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**STRATEGIC DIRECTION OF DEVELOPMENT OF CONTAINER
TRANSPORT TECHNOLOGICAL SYSTEM OF UKRAINE**

**СТРАТЕГИЧЕСКОЕ НАПРАВЛЕНИЕ РАЗВИТИЯ
КОНТЕЙНЕРНОЙ ТРАНСПОРТНОТЕХНОЛОГИЧЕСКОЙ
СИСТЕМЫ УКРАИНЫ**

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Участь у міжнародній морській торгівлі дедалі все більше розглядається як провідний засіб ефективного використання геостратегічного розташування України, визначення та проведення нею ефективної міжнародної транспортної політики, інтеграції України до світового та європейського економічного простору. За своїм розташуванням Україна є природним «хабом», якій має обслуговувати територію суміжних країн, забезпечуючи створення умов ефективного розвитку власної економіки, оскільки контейнерні перевезення грають важливу роль у розвитку міжнародної торгівлі і є головним сегментом зовнішньоекономічної діяльності.

Participation in the international sea trade is more and more considered as leading means of an effective utilization of a geostrategic arrangement of Ukraine, definition and carrying out of the effective international transport policy by it, integration of Ukraine to world and European economic space.

International sea trade as one of the major spheres of a social production and granting of services, should take an appropriate place in economy of Ukraine, by its participation in the European and world transport systems at the expense of more heavy use of transit and export-import potential of our state.

Introduction. Importance of sea transport services for economic development of the countries has versatile character. Besides, that participation in the international sea trade and transportations by a sailing charter is important branch of economic activities which influence development of foreign trade of the state, and also such branches as shipbuilding, ship repair, steel industry and so forth. The choice of the purposes of development in this sphere has complex character and connected with technological and structural development for which in many countries, unlike Ukraine, there are no sufficient resources and a know-how. This circumstance should allow to Ukraine to reduce quickly multiple backlog from the countries OESR behind such indicator as gross national product developed per capita, it is essential to raise relative density of mechanical engineering, instrument making in structure of production of the Ukrainian industry, to provide with the accelerated rates development of computer technologies, robotics and other manufactures which cover 5th technological way and create preconditions for introduction of manufactures of 6th technological way of reproductive structure of the industry.

Problem statement. Containerization is one of the major directions of technical progress in the organization of transportations, warehousing and storage of cargo. It provides the general and co-ordinated actions of working not only all types of transport, but also many other branches of economy. Efficiency of use of containers in international trade and spheres of their most expedient application of such transportations depend on their volumes (capacity of a goods traffic) and the sizes of job lots (departures) of cargo, a sort of cargo and structure of a goods traffic, range of transportations, presence of access roads and transportation facilities at senders and addressees of cargoes, type and load-carrying capacity of a rolling stock, forms of supply of suppliers, their forwarding service, etc. Behind the arrangement Ukraine is natural "hub" which should serve territory of the adjacent countries, providing creation of conditions of effective development of own economy as container transportations play an important role in development of international trade and are the main segment of foreign trade activities.

Formation of the task of research. The world trade volume has on the average decreased approximately for 13 % in 2009. Thus, some regions, in particular the countries of the Black Sea region, the Baltic countries, a number of the countries of Europe had still the big losses. In Europe decrease in volumes of trade has combined 18 - 20 %. In east Mediterranean for 2009 of decrease in volumes of transfer on container terminals put 14,9 %, and on Black sea - on the average 49,8 %. Thus, in some ports the situation looks more sharply. In the Romanian port Constance recession has combined 57,1 %, in port Odessa - 55,3 %, in port Illichivsk - 67,1 %. [1]

There is an obvious communication between rates of economic development and growth of the foreign trade operations. With world economy development demand for raw materials, half-finished products and consumer goods grows. Trade in half-finished products and consumer goods is a major factor of growth of containerization.

