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ДОСЛІДЖЕННЯ СУЧАСНОГО СТАНУ ТА ПЕРСПЕКТИВ РОЗВИТКУ МІЖНАРОДНИХ ПЕРЕВЕЗЕНЬ ВАНТАЖІВ В УКРАЇНІ

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Досліджено теоретико-методичні передумови міжнародних перевезень вантажів в Україні по кожному виду транспорту. Проведено аналіз сучасного стану міжнародних перевезень. Розглянуто передумови розвитку транспортної інфраструктури на основі досвіду країн ЄС. Запропоновано рекомендації щодо вдосконалення транспортної інфраструктури в Україні.

Ключові слова: міжнародні вантажні перевезення, транспорт, транспортна інфраструктура, автошляхи, логістика, управління ризиками.

Исследованы теоретико-методические предпосылки международных перевозок грузов в Украине по каждому виду транспорта. Проведен анализ современного состояния международных перевозок. Рассмотрены предпосылки развития транспортной инфраструктуры на основе опыта стран ЕС. Предложены рекомендации по совершенствованию транспортной инфраструктуры в Украине.

Ключевые слова: международные грузовые перевозки, транспорт, транспортная инфраструктура, автодороги, логистика, управление рисками.

Investigated the theoretical and methodological background of international cargo transportation in Ukraine for each mode of transport. Analyzed the current state of international traffic. The preconditions of transport infrastructure development based on the experience of the EU are considered. Offered the recommendations for improving the transport infrastructure in Ukraine.

Key words: international freight transport, transport, transport infrastructure, highways, logistics, risk management.

Problem formulation. Transportations of cargoes occupy an important place in a system of supplies managing, comes forward as a motive force of the rethinking of management philosophy, whereas effective organization of the system plays a key role in the results of achievement of high-rate of delivery of the products,

reduction of expenses on transporting, storage and sale, increasing the level of service and competitiveness of organization in the internal and external markets.

Ukraine has the real prospects to strengthen the role of a transit state. It is assisted by objective factors – geopolitical position of our country and presence of a powerful transport complex.

Analysis of current research outputs and publications. In the research of prospects for the development and implementation of the transport potential and the role of Ukraine in the global transport market involved such scientists as: D. Preyher, S. Pyrozhkov, I. Malyarchuk, M. Derhausov, T. Bludova, Yuri Tsvetkov, M. Tsvetkov, J. Makarenko, A. Piontkovsky and other. In particular, S. Pyrozhkov, D. Preyher, I. Malyarchuk are investigating the question of realization of a transport potential of Ukraine in the context of EU expansion [1]. M. Derhausov investigates the features of a transport politics of Ukraine during the adaptation in international markets [2]. Yuri Tsvetkov, M. Tsvetkov, J. Makarenko analyses the modern state of Ukraine transport infrastructure, and also analyses the directions of Ukrainian reformation of railway transport [3].

Analyzed the conditions of increasing the cargo traffic through the border of Ukraine in the article "Ukraine in the global supply chain" Krykavskii E.V. and Chornopyska N.V. It justified the directions of Ukraine's integration into the global environment by using the concept of supply chain [13].

Article objectives. The aim of work was to scientifically prove the level of functioning efficiency of transport in Ukraine, by analysing the statistical indexes of cargoes transportations, geographical location, transport infrastructure and legislation of country in the sphere of international cargoes transportations.

Presentation of main materials. Due to the geographical location, Ukraine serves as a bridge between Europe and Asia, between North and South. In addition, it is covered by the thick net of transport ways and has the developed modern rolling stock of all types of transport.

It is known that a transport combines time and space, that divide producers, customers and sellers. In an economic plan he weakens time and spatial breaks between a production and consumption. A transport factor occupies an important place in the theory of placing, in regional or in an international economy and in the theory of foreign trade [4].

