

## PROSPECTS FOR THE USE OF "DRY PORTS" IN UKRAINE

**Panchenko L.O., Kutserda A.M.**

*National Aviation University, Kyiv*

*Supervisor – Klymenko V.V., PhD in Economics, Associate Professor*

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An important element in the transport and logistics infrastructure of international multimodal transport is the seaport. However, today, due to the growth of international trade, many ports no longer have time to cope with their functions. The main reason for this is the congestion of terminals and lack of free space for receiving goods. Even the use of modern technologies of cargo handling and logistics management does not solve this problem. Therefore, the question arises about finding free territories and creating new terminals on them, the so-called "dry ports".

"Dry port" is a transport and logistics center, which includes port terminals on the territory of the checkpoint, created for sorting, temporary storage and customs clearance of goods delivered under the simplified transit procedure [1]. Experts also note that the port itself is not directly connected to the sea, but is a branch of another port in its traditional purpose.

The main purpose of creating a "dry port" - the ability to unload seaports, reduce temporary cargo placed on their territory, reduce the burden on customs authorities and, thus, speed up the customs clearance procedure.

"Dry port" as an integral part of domestic transportation is part of many supply chains and, therefore, affects their productivity [2]. "Dry ports" can also play a significant role in stimulating modal shift, as they are designed to reorient freight from inefficient to efficient transport schemes, mainly from exclusively road to rail and road, and from exclusively road to inland waterway, where it can be applied, plus automotive.

Today in Ukraine the process of formation and development of "dry ports" is quite active. There are a lot of internal terminals, which can be attributed to "dry ports" (about 200 objects) [3]. All these objects are different in their parameters and functions, so it is necessary to classify them. We can distinguish a group of dry ports, which are close to seaports (multi-port dry ports) and provide a wide range of services for cargo owners and transporters. These include dry ports such as "Euroterminal", "ZAZ", "Lysky-Odessa", "6th km" and "Black Sea Shipping Service" near the port of Odessa, "IVT" and "Bond" near the port "Black Sea".

In connection with the recent development of rail container transportation, the number of facilities that can be called "dry rail ports" has begun to grow [3]. The leader of this process was the company TIS from the port of "Pivdennyi". Only in recent years, together with the shipping line Maersk and Ukrzaliznytsia, they have organized regular railway container routes in the direction of the Dnieper, Kyiv, Kharkiv, Ternopil, Chernihiv, where appropriate centers for their processing have been established. At the

end of 2019, TIS sent up to 15 container trains a week. In Odessa, the “KTO” terminal, which already sends containers to Kyiv, Dnipro, Kharkiv, and Ivano-Frankivsk, has also begun to work actively with container trains. There are already about a dozen such conventional dry rail ports, such as the Lysky (Kyiv, Dnipro, Odessa) or Western Container Terminal branches in Ternopil.

However, there are a number of obstacles to building "dry ports" in Ukraine. One of them is the lack of developed transport (especially railway) infrastructure and rational mechanisms for customs clearance of goods; insufficient interaction between ports, railways and transport companies; insufficient development of port stations.

It is also important that the creation of such transport and logistics facilities requires the investment of significant financial resources (their cost is tens and hundreds of millions of dollars).

It is obvious that to solve these and other emerging problems requires a systematic state approach, which should include: development of a comprehensive program for the development of transport and logistics infrastructure with mandatory attention to the creation of “dry ports”; guaranteed budget financing, involving the finances of all stakeholders (transport, logistics and forwarding companies, large cargo owners with the direct participation of the state) for the construction of “dry ports”; improvement of the regulatory framework, especially in matters of land and property relations; introduction of modern information technologies; training of professional staff and other issues.

The most important task is also the development of Ukraine's transport infrastructure to form its single transport space and join the common Eurasian transport network. In terms of its potential, Ukraine should become a powerful transit country between the EU and Asia [4].

It is also obvious that the further development of container traffic will solve the problem of expanding transport and logistics networks throughout the country: building and upgrading roads, modernizing railways, building multimodal terminals, warehouses, distribution logistics centers, connecting them, including technological and information seaports.

Having resolved all these issues, we can believe that the domestic transport and logistics infrastructure will reach a higher level to meet the growing demands of the national economy.

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