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SOCIAL ASPECTS OF THE REGULATION OF THE CITY PUBLIC PASSENGER TRANSPORT SYSTEM

Radical changes in the economy of Ukraine, the presence of competition in the provision of transport services requires significant changes in the management organization transport system. The object transport governance system must meet the level of socio-economic development, positive impact on national security, to ensure the implementation of foreign economic relations.

In this regard, particular relevance on the national and local is the problem of improving the legal regulation of transport activity (within the transport legislation).

It should be noted that the development and improvement of transport carried out in accordance with the national program considering its priority and based on scientific and technological progress and provided by the state.

As the only transportation system of Ukraine has several modes, each of which has certain characteristics, then the legislation on transport is fairly large and diverse content.

The development of urban passenger transport is inextricably linked with the processes of industrialization and urbanization. It is entrusted with providing easy access to places of residence and work, service, educational, cultural and other institutions of different social groups, especially low-income. The effective functioning of public transport is not only economic but also significant social value [1, p. 35].

The automated fare system provides fundamentally change the situation. Introduced in Europe the technology of contactless plastic cards has proven effective and allows you to: obtain data about the actual passenger distribution; assess the financial burden on the city budget; justify the submission of the costs by category of beneficiaries; determine the budget provision of municipal orders in attracting commercial vehicles for the transportation of beneficiaries; expect real need for subsidies; optimize the route network; assess the adequacy of supply routes rolling stock; optimize traffic management; 15-30% increase in revenues of transport enterprises [4-5].

In of Denmark, for example, roads in cities with limited bandwidth, so the trucks, which uses most of the road space pays more. Revenue of local authorities of Copenhagen uses a high quality public transport system that can attract and motorists. Efficient transport systems are to introduce restrictions on the use of private vehicles [2].

Contactless plastic smart card "electronic travel" allows you to pay for public transport. With such technology, society receives a handy financial tool fare, and the state provides a way to address privileges and accounting of passenger transport and congestion [4, p. 44-45]. In the Polish Office introduced e-tickets for travel on buses, trams and trolleybuses in Warsaw and even in the subway. The cost depends on the time spent in transport: 20-, 40-, 75-min. Special apparatus "knocks" on them a date and start time staying in transport. Poles buy travel as a card per month (some cities are plastic, the information recorded using magnetic tape). The price of tickets is justified by the quality of services, buses and trolleybuses have climate control, transport is not necessary to wait long in the stores kept a comfortable temperature level, night transport runs to and so morning flights. In 2013 Ukrainian Corporation "Bogdan" in conjunction with the Polish company URSUS SA won the tender to supply 38 trolleybuses for the Lublin city. The city has 12 drive-meter trolleys with low floors, equipped with a device independent course reserve at 5 km, climate-controlled passenger compartment and the cab driver system GPS, devices fare [3].

Valid regulations not settled the question of the possibility of cashless fare systems in public urban passenger transport, including the use of modern electronic tools that allow for a cashless fare payment and registration travel (actual records) preferential categories.

The possibility of using cashless fare payment and accounting of the passengers who are eligible for price reductions in urban passenger transport is not provided regulations governing this area that prevents the introduction of world experience using modern efficient electronic automated methods for cashless payment for travel and keeping preferential passenger.

There are several possible alternative methods and approaches to solving the problem of the system of benefits and problems associated with untimely and incomplete compensation carriers losses in connection with transportation of privileged passengers who are legally entitled to price reductions, namely:

- 1) leave such situation prevailing at that time.

The lack of legal regulation will not allow local governments to legally implement an automated system cashless payment for travel in urban passenger transport which will be mandatory and will be distributed, including for privileged categories of citizens. This in turn would prevent accounting preferential passenger. In other words local budgets for the implementation of such systems will be used inefficiently, ineffectively and avail;

- 2) adoption of the proposed act will help implement cashless fare payment

system in urban passenger transport and electronic accounting system passengers are entitled to travel privileges.

Acceptance of the project will help implement electronic cashless payment for travel in urban passenger transport, which will contribute to solving some problems of transport companies and create new opportunities for passengers (improve the system of financing transport companies, increase revenue from the sale of travel documents, reduce operating costs, will keep records privileged categories of records and actually performed the transport operation, etc.).

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MODERN LEGAL PROBLEMS IN AERIAL LOGISTIC AUTOMATION AND ROBOTIZATION

New technologies can serve logistics for creation multilayer transport nets, where transportation of different goods can be made by automated systems and mechanisms, starting at storing facility and ending next to the parcel recipient door. The world is expanding and sometimes existed transport nets are overloaded. This situation will be more complicated in the nearest 5-10 years. That is why the new solution for delivery should be made. So can drones directed by special AI be the next main mode for delivery and how the