The dynamics of international cargoes transportations, the size of GDP and the number of businesses in Ukraine during the years 2001-2012 are presented in the Fig. 1:

From Fig. 1. we can draw a conclusion, that from 2001 to 2008 the volume of international transportations grew from 752,1 to 891,8 mln. tons (+18,57%), GDP grew by 74,4 milliards of hrn., that is more than 4 times. Number of businesses during 2001-2012 increased on 452 thousands (+50,84%). However an economic crisis in the world brought in his adjustments the economy of the state. An economic crisis resulted in the sharp falling of transportations index on 21,98%, and the decline of GDP was 3,69%. From 2010 the volumes of cargoes international transportations grew from 695,7 to 811,7 mln. ton, except 2012 – where the volume of transportations went down on 4,79%. GDP of Ukraine during the period from 2008 to 2012 has a stable positive situation, namely, increasing on 49,7 milliards of hrn. or on 54,43%.

Thus, data of the state service of Ukraine statistics testify that the volume of international transportations of loads depends on GDP, and does not depend on the number of businesses.

The volumes of cargoes international transportations by a motor and railway transport in Ukraine from 2002 to 2012 are presented below (Fig.2.):

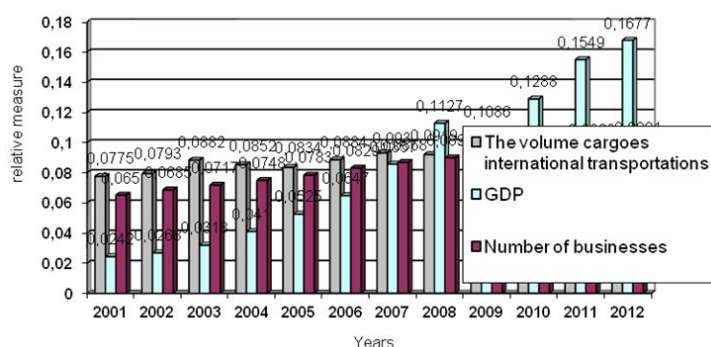


Fig.1. The dynamics of international cargoes transportations, the size of GDP and the number of businesses in Ukraine during the years 2001-2012.

Note: worked out by author, based on [5].

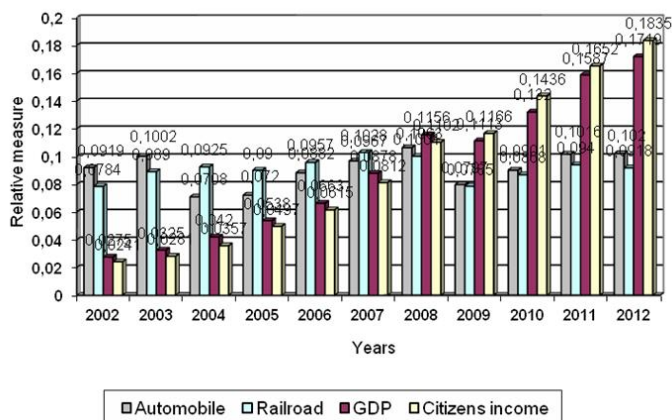


Fig. 2. Volumes of cargoes international transportations by a motor and railway transport in Ukraine from 2002 to 2012.

Note: Worked out by author, based on [5].

According to Fig.2., it is possible to make a conclusion, that from 2002 to 2007 the volume of international transportations by railways increased on 31,07% and attained a maximal point – 512,5 millions tone. In connection with a world economic crisis there is decreasing of transportations volumes during 2008-2009 in 23,66%, and after the crisis we can observe increasing of indexes in 2010-2011 on 19,73%. In 2012, at the market of cargoes railway transportations there was falling on 2,32%. Motor-car transportations depend on an economic situation in a country, namely from the financial state of population from political and economic factors. Number of transportations by a motor transport is now increasing.

Отже, можемо стверджувати, що обсяг міжнародних вантажних перевезень в Україні залежить від ВВП, тобто від обсягів виробництва та імпорту продукції, а обсяг доходів населення не є значним.

