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THE ROLE OF MARITIME TRANSPORT IN THE SYSTEM OF ECONOMIC SECURITY OF UKRAINE

Topicality. In the article the author considers problems of effective development of national sea transport from a position of globalization of economic relations and participation of the country in international division of labour. It is necessary to pay attention to the character of formation of macroeconomic and entrepreneurial results of fleet and commercial ports development.

Aim and tasks. The principles of achievement of functional and economic stability of sea transport enterprises are Considered taking into account international conventions of freight independence of priority cargo flows. And also highlight one of the most important tasks for the development of the national transport system-the achievement of freight independence of foreign trade operations and the solution of commercial problems-maximizing the currency profit. The author identifies the main reason for the situation, which leads to an increase in economic losses and security problems-a violation of the principle of complexity development of the national economy.

Research results. Simultaneously with the elaboration of the shipping policy it is necessary to define basic ports and choose a strategy of restructuring and institutionalization of various functional activities in the property system. The Integrated development of maritime transport means the conformity of its parameters with the main macroeconomic indicators, the extent of participation in international exchange and in-system compliance of capacities and cash flows. Maximizing synergy potential in the form of multimodal transport corridors and logistic distribution systems should fully ensure the economic security of Ukraine.

Conclusion. The importance of maritime transport for normal economic, social and political stability and security of the State determines the urgency of developing an active strategy of the country as a maritime power. The state maritime transport policy should be aimed at solving two global problems: transport security of economic system and freight independence of foreign economic activity.

Having analyzed the current state of navigation in Ukraine, we can conclude that the positions of national shipping companies, both public and private, are weakening every year – the volume of transportations carried out by the fleet under the Ukrainian flag is decreasing. At the same time, in Ukraine there is a problem of absence of a fleet and accordingly workplaces for marine experts. As a result, there is an outflow of qualified personnel from Ukraine to foreign shipping companies, and labor migration is one of the many aspects of the deep and all-encompassing systemic crisis in our country.

Keywords: integration processes, transport corridors, cargo flows, freight market, shipping company, competitiveness.

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РОЛЬ МОРСЬКОГО ТРАНСПОРТУ В СИСТЕМІ ЕКОНОМІЧНОЇ БЕЗПЕКИ УКРАЇНИ

Актуальність. Розглянуто проблеми ефективного розвитку вітчизняного морського транспорту з погляду глобалізації економічних відносин та участі країни в міжнародному дивізіоні праці. Автор звертає увагу на природу формування макроекономічних і підприємницьких результатів розвитку флоту і комерційних

портів. Розглянуто принципи досягнення функціональної та економічної стійкості підприємств морського транспорту з урахуванням міжнародних конвенцій про незалежність вантажу від пріоритетних вантажопотоків.

Мета та завдання. Розглянуто принципи досягнення функціональної та економічної стійкості підприємств морського транспорту з урахуванням міжнародних конвенцій про незалежність вантажу від пріоритетних вантажопотоків. А також виділити одне з найважливіших завдань для розвитку національної транспортної системи-досягнення вантажних незалежності зовнішньоторговельних операцій і вирішення комерційних проблем-максимізація валютного прибутку. Автор визначає головну причину ситуації, яка призводить до збільшення економічних втрат і проблем безпеки - порушення принципу розвитку складності вітчизняної економіки.

Результати. Одночасно з розробкою судноплавної політики необхідно визначити основні порти і вибрати стратегію реструктуризації та інституціоналізації різних функціональних заходів у системі нерухомості. Комплексний розвиток морського транспорту означає відповідність його параметрів з основними макроекономічними показниками, мірою участі в міжнародних обмінних і відповідності за системою виробничих потужностей і грошових потоків. Максимізація потенціалу синергії у вигляді мультимодальних транспортних коридорів і логістичних систем розподілу має овністю забезпечити економічну безпеку України.

Висновки. Об'єктивна важливість морського транспорту для нормальної економічної, соціальної і політичної стабільності і безпеки держави визначає актуальність розвитку активної стратегії країни як морської влади. Державна морська транспортна політика має бути спрямована на розв'язання двох глобальних проблем: транспортної безпеки економічної системи та незалежність вантажу від зовнішньогосподарської діяльності.

Проаналізувавши поточний стан судноплавства в Україні, можна зробити висновок, що з кожним роком послабляються позиції національних судноплавних компаній, як державних, так і приватних, – обсяги перевезень, що здійснюються флотом під українським прапором. У той же час в Україні існує проблема відсутності флоту і відповідно робочих місць для морських експертів. В результаті, існує відтік кваліфікованих кадрів з України на іноземні пароплавства, а трудова міграція є одним з багатьох аспектів глибокої і всеосяжної системної кризи в нашій країні.

