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**ADVANCED FEATURES OF THE FORMATION OF FACTORS
AND NORMALIZATION OF CARRYING CAPACITY OF THE
FLEET AND ITS STRUCTURING**

**СУЧАСНІ ОСОБЛИВОСТІ ФОРМУВАННЯ СИСТЕМИ
ФАКТОРІВ І ЗАКОНОМІРНОСТЕЙ НОРМАЛІЗАЦІЇ
ПРОВІЗНОЇ СПРОМОЖНОСТІ ФЛОТУ ТА ЙОГО
СТРУКТУРИЗАЦІЇ**

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Розглянута система завдань реалізації цілей комерційного судноплавства - досягнення позитивних економічних результатів і торгових портів шляхом нормалізації економічного, організаційного та правового інструментарію управління інвестиційними процесами. Встановлено: в основі збереження пріоритетів лежить принцип стандартизації, який фактично і обмежує входження в регіональний фрахтовий простір судноплавних компаній, які не відповідають поставленим обмеженням.

Amplification of the merchant shipping role in the world economic relations transport services causes of number of problems that require scientific and methodical thinking and practical solutions. Behind the complex set of problems of these Researches there are two problems – progress of the economic competitiveness and reliability of the operational activities of the fleet throughout its life cycle. The implementation of this strategy is not only determined the formation of the shipping companies, but also a complex set of service and technical maintenance of vessels.

Unfortunately, during the period of nation-building the development of the main segments of the marine transportation industry – merchant marine, shipbuilding and repair industry, related industries in the world to the priority structure, the institutional bodies of Ukraine has not been given adequate attention. Therefore, by 2010, the world economy out of recession merchant fleet of Ukraine failed to provide basic requirements for transport independence of the national economy.

Changes in terms of the international division of labor, the intensity of traffic in areas of sustainable industrial production, increasing importance of technology, based on reducing the energy intensity of freight transportation, determines the relevance of feasibility studies fundamentally new approaches to routes based on the priorities of the coastal and river shipping. This raises new challenges of a scientific nature to optimize the operational and technical main characteristics of certainly of competitive fleet.

A special place in the system of balance operation of commercial shipping in Central Europe with the management of technical and economic level administration take its place too, aimed at ensuring the safety of navigation on waterways at all

times. Such standardization becomes the main uneven distribution of the transport fleet across the region due to increasing of capital and operating costs of the maintenance of vessels on safety criteria and environmental, adopted in Europe. Therefore it is important to form coherent scientific paradigm of sustainable development in the rigid constraints of national interests by international standards.

The essential mistake is to position, in which transport services in Ukraine in fact, reduced to working the railway and road transport whereas in the European Union fundamental importance is given to the complexity and even increasing the role of water transport.

The decisive importance of effective operation of shipping companies in the regional transport and economic links generates a complex set of balance problems of techno-economic level of the fleet and the main characteristics of traffic. Therefore, the priority and promising objective of the study is refinement of modern features form factor systems and patterns of normalization carrying capacity of the fleet and structuring criteria of adequacy operational and economic conditions of operation.

The development of this problem much attention is paid in foreign and domestic research. Enough to remember the works of researchers: A.M. Kotlubaya, L.L. Nikolaeva, N.T. Primacheva, V.I. Chekalovtza. However, for conditions reflecting the features of the development national maritime transport companies with the economic circumstances of the country, scientific developments has not completed recommendations

The maritime trade market is a one of the dynamic global economic subsystem. It is based on the orientation of international economic relations, consistent use of innovative technologies and cyclical changes in key indicators. As a result, there are three problems. The first one-is an expansion of role of the fleet of Central and Western Europe. The second one – is the decline of the role of water transport in the optimization of current account payments. And the third one – reducing transport security foreign trade of limited carrying capacity due to the outflow of foreign exchange resources to pay the freight.