Thus, we can state that the volume of international transportation in Ukraine depends on GDP, thus from production and imports, and the amount of income is not significant.

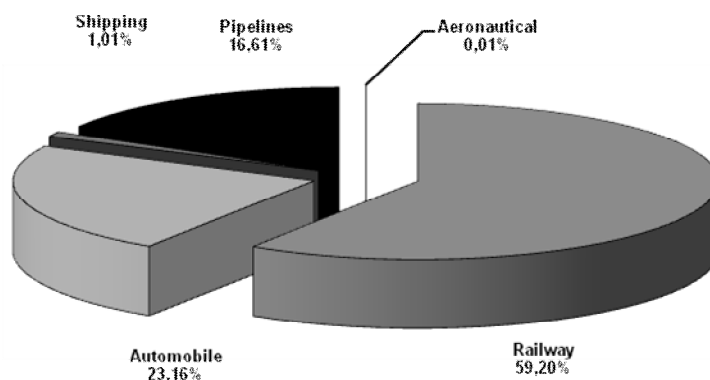


Fig. 3. Market structure of cargoes international transportations in Ukraine during 2012.

Note: Worked out by author, based on [5].

According to the State Statistics Service of Ukraine (Fig. 3), the cargoes international transportations in Ukraine during 2012: the largest share of the market occupied railway transport (59.2%), that is followed by – automotive (23.16%), by the pipeline (16.61%), shipping (1.01%) and the last – air transport (0.01%).

Formation of the transport network, its species structure, density (tightness) of roads as a whole and as an individual species of transport, the passage of main roads are defined by branch structure of the economy and its productive specialization, territorial organization, density of populated areas, peculiarities of historical development, natural conditions and the economic geographical location of the country and its regions [6].

Today, the main part of turnover of goods and carrying passengers occupies a railway transport. Advantages of this type of transport are: wide branching and low tariffs. The carrying capacity of the railway system greatly exceeds the current volumes of traffic. [7].

In recent years the country boundary of Ukraine crosses on the average 12 million cars per year: 88% automobile, 4% busses, 8% trucks[8]. Existent tendencies specify on existence of such problems that prevent development of borders and transit transport volumes through territory of Ukraine:

1. The poor condition of roads in Ukraine as evidenced by the provision of a State which is much lower than in most European countries [9]. In fact, in recent years, funding for construction and repair of roads did not exceed 1% of the regulatory requirements [10].

General length of ways that are in general use – 169,7 thousand km. For maintenance of existent network of motor-car ways must be annually repaired about 37,6 thousand kilometres and be built, at least 400 kilometres of ways. The oriented cost of such works is 5,3 milliards hrn.

Experience of Germany and Japan testifies that exactly during the economic crises, building of motorways acquired a priority value, promoted creation of new workplaces and high level of capital investments.

On the modern stage actual are questions of substantiation of system estimation and forming of complex of factors that increase investment attractiveness, but also providing of process of it's achievement, by an effective management through the complex of methods, ways and facilities of targeted organizing influence on investment activity of the state and taking into account risks on different levels (Fig.4).

Thus, the analysis of the current state of international transportation in Ukraine and in worldwide market indicates that it is accompanied by a large number of constraints and difficulties that lead to various risks. Structuring the risks and appropriate use of relevant economic and mathematical models allows to make the right decisions in this sphere of activity.

To achieve the desired effect of developed program of transport infrastructure in Ukraine in the sphere of cargoes international transportation it is necessary to learn how to "manage risk and regulate it" (Fig. 5).

