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**NATIONAL MARITIME INTERESTS OF UKRAINE IN
THE BLACK SEA-AZOV BASIN**

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Introduction. Maritime economy is one of the most important factors of economic growth and national security. Prior to the post-Soviet stage of development, a high level of "maritime maturity" was achieved in Ukraine. Well-developed and diversified maritime economic complex of Ukraine included maritime transport, fisheries, shipbuilding and ship repair, marine engineering, offshore gas industry, seaports, sea recreation with cruise fleet of international standards, etc.

During the last years Ukraine has lost most of its maritime potential. The renewal of maritime economy and recovery of the maritime complex became one of the most important national interests of Ukraine.

Aim and tasks. The paper aims to analyse the problems of maritime complex of Ukraine and formulate national maritime interests of Ukraine under new geopolitical and economic conditions in the Black Sea region.

Research results. In order to discuss the maritime interests of Ukraine was proposed a fractal model which considers maritime interests in the following dimensions: economy, geopolitics, environment, military-defence. As the strategic economic interests of Ukraine are considered: use of marine natural resources that can contribute to economic growth; development of transport and communication in the Black Sea-Azov basin and other areas of the World Ocean; development of recreational and tourism potential of Ukrainian Black Sea coast; marine energy development.

Considering the geopolitical aspects, national interests include maintenance of the territorial integrity of Ukraine, development of a system of sustainable strategic, political and economic cooperation. Environmental aspect of maritime interests of Ukraine includes rational use of natural resources, greening of economic activities in costal areas, environmental management, reproduction of biological resources and protection of biodiversity of the Black and Azov Seas. In recent years the military-defence aspect of national interests takes on special significance. It includes, first of all, the effective realization of the defence strategy at the southern borders and development of the Naval Forces of Ukraine.

Conclusions. National maritime interests of Ukraine were discussed from economic, geopolitical, environmental and military-defence points of view. One of important strategic interests of Ukraine is to ensure stability and protection of the regional security in the Black Sea-Azov region, which has become an arena of complex geopolitical and geoeconomic contradictions in the context of growing economic development trends in the region, transboundary and international problems.

Key words: national maritime interests, maritime economic complex, Ukrainian Black Sea region.

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НАЦІОНАЛЬНІ МОРЕГОСПОДАРСЬКІ ІНТЕРЕСИ УКРАЇНИ В ЧОРНОМОРСЬКО-АЗОВСЬКОМУ БАСЕЙНІ

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Проблема. Розвиток морегосподарського комплексу є одним з найважливіших факторів економічного зростання та національної безпеки країни. До початку пострадянського етапу розвитку в Україні було досягнуто високий рівень “морської зрілості”, який виражався в наявності потужного та диверсифікованого морегосподарського комплексу, що включав морські перевезення, рибне господарство, суднобудування та судноремонт, морське машинобудування, морську газодобувну промисловість, морське портове та припортове господарство, морську рекреацію, підтриману потужним круїзним флотом міжнародного класу та ін. Протягом останніх років Україна значно втратила свій морський потенціал. Одним із найважливіших національних інтересів України є відновлення морської економіки та відродження морегосподарського комплексу.

Мета та завдання. Метою статті є аналіз проблем розвитку морегосподарського комплексу України та формування національних морських інтересів України в нових геополітичних та економічних умовах у Чорноморському регіоні.

Результати. Для представлення морських інтересів України було запропоновано фрактальну модель, яка розглядає морські інтереси в економічному, геополітичному, екологічному та військово-оборонному вимірах. В сучасних умовах в якості визначальних стратегічних морегосподарських інтересів України в економічній сфері визначено залучення резервів природно-ресурсного потенціалу морського середовища; розвиток транспортно-комунікаційного освоєння Чорного і Азовського морів та інших районів Світового океану; розширення освоєння і раціоналізація використання біологічних і мінеральних ресурсів; освоєння курортно-рекреаційного і туристичного потенціалу Українського Причорномор'я; освоєння морського енергетичного потенціалу. Національні інтереси з точки зору геополітичного виміру включають збереження територіальної цілісності України, створення системи сталого стратегічного, політичного і економічного співробітництва. У сфері екології національні інтереси України охоплюють всебічну раціоналізацію природокористування на основі екологізації господарської діяльності в приморських регіонах; забезпечення природного відтворення біологічних ресурсів і збереження біорізноманіття Чорного і Азовського морів. Особливого значення в останні роки набуває також військово-оборонний вимір національних інтересів, які включають, перш за все, ефективну реалізацію оборонної стратегії на південних рубежах на основі розвитку військово-морських сил України.

