

### **The role of international transport corridors in the development of Mykolayiv region**

*In the article the questions of development of transnational corridors, their role in well-to-do international connections are considered. Job of the Mykolayiv custom performances are analyzed on providing of foreign economic activity of manages subjects.*

*Keywords: transnational corridor, custom, subject of manage, Mykolayiv area.*

According to its potential Ukraine can take the appropriate place in the global cooperation, as it has great natural and intellectual resources. It is confirmed by the fact that the state's natural resource potential (per capita) exceeds the resource potential in the U.S. in 1.5–2 times, in Germany – in 4, in Japan – in 12–15 times [1]. It is more evident that Ukraine is able to take a leading place among economically developed countries and affect the development of the world economy in the international relations of production and transportation services.

Realizing the long-term development objectives in 2011 the real gross domestic product (GDP) growth in the state was 5.2% to the previous year and is the basis for increasing positive trend growth of GDP (in 2010 the last increased in comparison with 2009 was by 4%). The investments into the fixed assets in 2011 increased by 21.2%, the growth of the direct foreign investments reached 44.5% against 2010. Agriculture, construction and industry in 2011 were "engines" of the national economy. For instance, the last year's growth of industrial output is provided for all major species and was 7.3%. Due to this key indicator Ukraine is one of the leaders of the CIS (for example, in Russia – 5%). The most intensively developed industries were machine building, metallurgy, chemical and petrochemical industries. The output growth was recorded in light industry, which had been under permanent stagnation in recent years. An important indicator of economic development was the construction, which had a positive impact on jobs in the related sectors. For example, in 2011 cement and bricks production increased by 11.2% and 10.6% correspondingly, structural elements for the construction of cement, concrete – by 14.5%. In the agricultural sector in 2011 almost 56.7 million tons of the gross grain (for comparison: for the last 30 years more than 50 million tons were gathered in 1989, 1990 and 2008 - relatively: 51.2, 51.0 and 53.3 million tons) was gathered. The important factor is that the increase in crop production was due to the increase of the crop yields (the grain yield in comparison with the previous year increased by 10.1% (from 26.9 t/ha to 37.0 t/ha), maize – by 19.2 t/ha, sunflower – by 3.4 kg/ha, vegetables – by 21.3 t/ha). Harvest makes it possible to provide animal feed that can be expected to positively affect the growth of livestock and poultry. To support the development of enterprises of the agricultural sector during this period 10 billion hryvnas

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were allocated from the state budget (in 1.5 times more than in 2010). The agricultural lending increased approximately by 50%. These and other elements contributed to the growth of gross agricultural output by 17.5% [5].

Realizing its potential, in the context of the state's national economy, the enterprises of Mykolayiv region, along with the activity in the domestic market conduct foreign relations with more than 118 countries (Ukraine – with 211). The main factors of cooperation are export and import of goods and services. It is explained by the fact that a considerable export potential has accumulated in Mykolayiv region. Its components are machine building, ferrous metallurgy and agriculture. The second important component of the export potential is a favorable geographical location of the town of Mykolayiv in the center of water, road, rail and air routes. The regional center has a direct way of the Black Sea, and through it to the important markets in the countries of Turkey, Africa, Europe, the Middle East, the Persian Gulf [3]. The basis of the Mykolayiv intermodal transport hub is a marine economy, which determines the main cargo. The peculiarity of the region is the combining of multiple tracks of the navigable water ways in the mouths of the Dnieper, the Southern Bug, the Ingul to join into the natural formation: the Dnipro-Bug pool and the exit through the Bug-Dnieper estuary channel to the Black Sea.

Today the industry of the region is a high innovational potential: companies produce 100% of the state order of gas turbines production, 100% of the production of alumina, 55% of tractors for agriculture and forestry, 40% of the country's shipbuilding, 10% of electricity, 8% of cement; 55% of the processed after the leathery production skin, 20% of the nonwovens, 20% of the condensed milk and about 50% of fruit and vegetable juices and nectars. The large scales and scopes in the commercial production require adequate providing of their move to the consumer on both domestic and foreign markets by the vehicles of international importance.

At the conference in Helsinki (1997) in the framework of the formation of the transport network outside the European Union 10 transnational borders were defined to connect the EU with other countries and 4 Pan-European Transport Areas. From the total number of transnational corridors 3 of them pass through Ukraine:

- Corridor III: Dresden (Germany) – Wrocław (Poland) – Lviv (Ukraine) – Kyiv (Ukraine) – highways and railways. The length of the main way of the transport corridor is 1 640 km, including in Ukraine: railway – 694 km, highway – 611.7 km;

