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**THE FORMATION OF SUSTAINABLE DEVELOPMENT PARADIGM
ON RAILWAY TRANSPORT ENTERPRISES IN UKRAINE**

Annotation. Transport is one of the fundamental sectors of national economy, and its efficient functioning constitutes a necessary condition for ensuring defense potential, protecting economic interests of the state, and improving the lives of its citizens. The railway sector is an infrastructural ground for social and economic progress in Ukraine.

Sustainable development is the «development that meets the needs of the present without compromising the ability of the future generations to meet their own needs».

Ukraine joined the sustainable development movement in 1997, when the National Commission on Sustainable Development of Ukraine was established under the Cabinet of Ministers with the purpose of ensuring the solution of problems of the social and economic development, environmental protection and rational usage of natural resources in Ukraine. On December 24, 1999 the Verkhovna Rada of Ukraine (Supreme Council of Ukraine) adopted the Concept for Sustainable Development of Settlements. This Concept defines basic directions of the state policy on the issues of ensuring of sustainable development of the settlements, legal and economic ways of its realization.

The railway is one of the most environment-friendly modes of transportation; this, however, does not preclude the responsibility of the company for environmental protection and rational management of natural resources. For this purpose, state-of-the-art systems of ecological management and energy and resource saving technologies are being implemented in branches of the Ukrzaliznytsia, environmental monitoring and control take place. Operating activities of the Ukrzaliznytsia affect the interests of regions and millions of people socially, economically and ecologically. That is why the problem of railway transport enterprises' sustainable development is very urgent and important nowadays.

Key words: railway transport enterprises, railways, sustainable development, environmental activities

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СТАНОВЛЕННЯ ПАРАДИГМИ СТАЛОГО РОЗВИТКУ НА ПІДПРИЄМСТВАХ ЗАЛІЗНИЧНОГО ТРАНСПОРТУ В УКРАЇНІ

Анотація. Транспортний сектор відіграє важливу роль соціально-економічного розвитку України, визначаючи умови для економічного зростання, підвищення конкурентоспроможності національної економіки та якості життя. Перехід України до нової фази соціально-економічного зростання, курс на європейську інтеграцію вимагає випереджуючого розвитку підприємств транспорту. Підприємства залізничного транспорту є інфраструктурним майданчиком для соціального та економічного прогресу в Україні. При цьому оцінюючи варіанти його розвитку не можна нехтувати вимогами сталого розвитку суспільства. Сталий розвиток – це такий розвиток, який задовольняє потреби теперішнього часу, не ставлячи під загрозу здатність майбутніх поколінь задовольняти свої власні потреби. Він передбачає вищий якісний рівень ніж просто розвиток та характеризує систему, яка знаходиться у динамічному русі, показники і характеристики якої повинні набувати якісного покращення, зростати та знаходитися у позитивній динаміці в перспективі.

Одним із перших кроків уряду України в приєднанні до руху сталого розвитку з метою забезпечення вирішення проблем соціально-економічного розвитку, охорони навколишнього середовища та раціонального використання природних ресурсів, було створення в 1997 році Національної комісії зі сталого розвитку України при Кабінеті Міністрів України. Через два роки Верховною Радою України була прийнята Концепція сталого розвитку населених пунктів, котра визначає основні напрями державної політики з питань забезпечення сталого розвитку населених пунктів, правові та економічні шляхи її реалізації. Ратифікувавши Угоду про асоціацію між Україною, з однієї сторони, та Європейським Союзом, Європейським співтовариством з атомної енергії і їхніми державами-членами, з іншої сторони, Україна отримала інструмент та дороговказ для своїх перетворень.

Транспорт має значні економічні, соціальні й екологічні наслідки, і тому він є важливим чинником у забезпеченні сталого розвитку України. Залізниці України, як підприємства залізничного транспорту загального користування є одними з найбільш екологічно чистих видів транспорту, проте їх виробничо-господарська діяльність зачіпає інтереси регіонів і мільйонів людей в соціальному, економічному та екологічному плані та не виключає відповідальності з охорони навколишнього середовища та раціонального використання природних ресурсів. Ось чому проблема сталого розвитку підприємств залізничного транспорту є дуже актуальною і важливою на сьогоднішній день.

