

РОЗДІЛ 1. СВІТОВЕ ГОСПОДАРСТВО І МІЖНАРОДНІ ЕКОНОМІЧНІ ВІДНОСИНИ

INFRASTRUCTURE MONITORING NATIONAL ECONOMIES UNDER GLOBAL CHALLENGES

МОНІТОРИНГ ІНФРАСТРУКТУРИ НАЦІОНАЛЬНОЇ ЕКОНОМІКИ В УМОВАХ ГЛОБАЛЬНИХ ВИКЛИКІВ

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Grounded methodological basis of the monitoring infrastructure of the national economy under globalization. Systematized various approaches to assessing the infrastructure of the national economy, to improve the competitiveness of the national economy under globalization.

Key words: methodology, monitoring, national economy, infrastructure, globalization.

Обґрунтовано методологічні основи моніторингу інфраструктури національної економіки в умовах глобалізації. Систематизовано різноманітні підходи до оцінки інфраструктури національної економіки, з метою підвищення конкурентоспроможності

національної економіки в умовах глобалізації.
Ключові слова: методологія, моніторинг, національна економіка, інфраструктура, глобалізація.

Обоснованно методологические основы мониторинга инфраструктуры национальной экономики в условиях глобализации. Систематизированы различные подходы к оценке инфраструктуры национальной экономики, с целью повышения конкурентоспособности национальной экономики в условиях глобализации.

Ключевые слова: методология, мониторинг, национальная экономика, инфраструктура, глобализация.

Introduction. Developed infrastructure is important for the effective functioning of the economy as an important factor in determining the location of economic activity and activities or sectors that can develop in each case. Developed infrastructure reduces the effect of distance between regions, ensuring the integration of the national market and low-cost communication with the markets of other countries and regions.

Monitoring indicators is crucial for Ukraine in a high level of globalization, socio-political instability and tension in society, increased dynamic parameters characterizing these processes.

Analysis of recent research and publications.

Scientific and theoretical basis of infrastructure, including in the context of globalization, formed by such scientists as: M. Belenky, A. Borodin, T. Bronstein, Stroking M., B. Danylyshyn, Dolishniy M., A. Yermakov, Zlupko C ., H. Singer, Yohymen R. Krasnopolsky B., V. Krasovsky, Krylatyh E., Kuznetsova A. Nosov S., Rozenshteyn-Rodan R., Y. Yudin, A. Yanhson

Setting objectives. In modern conditions objectively necessary to create infrastructural preconditions for the formation of a competitive national economy. These processes are often coordinated through targeted programs at different levels. It is to improve the socio-economic efficiency of public decisions necessary to develop infrastructure monitoring tools that allow the system to conduct a comprehensive assessment of realization of investment programs in the study area.

The purpose of this article is the substantiation of methodological bases of monitoring infrastructure of the national economy in terms of global challenges.

The main material research. By common definition, indicator – a setting that allows you to measure the deviation of the actual figure of indicative value. The most important indicator – an indicator assessing the degree of achievement of the objectives of the national economy is the appropriate level of infrastructure development. She is the backbone that provides the relationship between independent units at the micro level, thereby supporting a continuous process of production, the balance between the main sectors and achieving high economic results. Infrastructure divisions contribute to the process of integration and coordination of logistics, technology, maintenances and so on.

We believe that infrastructure is a direct factor in stimulating economic growth, according indicators characterizing the growth in the national economy as a whole or its individual sectors may indirectly characterize the degree of infrastructure development. This conclusion is based on the writings of prominent American economist Simon Kuznets [1], winner of the Nobel Prize in 1971 for research in the history of economic growth in developed countries. He identified six characteristics (indicators) economic development, advanced countries:

- First, high rates of population growth and per capita income;
- Second, the rapid increase in factor productivity. According to various estimates, from 50 to 75%

increase in per capita income in developed countries in the industrial age was the result of increased productivity, an increase in the gross national product per capita achieved through technological progress, which included improving the quality and physical and human capital;

- Third, a significant rate of structural transformation of the economy, which included the movement of labor from agriculture to industry, and recently – from industry to the services sector; growth medium size enterprises from family and individual manufacturing to multinationals; development of urbanization and other;

- Fourth, accelerate social, political and ideological transformation. Important restructuring always accompanied by changes in social institutions, behavior and ideology. An example is the general process of urbanization and complex institutional and spiritual changes;

- Fifth, the conditionality of international scale growth opportunity developed countries in the past and present to find overseas markets, sources of raw materials and cheap labor, leading to political and economic slavery of poor countries;

- Sixth, limit the spread of the results of economic growth [2, p. 311-312].

