

შავი ზღვის აუზში საზღვაო სამგზავრო მომსახურების განვითარება

ლაშა გადილია

საქართველოს ტექნიკური უნივერსიტეტის დოქტორანტი

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აბსტრაქტი. სტატიაში განხილულია შავი ზღვის აუზში საზღვაო სამგზავრო კომუნიკაციების განვითარების პრობლემები და მიმართულებები. მათი ხარისხისა და ეფექტურობის გაუმჯობესების მიზნით, შემოთავაზებულია შეიქმნას ახალი ორგანო - ერთიანი ლოგისტიკური ცენტრი დოკუმენტაციის შეგროვებისა და გაცემისათვის, რომელიც დააჩქარებს საქართველოს პორტების გავლით სამგზავრო ნაკადების დამუშავებას და გაზრდის საქართველოს მულტიმოდალური სატრანსპორტო დერეფნის სექციების კონკურენტუნარიანობას. სტატიაში აღნიშნულია, რომ ყველა პროცედურის გამარტივება შესაძლებელია ახალი ორგანოს, „დოკუმენტაციის შეგროვებისა და გაცემის ერთიანი ლოგისტიკური ცენტრის“ შექმნით. ამ ცენტრს საზღვაო აგენტი წინასწარ მიაწვდის ყველა საჭირო დოკუმენტს ახალი საზღვაო სამგზავრო გადაზიდვის გასახსნელად საზღვაო ნავსადგურების კონტროლის სერვისებსა და ლოჯისტიკურ პროცედურებთან დაკავშირებულ სხვადასხვა მესამე მხარის ორგანიზაციებს. შემდგომში ცენტრიდან მიღებული ყველა დოკუმენტაცია ავტომატურად გადაიგზავნება მოთხოვნის ადგილზე. დოკუმენტების მართვის ყველა ოპერაცია შეიძლება განხორციელდეს ინტერნეტის საშუალებით. ავტორის მოსაზრებით, ყველა მაკონტროლებელმა სამსახურმა უნდა იმუშაოს „დოკუმენტაციის შეგროვებისა და გაცემის ერთიანი ლოგისტიკური ცენტრის“ მონაცემებით. ამისათვის აუცილებელია ერთიანი ქსელის შექმნა ყველა საჭირო დოკუმენტაციის გაცვლისა და თავისუფალი წვდომისათვის. ავტორი აღნიშნავს, რომ კონტროლის სამსახურები, როგორც წესი, ითხოვენ ყველა დოკუმენტს, რომელიც დამოწმებულია ორგანიზაციების ბეჭდებითა და მენეჯერების ხელმოწერებით. როგორც წესი, ყველა ამ პროცედურის დასრულებას დიდი დრო სჭირდება. ამრიგად, ავტორის აზრით, პროცედურის გამარტივებისა და დროის დაზოგვის მიზნით, აუცილებელია დაინერგოს ყველა დოკუმენტის ელექტრონული ხელმოწერით, ორგანიზაციების ხელმძღვანელებისა და საზღვაო გემების კაპიტნების ბეჭდით დამოწმების პრაქტიკა. „დოკუმენტაციის შეგროვებისა და გაცემის ერთიანი ლოგისტიკური ცენტრის“ შექმნა ხელს შეუწყობს საჭირო დოკუმენტაციის დროულ გაცვლას გემთმფლობელებს, საზღვაო ნავსადგურის კონტროლის სამსახურებსა და სხვა სახელმწიფოების მსგავს ორგანიზაციებს შორის. ასეთი ინსტიტუტის დანერგვა გაამარტივებს ინფორმაციის გაცვლას და მოახდენს დოკუმენტბრუნვაზე გათვალისწინებული დროის მინიმუმზაციას.

