

Prospects for the development of ports in the Black Sea region

The role of the Illichivsk Seaport in the Black Sea region

Speech

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In the conditions of globalization of world economy, the volumes of commodity turnover between the countries of the Asian-Pacific Region and Europe are annually increased by 25-30%. Foregone consequence develops cargo containerization.

Today cargoes of any type - from the raw materials and semi-finished products up to the hi-tech products are transported in containers. Evidently that this global process is the main external factor of the container flow development on direction Pacific Ocean - Black sea. The problem of cargo delivery is actual for many countries, declaring priority direction of a national transport policy increase of efficiency of transit potential in the countries and attraction of cargo traffics from the Asian-Pacific Region. On all main lines and routes of the Black Sea basin, since 2004, growth of passenger and freight transportations – from 8 up to 25% is marked. It happened as a result of sustainable economic development of the states in the Black Sea region, in particular Ukraine, Russia, Bulgaria, Georgia and Turkey. In this connection the United Nations Economic Commission for Europe and Organization of Black Sea Economic Cooperation is working out intermodal transportation system of «sea motor ways». The most important attention is given to the perspective network of the Black sea motorways. The key points of all these transport ways are sea ports which connect shipping lines with inland transportation corridors. But functioning of the intermodal transport ways is impossible without their proper facilities and development. At the moment the ports practically of all countries of the Black Sea region are involved to provide intermodal transportations.

More than 32 ports operate on the Black and Azov Sea coasts, including: 19 Ukrainian ports, 5 Russian, 2 Bulgarian, Georgian, Romanian and about 10 Turkish ports. Their functioning is accompanied by ten Ukrainian, Romanian and Bulgarian ports, involved in the handling of vessels of the river-sea type. In 2007 total cargo turnover of the 25 largest ports and terminals of the Black Sea ports increased by 9,2% and exceeded 392 million tons in comparison with 2006.

Foremost, it is necessary to mention extremely dynamic development of the container transportations. A world container growth affected the Black sea ports. Taking into account a 9-10% growth of world container transportations, containers handling in the Black Sea ports in the last 7 years was growing in fantastic rates and achieved 35-50% annually. In 2006 total container turnover of the ports (without ports of Turkey) of the Black sea reached more than 2,2 mln TEUs, and in 2007 exceeded 3,1 mln TEUs. The most intensive development of container transportations is marked via the terminals of Russia (+51%), Ukraine (+46,3%), Georgia (+45,6%).

At present the leader in container handling is still the Romanian port of Constantza – 1,4 mln TEUs in 2007. However, last year the ports of Ukraine reached a half-million milestone (1067 ths TEUs), container turnover of Illichivsk is 532 ths TEUs and the port of Odessa is 520 ths TEUs accordingly.

Due to vigorous growth of container cargo traffics the lack of port capacities for containers is the main issue of the day. In this connection the port capacities are intensively enhanced. New terminals are under construction in the port of Odessa and Yuzhny, existing terminals are

being reconstructed and two new facilities are being designed in the port of Illichivsk. Within 2008-2012 additional container handling facilities for the volume of 1750 thousands TEUs annually are planned to put into operation in the port of Odessa. It shall be done due to re-profiling operations for containers. Container traffics grow rapidly through the port of Poti. The terminal in Batumi is being upgraded and is operated at present. Actually, the ports of Georgia became the main gates for Caucasus and Central Asia and not only for Europe, but also for the countries of other continents. Container terminals in Novorossiysk are expanded and equipped with new facilities. Preparation for construction of two powerful terminals is carried out in Burgas and Varna; construction of new container terminal is planned in Constantza. Apart from providing of feeder transportations on trans-Black sea lines, implementation of planned projects allowed to attract the largest world container operators, served the trans-ocean lines.

The possibility to accommodate high tonnage container carriers, with capacity 5 thousand TEUs and more is available in Illichivsk and Odessa. However, taking into account that intensive building of container carriers with capacity up to 12 thousand TEUs and more is observed in the world, the construction of new terminals in the ports of Illichivsk and Yuzhny are provided by this trend.

