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STATE AND ECONOMIC REGULATION OF TRANSPORT AND LOGISTICS COMPLEXES IN UKRAINE

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Abstract. The proposed article examines the regulation of relations in the field of transport activity, which is one of the priority directions of the state's internal policy and economy, since the creation of legal incentives for the development of the transport system is one of the main reserves for increasing the welfare of society, its economic potential in accordance with the directions of the state's development.

Key words: logistics, transport, economy, politics, transportation, transportation.

State regulation of the operation of transport in market conditions should ensure a balance of national and corporate interests and be determined on the basis of the distribution of responsibility for individual spheres of activity of the transport and road complex between the state and enterprises [5, p. 59].

The unified transport system of Ukraine consists of: □ public transport (railway, sea, river, road, aviation, as well as city electric transport, including the subway); □ industrial railway transport; □ departmental transport (vehicles of

enterprises, institutions and organizations); □ pipeline transport; □ public transport routes.

The sphere of direct responsibility of the state includes: □ creation of a legal framework for transport activities and control over compliance with legislation;

□ supervision of ensuring the safety of the transport process, environmental protection; □ strategic development of transport infrastructure; □ preservation of a single transport space in the country; □ financing of transport work carried out for the special needs of the state and ensuring the availability of transport services for socially vulnerable sections of the population; □ control and economic regulation of the transport services market to ensure their availability, quality, and social standards; □ coordination of the work of enterprises, institutions and organizations of automobile, aviation, railway, sea and river transport, road management and their associations; □ formation of sectoral programs of scientific, design and engineering developments, implementation of scientific and technical achievements and new technologies into practice; □ management of property that is in state ownership and its attachment to enterprises, control over the efficiency of use and preservation of state property attached to enterprises. □ participation in the development and preparation of international agreements, representation of the interests of Ukrainian transport in international organizations; □ implementation of non-discriminatory measures for other states to protect the interests of the state and national carriers; □ promotion of investment attraction; □ improvement of tariff and price regulation and fiscal policy in certain types of transport activities; □ increasing the level of interaction between central and local executive authorities in the development of transport; □ provision of defense and mobilization needs;

□ taking measures to create and operate the national network of international transport corridors and the infrastructure of the transport complex and road management of Ukraine; □ tariff regulation of monopoly entities, etc.

The main forms of state regulation are the laws of Ukraine and other normative legal acts, targeted transport development programs, licensing, certification and control mechanisms. For their effective action, as a rule, tax,

credit and financial, customs and other economic levers are used [4, p. 152].

The priorities of state regulation in the transport industry should be those spheres of activity where there is a particular need to increase the competitiveness of national transport, in particular in matters of modernization of the transport network and terminal complexes, the introduction of information technologies, electronic document flow, the development of combined transport, the creation of an institute of mixed transport operators, the formation and implementation of target programs for renewal of rolling stock on all types of transport [2, c. 284].

The main strategic directions of state regulation of transport should be activities aimed at:

1) technical and technological modernization of transport through:

- development of the transport network (development of international transport corridors, introduction of high-speed railway passenger connections between the largest cities, improvement of the transport and operational condition of highways, modernization of sea, river ports and airports);

- accelerated renewal of rolling stock (organization at domestic enterprises of serial production and delivery of new generation vehicles for railway, road, water and air transport, extension of the service life of locomotives and freight cars, modernization of passenger cars by carrying out capital-restoration repairs, improvement of legal and regulatory database on development and implementation of economic and financial mechanisms (leasing) renewal of rolling stock);

- implementation of advanced transport technologies (creation of a network of interconnected logistics centers and multimodal terminals; implementation of modern information technologies for data exchange; implementation of navigation technologies);

- creation of a favorable investment climate (introduction of concession and other conditions of partnership relations with the aim of concentrating resources for mixed financing of the development of transport infrastructure; introduction of the mechanism of accelerated depreciation; expansion of payment elements of transport infrastructure users on the principles of self-sufficiency).

2) development of the market environment in transport by:

- improvement of the system of effective state regulation of transport;
- completion of institutional transformations, development of a competitive environment in transport - reduction of state participation in transport activities, distribution of potentially competitive and naturally monopolistic activities, reduction of the monopoly sector;

3) increasing the safety of transport processes by:

- increasing the level of traffic safety (see the State target program for increasing the level of road traffic safety for the period up to 2019);

- energy saving (implementation of projects for the reconstruction and modernization of communications and infrastructure facilities; replacement of energy carriers with more efficient ones, including the use of alternative fuels: compressed natural gas, biofuels (mixed gasoline, bioethanol and biodiesel fuels) and hydrogen, fuel additives and additives) ;

4) integration of transport into the European Union by:

- harmonization of legislation in the field of transport in accordance with the provisions of international conventions and agreements, as well as approximation to EU transport legislation;

- implementation of European technical and environmental standards for vehicles;

- identification and implementation of joint priority investment projects with the European Union;

- development of cooperation within the framework of cross-border regional cooperation (Lower Danube, Carpathians);

- participation of Ukraine in international transport organizations: the European Conference of Ministers of Transport, the Internal Transport Committee of the UN European Economic Commission, the International Maritime Organization, the International Civil Aviation Organization, the United Aviation Authorities of Europe, Eurocontrol and a number of other international transport organizations;

5) the development of the export of transport services involves:

- effective implementation of the transit potential of Ukraine (implementation of automated systems for accelerating the transition of railway rolling stock from broad gauge to European gauge, implementation of measures regarding tariff stimulation of the development of transit container transportation, creation of a monitoring system at the state level market and forecasting the development of international cargo transit, etc.);

- increasing the competitiveness of domestic transport on international transportation markets (creating economic business conditions favorable to carriers in terms of taxation, creating equal conditions for domestic carriers with Western European ones regarding visa support for international drivers, creating conditions for carriers to purchase modern transport equipment, developing mechanisms for prompt response in cases of discrimination of Ukrainian carriers abroad) [1, p. 270].

One of the primary tasks for the economy of the country is the formation of the regional transport and logistics infrastructure and its gradual integration with the national and international transport and logistics systems of cargo and goods movement, which will contribute to the entry of a particular country into the world society as an equal partner [3, p. 22].

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