საკვანძო სიტყვები: საზღვაო სამგზავრო გადაყვანა, საერთაშორისო რეკრეაციული

Development of Maritime Passenger Services in the Black Sea Basin

Abstract. The article discusses the problems and directions of the development of sea passenger communications in the Black Sea basin. To improve their quality and efficiency, it is proposed to create a new body - a single logistics center for the collection and issuance of documentation, which will speed up the processing of passenger traffic through the ports of Georgia and increase the competitiveness of the sections. multimodal transport corridor of Georgia. The article mentions that all procedures can be simplified by creating a new body - the “Unified Logistics Center for the Collection and Issuance of Documentation.” To this center, the forwarder will provide in advance all the necessary documents for the opening of a new sea passenger transportation to various third-party organizations related to sea port control services and logistics procedures. In the future, all documents received from the center will be automatically sent to the place of request. All document management operations can be carried out via the Internet. According to the author, all regulatory services should work with data from the “Unified Logistics Center for the Collection and Issuance of Documentation.” To do this, it is necessary to create a unified network of exchange and free access to all necessary documents. The author notes that control services, as a rule, require that all documents be certified by the seals of organizations and the signatures of managers. As a rule, performing all these procedures takes a lot of time. Therefore, according to the author, to simplify the procedure and save time, it is necessary to introduce the practice of certifying all documents with an electronic signature and the seal of heads of organizations and captains of sea vessels. The creation of a “Unified Logistics Center for the Collection and Issuance of Documentation” will facilitate the timely exchange of necessary documentation between shipowners, seaport control services, and similar organizations of other states. The introduction of such an institution will simplify the exchange of information and minimize the time required for document flow.

Keywords: maritime passenger transportation, international recreational area, ship role.

Introduction

The sustainable development of maritime passenger communications faces many problems; in this regard, the issues and directions for the development of maritime passenger communications in the Black Sea basin are very relevant.

Discussion

1. Transport potential of the Black Sea basin of Georgia in the field of maritime passenger transportation

The transport complex of Georgia has direct access to international sea routes. The prospect for the development of Georgia is the development of international maritime passenger traffic between the countries of the Black Sea basin, as well as between the resort towns of the Black Sea coast. It is here that the largest ports in Georgia are located: Batumi, Poti, Kulevi, and, in the future, the deep-water sea channel of Anaklia. The development of maritime passenger traffic can become a real factor in creating new jobs, the influx of investment, and the renewal of maritime transport. The regions of Adjara and Samegrelo have the richest potential opportunities to attract tourists and create a recreational area of international level. This is all the Georgian Black Sea coast. It is necessary to create all the conditions for private investors to come to the region and invest in the creation of maritime passenger services. Georgia, having the sea, rivers, and lakes, should not remain aloof from the development of sea tourism.

2. Regulatory documents governing the transportation of passengers

Transportation of passengers and baggage by sea is regulated by international and national legislation, among which are:

- IMO – International Maritime Organization;
- 1982 UN Convention – 1982 United Nations Convention on the Law of the Sea;
- Customs Code of the Customs Union (TC CU) (annex to the Agreement on the Customs Code of the Customs Union, adopted by the Decision of the Interstate Council of the Eurasian Economic Community of November 27, 2009 No. 17; with amendments and additions).

One of the international organizations dealing with maritime navigation issues is the international maritime organization IMO (International Maritime Organization), created in 1958 [6]. It develops international acts in the field of maritime transport, including those related to the safety of navigation and the protection of the marine environment from pollution. As a result of the activities of this organization, several conventions regulating international maritime transport were signed, among them:

- “International Convention for the Safety of Life at Sea” (1974);
- “International Convention for the Unification of Certain Rules for the Carriage of Baggage and Passengers by Sea” (1967);
- “International Convention for the Unification of Certain Rules Relating to the Carriage of Passengers by Sea” (1981);
- “International Convention on Search and Rescue at Sea” (1979);

- “Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Materials” (1972), etc.

One of the important chapters of the KTM is the chapter on the contract for chartering a vessel for a time (time charter). The Georgian Merchant Shipping Code of 1999 No. 8 (as amended and supplemented) is of interest to travel agencies and other organizations using sea vessels for mass transportation for tourism and other purposes. Under a contract for chartering a vessel for a time (time charter), the shipowner undertakes, for a set fee (freight), to provide the charterer with the vessel and the services of the vessel's crew members for use for a certain period for the transportation of passengers, cargo and other purposes of merchant shipping. When drawing up such an agreement, the following must be indicated: names of the parties; purpose of chartering; name of the vessel, its technical and operational data (carrying capacity, speed, etc.); navigation area; time and place of transfer and return of the vessel; freight cost; duration of the time charter.

Maintaining the vessel in good condition during the entire time charter period is the responsibility of the shipowner. The charterer is obliged to promptly pay the fee for using the vessel; usually, the fee is paid in advance for a certain period (half a month, a month). In cases of non-compliance with payment terms, the shipowner has the right to terminate the contract and recall the vessel.

