

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-

ception of the need for and benefits of compulsory insurance of civil liability of vehicle owners;

Second, the improvement of living standards, thus increase the level of solvency of citizens.

Thirdly, to reduce social tension and increase trust in insurance companies through the implementation of insurance liabilities.

An important feature of the European insurance market is the presence of direct claims settlement by compulsory insurance of civil liability of owners of vehicles. Such a system exists in many developed insurance markets, including in Belgium, Italy, France, Belarus, the Russian Federation. Feature of direct claims settlement is that unlike usual for Ukrainian insurance market process, compulsory civil liability insurance policy holders as the victim turns to «own» the insurer who sold it to the service. The

insurer also receives compensation from the insurer's liability culprit in the event.

Therefore, it is the priority of the developed insurance market in Ukraine on compulsory insurance of civil liability of owners of land transport is an important means of insurance protection as the socio-economic and political significance and necessity reality with the development of the national economy. Ukraine – an important state for European road traffic. The state of economic relations, market transformation of the national economy of Ukraine's accession to international markets necessitate the development of the insurance industry, taking into account international experience and national characteristics. Moreover, given the current situation, the harmonization of national legislation with European standards settlement of this type of insurance is one of the areas of integration into the European space.

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PERSPECTIVES FOR PRIVATE SEZS INTRODUCTION IN UKRAINE

Perhaps the most notable trend of the special economic zones (SEZs) development worldwide has been the growing number of privately owned, developed, and operated zones. The key factor behind the rise of private zones is the realization that such facilities can be profitably operated on the part of developers, and that the burden such SEZs place on government resources can be reduced.

The entry of the private sector into zone development has also changed the range of facilities, services, and amenities available within zones. Recent trends tied to the increase in private zone development include the development of SEZs and industrial estates on an integrated rather than stand-alone basis, increased specialization of facilities catering to the unique needs of target industries and the