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INSTITUTIONAL AND INSTITUTITUTIONALIZMAL FACTORS OF THE ANTI- CRISIS POLICY OF THE TRANSPORT BRUNCH

The threat of crises for Ukraine's transport sector has been increasing in recent times. This is compounded by the crisis in the global

economy, the intermittent changes in the national currency, the eclecticism and disorder of the Ukrainian transport system, also technological and technical obsolescence of infrastructure. Obviously, the transport industry needs institutional and institutional changes. This is indicated by numerous scientific papers [1, 2, 3]. However, insufficient attention is paid to the development of methodological issues and practical recommendations in this field. It is characterized by the fact that, in particular, in the Framework Standards for Security and Facilitation of World Trade, the Customs Code of Ukraine lacks definitions of “reliability” and “security” [4]. Too vulnerable to hazards are the state-of-the-art cargo transportation destinations - multimodal (MMT) and intermodal (IMT) transportation. This is due to the fact that, MMT and IMT, in the main they are transboundary and by its nature their efficiency and quality are conditioned by the coherence of the different kinds of transport, therefore, they are derived from the properties of the whole system, in particular its emergence and consistency [5].

To reduce the level of threats and their consequences, threat prevention and implementation of institutional regulatory policy we suggest introducing two institutes: system of anti-crisis centers (SACs) and Expert Council (EC) of state transport attorneys (TA).

1. Influential corporate, regional structures, consolidated players in the transport market, monopolists for individual kinds of transport already have control and management centers. These centers do not yet have normative and legislatively regulated status, do not create a connected network peer structure, and are not allowed to act as system players. Thus, their capabilities as a SAC are limited. They also have no mathematical models and cannot implement anti-crisis algorithms.

2. Logistics operators have a wide range of rights regarding freight forwarding. In fact, they are responsible for the efficiency, timeliness and integrity of the cargo. However, not all of them have the necessary knowledge, experience and the right to change routes during a crisis. None of them has the tools and information to predict the risks of a crisis. Moreover, no one has the right to pass on this information or the relevant tools. All these disadvantages can be prevented by implementing EC state TA. In order to enhance accountability, we propose to introduce appropriate certification of state-owned TA. It is advisable to set up an EC at the Logistics and Infrastructure Coordination Council. The tasks of EC state TA are shown in Fig. 1.

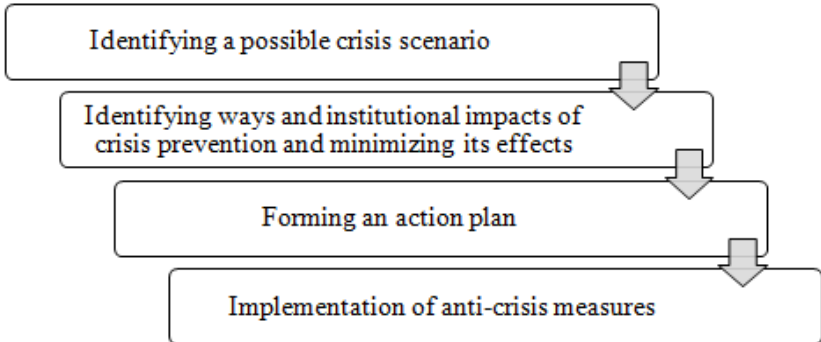


Fig. 1. Tasks of the Expert Council of State Attorneys
Source: constructed by the authors.

These two institutions can monitor public transport policy and the extent of threats, to identify them, to implement anti-crisis measures and to transport cargoes in crisis conditions, to prevent the collapse of the transport system as a whole and of its individual parts and kinds of transport.

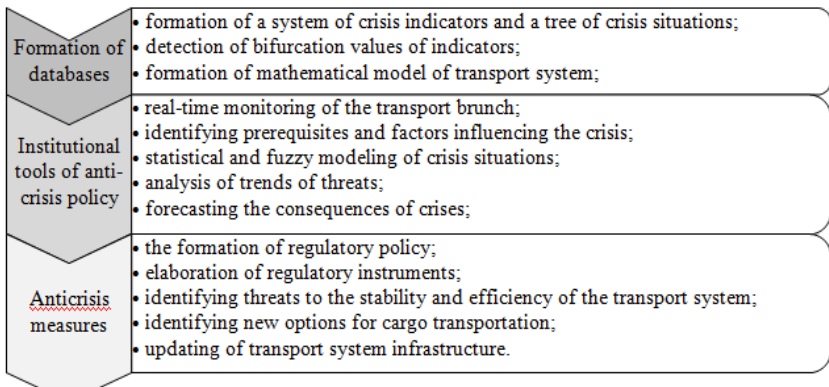


Fig. 2. Algorithm for crisis prevention of EC state attorneys
Source: constructed by the authors.

The main tasks of these institutions are the efficiency and timeliness of the detection of threats to the transport sector; crisis forecasting and analysis of the degree impact crisis factors; identifying factors of regulatory influence; developing tools to minimize the effects of

crises; identification of alternative routes of cargo transportation; monitoring the impact of threat minimization measures. The implementation of these tasks should ensure the effectiveness of both anti-crisis measures and feedback by forming a self-regulatory system. One of the indicators of the absence of threats is the presence of a balance (with a normalized time lag) of incoming and outgoing cargo flows on each of the routes, the chains of these routes of the subsystems of the transport system. Cargo delays, controlled by digital means, can help identify the threat. The general algorithm for EC crisis prevention of state-owned TA crisis is shown in Fig. 2. The structure of the AC with monitoring and early warning system is shown in Fig. 3.

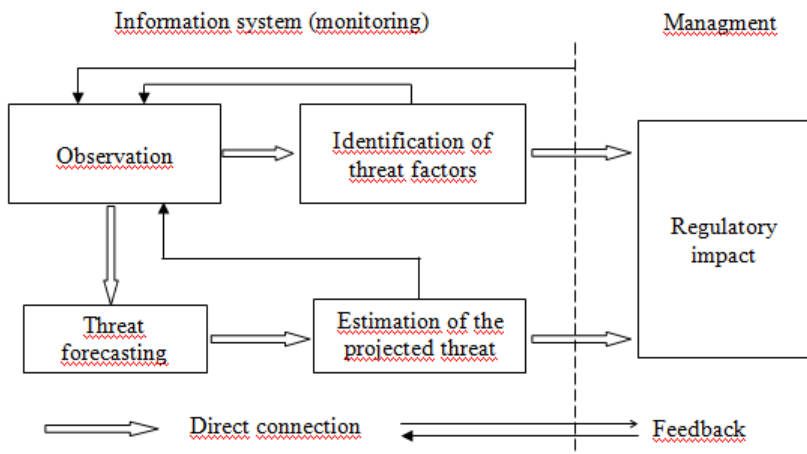


Fig. 3 Structure of AC with monitoring and early warning system
Source: constructed by the authors.

Given the existing threats in Ukraine, institutional and institutititutional factors of the anti-crisis policy of the transport sector should be introduced. It is proposed to introduce a system of anti-crisis centers and the Expert Council of State Transport Attorneys with their respective certification. AC system should be created on the basis of existing structures. These are the centers of control and management of corporate, regional structures, consolidated players of the transport market, monopolists by separate kinds of transport. In order to strengthen the existing structures, it is necessary to regulate their statuses normatively and legally, to form an associated network peer structure, to provide the

appropriate mathematical, program and information software.

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