Ключові слова: інтеграційні процеси, транспортні коридори, вантажні потоки, вантажні ринки, пароплавство, конкурентоспроможність.

Problem statement and its connection with important scientific and practical tasks. The Processes of globalization of economic relations predetermine both general and specific tasks and goals of the national economy in effective positioning in the international division of Labor [7, 8]. In this aspect the maritime merchant fleet, being the economic subsystem of the state must perform a number of principal functions. The traditional task of the merchant fleet development was to ensure commercial efficiency of operation. Globally, attention is drawn to two trends: the growth of the merchant fleet's grandfather on the basis of innovative solutions and organizational and economic support of the competitiveness of national shipowners. Strengthening of international specialization is connected with economic safety of national producers in integration processes. A Special place in this process is played by the merchant fleet [2].

The organizational and economic mechanism of complex development of sea transport [6] should provide and stimulate the optimality of positioning of the merchant fleet and ports of Ukraine in the world market space taking into account the factors of globalization [1, 8] and the integration of economic relations. Thus the entrepreneurial problems of competitive stability on quality of transportation process, economy and adequacy on technical and economic level should be solved. Two approaches to the formation of a regional maritime transport complex Should be distinguished. One is focused on achieving a deep and sustainable specialization in the face of limited labour resources. The opposite strategy is considered necessity of complex development of enterprises of various kinds of activity. In this condition for a long time was the maritime transport infrastructure of Ukraine. In certain proportions were presented shipping, port and ship repair business. This approach has been disrupted as a result of the reform errors. The potential of the merchant fleet has been lost. Insufficiently grounded structural and organizational transformations in ship repair and machine-building farms were carried out.

Ukraine should become a powerful transit between the EU and Asia. However, despite the fact that now transport is 6.7 % of GDP and 6% of the total number of employed population (according to the results of 2016), this goal is still far from realization.

And new transport requirements are added to this – now the industry is an integral part of the country's defense capability.

To understand how the industry will evolve in the coming decade, the Ministry of infrastructure has prepared a draft National transport strategy – 2030.

The Normative Act establishes a number of complex tasks: implementation of EU directives within the framework of the association Agreement, Introduction of principles of corporate governance and transparency of decision-making, development of competition and liberalization of markets, ensuring Proper financing of transport infrastructure modernization, minimization of environmental impact, introduction of new traffic safety standards, increase of transport service level.

Comparison of macroeconomic indicators of development of Ukraine allows to draw certain conclusions. The shipment of goods is unbalanced with the change of the main factors that determine the development of the transport system. If we compare the amount of foreign trade and GDP, we can conclude that the export industries are reviving. However, this process was not accompanied by the integrated development of maritime transport. The country's Economy has therefore lost the potential flow of freight revenue. It is enough to mention that transportation of tons of cargoes of world economy provides transport income up to 60 dollars.

However, the most important problem in addition to lost freight revenue is economic security of the country in the implementation of integration strategies. Absence of an integrated approach to transport provision of alternative routes of energy resources delivery and sustainable positioning of grain of Ukrainian producers in the regions of constant demand leads to increased risks effective implementation of national interests.

Analysis of recent publications on the problem. Problems and analysis of the development of sea transport in Ukraine, as well as the role of sea transport in the global economy and its formation are widely highlighted in the works of V.V. Vinnikov, Yu.V. Makogon, M. Kotlubai, N. Lukianovich, N.L., Nikolaeva L.L.

The studies of theoretical and practical aspects of the functioning and effective development of national maritime transport from the standpoint of the globalization of economic relations are devoted to the work of domestic and foreign scientists, such as V.G. Bakaev, B.V. Burkinskyi, A.M. Kotlubai, G.S. Makhurenko, N.T. Primachev, Yu.M. Cvetov.

However, despite the significant contribution of the authors of these studies to the study and analysis of the problems of the development of maritime transport in Ukraine, the reviewed works did not highlight the ways and prospects for the development of the maritime industry in general regarding the current situation in Ukraine. The presented works of the authors served as the fundamental basis for the analysis and justification of the strategic priorities for the development of the maritime industry in Ukraine.

Allocation of previously unsolved parts of the general problem. However, the increment of the transit business only on the basis of commercial ports without recreating the transport fleet does not provide solutions to complex problems of Ukraine's becoming a maritime power and equal participation in integration processes International economy.

The Problem of complex development of the majority of sea trade ports is insufficient concentration of cargo flows, and consequently, low specialization, that also hinders efficiency of participation of such ports in the transit business. Only with sufficient concentration can be profitable specialized cargo terminals, which are based on high-performance hoisting-transport machines.