Висновки. Національні морегосподарські інтереси України було розглянуто в економічному, геополітичному, екологічному та військово-оборонному вимірах. Одним із важливих стратегічних інтересів України є забезпечення стабільності та захисту регіональної безпеки Чорноморсько-Азовського регіону, який перетворився на арену складних геополітичних та гео економічних протиріч у контексті зростаючих тенденцій розвитку економіки в регіоні, транскордонних і міжнародних проблем.

Ключові слова: національні морегосподарські інтереси, морегосподарський комплекс, Українське Причорномор'я.

Introduction. Over the past two decades a new architecture of regional systems has been formed in the Black Sea basin. These days the Black Sea basin as well as the Wider Black Sea Region is turning into an arena of the world geopolitical conflicts.

The Black Sea countries have determined their national interests under conditions of new geopolitical situation. Nowadays position of a state in the world economy is largely determined by the possibilities to use resources of the World Ocean. Maritime economy of any state was – and remains – one of the most important components of economic growth and national security. The United Nations Convention on the Law of the Sea (1982) [1], which was the result of long-time contractual practice of the states, confrontation and cooperation, recognizes the necessity to take into account the needs both coastal and land-locked states. Even land-locked countries have their maritime interests and actively develop their maritime policy [2].

Ukraine on the contrary during the last years has lost the largest part of its maritime potential. The renewal of maritime economy and recovery of the maritime complex became one of the most important national interests of Ukraine. Unfortunately, over the years this problem has not been given due consideration. So called “maritime historical memory”, “maritime gene”, understanding of the importance of this issue was absent in the society [3, P. 158-164].

It must be emphasized that Ukraine inherited a significant maritime potential. There were three shipping companies (Black Sea Shipping Company, Azov Shipping Company and Danube Shipping Company), 18 seaports, about a thousand seagoing vessels in the register. The largest maritime shipping company in Ukraine – the Black Sea Shipping Company operated 330 ships and had the profit up to 2 bln USD per year. The Ukrainian fishing fleet included more than 290 vessels, fishing not only in the Black Sea and the Azov Sea, but also in many other parts of the World Ocean. Marine scientific research was conducted by the 70 scientific research ships of different departments - the State Committee for

Hydrometeorology, Ministry of Fisheries and others.

Compared with the year 1991, maritime complex of Ukraine demonstrates the critical changes.

Analysis of recent researches and publications. In recent years national interests of Ukraine and role of the Black sea region in realization of national interests of Ukraine were studied in number of papers and monographs. Thus, methodological and applied issues of research of national interests and regional interests were discussed in the monograph of B. Burkinskii [4]. Economic development of the Black Sea region in the system of international economic relations was studied in the monograph of S. Grynevetskyi, S. Zhiltsov, I. Zonn [5]. Problems of realization of national interests of Ukraine from the point of view of geopolitcal theory of Big multidimensional spaces were discussed by V. Dergachev [6]. Organizational and legal factors for the sustainable development of the maritime economic complex of Ukraine were studied by O. Kibik, O. Podcerkovnyj, Ju. Drapajlo, O. Kotlubaj et al. [7].

Previously unsettled problem constituent. Despite of the considerable amount of studies in the field of national interests of Ukraine this is a need to to deepen research regarding Ukrainian maritime interests in the Black Sea-Azov basin, taking into account different dimensions of maritime interests, problems of maritime economic complex of Ukraine and new geopolitical situation in the Black Sea region.

Aim and tasks. This paper aims to analyse the problems of maritime complex of Ukraine and discuss national maritime interests of Ukraine under new geopolitical and economic conditions in the Black Sea region.