Проведений ґрунтовний аналіз екологічної діяльності підприємств залізничного транспорту за останні чотирнадцять років показав, що кожного року

залізницями України розробляються та реалізуються заходи з охорони навколишнього природного середовища. За досліджуваний період прослідковується тенденція до зменшення обсягів викидів шкідливих речовин в атмосферне повітря, зменшення обсягів споживання води, утворення відходів. Це є свідченням ефективності природоохоронних заходів, котрі спрямовані на запобігання, скорочення чи ліквідацію забруднення, інших видів шкідливого впливу господарської діяльності на навколишнє природне середовище, а також на раціональне використання природних ресурсів, зниження обсягів утворення відходів, збереження біорізноманіття та середовища існування.

Ключові слова: підприємства залізничного транспорту, залізниці, сталий розвиток, природоохоронні заходи.

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СТАНОВЛЕНИЕ ПАРАДИГМЫ УСТОЙЧИВОГО РАЗВИТИЯ НА ПРЕДПРИЯТИЯХ ЖЕЛЕЗНОДОРОЖНОГО ТРАНСПОРТА В УКРАИНЕ

Аннотация. Транспортный сектор играет важную роль социально-экономического развития Украины, определяя условия для экономического роста, повышения конкурентоспособности национальной экономики и качества жизни. Переход Украины к новой фазе социально-экономического роста, курс на европейскую интеграцию требует опережающего развития предприятий транспорта. Предприятия железнодорожного транспорта являются инфраструктурной площадкой для социального и экономического прогресса в Украине. При этом оценивая варианты их развития нельзя пренебрегать требованиями устойчивого развития общества. Устойчивое развитие – это такое развитие, которое удовлетворяет потребности настоящего времени, не ставя под угрозу способность будущих поколений, удовлетворять свои собственные потребности. Он предполагает более высокий качественный уровень, чем просто развитие и характеризует систему, которая находится в динамическом движении, показатели и характеристики которой должны приобретать качественного улучшения, расти и находится в положительной динамике в перспективе.

Одним из первых шагов правительства Украины в присоединении к движению устойчивого развития с целью обеспечения решения проблем социально-экономического развития, охраны окружающей среды и рационального использования природных ресурсов, было создание в 1997 году Национальной комиссии по устойчивому развитию Украины при Кабинете Министров Украины. Через два года Верховной Радой Украины была принята Концепция устойчивого развития населенных пунктов, которая определяет основные направления государственной политики по вопросам обеспечения устойчивого развития насе-

ленных пунктов, правовые и экономические пути ее реализации. Ратифицировал Соглашение об ассоциации между Украиной, с одной стороны, и Европейским Союзом, Европейским сообществом по атомной энергии и их государствами-членами, с другой стороны, Украина получила инструмент и путь для своих преобразований.

Транспорт имеет значительные экономические, социальные и экологические последствия, и поэтому он является важным фактором в обеспечении устойчивого развития Украины. Железные дороги Украины, как предприятия железнодорожного транспорта общего пользования являются одними из наиболее экологически чистых видов транспорта, однако их производственно-хозяйственная деятельность затрагивает интересы регионов и миллионов людей в социальном, экономическом и экологическом плане и не исключает ответственности по охране окружающей среды и рационального использования природных ресурсов. Поэтому проблема устойчивого развития предприятий железнодорожного транспорта является очень актуальной и важной на сегодняшний день.

Проведенный обстоятельный анализ экологической деятельности предприятий железнодорожного транспорта за последние четырнадцать лет показал, что каждый год железными дорогами Украины разрабатываются и реализуются мероприятия по охране окружающей природной среды. За исследуемый период прослеживается тенденция к уменьшению объемов выбросов вредных веществ в атмосферный воздух, уменьшение объемов потребления воды, образование отходов. Это является свидетельством эффективности природоохранных мероприятий, которые направлены на предотвращение, сокращение или ликвидацию загрязнения, других видов вредного воздействия хозяйственной деятельности на окружающую среду, а также на рациональное использование природных ресурсов, снижение объемов образования отходов, сохранение биоразнообразия и среды обитания.

