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**ТРАНСКОРДОННЕ СПІВРОБІТНИЦТВО УКРАЇНИ ТА ЄС: МЕХАНІЗМ
ВЗАЄМОДІЇ СТОРІН**

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**ТРАНСГРАНИЧНОЕ СОТРУДНИЧЕСТВО УКРАИНЫ И ЕС: МЕХАНИЗМ
ВЗАИМОДЕЙСТВИЯ СТОРОН**

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**CROSS-BORDER COOPERATION BETWEEN UKRAINE
AND THE EU: MECHANISM OF INTERACTION OF THE PARTIES**

The article defines the factors, conditions, principles and tools of interaction between the parties in the implementation of cross-border cooperation of Ukraine with EU.

The key geopolitical location of Ukraine for providing the shortest transport routes in the Eurasian region, the availability of an extensive network of railways and highways, non-freezing sea ports on the Black sea, the sea of Azov and in the mouth of the Danube determine the large role of the transport component of the national infrastructure complex not only for the implementation of foreign economic relations of Ukraine, but also as an important component of the global transport and communication system which provides a dynamic development of world trade.

The formation of the organizational and economic mechanism of interaction between the participants of cross-border cooperation requires significant involvement of all parties to adapt to the specific features of interaction: barriers and contacts. Now one of the problems of effective entry into the global space is insufficient level of infrastructure provision of border areas of Ukraine and financial support for its implementation. There are many factors that hinder the development of logistics services of the regional economy, including border regions, and slow down the improvement of the country's transit potential. In particular, we note:

- considerable differentiation of regions by level of development, differences between Ukraine and neighbouring states in the development of economic autonomy of regions;
- lack of funds for the implementation of joint projects of cross-border cooperation, undeveloped public-private partnership practices in the infrastructure complex;
- lack of effective training system in the field of cross-border cooperation and lack of a comprehensive system of advanced training in the sphere of logistics;
- ignoring the possibility of involving non-governmental institutions, enterprises and civil society organizations in the development of cross-border cooperation;
- insufficient level of development of customs infrastructure, the inconsistency of the throughput of checkpoints across the state border with existing needs and potential opportunities of international cooperation;
- absence of modern logistic infrastructure during the international transport corridors;
- inconsistency between the technical state of the logistic infrastructure objects and existing load for internal and transit flows servicing.

As a tool that allows to some extent to neutralize the impact of negative factors in the process of technological, social and economic convergence of regions, it was proposed to use the infrastructure standard. The infrastructure standard is a tool for regulating the infrastructure provision at the regional level, which is required in the allocation of resources, including investment, defining priority areas in the composition of strategy or concept Development, installation landmarks for the implementation of the control and regulation of infrastructure services, etc. In our opinion, the infrastructure standard should be formed as a system of criteria, determined on the basis of the elaboration of infrastructure functions and their influence on components of the regional space in the context of sustainable development. Thus, the

infrastructural standard for a particular region should be branched in three areas: social satisfaction, economic efficiency and environmental friendliness.

The issue of infrastructure comes to the fore in the process of implementing the mechanism of cross-border cooperation, which is recommended to be addressed through the formation of cluster structures. For the national economy, taking into account the geo-economic location of the country, cross-border clusters are relevant which have been most widespread in the border regions of Europe. Such logistic complexes in the production infrastructure are a modern form of complex creation at the national, regional and local levels and they contribute greatly to the economic development of the border areas, stimulate innovative and investment development of the region, provide efficient use of resources, create peripheral workplaces distant from the center areas.

Key words: cross-border cooperation; cross-border region; interaction mechanism, infrastructure standard, cluster.

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