

## COMPETITIVENESS OF UKRAINE'S TRANSPORT INFRASTRUCTURE

## КОНКУРЕНТОСПРОМОЖНІСТЬ ТРАНСПОРТНОЇ ІНФРАСТРУКТУРИ УКРАЇНИ

*The article examines the state and general trends of the functioning of the transport infrastructure of Ukraine. Particular attention is paid to the level of competitiveness of the country's transport infrastructure, the identification of problems and directions for its increase in the context of integration into a single transport space of the European Union. In modern conditions, the competitiveness of the transport infrastructure of Ukraine is at an unsatisfactory level, which is associated with a complex of political, economic, and social problems. The main lever for improving the competitiveness of transport infrastructure in the context of European integration is the improvement of state mechanisms for regulating certain aspects of infrastructure development, will be the first step towards attracting foreign investment, introducing innovative technologies, and improving the quality of services provided. It is worthy of highlighting the problems of control over the implementation of software tools to improve the sustainable competitiveness of transport infrastructure and their adjustment.*

**Key words:** transport infrastructure, competitiveness, global competitiveness, competitive competitiveness, competitiveness of transport infrastructure.

*В статті розглянуто стан та загальні тенденції функціонування транспортної інфраструктури України. Особлива увага приділяється рівню конкурентоспроможності транспортної інфраструктури країни, виявленню проблем і напрямків її підвищення в контексті інтеграції в єдиний транспортний простір Європейського Союзу. В сучасних умовах конкурентоспроможність транспортної інфраструктури України знаходиться на незадовільному рівні, що пов'язано з комплексом політичних, економічних та соціальних проблем. Головним важелем підвищення конкурентоспроможності транспортної інфраструктури в контексті європейської інтеграції є вдосконалення державних механізмів регулювання окремих аспектів інфраструктурного розвитку, що стане першим кроком на шляху залучення іноземних інвестицій, запровадження інноваційних технологій та підвищення якості послуг, що надаються. Заслужовує на увагу висвітлення проблем контролю над реалізацією програмних інструментів підвищення стійкої конкурентоспроможності транспортної інфраструктури та їх коригування. Вони мають бути постійними й спиратися на додержання цільової орієнтації транспортної інфраструктури на досягнення необхідної соціальної й економічної результативності в контексті євроінтеграції. Не менш важливими проблемами залишаються нестача кваліфікованих кадрів у транспортній галузі та низький рівень зацікавленості у фундаментальних дослідженнях щодо розвитку транспорту, що потребує додаткового стимулювання з боку державних агенцій. Особливої уваги також потребує мотивація підприємств, що працюють у транспортній галузі, до підвищення якості послуг та запровадження інноваційних технологій. Варто зазначити, що представлені аспекти підвищення конкурентоспроможності транспортної інфраструктури є лише загальними векторами, що дадуть змогу спрямувати дії державних та ринкових акторів у напрямку підвищення якості та результативних показників об'єктів транспортної інфраструктури. Необхідно запровадити комплексні заходи, спрямовані на становлення України як транзитної держави та на нормативно-правове забезпечення транзиту територією України.*

*транспортної інфраструктури України. Особое внимание уделяется уровню конкурентоспособности транспортной инфраструктуры страны, выявлению актуальных проблем и направлений ее повышения в контексте интеграции в единое транспортное пространство Европейского Союза. В современных условиях конкурентоспособность транспортной инфраструктуры Украины находится на неудовлетворительном уровне, что связано с комплексом политических, экономических и социальных проблем. Главным рычагом повышения конкурентоспособности транспортной инфраструктуры в контексте евроинтеграции является совершенствование государственных механизмов регулирования отдельных аспектов инфраструктурного развития, которое станет первым шагом на пути привлечения иностранных инвестиций, внедрения инновационных технологий и повышения качества предоставляемых услуг.*

**Ключевые слова:** транспортная инфраструктура, конкурентоспособность, глобальный индекс конкурентоспособности, конкурентоспособность транспортной инфраструктуры.

