

## NEGATIVE FACTORS THAT IMPEDE THE DEVELOPMENT OF TRANSPORT IN UKRAINE

**Problem statement.** Currently, solution of the economical development of Ukraine is one of the first tasks for our country. Particular attention is drawn transport, which has become a topic of everyday ordinary Ukrainian. For Ukraine's economic development is important to enhance the role of transport that supports the population, the development of the country's economy, saving capability and the ability to achieve high external economic relations of the country. The transport system of Ukraine is represented by different types of transport: rail, road, sea, air, etc.

**Analysis of recent studies and publications.** Economic problems of the transport industry have devoted their research such Ukrainian and foreign scientists as O.P. Golikova, V.G. Shynkarenko A.I. Abramov, A.V. Velmozhyn, A.I. Vorkut, B.L. Geronimus, E.A. Zhukov, V.N. Ivanov, V.E. Kanarchuk, L.V. Kantorovich, and others. Scientists studied the development of a comprehensive transport sector, gave advice and suggested ways of ensuring the effective functioning of this important sphere of economic complex of the country.

Despite the recognition of the priority area of transport activities to be supported by the state, financed and developed to meet international standards at an appropriate level, there are several problems that impede the development of transport and process integration.

**The article** is the current state of research and study of problems in functioning of the transport of the country, hampering its development.

The share of transport sector in the gross domestic product of Ukraine (the State Statistics Committee of Ukraine) as of 2008 was 9,3%. The number of workers the industry is almost 7% of total employment.

Ukraine has a developed infrastructure of rail and water transport. Ukraine ranks second in Europe for the length of the railway network. (21,7 thousand kilometers of railways), the Black Sea, Azov and Danube Basin is located 18 sea trade ports, the length of inland waterways in the largest European rivers Danube and Dnepr — 2,2 thousand kilometers.

The advantageous geographical position of Ukraine stipulates the passage pan-European transport corridors № 3, 5, 7, 9; corridors of cooperation of railways (ORC) № 3, 4, 5, 7, 8, 10 and the Transport Corridor Europe — Caucasus — Asia (TRASECA).

Significant transit potential of Ukraine allows to develop exports of services, which in 2008 reached 7.6 billion. USA. In the total export of services transport

services account for nearly 70% in imports — about 20%, resulting in transport of Ukraine shows a steady positive balance of foreign trade in services.

In 2008, the transportation system provided transportation 1.9 billion tons of cargo and more than 8.3 billion passengers. As the global financial crisis and lower demand for major export commodities were falling volume of freight traffic on 29,1% for 9 months of 2009 compared to same period in 2008, passenger traffic — by 7%.

According to the program document «Ukraine 2020: national modernization strategy,» promising the economy of Ukraine optimistically estimated as investment and innovation, which must provide to enhance its competitiveness. If the 2009-2012 biennium provides for braking of the global crisis, the period 2013 — 2020 years has become an important step in accelerating economic and social development of Ukraine and ensure GDP growth at 6 — 6,5% per year.

Envisaged that in the period 2009 — 2012 years average annual rate of increase in freight traffic will amount to 3,7%, passenger — 2,3%. This period requires the support of the transport sector to conduct an effective tariff, tax policy and investment promotion. In the post-crisis period (2013 — 2020 years) the expected average annual growth rate of freight will reach 6,3%, 2,8% — passenger [1].

It is expected that in 2020 the volume of cargo transportation will increase compared with 2008 to 43,1% and amount to 2535 million tons of cargo in the state of sea trade ports — by 43,2%, which amount to 233.4 million tons, the volume passenger transport — by 30,4%, which would be 10867.3 million passengers.

The transition to investment-innovation stage of economic development, WTO accession, entry into associate membership in the European Union requires the development of transport on a qualitatively new basis.

Today the transport sector in Ukraine generally meets only basic needs of the economy and population in traffic. The level of safety, quality and efficiency of passenger and freight transportation, energy efficiency, technological burden on the environment don't meet modern requirements.

