

INTERNATIONAL MANAGEMENT MODELS DESCRIPTION IN THE RAILWAY TRANSPORT INFRASTRUCTURE FRAMES

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Now, during the introduction of the State Target Program of Reforming the Railway Transport for 2010–2019 years, there is a gradual deregulation of the rail market, which requires providing the financial differentiation of natural monopoly sector of railway transport (infrastructure) and potentially competition (exploitations).

From the one side, it contributes to procurement of private capital in innovative investment development of railway transport, and from the other – will result in a subsequent activation of competitive activity between the entities of a transport market. At the modern stage of development of the national economy, this problem is relevant and has a state value. The scientific publications' analysis indicates the lack of research on the introduction of management experience in the infrastructure management of railway transport of foreign states.

For this reason, the purpose of the article is research of the experience of railway transport infrastructure management in foreign states, above all things, the EU members, which gives a possibility to avoid the problems which took place during the implementation of Directive 91/140 and to take into account the features of Ukraine's railway transport activity in the adoption of a new version of the law "On Railway Transport."

It is determined that the choice of a model of infrastructure management depends on the terms of a concrete state, that is why it severely individual in every case. At the same time, the legislation of the EU recommends the "European" model of a railway transport management.

The article considers substantive provisions of Directive 91/140 that is proposed to apply to the management of railway infrastructure and the transport processes of railway undertakings, with an exception of railway undertakings whose activity is limited to the provision of solely urban, suburban or regional transport, the list of problems that occurred during the implementation of the Directive by the member states of the EU, as well as recommendations regarding the preparation of the plan of implementation of the Directive and the preparation of other normative documents, including the law "On Railway Transport".

Ukrainian authorities have to change (adapt) the current legislation or adopt a new for the implementation of Directive 91/440 concerning the following: ensure separate management of infrastructure and transportation – optional, and separate accounts – necessary; provide independence for commercial behaviour to all rail carriers; avoid transferring aid that is allo-

cated to infrastructure, transportation and vice versa (cross-subsidies); establish payment policies for the use of infrastructure based on non-discrimination; grant the right of access to foreign groups to international freight and passenger transportation; grant the right to international combined transport; ensure compliance with obligations on public passenger transportation and related con-

tracts on a commercial basis (tender and, if not possible, a compensation for performing public passenger transport based on real costs, as defined in the Annex to Regulation 1370/2007/EC); ensure stable financial structures for the state railway undertakings; reduce debt to levels that do not interfere with stable financial management (can include state aid for reduction of debt).