Results. The Maritime Doctrine of Ukraine for the period up to 2035 [8] was developed in 2009 by Ministry of Transport and Communications of Ukraine and National Academy of Sciences of Ukraine. According to the Maritime Doctrine of Ukraine, maritime activities play a special role in economy of Ukraine because of the next factors: geographical location of Ukraine, length of the coastal zone, level of development of national

economy, economic relations with other states. The Ukrainian Black Sea region plays a special role in realizing the national interests of Ukraine. It is one of the most important regions in Ukraine in terms of size, economic, scientific and technical potential.

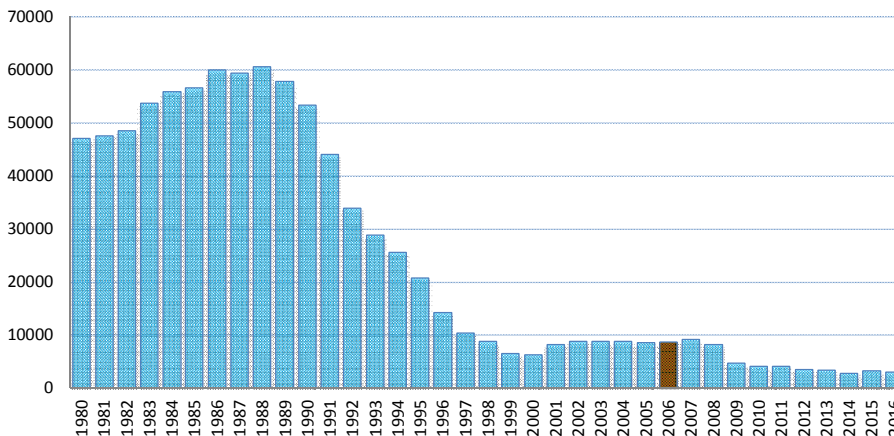
Ukraine inherited a very well developed maritime complex. It included sea and river transportation, fisheries, shipbuilding and ship repair, engineering, gas and oil industry, marine recreational and tourism industries and other branches and sub-sectors. During the last 20 years the maritime complex of Ukraine has suffered dramatic changes. The crisis deformations in all maritime sectors have seriously shaken Ukrainian positions in the Black Sea-Azov basin and other parts of the World Ocean. This has led to the displacement of Ukraine from the international sector of maritime activities, including sea transport, fishing, recreation and tourism [9].

Marine transportation. Development of Ukraine as a maritime state requires first of all development of maritime transport. Ukraine has an advantageous geographical position on the crossroads of international transport corridors.

Currently, there are 13 continental maritime ports in Ukraine - Reni, Izmail, Ust-Dunajsk, Bilhorod-Dnistrovsky, Chornomorsk, Odessa, Juznii, Mykolaiv, Oktyabrsk, Kherson, Skadovsk, Berdyansk and Mariupol. Five ports are in the occupied territory of Crimea - Evpatoria, Sevastopol, Yalta, Feodosiya, Kerch.

From 1991 to 2016, sea freight of Ukraine decreased from 44002,2 thousand t to 3641,8 thousand t (more than in 10 times) (Fig. 1), and passenger transportation by sea - from 20789,5 thousand passengers to 30,3 thousand passengers (Fig. 2).

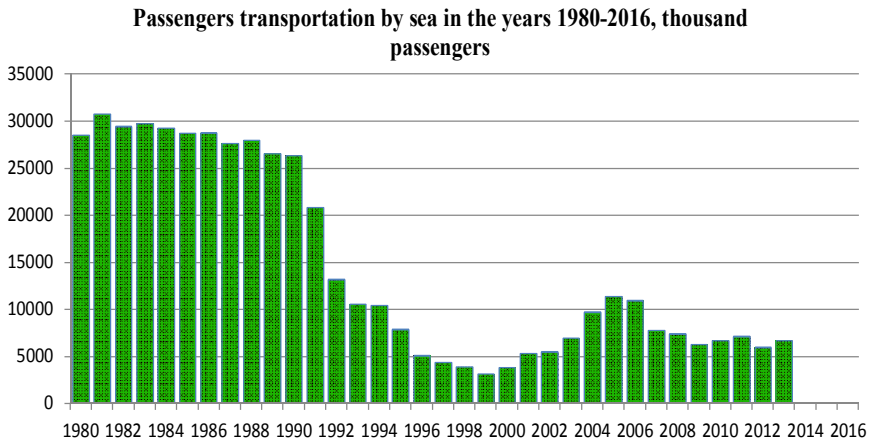
Sea freight of Ukraine in the years 1980-2016, thousand t