According to the above parameters, it can be argued that this infrastructure leads to progressive

growth in national and sectoral level. Proof of this is the concept of endogenous growth. The most interesting aspect of the model is the last explanation unnatural flow of capital from rich to poor countries that deepens the gap between «first» and «third» worlds. Potentially high return on investment to «third world» is often reduced to nothing complementary investments in human capital (education system), infrastructure and research and development. Poor countries have of these types of investment income are small compared with the economically developed. It can be concluded that the government aims to improve the use of resources, providing for its own account public goods and services (creating infrastructure) and at the same time stimulating private investment [2, p. 328]. Hypothetically, the dynamics of growth of real gross national product, national income per capita can illustrate the level of national infrastructure, because infrastructure – a kind of blood vessels economy.

The quality and the development of infrastructure exert great influence on economic growth in different ways reduce differences in income levels and contribute to poverty reduction. Well-developed transport and communications infrastructure is a prerequisite for access to least developed settlements to basic economic processes and services. Effective modes of

Table 1

Ranking of countries world index Infrastructure (top 50) for the 2014-2015 biennium

Рейтинг	Країна	Індекс інфраструктури	Рейтинг	Країна	Індекс інфраструктури
1.	Hong Kong	6,686	26.	Italy	5,427
2.	Singapore	6,540	27.	Ireland	5,322
3.	United Arab Emirates	6,298	28.	Barbados	5,316
4.	The Netherlands	6,253	29.	New Zealand	5,303
5.	Switzerland	6,176	30.	Saudi Arabia	5,188
6.	Japan	6,135	31.	Bahrain	5,187
7.	Germany	6,089	32.	Norway	5,158
8.	France	6,027	33.	Oman	5,010
9.	Spain	6,009	34.	Israel	4,990
10.	United Kingdom	6,008	35.	Slovenia	4,880
11.	Taiwan, China	5,822	36.	Greece	4,878
12.	United States	5,822	37.	Malta	4,877
13.	Austria	5,797	38.	Estonia	4,847
14.	The Republic of Korea	5,740	39.	Russian Federation	4,825
15.	Canada	5,737	40.	Panama	4,770
16.	Luxembourg	5,734	41.	Czech Republic	4,749
17.	Portugal	5,661	42.	Mauritius	4,744
18.	Belgium	5,605	43.	Lithuania	4,735
19.	Finland	5,604	44.	Croatia	4,720
20.	Australia	5,603	45.	Cyprus	4,696
21.	Denmark	5,594	46.	China	4,664
22.	Sweden	5,549	47.	Latvia	4,614
23.	Iceland	5,536	48.	Thailand	4,584
24.	Qatar	5,510	49.	Chile	4,565
25.	Malaysia	5,460	50.	Hungary	4,561

Source of data [4]

transport, particularly quality roads and railways, ports and air transport, allow entrepreneurs and guaranteed timely send products and services to market, and workers – move country in search of jobs that suit them most.

The economy also depends on the uninterrupted supply of electricity in required quantities, ensuring the proper operation of companies and factories. Eventually, a large and well-developed telecommunications network ensures fast and free flow of information that enhances overall economic efficiency by allowing market players to consider the entire scope of available information when making decisions and share it [3]. An important indicator of modern economic life is the competitive development index, developed by the organizers of the World Economic Forum. It is annually calculated for 117 economies in the world and published in the form of so-called «Global Competitiveness Report». Competitiveness Index is formed of three indicators: technological development, civic institutions and macroeconomic environment.

In turn, these three indicators are calculated on the basis of 47 sets of data on the status of technology transfer and innovation development, levels of development of information and communication technology spending countries for research and development, foreign investment, independence of business from the government of corruption, etc. [3]. Modern infrastructure component of the Global Competitiveness Index considers nine qualitative ratings: quality of general infrastructure; quality of roads; quality of railroad infrastructure; quality of port infrastructure; quality of air transport; quality available airlines; quality of electricity supply; quality of mobile communications; quality telephone lines.

Quality characteristics listed above cover transport infrastructure, electrification and telephone. On the basis of estimated values of these characteristics is formed ranking of countries in terms of infrastructure (infrastructure index) is presented in Table 1.