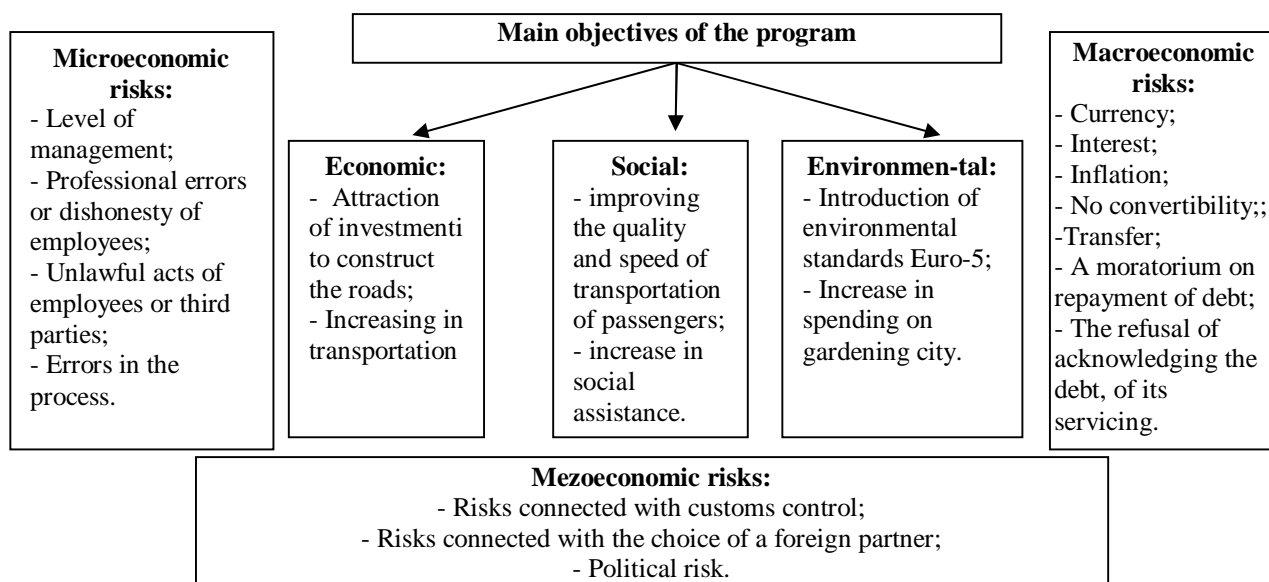


Fig.4. Main objectives and risks of development program of Ukrainian transport infrastructure in the sphere of cargoes international transportation.