It can be concluded that neither economic growth, nor the geo-strategic position and level of transit of Ukraine have led to a significant increase in the volumes transportation of goods by the transport system of the country.

Also at present the role of regional complexes in formation of cargo flows and maintenance of global economic relations is increased, as evidenced by the increase of the share of river transport operating in the zone of Black and Mediterranean seas.

The author defines the main reason of the current situation, which leads to increase of economic losses and security problems, is violation of the principle of complexity development of national economy. There are two circumstances: mistakes in choosing macroeconomic priorities, lack of incentives and economic and legal support of entrepreneurial initiative in the shipping sector with total deficit of investment resources.

The total export of transport services accounted for 80 per cent of transit cargo. Transport and road complex is a systemic element that determines the degree of development of economic potential and industrial structure of any country. In the past, transport has contributed to the production sector by serving, and now transport is becoming a prerequisite for its growth and development. Therefore, the transport and

road system should develop at a faster pace, but in a functional-structural balance with the basic branches of the national economy.

The issue of concentration of capital assets and carrying capacity of shipping companies remains an Unresolved problem in the practical, methodological and theoretical aspects. The criterion is described clearly – efficiency of costs and cost of the enterprise. But in terms of its achievement the main thing is the optimality of management in the system of complex relations on the freight market. Comparison of the results of the vessels ' operation with the cost of chartering foreign tonnage and estimating the losses of effective workplaces gives the basis for forming programs providing realization of the conception of national merchant fleet formation.

The processes of globalization [3, 8] of the global freight market and the need to use the transit potential of Ukraine are reflected to a certain extent in plans for the development of basic container ports. Given the risk and limited investment resources, two situations Have been developed: the minimum and maximum incremental throughput of the terminals. The Problem and the task of integrated development of maritime transport units of the country is the age limit of ships-it reaches 25 years. Whereas in normal development, it should be maintained within 10 – 14 years.

Formulation of research objectives (problem statement). At any level of integration into the European space, Ukraine should take into account the capacity of alternative markets for traditional production. This is primarily the Asia-Pacific region, which is characterized by a high rate of development and has no such restrictions as the European market for competitive products. This circumstance strengthens the value of own merchant fleet in the structure of export of transport services. The organizational and economic mechanism aimed at the establishment and functioning of the national network of international transport corridors should provide tools for the management of integrated development of maritime transport capacity. The gradual departure of the state from direct management of economic activity predetermines the creation of alternative forms of ownership. At the first stage of reorganization of sea transport joint-stock companies with the state share of ownership were established. However, the lack of a mechanism to manage macroeconomic interests led to the loss of property, as happened with the Black Sea shipping company. Ignoring the role of maritime transport in the country's economic security system was manifested in weakening of the state approach to the choice of the industry management mechanism. Departure from the principle of responsibility and professionalism in appointing the presidents of the Black Sea Shipping Company and the heads of the department of maritime and river transport led to the collapse of the enterprise. The collapse of the largest and most efficient shipping company was observed [9].

Thus, in the conditions of the planned economy labor in domestic shipping becomes a market category. Further aggravation of the process in Ukraine led to a significant imbalance between the capacity of the national fleet and the number of seafarers, citizens of Ukraine.

As a result, the ukrainian sector of seafarers in the international labor market was formed. The negative sides of this process include significant socio-economic losses due to the lack of legal protection of specialists who used the services of crewing companies working with sub-standard shipowners. At the same time, an attempt was made to account for the flows of Ukrainian citizens working under contracts in various sectors of the global labour market, which in a complex organization could form normal sources of investment resources corresponding world practice.

It is important to keep the priorities in the relations of organizational and legal forms of enterprises in the regional economic structure. The proactive approach to the formation of any form of ownership of transport enterprises providing sufficient density of transport services in the region is to be welcomed. It is necessary at the same time to be extremely cautious about the change in the form of ownership of effectively working enterprises [4, 6].

The country's economic security is closely linked to the integrated development of the national transport system and the approximation of the share of the merchant marine fleet to 40 per cent coverage of export and import freight flows. Two issues should be considered. One is focused on achieving the freight independence of foreign trade operations. The second is the solution of purely commercial tasks – maximization of currency profit. In the first block, the priority should be to provide for the unimpeded maintenance of national foreign trade flows by the minimum cost criteria. These problems are not solved even in logistic commodity-conducting systems in which the national transport complex does not take part. Due to the violation of the complexity principle, the dependence on external factors and conditions has increased. [1, 7].

