

AIR SERVICE REGULATION BETWEEN UKRAINE AND EUROPEAN UNION

According to the situation when Ukraine increases relationships with European countries, it's necessary to pay attention on competitive possibilities and to bring into line with European legislation in different sectors. To meet with the globalization processes it's necessary to create effective governmental policy. It depends as all of economic sectors as an aviation.

As known, the development of air services is very depended from external environment because include economic, social, technical, technological and political changes at once. So as a part, we should deeply research bilateral regulation between Ukraine and EU.

To value the level of regulation it can be used the Quantitative Air Services Agreements Review (QUASAR) methodology devised by the WTO Secretariat in 2006 to assess the openness of bilateral Air Services Agreements (ASAs). According to this methodology all air service agreements can be valued by Air Liberalization Index (ALI). The ALI is a synthetic measure of the openness of a given ASA. It was devised by the WTO Secretariat in consultation with a panel of professionals, academics and air transport negotiators. It has been constructed by attributing weights to the different variants of the key market access features of Air Services Agreements (e.g. freedoms of the air, capacity, etc.). The value of the ALI ranges between zero, for very restrictive ASAs, and fifty, for very open ones. So, restrictive ASAs are more regulated by governments.

Also there are different types of ASAs which are identified by the WTO Secretariat. This types change with freedoms, designation, withholding/ownership, tariffs, capacity between countries.

According to the legislation, Ukraine has signed 23 ASAs with EU countries (see table). But most of them became obsolete and is need to be re-considered by governments. The highest level of ALI is 27 (Slovakia). On the same level is Greece (25) and Luxemburg (21). The lowest ALI is with Belgium, Estonia, and Italy on the level of zero. Our air service relationships seem to be not adequate to the fact that Europe has open air agreements. So Ukraine needs to change and make more effective policy in the air service sector.

Table 1. Ukraine-EU ASAs

Country	Date of signature	Last changes	Type of ASA	ALI
Austria	15.06.1994 p.	01.12.1994 p.	B	4
Belgium	20.05.1996 p.	01.01.2003 p.	A	0
Great Britain and North Ireland	10.02.1993 p.	31.05.1993 p.	o	8
Greece	06.10.2011 p.	14.11.2012 p.	G	25
Denmark	27.03.2001 p.	27.03.2001 p.	o	15
Estonia	06.07.1993 p.	16.09.1993 p.	O	0
Spain	07.10.1996 p.	22.04.1997 p.	B	7
Italy	02.05.1995 p.	04.02.1998 p.	A	0
Latvia	23.05.1995 p.	31.01.1996 p.	o	11
Lithuania	07.07.1993 p.	28.12.1993 p.	O	8
Luxemburg	14.06.1994 p.	15.11.1995 p.	o	21
Netherlands	07.09.1993 p.	01.08.1994 p.	A	1
Germany	10.06.1993 p.	15.03.1999 p.	0	14
Poland	20.01.1994 p.	15.02.1996 p.	o	17

Portugal	24.06.2008 p.	16.03.2012 p.	o	18
Romania	29.03.1996 p.	01.06.1996 p.	o	14
Slovakia	23.05.1994 p.	28.01.1995 p.	G	27
Hungary	19.05.1995 p.	09.11.1995 p.	F	14
Finland	05.06.1995 p.	01.03.1996 p.	o	4
France	03.05.1994 p.	23.01.1995 p.	o	10
Croatia	05.06.1997 p.	09.12.2002 p.	o	4
Czech	01.07.1997 p.	09.09.1998 p.	B	4
Sweden	27.03.2001 p.	27.03.2001 p.	o	15

As a result, Ukraine isn't ready to deep relationships in air service sector with EU and needs to review its policy with aim to get more advantages from it.

Literature

1. Quantitative Air Services Agreements Review: S/C/W/270/Add.1 / Council for Trade in Services. – WTO, 2006. – II.722 p.
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