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# "MODERN PROBLEMS OF ECONOMY" MATERIALS

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In general, the development of border infrastructure will facilitate the attraction of foreign investment, the creation of transport corridors, the rapid and unimpeded delivery of people and goods from one country to another within the border and the intensification of cross-border cooperation. Therefore, the issue of border infrastructure development is a priority for both central and local authorities. However, this requires proper legislative support.

In general, the development of border infrastructure is governed by a system of regulatory acts at different levels of government. Nonetheless, the main problem of the legislative base remains the inconsistency of rules and priorities in various legislative acts, the existence of practices of unfair implementation of existing laws, state and regional programs (the latter mainly due to lack of financial resources), dispersion of regulatory functions related to with the development of border infrastructure between different public authorities. So, active development of border infrastructure requires active measures from the state, focusing on EU norms

On the whole summarizing the legislative providing of support of development of boundary infrastructure it should be noted that they must be orientated on:

- there is bringing of legal norms of a transport industry of the state to conformity with the requirements of European community;
- by the removal of blanks and contradictions in operating legal norms;
- harmonization normatively legal bases from this problematical with the norms of the European legislation;
- legal determination of level of independence and responsibility regional and local.

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## **WAYS AND PROSPECTS OF CUSTOMS POLICY DEVELOPMENT IN UKRAINE**

In the process of Ukraine's integration into the world society, problems related to the improvement of the customs policy and its development are the focus. «Customs policy» means a system of measures governing the economic circulation (importation, exportation and transit of goods) of the so-called exchange between states, ensuring the freedom of

movement of the individual and international contacts. According to VV Sandrovsky, customs policy is not only customs taxation, registration or control of goods across the country due to its crossing, but is much wider.

According to P. Pashko [2], customs policy is a reflection of the tasks that the state aims at its implementation, so it is constantly changing.

I. Bereznyuk [1] states that at the stage of customs policy making, the public perception of customs regulation and customs affairs in relation to the economic interests and goals of the state influence the definition of the benchmarks (framework standards) of customs regulation. Within the definition of customs policy, a system of customs regulation is formed, which, in addition to mechanisms of customs tariff and non-tariff regulation, includes a customs system. The influence of the state in the person of the customs authorities and other subjects of customs relations involved in the movement of goods and vehicles in order to subordinate its actions to their economic interests launches a mechanism of customs regulation, which is implemented through customs, and the implementation of customs policy begins.

According to the State Statistics Service, exports of goods from Ukraine in 2018 amounted to \$ 47.3 billion, which is 9.4% more than in the previous year; imports of goods to Ukraine in 2018 increased by 15.2% compared to 2017, to \$ 57.1 billion.

The first place among the countries to which Ukraine exported goods in 2018 was Russia (\$ 3.65 billion), Poland (\$ 3.26 billion), Italy (\$ 2.63 billion).

The largest volume of imports into Ukraine last year was provided by: the Russian Federation (\$ 8.09 billion), China (\$ 7.60 billion) and Germany (\$ 5.98 billion) [3].

In our opinion, given the current realities, trade with the Russian Federation should be reduced, as Ukraine is set up to cooperate with the EU. However, despite this, a large part of domestic business is looking for business partners among the enterprises of the aggressor country.

Also, on December 27, 2017, the Cabinet of Ministers approved the Strategy for the Development of the Customs Risk Management System for the Period up to 2022 and the Action Plan for its Implementation. The main aspects addressed in the Strategy are legislative support, organizational structure, risk management processes, engagement, IT, resource provision and staff training. The decision will help to further automate the processes of risk analysis and assessment, reduce the impact of the human factor on management decisions during customs control, and introduce best international experience in risk management in the operation of the FTT [4].

Thus, the State Customs Service continues to search for new effective methods of work aimed at protecting the economic interests of the country, combating smuggling and customs offenses, and those that will provide humanization, simplification of customs procedures.

The State Customs Service of Ukraine has wide prospects for development, and while there are many difficulties along the way, customs officers will make every effort to overcome them with honor, to make sure that Ukrainian customs occupy a worthy place among the customs services of the most developed countries in the world.

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## SECTION 5

### BUSINESS PROCESSES MANAGEMENT IN AVIATION

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#### **PROBLEMS OF DEVELOPMENT OF HELICOPTER INDUSTRY IN THE SYSTEM OF THE AVIATION COMPLEX OF UKRAINE**

**Introduction.** Creation of domestic of helicopter engineering at different stages of the recent history of Ukraine was considered both in political and economic context.

However, the current level of state support, repeated unsystematic structural restructuring of the aviation complex have adversely affected its position, which is why in the current conditions the state support of the helicopter industry in the system of aviation complex of Ukraine becomes especially relevant.

**Research results.** The report investigated sectoral problems of the establishment of helicopter engineering in the system of aviation complex of Ukraine are studied. A number of legislative acts are analysed that should provide conditions for the effective use of production and also scientific and technological potential and contribute to the improvement of the export capacity of helicopter engineering, including the “Strategy for Revival of the Ukrainian Aircraft Manufacturing Industry for the Period until 2022”. The author investigated the state and prospects of development of helicopter engineering, which is based on a comprehensive analysis of world market trends, the study of demand and capacity of world segments of the market for helicopter products. It is determined that one of the key issues of supporting the domestic helicopter industry is, among other things, to extend preferences to it in public procurements because public procurements are the largest investment resource available in the country today.

Analysis of assessment of strategic potential and development possibilities of the aircraft complex, taking into account the helicopter industry, is conducted and it confirms that despite the existence of weaknesses and threats of the external environment, it is a priority high-technology sector of the economy in Ukraine. On the basis of the study