With the improvement of transport services economic Development specify the nature of display the factors of transformation of transport and economic relations. This process obeys technical and organizational development of shipping companies. Even in terms of evolutionary change in the distribution of productive forces there are other influences system requirements for shipping. Because of the EU program from structural funds is allocated the implementation of alternative projects expansion for the use of special technologies.

Because of ignoring the principle of independence of the transport Ukraine is not able to implement standard technologies and organization of the coastal navigation. Therefore, priorities, and cash flows to the foreign ship owners. The system of the main tasks of the implementation of the main purpose of coastal navigation, presented in figure 1, it reveals the fundamental objectives and directions formation of local transportation systems using the integration technology of merchant. With the increasing role of the international division of labor remains significant main objective of forming competitive potential of the shipping company - ensuring the effectiveness of service traffic based on the achievement of financial independence of the enterprise.

Technological processes, relating to the technical maintenance of the reliability and efficiency of the vessel tightly regulated by external conditions and the conventional criteria. In particular, as part of shipping transshipment can significantly relieve the traditional land-line. Therefore, from the mouth of sea ports rivers of Belgium, Germany and Holland actively shaped the river routes. In Ukraine, the use of the Dnieper, as the water line, is very limited.

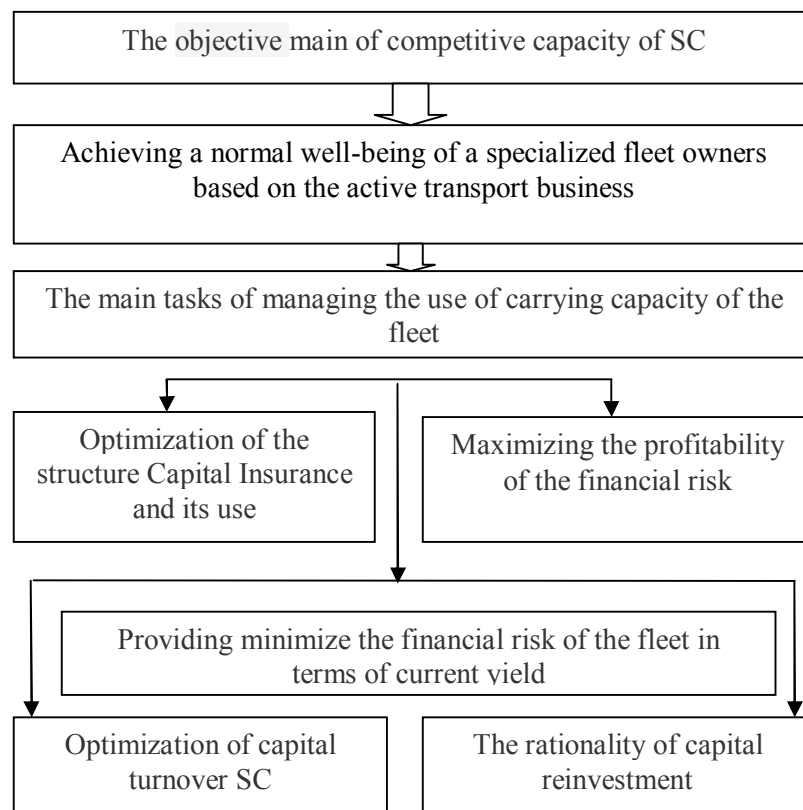


Figure 1. The system of the main tasks of the implementation of the main purposes of navigation

Increased attention to alternative routes reinforces the importance of efficient use of inland water area. The relatively high traffic density in Western Europe and determined the focus on the further development of navigation on the rivers and the coastal zone.

In Europe, the annual flow of goods by inland waterways more than 400 million tons. In Ukraine, the country's waterways are transported only 10 million tons against 64 million in the period of greatest prosperity of this mode of transport.

