

UKRAINE IS A MARITIME STATE OR A COUNTRY BY THE SEA?

У майбутні десятиліття здатність країни забезпечувати зростаючі потреби в продовольстві та інших ресурсах, а також місце на світовій арені будуть значною мірою визначатися тим, наскільки повно країна буде використовувати можливості, що представляються Світовим океаном. Морська діяльність будь-якої держави була і залишається однією з найважливіших складових економічного зростання та забезпечення національної безпеки. Провідні морські країни світу проводять активну морську політику та досягають значних успіхів в освоєнні морського середовища.

Україна має славу історію морської діяльності, але за останні 20-25 років вітчизняний морегосподарський комплекс зазнав великих збитків. Україна перетворюється з міцної морської держави на "країну у моря".

Однак Україна все ще має значний потенціал для відродження морської діяльності.

Ключові слова: морська держава, держава біля моря, конкуренція, конкурентоздатність, ринкова економіка, суднобудування, рибальство, економічний потенціал.

In the coming decades, the country's ability to meet growing needs for food and other resources, as well as its place on the world stage, will be largely determined by how fully the country will take advantage of the opportunities offered by the world's oceans. The maritime activities of any state have been and remain one of the most important components of economic growth and national

security. The world's leading maritime countries pursue an active maritime policy and achieve significant success in the development of the marine environment.

Ukraine has a glorious history of maritime activity, but over the past 20-25 years, the domestic maritime complex has suffered great losses. Ukraine is transforming from a strong maritime state into a "country by the sea."

However, Ukraine still has significant potential for the revival of maritime activities.

Keywords: *maritime state, state by the sea, competition, competitiveness, market economy, shipbuilding, fisheries, economic potential.*

Ukraine has access to two seas and access to 6 neighbors, such as Moldova, Romania, Bulgaria, Turkey, Georgia, and Russia, which provides great opportunities for international trade. Access to the seas also makes it possible to trade in seafood and other marine goods. Due to this, the importance of the maritime sector of the economy is difficult to overestimate.

The maritime economic complex is a multifunctional structure that meets the needs of the national economy in transport. Seaports are an integral part of the transport and production infrastructure of the state. The efficiency of seaports, infrastructure development affect the competitiveness of domestic enterprises in the world market.

To understand the essence of the topic, you need to define the meaning of the terms "maritime state" and "state by the sea":

The sea state is a state which has marine resources, uses them to develop trade and a national economy.

Country by the sea is a country that has access to the sea, formal access to maritime goods, but does not use them (or does not use them effectively enough) in the development of related industries and the economy as a whole.

So, Ukraine is accurately country by the sea, because Ukraine is a country located in Central and Eastern Europe, in the southwestern part of the Eastern European Plain. On the territory of Ukraine, there are 63,119 rivers and streams

with a total length of over 206,000 km, of which 102 km or more are 3302. There are about 20,000 lakes in the country, of which only 43 have an area of 10 km or more.

However, is Ukraine a maritime state?

To find the answer to this question, we propose to compare Ukraine with a country that has precisely secured the status of a maritime.

The world example of maritime power is Great Britain. The leading role in the country belongs to maritime transport (86% of cargo turnover), it provides international and domestic relations. As the United Kingdom is an island nation, all its external transportation and trade are related to sea and air transport. About 90% of the total cargo turnover is accounted for by maritime transport, including 25% for cabotage. Cabotage is a term used to refer to the "sailing of a commercial cargo or passenger ship between seaports of the same State". The UK has a well-developed infrastructure. The main elements of the country's transport infrastructure are: inland waterways (5 thousand km), more than 70 sea and 200 river commercial ports.

The British economy is highly dependent on the state of the national merchant navy. According to the Ministry of Transport and the British Chamber of Shipping, about 95% of the tonnage and 75% of the value of British foreign trade cargo, as well as up to 25% of domestic trade goods are transported by water.

Economics or economic sciences – a set of social sciences about the economy, namely - the organization and management of material production, resource efficiency, distribution, exchange, marketing, and consumption of goods and services.

