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VALUE CONCEPTS OF "SEA COMPLEX" AND "MARINE INDUSTRY"

Abstract. The state policy in the sphere of sea and river transport complex is formed under the economic legislation of Ukraine, on its basis the order of creation and functioning of economic entities in this field is also determined, privatization, control, supervision and other economic and institutional arrangements on port activities, etc. are conducted. In many legal acts on the creation and existence of enterprises of maritime and river transport can be founded generalizing concepts of "sea complex" and "marine industry", but any normative document does not contain their codifying at the legislative level. That leads to a dual interpretations of some provisions of the regulations, in turn, reduces the efficiency of the implementation of these documents. This situation calls for undertaking the study on the definition of "maritime complex" and "marine industry". The formulation of the above concepts is proposed to carry out using the method of constructing analogies and paradigms. Taking into account the proposed methods a definition of the concept of "sea complex" is provided, clarifying the difference from existing analogues and is formed not on the basis of technical and technological terms, but reflects the results of satisfaction the needs of the population and the social production of products and services in maritime transport sphere through the use of natural, intellectual and professional and human-created resources. On the basis of the given definition of "marine industry" and taking into account the notion that "sea complex" is narrower and should not include the economic relations between business entities and companies indirectly related to maritime transport the definition of "sea complex" is suggested.

Keywords: sea complex, marine industry, maritime complex, transport complex, cluster.

Introduction.

For the moment, in accordance with Presidential Decree № 1085/2010 "On optimization of central bodies of executive power" state executive authority in the field of transport is the Ministry of Infrastructure of Ukraine.

Ministry of Infrastructure of Ukraine is established December 9, 2010 by means of the reorganization of the Ministry of Transport and Communications of Ukraine.

The Ministry of Infrastructure is the legal successor of the Ministry of Transport and Communications of Ukraine, except for the jurisdiction relating to telecommunications, waves and mail, as well as the Ministry of Culture and Tourism in the field of tourism.

The Ministry is working in the areas of:

- air, road, rail, sea and river, urban electric transport;
- in the sphere of use of airspace of Ukraine;
- tourism, resorts activities, subways;
- road facilities;
- international sporting events;
- traffic safety;
- navigation and hydrographic support of navigation, the merchant shipping.

As part of the marine transport complex, subordinated to the Ministry of Infrastructure of Ukraine, operating shipping companies, commercial sea ports, shipyards, companies providing rescue operations,

navigation and communication, Shipping Register of Ukraine, inspections, scientific and technical institutions and other infrastructural assets are functioning.

The legislative framework of maritime transport enterprises functioning is based on the Constitution of Ukraine and consists of the Merchant Shipping Code of Ukraine, Civil Code, the Commercial Code, the Budget Code of Ukraine, the Tax Code of Ukraine, the Land Code of Ukraine, the Water Code of Ukraine, Laws of Ukraine “On Sea Ports of Ukraine” “On Transport”, “On natural monopolies” and other legal acts.

Among the program documents note the Cabinet of Ministers of Ukraine dated October 20, 2010 №2174-p “On approval of the Transport Strategy of Ukraine for the period up to 2020” and the Cabinet of Ministers of Ukraine dated July 11, 2013 № 548-p “On approval of the Strategy of development of the seaports of Ukraine till 2038”.

At the regional level in Odessa Regional State Administration management of maritime complex, transport and communication is created, which is intended to ensure the implementation of the state policy in the field of transport, maritime complex and communications and in Odessa region, and operates at the basis of the provision in which, although the definition of maritime complex is missing, but subject to management is fixed in general, which is the marine industry¹.

Mainly in the above mentioned documents the concept of “sea complex” and “marine industry” are found, but in the legislation these concepts are not clearly defined. However, as the study found out, nor the concept of “offshore development”, nor the concept of “sea complex” were not reflected in the legislative acts. In this connection, different authors during their researches of marine industry analyze different elements, in turn, makes it impossible to make comparisons of these studies due to the presence of various basic elements.

In reference with the abovementioned, we believe that the research on the problem of definitions of “sea complex” and “marine industry” is relevant today.