Note. Adapted by the author

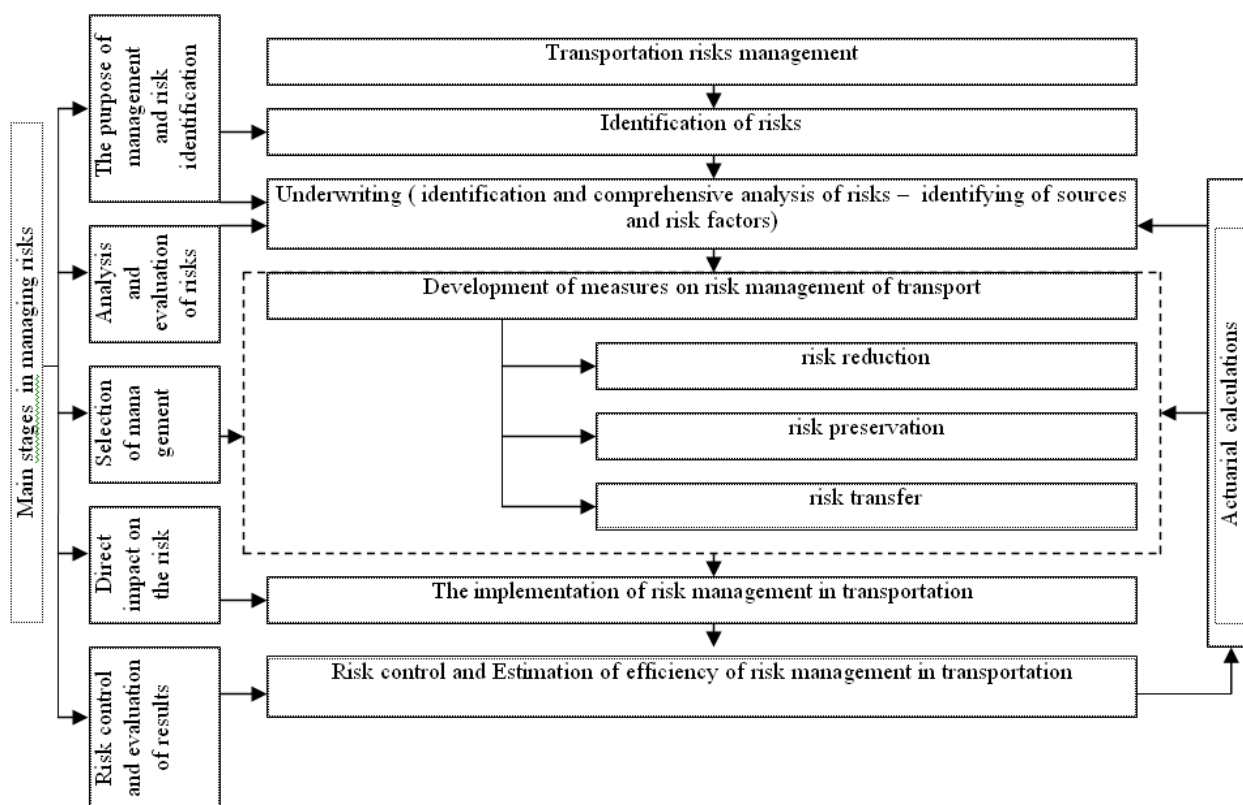


Fig. 5. Procedure for management of transport risks in relation to the general stages of risk management

Note: Adapted by the author

Measures to control traffic risks:

1. Reduction of the risks (diversification – expansion of the assortment, number of services).
2. Saving of the risk:
 - a) limitation (restricting) of activities or products and services;
 - b) self- insurance (creating own reserve funds, etc.).

3. Transfer of risk:

- a) Insurance – transfer risk to insurers for a certain amount of funds;
- b) outsourcing – company transfers a part of its tasks or processes to external performers on the terms of the subcontract.

Stages of measures implementation to manage transport risks:

- identification of risk;
- risk analysis;
- taking measures to manage risk.

On the last stage, the risk is constantly controlled (monitored) and is determined its economic efficiency. After a detailed analysis of this method of risk management it can be henceforth used or can be replaced by more efficient.

Recommendations to improve roads:

- a) Develop a program of infrastructure development;
- b) "withdraw the moratorium" on building roads by Ukravtodor;
- c) strengthen the control over the movement of large-tonnage and large-sized transport;
- d) attract investors in order to construct a tax roads;
- e) engage independent foreign companies to control the quality of new-built roads;
- e) openness of tenders.

2. Customs infrastructure characterized by a large bureaucracy and constant changes in legislation.

Customs infrastructure characterize a total number of customs objects, the efficiency of their use and time for customs operations. This structure includes: cargo customs complex, licensed customs warehouses, temporary warehouses, stationary and special technical tools of customs control, customs laboratories and office buildings, information systems, information and communication networks, communication networks, data processing centers and computing customs centers [11].

Recommendations to improve the customs infrastructure

- a) increase the bandwidth of customs points;
- b) computerization of all phases of documents submission (an opportunity to form documents "in advance");
- c) reducing the number of documents required for transportation.

3. Tariff policy.

Transportation tariffs – a mechanism that forms payment system by transport companies for transport and related services. As an economic category – it is a form of a price on transportation [12].

In the EU, according to Art. 9 of the Rome Treaty, the European Community is based on a customs union. This means that within the EU applies a common customs tariff and a common economic policy towards third countries.

Customs union can be defined as an agreement according to which trade between Member States is free and relatively to the third countries the appropriate trade policy and a common external tariff is applied. It is also called a "common external barrier" – that means that products from third countries which are not EU members, are equal to the goods that are produced by Member States after they were imported into the EU.

