

THE MAIN DIRECTIONS OF DEVELOPMENT OF THE PORT OF ODESSA AND THEIR PERSPECTIVES IN FUTURE

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Abstract: The port of Odessa is one of the largest ports of the Eastern Europe today. The developed transport infrastructure open the wide possibilities for conduction of the port business in passenger and cargo directions. That's why the marine passenger terminal will play the important role as transport knot during EURO-2012. The port of Odessa has the good base for development of the cargo handling. The modern technologies and the unique geographical position for the transit of goods to the other countries open the opportunities for the building of new terminals. This report is about the main ways of development of the port of Odessa, and its future perspectives, connected with the big potential of this enterprise.

Keywords: the port of Odessa, passenger terminal, metals, containers, new terminal, perspectives

1. THE CHARACTERISTICS OF THE PORT



The view of the port

The port of Odessa is one of the largest ports of the Black and Azov Seas basins, located in the north-western part of the Black Sea on the historically founded merchant ways between East and West. The port is a leader in cargo handling volumes among the ports of Ukraine and the largest passenger port on the Black Sea.

The port authority – the State Enterprise «Odessa Commercial Sea Port» controls over navigation in the port's water area.

Territory of port: 141 hectares.

Quantity of berths: 54

Extent of a berthing line: over 9,000 m.

Maximal vessel dimensions: length - to 330 mtr, width – to 40 mtr, draught- to 13.0 mtr.

The port's technical capacities allow handling 46 million tons of dry and bulk cargoes (including 21 million tones of dry cargoes and 25 million tons of liquid cargoes). Container terminals provide handling of over 900,000 TEU per year. The passenger terminal is capable to serve up to 4 million tourists a year.

In 2010 the port handled 24,7 mln.t of goods. [1]

According to the main operational department of the Odessa Commercial Sea Port, for the first 9 months of this year the port handled 18.9 million tons (live data), which is 120.4 thousand tons more against the same period of the last year. It is handled 11.3 mln.t of dry cargoes, bulk - 7.6 mil.t.

Such types of cargoes as oil and oil products in bulk, liquefied gas, tropical and vegetable oils, technical oils, containers of all types and sizes, ferrous and nonferrous metals, ore, pig-iron, raw sugar in bulk, grains in bulk, perishables in containers, various cargoes in bags, boxes, packages, big-bags and integrated cargo units, motor transport are handled in the port. Cargoes potentially dangerous environmentally are an exception.

Within the port territory there are eight production-handling terminals for dry cargoes handling, passenger terminal, oil harbor and two container terminals, terminals for vegetative and technical oils processing, specialized berths for Ro-Ro type vessels and handling of grains.

The developed transport infrastructure allows delivering of cargoes into the port by automobile, railway,

marine and river transport. In order to provide high efficiency of container processing «Dry Port» is created and constantly developing, besides, there is a special overpass allowing access to the port for cargo motor transport passing the city highways and a specially equipped area of "Dry Port" for transport traffic.

At the port of Odessa and stevedoring companies there are more than 8 thousand workplaces and about 100 thousand workplaces in private and state enterprises, which activity is directly or indirectly connected with the port's operations. The city and regional economics are closely connected with the port of Odessa as a powerful merchant transport hub which unites an essential quantity of forwarding agents, motor transportation enterprises, maritime agencies, enterprises of wholesale trade, building enterprises and others.

The most impossible dimensions of development of the port of Odessa are Passenger Terminal, metal products and containers.

2. PASSENGER TERMINAL

Modern design and technical equipment of Odessa Passenger Terminal bracket it among the corresponding European and world terminals. Its location in the historical center of Odessa is not accidental. It faces the world known Odessa emblems, the Potemkinskaya Stairs and the Monument to Duke de Richelieu (the first Governor-General of the region). Odessa Marine station joins these famous architectural city-symbols. Marvelous architectural ensembles, historical monuments, smooth climate of the south and abundance of entertaining establishments, proximity of the airport (8 km) and central railway station (4 km) attract to Odessa tourists from all over the world.



The view of Odessa Passenger Terminal

Today Odessa Passenger Terminal can simultaneously accommodate 5 vessels at 7 berths with common length of 1,370 m. Depth at berths varies from 9.5 to 11.5 meters. Forwarding line and port facilities allow to accept cruise ships with up to 300 meters in length. Odessa Commercial Sea Port provides bunkering services for passenger ships, supplying them with high quality fuel, artesian drinking water that guarantees its purity. Inside the Passenger Terminal building there are restaurants, offices of the travel agencies, of the banks, post, etc. Here you can get railway and air tickets to any world destination and also book extra-class sea cruises. Odessa visitors can use exchange offices, ATMs, Internet and international calling services.

