



MARITIME TRANSPORT IN THE SUSTAINABLE DEVELOPMENT OF UKRAINE

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Abstract

The article deals with the theoretical and practical aspects of the development of the national maritime transport in accordance with the criteria of effective positioning of the socio-economic system of the country in the global division of labor. Features and problems of formation of Ukraine in accordance with the priorities of sustainable development of the system are disclosed. Targeting normalized socio-economic parameters of the country's position in the global space requires a balanced development of the system of absolute and comparative advantage. The troublesome of the economic development of Ukraine is weak due to the integration processes of industrial segment of the country and low added value. As a result, the vast majority of foreign trade cargo flows is performed by foreign fleet. To reduce the negative current account payments is necessary to create normal fleet freight capacity of Ukraine.

Keywords: principles of sustainable development, maritime transport, positioning efficiency, asymmetry of growth.

Introduction

The principles of sustainable development of major subsystems of the global economy reflect both the delimitation of using natural potential and the conditions for achieving a normalized state of the national economy and the living standards of the members of society. Recognizing the whole theory of international relations on the principles of absolute and relative advantages, it should be noted increasing of the role on target prioritatem. Recognizing the whole theory of international relations on the principles of absolute and relative advantages, it should be noted increasing of the role of the control systems on target priorities. The latter determines the features of economic development in countries such as China, India and Belarus.

In spite of the identity of the goals of economic growth, the leading positions of individual economies are formed. They are predetermined as by the uneven of natural resource allocation, and by the nature of the implementation of innovative strategies. Therefore a fundamental difference in the yield and productivity of the countries is stored. Traditionally the character of creation and export of products with high added value retains critical importance. Statistics con-

firm that countries highly secured in natural resources do not belong to the rich countries in terms of life.

Maritime transport industry is characterized by the principles of cluster organizations in a balanced condition. Basic strategies of development and functioning imply a rigid interconnection of all structural divisions that provide operation of the fleet, ports and investment complex. On this basis, normalization of forming jobs and optimization of the maritime industry to participate in the current payments account balance are achieved.

1. Contemporary problems of the development of maritime transport in Ukraine

Focus on the economic efficiency of the operators or owners and the achievement of transport independence of residents participate in the international division of labor are two components that traditionally distinguished in the basis of the development of marine transport industry. The first task is entirely based on the risk of capital owners. The second relates to the macroeconomic objectives, and requires a certain institutional support. In this regard, traditional maritime powers and new maritime powers are distinguished. The so-called genetic approach to hold the position lies at the core of some of these. For others, it was important to choose a strategy for effective entry into the skewed global economic space.

The current socio-economic condition of any country is predetermined by the nature of freedom of entrepreneurial activity, specialties of natural resources and the feasibility of macroeconomic policies, reflecting the nature of the integration areas of development. Factors of globalization processes make it possible to identify and focus on the implementation of national goals and priorities. The increase in demand due to the expansion of the state with signs of economic growth becomes essential for effective positioning in the segment of production contrary to expectation for assistance from international institutions.

Unfortunately, Ukraine is due to external and internal reasons was unable to find an effective position in the international division of labor according to the criteria of high added value. To a certain extent problematic nature of effective development of the marine transportation industry is explained by this.

Non-systemic approach is to assess the role of merchant shipping and contradictory situation is the development of commercial ports of Ukraine. By virtue of certain priorities, US investors and administrative structures are interested in development of Ukrainian ports. Moreover, known operators stable position their interests in the development of grain terminals, and those related to the processing of olives cultures and products. At the same time, US ports expect for the arrival of foreign investors. There was a case of intention to sale ports to Saudi companies. Then the contest has been eliminated for reasons of safety or national pride.

In the national maritime transport industry, there are three criteria problems: speed of quality delivery goods, efficiency of processes of perceived value of transportation by consumers, system security. In this aspect, balance of the development by the cost of basic and human capital becomes the principal. When the first is not available for a number of potential maritime states asymmetry allocation of carrying capacity is formed, and, consequently, the cash flows. Human capital formation even on the level of competence, predetermined by the International Maritime Organization, with a lower cost determines the differentiation of training of seafarers in the group of developing countries. So in fact, a contradiction happened with a deficit of seafarers, risks of hiring on vessels of sub-companies, which do not create normal conditions for the work and payment of seamen labor are not excluded. In this aspect, the problems are known with full use of ITF Convention for the protection seafarers.