Based on the above prerequisites, the paper aims to discuss the concept of "maritime state"; view the history of shipping of the state; consider maritime assets, in particular, those owned by Ukraine and identify trends in a modern maritime policy of the country; "Ukraine - a maritime state or a state by the sea" - to answer questions; analyze the level of development of industries economically related to the sea.

FISHING

The history of Ukraine as a maritime district began in the early 20th century. In the Russian Empire, fish were harvested and processed exclusively by hand. It was caught in inland waters (1913 inhabitants 80.2% of the total number of fish in the country) and in the coastal areas of the European North and Pacific Oceans. In 1913, \$ 1.1 million was seized in the Russian Empire. t of fish and seafood. During the years of Soviet rule, the fishing industry became a highly developed branch of the food industry. A powerful fishing fleet has been created, equipped with the latest equipment for exploration, fishing, and its packaging. It is built to develop the coastal base - fish ports, shipyards, ship repair and cooperation plants, net knitting fabrics, fish factories, refrigerators. Organized ocean and sea fishing. Catches of much of the fish and reproduction of seafood are carried out in the Atlantic, Arctic, Pacific, Indian Oceans, Antarctic waters. In 1980, fish were seized in the USSR, and 9.5 million hryvnias were harvested from sea animals and seafood. tons (1940 - 1.4 million tons). The most important centers of the fishing industry of Ukraine - Sevastopol, Kerch, Odesa, Mariupol, Berdyansk. In Sevastopol, Kerch, and Odesa the big base of ocean fishing in warehouses of ports with a complex of the enterprises on the repair of vessels, industrial tools of catching, refrigerators, canneries is created.

But during the independence and transition to a market economy every year the catch of fish in Ukraine is significantly reduced. On store shelves, more than 85% of total fish products are imported. This is even though most recently the Ukrainian fishing industry was among the top five world leaders.

In this regard, fish prices have soared, and Ukrainians, choosing to buy a kilo of hake or a kilo of pork, often prefer the latter. As a result, the consumption of fish products in Ukraine has decreased many times in recent years.

According to the Association of Fishermen of Ukraine, in 1991 Ukraine caught 1.1 million tons of fish and had 238 ocean-going vessels, of which 40% were factory vessels that processed fish into fish products on board. Imports of

seafood and fish in the domestic food basket at the beginning of independence were only 10%.

But in 25 years the situation has changed significantly and not for the better. Over the years, fishing in Ukraine has decreased almost 15 times. In 2013, it amounted to only 216 thousand tons, and in 2016 - and quite 78.5 thousand tons. A significant reduction in production in 2013-2016 is due to the loss of Crimea. At the same time, only 5 ocean-going vessels remain in Ukraine today, 4 of which fly the New Zealand flag and practically do not work on the Ukrainian market, and another one is leased for krill fishing in Antarctica.

As a result, imports of fish products in Ukraine today account for more than 85% of all sales in the country. Norway remains the leader in fish and seafood supplies in Ukraine. It is followed by Iceland and the United States.

SHIPBUILDING

The history of Ukrainian shipbuilding is rich and voluminous, during the beginning and development of the shipbuilding industry in general, many were created and modernized devices, machines, generations of workers changed, production technologies were updated, and bought factories with related industries, and enterprises cooperated and coordinated. The work was not only in the construction and repair of ships and vessels. Products were prepared that could be related to shipbuilding only indirectly.

The weight of shipbuilding in Ukraine in the Russian Empire was insignificant (13%). Shipbuilding in Ukraine developed in the 1920s and 1930s; In 1928-29 it accounted for 14% of all mechanical engineering production, and its weight in the USSR increased. Several new plants were built and old ones were reconstructed; after the Second World War, the destroyed factories were rebuilt and reconstructed and new ones were built. For example, the oldest information about the "Black Sea Shipyard" dates from 1887. That is, the plant is now 132 years old.

In the Ukrainian SSR the main enterprises of the shipbuilding industry were located in Mykolayiv, Odesa, Kherson, Kyiv; smaller (mostly ship repair) in

Sevastopol, Zhdanov, Kerch, and outside the USSR - in Taganrog, Novorossiysk, Tuapse; river ship repair in Zaporizhzhia, Dnipropetrovsk, Kiliya, Pinsk, etc.

