

УДК 656.61+339.1

**PRIORITY DIRECTIONS THE REFORMING TRANSPORT
INFRASTRUCTURE OF UKRAINE**

**ПРИОРИТЕТНЫЕ НАПРАВЛЕНИЯ РЕФОРМИРОВАНИЯ
ТРАНСПОРТНОЙ ИНФРАСТРУКТУРЫ УКРАИНЫ**

Inna Poznanskaya

Познанская И. В.

У статті розглядаються питання перетворення транспортної інфраструктури в контексті програми економічних реформ на 2011-2014 роки.

Problem statement. Necessity of reforming of transport branch has ripened for a long time already. Universal character of world economy has led to formation of difficult many-sided economic system which has in many respects changed a role of transport services in advantage *большей* mobilization, to increase in rates of delivery and processing of cargoes, quantity reduction *провозных* documents, standardization of rules of law, to increase in a role of safety issues of the person and reduction of harmful influence from vehicles, etc. Insufficient financing of modernization and building of objects of an infrastructure from the state (hardly more than 1 % of gross national product in 2009 that makes only 30 % from the average level of infrastructural expenses among the comparable countries) and insignificant private investments have led to the big deterioration of fixed capital. For example, in a railway transportation deterioration makes 85 %. Development of a transport infrastructure is the catalyst of economic growth as promotes development of other sectors of economy.

The basic material of research. Global economic transformations and enormous losses were brought by financial crisis of 2008 that did not pass Ukraine. The world globalization of economy has complicated a situation, financial consolidation has served as an obstacle in a way to restoration of economic processes. In the developed countries the great attention has been given increase of internal demand and stimulation of consumers to the consumption increase, accepted in 2008 and 2009 tax privileges and the currency policy have led to positive rates of increase, but thus have not allowed returning to the pre-crisis. Emerging market economies are focused on external demand in a greater degree, accordingly, suffer on the much big losses and face more serious problems in employment sphere. Carrying out of measures on prevention of consequences of crisis the increase in quantity of expenses of work and investments into fixed capital demand. All taken measures for the big economic systems demand working out of long-term financial programs. Despite a difficult situation, financial crisis it was not strongly reflected on the countries South East Asia, Latin America and Africa which economy on has much fast returned to pre-crisis rates. [1] CIS countries are in the greatest group of risk because of a

high rate of unemployment, level and salary decrease and insufficient attention to a problem from the government.

Consequences of crisis did not pass also transport branch of Ukraine, internal problems which, have aggravated a situation. Imperfect economic-rule of law, out-of-date vehicles and technological schemes do not allow is high-grade to function and develop, use to the full rich transit potential of the country: a goods traffic between Europe and Russia through Belarus in 5 times above, than through Ukraine. As a result new workplaces and the state budget are not created does not receive additional sources of the income: Ukraine occupies 102 place among 155 countries on an index of logistical efficiency (Russia - 94, Romania - 59, Poland - 30) in many respects thanks to an inefficiency of customs procedures (135 place from 155) in view of what many companies prefer to forward cargoes bypassing the country.

Despite a low level of development, the greatest relative density in total amount of the Ukrainian export 2009 made transport services (69,8 %). In comparison with I quarter 2010 export of transport services has grown: on a railway transportation - on 107,6 million dollars (on 33,6 %), pipeline transport - on 87 million dollars (on 9,1 %), air transport - on 64,9 million dollars (on 27,5 %), on auxiliary transport services - on 13,7 million dollars (on 15,8 %). The basic countries - trading partners of Ukraine in the market transport services at export of services: the Russian Federation of 44,2 % (+8 %), Switzerland of 3,7 % (+0,5 %), Cyprus of 3,6 % (+1,2 %); the USA of 5,0 % (-0,2 %), the United Kingdom of 4,7 % (-1,0 %), Germany of 2,9 % (-1,0 %); at import of services: Cyprus of 15,0 % (+2,1 %), the Russian Federation of 14,5 % (+2,2 %), the USA of 6,8 % (+1,0 %) the United Kingdom of 10,8 % (-1,8 %), Germany of 5,7 % (-1,3 %), France of 4,1 % (-1,7 %). The United States are the largest exporter of commercial services in 2009 from shares of 14,2 percent from the world trade volumes, the following place is occupied with the United Kingdom (7,2 %), Germany (6,5 %), France (4,2 %) and China (3,9 %). The incorporated States the first line in an import rating (10,6 % of world trade), Germany (8,2 %), the United Kingdom (5,1 %), China (5,1 %) and Japan (4,7 %) which enter into the first five also have kept. [2]