2. The general patterns of maritime transportation industry development

In the process of the formation condition of globalization of economic relations patterns of sustainable development and positioning of the marine transportation industry were formed. On the one hand, it ensures the effectiveness of the participation of individual countries in the international division of labor. On the other hand, the maritime transport industry is becoming a major factor of innovative development of the national economy of really sea states (Fig. 1).

System-wide importance of maritime transportation industry for efficient international relationship, achieving transport safety and efficiency of business cause close attention to the development of national shipping. Historically, this is confirmed by the great geographical discoveries, which are achieved thanks to the relevant vessels in the United Kingdom, Spain and Portugal.

The modern merchant fleets and vessels to ensure production of oil and gas and marine biological resources support the increasing utility of maritime transport industry. This condition when there is political will and investments forms composition of modern maritime powers.

Figure despite some conditionality and limited information flows, shows a complex set of conditions, regularities, principles and limits of effective development of the marine transportation industry. To achieve a balanced state of the national marine transportation industry is becoming a target and priority function. The realization of this goal is predetermined by the nature of a possible strategy, which takes into account external restrictions and internal development opportunities for business efficiency and global security standards. Regularities in the formation of global symmetry are not fully defined. The fact is that the process of globalization in the maritime trade market system is influenced by the controversial nature of the individual states and manifestations of political decision-making priority instead of balancing economic decisions.

Under the principles of symmetry of economic relations should be considered the length of the period during which the rise in developing countries and countries with transition economies will reach the normalized consumption standards. The balance of international relations presupposes the functioning of national economies, both within the global economic system, and competitive strategies aimed at achieving the principles of absolute and comparative advantage. Rigid internal policy of development of the national economy, as Belarus demonstrates, is necessary to achieve this condition. As system conditions of such positioning on the international level, it is important to have the freedom of movement of resources, capital and labor, also standards of economic and legal relations in the system of industrial development and trade.

The formation of the parameters of economic growth of transport subsystems corresponding normalized needs within the institutional constraints of the negative impact on the environment is proposed to consider as system conditions for sustainable development.

The next stage and the level of sustainability management of development provide for the implementation of investment projects that reflect innovative technologies and system safety standards. These approaches are pre-determined by the external conditions of formation parameters of the normalized positioning of subsystems maritime transport industry.