Annual throughput of the Passenger Complex is 4 million people per year. American, German, British, Norwegian, Greek, Italian vessels of the world major cruise companies visit the terminal. Tourists are met with the orchestra; tour operators provide their clients with the comfortable air-conditioned transport and welcome guests to the fascinating tours.

These year the terminal is planning to accept 76 cruise liners.

On the 26 th of September 2011 the terminal has accepted the Italian cruise liner Costa Atlantica with the height of 20-th floor's house. She was the one of highest vessels in the passenger terminal.[2]

On the 4 th of September 2010 the liner vessel "Queen Victoria" visited Port of Odessa as the biggest cruise liner vessel, which was in our port. His length is 272 meters.[3]

The big hopes of terminal are connected with the future football tournament EURO-2012 in Ukraine and Poland. In spite of the fact that the city doesn't accept the matches of EURO-2012, it is expected that the Passenger Terminal will serve a lot of thousand tourists from all over the Europe, particularly from the southern countries.

On May, 30, 1998 the yacht complex was launched on the territory of the passenger terminal. It is composed of two main pontoons, each of them is 200 m in length, and four crested pontoons, where yachts of any dimensions can moor. Yacht complex may accept up to 80 yachts. Except this complex, the passenger terminal has Comfortable hotel complex "Odessa", centre of the underwater activity, the Maritime Art Gallery and St. Nicholas Church.

3. METAL PRODUCTS

Metal handling is one of the priority directions of port works. The handling of metal cargo is performed on 18 universal berths. Nowadays the port capacities allow to handle more than 9 mln. tons of metal per year.

For 9 months of 2011 the port handled 2,5 mln tones of this cargo

There are modern technologies elaborated for the increase of intensity of loading-discharging works, allowing to reach the high intensity of vessels handling and cargoes safety.

One of the perspective directions of the port work is stuffing of long and heavy cargoes in containers with the assistance of the advanced elaborations and the modern hauling devices.

On the port territory the production handling complex PHC-11 and the following stevedoring companies: FE "Metalsukrain Corp. Ltd.", JV "Novolog", OJSC "Novotech-Terminal", OJSC "UNSC", OJSC "Brooklin-Kiev" provide the metal cargo handling services.

Open metal storage area of 150,000 sq. m. allows to store up to 1 mln. ton of metal simultaneously. It is possible to allocate up to 40,000 tons of metal products in warehouses with total space of 18,000 sq. m. A covered shed with area of 620 sq. m. is also served to the clients.



The metal handling in the port

4. CONTAINERS

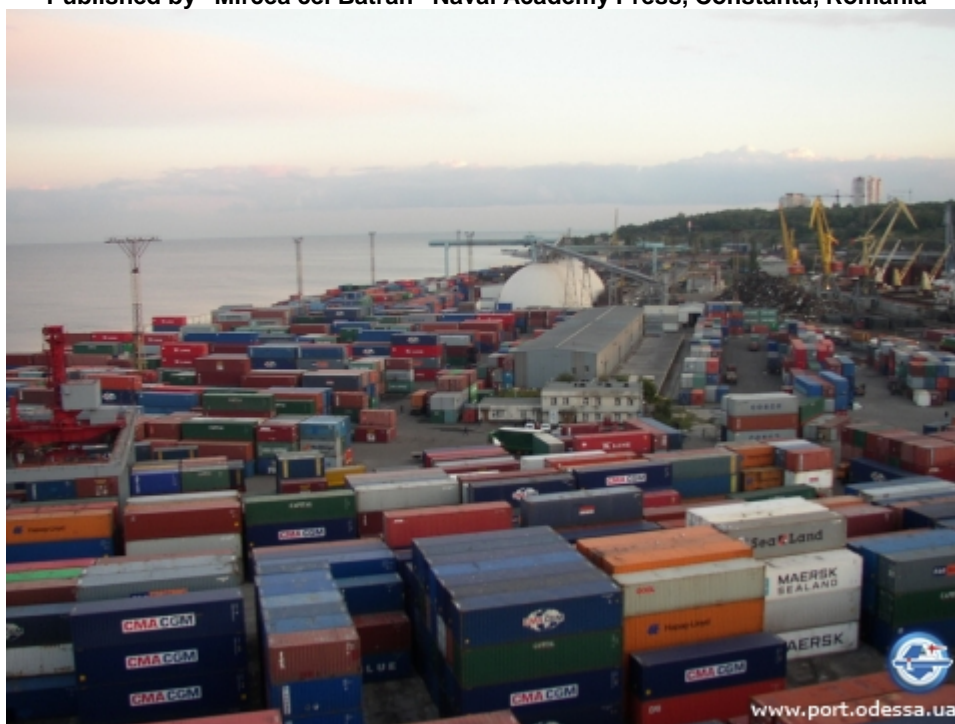
Containers are the most dynamic cargo flow in Odessa Port. Annual increase of the port containers turnover is more than 35%. Nowadays we cooperate with more than 30 container lines, including such leading container carriers as "Maersk Line", "ZIM", "CMA-CGM", "Mediterranean Shipping Company S.A.", "Black Sea Container Line", "EMES Shipping & Transport Ltd.", "United Feeder Services Ltd", "K-LINE", "M.C.L.Feeders Ltd.", "Bulcon", "X-PRESS Container Line Ltd". Odessa Port became the base port for ships of the ocean line "Bosphorus Express", which belongs to the company "CMA-CGM" in Ukraine. Since recently the Port of Odessa has accepted the container carriers of "ASIA BLACK SEA SERVICE" with capacity up to 4400 TEU.

