

SUMMARY

UDK 338.1:656.61. Kibik O. Maritime transport of Ukraine in the integration process.

Integration is one of the major intensification factors of economic relations and balanced development of economic systems.

Mutual responsibility of the integrating subjects, shared values and benefits, a certain degree of loyalty and trust between them are the backgrounds of effective integration processes at different levels of economic activity. The appropriate level of an integrated member's economic development is essential condition for the formation of benefits of participating in the integration merger.

Modern crises and at the same time the development of the logistics processes are backgrounds for the technical and organizational integration of transport enterprises to enhance the reliability of the interaction of different elements of the transport chain.

In the projects of eurologistics it has been given an important place to Ukraine because of its extremely favorable transit location. Competitive advantages of transportation and transit component of Ukraine are caused by favorable geographical position of the coastal regions of Ukraine, cross-border status, well-developed transport system.

Problems of economic development of the main enterprises that form the maritime complex of Ukraine are the backgrounds for the development and implementation of the integration strategy.

Presence of a common integration strategy, prospect of building sustainable mutually beneficial economic relations or shared benefits, strengthening of market positions, a concise definition of the role, rights and obligations of the participants are the basic conditions for effective integration of maritime transport.

The maritime transport of Ukraine should align its policies with modern conditions. The conjuncture of different markets, the balance of political forces, the production and technical potential, the

state of the social structure, the institutional order of different levels of management – there are the basic conditions.

Enhancing the participation of Ukraine in the process of integration is a factor of the efficiency of the economic system of the country and its competitiveness.

The target and clauses of integration in the maritime business in Ukraine determine the nature of the process and the instruments of its support.

Keywords: maritime transport, maritime transport companies, the integration process.

UDK 338.5:656.611.2. Shirokov M. Development of the system of strategic costs management in the field of port activity.

Liability enterprises of port activities and their departments for cost increases in the present conditions. Strategic cost management system must be constantly progress. Cost optimization of port enterprises, provided quality needs of port customers, is the goal of the system. The structure of the system involves the interaction of four subsystems: cost management, management accounting, production and management control. Cost management subsystem, which includes managers at all levels of organizational and management structure of the company is the subject of managing the system. Subsystem of port production is the object management costs.

Cost management of port enterprises is closely related to the functioning of the system of budget planning, control and analysis of cost and financial resources. Budget management technology has significant advantages, but its use is limited in up-to-day of Ukrainian port enterprises.

Organization and coordination of management costs of the enterprise and its business units, forecasting and planning, control costs without changes in operating conditions, motivation of different categories of personnel of port enterprises to efficient use of factors of production in order to optimize costs, stimulate economy and identify forms of liability for inefficient use of resources, a comprehensive

cost analysis, recording and monitoring of plans and programs to reduce costs, compliance costs budgets, identifying ways to reduce deficiencies in order to improve the effectiveness of cost management are functions of cost management of port enterprises.

The system of management of port activities for the effective use of the budget approach should significantly improve. The increased responsibilities of departments and even individual performer for their use of resources is the area of improvement.

Development of strategic cost management is a necessity. The main subsystems of the system should be management accounting and management control.

Keywords: costs of production, strategic management, enterprise of port activity.

UDK 338.5:656.611.2 Nakonechny Y. Development of motivational field of port enterprises.

Motivation is a long-term impact on the employee in order to create an appropriate motivational foundation and development of labor potential of enterprise port activity.

Motivation is a system of forms and methods directed effect upon the minds workers and working conditions, that are reproductive factors in the economic process of enterprise port activity.

The employment potential is the resource category. The employment potential includes source tools, resources, labor to performance of certain tasks in order to goal of enterprise port activity.

The main indicator of employment potential of people is the best possible result of work.

Motivational field is formed and develops, taking into account the need to implement the strategic goals of port business.

Complex motivations and stimulus for high quality work in achieving the goals all the staff and some of its workers under different conditions of production determines of Motivational field of port enterprises defined.

The decision to increase salaries, payment of rewards, career growth, means moral incentives are the key issues of the motivational field.

Results of port enterprises are defined economic interests of elements internal and external environment.

Adequate system of estimates of workers of the port enterprise is necessary condition of efficient use of rewards. Balanced Scorecard can be a basis for the formation and implementation of development strategies of port enterprises in modern conditions.