All the elements included in the infrastructure should be focused on achieving internal coherence and harmony between the economic actors. It can focus on some general patterns:

- the older organization, part of the infrastructure, the more formalized its behavior. With the growth of the organization it has to be repeated in its activities. This leads to the fact that workflows are more predictable and those that formalized;

- The structure reflects the era of the industry;

- The more integrated economic actors, the harder infrastructure, ie jobs more specialized, organizational units – a differentiated, the administrative component – is more developed. Thus, complex infrastructure must use more coordination mechanisms.

- the larger entity, the more formalized its behavior. Just as a mature organization formalizes what she had already done a large organization formalizes what it often does;

- the larger the organization, the more repeated patterns and the more they get the more predictable and tend to formalize [5, p.102].

Moreover, state policies should aim at promoting structural change for more sustainable economic growth. The priority should be to stimulate public investment to address bottlenecks in infrastructure, including an increase in public investment in environmental and transport infrastructure that provides greater resistance to the effects of climate change and creates potentially significant number of new jobs.

We can not ignore the fact that infrastructure development has a direct impact on the conditions of competition. Thus, the development of transport and communications infrastructure creates conditions for the entry of new businesses and reduce the impact of the monopoly of certain industries [6, p. 42-43].

Ashin P. and M. Shankerman using microeconomic models have shown that increased competition due to infrastructure development increases in production volumes and market share of companies with lower specific costs [7].

At the national level researchers emphasize that the increased use of infrastructural factors increasing Ukraine's competitiveness requires measures to increase revenue as the state and change the structure of its expenditure. Key reserves growth in government revenues in the coming years, linked primarily to the implementation of measures to improve tax administration and combat the understatement of customs value of goods when they are imported to Ukraine. This should create the conditions for economic activity and legalization legalization of revenues [8, p. 55].

Therefore, we can assume that indicators of competitiveness of the agro-food sector may be parallel indicators and infrastructure development. The actual management of major manufacturing and infrastructure sectors – is primarily a management thresholds and profitability ratios industries.

Disparities in economic and social development of enterprises contribute to increased competition among producers. Today, competitiveness is determined primarily by the level of development of infrastructure, innovation and investment potential of the company. In a globalized enterprises should pay special attention to study strategy to strengthen its competitive position. It is therefore becoming urgent issues of infrastructure units as a determining factor of growth and strengthen the competitive position of enterprises. Effective role in creating a favorable economic environment in the context of globalization could play a monitoring institutional environment favorable action from a position on the basic conditions for opening, organization and promotion of large, medium and small businesses in areas:

- monitoring the state of the business environment and living standards;
- providing actual databases of the law enforcement practice solving economic and land disputes;
- evaluate promising sectors and industries that rely on the capabilities and strengths of industry resources, creating a microclimate around itself for further growth and sustainability;
- assessment of development from the perspective of modern infrastructure facilitate management, continuity of productive activities, state environmental protection of the environment;
- achieving legal and regulatory certainty and transparency of licensing procedures for the implementation of business projects.

According to our research objectives, special attention should be paid to the indicator approach, identifying competitive advantages of the company by two criteria: economic and social competitiveness [9, p. 52].

To assess the economic competitiveness using five indicators: business efficiency (PKK), efficiency Economic Area (KTP), consumer demand for the products of the company (CTR), enterprise income workers (KDP) and time efficiency (ERC).

As a baseline for the study examined the competitive position of businesses: global, national and industry standards; indicators leading companies (leaders); critical level indicators, for which the company is competitive. This approach allows you to identify the reserves to improve the competitive position of the company by determining the difference between a high level of an indicator and an indicator of the company.

In today's economy is widely used methodology for monitoring infrastructure, calculated according to the infrastructure indicators developed by the European Bank for Reconstruction and Development. The study is providing regular in-depth analysis of reforming six key infrastructure sectors: electricity, gas, water, telecommunications, railways, highways. Ukraine has developed adapted to local conditions monitoring infrastructure, which carried Institute for Economic Research and Policy Consulting (IERPC), which assesses the status and dynamics of the reform process. [10]

In assessing the infrastructure Ukraine named Institute scientists taken into account the following factors:

- commercialization and privatization (ownership, natural monopoly operation, industry organizational structure);
- tariff reform (structure of tariffs, payment arrears budgetary payments);
- regulatory and institutional reforms (effective regulatory institutions, regulating access to the network).

It should be noted that scientists IERPC applied to all branches of universal criteria, while the criteria

of the European Bank for Reconstruction and Development are individual. Evaluation was conducted in accordance with a scale ranging from 1 (no reform at all) to 4 (market-oriented reforms almost completed), developed in accordance with the practice of the EBRD, although it is much closer to the American system of evaluation points average (GPA).