There is a lag in development of the transport network, particularly in the development of public highways on the pace of motorization of the country. In the last twenty years of their length practically didn't increase, while during the same period in Europe rapidly built highways. As a result, the density of roads in Ukraine

in 5.9 times less than in France (respectively 0.28 and 1.65 km of roads per 1 square. Kilometer area of the country). The length of express roads in Ukraine is 0.28 thousand km in Germany — 10,9 thousand km in France — 7,1 thousand km, and the level of funding each kilometer of road in Ukraine, respectively, in 5,5 — 6 times less than in those locations [3].

This is due to a number of objective reasons, in particular, such as the heavy burden of maintaining the transport network per capita compared with European countries because of relatively low population density (78 people per 1 square. Kilometer) and low purchasing power of citizens (1/5 of purchasing power Eurozone), a relatively small fleet and a large territory.

Imperfect transportation operational condition of roads: 51.1% did not meet the requirements for equality, 39,2% — for durability. The average speed on roads in Ukraine 2 — 3 times lower than in Western countries.

In the global economy is self-evident: the higher the density of communications in the country, the higher the level of economic development. As an example: almost equal in area in France is 14.5 times more road than Ukraine. Hence the level of development. The historical experience of many leading countries shows that it is due to the development of road connections they come out of the economic crisis. This is because the construction of roads involves a large number of jobs necessary for the elimination of unemployment, which is one of the main factors of economic crisis. Germany and the USA passed this way in 30 years of last century.

On the European Railways introduced a high-speed movement of passenger trains at speeds of 200 — 250 and more kilometers per hour and high frequency motion. At the railway transport of Ukraine also introduced movement of passenger trains at speeds up to 160 kilometers per hour, but this should solve the problem quite complicated distribution network in line with most freight and passenger traffic and usually increase the frequency of passenger trains. However, the capacity of railways towards the Crimea expires [4].

Seaports of Ukraine for quality, technical characteristics such as depth, handling and storage facilities, the conditions of berths and equipment, the level of automation and computerization, remaining at the end of 80's — early 90-ies.

Airports need substantial upgrading, especially in the cities to prepare participants to take the 2012 European Cup.

The unsatisfactory state of the national innovation and high-tech component of the transport industry is explained by insufficient investment, low rates for socially significant passenger traffic, subject to state regulation, limited funding from state and local budgets, lack of money for simple reproduction of fixed assets due to underestimation of their cost and the low depreciation, lack of investment in terms

of concessions, public-private partnership mechanisms imperfect asset. Lack of investment has led to a rapid aging of rolling stock and transport infrastructure that leads to failure of technical and technological level of domestic transport European requirements.

The low level of customer service isn't use enough the existing transit potential and advantageous geographical position of the country. There is a lag in the development of transport infrastructure, transport and logistics technologies multimodal transport, containerisation level that leads to high share of transport costs in production costs.

Mass motorization of the population is becoming an alternative to public transport, creating a new lifestyle and provides mobility. Number of cars in private ownership by 2003 — 2008 years in Ukraine increased by 22% or 1100 thousand units. This leads to congestion in cities, increasing environmental burden and significant energy costs, because transport is the largest consumer of light oil.

At the same time deteriorating social standards as a passenger on such indicators as filling a vehicle of urban electric and large buses, the regularity of movement. More than 15 years operated trams 92%, 78% of subway cars, trolley buses 63%, over 25 years — 58,9% of passenger rail cars. Public passenger transport characterized margins due to low tariffs, inadequate compensation from the budget for travel expenses of privileged passengers, inefficient system for collecting revenue from urban and suburban passenger transportation by public transport

In 2008 the transport sector enterprises spent almost 21.6 billion investment, representing 9.3% of total investment in Ukraine. However, industry feels the acute shortage of funds for development. Most of the investments in transport sector carried out by transport enterprises own funds and loans banks. Due to incomplete structural reforms, private capital is not a significant factor in development. In the transport sector from the state budget of Ukraine in 2009 planned to allocate 12.9 billion, representing only 4,7% of total budget. However, development of transport infrastructure in the EU is one of the major items of budget expenditure [5].

