

ECONOMICS AND MANAGEMENT OF NATIONAL ECONOMY, SOCIALIZATION OF NATIONAL MODELS OF ECONOMIC SYSTEMS

Vitaly Burkun, PhD in Economics

"Tekhnotsentr-Auto"

Mykolaiv, Ukraine

Hrachia Amirkhanian, Postgraduate Student

Classical Private University

Zaporizhzhia, Ukraine

DOI: <https://doi.org/10.30525/978-9934-26-356-9-7>

THE DIRECTIONS OF MODERNIZATION OF THE TRANSPORT INDUSTRY OF DEVELOPMENT UNDER THE CONDITIONS OF THE EUROPEAN INTEGRATION VECTOR OF UKRAINE

The experience of European integration of Ukraine in the conditions of war has a unique character. Resisting large-scale armed Russian intervention, suffering huge human and financial and economic losses, the country acquired the status of a candidate for EU accession, continues European integration in various areas, deepens partnership with the EU in sectoral areas, fulfills the recommendations of the European Commission and implements the provisions of the Agreement in practice about the association.

Ukraine-EU relations largely depend on the global situation. Therefore, complex and unpredictable global processes, crisis phenomena and challenges to one degree or another affect the internal situation in the EU and Ukraine, as well as the quality and pace of European integration. Russian aggression deepened the contradictions of the modern world, worsened the socio-economic situation at the regional and global levels. In particular, the increase in the cost of energy resources, the provoked crisis in the food market caused the increase in the price of consumer goods and, accordingly, a large-scale impact on the level of well-being of citizens of many countries of the world [2].

The prospects of Ukraine's European integration depend on its achievements in ensuring respect for common values and on progress in the implementation of the Association Agreement between Ukraine, on the one hand, and the European Union, on the other. The Association Agreement is a road map of reforms carried out in Ukraine in the context of European integration, and the report on the implementation of the Association

Agreement between Ukraine and the European Union is the result of a comprehensive assessment of the effectiveness of its implementation in various areas, including the transport sector [3].

Russian partial blockade of the Sea of Azov since 2014, and the complete blockade of the Black and Azov seas in 2022, the actual termination of economic contacts with Central Asian countries through Russian territory have significant negative consequences for Ukraine's foreign trade. Thus, before the war, the lion's share of Ukrainian supplies of grain crops, which provided a significant contribution to the annual income from exports, took place through the Black Sea ports. Currently, the reconstruction of logistics in the conditions of war is carried out on the basis of the EU Action Plan of May 12, 2022. "Paths of solidarity" [4]. The plan envisages increasing the capacity of existing transport corridors, defining new logistics supply chains for Ukraine, and finding new partners in the EU and third countries.

Additional land and water transport capacity will be created on the territory of the European Union, transshipment points, places for storing products, as well as maximum flexibility in the process of passing border formalities. This made it possible to export a significant share of Ukrainian grain through European logistics, and to increase the volume of other export-import operations.

In this regard, platforms supported by the European Commission for finding partners and optimizing supply routes are also very useful for Ukrainian exporters – Enterprise Europe Network and EU Clusters Support Ukraine, and in Ukraine, for example, the NAZOVNI system at the Ministry of Foreign Affairs.

Signed in June 2022 acquires important importance in this sense. for a period of one year Agreement on cargo transportation by road, which abolishes the need for Ukrainian carriers to obtain relevant permits, simplifies the recognition of driver's documents.

The association agreement with the EU and the status of a candidate country do not ensure, but complement each other. The existence of the Association Agreement, in particular the deep and comprehensive free trade zone with the EU, as well as additional sectoral agreements allow Ukraine to deepen economic integration with the EU in parallel with the preparation for negotiations and their conduct.

The association agreement provides not only the abolition of most import duties and deep reforms related to the equalization of the competitive environment in Ukraine and the EU, but also the possibility of deep integration into the EU common market in areas related to the safety of industrial goods and food, customs procedures, financial, postal, telecommunication services, transport, energy, public procurement and recognition of qualifications [5].

Ukraine has already begun to implement these opportunities. For example, in October 2022 the country joined the system of joint transit with the EU, which was foreseen by the Association Agreement [6]. It is necessary to intensify digitalization processes in the transport industry, which involves:

- further introduction of intelligent transport systems on all types of transport;
- «smartization» of cargo registration (integration of data required for transportation from all state authorities according to the «single window» principle);
- digitalization of logistics checkpoints on the border with EU countries to strengthen export logistics on the western borders of Ukraine, increase capacity.

The primary task is to strengthen cross-border cooperation in the transport sector with the state authorities of European countries (priority with Poland, through which the largest amount of cargo passes today) to prevent offenses, optimize the process of border crossing, declaration and customs handling of cargo.

References:

1. Stroiko, Tetiana, Iryna Rekheta, and Vitaly Burkun. 2023. Innovation infrastructure as a foundation for business process development. *Baltic Journal of Economic Studies* 9 (2), 201–10. DOI: <https://doi.org/10.30525/2256-0742/2023-9-2-201-210>
2. Geopolitical and geoeconomic changes formed under the influence of Russian aggression and renewal of Ukraine's place in the world space. Razumkov Center. 2022. URL: https://razumkov.org.ua/uploads/article/2022_TRANSFORMANS_UKR.pdf
3. On approval of the Concept of creation and operation of the national network of international transport corridors in Ukraine. Resolution of the CMU dated August 4, 1997 No. 821. URL: <https://zakon.rada.gov.ua/laws/show/821-97-%D0%BF#Text>
4. The commission opens "Ways of solidarity to help Ukraine export agricultural products. European Commission, May 12, 2022. URL: https://ec.europa.eu/commission/presscorner/detail/uk/ip_22_3002
5. Integration within the framework of the Association: the dynamics of the implementation of the Agreement between Ukraine and the EU. The fourth edition, supplemented. Institute of Economic Research and Political Consultations, 2021. URL: http://www.ier.com.ua/files/Projects/Integration_UA_EU/Report_Integration_final_ua.pdf
6. Emerson et al. (2021) Balkan and Eastern European Comparisons Building a New Momentum for the European integration of the Balkan and Eastern European associated states. CEPS. URL: <https://www.ceps.eu/ceps-publications/balkan-and-eastern-europeancomparisons>