

**Maslii N., Doctor of Economics, Professor
Mamunencko M., master's student
Odessa Mechnikov National University, Odessa, Ukraine**

CURRENT PROBLEMS OF THE DEVELOPMENT OF INLAND WATER TRANSPORT OF UKRAINE

As all over the world, today in Ukraine the demand for freight transportation by inland waterways is growing. Cargo owners, primarily metallurgists and grain traders, are trying to reduce transportation costs and improve logistics in times of economic instability, rising fuel prices, and increasing disruptions to railways and roads due to the conflict in the east.

River transport is becoming increasingly relevant and popular in Ukraine. Inland water transport in the near future may restore lost ground and compete with rail and road transport [1].

The Government of Ukraine considers inland waterway transport to be a mode of transport that should be developed to support Ukraine's economy by increasing the number of transport and logistics alternatives in order to create a more efficient and sustainable logistics system. This is reflected in the draft law of Ukraine "On inland water transport" 821182-1 of 06.09.2019, which was submitted for the second reading in October 2020 [3]. The development of river transport, which provides "green" transportation, can also have a significant impact on the social development and environment of Ukraine.

As can be seen from table.1 in recent years, the volume of freight traffic on inland waterways has been falling, and only in 2019 showed a positive result. The volume of freight traffic by sea and river transport is 2120.3 thousand tons and 3990.2 thousand tons, respectively, in 2019, so in the overall structure of their share also tends to increase and in 2019, respectively, is 0.13% and 0.25%.

Table 1

The structure of the volume of transported goods by mode of transport for 2011-2019

Years	Volume of transported goods by types of transport, thousand tons		The structure of the volume of transported goods by mode of transport, %	
	Marine	River	Marine	River
2011	4145.6	5720.9	0.22	0.30
2012	3457.5	4294.7	0.19	0.23
2013	3428.1	2840.5	0.19	0.15
2014	2805.3	3144.8	0.17	0.19
2015	3291.6	3155.5	0.22	0.21
2016	3032.5	3641.8	0.20	0.24
2017	2253.1	3640.2	0.14	0.23
2018	1892.0	3698.0	0.12	0.23
2019	2120.3	3990.2	0.13	0.25

Source: compiled by the authors according to [2].

According to analytical studies of freight experts, the potential cargo base of 12 regions, from which the Dnieper River can transport goods, given the overall economic growth, is approximately 60 million tons with an increase of 80 million tons by 2030 (subject to reorientation of international trade and attraction of new goods in IWT by liberalization of transport, which should be established in the Law of Ukraine "On Inland Water Transport"). At the same time, as Ukraine's economy tends to export, the Dnieper can potentially reach 45 million tons per year (30 million tons of exports, 15 million tons of imports) during the modernization of IWT gateways [4].

The above goals and potential market needs require efficient and technologically advanced inland waterways (including modernization of locks) and river navigation facilities, a modern and efficient river information service, the establishment of multifunctional port centers, and the availability of modern, energy efficient and environmentally friendly facilities. "green "transport".

It should be noted that river transport has a number of advantages over road and rail, which creates the preconditions for changing logistics routes in favor of IEDs:

- 1) load capacity: 2 barges and a tug replace 250 trucks or 100 railway cars and 2 locomotives; possibility of transportation of big cargoes;
- 2) Savings on road repairs: 1 million tons of cargo transported by river (redirected to land transport), reduces the cost of road repairs to 1 billion hryvnia for 4 years;
- 3) Environmental friendliness: Modern river transport is the most environmentally friendly compared to rail and road transport, which significantly increases its competitiveness given the latest trends in EU greening and the application of relevant standards.

Opportunities for the introduction of inland water transport in Ukraine:

- 3 navigable rivers, two of which are in the TOP-5 largest rivers in Europe;
- 16 river ports and terminals;

- 60 million tons of capacity per year.

In terms of social benefits, the development of river transport in Ukraine and its inclusion in a multimodal transport system will not only reduce energy costs and harmful emissions, but will also transport goods by river vessels between major industrial centers to Black Sea ports at no additional cost. In addition, reduce the load on the roads and "rehabilitate" the railways, freeing them from some unprofitable traffic, and thus contribute to the reforms taking place in rail and road transport.

For river transport, it is suitable to maintain freight flows, for which it is not the speed that matters, but the rhythm of delivery, such as grain, sand, metal, fertilizers, minerals, and so on. Therefore, in the current conditions, it is economically justified in Ukraine to transport up to 25 million tons of cargo by river transport (which is 3-4 times more than now).

However, in the way of the above prospects there are a number of problematic issues that hinder the growth of river transport in Ukraine and need to be addressed:

1. Imperfect, outdated, missing and underdeveloped state infrastructure (including gateways, navigation, dimensional and judicial sections), which does not provide efficient logistics, including full participation of IEDs in multimodal transport.

2. Lack of sufficient private infrastructure (terminal complexes, multimodal logistics centers, etc.).

3. Aging and lack of modern cargo and technical park.

4. Lack of systematic personnel policy and lack of qualified personnel on inland waterways.

5. Imperfect legislation does not provide clear regulation, creates an excessive bureaucratic burden and does not create an attractive investment climate.

6. Lack of a law on inland waterway transport and, as a consequence, lack of a stable financing mechanism for the industry.

7. Lack of integrated and systematized public administration of the industry.

8. Uncompetitive working conditions compared to other modes of transport, in particular excessive tax burden and lack of guaranteed budget funding.

Therefore, the transport system needs to be improved and refined. This should be done through the global study and implementation of new, more advanced research, using materials and principles of global logistics. It is necessary to make adjustments to the current legislation and adopt the experience of developed countries in the field of water transport (such as Germany), which have already established their own river transport.

REFERENCES

1. Міністерство інфраструктури України. URL : <https://mtu.gov.ua/> (дата звернення : 12.10.2020).

2. Державна служба статистики України. URL : <http://www.ukrstat.gov.ua> (дата звернення : 12.10.2020).

3. Про внутрішній водний транспорт: Проект Закону України. URL : https://w1.c1.rada.gov.ua/pls/zweb2/webproc4_1?pf3511=66739 (дата звернення : 12.10.2020).

4. Маслій Н. Д. Державна політика розвитку внутрішнього водного транспорту в умовах євроінтеграції. *Теорія та практика менеджменту: матеріали Міжнародної науково-практичної конференції (13 травня 2020 р.)* / Відп. ред. проф. Л. Черчик. Луцьк, 2020. С. 407–408.