In connection with increase volumes of the Ukrainian container market accordingly grow in 2010 of goods traffics from Asian-Pacific region to Europe on 25-30 % that causes a gradual exit of national economy from crisis. The basic indicators of world economy testify that it gradually leaves crisis. The market of container transportations did not become an exception. The statistics testifies that there is a gradual increase of container handling in all regions of the world.

Materials of research and scientific results. For today there are prospects of development of container transit at a direction of seaports of Black sea (for example, Novorossiysk, Poti) and Azov (for example, Mariupol). Such factors as development of container capacities in ports, active development of objects of an infrastructure which accompany processing of containers, creations in seaports of complexes which provide a full spectrum of services in the review of containers, the organizations of passage of procedures of control, scheduling of movement of motor transport promote this kind of activity new to Ukraine.

For reduction of procedures of customs registration to analogues of world ports транзитному the Law of Ukraine from 6/1/2010 № 2300 - VI "About modification of some acts of Ukraine concerning customs registration of the transit goods" which have taken effect from July, 24th, 2010, had been brought respective alterations in the legislation of Ukraine.

In the Mediterranean the greatest container carriers adhere to strategy of use of

three core hubs - one in the west, one in the center and one in the east of Mediterranean sea or in Black sea. The operator in a condition to change the location to a hub in each of geographical sub-regions, for example, through jams in port. The purpose successful feeder connections is service of the key strategic markets whenever possible own feeders to store expenses at comprehensible level and to supervise both operations to a hub, and the further regional transportations.

In April, 2010 there is begun building of the new container terminal in Odessa by capacity of 600 thousand TEU in a year on Quarantine pier (investors in equal shares - the company "HPC Ukraine" and Odessa port). In May, 2010 in Illichivsk fish port the begun building new universal terminal that can alter and containers. Its capacity on full development is estimated in 500 thousand TEU a year. [2]

Plans of expansion of capacities are based on calculations of perspective increase in demand, and in some cases transshipment is a key component in structure of container processing. In case of realization of all available projects on building and development of container terminals, the general throughput of the Ukrainian terminals will grow to 3,4-3,5 million TEU. If to compare supply and demand in 2020 it will appear that congestion of container capacities in Ukraine till 2020 will not exceed 60 %. At present the majority of experts adhere to a conservative variant *посрещейного* the scenario, in view of that the level of demand on container capacities will reach pre-crisis only in 2012. Uncertainty of an economic situation will still contain growth of demand for container capacities. However, the companies which invest in development of terminal capacities, show firm confidence of prospects of the Ukrainian market. [3]

The law of Ukraine on modification of some acts concerning simplification of registration of customs cargoes had been fixed the simplified order of passage of transit containers in a mode transshipment. On container terminals of Odessa and Ilychevsk active work for this purpose is conducted. But all know that attraction transshipment in present conditions probably only in the presence of tariff preferences and the maximum simplification of control procedures for such container cargoes.

The confirmed preferences for processing of transit containers in a mode transshipment were the order of the Ministry of transport and communication from July, 23rd, 2010. The 50 percent discount for discharging is applied to such containers.

First of all, this decision became a consequence of negative dynamics of transfer of containers in the Ukrainian ports. Falling of volumes of container transfer on Black sea in 2009 was considerable and has combined 39 %, to 1,45 million TEU. The Dominant role in it was played by Ukraine from almost 60 % falling of volumes of transfer of containers. The share of Ukraine in container volumes of the Black Sea countries in 2009 has combined close 35 %. In 2010 all countries, except Bulgaria, show high rates to growth in comparison with 2009. Besides, the tendency to increase in a part of the big lines and reduction or disappearance of a share of the market at small lines is observed. Proceeding from listed above tendencies of development of the market of container transportations in the Black Sea pool, it is possible to draw a conclusion on necessity of creation in Ukraine of conditions for attraction of additional volumes of cargoes in containers, in particular, volumes of cargoes in a mode transshipment. [4]

In September, 2010 in the Odessa port for the first time in Ukraine there was an applied transshipment - the simplified scheme of registration of transit container cargoes

which do not fall outside the limits a check point or a zone of customs control.