Ключевые слова: предприятия железнодорожного транспорта, железные дороги, устойчивое развитие, природоохранные мероприятия.

Problem formulation. Ukraine joined the sustainable development movement in 1997, when the National Commission on Sustainable Development of Ukraine was established under the Cabinet of Ministers with the purpose of ensuring the solution of problems of the social and economic development, environmental protection and rational usage of natural resources in Ukraine.

On December 24, 1999 the Verkhovna Rada of Ukraine (Supreme Council of Ukraine) adopted the Concept for Sustainable Development of Settlements [1]. This Concept defines basic directions of the state policy on the issues of ensuring of sustainable development of the settlements, legal and economic ways of its realization.

Sustainable development is the «development that meets the needs of the present without compromising the ability of the future generations to meet their own needs». This concept rests on two pillars: firstly, both equity between and within generations and, secondly, it is the equal status of social, economic and environmental goals. This means that it must be possible for the needs of all people to be met both now and in the future. At the same time, the Earth is conserved in such a way that life in conditions of dignity and security is possible for all people over the long term. This second pillar is also known as the «three-

dimensional» model, as it classifies existed resources into social, economic and environmental dimensions [2].

Ukraine's environmental challenges are significant and present one of the most complex areas for the country to address given the pressures of continues economic growth and social transition. The only feasible response to these challenges is transition to sustainable development.

Heavy concentration of agriculture and industry has caused disastrous air, water and soil pollution. Present ecological change scales have created a real hazard to public health and pose a threat to life of Ukraine citizens [3].

The transport sector plays an important role in the socio- economic development in Ukraine. Transport system determines the conditions for economic growth, improving competitiveness of the national economy and quality of life.

Transport is one of the fundamental sectors of national economy, and its efficient functioning constitutes a necessary condition for ensuring defense potential, protecting economic interests of the state, and improving the lives of its citizens.

Though Ukrainian transport sector meets general transportation needs of national economy, the level of its safety, quality and efficiency of passenger and freight services, energy performance, and production – induced pressure on the environment do not comply with contemporary requirements.

Ukraine has not prepared its official Strategy for Sustainable Development yet. However, thousands of Ukrainians have already expressed their opinions about future sustainable development goals for Ukraine by voting for the World.

The scale and nature of the Ukrzaliznytsia's activities have a considerable impact on the sustainable development of the country.

The railway sector is an infrastructural ground for social and economic progress in Ukraine. Not only prospects of further growth of the domestic economy depend on the condition and operative quality of the Ukrainian railways, but also the ability to perform efficiently such topmost functions as protection of the national sovereignty and safety of the country, preservation of the integrated social and economic space, provision of equal opportunities for realization of constitutional rights.

Besides, the railway transport is a topmost instrument of public policy in socially important freight traffic (coal, mineral fertilizers and cargo deliveries), long-distance and suburban passenger service, as well as performance of defense and mobilization functions. Effective performance of railway transport is one of the essential elements of interaction between domestic exporters and importers of products and their foreign partners, whose element has influence on the competitive ability of domestic manufacturers in global markets.

The railway is one of the most environment-friendly modes of transportation; this, however, does not preclude the responsibility of the company for environmental protection and rational management of natural resources. For this purpose, state-of-the-art systems of ecological management and energy and resource saving technologies are being implemented in branches of the Ukrzaliznytsia, environmental monitoring and control take place. Operating activities of the Ukrzaliznytsia affect the interests of regions and millions of people socially, economically and ecologically. That is why the problem of railway transport enterprises' sustainable development is very urgent and important nowadays.

Analysis of recent research and publications. On the 20th of October 2010, the Cabinet of Ministers of Ukraine adopted the «Transport Strategy of Ukraine for the period up to 2020» [4] aimed at supporting sustainable and efficient transport sector operation to create

conditions for social and economic development of the country, improved competitiveness of the national economy and transport safety.

