

Отже, на сьогодні є недоброчесність посадових осіб і неналежне виконання ними покладених на них завдань і функцій. Досить великий вплив має психологічний фактор, тобто керівники повинні здійснювати постійний контроль за діяльністю своїх підлеглих, демонструвати та заохочувати поведінку, зокрема шляхом створення адекватних умов роботи, надання дієвої оцінки показників роботи, адекватної оплати праці, тощо.

Література

1. Про запобігання корупції: Закон України від 14 жовтня 2014 р. № 1700-VII // Відомості Верховної Ради України [Електронний ресурс]. – Режим доступу до ресурсу: <http://zakon.rada.gov.ua/laws/show/1700-18>
2. Про забезпечення безпеки осіб, які беруть участь у кримінальному судочинстві: Закон України від 8 жовтня 2016 р. [Електронний ресурс]. – Режим доступу до ресурсу: <http://zakon.rada.gov.ua/laws/show/3782-12>
3. Методичні рекомендації щодо організації роботи із повідомленнями про корупцію, внесеними викривачами [Електронний ресурс]. – Режим доступу до ресурсу: <https://nazk.gov.ua/news/u-nazk-zatverdylu-metodychni-rekomendaciyi-shchodo-organizaciyi-roboty-iz-povidomlennyamy-pro>

UDC 656.025:629.7(100):368.2(043.2)

Bondar V.G., student,
Faculty of Transport Technologies,
National Aviation University, Kyiv
Scientific executive: Riabova K., PhD, Asosiated professor

PECULIARITIES OF INSURANCE IN INTERNATIONAL TRANSPORTATION IN AVATION ACTIVITIES

Air transportation makes a significant contribution to the output of Ukrainian manufacturers into the modern world market. In addition, a significant number of people choose air transport for flights and baggage, mail, based on the fact that it is the fastest and most secure mode of transportation and transportation.

Aviation insurance is the general name of a complex of property, personal insurance and liability insurance that results from the operation of air transport and protects the property interests of legal entities and individuals in the event of certain events determined by the insurance contract or legislation [1, p. 321].

International air transportation is performed on the basis of an agreement concluded between the air carrier and the passenger or consignor. Ukraine signed the main international agreements regulating the contract for the carriage of goods and passengers by air. In the case

of aviation insurance for international traffic, it should be noted that, from the point of view of international requirements, the liability of the air carrier to third parties, passengers, luggage, cargo and mail holders is mandatory.

For international aviation transport insurance is divided into voluntary and mandatory. Certain aviation types of insurance are obligatory, as they are supported by known international civil aviation conventions, as well as a number of legislative acts of Ukraine. Mandatory aviation insurance of civil aviation is carried out in order to protect the interests of air transport users, third parties, operators and owners of aircraft [2].

The peculiarities of insurance in international air transportation is that aviation insurance is governed by both national and international law, the dependence on the international insurance market is monitored, and significant amounts of insurance provide for the coordination of insurers and reinsurers. It is important to take into account important aspects of insurance such as: accumulation of risks, the need for reinsurance of risks in the international insurance market. To implement this type of insurance, a flexible and specialized infrastructure, the presence of specialists in the field of international law, is necessary. Since the laws of several states immediately take part in aviation insurance to resolve an insurance event, it is necessary to know all the subtleties of the legal framework of each country and know how to apply this knowledge correctly.

The legal basis governing this type of insurance is primarily the main regulations of such international civil aviation organizations as ICAO and IATA. Also contained are the norms of the international conventions regulating the liability of the air carrier for international carriage, namely: the Warsaw Convention, the Hague Protocol (Protocol amending the Warsaw Convention for the Unification of Certain Rules), the Guadalajara Convention, the Rome Convention, the Montreal Protocols of ICAO - 1, 2, 3, 4. Among the most important legal acts, IATA 6006 resolutions on cargo air transportation.

Aircraft insurance is precisely the type of aviation insurance, during which the largest number of insurance cases was detected and the highest insurance payments were made, since damage to the airplanes is frequent and quite frequent. Due to this, this is a complex and complex process that requires detailed inspection of the condition of the aircraft and a detailed examination of the conditions under which the damage occurred. The main issue of insurance in international air transportation is the amount of insurance cover. In respect of liability for cargo in commercial operations, the minimum insurance coverage should be 17 SDR per kg. Accordingly, the minimum insurance

coverage for liability in respect of passengers should be 250 thousand SDRs (units of special drawing rights) [3]. In order to ensure compliance with the rules established by the European Union for liability insurance of an air carrier in international traffic, the legislation of the Member States of the European Union provides for sanctions. For its air carriers it is depriving them of their licenses for international transportation, and with regard to foreign airlines - a ban on the right to fly points in their territory.

Taking into account all the existing legal framework, it can be assumed that the legal basis of insurance in the aviation industry is constantly evolving. This is due to the active development of the aviation industry and the influence of social, economic and legal factors on it.

Today, the insurance market in Ukraine is at the stage of formation, mastering the new method of insurance. The existing regulatory framework has only partially created the basis for the development of affordable and attractive consumer insurance market and requires substantial improvement taking into account the norms and principles of international legislation in the field of aviation insurance. Ukraine has begun a rapid modernization of the air transport market of international importance, since the Montreal Convention has firmly resolved the provision of compulsory air carrier insurance of its liability [4]. Therefore, Ukrainian legislation should adapt, improve and enforce international standards as quickly as possible in order to improve the level of international air transport traffic and its recognition in the world.

Consequently, in order to ensure a high level of competitiveness of Ukrainian air carriers, Ukraine needs a detailed and proper study of insurance in international traffic, and the involvement of many studies to timely identify shortcomings.

References

1. Insurance: tutorial / manager aut count and sciences. ed. S.S. Osadets. - Kind. 2nd, processing. and add. - K.: KNEU, 2002. - 599 p.
2. Resolution of the Cabinet of Ministers «On Approval of the Procedure and Rules for Compulsory Aviation Insurance of Civil Aviation» dated September 6, 2017 No. 676 [Electronic resource]. - Mode of access: <http://zakon.rada.gov.ua/law/>
3. Resolution of the European Parliament and Council of the European Union No. 785/2004 of 21.04.2004 «On requirements for the insurance of air carriers and aircraft operators» [Electronic resource]. - Mode of access: <https://avia.gov.ua/>
4. Convention on the Unification of Certain Rules of International Air Transport of May 28, 1999 [Electronic resource]. - Mode of access: <http://zakon.rada.gov.ua/law>