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*У статті розглянуто стан та загальні тенденції функціонування транспортної інфраструктури України. Особлива увага приділяється рівню конкурентоспроможності транспортної інфраструктури країни, виявленню проблем і напрямків її підвищення в контексті інтеграції в єдиний транспортний простір Європейського Союзу. В сучасних умовах конкурентоспроможність транспортної інфраструктури України знаходиться на незадовільному рівні, що пов'язано з комплексом політичних, економічних та соціальних проблем. Головним важелем підвищення конкурентоспроможності транспортної інфраструктури в контексті європейської інтеграції є вдосконалення державних механізмів регулювання окремих аспектів інфраструктурного розвитку, що стане першим кроком на шляху залучення іноземних інвестицій, запровадження інноваційних технологій та підвищення якості послуг, що надаються. Заслужовує на увагу висвітлення проблем контролю над реалізацією програмних інструментів підвищення стійкої конкурентоспроможності транспортної інфраструктури та їх коригування. Вони мають бути постійними й спиратися на додержання цільової орієнтації транспортної інфраструктури на досягнення необхідної соціальної й економічної результативності в контексті євроінтеграції. Не менш важливими проблемами залишаються нестача кваліфікованих кадрів у транспортній галузі та низький рівень зацікавленості у фундаментальних дослідженнях щодо розвитку транспорту, що потребує додаткового стимулювання з боку державних агенцій. Особливої уваги також потребує мотивація підприємств, що працюють у транспортній галузі, до підвищення якості послуг та запровадження інноваційних технологій. Варто зазначити, що представлені аспекти підвищення конкурентоспроможності транспортної інфраструктури є лише загальними векторами, що дадуть змогу спрямувати дії державних та ринкових акторів у напрямку підвищення якості та результативних показників об'єктів транспортної інфраструктури. Необхідно запровадити комплексні заходи, спрямовані на становлення України як транзитної держави та на нормативно-правове забезпечення транзиту територією України.*

**Ключові слова:** транспортна інфраструктура, конкурентоспроможність, глобальний індекс конкурентоспроможності, конкурентна перевага, конкурентоспроможність транспортної інфраструктури.

**Formulation of the problem.** Transport services are the most significant in the Ukrainian economy, their share in the GDP of the state is about 12%. However, the growth rates of the industry are moderate: according to the State Statistics Service of Ukraine, for the period of 2000–2015, the volume of transport services has increased fourfold, and in 2008-2015 there was a slight decrease (by 0.04%). It should be noted that the global financial crisis had a negative impact on the development of the Ukrainian economy as a whole but practically did not affect the production of transport services. Thus, in 2009 the GDP of Ukraine decreased by 34.8%, while transport services grew by 8%, which is due to an increase in

the mobility of producers and consumers of services, as well as a global trend to reduce transport costs. It should be noted that the competitiveness of Ukraine's transport infrastructure is currently unsatisfactory, which is due to a complex of political, economic, and social problems.

**Analysis of recent research and publications.** Studies of various aspects of the development of transport infrastructure are devoted to the work of such scientists as O. B. Chernega, A. Shafer, D. Padalkina, O.V. Boyko, Z.P. Dvulit, P. Fourakr, O. Fastovets, G.A. Zhovtiak, and others. However, most studies are devoted to the problems of increasing the competitiveness of transport infrastructure of specific types of

transport, not taking into account general trends and a comprehensive approach to increasing the competitiveness of the state's transport system.

To characterize the competitiveness of the national economy, a model of the lifecycle of the factors of the competitiveness of the national economy is often used, which includes: the stage of factors of production; investment stage; the stage of innovations; the stage of accumulation. At the first stage, the sources of competitiveness of the country are factors of production (cheap labour and raw materials, convenient transport routes, large consumer market). Dominating price competition. At the second stage, the social component of economic growth is intensifying, investment in the development of education and new technologies and the development of information infrastructure are on the fore. At the third stage, the main source of competition is innovative technology.

**Setting objectives.** The purpose of the article is to study the level of competitiveness of Ukraine's transport infrastructure in the context of European integration, identifying the main problems and conceptual foundations for improving the competitiveness of the country's transport infrastructure.