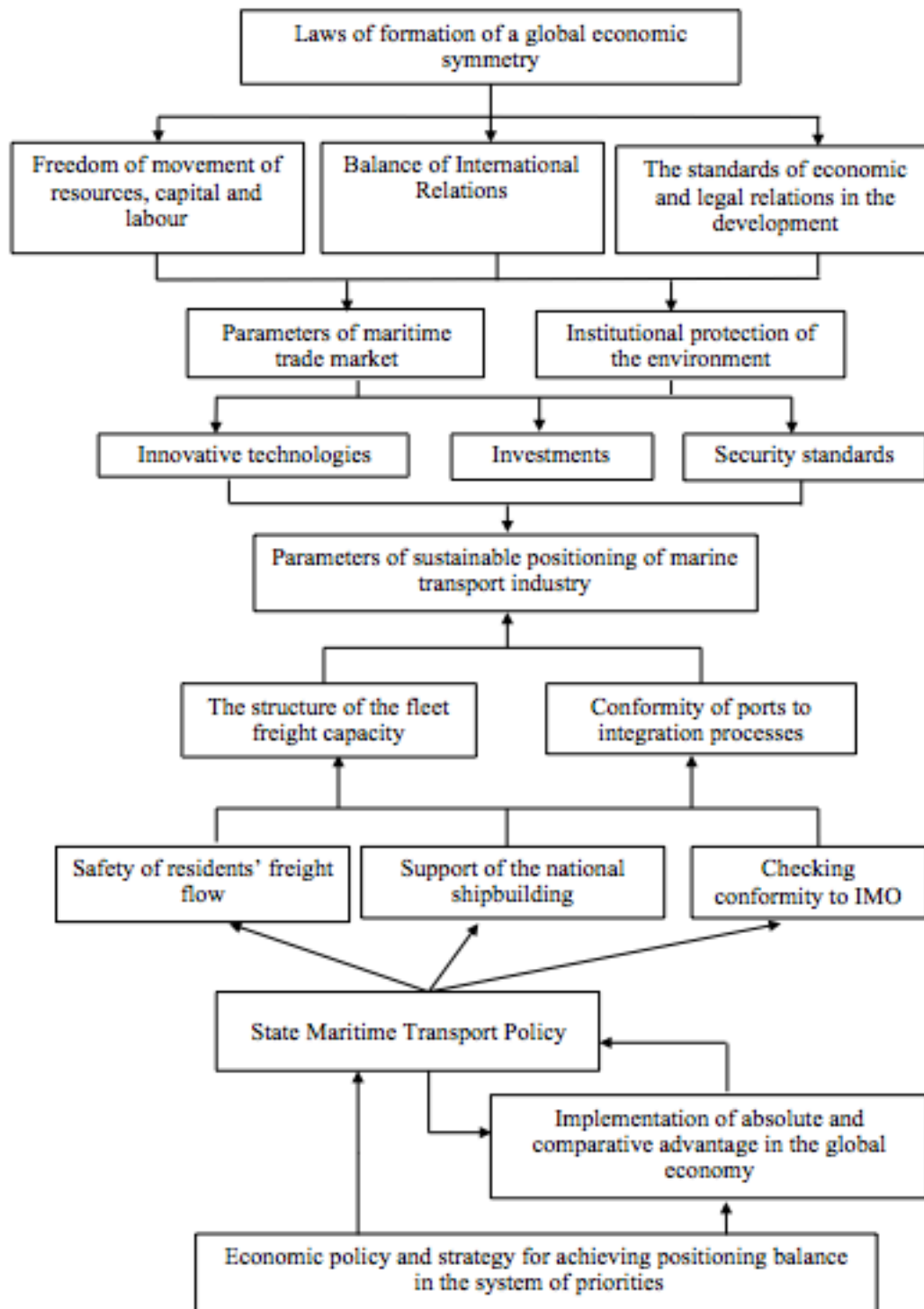


Figure 1. Information and logical model of sustainable development of priority sectors of the country
Source: Developed by authors.

In addition, special features of such parameters are predetermined by strategy for implementation of the priorities on the part of individual enterprises. In this respect, any entrepreneurial initiatives must be based on national economic policy that includes the strategy of priority positioning in the system of international integration. The intentions must be real unlike the recent history of nation-building in Ukraine.

3. Problems of formation of normalized maritime transport potential of Ukraine

During the modern history of the development of Ukraine, national program of sustainable development of marine transport industry has not been formulated as a competitive strategy for the country's development as a maritime power based on proactive business has not been implemented.

This is due to the indifference of state institutions to the implementation of the standard programs of economic development and the formation of the symmetry in the industrial sector (the lower part of Fig. 1). Ukraine realizes its benefits in the global economy only in the grain sector. Other branches of the real economy function not in competitive stability. This applies even to the traditional export industry.

The level of passivity of marine transport policy is characterized by the fact that the maritime transport provides less than 10 percent of export-import and transit.

At the heart of this situation should be considered a loss of position in the shipbuilding sector of the global economy that determines the risk of transport safety of residents' participation in international labor division. The openness of freight market sectors providing a legal openness does not ensure economic balance. At the same time, the country selectively belongs to the system of standardization and regulation by the International Maritime Organization. So MLC Convention for the Protection of seafarers has not been ratified yet.

The result turned out to be a complete mismatch of the fleet carrying capacity to the current state of the global seaborne trade market. The port component of the national maritime transport industry is developing at the expense of private and corporate investors.

Negative characteristics of Ukraine are particularly clearly visible against the background of the main structural components of the global economy (see Fig. 2).