Ukraine is the state with very unique geographical position. Ukraine has huge potential and an infrastructure for

transportation of cargoes as through the state takes place set of transit highways and ways. Ukraine has good port possibilities for realization of sea container transportations. Ukraine borders on many states that don't have outlet to the sea, thus it is possible to carry out sea transportations of containers through the Ukrainian ports. Thus there are good possibilities for container transportations by sea transport.

There is a simplified customs registration of cargoes - "transshipment" zone on the container terminal territory. Such kind of activity is widespread in the ports of Western Europe.

Odessa Port accepts 20, 40, 45 feet loaded and empty containers and reefers for transloading. The container terminals capacity allows to handle more than 700,000 TEU per year.[4]



The view of one of the container terminal in the Port of Odessa

The reached efficiency of cargo work for a technological line is 23-26 containers per hour, for one vessel – 75 containers per hour. They render the services of stuffing/unstuffing cargoes into/out of containers on the port territory.

The site for reefers with storage capacity of 400 containers is active.

In 2010 the port handled 351 000 TEU, and from January to September of 2011 – 334 300 TEU, which is 34.3 percents more than for the same months of last year.[5]

Since 2001 our partner and the container terminal operator has been subsidiary enterprise "HPC-Ukraine" (founder - Hamburg Port Consulting GmbH), since 2009 – the second enterprise – "Brouklin-Kiev".

Total area of terminal of HPC-Ukraine – 145000 sq.m, the capacity – 13500 TEU, the length of berth line – 810 m., depth – 11,5 – 12,3m.

The area of terminal Broulin-Kiev – 225 m, depth – 13 m.

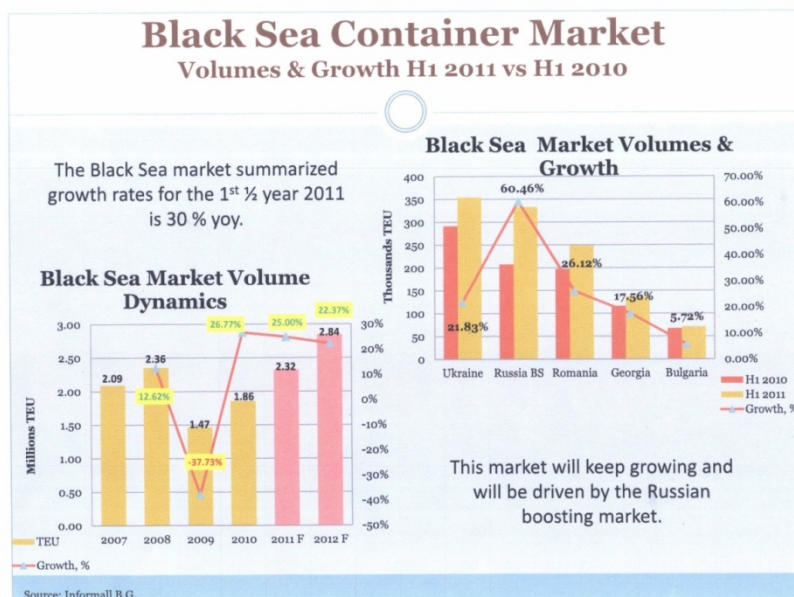
These two terminals have the modern equipment to handle containers.

