

State and prospects of development of marine economy of Ukraine in the context of globalization

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Formulation of the problem. Objective, the problem of development of marine economy Ukraine determined by its strategic importance in the economy of Ukraine. Seaports of Ukraine are an important part of not only transport but also production infrastructure. Through seaports major export-import operations are made and international transport corridors are passing. Ports serve as docking points between the transport system and, consequently, the economy of Ukraine with world transport system and the economies of foreign countries. In addition, seaports are a key part of the government system of ensuring safety of navigation in the territorial sea and internal sea waters of Ukraine, the subject of numerous international economic and legal mutual relations, enshrined in conventions and other international treaties, a part of which is Ukraine. The transition to a market economy has exacerbated the economic situation of ports and strengthened competitive tension in the market of port services. Specialization of ports has changed. Economic state of seaports became difficult and requires in-depth analysis and disclosure of reserves of increasing their effectiveness.

Analysis of research and publications.

Outstanding contribution to the study of the problem of marine economy of Ukraine was performed by famous scientists: A. Vovk, A. Gordienko, Dorohuntsov S. Derhausov M., V. Zubkov, Ilnytsky K. Kotlubai V. Lesnyk A. Merkt R. Primachov N. Popov, V., Svistun I. Tulchinskaya S., Shevchenko M. and others.

In the works of these authors the problems of privatization, rent, lease, efficiency of seaports are considered.

But despite the significant number of research papers covering various aspects of the marine economy, this issue requires further development and comprehensive research.

The aim of the article is to study the current state of marine economy of Ukraine and the prospects for its development in the context of globalization.

The main material. Since independence, Ukraine has practically lost its status of sea state. This is due to a number of problems of the marine economy of Ukraine. Key among them are:

- the critical state of the marine fleet;

- obsolescence and wear rate of transport vessels;
- sharp decline in turnover;
- lack of deepwater ports.

Let us analyze these issues in more detail.

1. Nowadays, the state of the marine fleet of Ukraine is critical. The three maritime shipping actually has about 80 transport vessels with total deadweight of 590 thousand tons. [1]

According to the research «Review of Maritime Transport 2010», published by UNCTAD, under the flags of seven Black Sea countries - Russia, Turkey, Ukraine, Georgia, Bulgaria, Romania and Moldova - on January 1, 2010 swam merchant fleet with total deadweight of 18.401 million tons. Keeping in mind that the world merchant fleet deadweight - is 1276.14 million tons, share of the Black Sea countries accounted for only 1.44% of global deadweight. For comparison, as of January 1, 2007, these figures amounted to 1.84%, and on January 1, 1997 in all the countries of the Black Sea fleet in the aggregate totaled 33.78 million deadweight tons, i.e. 4.45% of whole world. However Moldova had no fleet at all five years ago. [2]

For Ukraine, the reduction of its fleet has been extremely rapid, from 1997 to 2007 fleet decreased by 3.5 times - from 4.023 million tons to 1.131 million tons. That is, from 1997 to 2007 deadweight of fleet declined by 3.5 times, and in 1991, respectively, by 4.7 times. [1] Total in 2010 Ukraine had a merchant fleet of 160 ships and this indicator occupied 41st place in the world. Much of the transport fleet of Ukraine works under a foreign flag and the state does not receive taxes from this share. Thus, under the flag of other countries registered 174 ships, including 28 ships registered in Liberia, Cambodia - 27,

Georgia - 24, the Comoros - 13, in Panama and Belize, 10, Cyprus - 6, in Moldova and the Dominican Republic of 3 [3].

2. The problem of obsolescence and depreciation level of transport vessels is very important for Ukraine since the age of Ukrainian transport vessels reaches 23-25 years, their wear rate reaches 70-80%, which significantly reduces the efficiency of transportation, encourages shippers to use the foreign fleet. In addition, in some foreign ports prohibited admission to outdated Ukrainian ships, Ukrainian flag of merchant fleet since 2008 is in the "black list" of the Paris Memorandum. It is not surprising that in recent years, overseas transportation of goods by sea and inland by domestic fleet reduced.

3. In recent years, Ukraine has developed a tendency to decrease in turnover. This problem can not be left unattended, as the main integral indicator of the seaports (IIS) is a turnover that includes handling of national, foreign and coastwise cargo and goods in transit.

The period between 2000-2008 in Ukraine marked a significant increase cargo that is reflected in the constant growth and increasing volumes of cargo more than 1.5 times - from 84.1 million tons in 2000 to 132.1 million tons in 2008. This means that in the process of economic transformation effective methods of attracting traffic were found and the principles of relationships with clients were used, a steady trend in extending the scope of work was ensured.

