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FACTORS AND MECHANISM OF LOCALIZATION OF CONTAINER TECHNOLOGIES IN UKRAINE

Counting about 62 percent of the remaining 2,2 billion tons of dry cargoes, world container trade expressed in 20-foot equivalent units (TEU), grew in 2012 by 7,1 from 12,8 per cent in 2011. According to Clarkson Research Services, total container trade volumes amounted to 151 million TEU in 2012, equivalent to about 1,4 billion tons. These headline figures conceal some differences at regional and route levels that have significantly impacted the container trade market during the year [1, p.8].

Global growth in 2012 was limited by the slowdown recorded on the mainland East-West trade. Trade on the trans-Pacific route declined by 0,5 per cent while volumes on the Asia-Europe and trans-Atlantic routes expanded by 6,3 per cent and 5,7 per cent.

Growth was mainly generated by increased demand for imports in developing regions, with container trade volumes expanding strongly on the non-mainland East-West, North-South and intraregional lanes. Non-mainland East-West trade grew by 8,9 per cent, while North-South and intraregional trades expanded by 8,9 per cent and 9,2 per cent respectively. According to the data from Clarkson Research Services, in 2011, the three mainland trades totaled 47,3 million TEU, while the non-mainland trades reached 103,3 million TEU.

The current opinion remains that greater containerization could help generate additional cargo for container shipping. It is argued that unconventional commodities can be carried increasingly in containers. These include, for example, larger volumes of scrap steel and recycled paper from North America and Europe to Asia, and general cargo and

bulk commodities that can be transported in smaller containerized parties (for example, segments of food commodities and raw materials). Other commodities include more refrigerated cargoes, chemicals and even handysize loads of bulk commodities, such as iron ore, which is reported to have already been shipped in small packages from Africa to China. For these ideas to materialize, however, the prevailing price and cost barriers need to be removed and cost-effectiveness and vessel specifications need to be assessed.

The impetus for the successful implementation of general rate increase from Asia to Europe (which returned to their former positions) was caused by the grown turnover in January 2013. In addition, one more important role is attached to the fact that, according to the analysts' estimates of Drewry, for the period between October 2011 and February 2013 on the trans-Pacific services and Trade Asia — Europe a total of 150 vessel backtracks were reduced, representing 7 % of the carrying capacity.

According to recent data, the volume of container traffic from Asia to Europe rose by 2,5 % year on year, reaching the mark in January of 1,3 million is quite a positive trend, if we recall that in the last year compared to the year 2011 there have been falling by 4,8 %. The most positive trend of container shipping from Asia to Europe can be observed in trade with the countries of the eastern Mediterranean and the Black Sea, where volumes grew by 6,8 % — to 225,8 thousand TEU. On the lines serving northern Europe, the growth was much more modest — 2,3 %, but the actual amount is much more — 850,2 thousand TEU [2, p.24].

According to the International Shipping Center in Shanghai, the turnover of the ports of the world in 2013 could rise more than 5 %. The turnover growth of Asian ports is expected to reach 7 %, and European — less than 3 %, according to the same source, container transportations in 2013 it will grow faster than the previous year, due mainly to Latin America and Africa [3, p.89].

In accordance with more optimistic estimates of analysts of Baltic & International Maritime Council (BIMCO), growth may reach 6-8 %. Analysts at IHS Global Insight forecast growth in container traffic by only 3 % of the increase in the years to 6 %.

Most analysts demand for container transport in 2013 is estimated yet on the level of 3-5 %. Relying on these figures, however, as well as on the most optimistic forecast, and taking into account the huge

supply of new container ships, this year it is simply unrealistic to expect a restoration of the balance of supply and demand on container transportation.

The Black Sea container terminals of Romania, Ukraine, Russia, Georgia and Bulgaria in the first quarter of 2013 processed 623,103 TEU. This figure includes empty containers without transshipment. Considering the situation in each country separately, it should be noted that the highest growth was achieved Russia and Ukraine. At the same time, Georgia, last year's leader in terms of growth, increased its handling by only 3,5 % to 51,143 TEU.

Raising the amount of recycling containers this year, is primarily due to the increase in exports from Ukraine and Romania, as well as imports into Russia. The growth of import containers in Ukraine was not observed, while exports increased by increasing the supply of grain in containers. Ukraine's share in the processing of loaded containers is still the biggest — 32,24 %.

Within four months of 2013 the volume of containers handled in the ports of Ukraine amounted to 244152 TEU. Container throughput volumes exceeded the same period of the last year by 13,1 %. For the first time since the beginning of the year shipments of containers for export exceeded import shipments — 122255 TEU against 121893 TEU. The main export goods in containers are still metal, ferroalloys, industrial chemicals, timber, grain, food, sunflower oil, etc. [4, p.25].

Thus, with respect of all above-mentioned, Ukraine has a great potential of raising the GDP and currency income by transporting the export commodities in containers as well as achieving transport independence as a whole.

References

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