The problem of determining the appropriateness and fairness motivation of individual workers under a general result exists at this time. Motivational systems of managers and other workers in port activity should vary in function and degree of detail. The balance of relative and absolute indicators should provide.

Careful examination of the psychological characteristics of the team and use of the results in the construction of the future motivation are necessary.

The modern model of innovative development of the port enterprise should focus on highly skilled and proactive workforce, integrated into the production system. The continuity of the expansion of knowledge and training must be provided.

Keywords: human resources, development of personnel, motivational field, enterprise of port activity.

UDK 656.656.01. Minakova S. The essence and the content of intra-organizational relations in seaports.

Central to the system of the economic mechanism is the economic mechanism through the economic interests of both conscious material needs of people and consists of a complex of economic methods, techniques, standards, indicators, which are implemented through the objective economic laws.

Until recently, port complexes were a pure state structures, but providing all kinds of commercial services was based on the use of joint ownership – state, corporate and private, each of which has

advantages and disadvantages, and requires appropriate organization of production.

Where there is economic activity, there is always present the problem of the property. The market economy cannot successfully develop and operate only when one form of property, one of the objective basis of its functioning is the multiformity nature of the economy, diversity of forms of property, regardless of what form of ownership is built this production.

Under the economic activity we understand the activity in the sphere of public production, directed on the manufacturing and sale of products, performance of works or rendering of services cost of character, with pricing certainty. The objectives, priorities and policies of the seaport are implemented using appropriate techniques, instructions, regulations, and standards, which are based on the principles of unity of their training are a real mechanism of economic management. A new mechanism that provides the interaction of the subsystem that manages, and subsystems, which controls being formed from a set of specific forms and methods of conscious influence on the economy.

Economic mechanism of enterprise, on the one hand, should provide external relations of the latter and to create appropriate conditions for the production of income. On the other hand, this mechanism aims at the development of the relations of production within the enterprise. In the first case it quite principles are determined by the peculiarities of the economic mechanism inherent in a particular industry or enterprise (existing or potential form of ownership of means of production, existing systems of pricing, taxation, planning etc.), and in the second case – the peculiarities of the relations of production at the enterprise.

The sphere of economic relations should be economically productive, organizational-economic and intra-organizational relations.

Economic-productive relations are property and other relations arising between business entities during the direct implementation of economic activity.

Organizational-economic – relations between economic entities and subjects of organizational and economic powers in the process of management of economic activities.

Farm-relations between structural subdivisions of business entity and the relationship of the subject of management with its structural divisions.

But in any economic mechanism are basic elements economic entities and organizers of production and relationship in which they take on the organization of social production, or economic relations.

Keywords: on-farm economic relations, economic entities, economic mechanism, port complexes, port management.

UDK 656.11.2:658.15. Khayminova Y. Classification of financial relations companies of maritime economy.

Achieving of sustainable economic growth in Ukraine is possible upon availability of effectively – functioning companies. Effective organization of the funds formation, payments between companies and budget enables the possibility of high-quality management of companies' cash flow, adoption of the best financial decisions and runup of business profitability. On the other hand, imperfect financial policy and the organization of financial relations lead to lower economic efficiency of companies of marine economy.

Despite the extended coverage of the problems of financial support for maritime business activities of companies and their interaction of classification of financial relationships, what will permit to form financial policy of these companies, they are studied not enough.

The essence of financial relationships is interpreted ambiguously in different scientific researches, due to diverse of the interests of the productive process members and their implementation mechanisms.

Financial relationships – the relationships between the company and the entities of external and internal environment.

The subjects of financial relations of the company are the employees of the company, organization departments, shareholders and owners, and other companies in the holding structure, suppliers and customers, financial intermediaries, state.

The objects of financial relations-financial resources of the enterprise.

There are criteria for the classification of financial relations of the company:

- economic substance of financial relations;*
- types of businesses;*
- objects of financial management at the enterprise;*
- type of management of financial relations;*
- direction of financial relations realization;*
- duration of financial relations;*
- options for decision making.*

In our opinion according to the nationality of the subjects – financial relations should be distributed to the national (the relationship between the state, banks, etc.) and external (payments with foreign partners, obtaining and repayment of loans from foreign banks, etc.).

Regarding the stage of the reproductive process are distinguished financial relations at the stage of production, distribution, exchange and consumption.

With regard to sector profile of the entities of financial relations, they should be divided to the relationship with the entities of one mesolevel (relationship between shipping companies and crewing company) and the entities outside the marine economy (the relationship between the port and the state).