I would like to emphasize the possibilities of the port of Illichivsk regarding container handling. The port of Illichivsk is one of the four largest ports of Ukraine (Odessa, Illichivsk, Yuzhny, Mariupol), and in the Black Sea region as well. A major factor, influencing on development and activity of the port, is its key position at the cross-roads of main transport routes between Europe and Asia, North and South, Central and East Europe, that enables the port have international relationships with more than 100 ports of the world.

The volumes of containers handling are dynamically developed in the port of Illichivsk. The rate of growth of container handling via the port of Illichivsk during the first six years of the new millennium made up from 30% to 60% annually and during the last 4 months of 2007 and the first 4 months of this year exceeded 70 %. In 2007 cargo turnover of containers exceeded 530 thousand TEU, and for 8 months 2008 reached 466 thousand TEUs. It is expected, that in 2008 container traffics via the port of Illichivsk will achieve 700 thousand TEUs. High development of container traffics through the port of Illichivsk is testified by active expanding of work of world container companies in the port and opening of five direct services in direction of South-east Asia - the Black Sea in 2007.

In general, due to objective causes the port of Illichivsk has great possibilities for enhancing of container handling capacities: favorable ice situation in winter time, depths at approaching channel and at berths enable to handle vessels up to 13.5 m draft, in 2008-2009 the approaching channel will be dredged up to 17 m depth, and at main berths up to 16 m; developed infrastructure of intermodal communications, first of all with railway and road networks. Storage areas allow accommodating up to 20 thousand loaded TEUs and up 8 thousand empty TEUs simultaneously.

Today, the total container terminal capacity of the port of Illichivsk is about 1.1 mln TEUs a year. Depths of approaching channel and at the berths enable to accommodate and handle three ocean container carriers with capacity more than 5 thousand TEUs. Handling of containers is provided at the berths No. 1, 3, 4, 5, 6. These berths form almost solid line, excluding berth No. 2. It is planned, that berth No. 2 will be also re-profiled for container handling at the nearest future. Reconstruction of the berths Nos. 7-9 using a loan from European Bank for Reconstruction and Development (26 mln Euro) is planned for the purpose of the total removing of handling steel products and export ore in bulk from berths Nos. 1 and 2 including rear areas. This project is planned to be completed in 2011, and it will enable to provide reconstruction of the terminal with berths Nos. 1 and 2 and creating of additional capacities for container handling. Finally, the total container terminal handling capacity with berths Nos. 1-6 will reach 2.15 mln TEU annually.

The Program of development of the port envisages extension of container handling capacities of the port up to 4.5 mln TEU with minimal capital expenditures. This will allow to handle considerable part of cargo flowing to Ukraine, as well as to Central Europe, the Baltic states, European part of Russia and Belarus. Extension of handling capacities of existing facilities and construction of two new container terminals will allow to provide that.

Pre-project working out for construction of a new container terminal on an unequipped shore between berth No. 22 and the territory of ship repair yard have been carried out. Capacity of this terminal will reach up to 850 thousand TEUs, 35 thousand truck-trains, 5 thousand automobiles and 1.5 mln of different general cargo. The quay line of the terminal will be 1675 m with depth at the berths up to 14 m. A separate exit road to highway is envisaged by the project for this terminal. It is planned to realize this project in the nearest 5-6 years in 3 stages.

In parallel ways to above mentioned measures, it is very important to provide facilities for handling container-carriers of trans-Black sea and Mediterranean-Black sea container and auto ferry lines.

Enhancing of regional trade volumes and export of these countries affects on the growth of ferry transportation market in the Black sea region. At present the importance of the Black sea ferry and ro-ro transportation services is steadily growing. There is a whole network of intermodal transportation lines in the region. The main part of Europe-Caucasus-Asia transport corridor (TRACECA) on the Black sea is rail-ferry lines "Varna – Illichivsk - Poti/Batumi" and "Illichivsk – Derindge". These lines are serviced with two Ukrainian ferries "Geroi Plevny"/"Geroi Shipki" (with the capacity of 108 railway cars each) and one Georgian ferry "Greyfswald" (with the capacity of 50 railway cars, 40 truck trains 16 m in length or 50 containers of 40'foot. Volumes of ferry cargo turnover on these lines are increased annually.