Table 1

Export-import of transport services of Ukraine (million \$/USA)

Transport services	2004	2005	2006	2007	2008	2009
Export						
In total	4041,79	4480,3	5354,8	6111,7	7636,5	6305,6
Sea transport	653,16	779,8	806,1	915,9	1304,4	1272,8
Air transport	458,10	561,9	722,7	919,6	1231,1	1111,1
Railway transportation	717,32	799,8	860,2	1268,2	1641,1	1240,6
Pipeline transport	1887,14	1959,8	2500,6	2411,6	2560,4	2104,0
Import						
In total	457,22	627,1	789,0	1118,4	1657,6	996,9
Sea transport	44,38	89,1	96,6	136,2	247,1	129,1
Air transport	137,57	189,9	248,7	334,3	542,4	338,8
Railway transportation	226,33	274,8	338,0	502,9	656,0	423,8
Pipeline transport	4,01	5,9	5,2	2,9	4,5	2,2

The statistical collection "Transport & communication of Ukraine", 2009

Working out of economic programs are the first stage on a way of an overcoming the crisis and national economy stabilization that allows to investigate a problem many-sided. In Ukraine the Program of economic reforms for 2010-2014 "became such step« In which reforms of tax system, health services, system of pension insurance, an education system, system of social support, improvement of a business climate and attraction of investments, modernization of an infrastructure and base sectors are provided. [3] regarding development of a transport infrastructure, the program provides the statement of infrastructural projects of national scale, maintenance of their financing from the state, and also the World bank, the European Reconstruction and Development Bank, other donors and private investors; increase in the state budgetary financing of modernization and development of objects of a transport infrastructure at 10 % annually; expansion of sources of financing of Road fund; liquidation of branch discounts for cargo rail transportation and introductions of adjustable tariffs which provide a covering of economically well-founded expenses and an investment component; Creation of the national commission of state regulation of transport, as independent regulator on transport.

Creation and maintenance of independent activity of the National commission of regulation of transport – a question which rose since 2006 when the Antimonopoly committee of Ukraine insisted on creation of the national commission: special body which will provide transparent pricing and equal relations of participants of the given market, fair and transparent tariffs. Confrontation of interests of Federation of metallurgists of Ukraine and "Ukrzaliznitsja" apropos increase of tariffs for services of transportation by railway transportation became the trigger mechanism for this initiative.

Creation of such commission is focused, first of all, on development of a competitive tariff policy in transport sphere. Besides formation of tariffs for transport services by a regulation subject there should be licensing in sphere of transport services of natural monopolies and in the adjacent markets, a definition of conditions of licensing and an order of control over their observance; decision-making, obligatory for performance by subjects of the market of transport services; application of financial sanctions to subjects of the market of transport services; cooperation with AMKY concerning competition protection.

The law of Ukraine "About natural monopolies" from 4/20/2000 № 1682-111 defines principles, duties and a subject of regulation of activity of subjects of natural monopolies, by creation of the national commissions of regulation of natural monopolies. In the Law, the same is provided alternative in the form of enforcement authorities and local governments. In transport sphere the greatest quantity of such natural monopolies which concern the railway (tracks), ports, stations, dispatching services, the airports, specialized transport terminals is concentrated hardly probable not. The international and internal transportations of cargoes and passengers concern the adjacent markets with natural monopoly sea, river, railway and air transport.

The long-term decision of this question speaks, first of all, fears concerning that commission creation will lead only to duplication of functions of already existing bodies. The question of financing HKPT is ambiguous: there is a danger of a prevalence of

interests of monopolies at formation of a tariff policy. Experience of financing at the expense of participants of the market demands the multilateral analysis.

However, offered reforms will lead to re-structuring of "Ukrzaliznitsja", liquidation of branch discounts for cargo rail transportation, introduction of a payment from commercial vehicles for using the main highways etc. the Transparency, equation, overall performance of again created body depends on many factors, and process of reforming is long-term and *многоступенчатым*.

Among other measures in railway sector for management improvement are provided: functional division of state actives of "Ukrzaliznitsja", creation into their base of joint-stock companies; increase of efficiency of corporate governance; sale of not profile actives and the subsequent partial or full privatization of segments which are not natural monopolies; maintenance of not discrimination access of private operators to an infrastructural network.