The transport strategy covers all transport sub-sectors, including cross-sector issues such as environment, border crossing, safety, etc. The strategy aims at facilitating the integration of the national transport system into the European and international transport systems, and maximizing the transit potential of Ukraine. The strategy is aligned with the President's economic reform program adopted in summer, 2010. The strategy provides a framework for the implementation of a necessary transport sector reforms. It also sets out the foundation for government-led donor coordination to develop and implement a comprehensive and prioritized investment program in the sector.

This is a positive development as it provides opportunities for mobilizing the efforts of both Government and external partners for this highly important objective.

Currently, action programs for the execution of the strategy are under preparation. The transport strategy refers to a number of other strategic documents that will be elaborated upon, such as road safety strategy, aviation safety program, etc. It is intended that the various subsectoral strategies under preparation will address shortcomings of the overall transport strategy document [5].

According to this document, the expected results are: upgrading the transport system and improving its operation efficiency, satisfying the need of national economy and residents in transport and improving the quality and accessibility of transport services, delivering goods in a proper time, refining the transport sector management system, increasing the transport network handling capacity, improving the transport safety rate, reducing volumes of hazardous substance emissions in the atmosphere by 30%, decreasing the transport power consumption by 15-20%, including rail transport – from 10.32 to 8.75 gram of coal equivalent per 1 ton/km, accelerating rates of national transport system integration into the European and global transport systems with the maximum utilization of state's transit potential.

The purpose of the article. The aims are generally to consider problems of formation of sustainable development paradigm in Ukraine (particularly on railway transport enterprises) and to analyze the activity of railway transport enterprises as to environmental management and environmental activities from 2001 to 2014 years for further scientific researches of the problem of the Ukrainian railways taking the path to sustainable development.

The main material research. Sustainability is a simple concept with complex implications. It reflects a paradigm shift, a fundamental change in the way problems are defined and solutions are evaluated. It maintains a distinction between growth (increased quantity) and development (increased quality). It focuses on social welfare outcomes, such as human health and education attainment, rather than on material wealth, and questions of common economic indicators such as Gross Domestic Product (GDP) that measure the quantity but not the quality of market activities. Because of sustainability strives to protect natural resources and ecological systems, it emphasizes a conservation ethic, and so favors policies that minimize consumption of resources such as air, water and land [6].

Sustainability can be evaluated based on a weak standard, which allows natural capital (natural environmental resources and ecological systems) to be replaced by human capital (industrial productive capability), or a strong standard, which rejects such substitutions [7].

Transportation has significant economic, social and environmental impacts, and so it is an important factor in sustainability. Sustainability supports a paradigm shift occurring in transport planning. Previously, transport was evaluated primarily in terms of mobility (physical movement), but increasingly it is evaluated in terms of accessibility (people's

ability to obtain desired goods and services). Many factors affect accessibility, including mobility, land use factors (such as the location of activities) and mobility substitutes (such as telecommunications and delivery services). Accessibility-based planning expands the range of solutions that can be applied to transport problems; for example, congestion can be reduced by improving land usage accessibility or telecommunications, in addition to accommodating more vehicle traffic.

Sustainable transport refers to the broad subject of transport that is or approaches being sustainable. Transportation sustainability is largely being measured by transportation system effectiveness and efficiency as well as the environmental impacts of the system [8].

Sustainable transport systems make a positive contribution to the environmental, social and economic sustainability of the communities they serve. Transport systems exist to provide social and economic connections, and people quickly take up the opportunities offered by increased mobility [9]. The advantages of increased mobility need to be weighed against the environmental, social and economic costs that transport systems pose.

Traditional transport planning aims to improve mobility, especially for vehicles, and may fail to adequately consider wider impacts. But the real purpose of transport is access to work, education, goods and services, friends and family, and there are proven techniques to improve access while simultaneously reducing environmental and social impacts, and managing traffic congestion [10]. Communities which are successfully improving the sustainability of their transport networks are doing so as part of a wider program of creating more vibrant, livable, sustainable cities.