The development of industrial infrastructure predetermined ratio of the state to regulate the problem commercial viability and the role of the transport sector in the economic equilibrium of the country and to ensure its strategic security performance criteria for participation in the international division of labor. At the same time is of

fundamental importance and institutional position on the development transportation industry and its balance according to the criteria of economy and ecology. Economic growth in the pre-crisis period in the leading countries in a significant increment of predetermined volumes of traffic. In this aspect the most important characteristic of any market segment maritime trade is the structure of the merchant fleet specialization, and type-size groups. In place of the national maritime transport sector in the global economy is influenced by maritime waterways in the region and techno-economic level of freight terminals.

The stability of the direction of innovation feasibility of improving the fleet ensures retention of the position of shipping companies in the emergence of a new transport capacity. However, the growth of capital even with a decrease in labor does not provide a significant increase in the rate of return therefore, in Ukraine and there are new competitive shipping companies.

Without a change in institutional approaches to the development of national shipping country will pay foreign currency flows and in the transportation segment. At the same time a ban on visits by foreign naval the ports of the Dnieper River in the persistence of European integration aspirations for a long time cannot be used to hold development of the transport space ships from a foreign flag.

When the commercial objectives problem for the owner is the safety of navigation. Provision is based on the technical qualities of postroechnyh and their maintenance during operation. In this regard, special place is occupied by non-systemic risks merchant shipping. The development of shipping in 2010 reflected the lack of stability of the crisis in the EU. That last factor is predetermined intention of Ukraine open the Dnieper waterway and river ports to foreign shipping companies. The principle of parity may subsequently prove to be a factor in the development of own competitive technology-based navigation combined navigation.

The information in Fig. Two. reflects the conditions for optimizing the state shipping company, specializing in traffic flow and technology of their processing in accordance with the commercial objectives of the presence of special regulatory system security tools. For the owner it is important to the positioning of the sea ranged, characterized by the intensity of treatment tonnage, regardless of the nature of competition in the market segments of maritime trade.

In the structure of long-term improvement of transport and economic links in the European water transport space should be allocated two projects. This is the development of "sea motorways" and an annular passage around the Black Sea. It is envisaged to link the Baltic, Mediterranean and Black Seas and the Atlantic Ocean to the effective sea route. The trends in the use of water space for coastal cargo transport service is important variant of the Ring Road Danube -Black Sea - Azov Sea - Don - the Volga-Don Canal – Volga - Caspian Sea and Central Russia.

In this regard, it should provide containerization, significantly extends the collaboration of various modes of transport, and predetermine the increasing demands for technical reliability of the individual components of the complex. In this respect, formed the so-called traffic bridges (landbridge). In Ukraine this category include the train "Viking", which provides transportation of containers between the port of Illichivsk and Baltic ports.