In the program of economic reforms the important place is taken away deregulate and to business development that, in particular includes licensing, allowing system, technical regulation, reforming of customs procedures, administrative services. The special attention is herein approved and is accepted by the Supreme Rada a number of bills in which given to simplification of procedures on registration, a re-registration and reorganization of enterprise activity, and as to time minimization on the work organization in this sphere. State registration procedure in an electronic mode with use of the electronic digital signature is developed.

For maintenance of the last, since August of this year ГП "Ukrzaliznitsja" together with clients has passed to electronic document circulation., In particular, transportations on an electronic waybill. Obligatory registration of transportation documents of the internal message by means of the automated system of transportations is entered by railway transportation. Almost all information on *провозным* to documents for transportations which are carried out in the internal message and for export, arrives in "Ukrzaliznitsju" in electronic form. Now the digital signature is imposed on 90,39 % of all documents of the internal message (т.о., percent of documents on which are not imposed yet *ЕЦП* and they do not receive the status of the original of the travel paper, it is less than 10 %). Though "Ukrzaliznitsja" is completely ready to pass to 100 % registration of transportation documents of the internal message in electronic form, now *ЕЦП* is imposed only on 90 % of documents — there are deterrents out of the department competence. Namely unavailability of the state supervising bodies to interaction with the railway electronic means. So, it is still impossible to issue in electronic form a waybill on transportation in the internal message through ports — the customs refuses to accept electronic documents, referring to the internal instructions; the Ukrainian customs officers are not ready to pass to the electronic press of the inspector of customs. Besides, the Ukrainian supervising bodies, which permissions are necessary for production transportation (including it is *фитосанитарный* service, veterinary control), originals of all certificates in a paper kind demand.

The Ukrainian railwaymen intend to develop electronic document circulation in the external cargo message. The first the initiative "Ukrzaliznitsi" was supported by the nearest neighbours: Russia and Belarus. In 2012 on pilot range Kharkov-sorting-Cossack Lopan-Belgorod (Russian Federation) all transfer documents between the Ukrainian and

Russian administrations will be made out in electronic form: at first on empty cars, and then and груженные. Experience of railwaymen of Ukraine on introduction of the electronic transportation document is noted by the international organisations. The electronic waybill should simplify considerably registration of transportation documents on the cargoes crossing borders. In reception of the preliminary information on cargoes also are interested state customs and frontier services. Such information considerably will accelerate process of transfer and reception of cars on borders between the countries-participants SMGS. Meanwhile, it is necessary to find the decision of a mutual recognition of the digital signature the centre's of certification of two countries. For today it still is a deterrent.

By results of researches, the basic problem for the railways of Ukraine is ageing of actives and deficiency of means for their updating. For example, for normal development of a railway transportation it is required in 3 times of more investments, than under the given economic conditions the branch presumes. Reforming — unique possibility to involve in investment branch. Main principles of reforming should become: division of administrative and economic functions, clear split of exclusive and competitive segments, creation of commercially independent companies with free pricing of cost of services, attraction of private investments into rolling stock updating and so forth. But all actions should be carried out in the strict and weighed sequence.

The condition of motor transportation branch is not less problematic: now in Ukraine almost 70 % of a rolling stock are technically and-or obsolete, and 50 % of buses are maintained more than 10 years. Nevertheless reforming of a motor transportation infrastructure is assigned to regional programs. The basic directions of reforming in this area are connected with improvement of system of a state administration in branches and improvement of quality and level of safety of transportations of passengers and cargoes. Performance of these problems reduction in conformity of a technical condition of vehicles according to international, with possibility of granting of the qualified and timely services in servicing and repair of vehicles, to transportations of passengers and cargoes will demand.

Motor transport functioning on a straight line depends on a condition of highways. The operating system of a state administration assumes concentration of powers on management of a network of highways in the central enforcement authority providing realization uniform state, technical and economic policy concerning functioning and development of the specified network. Especially management centralization by a road economy has great value at liquidation of consequences of acts of nature or emergency situations. At the same time centralization of management by a network of highways of local value limits powers of local authorities and local governments on maintenance of development and the maintenance of the specified network. Criteria of reforming of system of a state administration highways is preservation and maintenance of effective functioning of highways, their development for maintenance of transit transportations and safety of traffic. It is planned to reform to (differentiate) system of a state administration highways by perfection of a control system, financing and the operational maintenance of highways of state value and highways of local value at the first stage. The maintenance of highways of state value by a principle of maintenance of their operational condition to bring into accord with regulatory legal acts, norms.

