

Sea ports: the development strategy background for the water- borne transport of Ukraine

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Analysis of the role of the waterborne transport in the structure of Ukrainian economy is presented. Participation in the Euro-Asian line of the world trade system is considered as well as strategic priorities in the development of national transport system are discussed. Special attention is paid to the waterborne transport and ports of Ukraine, their technical characteristics and ways of improvement maritime transport work.

Introduction

Geopolitical location of the sovereign state of Ukraine predetermines the vital role of transport in the structure of its economy. The effective use and further intensive development of the country's transport system are to contribute considerably to the process of integration of Ukraine into the world economic system. A predominant role of waterborne transport, and especially marine transportation, in the country's transport infrastructure is undeniable. Maritime transport, therefore, has to play and will play an ever-growing role in the economy of Ukraine in the period of transition into market economy.

The latest period of 20 years is characterised by conceptual maturing of a large-scale project aimed at creation of a unified global transport system by means of integration of those continental transport communications that have strategic value for cargo and passenger exchange between Europe and Asia, Asia and America, Europe and Africa. In this situation the first route (Europe - Asia) appeared to be in this focus of primary attention since its extreme points - Western Europe and Asian - Pacific Ocean Region involve the largest possible territory where the major events of the world trade of the XXI-st century are to unfold. From here there has been derived popular nowadays, concept of Euro-Asian transport passages as major intercontinental poly-routes as well as similarly named market of transport services, that is being developed at the junctions of European and Asian roads of the above mentioned passages. One of its sections spreads over the Black Sea - Azov Sea coastline and is referred to as the most promising one for Ukraine at the market.

Euro-Asian transport corridors and Ukraine

Pushing into the foreground the Euro-Asian line of the world trade system is the result of combined and synchronous manifestation in time of the two macroeconomic factors: instability of the world economy and intensification of integration processes in Western Europe.

The first factor showed itself in a succession of industrial declines in one areas of the world with simultaneous rise in the other ones, the factor that held the world market of goods in the permanent tension and caused serious fluctuations in its conjuncture. The latter circumstance lead to deep structural

shifts in the world trade that in particular intercontinental refocusing of its strategic orientations and change of segmental and niche structure of the world commodity market. Thus beginning with the mid-lights of the passing century these became steady the tendency of the increase of commodity exchange between the countries of Western Europe on one hand and Asian - Pacific Region, South - East Asia and Indian Subcontinent on the other giving the annual average rate of 5-12%. In the years to come and until recently this tendency remains unchanged and will continue in the visible future according to the predictions of leading research

and business centres of Western Europe, USA and Japan, and, as expected, together with the growth of commodity volumes from Europe to Asia there will be considerably increasing exchange in the reverse direction.

Parallel to changes in macroeconomic situation there grew and became stronger the commercial activity of business West European magnates in advancing and putting into life integration initiatives in the formation of common economic environment of the Old World to make it the world's largest territory for free flow of commodities capitals and services. The prospects for transformation of European market gave impulse to the development of integration progresses in Europe's transport as well; their indispensability was most deeply reflected in the reports of Selfets, Zeelfeld and Karosino published between 1972-1983. The above authors advocated the idea of common All-European transport policy. This idea found accord and was reinforced by the acts of EC transport governing bodies and organisations and embodied in concept of Trans-European transport axes (The Committee of EC Transport Ministers Declaration, 1983), then inter-modal transport bridges (the 1st All-European Conference on Transport, Prague, 1991) and finally of International European Transport Corridors (The 2nd All-European Conference on Transport, 1994, Crete).

It is up to the point to underline that the implementation of the above concept is being quite efficiently put into practice, since the Crete conference named nine major transport passages in the directions West-East and North-South of Europe the arrangement of which was assessed in 50 bin ECU with the deadline in 2010. Practical orientation was also observed at the 3rd All-European Conference on Transport (Helsinki,