

A PORT COMMUNITY SYSTEM OF GEORGIA AND ITS ROLE IN WORLD MARITIME TRANSPORT

СИСТЕМА ПОРТОВ ГРУЗИИ И ЕЕ РОЛЬ В МИРОВОМ МОРСКОМ СУДОХОДСТВЕ

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Abstract: Ports constitute one of the most important nodes of transport networks, and they represent the border control points and the freight handling points, the administrative service centers, place of the implementation of trade procedures, as well as the link connecting the land and maritime routes. The functioning of the international transport corridor depends to a large extent on the ports and maritime transport efficiency.

Despite significant investments, the operations of port and ships are mostly non-standard, which hinders the development of the maritime transport sector. However, infrastructure is not the major obstacle to maritime transport development. National regulatory policy should be revised in keeping with the growing popularity of the concept of economic globalization and supply network. It is necessary to reform the relevant roles of the private sector and the State, where the latter is represented by state-owned companies and state monopolies.

KEYWORDS: TRANSPORT EFFICIENCY; ECONOMIC GLOBALIZATION; TRANSPORT CORRIDOR.

1. Introduction

The paper provides an overview of a port system of Georgia and its development opportunities and options.

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Despite significant investments, the operations of port and ships are mostly non-standard, which hinders the development of the maritime transport sector. However, infrastructure is not the major obstacle to maritime transport development. National regulatory policy should be revised in keeping with the growing popularity of the concept of economic globalization and supply network. It is necessary to reform the relevant roles of the private sector and the State, where the latter is represented by state-owned companies and state monopolies [1].

2. Preconditions and means for resolving the problem

Georgia is an integral part of the Eurasian transport corridor. The location of Georgia creates unique opportunities for socio-

economic development: the seaside allows us for developing intensively sea transport, ports, the area of marine products – fishing, tourist and recreational infrastructure. Georgian ports terminal throughput is guaranteed by the current trade-economic and transport processes occurring across the enormous Eurasian land mass.

Georgia's port system comprises 2 ports of Poti and Batumi, as well as Supsa and Kulevi specialized oil terminals [2].

Poti and Batumi represent an intermodal gateway to the eastern coast of the Black Sea, from where the road goes west to the Black Sea, Turkey and Europe, and east to the Caucasus and Asia. Both ports serve regular ferry and container routes linked to other ports of the Black Sea and Mediterranean Sea.

Batumi port is a significant link in the Europe-Caucasus-Asia Transport Corridor, which originates in Europe and after crossing Bulgaria, Romania and Ukraine through the Black Sea, it ties the Caspian Sea region countries - Azerbaijan, Kazakhstan, Turkmenistan and so on.

The main competitors of Batumi port in the Black Sea region are: the ports of Odessa and Ilyichevsk in Ukraine, and Novorossiysk and Tuapse in Russia.

The advantage of Batumi port is that Ukraine's maritime territory freezes in the winter, and in the Russian ports, the strong winds are often blowing in the winter.

Batumi port has a container terminal and a harbor complex for servicing of ferries, as well as the dry cargo and passenger terminals. Figure 1 illustrates Batumi port scheme.

