

which has certain characteristics, with a view to distinguishing such enterprises with health institutions; 3) establish the grounds and procedure for the applica-

tion of incentive funds of the regulatory impact of the state on the activities of communal non-profit enterprises to ensure their further effective development.

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## STATE MANAGMENT OF CAPITAL CONSTRUCTION IN THE SOVIET PERIOD

Economic achievements demonstrated by USSR could not take place without proper state management of capital construction. Its emergence and development is held during the Soviet era. On the other hand, the last quarter of the last century was reflected by the accumulation of negative trends in the development of the national economy. The construction industry was no exception. Problems of not completed construction, violation of terms of its construction and low quality more acute rose before society. To a large extent these problems were due to the cumbersome, overly bureaucratic public administration system of capital construction. Transition economy of Ukraine, after independence, to market principles and the full state deregulation of capital construction has led to a significant deterioration of the building enterprises; reduce the volume of construction in our country. Thus, the experience of the construction industry management by public authorities, which have the economic competence, is important for understanding the directions of state influence in the modern period to ensure sustainable development of this industry.

A characteristic feature of regulation of capital construction during the Soviet era was a common accountability of capital building to the government, which mainly acted as a customer and the executor of such works.

The first period in which took place the occurrence of capital construction as an independent phenomenon, held from 1918 to 1941. The state took control of construction work on construction contracts. Were created the union managing authorities of capital construction. Also were established legal foundations for public sector management. Creation of Narkomstroy of USSR in 1939 completed the process. The second period from 1941 to 1949 – the period of capital construction for the war and the restoration of damaged facilities. Were created: Main Department of Construction of mechanical engineering under the control of Council of People's Commissars of USSR, Committee on Architecture under the control of Council of People's Commissars of USSR. This process culminated in the creation of on the basis of Narkomstroya three commissariats that in the same year, were transformed

into the ministry: for the construction of military and military – marine companies of the USSR on the construction of fuel enterprises of the USSR; construction of enterprises of heavy industry in the USSR. The third period from 1949 to 1965 – further development of state management of capital construction. During this period, was created and received significant development the central managing authority – Gosstroy of USSR. Also been created Soviets of the National Economy where had been concentrated the majority of construction companies. The fourth period (1965-1985 years) – strengthening governance of capital construction and consolidation of multilink system of management of industry. During this period, has been formed a large number of Union, Union – Republican and Republican ministries, which often duplicated each other and formed a complex, inefficient manage-

ment system, consisting of two, and often three or even four units. Fifth period 1985 – 1991 years – the period of simplifying of management of capital construction. Were eliminated a significant amount of Union ministries which were managed capital projects. Gosstroy of USSR in 19.08.1986 was transformed into the State Construction Committee of the USSR, 14.11.1991 eliminated. Multilink system management of capital construction was too complex, led to excessive bureaucracy and duplication of administrative functions. Despite the fact that the construction contract for capital construction was defined in the legislation of the USSR as a separate type of contract with only his inherent characteristics that distinguish it from other works contracts, it does not function as a means of legal mediation economic relations, and was only a means of specifying targets.

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## **FEATURES OF COMPULSORY INSURANCE OF CIVIL LIABILITY OF OWNERS OF VEHICLES IN UKRAINE (EXPERIENCE IN UKRAINE AND EUROPE)**

The purpose of this article is to determine the main problems in the application of compulsory insurance of civil liability of owners of vehicles and methods to overcome these problems, also analysis of the characteristics of this type of insurance in the leading insurance markets in Europe.

With the emergence of the need for the introduction of this type of insurance

face problems that require solutions, namely the lack of public confidence to insurance company, lack of responsibility of the insurance company for failure to fulfill obligations, insufficient explanatory information work and insurance culture.

Thus, to solve these problems it is necessary: First, conduct informational campaign, to reach the consumer per-