Sailing charter reforming is considered only from transformation of ports work in the form of program working out кластерного developments of seaports which provides complex development of an infrastructure of seaports and adjacent kinds of activity (shipbuilding, navigation, logistics, etc.); maintenance of effective realization of the program with attraction of private investments by means of creation of the structures responsible for management and development of seaports, investment with their necessary powers and resources and maintenance of their accountability; simplifications and increases of a transparency of process землевтвода under building of objects of an infrastructure in port territory and receptions of permissions to using water areas of seaports for private investors.

The ministry of an infrastructure of Ukraine creates the uniform information field containing the detailed data about goods traffics, the basic means of ports, financial indicators of activity of the enterprises of sea branch. The information system should process and generalize the is standard-help information, concerning the countries, ports of Ukraine, moorings, courts, cargoes. Besides, the information on turnovers of goods of ports, the data about the basic means of the enterprise of branch (the list of the basic means, their cost, deterioration), tariffs and gathering will be displayed. The system will contain the financial reporting of the enterprises of sea and river transport, and the information in a database will arrive directly from the enterprises of branch and operatively to be updated. Except display of the statistical information, it will allow to carry out an estimation, the analysis, comparison of the operative and accounting data, to receive the information in any cut in a mode of real time. Introduction of such system too is aimed at simplification of document circulation and Ministry of infrastructures will allow and branch to controls to have information-analytical resources for acceptance of strategic and operative decisions on sea branch of Ukraine.

According to the experts, for today sea trading ports have developed enough material, technological and personnel base for maintenance of qualitative service for courts and cargoes. But the existing order of passage of registration of courts and cargoes, long and difficult control procedures in ports negatively influence image of Ukraine as powerful sea state and brake business development. For the decision of these problem questions at the initiative of the ministry and to execute commission КМУ the interdepartmental commission concerning simplification of procedures of control of cargoes, passengers and vehicles in sea trading ports which structure included plenipotentiaries of the involved ministries and departments is created. A number of meetings, and also exit session of working group for studying of problem questions in Odessa and Illichivsk ports with participation of interested commercial structures, including forwarding agents, agents, operators have been spent. Taking into account remarks and offers of this commission and working group the ministry had been prepared a number of projects of the regulatory legal acts directed on simplification of procedures of control and examination of vehicles and cargoes, and also containers in sea trading ports for the purpose of acceleration of their processing. Now projects of these certificates pass the coordination in public authorities then will be directed in CMU.

Creation of Committee of economic reforms has led to working out of some national projects in various directions, including project «a new infrastructure» in which the basic place occupies navigation development on the river Danube and creation of the

railway passenger message between Kiev and airport "Borispol". Development of river navigation for transportations of cargoes, both in каботаже and in international transportation, is priority and corresponds to world tendencies of development of a sailing charter. Use of navigation of the small tonnage with a view of indemnification of transportations by motor transport and railway in favour of cheaper and safe, taking into account economic and geographical features of Ukraine, sees the most perspective. Navigation development on the river Danube it is connected, basically, with development of navigation the river-sea and use of an exit of Ukraine to Black sea.

Many questions of development of a sailing charter are transferred on regional level, including, strategy of development of the Odessa area till 2020 contains set of questions of reorganization and modernization of a transport infrastructure, as possessing the most developed marine economic complex in Ukraine. Orientation to questions of modernization of a port economy and development of tourist streams will be an incitement to creation of a modern infrastructure of sea trading ports, updating of transport fleet of the Ukrainian Danube shipping company, granting of high-quality services of transportation, creation of the developed network of the service enterprises, to development of aviatransportations.

Such quantity of global and capacious questions on transformation of transport branch will demand considerable time and still the big investments for introduction and realization of these reforms. Government function consists in readiness to undertake the further measures on creation of conditions for development business of structures, attraction of foreign investments, carrying out of consultations of workers of branch at various stages of introduction of programs. Consideration of development of transport branch only from a position of development of objects of an infrastructure disregards set of aspects without which functioning of transport branch cannot be high-grade.