To organize work in a mode of transshipment in Ukraine it was possible thanks to the changes initiated by the Odessa port in the Law of Ukraine "About transit of cargoes" and to the decision of the Ministry of transport and communication on granting of a 50 percent discount for discharging for the given kind of cargoes.

As practice has shown, the law about transshipment still demands completion. Deputies, passing of the law, have not extended it on dangerous cargoes. Introduction transshipment is as the demand of port for the right to become a hub. But the port choice is done by a line. For a feeder vessel the West to Constance costs an order of 15 thousand USD, to Illichivsk - 30 thousand. The West of a vessel and system of extra charges for an overtime has risen in price. For work at night, in holidays in Ukraine in addition total 25, 50 and even 100 % from usual meetings. For port-hub it is inadmissible. Today any port of the world operates round the clock under identical rates.

In the conditions of crisis the problem of the state regulation of tariffs is pointed. Today, in the conditions of transportation recession, the state tariff for transfer of cargoes is fixed acts as one of radical negative factors that brakes, at least, a fair competition in branch. In the conditions of recession when cargo owners any methods, try to cut expenses to differentiate suppliers of transport services, preservations of the unique state tariff leads to occurrence of different shadow or penumbral schemes, to application of different methods of price differentiation, and, in an adjusted total, completely blocks possibility to estimate a real situation in the market, to understand, under what quotations these or those cargoes actually roll over. A high urgency of this problem for Ukraine which concerns to the full and the newest market phenomenon, - transshipment.

Except reduction in conformity with requirements of legislative base, for attraction of transshipment necessary performance of some essential requirements. The decision on a choice of transshipment port is accepted by the center by ocean carriers. That they have made a choice in favor of concrete port as center of transshipment, it is necessary to answer a number of conditions, basic of which is:

1. The geographical arrangement of port should be the most central or close concerning other ports of Black sea. In this aspect Odessa and Illichivsk approach more, than Constance.

2. Own market of containers of the country in which there is a port, should represent not less than 500000 TEU. Constance does not answer this factor. The market of Romania represents today 250000 TEU, and to the pre-crisis period - 500000 TEU. The market of Ukraine represents today nearby 500000 TEU, and in to the crisis period - 1,0 million TEU. Thus, at presence in Ukraine corresponding container terminal to carry out transshipment through Ukraine for lines it would be much more favorable, than through Romania.

3. The transshipment port should have a container terminal with following characteristics:

3.1. Throughput should be certain size. Approximate calculation is stated below:

- volume of a national goods traffic which traditionally goes through this terminal. For Illichivsk it is 500000 TEU;
- volume of transshipment, expected for transfer on the given terminal. Volumes of transshipment for Novorossiysk, Poti and Varna are estimated in 500000

TEU. Besides, to this size, in the long term, it is possible to add about half of volume to Romania (500000TEU).

- terminal which applies for the center of transshipment, should have 30-40 % a stock of throughput for cases of peak at trade, congestion of vessels through a bad weather, to failure in the schedule of giving of courts and so on. Vessels in ports transshipment should become under processing at once with arrival on spot-check. And this 400-600 thousand TEU of additional throughput.

- thus, for realization transshipment to Ukraine the necessary terminal with throughput about 2,0 million TEU. Throughput of the biggest in Ukraine container terminal in Illichivsk represents today 850 thousand TEU;

3.2. Except sufficient throughput, the terminal should refer to following parameters in addition:

- at a berth vessels tonnage to 6-9 thousand TEU should allow to accept depths. Such vessels have subsidence at cargo to 16,0 m and lengths to 350 m;

- length of berthing front should allow reception to two courts such to type simultaneously, thus, it is necessary a minimum of berthing front of 750-800 m;

- berths should have the reloading equipment that allows to process ocean vessels with productivity not less than 75 containers at an hour. It means that on each mooring for reception of ocean courts should be a minimum on three container “superpostpanamax” gantry cranes

4. We will spend comparison of rates on BPP in port Constance and in ports of Ukraine. In port Constance discharging of 20 - or the 40-foot container from an ocean vessel on a mooring and its loading on feeder vessel (or on the contrary), costs today \$100, in ports of Northern Europe - EUR100.