The main material of the research. What is meant by these concepts? Let’s try on the basis of the definition to answer this question, to start it the definiendum of “sea complex” and “marine industry” should be defined. In order to determine the definiens, the constituent elements of definiendum should be analyzed with the use of analogies and building of the paradigms.

Let’s consider the existing concept of “agro industrial complex”.

So, agro industrial complex – is a “set of sectors of national economy involved in the production of agricultural products, their storage, processing and adjusting to the consumer. In the market economy, a set of relations and communications of the sectors of agro industrial complex determine the system of agribusiness”².

According to another source, the agro industrial complex - is “a set of production-related companies for growing, storage, preparation, transportation, processing and marketing of agricultural products, as well as service and support companies and organizations”³.

Also there is a definition of “agro-industry of Ukraine as it is a holistic national economic system of interrelated industries, combined into a single unit for the production of food, agricultural raw materials for processing industries”⁴.

As you can see all the definitions of agribusiness say that it is complex of branches required to meet the needs of the population in the agro-industrial products. Not only as the industry sector which directly produce it, but also supporting industries serving major.

According to the law of sufficient reason the concept of “sea complex” and “marine industry” should include the marine industry and auxiliary elements. These two concepts must be different, because the first implies economic activity, and the second is narrower.

In accordance with art.1 of Law of Ukraine “On transport”⁵, “Transport is one of the most important sectors of social production and is intended to meet the needs of the population and public production in transportation”.

¹ Положення про управління морегосподарського комплексу, транспорту та зв'язку Одеської обласної державної адміністрації: затверджене розпорядженням голови Одеської обласної державної адміністрації від 25 червня 2011 року №493/А-2011. Електронна бібліотека morhoz.odessa.gov.ua.<<http://morhoz.odessa.gov.ua/pro-upravlnnya/polozhennya-pro-upravlnnya/>>.

² Мамалуй, О.О., Гриценко, О.А., Гриценко, Л.В., Дарнопих, Г.Ю., Довбня, В.В. (2003). *Основи економічної теорії*. К.: Юрінком Інтер.

³ Тарангул, Л.Л., Горленко, І.О., Євтушенко, Г.І. (2000). *Розміщення продуктивних сил*. Львів: Національний університет “Львівська політехніка” (ІВЦ «Інтелект+» ПІДО»).

⁴ Швайка, Л.А., (2006) *Державне регулювання економіки*. К.: Знання.

⁵ Закон про транспорт 1994 (Верховна Рада України). *Офіційний вісник України*, 51, 446.

From another point of view, transport - is “a specific communication infrastructure branch of material production and service that meets the needs of the economy and population in all modes of transport”⁶. This is the material basis of industrial and technological development of internal and external relations of the country. It is involved in the transportation of raw materials, semi-finished materials, finished products and their delivery to customers, as well as in transportation of the passengers. Transport is a prerequisite for the territorial division of labour, areas specialization, their integrated development. Transport factor affects the distribution and industrial structure, without its consideration rational distribution of productive forces can't be achieved.

Specificity of transport as a branch of the economy lies in the fact that it does not produce products, and is involved in their creation, ensures the production of raw materials, materials, equipment and transporting finished products to the consumer. Transportation costs are included in the cost of production.

According to O. Klepikova transport should be understood as “a set of mechanical means, with the help of which the transportation service is provided, as well as all production and technological complex, which provide transportation service and other transport services to consumers”⁷.

Water transport of Ukraine is divided into two sub-sectors: sea and river transport⁸. Today government of water transport of Ukraine is provided by the State Inspection of Ukraine on safety at sea and river transport (Ukrmorrechinspektsiya).

There is a definition of “maritime transport as a kind of water transport in the carriage of goods and passengers using ships on oceans, seas, marine channels (maritime navigation)”⁹.

The transport complex – is a “combination of different modes of transport, service, auxiliary enterprises and organizations in a particular territory”¹⁰.

According to another source, transport complex - “is a combination of interrelated spatial modes that interact, fully meet the needs of the social economy and the population in freight and passenger traffic. It includes also a set of transport routes, rolling equipment, control and communication means, a variety of technical equipment, providing service of all types of transport”¹¹.