Institute for Economic Research and Policy Consulting uses the methodology of calculation of the EBRD to ensure comparability, although scientists expanded methodology because, firstly, disaggregation indicators, and secondly, taking into account factors enforcement and key performance indicators, such as payment arrears and offsets. The disadvantage of disaggregation of indicators and evaluation of individual aspects is your bias estimates associated with the choice of individual indicators. Although the bias of the EBRD indicators related to their estimation procedures may be even higher.

In Ukraine, the urgent task is to implement adapted to national conditions indicator of social progress that would be an effective tool for decision-making at the national level, based on the use of such information on the maximum number of resources whose production does not affect the capacity of ecosystems and ensure the same opportunity to future generations. At the local level – a way to measure the integrated environmental and socio-economic development of certain areas in the context of general development trends [11, c. 428].

Conclusions and prospects for further research. Infrastructure indicators of the national economy are key indicators that illustrate the level of infrastructural development. On them you can explore the trends and dynamics of the infrastructure. This indicator reflects the change in the level of development of its functional units. On the basis of indicators can form a system for monitoring infrastructure development both at national and regional level, to allow timely identify existing imbalances. State infrastructure agriscope determined by analysis of the indicators, which provide a comprehensive transformation of perception and their compliance with directions of national agricultural policy and food security.

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ПРОЦЕС ДЕЦЕНТРАЛІЗАЦІЇ РЕГУЛЮВАННЯ ЕКОНОМІКИ В ЄВРОПІ ТА ЙОГО НАСЛІДКИ ДЛЯ РОЗВИТКУ РЕГІОНІВ

THE DECENTRALIZATION ECONOMY REGULATION PROCESS IN EUROPE AND ITS IMPLICATIONS FOR REGIONAL DEVELOPMENT

У статті досліджено процес децентралізації регулювання економіки в Європі та обґрунтовано його наслідки для окремих регіонів. З'ясовано, що децентралізацію влади перш за все необхідно супроводжувати додатковою фінансово-інституційною підтримкою для менш розвинених регіонів, що починають процес трансформації. Доведено, що загальні позитивні ефекти проявляються в середньому протягом 5-7 років.

Ключові слова: децентралізація, національна економіка, управління, регіон.

В статье исследован процесс децентрализации регулирования экономики в Европе и обоснован его последствия для отдельных регионов. Выяснено, что децентрализация власти в первую очередь необходимо сопровождать дополнительной финансово-

институциональной поддержкой для менее развитых регионов, начинающих процесс трансформаций. Доказано, что общие позитивные эффекты проявляются в среднем на протяжении 5-7 лет.

Ключевые слова: децентрализация, национальная экономика, управление, регион.

The paper studied the process of decentralization of economic regulation in Europe and the reasonableness of its implications for individual regions. Found that the decentralization of power in the first place should be accompanied by additional financial and institutional support for the less developed regions, the process of transformation. It is proved that the positive effects are common for an average of 5-7 years.

Key words: decentralization, national economy, management, region.

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Постановка проблеми. Сьогодні майже в усіх країнах ЄС створена достатня кількість інститутів і засобів для впровадження та проведення ефективної регуляторної політики. Так само як і інші види урядової політики (грошова або фіскальна), регуляторна політика є всеохоплюючою діяльністю держави, що реалізується на постійній основі. Кілька останніх років виразно вказують, що Європа стала на роздоріжжі між продовженням децентралізації завдань і публічних ресурси на користь місцевих самоврядувань та зворотним напрямом. Централізацією обґрунтовано необхідність подолання наявної економічної кризи.

Аналіз останніх досліджень і публікацій. Питання розвитку децентралізації регулювання економіки у європейських країнах розглядалися у наукових публікаціях таких вчених, як: Г. Хос-

перс [1], Р. Флорида [2], М. Саган [4] та інших. При цьому більшість з цих досліджень мають характер окремих прикладних розробок, що викликає необхідність продовження системного вивчення даної проблематики.

Постановка завдання. Метою роботи є дослідження процесу децентралізації регулювання економіки в Європі та обґрунтування його наслідків для окремих регіонів.

Виклад основного матеріалу дослідження. Із початку фінансової, господарської і суспільної кризи, яка з повною силою проявила себе в 2008 році, місцеві і регіональні органи влади в європейських країнах мусили пристосуватися до нової політичної і господарської ситуації. У зв'язку з цим проведено територіальні реформи, які мали на меті обмежити наслідки економічної кризи.