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## **DEVELOPMENT OF TRANSPORT INFRASTRUCTURE AS A COMPONENT OF STATE TRANSPORT POLICY**

The National Transport Strategy of Ukraine is based on “modern infrastructure, fair market conditions and free market competition, effective development and coordination of various modes of transport together with the introduction of the effective system of state regulation and management will provide a basis for development and functional growth of Ukrainian national transport system. Improving the efficiency and quality of transport services will improve its competitiveness, stimulate Ukrainian exports and promote the development of domestic production and trade...”[6].

At the same time, the harmonious development of the transport complex and especially the transport infrastructure should be the main direction of state regulation and the most important area of responsibility of the state, taking into account the competitiveness of the industry, reliability and transport safety.

To substantiate the key areas for improving the transport infrastructure, it is necessary to take into account strategic changes in the main system-forming areas, namely: institutional, technological and macroeconomic. To substantiate the key areas for improving the transport infrastructure, it is necessary to take into account strategic changes in the main system-forming areas, namely: institutional, technological and macroeconomic.

Institutional factors: support of national enterprises of the transport complex in international competition; solution of national and regional socio-economic problems; creation of interregional and international transport and distribution

centers; development of innovative forms of organizational and economic interaction between the subjects of the transport market.

Technological factors: introduction of modern transport-logical and other technologies; development of high-speed and high-speed types of freight and passenger transport; development of container and package transportation as the basis for mixed cargo delivery; development of global and corporate information and communication networks; introduction of electronic systems for regulating the movement of vehicles and document circulation in transportation.

Macroeconomic factors: expansion of interstate and interregional transport and economic relations; formation of interregional markets for goods and services; formation of the system of national transport corridors with the elimination of gaps and bottlenecks in the transport network; development of forms of ownership; increased competition and development of transport and logistics services.

It should be noted that it is necessary to consider the development of the transport complex from the point of view of the systematic approach and integration of efforts of all participants in the process. To achieve a common goal, it is necessary to recognize the interconnections and interdependencies between the building blocks of the market. In addition, the multiplicity of functions associated with the implementation of the development mechanism. This can be achieved by moving to the corporate management culture. At the same time, the responsibility for the development of the transport complex is the integrative function of business and the state. Thus, the coordinated development of all elements of the transport infrastructure requires the use of the most effective methods and tools for managing integration activities, among which cooperation takes a special place.

The study of scientific research has shown that a meaningful assessment of the adequacy of the development of the transport complex, its effectiveness and compliance with current and future socio-economic needs, should be based on a certain system of models. They include the existing and forecast territorial and sectoral balances of production and consumption of products with the allocation of material balances. Thus drawing up of such balances in modern conditions should have forecast, variant character taking into account external environment.

The transition to the organization of the development of the transport complex on fundamentally new market conditions makes it necessary to change views on the role of transport infrastructure in the development of the country's regions. This reveals a number of new tasks to increase its economic efficiency. In this case, the base is the strategic management system, which is the subject of further research.

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