The largest factories: Black Sea Shipyard in Mykolayiv, originated in 1907 from the union of two shipbuilders head (built 1895-97), produces ocean-going ships, tankers, dry cargo ships, and diesel-electric ships, bases "Soviet Ukraine" and "Soviet Russia", with a displacement of more than 20,000 tons each, the research vessel "Academician Sergei Korolev", gas turbine "Paris Commune", etc.); Kherson shipbuilding was built in 1951-53, produces ocean-going vessels, as well as to riverboats, steamships, etc .; Kyiv Shipyard "Lenin's Forge", founded in 1862 as a machine builder enterprise, from 1913 (ch. after 1945) transformed into a shipbuilder head, produces river vessels, sea fishing trawlers, etc.

Shipbuilding statistics in the USSR were not published, and there is no information on the construction of warships at shipyards in Ukraine. There are assumptions that until 1941, 15-20 warships were produced annually in Ukrainian factories (until 1914, Ukrainian shipbuilding produced mainly warships; as of 1914, 8,300 people worked in military shipbuilding at Mykolayiv plants).

Now in Ukraine, various types of vessels are being built, among others: dry cargo, bulk tankers, whaling bases, freezer fishing trawlers, receiving and transport, refrigerators, timber trucks, reconnaissance, passenger ships on hydrofoils, cargo and passenger, etc .; significantly increased the structure of troops. ship. In addition to shipbuilding, there are ship repair companies.

In the first half of 2002, Ukrsudprom's plants produced products worth UAH 270 million (\$ 51 million), which is 14.8% more than in the same period last year.

The improvement of the situation in the shipbuilding industry is largely due to its restructuring. The vast majority of enterprises have been transformed into open joint-stock companies. Non-core industries separated from the factories and became independent economic entities. Factories lost the social sphere, which required significant maintenance costs.

The cooperation of several established Ukrainian plants with European shipbuilders has become a favorable factor: ship hulls are being built in Ukraine

and completed in Europe. Thanks to this scheme, Damen Shipyards Okean, Zatoka Shipyards (Kerch), Leninska Kuznya (Kyiv), Kyiv, and Kiliya Shipyards and Shipyards have orders for the construction of hulls of various types.

However, many problems remain. At some enterprises, the construction of ships under previously concluded unprofitable contracts continues. Factories have great difficulty in obtaining loans to modernize production, with a lack of working capital, with capacity utilization.

In 2006, the production volumes of shipbuilding enterprises of Ukraine reached UAH 2,303 million, while the growth of production compared to 2005 amounted to 11.1%. The order portfolio for 2007 is 42 vessels worth \$ 248 million, including 14 complete vessels worth \$ 156 million. (for comparison: in 2006 the order portfolio was 52 units worth \$ 329.7 million).

In general, in 2000–2006, there were positive trends in shipbuilding in Ukraine. According to the data, in 2006 shipyards built and delivered to customers 26 vessels and vessels, with a deadweight of 206.9 thousand tons, worth \$ 135 million, including \$ 99.6 million for export and \$ 35.9 million for the domestic market. million.

CONCLUSION

For centuries, Ukraine has gained capacity in the maritime sector of the economy, which is still enough to consider Ukraine a "maritime state", but in recent years of independence, there have been negative trends in the development of shipping, shipbuilding, fishing, and more. If Ukraine does not work on reforming, optimizing the work of enterprises in this area, it will soon lose the status of a maritime state.

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GROWING WINTER BARLEY IN THE KHERSON REGION

The article presents the features of growing winter barley in the Kherson region. Продуктивність культури в даній області та які сорти краще вирощувати для сталих урожаїв. Надано рекомендації стосовно використання гербіцидів та норми їх використання. Вказано на які хвороби потрібно звернути увагу під час вегетації рослини, оскільки вони можуть завдати шкоди майбутньому урожаю.

Ключові слова: ячмінь озимий, Херсонська область, сорт, урожай.

At the statti, special features have been introduced for the cultivation of winter barley in the Kherson region. Productivity of the crop in this area and