In ports of Ukraine the same operation costs: 20 ' - \$223,6, and 40 ' - \$268,2 that is considerable above. Rates of port meetings also on 50 % are more expensive to port Constance. The positive moment for Ukraine in this question is that fact that absent necessity to stake BPP and port meetings more low, than in Konstanza, because Ukraine – much bigger the market, than Romania, the same being more competitive even at rates and dues on 20-30 % above, than in Romania. [5]

5. An important point which guarantees the fastest development of capacities of container terminals and attraction of the maximum volume of investments, the recognition of possibility of presence of one operator on container terminals of one port is. It does not bear signs of monopolization of the market because the competition in the Ukrainian market will develop between ports: Illichivsk, Odessa and Yuzhnyi.

Conclusions. The decision of the Cabinet of Ukraine from April, 2nd, 2009 № 320 was the confirmed Order of moving of the goods in check points through frontier which are located in territory of seaports of Ukraine during container transportations in the direct mixed message. The given order has been directed on streamlining of existing practice of customs registration of import and transit cargoes which arrive in seaports of Ukraine in containers.

With acceptance of noted decision the situation cardinally has not changed. As before practically each container (in world practice 5 % are close) falls under customs inspection carrying out that is in overwhelming majority carried out is groundless and with infringement of specifications of time established by the general order of the State

customs service of Ukraine, Administration of the state frontier service of Ukraine, the Ministry of transport and communication of Ukraine, Ministry of Health of Ukraine, the Ministry of an agrarian policy of Ukraine, the Ministry of protection of surrounding habitat of Ukraine, the Ministry of culture and tourism of Ukraine, Public service of Ukraine on supervision of aircraft safety "About the statement of time specifications of performance of control operations by officials who carry out control of citizens, the goods and vehicles in check points through frontier of Ukraine", registered in the Ministry of Justice of Ukraine on December, 26th in 2005 for N 1557/11837. Essential increase of level of performance of the plan of replenishment of the State budget of Ukraine which represents as before 80-85 % has not taken place also. Absence in ДМСУ the operative realization rights leads to activity because many groundless reviews are carried out directly by divisions SBU and the Ministry of Internal Affairs of Ukraine. In general the majority of reviews State Customs Administration have especially formal character: The car with the container moves on the survey terminal, the seal acts in film, container doors reveal and the new seal is instantly closed and hung. All operation occupies some minutes and formally is not beyond time specification, but at check 90 % of all containers and to insignificant quantity of points of the review there are more, presence of huge and long turn on the review becomes a problem.

Thus, for creation of favorable conditions for development of business, increase of image of Ukraine as lawful state, in containers it is necessary to charge increase in transit transportations of cargoes the order of the Cabinet of Ukraine State Customs Administration together with the Ministry of Justice of Ukraine to develop and confirm the Decision of the Cabinet of Ukraine of Position about an order of carrying out of customs inspections for all existing customs modes in which to provide:

1. For each check point the official who has powers to appoint customs inspection, and will be responsible for validity of this decision;
2. Establishment of the final list of the bases for carrying out of customs control of the goods (the review, weighing, and so forth);
3. form of the document which customs inspection with instructions of the basis of carrying out, the purposes and results which can be reached, the signature and the identification data of the authorized person is appointed;
4. Establishment of the general term of passage of a cargo package through a check point and to forbid appointment to the review of containers and separate cargo packages in quantity more than daily throughput of terminal crew (places), proceeding from the terms established by the general order of the State customs service of Ukraine, Administration of the state frontier service of Ukraine, the Ministry of transport and communication of Ukraine, Ministry of Health of Ukraine, the Ministry of an agrarian policy of Ukraine, the Ministry of protection of surrounding habitat of Ukraine, the Ministry of culture and tourism of Ukraine, Public service of Ukraine from supervision of aircraft safety "About the statement of time specifications of performance of control operations by officials who carry out control of persons, the goods and vehicles in check points through frontier of Ukraine", registered in the Ministry of Justice of Ukraine on December, 26th in 2005 N 1557/11837.
5. Mechanism of an estimation of a loss legal and physical persons from appointment of unreasonable customs inspections, an order and terms of indemnification