**Presentation of the main research material.** The analysis of the indicators of the development of the transport system of Ukraine shows that during the last five years, the growth rate of the industry is moderate and the structure of the system is unchanged. Rail transport has a specific weight – 24% of the total volume of transportation and is the most developed in Ukraine (in terms of volume of transportation, it has the largest share – from 40% to 60%). During the last five years, the turnover rates for various types of transport have undergone significant changes. Cargo turnover in the automotive mode of transport is the most consistent indicator, only a slight decrease of 0.7% was observed in 2011. However, in 2012 and 2014, an increase in the average figure is 2%. Although in 2014, the volume of freight turnover in almost all types of transport has been reduced, however, compared to 2009, freight turnover in rail transport increased by 14.3%, or by 28 038.9 million tons/km, by road – by 19.5%, or by 6 620.5 million tons/km, whereas in water transport turnover was reduced by 41.8%, or by 3 311.9 million tons/km in 2013 compared to 2009, at the pipeline – by 22.7%, or by 32 228.7 million tons/km, in aviation – by 22.1%, or by 77.3 million tons/km.

The reduction of cargo turnover on the sea and air transport is conditioned by increased tariffs on transportation, on pipeline transport – the reduction of the number of existing gas and oil pipelines due to their wear and tear.

According to the Global Competitiveness Report, Ukraine ranks 68th in terms of infrastructure development (2014–2015); compared to 2013–2014, this indicator has not changed. With regard to the devel-

opment of transport infrastructure, in terms of the quality of railway infrastructure development, Ukraine is among the top 30 countries (quantitative indicators such as length, density of railways, axle load enable Ukraine to enter 10-15 best countries).

Thus, in the period from 2009 to 2013, the quality rating of the railway infrastructure has improved by six positions (from 30 to 24 years); in 2014–2015, there is a slight deterioration in the indicator, but this sector of the state's transport infrastructure is now able to maintain a certain competitive advantage. The development of roads, the rank of which in 2014–2015 was lowered by two positions compared with 2012–2013, the quality of the port infrastructure – a decrease in the ranking by 32 positions and the quality of the aviation infrastructure – a decrease in the ranking by 14 positions.

The priority task for improving the competitiveness of Ukraine's transport infrastructure should be to improve the state regulation of its formation and development.

Currently, the main problem of the development of transport infrastructure of any type of transport is the insufficient volume of investment, which could be directed not only to create new infrastructure facilities in accordance with the world and European standards but also to modernize existing ones. Thus, the main driver for improving the competitiveness of transport infrastructure is the improvement of investment legislation with the strengthening of the levers of an active foreign investment policy. Equally important are the lack of skilled personnel in the transport sector and the low level of interest in fundamental research on transport development, which needs additional incentives from government agencies. Particular attention should also be paid to the motivation of transport industry enterprises to improve the quality of services and the introduction of innovative technologies. It is worth noting that the presented aspects of increasing the competitiveness of transport infrastructure are only general vectors that will enable the actions of state and market actors to improve the quality and effective indicators of transport infrastructure objects.

It is necessary to implement comprehensive measures aimed at the formation of Ukraine as a transit state and on the regulatory provision of transit through the territory of Ukraine. To do this, you need to run:

- improvement of the basic provisions of the legislation on investment with the strengthening of the levers of active policy of attraction of foreign capital;
- financing of fundamental and applied research in the field of development of transport infrastructure and innovations in the transport sector;
- monitoring of the national and European markets for transport services, as well as analysis of the state of transport infrastructure, timely corrective and preventive measures at the stage of the formation of transport networks;

– promotion of the introduction of the latest environmental and efficient technologies, which contribute to increasing importance, quality, and profitability of transport infrastructure;

– introduction of the intelligent transport system and determination of its economic efficiency;

– the introduction of motivational levers for transport companies to accelerate the transition to European standards for the provision of transport services and infrastructure development.

