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THE EXPANSION OF STRATEGIC OPPORTUNITIES IN CROSS-BORDER COOPERATION BETWEEN UKRAINE AND POLAND IN CONDITIONS OF THE FINANCIAL CRISIS

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In the new concept of the state regional policy, prepared by the Ministry of Regional Development and Construction of Ukraine pursuant to order of the Cabinet of Ministers of Ukraine, cross-border cooperation will be one of the elements of the state policy in the field of regional development. It should be emphasized that the 19 regions of Ukraine are border. Their total area is about 77.0% of the territory of the state. In territory of Ukraine today acting seven European regions: "Bug" (Ukraine, Poland, Belarus, 1995), Carpathian Euroregion (Ukraine, Poland, Slovakia, Hungary, Romania, 1993), "Lower Danube" (Ukraine, Moldova, Romania, 1998) "Upper Prut" (Ukraine, Moldova, Romania, 2000), "Dnipro" (Ukraine, Russia, Belarus, 2003), "Yaroslavna" (Ukraine, Russia, 2007) and "Slobozhanshchyna" (Ukraine, Russia, 2003).

An important area realization of transborder interests of Ukraine and Poland is the business environment. Its activity is distributed primarily on the development of cross-border trade, the implementation of small-scale investment projects, as well as cooperation in the development of industrial infrastructure elements of the borderland. All of the above areas of cross-border cooperation is still not properly provide the strategic interests arising prior to the two states in the enlarged EU.

The participation of Ukraine in Euroregions is based, as a rule, in the administrative activities of regional authorities with the formal involvement in the process of regional councils as organs, nominally belonging to the system of local government. Extremely rare for organizational support of cross-border cooperation between Ukrainian regions join district councils and district administration, though even in this case, their participation is formal. For example, Lviv region, one of the most active subjects of cross-border cooperation among Ukrainian regions, a member of two European regions, most of their organizational efforts in this direction are realized through the divisions of the Lviv Regional State Administration with patchy involvement of the Lviv Regional Council. This applies both to the signing of bilateral agreements with the neighboring regions of Poland, approval and implementation of executive protocols, and activities of the Euroregion "Carpathian".

To the main achievements of the Euroregion "Bug" his participants include the implementation of projects: "Modernization of the international automobile checkpoint "Yagodyn – Dorogusk","Creating of the monitoring system on rivers Western Bug, Uzh, Latorytsia", "Promoting a policy of continuous development and environmental protection in the context of cross-border cooperation between Ukraine and Poland", the establishment in Lutsk bank with full Polish capital "PEKAO" (Ukraine).

Today, the Polish-Ukrainian border has 12 points of the boundary passes, including six road and six rail passes. Half of them are located in the Subcarpathian voivodeship (Poland), three automobiles: Korcheva, Medika and Korostenko and three railway: Medika, Korostenko and Verkhrata.

Subcarpathian border crossing points, including the Lviv region, characterized by the largest and growing dynamics of border traffic. In 2011, the three largest border crossings "Carpathians region – Lviv" – Korcheva, Medika and Korostenko sent more than 10 million vehicles.

Border crossing Korcheva-Krakovets (automotive) – day-and-night passenger and cargo border crossing on the border with Ukraine. It is the only Subcarpathian voivodeship border crossing on the border with Ukraine, having the full range of control: sanitary, phytosanitary and veterinary. But plays an important role and will play in the near future hour passenger and cargo and pedestrian border crossing "Medika-Shegyni."

The main direction of cross-border Euroregional cooperation – this cooperation, which is on the border with the EU cooperation in the new frontier, which is defined as a combination of historical and newly formed social and economic relations [1, p. 64].

Through cross-border cooperation should be the development of social, information and industrial infrastructure, joint efforts in the economic sphere, construction and modernization of border infrastructure, development of the transport network, scientific and cultural cooperation, environmental protection, exchange of experience between the relevant bodies of the executive power and local self-government, fight against crime and illegal migration.

During the global financial crisis is advisable to strengthen the economic programs of cooperation in the Euroregions. In order to develop border areas is necessary to implement such economic projects: the concept of home entrepreneurs, creation of business incubators, promotion of small investments, strengthening trade relations between the border areas, ensuring the development and implementation of the current legislation on cross-border and regional cooperation, increasing the effectiveness of projects and programs in the field of cross-border and regional cooperation by providing active support and involvement of local and regional levels, the approach of the current legislation to the standards of the European Community. This applies, above all, the further development and expansion of the infrastructure of border crossings. On the Polish-Ukrainian state border is, above all, the construction of road border crossing customs Malchowice-Nyzhankovychi to move cars and trucks, with the possibility of increasing the mass. Now proceeds with the exchange of diplomatic notes between the two governments.

Now entered into force bilateral agreement on local border traffic at the Polish-Ukrainian border, government of Subcarpathian voivodeship offer such accommodation, in particular, such as border crossings Bandruv - Mshanets, Mihniovec - Lopushanka, Smolnik - Boberka, Volosatoe - Lubnia. The last sentence, given the conflicting location area Bieszczady National Park, can be seen as a transition coach. All this has a positive impact on the socio-economic situation on both sides of the border.

Financial support for these and other problems of cross-border cooperation partly carried the EU using a number of initiatives, programs and projects. CBC funding system to provide immediate institutions – Euroregions, financed independently by all members of the Euro-regions. Euroregional partners accumulate funds for independent accounts of the national associations.

Separation of territorial cooperation as a separate objective of policy unity confirms the importance of joint activities that implement partners of the EU. The growth of such cooperation also shows an increase in funding from the European Regional Development Fund. For the period 2007-2013 for the development of territorial cooperation of the European Union budget is allocated as a whole 7.75 billion euros. In particular, the share of Polish designed for programs under the European territorial cooperation, will be 557.8 million. In addition, Poland will provide another 173.3 million euros for cross-border cooperation with countries that do not belong to the EU, in the framework of the European neighbourhood and partnership instrument [2, p. 94].

Special attention should be the important issues on the state borders of the two countries – a need for an access road and rail infrastructure with both the Polish and the Ukrainian side. Creating new transitions without upgrading the existing road transport network with the Ukrainian side will not improve the throughput of transitions. The road network on the Ukrainian side should meet the road from the Polish side, and it is advisable to extend the territory of the Lviv region Transport Corridor № 3 on the interval Lviv – Korcheva and modernize the railway line E30, adapting it to a speed of 160 km / h.

Conclusions. The above ways of improving cross-border cooperation on the Polish-Ukrainian border solve an important part of CBC. It is a complex approach to the formation of economic policy of Ukraine. Democratization of the economic life in Ukraine and the liberalization of markets, the decline in the level of protectionist barriers, the level of state presence in the economy, carrying out the administrative-territorial reform on the principles of subsidiarity and solidarity will strengthen the role of regional authorities in the intensification of the Polish-Ukrainian economic cooperation, which will not only completely implement the doctrine of strategic partnership between Ukraine and Poland, but also hope for a full entry of Ukraine into the EU.

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