of their losses and responsibility for their infringement;

6. Position about that power and supervising bodies of the state of Ukraine except State Customs Administration carry out the review of the goods in check points of cargoes through customs border of Ukraine only on a judgment obligatory indemnification of a loss to the cargo owner and the third parties from realization of unreasonable actions should be which separate point.

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Аннотация

В статье производится анализ проблем оперативного планирования перевозок грузов фидерными контейнерными линиями на Черном море. Нестабильное состояние экономики, политика Европейского Союза в сфере морских перевозок, структура и мощности контейнерных терминалов региона и контроль за загрязнением атмосферы от судов влияют на процессы фидерных перевозок. В рамках повышения цен на бункерное топливо и снижение объёмов перевозок линейные операторы вынуждены применять новые подходы для оперативного планирования путем оптимизации сервисной скорости судов, планирования расписаний судозаходов и использования провозной способности судов-контейнеровозов.

На развитие контейнерных перевозок генеральных грузов в Черноморском регионе влияют его географическое расположение, объёмы перевозок магистральными линиями и текущее состояние развития контейнерных терминалов региона. Организационные особенности технологического процесса и конфигурация транспортной сети фидерных контейнерных линий на Черном море являются результатом политики ЕС в сфере каботажных перевозок и международного регулирования препятствию загрязнения воздуха на морском транспорте. В рамках повышения цен на бункерное топливо и снижение объёмов перевозок линейные операторы вынуждены применять новые подходы для оперативного планирования путем оптимизации сервисной скорости судов, планирования расписаний судозаходов и использования провозной способности судов-контейнеровозов.

Если в 1995 году объёмы составляли приблизительно 200 тыс. TEU и возросли до 1,79 млн. TEU в 2005-м. морские перевозки играют весомую роль в

развитии международной торговли региона. Ожидаемый рост перевозок контейнеризированных грузов на терминалах Черного моря достигнет 350 млн. т в 2018 году. В ЕС рост объемов фидерных перевозок ожидается на уровне 20% ежегодно, при этом они составляют около половины всего объема контейнерных перевозок в ЕС.

Политика ЕС нацеленная на развитие каботажных перевозок ставит своей целью предоставление эффективных, регулярных и надежных услуг по перевозке грузов морем благодаря своей конкурентоспособности в аспекте надежности по времени и уровню издержек. Другими важными целями являются обеспечение надежных взаимосвязей между контейнерными терминалами Черного моря и внутренними районами, повышения качества работы контролирующих органов и администраций и обеспечение высокого качества процесса транспортировки. Среди важных целей следует отметить не только развитие сети фидерных сообщений, но и концентрацию грузов на морских логистических маршрутах, а также снижение объемов перевозок автомобильным транспортом путем перенаправления грузов с автотранспорта на морской, тем самым уменьшая уровень выбросов в атмосферу загрязняющих веществ автотранспортом.

Фидерные контейнерные линии на Черном море обеспечивают важное транспортное сообщение между регионом и магистральными межконтинентальными линиями из Дальнего Востока и Северной Америки на Европу и Средиземноморье. Динамика объемов контейнерных перевозок в регионе напрямую зависит от объемов перевозок на магистральных линиях в направлении Дальний Восток – Европа. При этом, наблюдается увеличение грузопотоков с внутренних районов, включая увеличение объемов перевалки транзитного груза на терминалах Черного моря