**sea freight of Ukraine in the years 2014-2016 is presented without taking into account the occupied territory of the Autonomous Republic of Crimea, the city of Sevastopol and area of the anti-terrorist operation*

Fig. 1. Dynamics of sea freight in the years 1980 – 2016, thousand t.

Source: composed on the data of the State Statistics Service of Ukraine. Retrieved from www.ukrstat.gov.ua/operativ/operativ2005/tz/tz_rik/tz_u/ts_u.zip [in Ukrainian].



**passengers transportation by sea in Ukraine in the years 2014-2016 is presented without taking into account the occupied territory of the Autonomous Republic of Crimea, the city of Sevastopol and area of the anti-terrorist operation*

Fig. 2. Dynamics of passenger transportation by sea in Ukraine in the years 1980 - 2016, thousand passengers.

Source: composed on the data of the State Statistics Service of Ukraine. Retrieved from www.ukrstat.gov.ua/operativ/operativ2005/tz/tz_rik/tz_u/ts_u.zip [in Ukrainian].

Today the sea ports of Ukraine from the point of view of technical characteristics and equipment remain at the level of the late 80's - early 90's of the last century. The sea ports of Ukraine also face the problem of inefficiency of the custom and tariff policy, excessive bureaucracy in cargo registration, "shadow" schemes, non competitiveness of port tariffs in comparison with the other ports of the Black Sea region. In fact, the available transit potential of Ukraine is used only by 50%. Container shipping does not exceed 10% of cargo turnover [10].

All of these factors reduce the investment attractiveness of the cargo transportation of Ukraine, its transit-carrying potential and poses a threat to economic security of Ukraine. In the same time merchant fleet under Ukrainian flag continues to decrease. If in 1993 year it was 6177 thousand DWT, in 2016 – only 418 thousand DWT (Fig. 3). Share of Ukraine in the total world merchant fleet in 2016 is 0,023%.

International experience demonstrates concentration of the fleet in the countries with advantages for ship-owners. Liberalisation of the flag regime in Ukraine can provide additional government revenue of about \$1 bln a year. The idea of Open international ship registry in Ukraine first appeared in 2003, but the concept was inconsistent with the legislation in force and required many fundamental legislative changes. Debate over establishing an Open registry in Ukraine was reignited in 2013 [11].

The majority of world tonnage is concentrated in open registries, which provide significant advantages for ship-owners over national registration. International ship registry contributed to the concentration of the fleet under the national flag: in Denmark - 97%, in Turkey - 84%, in Portugal - 83%, in France - 81% and in Italy - 70% [12].

In 2010, under the flags of other states were registered 197 vessels (with a capacity of 1000 registry tons and more), which belong to

Ukrainian ship-owners: in Cambodia - 37; Malta - 30; in Liberia - 16; in Georgia - 15; in Moldova - 12 [13].

In the same time over the period from 1993 to 2010, the Black Sea countries, such as Georgia and Turkey, increased their deadweight by 47.5% and 13%, respectively attracting ship-owners by privileges. The flag of Moldova offers advantages for non-resident ship-owners. The privileges include low

registration fees, fast procedures for continuation or cancellation of registration, issuance, no age limitations for registering a ship. According to the data of UNCTAD, for the period from 2007 to 2015, cargo transported by Moldova ships increased from 17 thousand t (DWT) to 935 thousand t. The Georgian flag also attracts by simplified and fast registration procedures, low taxes for foreign ship-owners [14].