Classifications of financial relations will enable to form an effective financial policy of the enterprise and to achieve financial stability and economic development of marine economy in general.

Keywords: financial relations, the subjects of financial relations, the classification of financial relations, shipping companies.

UDK 336.02 Postolenco Y. Financial leverages of stimulation of development of economic subjects of maritime business.

The formation and effective implementation of financial policies occupy a important place in the management system. Financial policy involves the use of financial leverage. The use of financial leverage for the development of the economy and maritime business should be based on an integrated approach. Identification and recognition of the priority of financial leverage in the structure of the financial mechanism are important.

Financial leverage – a aggregates financial resources used by the economic subject in the maritime business, according to the goals and objectives of fiscal policy .

Determining the economic category of "financial leverage" should take into account their impact on the providing of economic development. Financial leverage is a means of financial method. Financial leverage took priority in the structure of the financial mechanism.

Plans, investments, loans, lease payments, amortization, net cash flow, costs, profit are the main financial leverage of the marine business.

With the financial leverage provided by a balanced and sustainable development of the marine business in the income and costs, assets and liabilities, financial debt and more.

Public investment, plans and projections, taxes, prices and tariffs are the main leverage on the macro level. Public investment in infrastructure maritime business? opportunities for credit on more advantageous terms, tax breaks, flexible pricing policies are possible state leverage in the maritime business.

Organizational structural, financial, tax and property – the three types of support for maritime business.

Improving the efficiency of most marine business is not possible only by their own financial leverage. It is necessary to attract new debt in order to increase investments and profit of marine businesses. Formation of financial resources for long-term and short-

term character is necessary to ensure expanded reproduction of economic subjects' maritime business.

Keywords: financial leverage, maritime transport, maritime business, economic subjects.

UDK 656.078+339.923. Kotlubay V. Improvement of the main principles of ice fee formation and collection.

The article is devoted to review of the basic regulations, according to which the ice fee is collected. For the moment the terms of collecting of the ice fees' base rates are provided for by Tariff Catalogue for works and services, provided to cargo owners by the seaports of Ukraine, approved by the Ministry of Transport on 31.10.95 № 392 as revised by the Ministry of Transport on 12.03.03 № 188.

The international experience of ice fee formation and collection is examined. Studying the experience of other countries shows that in the majority of foreign countries – maritime states (for example - the U.S., Canada, Finland, Denmark, Norway, Sweden) the bulk of liner icebreakers are owned by the state and maintained by the budget.

Maintenance of all ice operations outside the port waters, as to the international practice, is the prerogative power of the state. Delayed maintenance of these operations cause damage to the state (lack of income from cargo handling and port charges).

During ice campaign on the Azov Sea, especially in heavy ice conditions, only the Mariupol port needs at least two icebreakers to ensure smooth and safe (non-accidental) navigation. The main disadvantages faced by the Russian Federation collecting ice fee as payment for providing specific services to the ship.

Up to 2012 in Russian Federation ice fee collection was mandatory year-round payment for the shippers, who are carrying loads using Northern Sea Route, regardless of the season. Part of this money was spent on runup of icebreakers for winter navigation. In port waters of the number of the freezing seas of Russia the

scheme of mandatory year-round payment is specified not from the cargo owners, but from the ship owners, used in public ports with a large turnover.

As to the changes of the scheme of ice fee collection of the Federal State Unitary Enterprise "Atomflot" about 400 million rubles are missed in 2013 (the loss of the income due to the transition from compulsory payment that was provided according to the system of tonnage fees, for practically provided services should be paid).

The basic principles for further improvement of the system of ice fee formation and collection are defined:

- 1. The principle of reducing the burden of the cargo owner – ice fee is collected from the ship owner.*
- 2. The year-round principle – ice fee charging is carried out throughout the year.*
- 3. The principle of full expense compensation – ice fee year-round collected, should compensate the costs of the ports for maintenance of icebreaking fleet (including its updates).*
- 4. The principle of competitiveness – the costs for the maintenance of the icebreaking fleet should be economically justified.*

Foreign experience shows the need to move from the ice fee collection from the cargo owner to ship owner. Also, determining the ice fees' rates the national specifics of the state recovery of expenses for the purchase and maintenance of icebreaking fleet, as well as negative experience of the neighboring country – Russian Federation, where from 2012 the new scheme for ice fee collecting ice collecting in the North Sea Route is proposed should be taken into account.