- Corridor V: Venice (Italy) – Ljubljana (Slovenia) – Budapest (Hungary) – Uzhgorod (Ukraine) – Kiev (Ukraine) – Bratislava (Slovakia) – Zagreb (Croatia) – Sarajevo (Bosnia and Herzegovina) – highways and railways . The length of the transport corridor is 1 595 km, including in Ukraine: railway – 266 km, highway – 338.7 km (including offshoot which is 47.2 km);

- Corridor IX: Helsinki (Finland) – St. Petersburg (Russia) – Moscow (Russia) – Kyiv (Ukraine) – Odessa (Ukraine) – Chisinau (Moldova) – Bucharest (Romania) – Vilnius (Lithuania) – Klaipeda (Lithuania) – Minsk (Belarus) – Alexandroupolis (Greece) – Ormenio (Bulgaria) – highways and railways. The length of the main way of the transport corridor is 3400 km, including in Ukraine: railway – 1 496 km, highway – 996.1 km (including offshoots which are 152.4 km and 242.4 km);

- Water transport corridor (VII) in Ukraine is on the river Danube: Galati (Romania) – Reni (Ukraine) – Vylkovo (Ukraine) – the river way.

The use of transport corridors running through Ukraine, is scheduled to make the projects such as TRACEKA (Eastern Europe – corridors 3, 4, 5, 7, 9 – the Black Sea – the Caucasus –

the Caspian Sea – Central Asia), Transsiberian way (Europe – corridors 2, 3 and 9 – Belarus – Moldova – Ukraine – Russia – China, Korean Peninsula, Japan) and the Baltic Sea – the Black Sea (Gdynia / Gdansk (Poland) – Odessa / Illichivsk (Ukraine), which will connect the countries of the Caucasus and Central Asia with the Central European and Baltic countries through Poland and Ukraine. As part of the project TRACEKA the key moment is the transportation from Georgia on the Black Sea in the following directions: the Russian ports – Novorossiysk, Sochi, Taganrog; the Ukrainian ports – Illichivsk, Odessa; the Bulgarian ports – Varna; the Romanian port – Constanta (with an arrival at the ports Illichivsk, Odessa), the Turkish port – Istanbul [2].

A large network of transnational corridors running through Ukraine, shows the essential role of the state in the providing of the international industrial cooperation in the transport service and the results of its operations, the realization of export-import business entities, economic growth and attractiveness of regions and states as a whole. Although the transnational ways of connections don't stretch directly through Mykolayiv region, their indirect influence on the development of the region economic and industrial potential thanks to its favorable geographical location should be emphasized.

The results of economic production activities of business entities of all forms of ownership, which are focused on foreign economic activity, in most cases depend on the exports of manufactured goods and import of the raw materials and the components necessary to ensure proper business. The realization of export opportunities of the regional economy is measured by the factors of international cooperation and trade, which requires customs registration of cargos, which is carried out by customs. As for the directions of goods movement the Mykolayiv customs, which operates in the region, focuses on export. In the area of customs service there are nine crossing points through the state border of Ukraine (including two aircraft points, six sea crossing points, a river crossing point) and two points of control. Customs registration is carried out by three customs stations and seven divisions. In 2011, the total foreign trade turnover in the area of the Mykolayiv customs officers activity was 5.9 billion USA dollars, and the cost of exports was 4.7 billion dollars. In comparison with 2010 the cost indexes of exports increased by 59%, and imports – by 39%. The trade balance is positive – 3.6 billion USA dollars; the weighting indices of exports increased by 18% (by 11.1 million hrivnas).

Export transactions were carried out by 564 enterprises, 194 of them were from Mykolayiv region. In total exports the share of the Mykolayiv enterprises was 33% (3.6 million tons of cargo, representing 1.65 million USA dollars). The main exporters of goods and products are the Mykolayiv Alumina Plant "Rusal" (1.5 million tons of aluminum hydroxide), Co.Ltd "NIBULON" (1.2 million tons of cereals, 290 tons of sunflower seeds), Co.Ltd "Yuhkotop" (165 thousand tons of oil, 74 tons of molasses, 36 tons of seed grain and oilseeds), Open Joint Stock Company the Pervomaysk quarry "Granite" (240 thousand tons of pebbles and gravel), Co.Ltd "Sandora" (75 thousand tons of juices and soft drinks), Co.Ltd "Pivdenaftozbut" (95 thousand tons of alumina cake), the farm "Organic Systems" (8.2 million tons of tomato paste), the Joint Public Sector "Mykolayiv bread" (14 thousand tons of flour), the Joint Stock Industry "Bashtansky cheese" (3.8 tons of cheese). The weighting statistical indices of imports in 2011 increased by 8.3% and were 5.4 million tons. However, the taxed imports (the goods, for the import of which was paid at least one tax) decreased by 47% and was 1.2 to 2.3 million tons in 2010. The above mentioned facts are explained by the fact that the import of bauxite is carried out according to the tolling contracts: when importing 4.7 thousands of tons of bauxite only 0.4 thousands of tons (8.4%) were registered as import; 4.3 thousands of tons were

registered as raw materials. Thus 138 bills for the amount of 275 million hryvnas were given (on average per month 12 bills for the amount of 23 million hryvnas were given).