References

1. Handbook Of Statistics 2010, United Nations Conference On Trade And Development– New York and Geneva: United Nations, 2010.–548 p.
2. Trade and development report 2010. Employment, globalization and development, UNCTAD – New York and Geneva: United Nations, 2010.–204p.
3. Програма економічних реформ України на 2010-2014 гг. [Електронний ресурс]/ Комитет по економічним реформам при Президенте України – 2010.– С.76– [Режим доступа]: <http://www.president.gov.ua/content/ker-program.html>
4. World trade report 2010. Trade in natural resources, WTO – Geneva: World trade organization, 2010.– 27p.

Аннотація

Всеобъемлющий характер мировой экономики привел к образованию сложной многогранной экономической системы, которая во многом изменила роль транспортных услуг в пользу большей мобилизации, увеличению темпов доставки и обработки грузов, уменьшению количества провозных документов, стандартизации правовых норм, увеличению роли вопросов безопасности человека и уменьшению вредного воздействия от транспортных средств и т.п.

Глобальные экономические преобразования и колоссальные потери принес финансовый кризис 2008 года, что не миновало Украину. Всемирная глобализация экономики усложнила ситуацию, финансовая консолидация послужила препятствием на пути к восстановлению экономических процессов. Последствия кризиса не миновали и транспортную отрасль Украины, внутренние проблемы, которой, усугубили ситуацию. Несовершенные экономико-правовые нормы, устаревшие транспортные средства и технологические схемы не позволяют полноценно функционировать и развиваться, использовать в полной мере богатый транзитный потенциал страны. Несмотря на низкий уровень развития, наибольший удельный вес в общем объеме украинского экспорта 2009 году составляли транспортные услуги (69,8%).

Разработка экономических программ являются первым этапом на пути выхода из кризиса и стабилизации национальной экономики, что позволяет исследовать проблему многогранно. В Украине таким шагом стала «Программа экономических реформ на 2010-2014 гг.» в которой предусмотрены реформы налоговой системы, медицинского обслуживания, системы пенсионного страхования, системы образования, системы социальной поддержки, улучшение бизнес-климата и привлечение инвестиций, модернизация инфраструктуры и базовых секторов.[3] В части развития транспортной инфраструктуры, программа предусматривает утверждение инфраструктурных проектов национального масштаба, обеспечения их финансирования со стороны государства, а также Всемирного банка, ЕБРР, других доноров и частных инвесторов; увеличение государственного бюджетного финансирования модернизации и развития объектов транспортной инфраструктуры на 10% ежегодно; расширение источников финансирования Дорожного фонда; ликвидация отраслевых скидок на грузовые железнодорожные перевозки и внедрения регулируемых тарифов, которые обеспечивают покрытие экономически обоснованных расходов и инвестиционную составляющую; создание национальной комиссии госрегулирования транспорта, как независимого регулятора на транспорте.

В программе экономических реформ значительное место отведено дерегуляции и развитию предпринимательства, что, в частности включает лицензирование, разрешительную систему, техрегулирование, реформирование таможенных процедур, административные услуги. В этом ключе одобрено и принято Верховной Радой ряд законопроектов в которых особое внимание уделяется упрощению процедур по регистрации, перерегистрации и реорганизации предпринимательской деятельности, а так же минимизации времени по организации работы в этой сфере. Разработана процедура госрегистрации в электронном режиме с использованием электронной цифровой подписи.

По результатам исследований, основной проблемой для железных дорог Украины является старение активов и дефицит средств для их обновления. Например, для нормального развития железнодорожного транспорта требуется в 3 раза больше инвестиций, чем при данных экономических условиях отрасль может себе позволить. Реформирование – единственная возможность привлечь в отрасль инвестиции. Основными принципами реформирования должны стать: разделение управленческих и хозяйственных функций, четкое разделение монопольных и

конкурентных сегментов, создание коммерчески самостоятельных компаний со свободным ценообразованием стоимости услуг, привлечение частных инвестиций в обновление подвижного состава и пр. Но все мероприятия должны осуществляться в строгой и взвешенной последовательности.