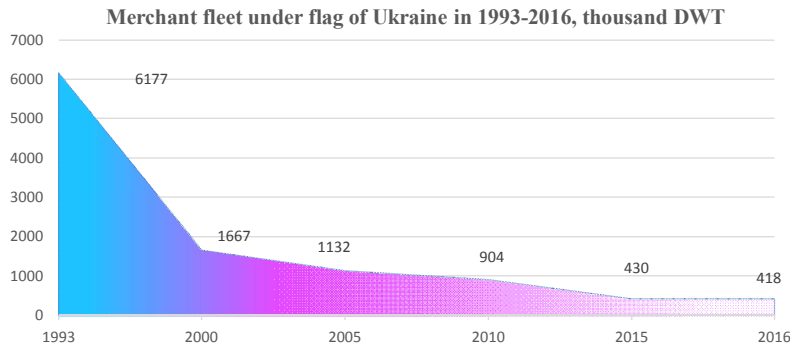


Fig. 3. Merchant fleet under flag of Ukraine in 1993-2016, thousand DWT

Source: composed on the data of UNCTAD General Profile: Ukraine. Retrieved from <http://unctadstat.unctad.org/CountryProfile/GeneralProfile/en-GB/804/index.html>

Shipbuilding. Since the year 2000, the shipbuilding industry of Ukraine has demonstrated some growth (Fig. 4), because of the regulatory state policy, adoption of the Laws of Ukraine "On Measures for the State Support of Shipbuilding Industry in Ukraine" and "On the Special Economic Zone 'Mikolaiv'". These measures allowed increase production in 2,5 times during 5 years [15].

However, compared with the year 1991, shipbuilding in Ukraine demonstrates the critical changes. Over the past 20 years, size of shipbuilding in Ukraine has been reduced in 10-15 times [17, 18]. The fleet of Ukraine is outdated, most of the vessels do not meet requirements of international conventions. More than 92% of goods processed in Ukrainian ports are shipped by foreign vessels.

Due to the lack of government orders, Ukrainian shipbuilding companies are forced to carry out export orders predominantly. Production capacities of Ukrainians

shipbuilding companies are being used only on 25-30%. Ukrainian enterprises are involved in construction only parts of the vessels. Usually this is economically inefficient and environmentally unfriendly part of the production cycle [19]. Complete vessels are not built any more because of the low technical level of the equipment.

A particular problem for Ukrainian shipbuilding is the lack of investment due to the risks for investors. This was caused by inconsistent tax policies, bureaucratic formalities, lack of investment planning, banking crisis. Shipbuilding has a long cycle of designing and building of vessels, high capital intensity and low profitability, which makes it impossible to develop without lending support. Domestic shipbuilding companies have no access to low interest loans. Most of them rely on the use of their own funds, which are not enough for innovative production.

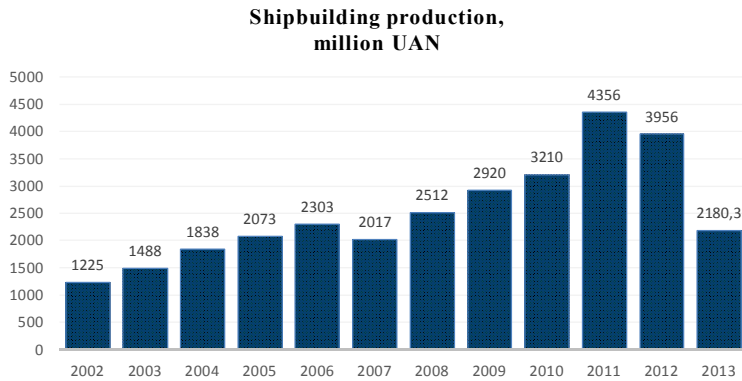


Fig. 4. Shipbuilding production, million UAN

Source: based on the data [16]

Fishery. Over the past 20 years extraction of marine living resources has decreased more than in 10 times. Thus, in 1995, in the exclusive

economic zones of other states were extracted 279, 5 thousand t of living resources, in 2014 – about 20,2 thousand t (Fig. 5).