The overall structure of taxable imports by 81% is composed of raw commodities: 32% is of bauxite, 14.6% is of red sludge, 15.4% is of coal, 13.2% is of caustic soda, and 2% is of marble chips, but the customs charges on imports represent only 8.5% of the total customs duties (125.4 million hryvnas). The increase of the value of statistical import is primarily associated with customs registration of three deliveries of uranium fuel TVELs to the South-Ukrainian NPP (Mykolaiv region) with a total customs value of 145 million USA dollars and due to the increased imports of agricultural equipment from the Republic of Belarus (from 106 million to 186 million USA dollars). All major payers of the region to varying degrees accrete amount of taxable imports. The decline was observed only at the alumina plant (the transition to the tolling scheme of work) and at Co.Ltd "Yukreynian Sugar Company" (a failure in obtaining the licenses to import sugar) [4].

All mentioned above let us summarize the following:

1. Modern trends in the global economy are characterized by the expansion of economic relations and international cooperation. It creates for Ukraine, which has a developed transport infrastructure and is located at the crossroads of the major areas of international trade between Europe and Asia, the preconditions for the increase in transport and sustainable development of the transport sector. The providing of the same stability of the transport sector, in turn, serves as one of the foundations of economic growth in the state.

2. The potential and the results of the state and Mykolayiv national economy development in 2011 indicates stability and prospects of its operation in the field of foreign economic activity.

3. By geographical location Mykolaiv region is indirectly related to transnational transport corridors. At the same time its direct access to the Black Sea is the key to ensuring the implementation of sustainable international industrial relations entities. The above mentioned is confirmed by the results of the Mykolayiv Customs to increase customs registration of cargos for their crossing the state border of Ukraine. It accordingly needs a proper support and sound policy in this sphere.

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**Миколаївська митниця у забезпеченні  
зовнішньоекономічної діяльності суб'єктів господарювання**

*У статті розглянуті питання розвитку транснаціональних коридорів, їх роль в забезпеченні міжнародних зв'язків. Проаналізовано результати роботи Миколаївської митниці по забезпеченню зовнішньоекономічної діяльності суб'єктів господарювання.*

*Ключові слова: транснаціональний коридор, митниця, суб'єкт господарювання, Миколаївська область.*

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**Николаевская таможня в обеспечении  
внешнеэкономической деятельности субъектов хозяйствования**

*В статье рассмотрены маршруты ныне существующих транснациональных транспортных коридоров на территории Украины, перспективы развития морских путей международных сообщений Украины в связи с доступностью ее выхода к Черному морю. Необходимость рассмотрения вопроса о значимости транснациональных транспортных коридоров обусловлена существующей динамикой развития экономики Украины в целом и Николаевской областью в частности, расширением внешнеэкономических связей субъектами предпринимательской деятельности.*

*Практическая реализация результатов хозяйственной деятельности предприятий Украины в сфере внешнеэкономического сотрудничества осуществляется перемещением товаров и грузов по трем транснациональным транспортным коридорам, речному и морскому путям. Таможенное оформление документов на сопровождение грузов на территории Николаевской области осуществляется Николаевской таможней. Результаты ее деятельности по таможенному оформлению документов на перемещаемые в 2011 году грузы свидетельствуют о возрастающих темпах наращивания их объемов. Анализ структуры и объемов грузов дал возможность определить наиболее активных субъектов предпринимательской деятельности Николаевской области (Николаевский глиноземный завод "Русал", аграрное предприятие "Нибулон" и другие).*

*Вышерассмотренное дает основание для формирования выводов, что современные тенденции развития мировой экономики характеризуется расширением хозяйственных связей и наращиванием объемов экспорта и импорта товаров, что для Украины, которая имеет разветвленную транспортную инфраструктуру и расположена на перекрестке важнейших направлений мировой торговли между Европой и Азией, создает предпосылки для увеличения объемов транзитных перевозок и развития внешнеэкономической деятельности.*

*По имеющемуся экономико-производственному потенциалу и удачному географическому расположению Николаевская область имеет значительные перспективы для функционирования в сфере внешнеэкономической деятельности. Непосредственный выход к Черному морю является залогом обеспечения осуществления постоянных международных производственных связей субъектами ведения хозяйственной деятельности. Это подтверждается результатами деятельности Николаевской таможни относительно роста таможенного оформления грузов для обеспечения их пропуска через государственную границу Украины, что соответственно нуждается в надлежащей государственной поддержке и взвешенной политики в отмеченной сфере.*

*Ключевые слова: транснациональный коридор, таможня, субъект хозяйственной деятельности, Николаевская область.*