

IMPORTANCE OF MERCHANT FLEET IN COUNTRY TRANSPORT INFRASTRUCTURE IMPROVEMENT

ЗНАЧЕНИЕ МОРСКОГО ТОРГОВОГО ФЛОТА В СОВЕРШЕНСТВОВАНИЕ ТРАНСПОРТНОЙ ИНФРАСТРУКТУРЫ СТРАНЫ

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Abstract : *The present paper deals with Georgian State transitive importance, its transport infrastructure effectiveness improvement. It also deals with importance of maritime infrastructure in the transport artery development and the prospects of turnover increase based on the positive calculations of the experts who consider Georgia as the shortest link between Asia and Georgia. The paper also presents the prospects of Georgian transport infrastructure and Merchant fleet inclusion into the intercontinental projects implementation.*

KEY WORDS: ECOSYSTEM OF THE BLACK SEA, "NABUCCO" PROJECT, ECOLOGICAL CONDITION OF THE BLACK SEA

1. Introduction

Nowadays, when Georgia tries to hold a position of regional centre in Caucasus it is very important to use its geopolitical and economic potential. It is well known that Western developed and rapidly developing Asian countries are interested in Georgia as in the transit country. If some of serious corporations or the groups of businessmen tries to invest into Georgia, they will be first of all interested in the hydroresources or the transport artery of Georgia. During the last years, the process of the hydro resources development is actively being implemented, but the transport sphere is not so actively developed. The choice of the hydro resources development is chosen because of a rapid feedback from the investments put, money invested into the transport infrastructure are not so fast returned. It is absolutely acceptable from the business approach, but Georgian party should act differently. Their attempt should make transport infrastructure presentation as attractive as it is possible, they should do their best to attract investments and provide a basis for a long term profit oriented sphere development which is critically important for our country. Georgian transport infrastructure capacity should be studied in case of its full resource use, it also is important to provide an appropriate legislative background, the tariff policy should also be revised, especially on the railway. The international experience, especially of developed Western countries, should be taken into consideration on all stages of presented chain development.

2. Preconditions and means for resolving the problem

The location of Georgia and the fact that it is a maritime gate of the South Caucasus, preset its geopolitical priority, the use of which should be appropriately implemented. Georgia, having such geopolitical location, may become transport-logistical centre of Caucasus, partly function of which is performed nowadays. But, taking into account intensified interest of different European countries and the international corporations towards the countries of the region and wish of Georgia to integrate into European Union, it becomes obvious, that Georgian economic resource will be fully put into operation as our state will join EU. Accordingly, Georgia should develop well planned schedule of its economy development paying special attention to maritime infrastructure improvement.

Importance of Georgian ports for Caucasian the Middle East countries significantly increases because of rapid development of scientific-technical progress and especially because of increasing need of carbonaceous raw. These countries have considerable reserves of oil and gas, at the same time, the countries produce cotton – one of the best raw for industry, the countries are distinguished by a stable indicators of profits and the routes passing through Georgia are the best ones for these countries. All this

promotes the process of making the country as the key transit region.

Iran, which kept possibility of transit even after the Russian Empire invasion into Caucasus, actively used Georgian maritime corridor in the XVII-XIXth centuries.

Accordingly it is possible to turn back Iran interest to such possibility, giving Georgian ports a chance of their attractiveness and importance increase.

Russia implements the main cargo turnover of the Middle East countries, the fact of which is caused by many artificial factors, such as: pipeline and well developed railway network between Russia and the Middle East countries; well developed and equipped Black Sea ports existed in Russian management. Port operations costs are low and loading discharging operations are well organized; distance of Russian railway is longer than passing via Georgia, but it is compensated by low railway tariffs.

A sector shortening transit routes which pass Caucasus as well as its natural location present the main priority for the Middle Asia transport corridor and it needs appropriate usage in connection with other types of transport to determine the proper development of Georgian ports. The world economy is interested in the transit routes diversification to provide a free competition. Thus, changes in political climate will not significantly impact upon the economic stability. The stated reason has a high importance for Georgian ports sustainable development.

Caucasus, because of its geopolitical location and natural resources is a unique world region. That is why this region is so important for the Central and Eastern Europe and for economic relations development of the South Caucasian countries. During the last decade, Caucasian factor became increasingly important and the region became in the focus of the interest of world largest countries, the international organizations and the largest transnational corporations. Accordingly, Georgia became the centre linking two parts of the Earth – Europe and Asia.

European Union supported "TRACECA" project will link the countries of the Central Asia and the river Danube basin. This Europe-Asia transport-communication corridor having many branches will pass our country, providing factors of stability and economic development.