Состояние автотранспортной отрасли не менее проблематично: в настоящее время в Украине почти 70% подвижного состава является технически и/или морально устаревшим, а 50% автобусов эксплуатируются более 10 лет. Тем не менее реформирование автотранспортной инфраструктуры возложено на региональные программы. Основные направления реформирования в этой области связаны с усовершенствованием системы госуправления в отрасли и повышения качества и уровня безопасности перевозок пассажиров и грузов. Выполнение этих задач потребуют приведения в соответствие технического состояния транспортных средств в соответствии с международным, с возможностью предоставления квалифицированных и своевременных услуг по техобслуживанию и ремонту транспортных средств, перевозкам пассажиров и грузов.

Реформирование водного транспорта рассматривается лишь со стороны преобразования работы портов в виде разработки программы кластерного развития морских портов, которое предусматривает комплексное развитие инфраструктуры морских портов и смежных видов деятельности (судостроение, судоходство, логистика и др.); обеспечение эффективной реализации программы с привлечением частных инвестиций с помощью создания структур, ответственных за управление и развитие морских портов, наделения их необходимыми полномочиями и ресурсами и обеспечение их подотчетности; упрощения и повышения прозрачности процесса землеотвода под строительство объектов инфраструктуры на портовой территории и получения разрешений на пользование акваториями морских портов для частных инвесторов.

Министерство инфраструктуры Украины создает единое информационное пространство, содержащее подробные данные о грузопотоках, основных средствах портов, финансовых показателях деятельности предприятий морской отрасли. По оценкам экспертов, на сегодня морские торговые порты имеют достаточно развитую материально-техническую, технологическую и кадровую базу для обеспечения качественного сервиса для судов и грузов. Но существующий порядок прохождения оформления судов и грузов, длительные и сложные контрольные процедуры в портах негативно влияют на имидж Украины как мощного морского государства и тормозят развитие бизнеса. Для решения этих проблемных вопросов по инициативе министерства и во исполнение поручения КМУ создана межведомственная комиссия по вопросам упрощения процедур контроля грузов, пассажиров и транспортных средств в морских торговых портах, в состав которых вошли полномочные представители причастных министерств и ведомств. Был проведен ряд совещаний, а также выездное заседание рабочей группы для изучения проблемных вопросов в Одесском и Ильичевском портах с участием заинтересованных коммерческих структур, включая экспедиторов, агентов, операторов, предприятия АсМАП. С учетом замечаний и предложений этой комиссии и рабочей группы министерством был подготовлен ряд проектов нормативно-правовых актов, направленных на упрощение процедур контроля и

досмотра транспортных средств и грузов, а также контейнеров в морских торговых портах с целью ускорения их обработки. Сейчас проекты этих актов проходят согласование в органах государственной власти, после чего будут направлены в КМУ.

Создание Комитета экономических реформ привело к разработке ряда национальных проектов по различным направлениям, в том числе и проекта «новая инфраструктура», в котором основное место занимает развитие судоходства по реке Дунай и создание железнодорожного пассажирского сообщения между г.Киев и ГА «Борисполь». Развитие речного судоходства для перевозок грузов, как в каботаже так и в международных перевозках, является приоритетным и соответствует мировым тенденциям развития водного транспорта. Использование судоходства малого тоннажа в целях компенсации перевозок автотранспортом и железнодорожных в пользу более дешевых и безопасных, с учетом экономических и географических особенностей Украины, видится наиболее перспективным. Развитие судоходства по реке Дунай связан, в основном, с развитием судоходства река-море и использованием выхода Украины в Черное море. Многие вопросы развития водного транспорта перенесены на региональный уровень, в том числе, стратегия развития одесской области до 2020 года содержит множество вопросов перестройки и модернизации транспортной инфраструктуры, как обладающей наиболее развитым морехозяйственным комплексом в Украине. Ориентация на вопросы модернизации портового хозяйства и развития туристических потоков послужат толчком к созданию современной инфраструктуры морских торговых портов, обновлению транспортного флота Украинского Дунайского пароходства, предоставление высококачественных услуг перевозки, создание развитой сети сервисных предприятий, развитию авиаперевозок.

Такое количество глобальных и ёмких вопросов по преобразованию транспортной отрасли потребует немало времени и еще больших инвестиций для внедрения и реализации этих реформ. Функция правительства заключается в готовности предпринимать дальнейшие меры по созданию условий для развития бизнес структур, привлечения иностранных инвестиций, проведении консультаций с работниками отрасли на различных этапах внедрения программ. Рассмотрение развития транспортной отрасли лишь с позиции развития объектов инфраструктуры оставляет без внимания множество аспектов, без которых функционирование транспортной отрасли не может быть полноценным.