Keywords: commercial seaports, port fees, ice fee, payment, ships, icebreaker, safety of navigation.

UDK 656.96:338.435 Romanenko K. The problems of carrying out contractual relations between transport service enterprises and the enterprises of port activity

The main problems, which occur in the process of signing contracts between the transport service companies and state enterprises, ports and private terminals, are considered in the article. The changes in the sphere of contractual relationships between the enterprises conducting port activity and the enterprises, which provide transport services, are regarded. The ways of improvement of the cooperation process between the mentioned subjects of the maritime economic complex are offered.

Keywords: enterprises of port activity, transport service enterprises, ports, terminals, maritime agents, forwarding companies, contractual relationships, contracts.

UDK 347.793/656.61. Redina I. Improvement of economic and legal aspects of shipping control in Ukraine.

Article presents and formulates the actual problems and the realistic ways of economic and legal protection of shipping in Ukraine. The necessary changes in the Merchant Shipping Code of Ukraine and other acts of legislation that would ensure national security, national interests and promote international authority of the state are established.

Keywords: merchant shipping, national security, freight independence, the flag state of the vessel, the national identity, the nationality of the vessel.

UDK 338.48. Yemelyanova K. Mechanism of relations between participants Ukrainian market segment of cruise services.

Cruise services market is characterized by a large number of participants, the functioning of which affects the general conditions of the cruise industry in Ukraine. However, ones of the most important actors that operate in the market of cruise services are the shipping companies and ports.

The global cruise industry practice shows that market participants cannot operate in isolation, independently of one another. The nature of the relationship between them is complex, unstable and high competitive.

The state as a regulator of economic relations between cruise market participants should promote new and effective mechanisms that ensure harmonious cooperation between actors of cruise business in the long term. One of such mechanism that is widely used in the cruise industry in Europe is the cluster mechanism relationships between the cruise market players and concession contracts. But, despite their importance in developed sea states, they have not gained enough popularity in Ukraine, especially in the cruise business.

According to the features of the cruise industry cluster can be defined as a set of entities of different ownership who participate directly or indirectly in the planning, production, distribution and control of a cruise product. The interaction of market-based cluster model enables them to complement each other in business processes, using shared resources. Just the cluster model allows combining into a single point all elements that are the subject of the relationship between the actors in cruise market. The cluster in cruise business involves not only shipping companies and ports, but universities, government, travel and insurance companies, hotels etc.

Due to the fact that the emergence of positive external effects (externalities) of the cluster in the cruise business services market associated with production less than the maximum possible level,

taking into account the economic interests of all participants, it is important for ports to accumulate their financial funds. These resources allow them to plan and coordinate investment capital to the development of the Ukrainian market segment of cruise services. The Law "Pro morskii porti" founded the base of such financial policies effective implementation.

It must be emphasized that the ports should be the managers of clusters. However, full implementation of all objectives of clusters in cruise business will be possible only if the overall reform of the national marine economy is done.

Keywords: cruise services market, cruise services market actors, cruise business, public-private partnerships, cluster.

UDK 656:519.862.658.51. Moskaljuk L., Davydova V.
Application of adaptive methods for forecasting economic performance of transport enterprises.

Short-term forecasts are critical to economic activity because any economic process is unpredictable and hence, associated with risks.

Conventional methods used for building up economic models include linear and non-linear simulation and econometric equation systems which provide fairly reliable projections subject to model parameters stability or variability within the established confidence intervals. However, those methods are not applicable to simulation objects functioning in a continuously variable environment. For that type of problems adaptive prediction technique is used in order to account for continuous variation in the parameters of an object under study, i.e., «adapt» to such variation by assigning the highest weight to the values observed closer to the prediction moment.

The purpose of this paper is to produce short-term forecasts of such economic indicators as profit, service cost, and tariff rate using the Holt method and the Brown method, compare the quality of the resulting forecasts as a function of the input data charac-

teristics, sampling interval, and the values of the adaptation parameters used.

The advantage of adaptive models is their ability to adjust to the dynamics of the processes subject to simulation and update its parameters in response to new input data, while the use of conventional econometric methods results in forecasts based on extrapolation of outdated dependencies. Hence, adaptive models are capable of generating forecasts in conditions of instability over a period preceding the forecast, which is typical of economic projections.