The Organization for Economic Cooperation and Development (OECD) [11] defines sustainable transportation as: transportation that does not endanger public health or ecosystems and meets needs for access consistent with:

- the use of renewable resources at below their rates of regeneration;
- the use of non-renewable resources at below the rates of development of renewable substitutes

Sustainable transportation can be supported by promoting the use of:

- more energy efficient forms of transportation such as public transit
- alternative transportation to the single occupancy vehicle
- low emissions vehicles
- transportation demand management
- active transportation, and
- supportive land use practices.

At its most basic, sustainability reflects a concern for indirect and long-term impacts. The concepts of sustainability and sustainable development originally focused on certain long-term environmental concerns, such as natural resource depletion and ecological degradation (including climate change), but have expanded to include other issues. Most current definitions recognize three main categories of sustainable development issues: economic, social and environmental (or ecological), and some incorporate other issues such as governance and fiscal sustainability [12; 13].

The Ukrzaliznytsia, also known as Ukrainian Railways, is the State Administration of Railroad Transportation in Ukraine, a monopoly that controls vast majority of the railroad transportation in the country [14] with a combined total length of track is over 23,000 km, which makes the Ukrainian railroad network the 14th largest in the world. The Ukrzaliznytsia is also the world's 6th largest rail passenger transporter and world's 7th largest freight transporter.

Ukraine has a developed railway network, its total working mileage amounts over 22 000 kilometers. Two-thirds of Ukrainian railway lines are heavily worked equipped with modern management facilities, dispatcher's centralization and automatic block system.

Ukrainian railway directly borders and cooperates with railways of Russia, Bielorus, Moldova, Poland, Romania, Slovakia and Hungary, ensures the work with 40 international railway crossing points, and also serves 18 Ukrainian seaports of the Black Sea and Sea of Azov basin.

The administration of public railway transport is The State Administration of Railway Transport of Ukraine (The Ukrzaliznytsia), was established in December, 1991. The management sphere of the Ukrzaliznytsia covers the railways of Donetsk, Lviv, Odessa, Pivdenna (Southern), Pivdenno-Zakhidna (Southwestern) and Prydniprovska Railways, and also other enterprises and organizations of integrated industrial-engineering complex that enables freight and passengers transportation.

The park and the average age of railways, according to the Ministry of Infrastructure of Ukraine [15], are:

- 2457 diesel vehicles (28 years);
- 1853 electric vehicles (36 years);
- 320 diesel trains units (about 26 years);
- 1521 electric vehicles (over 29 years);
- passenger cars from 6959 (over 27 years);
- freight cars of all types 187,339 units (22 years).

To replace the park traction rolling stock, which worked normative lifespan, Ukrainian Railways developed a comprehensive upgrade of railway rolling stock in Ukraine 2008-2020 years. In recent years, Ukraine has tended to increase in the average age of cars in use, due to the crisis of 2009-2010, when sales of new cars fell sharply. These two trends have led to an increase in the average age of cars [2].

The Ukrzaliznytsia accomplishes centralized management of the transportation process in inland and interstate communication regulates railway industrial and economic activity. Along with performing their regular functional responsibilities – carriage of goods and passengers, in accordance with Article 11 of the Law of Ukraine «On Railway Transport», the enterprises of railway transport providing public environmental protection in accordance with the laws of Ukraine [16].

Every year railway transport enterprises developed and implemented measures to protect the environment. To plan environmental activities included measures aimed at the prevention, reduction or elimination of pollution and other types of harmful effects of economic activity on the environment in the provision of services or use of products, as well as the sustainable use of natural resources, reduction in waste, biodiversity and habitat.

In addition, the environmental activities include developing and obtaining permits; environmental and regulatory development of design and scientific research to prevent, reduce emissions, discharges of pollutants and waste disposal in the environment; compliance with environmental legislation regarding the conducting laboratory analysis of sources impact on the environment and in waste management.