The development of transportation of cargo in Ukraine and the overload of terminals led to territory expansion of terminal in the port. In future there is a plan to build the new container terminal, by the way of territory alluvium in open sea with the handling of 500000 TEU per year, the area of new terminal – 18 hectares, the length of berth – is 650 m, the draught near berth – 15 m. This terminal is built by HPC-Ukraine. The total cost of this project is 202 mln. Euro. The realization this project will allow to increase the container capacity up to 1,3 mln. TEU per year.

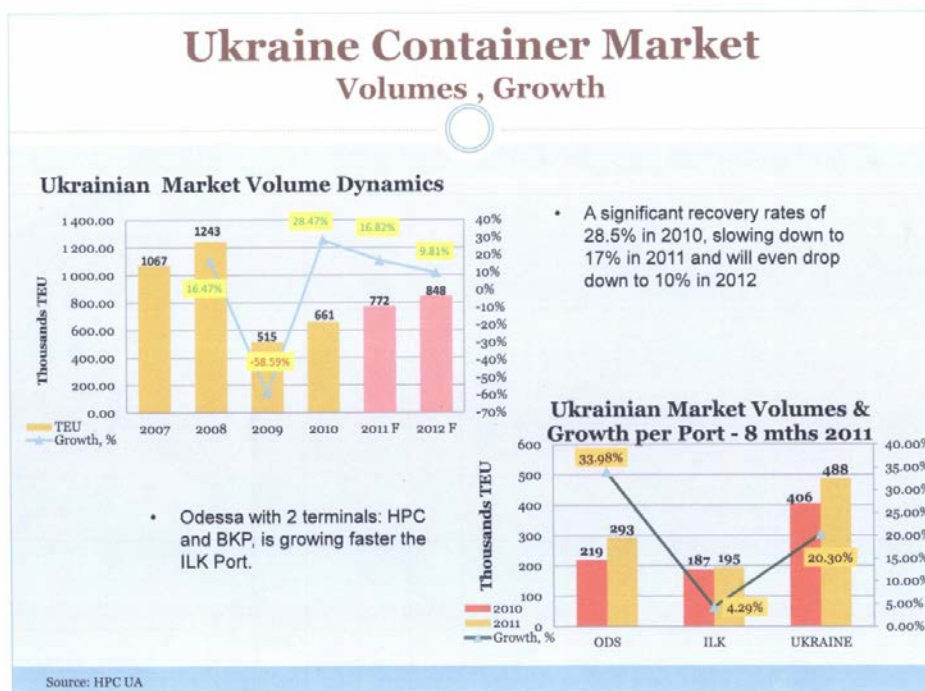
Brouklin-Kiev is also planning to increase terminal for account of old ship repair facility and alluvium of coastal territory of factory. The area of terminal will be 11,2 hectares, the length - 830m, with depth 13 m.. It will permit to handle the container ships with capacity of 5000 TEU. The total quantity of handled containers will be 350000 TEU.[6]



The plan of the new container terminal HPC-Ukraina



Black Sea Container Market



Ukraine Container Market

Rating of operators of container terminals of countries of the Black Sea regions (Bulgaria, Georgia, Russia, Romania, Ukraine) by container turnover in 2010 in comparison with 2009, TEU

No	Terminal	2010	2009	+/-	2010/2009, %
1	DPW (Constanza)	549877	557771	-7894	98,6
2	IMSP (Ilychevsk	301508	161723	139785	186,4
3	HPC (Odessa)	296483	242638	53845	122,2
4	APMT (Poti)	209464	170556	38908	122,8
5	NLE (Novorossiysk)	188662	83983	104679	224,6
6	NUTEP (Novorossiysk)	124626	120735	3891	103,2
7	Varna	118702	112611	6091	105,4
8	NSCP (Novorossiysk)	114931	102537	12394	112,1
9	BKP (Odessa)	54888	10881	44007	504,4
10	Burgas	23909	22283	1626	107,3
11	SOCEp (Constanza)	22796	45120	-22324	50,5
12	BICT (Batumi)	16138	8813	7505	185,2
13	Taganrog	14000	10219	3781	137
14	Mariupol	6492	4412	2080	147,1
15	UMEX (Constanza)	4596	12778	-7682	37,4
16	Ilychevsk Fish Port	1659	0	1659	0
17	Kherson	122	0	122	0
18	Metalzkraine (Odessa)	24	2036	-2012	1,2
19	UTC (Ilychevsk)	0	95102	-95102	0
	TOTAL	2049057	1763698	285359	

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