Under a time charter agreement, the captain and other crew members must obey the orders of the shipowner relating to the management of the ship, its internal regulations, and the composition of the crew. Orders regarding the commercial operation of the vessel are given by the charterer. In this case, the charterer does not have the right to use the vessel for purposes not provided for by the agreement, or in a navigation area not provided for by the agreement.

3. Competitiveness of Georgian maritime passenger transport

Creating conditions that increase the competitiveness of domestic seaports and improving public management in the field of seaports is a strategy for the development of Georgia's seaport infrastructure until 2030. For passenger transportation to be economically attractive, it is necessary to approach this problem with government support in the form of subsidies for private entrepreneurs to open passenger transportation.

Also, in our opinion, it is necessary to create conditions for the introduction of international cargo and passenger transportation, as this will increase the attractiveness of this type of activity. The decision of the Parliament of Georgia notes that Georgia, as a party to the Convention on Facilitation of International Maritime Traffic of 1965, has undertaken to take all appropriate measures to facilitate and expedite international maritime traffic and prevent unnecessary delays of ships. However, the by-laws

and instructions of the Georgian state control bodies do not comply with the International Convention to Facilitate International Maritime Traffic (FAL-65 Convention) in terms of limiting the list of documents required for processing ship calls.

Currently, the main document required by government authorities and containing data on the number and composition of the crew upon arrival and departure of a ship is the ship's role. The ship's role by Form 5 FAL IMO Addendum 1 to the Convention is presented by the captain of the ship upon the ship's arrival at the seaport bottom the port, it is allowed to present the ship's role presented upon the ship's arrival at the port, unless changes are made in the composition of the ship's crew [5].

4. Unified logistics center for collection and issuance of documentation

In our opinion, all these procedures could be simplified by creating a new body, the “Unified Logistics Center for the Collection and Issuance of Documentation.” To this center, the maritime agent would provide in advance all the necessary documents for the opening of new maritime passenger transportation for the control services of seaports and also various third-party organizations related to logistics procedures. Subsequently, all received documentation from the center was automatically forwarded to the place of requirement. All document management operations can be carried out via the Internet.

Maintaining the vessel in good condition throughout the entire time charter period is the responsibility of the shipowner; creating conditions that increase the competitiveness of domestic seaports is a strategy for the development of seaport infrastructure.

All control services must work with the data from the “Unified Logistics Center for the Collection and Issuance of Documentation”. To do this, it is necessary to create a unified network for the interchange of all necessary documentation. It should be noted that control services, as a rule, request all documents endorsed by the seals of organizations and the signatures of managers.

As a rule, it may take a long time to complete all these procedures. To simplify and save time, it is necessary to introduce the practice of certifying all documents with electronic signatures, seals of heads of organizations, and captains of sea vessels.

The creation of a “Unified Logistics Center for the Collection and Issuance of Documentation” would facilitate the timely exchange of necessary documentation between shipowners, seaport control services, and similar organizations of other states. The introduction of such a scheme would simplify the exchange of information and take a minimum amount of time.

It is also worth highlighting the problem associated with the technical condition and equipment of seaports. Let's consider it using the example of the port in Poti. Thus, at present, in the port of Poti, there

are no berths equipped to receive cargo-passenger sea vessels. As a rule, there are temporary schemes for implementing border and customs control of sea cargo and passenger ships arriving in Georgia from abroad. Unfortunately, cargo berths are currently in use. The cost of removing a vessel from one berth (cargo) to another (passenger - Batumi), specially equipped to receive passengers arriving by sea from abroad, is quite a large amount. In this regard, it is not economically profitable for shipowners to carry passengers, which requires increased attention from the state and private investors to solve the problem of restoration and construction of passenger berths.

Conclusion

The measures we propose will contribute to:

- 1) Reduction of unproductive delays and downtime of vessels in the seaports of Georgia due to the simplification of rudimentary administrative procedures;
- 2) Accelerating the movement of passenger flows through Georgian ports;
- 3) Increasing the attractiveness of the Georgian sections of multimodal transport corridors and the efficiency of the work of state control bodies at sea checkpoints;
- 4) Opening of new maritime passenger and cargo-passenger transportation; inflow of investment and creation of new jobs.

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