To increase awareness on environmental safety of railways workers dealing with environment protection, regularly raise their qualification level of Postgraduate Studies at State Economy and Technology University of Transport.

Every year railway employees participate in various activities to bring in proper sanitary condition and aesthetic areas of structural units, stations, passenger platforms, planting trees and shrubs, lawns and flower arranging.

Giving the priority of investments in rail transport was realized by investment projects and measures construction and maintenance of water and wastewater, sewage treatment plants, construction and reconstruction of boiler shifted more efficient fuels for electrification of railways, to improve and update the fixed assets, the implementation of business processes and re-circulating water systems, dust and gas cleaning setting, advanced technologies that will ensure compliance with environmental regulations and rational use of natural resources field objects.

Among the activities that had been carrying out during 2011, should separately mention the following: work on the electrification of individual sections of Donetsk, South and South-Western Railway, implementation and reconstruction wagon washing machines and washing facilities, work on replacement of high oil circuit breakers with vacuum or sulfur hexafluoride, the introduction of carriages with vacuum toilets, construction, expansion and rehabilitation of erosion, water, landslide structures and interventions to protect against flooding and inundation aimed at preventing the development of hazardous geological processes, eliminate or reduce to an acceptable level of negative impact on the area and rail transport facilities, a significant amount of work for maintenance of protective forest plantations located along the railroad tracks, the destruction of shrubs and weeds in the band of removal railways.

Ecological factors play an increasingly prominent part in production operation of Ukrainian Railways, promotion of its ecological safety and competitive strength.

Social functions were performed by the railway transport:

- realization of constitutional rights of population to free movement throughout the country;
- provision of legal entities and individuals with equal transport opportunities;
- rising in the employment of the domestic population due to development;
- role of Ukrainian Railways in sustainable development of the transport sector and related industries;
- creation of circumstances for social and economic development of regions;
- provision of socially important passenger service based on the aggregate financial results.

As a part of the ecological strategy of Ukrainian Railways over a period from 2001 to 2014, hazardous air emissions from stationary sources declined, in 2014 as a compared to 2013 by 29% or 1845 tons (fig. 1) and water consumption by Ukrainian railways branches also declined in 2014 as a compared to 2013 by 18% or 2011 thousands m³ (fig. 2). The scale and nature of the Ukrzaliznytsia's activities have a considerable impact on the sustainable development of the country.

As a result of activities undertaken in 2014 compared to 2013 decreased in the railroad: the emission of pollutants into the air from stationary sources of emissions, consumption of fresh water and reset not – treated wastewaters into the water. On the improvement of the environment were used as measures taken by the company's own funds railways, landscaping and planting within all Ukrainian action for the improvement of populated areas, in order to arrange the objects and territories, including: within areas adjacent to the railway roadbed were cleared of debris 341 km of river banks, lakes, ponds, 6495 eliminated unauthorized dumps that are not on the balance, rail companies planted more than 36,000 trees and 27,000 shrubs and more.

Conclusions and recommendations. Inspection and analysis conducted by the Department of Environmental Management of Ukrzaliznytsia show that the enterprises of rail transport there is cost overruns for the services of sanitation, environmental tax for waste

disposal, the fee for special use of water resources, penalties for excessive emissions, discharges, violation handling waste, false reporting and more.

Dynamics of air emissions from stationary pollution sources of Ukrainian railways branches, tons