Classic adaptive forecasting models represent short-term forecasting of time series requiring no conceptual model interpretation and relying on one method only. Unconventional models represent adaptive expectations based on combination with multiple regression models, simulation modeling, and in addition to forecasting provide a tool for efficiency assessment of relevant factors and its fluctuation, as well as risks associated with decisions made in connection with a given forecast.

In this paper, the relevant auxiliary quantities, such as start conditions, exponential averages, estimated model coefficients and projected value of the indicator under study were determined by the exponential smoothing formulas.

The calculations resulted in one-year forecasts of a key business performance indicator, profit under various values of the adaptation parameter and polynomial smoothing degree. The results suggest a conclusion that in the case of non-uniform nature of the input data, i.e. the data with inherent unpredictable jumps, long-term forecasts based on adaptive models should be made once the said aspects have been excluded and the risk of inaccurate results has been evaluated.

Keywords: conventional methods, adaptive prediction, the Holt method and the Brown method, profit, prediction moment.

UDK 336.02 Kalicheva N. The advantages of rail transport on the transport market.

The effective development of transport infrastructure positively influence the development of the national economy, attracting in the exchange process of new spaces and producers, leads to the growth of the domestic market that connects industrial and rural production, affects priority development of natural reserves, specialization and placing of industries.

The degree of development of the transport infrastructure of the country determines its transit prospects, and their implementation is beneficial appears on the profitability of a number of sectors of the economy.

Increase the number of available services the transport complex for passengers and shippers, the speed of the movement, reducing transport costs in the value of production, the development of modern and efficient transport infrastructure – one of main directions of increasing competitiveness of the transport system and transit potential of Ukraine.

To fully satisfy all the needs of consumers in the implementation of the transportation process requires that carriers provide transportation of goods and cargo, «just in time» and «door to door», constant improvement of quality of transport service – they must to ensure reliability, security, low price and timely delivery of goods and passengers

The main levers of regulation of part of the national market of transport services rail transport are the same factors that regulate the activity of all the transport market of Ukraine. Because the railway is a key part of the national transport system and the service that they provide significantly affects the economic life of the state.

At the analysis of the services provided by railway transport on the transport market, keep in mind that Railways have various activities such as freight, passenger transport, secondary economic activities and non-core activities.

The work on retain existing and attract new customers railway transport should include studying the market of transport services to provide consumers with the necessary information during the order; all special requirements of the customers at transportations by Railways; speed execution of all necessary documents; benign implementation of commitments in regard to contracts of carriage of goods and services.

Railway transport has on the present stage of development not only compete with other modes of transport to retain existing and attract new cargo transportation with the help better serve and carry out activities aimed at cooperation with other modes of transport for complete customer satisfaction in the domestic and international transport markets.

Keywords: railway transport, the market of transport services, transport, competition, national economy, quality.

UDK 658.7:656. Dikan V. Industrial-logistic system: essence and expedience of forming.

The bases of industrially logistic system forming are exposed in the article, its basic subsystems, principles are determined, its structure is given and its role for the revival of industrial potential of Ukrainian industrially logistic system is grounded. The industrially logistic system is an aggregate of subsystems, connections between which and between the elements of the system based on informatively innovative basis, and their associate functioning is called to provide creating of conditions for growth of innovative receptivity level and competitiveness of machine-building enterprises due to distribution and drawing on front-rank accomplishments of STP, incarnate in the products of machine-building production.

Forming of industrially logistic systems in the aspect of domestic industrial enterprises competitiveness providing is carried out after such principles: adaptiveness, social partnership, sinergy, priority, innovativeness, complexity, scale.

Basis of industrially logistic system are made by production and transport subsystems. A production subsystem is presented by the aggregate of production enterprises which are specialized on the production of goods of machine-building, that is characterized by low level of quality at this time, however they are interested in innovative development of all industry of Ukraine.

Transport subsystem of industrially logistic system unites activity of all types of transport, which will carry out a transport maintenance of industry on the basis of logistic principles.

Among basic advantages which stipulate expedience of association of enterprises within the limits of ILS, is:

1. receipt to the new specialized factors of production (technologies, newest equipment, skilled personnel, infrastructure);

2. conditioning for an effective exchange by information which reduces the level of charges and diminishes the size of efforts on organization and flowing of informative streams;

3. a decline of level of charges on organization and realization of process of transporting of products and directly process of transportations;

4. development of contiguous productions and improvement of the economic state of producers of technological equipment

5. expansion of access is to existent world scientific and technical developments and conditioning for an exchange, activation of own research activity, technologies.