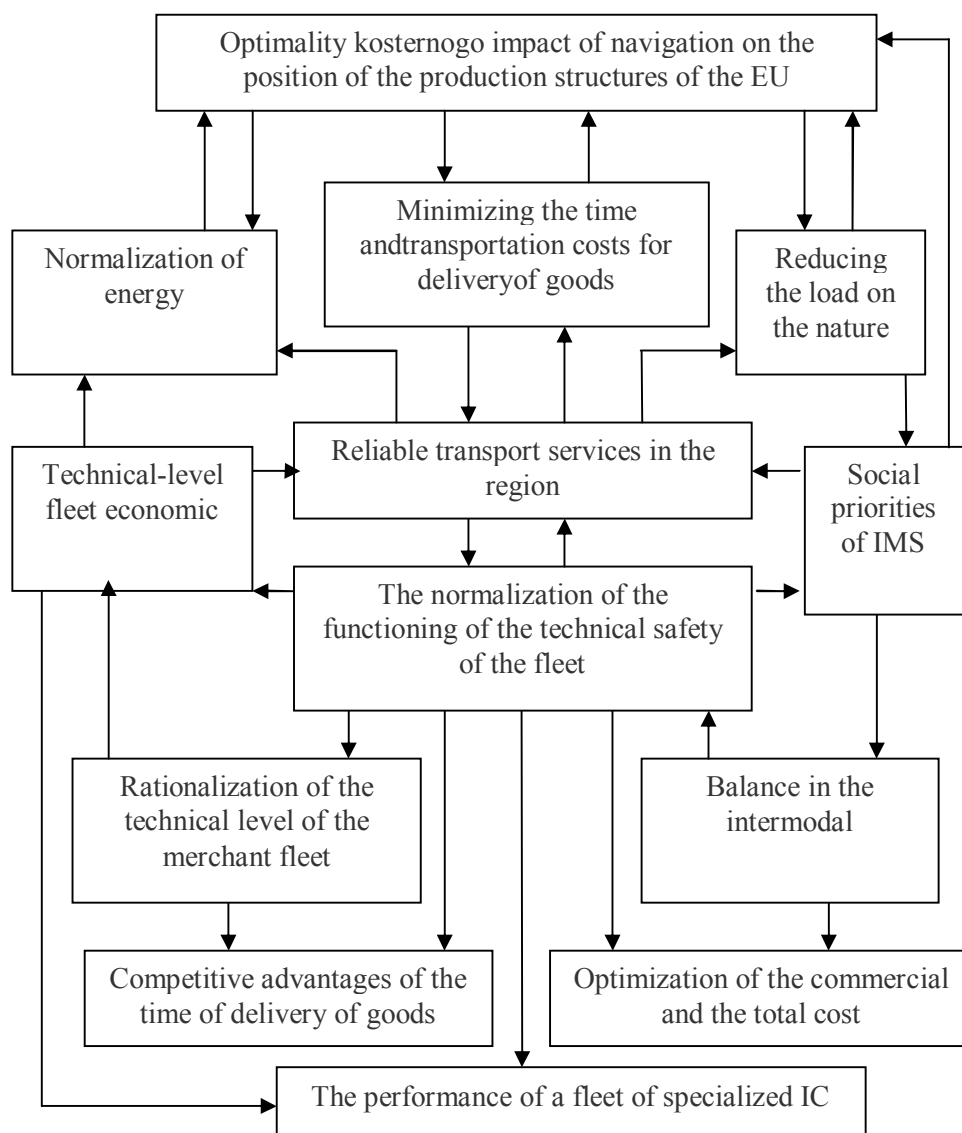


Figure 2. The process of optimizing of technical condition and operation of shipping companies

The creation of such conglomerates, operating in concert in the structure of a single transport space with the achievement of their own commercial objectives is complex regulation and coordination and carrying capacity of units and, consequently, their capital value. For the stability of the shipping companies of the fleet should be diverse in structure, if the company is not part of the transnational corporations. This fact illustrates the ferry - a special kind of local kosternogo shipping. It suffices to consider the stability of the regular ferry lines between Britain and Ireland to the continent. In order to improve sustainable transportation segment,

the leading shipping companies are increasing the share of specialized fleet. In Ukraine, this strategy is actually not used in shipbuilding or in the operator's activity.

The principle is the technical improvement of cargo handling industry on the basis of transport and technological systems (TTS). The most important condition - to achieve comprehensive and balanced development of industrial infrastructure units. It is necessary to take into account the imbalance between saving potential of modern trans-European transport system and the territorial units of Ukraine's industry. Attention is drawn to the pan-European maritime transport policy, which aims at achieving the objectives of mesoeconomic allowing for the development of fleets and commercial ports. Attention is focused on the normalization of economic, institutional and legal instruments of investment process, providing technical reliability and functional competitiveness of ships and terminals. At the heart of conservation priorities based on the principle of standardization, which in fact restricts entry into the regional space freight shipping companies that do not meet the limits set by.

