



# 28th EBES CONFERENCE - COVENTRY

## PROGRAM AND ABSTRACT BOOK

**MAY 29-31, 2019**  
**COVENTRY, UNITED KINGDOM**

*Hosted by*  
**The Centre for Financial and Corporate Integrity (CFCI)**  
**Coventry University**

*In collaboration with*  
**Coventry Business School Trading Floor**

**Coventry**  
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**ECONOMICS OF INNOVATION II****Chair:** Parijat Upadhyay**Room:** CC1.2**The Use of Legislative and Socio-Economic Mechanisms for Business Development in the Third and Fourth Industrial Revolutions: The EU Experience****Leonid Melnyk**  
**Sumy State University, Ukraine****Oleksandr Derykolenko**  
**Sumy State University, Ukraine****Iryna Dehtyarova**  
**Sumy State University, Ukraine****Abstract**

The EU experience shows the best legislative and socio-economic mechanisms to ensure the Third (T.i.r.) and Fourth Industrial Revolutions (F.i.r.). There are three major groups of instruments used to ensure the T.i.r. and F.i.r. goals in the EU countries: hard law – orders and directives, prohibitions, restrictions or licensing procedures; economic instruments (market-oriented laws) – green taxation, environmental payments, certificates (trade permits) or liability, green subsidies and promotion schemes, as well as disclosure of subsidies that are harmful to the environment (for example, subsidizing fossil fuel prices); soft law – information, management systems, exchanges of experience or binding agreements between government agencies and private business associations (“green” agreements or unions). Social and economic instruments are designed to ensure the goals of T.i.r. and F.i.r. to create the incentives to achieve sustainable development goals. The main directions of the formation of such motivational instruments are used in the EU and the rest of the developed countries. The EU legislative framework for sustainable transport, agriculture, and construction in the era of the T.i.r. and F.i.r. open priorities of the EU transport policy. The European countries set two ambitious goals: on the one hand, to build a single transport market, on the other hand – to increase the level of social mobility while reducing harmful emissions into the atmosphere. Adopted on March 28, 2011 “White Paper 2011” foresees the transition to a single European transport space – through the creation of a competitive and resource-efficient transport system (Transport – 2050). On 1 June 2018, the European Commission presented legislative proposals on the common agricultural policy (CAP) beyond 2020. Based on 9 objectives, the future CAP will continue to ensure access to high-quality food and strong support for the unique European farming model. The 2010 Energy Performance of Buildings Directive and the 2012 Energy Efficiency Directive are the EU’s main legislative instruments promoting the improvement of the energy performance of buildings within the EU and providing a stable environment for investment decisions to be taken. On 19 June 2018 Directive (2018/844/EU) amending the Energy Performance of Buildings Directive was published. It introduces targeted amendments to the current Directive aimed at accelerating the cost-effective renovation of existing buildings, with the vision of a decarbonized building stock by 2050 and the mobilization of investments.

**Keywords:** Third Industrial Revolution, Fourth Industrial Revolution, Sustainability, Efficiency, Business Development

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# 29th EBES CONFERENCE - LISBON

SAVE THE DATE for the upcoming

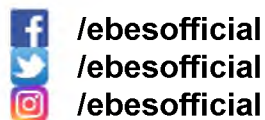
## 29th EBES Conference - Lisbon

October 10-12, 2019

Hosted by ISCTE-IUL Instituto Universitário de Lisboa

Abstract submission for the *29th EBES Conference* is now open. The deadline for the submission is **July 31, 2019**.

For more details, please visit our website [www.ebesweb.org](http://www.ebesweb.org)



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