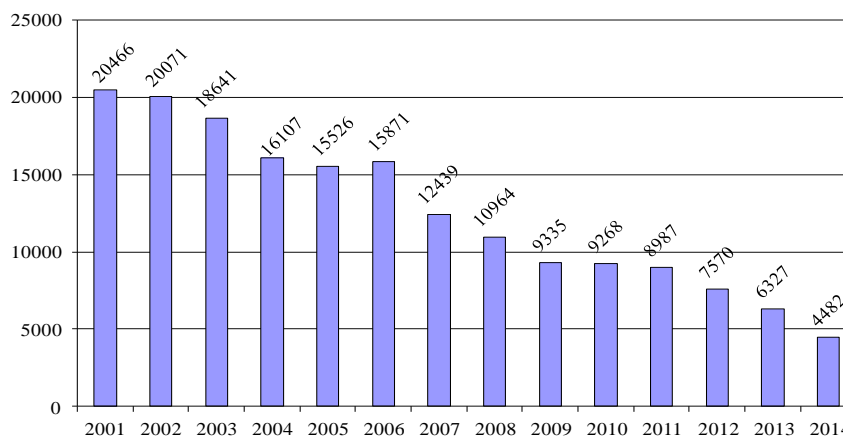


Fig.1. Dynamics of air emissions from stationary pollution sources of Ukrainian railways branches from 2001 to 2014, tons

Dynamics of water consumption by Ukrainian railways branches, thousands m³

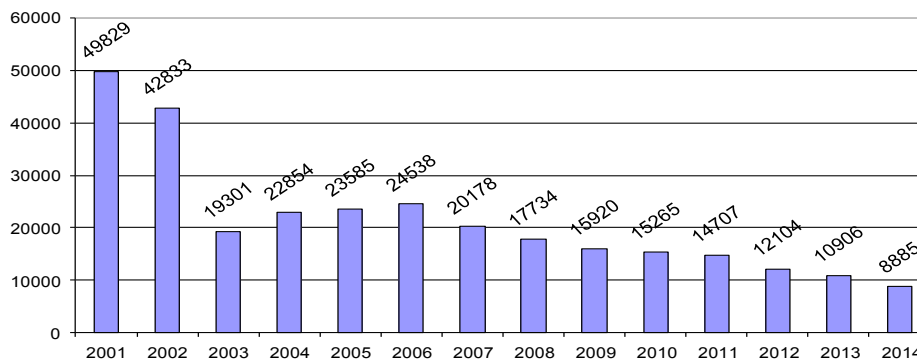


Fig.2. Dynamics of water consumption by Ukrainian railways branches from 2001 to 2014, thousands m³

As in previous years, most of the penalties occurred for organizational reasons that do not require material costs, but only increasing control for workers performance of legislation in the field of waste management, the organization of work preparation of documents for relevant permits documents registration, including environmental measures to meet the requirements of permits, management of primary records, primary waste accounting and others.

It should be noted that, on the timely receipt of permits documents affects insufficient funding these activities, also continued reorganization of environmental agencies that provide permits for Natural Resources and the numerous changes to the current legislation of Ukraine regulating these issues.

Due to the length of railway tracks, availability of a considerable locomotive and car fleet, production infrastructure facilities allocated throughout the country, the Ukrzaliznytsia needs to take significant measures and bear respective expenses to maintain due operating condition of the railroad bed, ensure the security of passenger and freight transportation, occupational safety of the staff, compliance with the rules of ecological and industrial safety. The significance and profundity of the impact on the domestic economy, society and environment evoke considerable obligations in the area of social responsibility and sustainable development; well-being of a considerable part of the community depends heavily on their fulfillment.

We can say that development of successful business requires mutually beneficial relations to be built with the regions where the Ukrzaliznytsia carries out its activities, such regions are represented by regional administrations, population, public organizations, as well as industry's trade unions, for that purpose their interests and requirements must be taken into account. In order to improve investment attractiveness, it is necessary to enhance the Ukrainian railways reputation and image as a socially responsible company.

Effective performance of railway transport is one of the essential elements of interaction between domestic exporters and importers of products and their foreign partners, that element has influence on the competitive ability of domestic manufacturers in global markets. Besides, the railway transport is a topmost instrument of public policy in socially important freight traffic (coal, mineral fertilizers, and cargo deliveries), long-distance and suburban passenger service, as well as performance of defense and mobilization functions.

The railway sector is an infrastructural ground for social and economic progress in Ukraine. Not only prospects of further growth of the domestic economy depend on the condition and operative quality of the Ukrainian railways, but also the ability to perform efficiently such topmost functions as protection of the national sovereignty and safety of the country, preservation of the integrated social and economic space, provision of equal opportunities for realization of constitutional rights.

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