

Ukrainians (31.4 %) think that corruption will remain the same and according to every tenth Ukrainian (10.8 %), the implementation of health insurance system will only make corruption worse.

Half of Ukrainians (50.4 %) think that implementation of health insurance system will not change the level of doctors' expertise and professional skills. Along with that the same number of respondents (11.6 %) think that these levels will go down, 10.7 % claim they will go up.

Almost one half of the respondents (45.2%) support implementation of health insurance system in Ukraine. Among them 29.4 % said «rather yes, than no», 15.8 % gave a definite positive answer. About one third of the respondents (32.7 %) did not support implementation of health insurance system. Among them 20 % said «rather no, that yes», 12.7 % — gave a definite negative answer. Every fifth Ukrainian (22.1 %) could not answer that question.

In conclusion it is important to mention that implementation of medical insurance is a good step forward for Ukraine even though it may be difficult for national economy for the first few years to deal with it.

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PRINCIPLES OF GLOBAL MARITIME TRANSPORT INDUSTRY CRISIS MANAGEMENT

In the last years crisis management has become the inevitable part of our lives. The growing amount of uncontrolled natural disasters,

terrorists and pirates attacks, growing economic system etc. are a great threat to the world nowadays.

The most important part of crisis management is protection of critical infrastructure.

This term and its definition were given by prof. P. Dziula, K. Kołowrocki & J. Soszyńska-Budny. The critical infrastructure is defined as systems and their constituent interconnected elements — objects, devices, installations, services, essential for state's safety and its citizens, serving the efficient functioning of public administration, institutions and business [1, p. 169-170].

Crisis management can be separated into two stages. And these two stages can be divided into four phases.

The first one occurs when there is no crisis situation. On this stage there are two phases: prevention (analysis of the possibility of different crisis situations and meanwhile trying to lower or to avoid it) and preparation (creation of action plan in case if crisis occurs).

The second stage consists of plans and actions when crisis occurs and there is a need of lowering the damage in short terms. Here we have division into reaction phase (undertaking the previous plans and actions, intended to stop the crisis situation and reduce the damage) and recovery (reconstruction) phase — restoration from crisis situation, finding an opportunity for positive and sustainable change. Due to ICM crisis report from 2012 [2, p.3], within 1990 up to 2012 the leading categories of crisis have changed. In 1990 crisis mostly has been caused due to mismanagement (24,1 %), white collar crimes (20,4 %) and labour disputes (10,3 %). However, by 2012 the percentage of each category had reduced and nowadays the leading position is taken by white collar crimes (19,0 %), mismanagement (11,0 %) and workplace violence (10,0 %). The percentage of those categories had been reduced, but nevertheless white collar crime and mismanagement are still the leaders among the causes of crisis.

In 2011 the most crisis prone industries were: air transportation industry, petroleum and natural gas, banking, shipbuilding and repairing, software [2, p.3]. The most influencing crises in maritime sector were BP's Gulf Oil Disaster, Deep Water Horizon drilling rig disaster etc. These unpredictable situations caused a lot of damage both to the name of the company and to the safety of employees and environment. Regarding this there is a list of the most crisis prone businesses of 2011:

BP PLC, Transocean Ltd., Massey Energy Co. etc. [2, p.4], which were on the same list the previous years.

So we can see that it's not a good tendency shown by the abovementioned companies. Poor management has always been the main cause of each crisis, because it misses all of the main phases of crisis, it doesn't work hard and it gets great losses. And also these losses influence the economy as a whole.

As to the maritime transport there can be different forecasting of the development of the mentioned issues. It could vary from short-terms to long-terms forecasts. But nowadays, when the global crisis of 2008 gave a great opportunity of starting new small businesses (for instance, nowadays a huge quantity the freight forwarding companies are being opened), it's hard to say for sure whether this very action gives us a good result or not. Also, our economy and science keep moving forward, that's why the old-decision makers can't make a good and reasonable forecasting due to the lack of knowledge or having a non-maritime background. Many forecasts are prepared (frequently by bankers and economic advisers) without giving much attention to the physical cargo flows that are the generators of the demand for shipping services. And nowadays, when containerized cargoes are the most popular type of transportation, when container transportations by air are widely spread and make strong competition basis to the transportations of containerized cargoes by sea, to be up-to-date, having more information and knowledge is very important in order not to miss the details and not to count each possibility of loss and damage.

Nevertheless there is a possibility of extrapolation of fallacies and future traffic overestimation in container transportations, so there is a need in forecasting future container port volumes.

The impact of the global economic downturn, the crisis in the main shipping sectors and the changes in the pattern of world trade profoundly affect the maritime transport industry [3, p.18].

The unprecedented economic downturn is fundamentally challenging the direction of future trade relations and their corresponding physical flows. From this a paradigm of shift in globalization lessons can be drawn with respect to traffic and throughput forecasting.

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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