An outline of the main results and their justification. Priority should be given to the development of a set of political, economic, organizational and legal measures that determine Ukraine's position in world shipping and ensure the independence of national foreign trade in the freight market. Simultaneously with the elaboration of the shipping policy it is necessary to determine the basic ports and choose the strategy of restructuring and institutionalization in the property system of diverse functional activities.

With limited investment resources, the problem of unsystematic development of cargo terminals is formed. Consequently, the principle of specialization of commercial ports is violated.

However, in the ports of Ukraine there are already capacities, providing not only the forecasted volume of grain export-10 mln tons, but also the volume of transit [6, 8].

Regional specialization of the seaside zone, which is based on the full use of water space, determines the expediency of development of industrial and financial groups. The presence of a powerful shipbuilding potential in the south of Ukraine was not used in the most critical periods of state construction. Due to the loss of solvency of shipping companies and rigid competition in the structure of the world shipbuilding complex Ukrainian shipyards were privatized on the principles of ensuring the loading of hull building shops by external investors. Such investors became foreign shipbuilding firms, which subsequently acquired the State share of shares. However, the capacity has not been loaded and fully balanced in the future. One of the problems of the shipbuilding industry is the imperfection of the organization of the market of financial and credit services in the country. Ukrainian shipbuilding plants are not available cheap loans, so most of them are focused on the use of their own funds and in every way avoid external (commercial) lending of innovative projects. However, its own financial resources are not enough for the organization of Innovation development department and introduction of innovative technologies. It would be advisable to orient the capacity of the domestic shipbuilding industry for the construction of non-large-tonnage vessels of ro-ro type. Such changes require considerable support from the state through a flexible tax policy and assessment of the state of the cargo base, which forms the demand for certain types of tonnage.

This can be traced by the results of the activity of river ports that came out of the state form of ownership. Many of them did not find a normal place in the transport and economic relations of the region and the country as a whole. At the same time, the emergence of private transshipment terminals is associated with the creation of new jobs confirms the effectiveness of the formation of cash flows, taking into account both entrepreneurial and system-wide tasks. However, in this regard, the state system in the initial period of the life cycle of the iconic enterprises should implement approaches to stimulate activities related to the economic security of the country.

The processes of deepening the international division of labour are the basis of the world integration processes covering different markets, among which the special place belongs to the navigable one [4]. They are accompanied by the internationalization of capital, the diffusion of scientific and technical solutions in the system of openness of national economies. Under these conditions, the development of national maritime transport subsystems is of fundamental importance from the standpoint of the stability of meso-economic structures. The integrated development of maritime transport means the conformity of its parameters with the main macroeconomic indicators, the extent of participation in international exchange and in-system compliance of capacities and cash flows. The world community maximizes synergistic potential in the form of multimodal transport corridors and logistic commodity-conducting systems [3, 6].

The principal attention should be given to the issues of improvement of interregional and international transport and economic relations [6, 7] of Ukraine, problems of development of Ukrainian zones of international transport corridors, increase competitiveness of national maritime transport enterprises. These directions can be attributed to the basic conditions of Ukraine's entry into the world transport system on the principles of international integration. Participation in development of international transport corridors will allow to expand export of transport services by using transport infrastructure for transit transportations of passengers and cargoes that stimulates increase of demand for services of Ukrainian transport system and its integrated development.

The nature of the state's relations to the development of maritime transport should be determined by the fact that the merchant fleet belongs to an important instrument of foreign policy strategy [2]. At the same time, Ukraine has passed the frontiers of economic security of loss of status of the sea power. Despite the growth of tonnage of the merchant fleet, the control over the courts of national and "convenient" flags has been lost. Marine labor resources provide operational activity of foreign shipowners.

This led to the withdrawal of the fleet to offshore zones and foreign registers, but did not save from financial persecution of real and imaginary creditors. Ukrainian cargoes and incomes from their transportation provide the activity of foreign shipping companies. Strengthening their financial position increases the gap in the competitiveness of remaining balance tonnage and foreign shipowners.

It is important to define the economic development objectives of the maritime transport complex of Ukraine on the adequacy criteria for national needs and external factors. Limitations in the choice of directions and parameters of production capacity formation are reduced to conformity of basic potential and integration processes [11].