There was nonuniform competitive environment in transport : from fully privatized in the early 90 th century road and river transport to the hundred-percent state ownership of railways and sea ports. Countries in Europe and most CIS countries have already held a railway reform, separating commercial from regulatory functions, natural monopoly infrastructure from potentially competitive market operator companies. Management system needs reform and in sea and river ports on the allocation of regulatory and commercial functions.

Transport creates considerable technogenic load on the environment is a third source of emissions of harmful substances in Ukraine. Most of it concerns road transport in cities, where its share in the emission reaches 90%.

Conducted in 2008 legislative changes in the field of road safety in general possible to improve the level of road safety. While in 2007 the average per night, 26 people died Auto, in 2008 this figure dropped to 21, and in 2009 — to 14.6. The number of deaths per 100 thousand population in Ukraine decreased from 20 victims in 2007 to 11.9 — in 2009. For example, the corresponding figure for Austria is 11.5 persons, Germany — 8 UK — 6,1, Sweden — 5,9. However on public transport in 2009 was marked increase in accidents by 17%.

According to the International Civil Aviation Organization (ICAO), the relative performance level of safety in Ukraine is much worse than average global indices. During the period 1998 — 2007 years in the field of civil aviation accidents happened in 1916, 31 accident, 76 serious incidents. Aircraft domestic airlines after the control of safety at European airports by SAFA program repeatedly came to the «blacklist». Because of the bad system of navigation safety State Flag of Ukraine is included in the blacklist of the Paris Memorandum [2].

**Conclusions.** Ukraine is actively involved in global socio-economic processes: joined the World Trade Organization, recognized the strategic goal of obtaining associate membership in the European Union. Transportation as infrastructure sectors, should evolve faster in order to promote rapid economic and social development and its participation in the international division of labor.

The efficiency of the transport system needs a comprehensive program of renovation and modernization of transport, which include measures of legal security and create favorable investment climate, taking into account budgetary and off-budget sources of investment. Purpose of this strategy is to identify key issues, objectives, principles and priorities of the transport system of Ukraine in terms of national needs and interests. The implementation of transport strategy will significantly increase the efficiency of the transport system as a whole, sustainable economic development and welfare of the Ukrainian people.

Today Ukraine differs from other countries that a significant number of these cities are on the traditional transport and communication routes Eurasian continent. The state has very high factor transitivity (transport attractiveness), but this figure can be realized only in a serious competition with other states. Purposeful incorporation potential opportunities of Ukraine to achieve a new level of development to the implementation of its main priorities, including the provision of transport services.

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### **Chernyavskaya T. A. Negative factors that impede the development of transport in Ukraine**

The comprehensive analysis of problems and develop the transport sector of Ukraine in the light of threats and risks including the crisis processes. Special attention is paid to achieve stabilization and optimization of functioning transport sector due to competitive advantages and potential opportunities.

*Key words:* transport complex transport network, the transit potential of transportation operational condition.

### **Чернявська Т. А. Негативні фактори, які гальмують розвиток транспорту в Україні**

У статті здійснено комплексний аналіз стану та проблем розвитку транспортного сектору України у світлі загроз і ризиків, пов'язаних у тому числі з кризовими процесами. Значну увагу приділено питанням досягнення стабілізації та оптимізації функціонування транспортного комплексу за рахунок конкурентних переваг та потенційних можливостей.

*Ключові слова:* транспортний комплекс, транспортна мережа, транзитний потенціал, транспортно-експлуатаційний стан.

### **Чернявская Т. А. Негативные факторы, которые тормозят развитие транспорта в Украине**

В статье осуществлен комплексный анализ состояния и проблем развития транспортного сектора Украины в свете угроз и рисков, связанных, в том числе с кризисными процессами. Значительное внимание уделено вопросам достижения стабилизации и оптимизации функционирования транспортного комплекса за счет конкурентных преимуществ и потенциальных возможностей.

*Ключевые слова:* транспортный комплекс, транспортная сеть, транзитный потенциал, транспортно-эксплуатационное состояние.

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