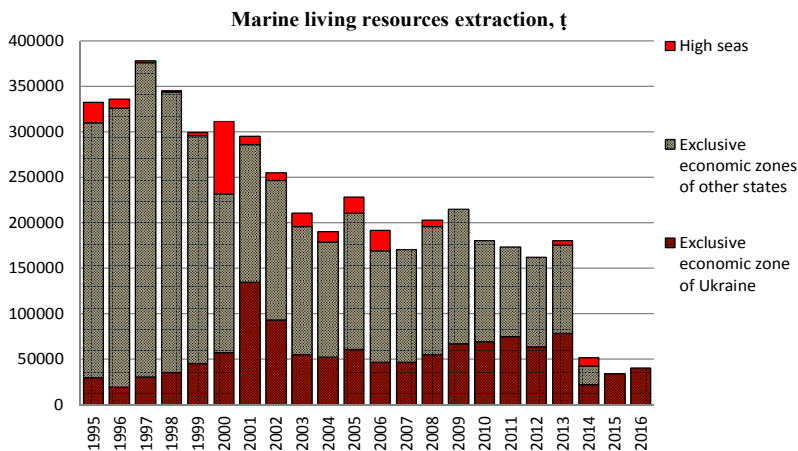


Fig. 5. Extraction of the marine living resources in 1995-2016, t

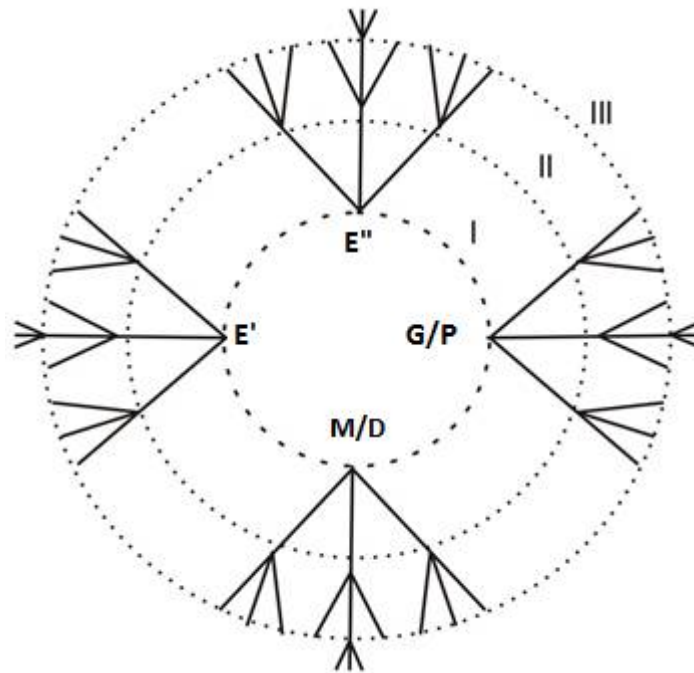
Source: composed on the data of the State Statistics Service of Ukraine. Retrieved from www.ukrstat.gov.ua [in Ukrainian].

The main reason of the reduction of fishing in the high seas and inactive fishing in the exclusive economic zones of other states is morally and materially outdated fleet, noncompetitiveness of the technologies of search and extraction of fish, low government support (on average, 0.05% of the total amount coming to the agro-sector).

Serious damage to the fishing industry of Ukraine was caused by the annexation of the Crimea. In 2013, Crimea covered up to 63% of extraction of marine living resources. As a result of the annexation of Crimea, Ukraine lost part of its fleet. 108 vessels remained in the Crimea (20 port vessels, 11 state vessels and 60 private fishing vessels). Only 6 vessels have

been returned to Illichivsk Sea Fishery Port, four of which are fishing vessels. According to the data of Association of Fishermen of Ukraine, Ukraine lost almost all of its oceanic fishing fleet. Except one vessel, which was re-registered at the Illichivsk Sea Fishery Port, all ships of this class remained in the Crimea [20].

Despite the negative changes over the last 25 years, Ukraine still has potential for renewal of maritime activities and return of status of a maritime state. The renewal of maritime economy and recovery of the maritime complex became one of the most important national interests of Ukraine. The national maritime interests of Ukraine can be presented by the fractal model (Fig. 6).



