
France	120.676,00	117.415,00	107.532,00	109.222,00	
Italy	74.293,00	83.533,00	89.755,00	102.169,00	105.340,00
Latvia	48.355,00	51.058,00	54.861,00	48.731,00	52.164,00
Lithuania	43.447,00	45.555,00	49.287,00	50.225,00	53.503,00
Luxembourg	14.798,00	15.757,00	10.739,00	12.133,00	12.146,00
Hungary	42.940,00	51.726,00	50.850,00	54.705,00	51.523,00
Netherlands	29.697,00	33.709,00	35.009,00	37.267,00	40.700,00
Austria	82.091,00	92.930,00	101.829,00	110.779,00	115.526,00
Poland	161.816,00	282.919,00	269.553,00	291.394,00	245.307,00
Portugal	8.718,00	9.559,00	9.587,00	9.775,00	10.556,00
Romania	:	72.738,00	69.176,00	68.312,00	68.772,00
Slovenia	15.813,00	16.193,00	16.344,00	17.052,00	17.575,00
Slovakia	50.521,00	50.445,00	49.310,00	52.449,00	51.813,00

**Source :** Eurostat, International Road Federation, Union Internationale des Chemins de Fer, national statistics, estimates.

EU-27 countries, the transport of goods by rail in Germany, Poland, Austria, Italy to receive the first order, the new members Romania, Lithuania, Latvia, Slovakia, Bulgaria and Slovenia are listed as. This last group left behind when the following average, when we encounter there, although transport infrastructure in terms of quantities remained relatively backward.

## CONCLUSION

EU-former Soviet Socialist Republics page 27 is not counted in the railways, in fact, even if the infrastructure can be said to be speaking on. For example, in Poland, only 257 kilometers are motorways, this figure is equivalent to one out of 80 Belgium's. Cost differences so dramatic that wages in Central and Eastern Europe than the EU average of 5, Low, Bulgaria and Romania, this ratio of 16 to. Great Central and Eastern Europe in the resort city costs almost the same, although the EU in these countries the costs of industrial space still looks very attractive compared with the EU.

Central and Eastern European countries has produced a settlement. Sectors from automotive to fast-moving consumer products, from clothing to medicine, ranging from electronics to home furniture is from. All these last ten years has developed a long time, although the logistics operations, as well as from Western Europe to the country to go to the local distribution of the products coming out of the country and is developing slowly in the collection. Production and capacity on the progress of infrastructure capacity, while the challenges will increase. This gap and the arm strength to be filled with intensive use of technology.

Increased production in Eastern Europe, by air and sea transport of the products or change will be experienced in. To the east of the products to be reduced to produce, to go to the west are considered to be consumed will increase two-way traffic (truck, rail, with many models), primary and secondary locations will have to restructure, perhaps it will have to grow. Despite all these developments, traditional European logistics centers, and distribution of products as well as input on the subject will continue to be strong players. Middle East, Europe and America that integrates with the changing global market, multinational companies due to size and shape of the EU, especially to Eastern Europe to serve with the new logistics structure will be able to stay in case.

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