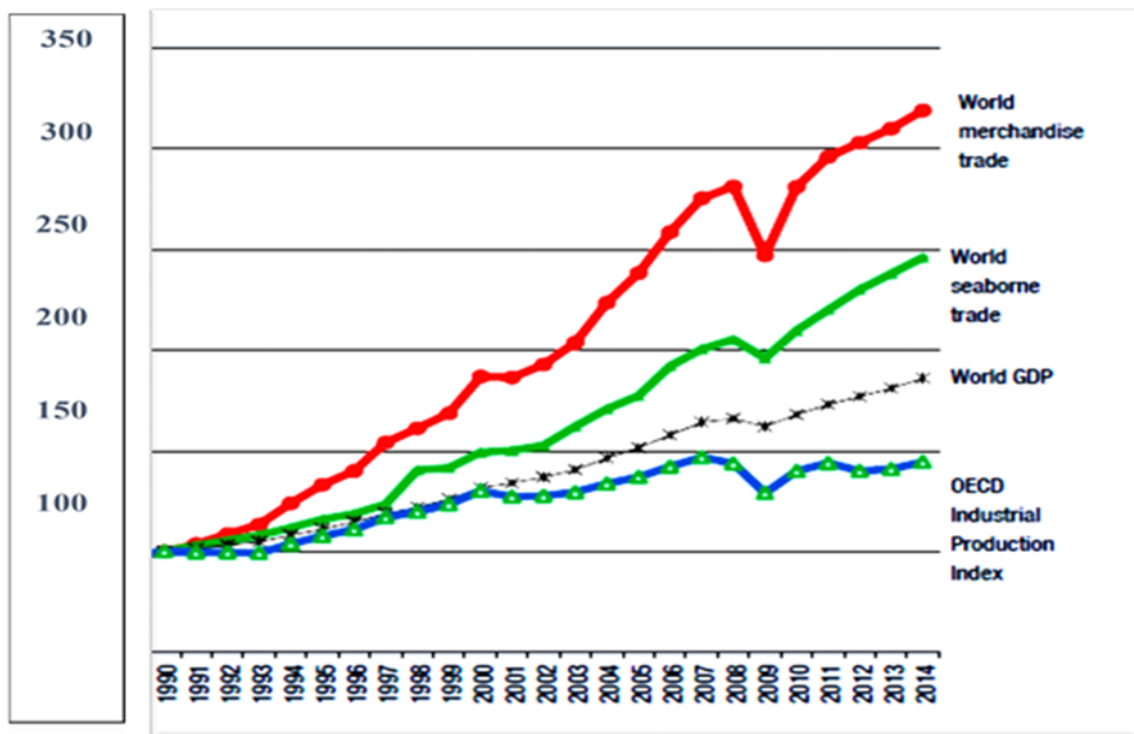


Fig. 2. The OECD Industrial Production Index and indices for world GDP, merchandise trade and seaborne shipments (1990-2014)

Source: Developed by author using the ideas of publications by UNCTAD [5]

From a comparison of the nature of changes in the parameters of the global economy and the features of the current state of the national economy of Ukraine (GDP growth rate), we can conclude an exclusive inability of state authorities to use the advantages of the integration process, and the natural advantages of the country.