Areas of interest: E'-economic; E'' - ecological; G/P - geopolitical; M/D - military-defence
Levels of interest analysis: I – (geo) strategic; II - tactical; III - operational

Fig. 6. Fractal model of the strategic maritime interests of Ukraine

National maritime interests of Ukraine can be considered from the point of view of economic, geopolitical, environmental and military-defence dimensions. The model represents a number of different levels of their realization, in particular: I - (geo) strategic; II - tactical; III - operational (if necessary, more detailed concretization of the studied problem

is possible and the levels of analysis IV, V, etc. can be introduced).

Economic Dimension. National interests of Ukraine include use of resources of the Black Sea, Azov sea and other regions of the World Ocean in order to build an effective and safe maritime economy and contribute to economic growth, namely:

- transport and communications development in the Black and Azov Seas and other parts of the World Ocean, taking into consideration transport corridors West-East, North-South;

- development marine recreation and tourism, including renovation of the cruise tourism, which suffers lack of its own fleet, absence of investment policy and support programs, unstable political situation, poor promotion of the Black Sea as a touristic destination and insufficient joint actions of the Black Sea countries, complexity of customs procedures, unreasonable port charges, lack of cruise infrastructure.

- development of the marine energy potential, extraction of resources of the seabed (oil, gas), use of renewable energy resources of the coastal zone (wind energy, sun, waves, geothermal energy, etc.).

In addition, Ukraine's national interests in the economic sphere should include further integration of the Ukrainian Black Sea region into interregional economic systems and programs (Black Sea Economic Cooperation (BSEC), Organization for democracy and economic development, Transport Corridor Europe-Caucasus-Asia (TRACECA, etc.), intensification of economic relations with the EU.

Geopolitical dimension of national interests of Ukraine in Black Sea and Azov basins includes protection of territorial integrity; establishment of a system of sustainable strategic, political and economic cooperation; solutions to energy challenges in the Black Sea region; activation of cooperation with BSEC; Ukraine's European Integration.

Environmental dimension. The coastal areas of Ukraine have diverse natural resources, including unique ones, which are important component of coastal economy development and the national economy as a whole. Regarding environmental field, national interests of Ukraine include protection of marine environment and marine biodiversity of the Black sea and Azov sea [21] as well as seaboard estuaries; development of the system of effective management of natural resources use and environmental protection, greening the marine activities.

Military-defence dimension. The national interests of Ukraine in the Black Sea region in the military-defence aspect include, first of all, effective implementation of the defence strategy at the southern borders, based on the development of the naval forces of Ukraine; prevention of military conflicts in the region; participation in collective security systems in the basin of the Black and Azov Seas.

Among the most important interests of Ukraine in the Black Sea-Azov basin should be solution to the challenges generated by the annexation of the Crimea. Therefore, among the top-priority tasks are:

- 1) protection of territorial sovereignty in the territorial sea, in airspace above them;

- 2) protection of sovereign rights of Ukraine in its exclusive economic zone and continental shelf;

- 3) safe navigation, fishing, aircraft flights, conducting scientific research and other activities.

After the annexation of Crimea, Odessa begins to play a new role in the Ukrainian Black Sea coast. Odessa region should become a "region of growth" and European cooperation. The following directions will be a priority for Odessa region:

- strengthening the transit and transport potential through implementation of infrastructure projects and development of logistics;

- special economic zones (for export-import activities in ports of Odessa region - Chernomorsk, Juznii, Reni);

- intensification of cross-border cooperation through the Lower Danube Euroregion;

- promotion of Odessa as a destination in the international tourism market, development of Odessa as a centre of maritime tourism;

- enhancing the energy security of the region through alternative energy development, including renewable energy sources of the marine environment.

Conclusions and further researches directions. The maritime interests of Ukraine were discussed from economic, geopolitical, environmental and military-defence points of view. The long-term interests of Ukraine in the Black Sea-Azov basin include first of all

development of its significant resource potential (transport, recreational, biological, mineral and energy resources), protection of economic and environmental safety in the basin. One of important strategic interests of Ukraine is stability and regional security in the Black Sea-Azov region, which has become an arena of geopolitical and geoeconomic contradictions under conditions of economic

development trends in the region, transboundary and international problems. This can be realized on the base of strategic partnership between the countries of the Wider Black Sea Region, in which must prevail respect to sovereignty and equality of neighbouring states, non-interference in internal affairs, equal partners relations in accordance with international law.

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