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Аннотация

Рынок морской торговли относится к динамично развивающейся глобальной экономической подсистеме. В основе его лежит ориентация на международные экономические отношения, постоянное использование инновационных технологий и цикличность изменения основных показателей. Вследствие этого возникли три проблемы. Первая расширение роли флота стран Центральной и Западной Европы. Вторая – падение роли водного транспорта в оптимизации счета текущих платежей. И третья – снижение транспортной безопасности внешней торговли стран с ограниченной провозной способностью из-за оттока валютных ресурсов на оплату фрахта.

При совершенствовании системы транспортного обслуживания экономического развития страны уточняется характер проявления факторов трансформации транспортно-экономических связей. Этому процессу подчиняется техническое и организационное развитие судоходных компаний,

где определяющая значимость их эффективного функционирования в системе региональных транспортно-экономических связей формирует сложную совокупность проблем сбалансированности технико-экономического уровня флота и основных характеристик грузопотоков. Поэтому первоочередной и перспективной целевой задачей исследования становится уточнение современных особенностей формирования системы факторов и закономерностей нормализации провозной способности флота и его структуризации по критериям эксплуатационной и экономической адекватности условиям функционирования. Тем не менее, для условий, отражающих особенности развития национальных морских транспортных предприятий с учетом специфики экономического положения страны научные разработки не имеют законченных рекомендаций. В этих условиях первостепенную важность имеет формирование стройной научной парадигмы устойчивого развития в системе жесткого ограничения национальных интересов со стороны международных стандартов.

В условиях эволюционного изменения в размещении производительных сил наблюдаются особые факторы влияния на требования к системе морских перевозок. Так по программе Евросоюза из структурных фондов выделяются средства на реализацию альтернативных проектов расширения зоны использования костерного судоходства.

Развитие инфраструктуры прибрежного и речного судоходства предопределяется отношением государства к регулированию проблемы коммерческой целесообразности и роли транспортного комплекса в экономическом равновесии страны и в обеспечении ее стратегической безопасности по критериям эффективности участия в международном разделении труда. При этом принципиальное значение имеет институциональная позиция относительно развития транспортной индустрии и ее сбалансированности по критериям экономичности и экологичности.

Игнорируя принципы транспортной независимости региональные государства не способны реализовать стандартные технологии и организацию костерного судоходства. Поэтому приоритеты и денежные потоки уходят к иностранным судовладельцам. Система основных задач реализации главной цели костерного судоходства, представленная на рисунке 1, раскрывает принципиальные задачи и направления формирования локальных транспортных комплексов при использовании интеграционных технологий деятельности торгового флота. С усилением роли международного разделения труда сохраняет свою значимость главная цель формирования конкурентного потенциала судоходной компании – обеспечение эффективности обслуживания грузопотоков на основе достижения финансовой независимости предприятия.



Рис. 1. Система основных задач реализации главной цели костерного судоходства

Технологические процессы, связанные с техническим поддержанием надежности и работоспособности судна жестко регламентируются внешними условиями и конвенциональными критериями. В частности, траншипмент как элемент костерного судоходства может существенно разгрузить традиционные наземные магистрали. Такое усиленное внимания к альтернативным маршрутам повышает значимость эффективного использования внутреннего водного пространства. Относительно высокая напряженность грузовых потоков по территории Западной Европы и предопределила акцентирование внимания на дальнейшем развитии судоходства на реках и в прибрежной зоне.

Следует обратить внимание на общеевропейскую морскую транспортную политику, которая нацелена на достижение положительных экономических результатов с учетом особенностей развития флота и торговых портов. Внимание сосредоточено на нормализации экономического, организационного и правового инструментария управления инвестиционными процессами, обеспечивающими техническую надежность и функциональную конкурентоспособность судов и терминалов. В основе сохранения приоритетов лежит принцип стандартизации, который фактически и ограничивает вхождение в региональное фрахтовое пространство судоходных компаний, не отвечающих поставленным ограничениям.