"TRACECA" project is considered as a factor of Georgian economic relations development which should define the strategic directions of country's development.

The project deals Georgian branch of modernized variant of historical "Silk Road" branch. Shipping of strategically important cargoes, such as oil, cotton, gas, mineral raw materials will be provided by this route.

Initiative of Georgia and Azerbaijan on a "New Silk Road" which is also supported by European Union will be a new stage of Eurasia corridor development. Eurasian route will create

completely new transcontinental link from the Pacific to the Atlantic ocean. Solution of the stated problems is closely related with Georgian economic development, gaining the appropriate political importance, accordingly, the projects are critically important for Georgia.

It is impossible to imagine Georgian transport infrastructure without development of Georgian ports, especially of Batumi and Pot ports because of their major role in cargo handling. At the same time, the other transport sectors should be proportionally developed. Intensive works of capacity increase are held on construction of the East-West highway and Georgian railway. Accordingly, it is necessary to provide scientific research of Georgian transport infrastructure development.

Georgian economy is on development stage. There is a low domestic product level for per capita population, but natural resources of Georgia, education promotion, professionalism and inclusion of the country into the world economic processes will cause its rapid economic development. Naturally, in this case demands on the transportation, especially on shipping will significantly increase. This also is one of the most important factors of the actuality of the stated issue.

Unfortunately nowadays Georgia does not have its own fleet, but in future, development of economy will put creation of the fleet into the agenda of Georgian ports sustainable development.

Issues of the ports development and organization are less studied by the world economic science, especially in the cases of Georgian ports. That is why the modern scientific methods of planning and management are not actively used in Georgian ports, accordingly, shiphandling is not of the planned rhythmic character with growing of the cargo handling costs. Resolving of the stated issues presents a vital importance for the ports effective development.

In order to implement innovations in maritime industry, as well as in all other ones, it is necessary to study local and global markets. Demands determine the prospects of the directions development. It is necessary to create state agency for resources studies, with representation of the air, marine and railway departments, involving appropriate specialists to identify and resolve existed problems. Scientific research works in the transport sphere are very limited in Georgia. The Ministry of Transport was disaffirmed as the result of reform. There is no person in the parliament or in the government to speak about transport problems, innovations or ideas. During the last 10-15 years it was a good idea about the ports and fleet development, but unfortunately, it was not implemented. It was the result of the policy which was implemented in the country transport system when non specialist made decisions or decision were made only one person only because of his discretion. Neither national interests nor long term prospects were taken into consideration.

The absence of conduction of the special scientific researches and the control of maritime infrastructure development caused falling behind of Georgia from the world economy rhythm. There is no a list of attractive projects in Georgia. The investors interested in Georgia have no access to the potential projects and the companies interested in the projects development should conduct all preparatory works, during conduction of which they consider firstly their own profits and accordingly, Georgia should follow their

conditions or refuse their projects implementation. All this creates a negative investment background and damages the country's image.

In 2012 the International Maritime Organization and the United Nations Organization in the frames of RIO+20 Conference worked out the strategy of sustainable maritime transport sphere development. The states, interested in the strategy development jointed for its implementation. Large tonnage container ships effectiveness and the principles of their fuel supply were in focus of their interest.

Capital Ship Management Corporation announced Joint Development Project, developed by Lloyd's Register, Daewoo Shipbuilding and Marine Engineering at the "Poseidon" conference held in the Athens in August, 2014. The project is aimed at research of alternative fuel, liquefied gas use on large container carriers of 14000 TEU and more. If we take into consideration, that TRASECA member states, Azerbaijan and Kazakhstan have lots of liquefied gas reserves, we'll have effective decision of Georgian fleet supply by the fuel.

Ship-owner companies, actively discuss liquefied gas usage in shipping. As it is said in Regional Register Manager, Apostle Pulovassili's report, by 2030 11% of the world fleet will use liquefied gas as the fuel. By the opinion of Capital Ship Management's leaders, ultra large container ships working on liquefied present ideal ship model. The company analyzes the costs and effectiveness calculation and risks related to such ships operation.

3. Conclusion

The main aim of these calculations to make liquefied gas the main source of ships bunkering, innovations of the maritime sphere should be appropriately studied to improve the "general corporate effectiveness" which means effectiveness of fuel use, crew comfort and nature environment protection.

Lloyd Register provides the project analysis and the risks assessment.

Despite Georgia does not have its own gas resource, it is necessary for the government of Georgia to take into consideration the fact and to put ship bunkering into long term perspective. It should be noted that issue of the bunkering provision is not appropriately managed in Georgian ports despite its significant logistical importance.

4. Literature

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