In the scientific and legal literature there is the concept of “water economic complex”, which is “a set of hydraulic structures, socio-economic and technical measures on the use of water resources for the effective development of all sectors of the economy”¹².

According to the State Standard 19185-73, water economic complex – is “a set of different sectors of economy which share the water resources of one basin. The participants or components of water economic complex include: water supply, hydropower, water transport, hydraulic reclamation, rafting, fisheries, recreation on the water and water activities”.

Pylypenko I.O. defines maritime industry as a complex, multidisciplinary, integrated and compact aquatic territorial functionally production and socio-ecological formation which is formed from such parts as: a) the resources of the sea and the coastal zone; b) the branches of their exploration, assimilation, development (processing), usage and protection; c) maritime transport; d) port facilities and industrial infrastructure; e) economic activities in the coastal zone, which affects the ecological status of the sea and the coast; f) recreational resource usage and recreational activities; g) social and environmental activities¹³.

Kovalevskiy V. defines marine industry as an integrated economic structure of inter-sectoral level, while noting that it is a complex, multi-component control system, whose objective function is to ensure

⁶ Тарангул, Л.Л., Горленко, І.О., Євтушенко, Г.І. (2000). Розміщення продуктивних сил. Львів: Національний університет “Львівська політехніка” (ІВЦ «Інтелект+» ППДО»).

⁷ Клепікова, О. Окремі питання визначення транспортних засобів об'єктами майнових відносин у сфері господарювання. *Електронна бібліотека vuzlib.com*. <<http://vuzlib.com/content/view/1196/92/>>.

⁸ Морський і річковий транспорт України. *Електронна бібліотека proukraine.net.ua*. <http://proukraine.net.ua/transport/water_transport/water_transport.htm>.

⁹ Словарь терминов. *Електронна бібліотека termin.bposd.ru*. <<http://termin.bposd.ru/publ/14-1-0-10916>>.

¹⁰ Масляк, П.О. (2000). Географія України. К. : Стафед-2.

¹¹ Стеченко, Д.М. (2006). *Розміщення продуктивних сил і регіоналістика*. К.: Вікар.

¹² Поняття про водогосподарські комплекси *Електронна бібліотека manyava.ucoz.ua*. <http://manyava.ucoz.ua/publ/vikoristannja_vodnikh_resursiv/ekologija_vodnikh_resursiv/ponjattja_pro_vodno_gospodarski_kompleksi/25-1-0-287>.

¹³ Пилипенко, І.О. (2004) Морегосподарський комплекс Українського Приазов'я: суспільно-географічне дослідження: дис. ... на здобуття наук. ступ. к. геогр. н. за спеціальністю 11.00.02 – економічна і соціальна географія. Херсон: Херсонський державний університет.

the management of the natural resources of the seas and oceans, expanding foreign economic potential, which is formed at the level of enterprises, regions and countries¹⁴.

Trunin K.S. defines the maritime industry of Ukraine as a combination of economic sectors of Ukraine, which are involved in the resources processing of the Black and Azov seas, global sea, and industries that provide their activity¹⁵. In this regard, the following structure of marine industry of Ukraine can be distinguished:

1) according to sectoral structure: shipbuilding and ship repairing; sea and river transport; sea and river ports; sea and river channels; fisheries; mariculture (aquaculture); mining the sea-bed (river) mineral resources and exploitation of interior part of the sea, and on the high seas; production of energy (oil and gas on the ocean shelf), the use of wind, solar, geothermal and other energy; resort and recreation complex, seaside leisure, sport, naval fleet; maritime education (training); marine scientific research; marine technologies; preservation of the natural environment, provision of environmental security and the maintenance of the ecological balance of the marine environment;

2) on the principle of human participation : natural and artificial;

3) on the type of technology used: general economic purpose; special technology; emerging technologies;

4) on the principle of innovation usage: those which use innovation and do not use innovation;

5) on how to use natural resource potential: usage; development; recovery; creation; storage; recycling;

6) belonging to the ocean, sea or river economy: ocean; sea; river; lake; artificial reservoirs;

7) according to the efficient use: effective; ineffective;

8) in terms of governance and regulation of activity: state; commercial; private; mixed;

9) according to the type of marine resources (marine potential): extensive and intensive way of usage;

10) depending on the level of satisfying the needs of Ukrainian society, international competitiveness, full use of the geo-political potential of the country, meeting the highest international social and safety standards: technological; ecological; social;

11) on the principle of promoting the development of all components of the economy of the coastal regions of the country to meet the priority development of maritime activities: those who do contribute to the development of the region; those who don't contribute to the development of the region.