It is necessary to pay attention to the fundamental importance for the integrated aspirations of Ukraine in the marine complex. Its role is not realized sufficiently, therefore the target national program of stability of functioning of merchant fleet, seaports, shipbuilding base and service units of the complex is not developed. Management of sustainable development of the transport component of the marine complex should be carried out in accordance with the method given (Formula 1). Then The parameters of stability of the sea transport complex should be regulated on Based on the principle of capacity adequacy on macroeconomic results.

$$\sum^T D_N T_{\ominus} P_{ctc} \alpha_{ti} \geq \sum^T Q_{B\ominus C} \cdot C_{ST} \alpha_{ti} + \sum^{T_2} K_{pj} \alpha_{tj} \quad (1)$$

where T – the estimated period of the strategic program of development of the merchant fleet by the criterion of providing the national cargo base within participation in integration technologies;

D_N – the parameters of the deadweight, which enable the IMO Conventions to function sustainably in the interests of national ports as well as in the free sectors of the freight market;

T_{\ominus} – competitive operational period to the maximum of fleet performance and reliability of operation;

p_{ctv} – time-charter equivalent, taking into account the dynamism of the freight market;

α_{ti} – the coefficient of discounting of cash flows of functional activity of the fleet;

$Q_{B\ominus C}$ – the volume of sea transportations regulated by the IMO Convention and the principles of development of logistic commodity-conducting systems;

C_{ST} – cost (average costs) determined by the estimated capacity of the transport capacity;

T_q – period of development, during which the investment flows on formation of development of the national merchant fleet change;

K_{pj} – capital expenditures for years of transport capacity building;

α_{tj} – accumulation

At the same time the pace and stages of the strategy of normalized development of the national marine complex are regulated by the following factors: geopolitical situation of the country and priority of separate functions of sea transport; the attitude of state bodies to solving the problem of transport independence in the general context of the country's sovereignty; real social, economic and production opportunities for the development of the maritime transport complex.

Conclusions and perspectives of further research. Transport infrastructure is the driving force of the Ukrainian economy, which allows Ukraine to realize its economic opportunities.

The program of work of shipping enterprises of sea transport should take into account the market proportions of transport services, as well as complexity development of world shipping and the state of the freight market. In terms of common national interests, despite the increased degree of economic risks, the resumption of full-fledged merchant shipping on the basis of competitive shipping companies becomes the most urgent task.

Strategic directions of restoration of transport potential of the maritime complex of the country are:

1) use of national shipbuilding base for formation of carrying capacity of shipping companies of the flag of the state at normal tax lending until the financial stability of the enterprises is achieved;

2) wide use of alternative forms of ownership and diversity of sources of financing of investment programs;

3) application of a liberal system of depreciation, which allows both reimbursement of spent funds for the formation of fixed capital and its normal reproduction;

- 4) optimization of the sea transport management scheme according to the criteria of economic and functional stability of enterprises on the world freight market;
- 5) use of cargo preferences for national shipowners within the world practice;
- 6) adherence to technical policies that enable enterprises to improve their technical and economic level and competitiveness in the management of freight independence of foreign trade.

Also it is possible to allocate strategic problems for development of sea and inland water transport:

- renewal of the sea merchant fleet, dredging and towing fleet and stimulation of competition;
- concession of state stevedoring companies, development of infrastructure of deep sea ports and construction of specialized transshipment complexes;
- simplification of procedures for registration of ships under the national flag of Ukraine and the system of certification of Ukrainian seafarers, ensuring compliance with international standards of training and evaluation of qualifications.
- modernization of river infrastructure and reduction of river transport costs;
- integration of inland waterways into the overall EU logistics network TEN-T and development of the European Water Corridor E-40 between the Black and Baltic seas;
- simplification of the procedure of access to navigation by inland waterways of vessels under a foreign flag.

National merchant fleet of Ukraine in modern conditions can not expect direct public investment. However, in the development of a normal shipping policy, there may be widespread use of reasonable support and favourable investment and general economic conditions. State authorities for the development of the fleet should stimulate the attraction of alternative investment resources while preserving national interests. Considering the price competitiveness of Ukrainian shipbuilding and ship repair enterprises, as well as a significant number of jobs and the role in the formation of the social environment of coastal regions, the main form of their support should be used economic and legal guarantees of capacity loading.

In the world shipping practice the state carries out the most important functions for protection and maintenance of the navigable companies irrespective of the form of ownership. This is participation in the work of international intergovernmental organizations and conferences. The elaboration and conclusion of international agreements, treaties and conventions and the enforcement of international legal provisions are a special place [10].

At the same time, the transportation process is expanding on the basis of the shipping companies' alternative forms of ownership. The share of cargo processing on the basis of non-state port terminals increases. Complexity of management of efficiency of development of sea transport enterprises is conditioned by their dependence on conditions of macroeconomic condition, foreign economic activity and international economy. Territorial dispersion of production and consumption, the factor of time and the problem of increasing property form the regularities of operation of sea transport enterprises.

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