

TRANSPORT SECURITY OF THE STATE IN THE CONTEXT OF PROTECTION OF ITS NATIONAL INTERESTS

Anastasiia Volodymyrivna MATVIEIEVA,

Ph.D., senior researcher,

Associate Professor of Law,

National Aerospace University

H. E. Zhukovsky "Kharkiv Aviation Institute"

<https://orcid.org/0000-0002-6276-6912>

Ukraine has a unique, very advantageous geographical location at the intersection of traffic flows from Europe to Asia. In addition, a significant advantage for the development of the transport industry and the economy as a whole is the presence of a system of sea and river ports, a developed system of railways and highways, a pipeline system and so on. There are all objective factors for the prosperity of transit traffic.

However, according to statistics, the transit potential of the state is used only by a quarter, the quality of transport services is quite low, and most importantly - there are significant threats to both transport safety (given the unstable situation in the east and Crimea) and transport safety. in general.

Despite the real demand, science currently lacks comprehensive legal research on the emergence of new challenges and threats to the national transport system and, in particular, its infrastructure and entities, and has not addressed the legal regulation of transport security.

The transport sector accounts for 7% of Ukraine's GDP and 6% of total employment. The priorities of government reform in this area are: compliance with European standards, reducing the role of the state in the activities of monopolies, decentralization of the Ministry of Infrastructure and privatization of profitable operating units of state enterprises [1, p. 158].

It is worth noting that the transport sector has been one of the central areas of the EU internal market since the very beginning of European integration processes. This led to the formation of an effective regulatory framework, as well as the implementation of a balanced policy in the field of transport. The purpose of creating a deep and comprehensive free trade area is to expand and strengthen Ukraine's cooperation with the EU in the field of transport, to promote the efficiency, security and reliability of systems that offer greater opportunities for cooperation. This will be fundamental for the integration of Ukraine's industries into the European supply chain and the deepening of people-to-people contacts, in particular, visa-free travel has become possible.

To harmonize Ukraine's transport legislation with EU legislation, the Ministry of Infrastructure has amended the rules for the transport of dangerous goods and standards for license plates, as well as simplified the business environment in seaports. Currently, the main goal is to sign a Common Aviation Area Agreement with the EU. Thus, one of the central places

in the national transport policy of our state is the problem of integration into the European transport network.

The Law of Ukraine "On Fundamentals of National Security of Ukraine" of June 19, 2003 № 964-IV defines the basic principles of state policy aimed at protecting national interests and guaranteeing the security of individuals, society and the state from external and internal threats in all spheres of life. The definitions of the terms "national security", "national interests", "threats to national security", etc. are given, but the issues of economic security are not detailed.

It should be noted that some aspects of economic security are an essential part of many regulations, but they lack consistency and coherence. Issues of transport safety are poorly represented both at the legislative level and in the works of scientists.

Thus, the National Security Strategy of Ukraine dated 26.05.2015 № 287/2015 refers only once to transport: in the context of one of the priorities of critical infrastructure security, to which the legislator included strengthening the protection of critical infrastructure, including energy and transport [2].

I. M. Averichev in his works defines transport safety as the protection of the individual, society, state and their interests in the transport sphere of life from internal and external threats [3, p. 54]. However, this definition is quite narrow and does not take into account the interests of the transport industry as a system. This is evidenced by the author's idea of the division of transport safety into types. Thus, the scientist divides transport safety by mode of transport into: safety of air, road, water, aviation, rail and pipeline transport.

Analysis of the legislation in the field of transport and analytical materials gives every reason to say that transport safety contains the following features:

- aimed at protecting the interests of the state and society, individual citizens;
- provides for the appropriate state of the national transport system and the legal mechanism for implementing state policy in this area;
- is a component of economic security of the state, because only due to the work of the transport industry becomes possible the basis of the state economy - trade.

Given the above, we propose to define *national transport safety* as such a state of development of the transport system of the state, which ensures the balance of interests of the state, society and individual citizens, as well as the protection of their interests in the event of internal and external threats.

As O. V. Klepikova rightly points out, the main measures to ensure transport safety are:

- 1) regulatory and legal regulation of transport safety measures;
- 2) determination of the responsibilities of the state, public authorities and local self-government bodies, business entities and consumers of transport services to ensure transport safety;
- 3) determination of means of state regulation aimed at ensuring transport safety;
- 4) establishment of state control and supervision to ensure the implementation of transport safety measures;

5) information, scientific and logistical support of transport safety [4, p. 303].

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