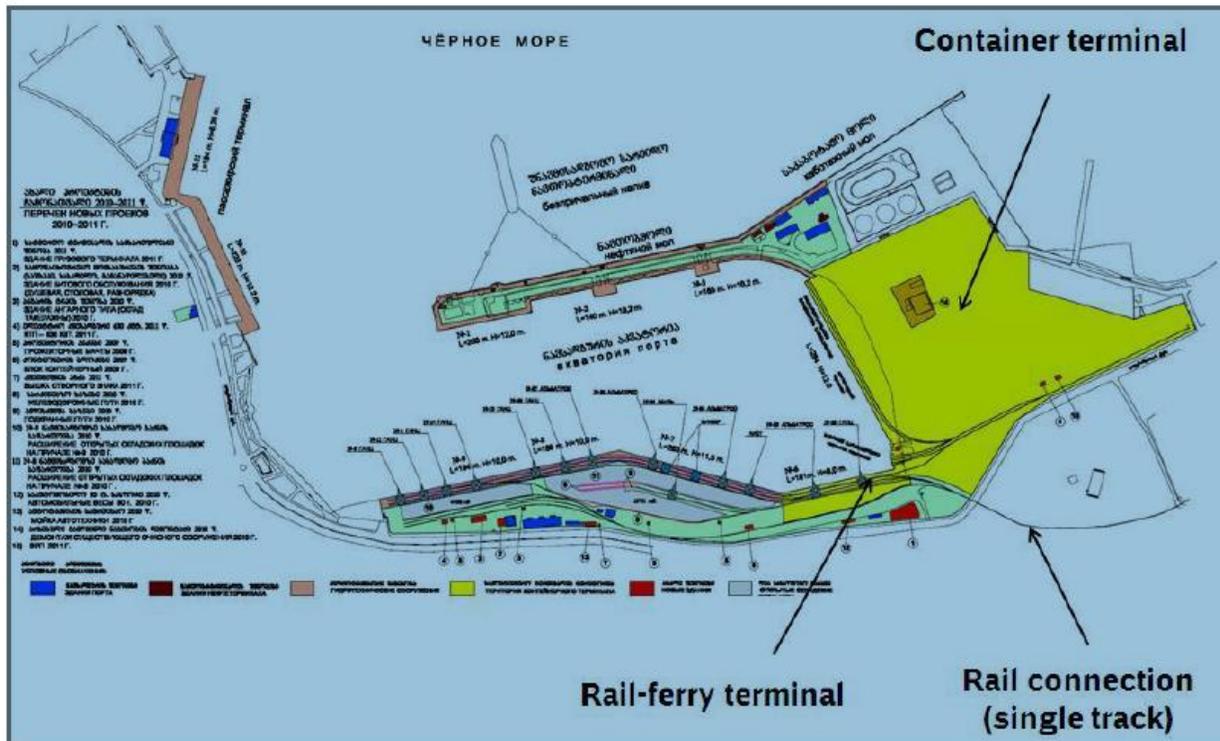


Fig. 1. Batumi port scheme

Container terminal throughput is 100,000 TEU per year. This terminal has the open storage spaces and load-carrying equipment, which are specialized in the handling of containers for the intended or storage purposes.

The ferry runs between Varna, Ilychevsky and Batumi harbors. The ferry system is completely automated. Nominal annual throughput of terminal is approximately 700,000 tons.

Dry cargo terminal provides servicing of large and small ships. It is specialized in handling of scrap metal (intended or storage purposes), bulk, liquid, general and breakbulk cargo. Dry cargo terminal's maximum throughput is 2,0 million tons per year.

The passenger terminal is located in the center of Batumi, along the coastal boulevard. The terminal's throughput is approximately 180 000 passengers per year. The passenger harbors provide servicing of passenger ships and the Ro-Ro type passenger-cargo ferries.

The main factor for the development of port was and remains the Caspian Sea oil. The Batumi Oil Terminal offers its customers the

services for transportation of oil and oil products from Kazakhstan, Azerbaijan, Turkmenistan, Georgia and other countries.

The total area of the terminal is about 90 hectares, where five tank parks and oil discharging complexes. The main advantage of the oil terminal is the convenience of storage and transportation of various types of oil and oil products. The terminal transport up to 22 types of oil and oil products. Oil is supplied to Batumi Oil Terminal via Georgian Railway, by railroad tank cars, unloading of which is carried out at the modern railway overpasses.

The oil terminal's throughput is up to 15 million tons per year. The terminal is specialized in handling of crude oil and practically all types of oil products - diesel fuel, petrol, heating oil, etc.

Poti Port is a connecting link for cargo transportation from Turkey, Middle East and Europe to Central Asia countries and Afghanistan. Figure 2 illustrates the cargo harbors of Poti port.