In 2009, a situation that has developed in Ukraine in connection with the global financial crisis caused a number of serious economic problems and adversely affected the work of seaports. Cargo turnover declined by 17% - to 109.7 million tons, while the container freight was affected the most - the drop was 58.8%. In 2010, the turnover of the seaports declined

compared to the previous year by 1.9% to 107.6 million tons.

Over the period between 2000-2010 revenues of all the seaports of Ukraine increased by 3.9 times, costs by 3.8 times, and profit by 7.0 times. Significant growth in financial performance is connected with an increase in turnover by 28.0%, tariff policies and processes that take place in the economy of Ukraine in this period. A significant jump in profit (217%) in 2008 vs. 2007 with turnover growth of 6.8% associated with higher rates for loading and unloading, approved by the Ministry of Transport and Communications of Ukraine, and the growth of the official U.S. dollar exchange rate taken by the NBU.

In 2010, revenues of ports decreased by 0.6% - to 10.3 billion., Expenses increased by 2.5% - to 8.7 billion. As a result, net income declined by 15.3% compared to 2009 - from 1830 million. to 1553.0 million UAH, and the profitability of economic activity decreased from 21.5% to 17.8%. Payments to the state budget also decreased by 14.4% (to 1.4 billion UAH). [4]

4. A very important factor that increases the turnover is the depth around piers and approach channels. Of the 18 ports that operate in Ukraine nowadays none is able to service vessels, often called postpanamax or vessels of capesize type - with a deadweight of 100 thousand tons and subsidence of more than 15 meters.

The depth around piers and approach channels is the main problem. However, according to experts, the future of marine cargo is in large ships, because they are most effective not only from an economic, but also from an environmental point of view. On the eve of the crisis in Ukraine several construction projects of deep-water ports were announced, but none of them still have not been realized. When in November

2008 the domestic market trucking both in principle and the whole economy of the country collapsed, private investors had to postpone all projects or in general refuse them. While in 2010, the volume of cargo transshipment through ports of Ukraine remained at the level of 2009, but in the past year vessels with a deadweight of 150 tons or more went massively to our ports, i.e. capesize vessels, but they are fully loaded only at the raid, but not at berths. According to experts, the trend of dealing with large bulk carriers will continue in the future, while Ukraine's lack of a truly deep-water ports may lead to the fact that transit flow of goods will "flow around" our territory, seeking to Black Sea ports of Turkey, Romania, Bulgaria or Russia.

The solution to the above problems can be the assumption of private capital in the ports of Ukraine, which will increase the economic development of port cities, will help to create new jobs and increase wages of employees of ports and maritime security. Coordinated Development Strategy for seaports will allow efficient use of transit potential of Ukraine, integrating it into the global transportation system and will form a single system of government development priorities of the sea transport. [5]

Work in this direction is already underway - the Verkhovna Rada of Ukraine adopted a law "About the seaports of Ukraine» 17.05.2012, but so far it has not entered into force.

To ensure sustainable development of marine economy of Ukraine we offer a complex approach to solving problems of the ports, which includes the following measures:

- Develop legal, financial and economic mechanisms which stimulate the development of the national marine fleet, the growth of the fleet registered in Ukraine, including incentive-based fleet

replenishment under vessel chartering contracts of time charter and bareboat charter;

- Consolidation of joint shipping company by acquiring co shipping companies, shippers companies, development and implementation of measures to protect national shipowners;

- Close cooperation and interaction with domestic shipyards to realize the benefits of building the fleet by domestic shipping companies;

- Modernization of shipping gateways;

- Upgrading of transport and maintenance fleet, modernization of mixed fleet of "river-sea" type;

- Creation and implementation of new types of navigational equipment and technological communication;

- Further development of the carrying capacities for seaports aimed at improving the efficiency of existing and construction of new modern high-tech specialized handling systems;

- Identifying organizational, financial and economic mechanisms of transfer of shares of port operations from port operators to private ownership, establishing an effective system of control over the use of public property;

- Create a transparent system of search, evaluation, selection and use of investment in infrastructure, securing of this system by law;

- Reviewing and applying economically justified rates of port dues, rates and tariffs for port services;

- Introduction of cost-based system, which will stimulate the development of competitive market of port services;

- Increasing innovation and innovation activity of enterprises;

- Providing reconstruction and repairing works.

Conclusions. Therefore, taking into account all of the above, we can say that the maritime industry in Ukraine is not in the best condition today. Share of enterprises of marine transport industry compared with rail and pipeline transportation are very small. The same can be said about the Ukraine's share in international maritime transport. This has its reasons - discrepancy of legislative framework of Ukraine to international standards, large obsolescence and depreciation of fleet, lack of deep-water ports, use of outdated models of port development, while in the world increasingly popular and effective becomes cluster model.

All these issues need to be resolved in order to provide the maritime industry of Ukraine the possibility of further development and increase of its competitiveness in the global market. To solve these problems government needs to adopt a complex approach, because solving a specific problem will not give the expected result.

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