Keywords: industry, mechanical engineering, industrial-logistic system, competitiveness.

UDK 658.589.001.57. Tymoshchuk M. Performance evaluation as the component of information support of innovative development model of machine-building enterprise.

Analyzed and provided the method of evaluating the effectiveness of forming the innovative development model of machine-building enterprise. Created the system of improved indicators that fully describe the effectiveness of the model of moderate innovation implementation.

Actuality of the work is in the fact that the new system of improved indicators will effectively analyze and monitor innovation activity management process, create the conditions for its further activation; will provide an opportunity to rational innovative activity planning, will enable to keep records of innovative activity results for making rational decisions of enterprise innovative development.

Improving the indicators of estimation the effectiveness of forming the innovative development model is made considering the specific of machine-building enterprise activity and depends on the ultimate objectives of innovative activity performance management.

As the Ukrainian machine-building enterprises characterized large-scale activities, but inability to compete with foreign factories, and also featured low financial support, so in the vast majority they are not interested in the radical innovation implementation and investing in improving innovation to save existing positions both in domestic and foreign markets.

Informational support formation of innovative development model means creating a system of improved indicators that would best reflect the state of the chosen innovation direction. Evaluating the effectiveness of the formed innovative development model of machine-building enterprise based on scientific, technical, commercial, and financial analysis.

Improving innovations require finding appropriate knowledge for a slight improvement or modification of product, technical and technological processes because of basic difference in a bit lower degree of saturation of technological changes and new features. Defined best suitable indicators to the model of moderate innovations implementation that are the most relevant for machine-building enterprise today.

Evaluating the effectiveness of innovative development model makes it possible to identify the potential for raising the effectiveness of machine-building enterprise innovative performance.

Keywords: model, innovative development, efficiency, information support, machine-building enterprise.

**UDK 330.362. Kubiniy V., Popovich V., Maksymchuk J.,
Povidajchik M. Regressive model of innovation activity influence
on the economical progress.**

This article is devoted to the problems of efficiency analysis of innovation potential by modeling the behavior of innovative factors and identifying trends in their impact on the development of the economic system. It is determined that the construction of the model depends on the content of the theoretical nature of innovation. Innovation characterized by the following features. Novelty – difference from any previous counterparts. Riskiness means uncertainty of future behavior of innovation, Multivariate its impact (negative or positive) on the future state of the economic system. Research intensity – innovations arising from research conducted, focusing on the sense of their results. Economy – best value performance and cost.

Innovation provides business solutions of dualistic problem. On the one hand, innovation active enterprises form the demand for innovation, what necessitated the generation of new knowledge, new ideas and stimulate the functioning of the scientific sector. On the other hand, innovative companies meet public demand and the economy as a whole on the latest products and technologies that shape a new quality of life. Thus, innovative entrepreneurship as the substance of innovation activity of enterprises performing the same functions as: a) economic, performance dedicated to fundraising and creating products that subsequently used as a source of increasing the efficiency of enterprises, and b) the marketing function, the effect of which ensures the formation of fundamentally new markets and to drink away his satisfaction, and c) social, implementation of which will provide a platform for new and better lifestyle.

Based on correlation analysis it is identified factors that have made an impact on the national economy. Built stochastic factor model based gross domestic product per capita of innovative factors. The evaluation of the adequacy of the model is made.

The model shows that for a given structure of the national economy, where the predominant share is traditional activities, immobilization equity firms to innovate and expand the scope of scientific research carried out their own businesses do not contribute to the growth of gross domestic product.

It is shown that the amount of R & D and innovation funding costs on their own business impede the development of the national economy. This is the case in this current time interval at the given internal and external conditions of the economy.

This allows you to recommend the following. It is necessary to intensify public leverage on innovation activities of enterprises and organizations. Among these instruments is particularly significant tax relief for companies that conduct innovation at its own expense, appropriate incentive credit policies, institutional support productive activities. This suggests the need to restructure the national economy and the transition to an innovative type of development, which will be based on mechanisms to stimulate research and innovation. This problem serves as a strategic implementation of innovative potential.

Keywords: innovation, modeling, correlation analysis, stochastic model, innovation factors.