The combined container-contraileer train "Viking", coming along the route "Illichivsk/Odessa – Kyiv – Minsk – Vilnius – Klaipeda" and in reverse direction, allowed to join Cretan corridor No. 9 with Euro-Asian transport corridor (TRACECA). In this way, the train connects the network of the Baltic sea container ports with similar system of the Black, Mediterranean and Caspian seas. Using of this train allows to exclude long-term transportation of containers around the Europe by sea. Transportation of the loaded trucks reduces consumption of fuel, as well as time for transportation, provides fast and easy crossing of borders and customs. Train makes trips one time a week, traveling time – 2 days.

The process of containerization affects the cargoes on railway cars, that carried by ferries. Because of that fact, handling of containerized cargoes will be provided, as well as railway ferry lines, connecting EU and Caucasus through the port of Illichivsk. For the nearest 3 years it is planned to extend the multimodal terminal by construction of the container handling complex on unequipped shore. For this purpose it is planned to create additional area between berth No. 26 of ferry complex and berth No. 25 of the Illichivsk fuel terminal, and to construct the new berth 240 m in length for accommodation and handling of the container-carriers; the new container complex will be constructed with providing of coast protection works from the side of the berth No. 25, using the new berth, existing storage area, as well as railway loading facilities, checkpoint and administrative building.

Capacity of the new complex will reach 150 thousand TEU and 10 thousand truck trains annually.

Another fast-growing type of cargo carrying on the Black sea is the transportation of the automobiles with specialized ro-ro carriers. The most demanded type of ro-ro carriers in the Black sea region is the vessels with deadweight of 3500-7000 tones, capacity of 700-1300 automobiles and minimal draft of 5.5 m and over. The modern ro-ro terminal shall possess necessary capacities and berths with relevant height above the sea, and, first of all, sufficient storage areas for vehicles. Among the ports of the ro-ro transportation network, ports of Illichivsk, Derindge and Samsun have the most developed infrastructure for the ro-ro terminals. The implacable growth of new automobiles for import is observed in Ukraine and Russia.

The ro-ro complex in the port of Illichivsk is one of the largest in the Black sea region. It can handle auto-carriers up to 9 m draft and possesses two storage areas for about 11 thousand automobiles. The high quality of services rendered for the handling of automobiles through the terminal can be judged by the fact that the complex admits automobiles from world brand manufacturers such as “Ford,” “Toyota,” “Hyundai,” “Renault” and others. Transportation of automobiles from the complex provided in two ways: by truck auto-carriers and by railway. The rates of growth of the turnover of automobiles handled annually increase by more than double. Thus, in 2006, there were 40 thousand autos reloaded, in 2007 – 120 thousand. Putting into operation of a new storage area for 5 thousand automobiles in 2007 allowed to increase the throughput by double. During 8 months of 2008, 171 thousand autos had been reloaded.

Consequently, the above mentioned projects enable to transform the port of Illichivsk into international container HUB in the nearest future, i. e. the port basis for transshipment, connecting the ocean container lines with regional trans-black sea feeder lines to the ports of Russia, Georgia, Bulgaria and others. It will enable to become the basis for development of the intermodal transportation services via Ukraine.

The complex that renders every service as for containers supervision, clearance, dispatching of the trucks had being developed systematically. Preparation of documents for arrival and departure of trucks with containers is also centralized. As a result, at the end of 2007 the port of Illichivsk technically was able to departure about 1300 containers per day by trucks. In the nearest future it is planned to put into operation additional facilities of the same specialization, thus it will enable to reach the output capacities by double.

In summary it should be noted, that there is a number of developed sea ports in the Black sea region, that acting and will be as a link between inland and maritime transport routes. According to the marketing situation, facilities and conditions are created, which are necessary to handle the rapidly growing volumes of container, ferry and other intermodal trade. Implementation of all these measures will provide integration of transport network of the Black sea region into the Trans-European transport network.