Control over the implementation of software tools to improve the sustainable competitiveness of transport infrastructure and their adjustment should be permanent and rely on adherence to the target orientation of transport infrastructure to achieve the necessary (planned) social and economic performance in the context of European integration. In case of occurrence of certain deviations from the strategic goal (improvement of the organizational and legal basis of the system of functioning of the transport infrastructure), it is necessary to make appropriate adjustments. At the same time, their modified variants are possible, elimination and replacement by new ones, which satisfy the requirements of the general (basic) strategy and the target orientation of the socio-economic development of transport infrastructure.

For Ukraine, the structural and innovative improvement of production is becoming a decisive factor for development and competitiveness. Therefore, the state policy of providing Ukraine's competitive development should be based on: supporting structural priorities, creating equal conditions of competition, protection of property rights, development of human capital, especially in the field of production and use of knowledge, bringing the standardization system in line with the requirements of international standardization organizations.

**Conclusions from the conducted research.**

Currently, the competitiveness of Ukraine's transport

infrastructure is at an unsatisfactory level due to a complex of political, economic, and social problems. The main leverage to improve the competitiveness of transport infrastructure in the context of European integration is to improve the state mechanisms for the regulation of certain aspects of infrastructure development, which will be the first step towards attracting foreign investments, introducing innovative technologies, and improving the quality of services provided.

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**The purpose of the article.** Transport services are the most significant in the Ukrainian economy, their share in the GDP of the state is about 12%. However, the growth rates of the industry are moderate: according to the State Statistics Service of Ukraine, for the period of 2000–2015, the volume of transport services has increased fourfold, and in 2008–2015, there was a slight decrease (by 0.04%). It should be noted that the global financial crisis had a negative impact on the development of the Ukrainian economy as a whole but practically did not affect the production of transport services. Thus, in 2009 the GDP of Ukraine decreased by 34.8%, while transport services grew by 8%, which is due to an increase in the mobility of producers and consumers of services, as well as a global trend to reduce transport costs. It should be noted that the competitiveness of Ukraine's transport infrastructure is currently unsatisfactory, which is due to a complex of political, economic, and social problems.

**Methodology.** The purpose of the article is to study the level of competitiveness of Ukraine's transport infrastructure in the context of European integration, identifying the main problems and conceptual foundations for improving the competitiveness of the country's transport infrastructure.

Presentation of the main research material. The analysis of the indicators of the development of the transport system of Ukraine shows that during the last five years, the growth rate of the industry is moderate and the structure of the system is unchanged.

**Results.** Currently, the competitiveness of Ukraine's transport infrastructure is at an unsatisfactory level due to a complex of political, economic, and social problems. The main leverage to improve the competitiveness of transport infrastructure in the context of European integration is to improve the state mechanisms for the regulation of certain aspects of infrastructure development, which will be the first step towards attracting foreign investments, introducing innovative technologies and improving the quality of services provided.

For Ukraine, the structural and innovative improvement of production is becoming a decisive factor for the development and competitiveness. Therefore, the state policy of providing Ukraine's competitive development should be based on: supporting structural priorities, creating equal conditions of competition, protection of property rights, development of human capital, especially in the field of production and use of knowledge, bringing the standardization system in line with the requirements of international standardization organizations.

**Practical implications.** According to the Global Competitiveness Report, Ukraine ranks 68th in terms of infrastructure development (2014–2015); compared to 2013–2014, this indicator has not changed. With regard to the development of transport infrastructure, in terms of the quality of railway infrastructure development, Ukraine is among the top 30 countries (quantitative indicators such as length, density of railways, axle load enable Ukraine to enter 10-15 best countries).

Thus, in the period from 2009 to 2013, the quality rating of the railway infrastructure has improved by six positions (from 30 to 24 years); in 2014–2015, there is a slight deterioration in the indicator but this sector of the state's transport infrastructure is now able to maintain a certain competitive advantage.

**Value/originality.** In our article, we paid attention to the level of competitiveness of Ukraine's transport infrastructure, coverage of the problems of control over the implementation of program tools for improving the sustainable competitiveness of transport infrastructure and their adjustment.