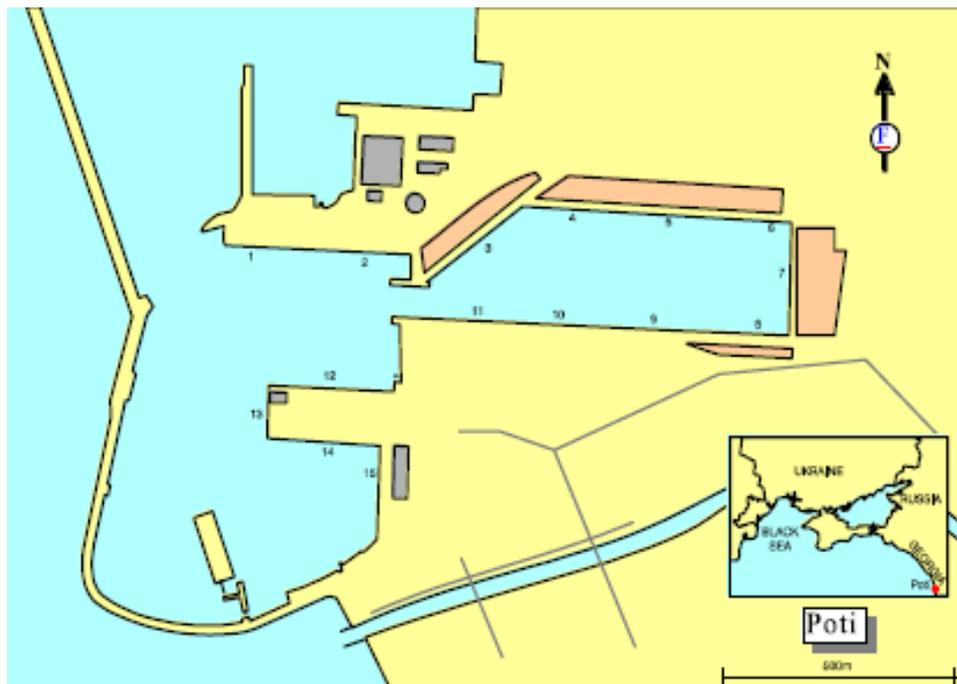


Fig. 2. Cargo harbors of Poti port

Poti Port carries out the carriage in three main directions:

- the carriage from the border strip adjacent to Azerbaijan and Russia – Samur-Yalama;
- the carriage to Turkmenistan, Afghanistan, Tajikistan and Uzbekistan by a ferry Baku-Turkmenbashi;
- the carriage to Kazakhstan, Uzbekistan and Kyrgyzstan by a ferry Baku-Aktau.

The continuous delays in the ferries Baku-Turkmenistan and Baku-Aktau, as well as in the border zones adjacent to Afghanistan (in the direction of Serhetabat-Turgundi and Galaba-Khairaton) significantly increases transit time from the port of Poti.

Kulevi Oil Terminal

The Kulevi LLC "Black Sea Terminal" construction began in 2000, and it was opened on May 16, 2008. The terminal's throughput is up to 10 million tonnes of oil products per year, including: 3 million tons of oil, 3 million tons of diesel and 4 million tons of heating oil. The overall storage capacity of the tank park is 320 thousand cubic meters, with the prospect of increase up to 380 thousand tons. There are two berths in the terminal for discharging oil products, which provide servicing of tankers with tonnage up to 100 thousand tons. Hourly loading performance is from 1000 to 8000 cubic meters per hour. The object has its own port-approach railway station, where 180 oil tank cars be placed simultaneously waiting for discharging. The railway overpasses allow for discharging 168 oil tank cars simultaneously.

Supsa Marine Terminal

The Supsa Marine Terminal, the last point of the Baku-Supsa pipeline, was opened on April 17, 1999, in a SupsaVillage The terminal has 4 tanks, with tonnage of 40000 tons each. The quantity of cargo handled in 2015 was 4,2 million tons. Annual throughput is 7 million tonnes.

In the first seven months of 2017, Georgia's ports and the marine terminals handled 9.6 million tonnes of cargo, which was 3% less than in the previous year.

The absence of a deep-water port is considered to be one of the weaknesses of the transport corridor connecting Europe and Asia. Large ships cannot enter the ports of Poti and Batumi. Chartering of small-size ships costs almost the same amount as servicing of a much larger ship. This increases the cargo owner's costs of shipping, and consequently, this somewhat devalues the positive side of a physically shorter route.

As a result of the analysis, it has been established that the possibility of servicing of large ships in the case of the existence of a deep-water port will reduce shipping costs by about \$160 per container.

Realizing this need, on December 24, 2017, there was started the construction of the Anaklia's deep-water sea port, which is being implemented by the Anaklia Development Consortium [3]. The Consortium comprises the "TBC Holding" and the American Investment Holding "Conti International", which implements infrastructure and construction projects. The contractors of the Anaklia Development Consortium are also the well-known sea-port design company "Moffatt & Nichol" and Dutch consulting company "Maritime & Transport Business Solutions", which is specialized in the issues of port transactions. Figure 3 illustrates Anaklia port scheme.



Fig. 3. Anaklia port scheme

In the longer term, the port is expected to reach 100 million tons of throughput, but at the first stage it is planned to construct three phases are planned. The first 3 phases should be constructed within 12 years. For the first three years, the port's throughput will be 7 million tonnes, and by the 12th year, it will reach 40 million tons of cargo.

3. Conclusion

The construction of the new ports in Georgia, as well as the development and expansion of the existing ones will result in the necessity of a new resettlement policy, which involves the creation of the new port settlements, and in some cases, the creation of new city or cities, terminals and technical service zones. If we continue $\pi\pi\kappa$ $\sigma\pi\tau\kappa\epsilon\kappa\eta$ in this direction, Georgia's economy can be developed very quickly, moreover, in case of increasing cargo flows, we may need additional labor resources.

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