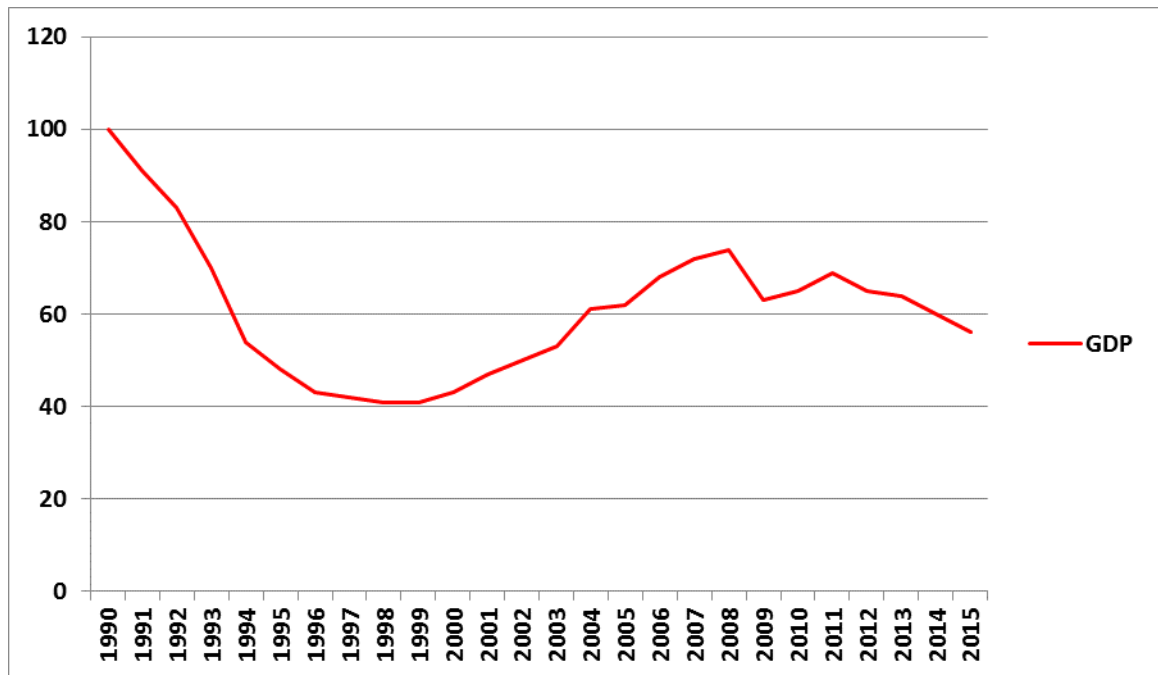


Fig. 3. Indices for GDP growth rate of Ukraine (1990-2015)

Source: Developed by author using the ideas of publications by State Statistics Service of Ukraine.

Comparison of data Figures 2 and 3 shows a display in the first case synergy and enhance the sustainable development strategy [1] and the indifference of the Ukrainian state system to stimulate national economic growth.

Crisis state of economy of Ukraine distinguished against the background of the differentiated economic growth. At the same time, we observe not a standard crisis with subsequent growth. The whole period of the new history of Ukraine except for some years is characterized by the breakdown of the base capacity behind which the progress has not followed in the new industries.

Conclusions

Parameters of economic growth must comply with the normalization of the socio-economic standard of citizens' living of the state on the standard of global trends. At a low level of development of industries that are characterized by high added value the integration processes are narrowed, despite the existence of an agreement on Association of Ukraine with the EU. The importance of industries such as maritime transport goes away on the second plan, it is characterized by closely influence to developing other concentrers of the national economy.

Maritime transport is not only essential for effective strategies for the China or the European Union, but also is determining condition of formation of balance of current account payments for individual countries. This is demonstrated by South Korea and Norway. Unfortunately, in Ukraine throughout the state independence the economic development remained in the shadow of the variability of the political priorities.

It is necessary to take into account the priorities of maritime transport, characterized by high capital intensity and high level of wages in the choice of economic strategy. These parameters determine its importance in sustainable economic growth as from the perspective of global symmetry, and in the structure of national interests.

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TRANSPORT MORSKI W ZRÓWNOWAŻONYM ROZWOJU UKRAINY

Summary

W artykule omawia się teoretyczne i praktyczne aspekty rozwoju transportu morskiego Ukrainy zgodnie z kryteriami skutecznego pozycjonowania systemu społeczno-gospodarczego kraju w kontekście globalnego podziału pracy. Przedstawiono cechy i problemy transformacji Ukrainy zgodnie z priorytetami zrównoważonego rozwoju. Ukierunkowanie znormalizowanych parametrów społeczno-gospodarczego rozwoju kraju w globalnej przestrzeni wymaga zbilansowanego systemu przewag absolutnych i względnych. Rozwój gospodarczy Ukrainy jest słaby ze względu na procesy integracyjne w segmencie przemysłowym kraju i niskiej wartości dodanej. W rezultacie, większość przewozów ładunków handlu zagranicznego jest realizowana przez obcą flotę. Aby zmniejszyć negatywne płatności rachunku bieżącego niezbędne jest stworzenie odpowiedniej zdolności przewozowej floty Ukrainy.

Słowa kluczowe: zasady zrównoważonego rozwoju, transport morski, skuteczność pozycjonowania, asymetria wzrostu.

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