Customs Union provides a protection of the domestic market of goods from third countries, while it is open to other members. Raising tariffs in Ukraine provides support for domestic producers, but this is not enough. First of all – it's necessary to provide a high quality products that can satisfy the needs of customer at the lowest price.

4. Transport terminals, or rather their lack of.

Due to the absence of factors that could ensure the development of transport infrastructure such as customs infrastructure, tariff policy and the availability of transport terminals, the competitiveness of the country in this question is quite low. Whereas the quality of roads in Ukraine is not a factor in the competitiveness of the industry, then, instead of this factor, the price of transportation can become the factor to create a competitive industry in Ukraine. Also a developed custom infrastructure and improved quality of services will contribute to increasing the competitiveness and improving service delivery at the national border.

Conclusions and perspectives for further research. In general, the formation and development of the national transport system of Ukraine requires effective government regulation of activity of transport companies in the following areas: the creation of a free and competitive transport market, providing technological and environmental safety transport, intensification of international transport enterprises and improvement of legislation in the sphere of international transportation. The process of reforming the transport sector of Ukraine requires an increased government control over the use of cargoes national shipping base as a branch of the transport sector with a particular monetary resources. It is extremely important to intensify an activity of transport enterprises of Ukraine by creating own information base about conjuncture of world freight market.

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НАУКОВО-ПРАКТИЧНІ ЕЛЕМЕНТИ ЗАКРІПЛЕННЯ НЕГЛАСНИХ СЛІДЧИХ (РОЗШУКОВИХ) ДІЙ У КРИМІНАЛЬНОМУ ПРОВАДЖЕННІ

Стаття розглядає положення елементів закріплення негласних слідчих (розшукових) дій як доказів у кримінальному провадженні. Теоретичні положення теорії доказів включають до себе положення процесуального їх закріплення у кримінальному провадженні слідчим, оперативними підрозділами. Докази повинні збиратися тільки шляхом проведення процесуальних, слідчих розшукових, а також негласних слідчих (розшукових) дій за встановленою процесуальною процедурою. Вносяться пропозиції щодо удосконалення КПК України.

Ключові слова: докази, негласні слідчі (розшукові) дії, оперативна інформація, слідчий, прокурор, суддя, оперативні підрозділи, кримінальне провадження, протокол.

В статье рассматриваются теоретические и практические вопросы получения, закрепления, оценки, использования доказательств следователем, оперативными подразделениями. Основное внимание уделяется получению доказательств путем проведения следственных розыскных, негласных следственных (розыскных) действий. При этом фиксация доказательств производится на основе процессуальной процедуры в протоколе производства следственного действия. Вносятся предложения по дальнейшему совершенствованию уголовного процессуального законодательства.

Ключевые слова: доказательства, негласные следственные (розыскные) действия, следователь, прокурор, судья, оперативные подразделения, уголовный процесс, протокол.

Actuality of this article consists in that new criminal process codex of Ukraine defined new positions of proofs in criminal realization. Proofs are got by an investigator during realization of inquisitional search, secret inquisitional (search) actions, that substantially change the rules of collection, fixing, verification, estimation of proofs during the judicial trial of criminal realization.

The theory of proofs was developed during the action of criminal judicial legislation.

Theoretical positions of theory of proofs plug in itself position of their judicial fixing in criminal realization by the proper subject. The proper subject in criminal realization is an investigator that has authorities for realization of judicial, inquisitional search, secret inquisitional (search) actions for establishment of circumstances of criminal offence. Only an investigator has a competence in relation to realization of inquisitional actions and receipt of proofs.

Proofs are possible if they can be used on criminal realization and behave to the "main fact" after that an investigator must set circumstances, that is subject to finishing telling and to admit that person that accomplished criminal offence suspected on the basis of proofs an investigator has a right to report to suspected about perfect criminal offence.

Proofs must gather only by realization of judicial, inquisitional search, secret inquisitional (search) actions that are certain in criminal process codex of Ukraine. Every inquisitional action must be