Thus the distinction between transport and the transport system is the concentration of the complex on a geographic basis, including all the infrastructure.

As you know, the economy – a combination of natural, intellectual and professional and man-made resources employed in the production of goods and the provision of various services in order to create the conditions and means of life.

Within each state, formed a national economic complex, as is the collection of all organizations, agencies, institutions and companies in the country, which are combined into one unit not only the general area, but also close and continuing economic relations. National economic complex functions in the conditions of a domestic market.

Reducing the content of the above concepts to empirical grounds, can try to give attributive-referential definition of “marine industry” – a combination of spatial economic entities maritime transport industry, other industries entities, regardless of ownership, in order to meet the needs of the population and the social production of products and maritime transport services through the use of natural, intellectual and professional resources and man-made resources.

In such point of view, the concept of “marine industry” is very similar to the concept provided by Michael Porter on the cluster. “Cluster – is geographically concentrated groups of interconnected companies, specialized suppliers, service providers, firms in related industries, as well as associated with their activities of organizations (eg, universities, agencies for standardization, as well as trade associations) in certain areas, competing, but at the same time working together in”.

However, the difference between cluster systems from other types of organizations to establish relations between enterprises and representatives of infrastructure organizations, partnerships and business relationships for the implementation of joint projects the members of the industrial group.

The cluster aims to increase domestic and international competitiveness of its members at the expense of commercial and non-commercial cooperation, research and innovation, education, training and policy support measures.

Cooperation of business entities marine complex is primarily aimed at achieving specific objectives (profit maximization) through interaction with others to meet the needs of society in maritime transport or

¹⁴ Ковалевський, В.В. (2006). *Розміщення продуктивних сил і регіональна економіка*. К.: Знання.

¹⁵ Трунін, К.С. (2014). *Структурування морегосподарського комплексу України*. Миколаїв: ЗНП НУК, 120-125.

other services. That is, business entities within the same field of activity is in a tough competition among themselves.

Based on the above, it is possible the proposed attributive-referential definition of “maritime complex” finalize this way. Maritime industry – a territorial association of business entities sector of maritime transport, other branches of the subjects, regardless of ownership, which interact with each other and compete within the same field of activity, in order to meet the needs of the population and the social production of products and services through the use of sea transport natural, intellectual and professional and man-made resources.

In terms of the provision of such definition the certain main principles on which should be based economic relations between the parties of maritime industry, are:

- Rationalization – the most rational and the full realization of the interests of each element of the maritime complex;
- Efficiency – ensuring high efficiency operation of each element of the maritime complex.

The concept of “sea complex” is narrower. This term should not include economic ties between business entities and companies indirectly related to maritime transport.

Taking into account the abovementioned, we can say that the marine complex – is a territorial association of maritime transport companies in the industry, given the natural resources of the waters of the sea and the coastline.

Conclusions

Lack of consolidation at the legislative level, the concepts of “sea complex” and “offshore development” leads to a dual interpretations of some provisions of regulations, in turn, reduces the efficiency of the implementation of these documents. In this connection, the result of the conducted research on attempts to formulate them with the use of analogies and building paradigms was the definition of “maritime complex”, clarifying Unlike existing analogues and is not formed on the basis of technical and technological terms, and reflects the results of the needs of the population and social production products and services in maritime transport through the use of natural, intellectual and professional and man-made resources. Given the assumption that the sea is a complex concept narrower against maritime complex suggested that the wording of its economic ties between business entities and companies indirectly related to maritime transport.

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