

V. Vlasova

*Senior Lecturer, Department of Economics and Management,
Kyiv State Academy of Water Transport
of Hetman Petro Konashevych-Sahaidachny*

T. Beregova

*Student,
Kyiv State Academy of Water Transport
of Hetman Petro Konashevych-Sahaidachny*

A. Pidgrushna

*Student,
Kyiv State Academy of Water Transport
of Hetman Petro Konashevych-Sahaidachny*

PORT CHARGES IN SEAPORTS IN UKRAINE

The article analyzes the basic concepts of pricing in seaports, defines the essence of port charges. In world practice, there are two main concepts of pricing in ports: English and French. Assignment of port charges in the ports of the world is the same, however, the government and economists in different countries have different views on the definition of their size, and therefore there are different concepts. The first concept says that ports should work on the principles of sustainable development. Accordingly, the cost of port charges as the main and sometimes the only source of funds should be based on actual costs including profit margins. This concept is used in Ukraine, but it needs to be reviewed, because ports are losing their competitive position compared to other ports of the Black Sea region. French concept allows only partial recovery of port costs by port charges. Their deficit must be compensated by the state (or local) budget. The authors have

studied the basic scheme of allocating port charges. Each scheme has its advantages and disadvantages, and selection of a proper scheme for a particular port depends: on the state policy on development of ports, on the competitive position of ports in the chosen region, the world, etc. Port revenues and revenues of the budgets of different levels indicate the effectiveness of each scheme. The article analyzes the types of port charges in Ukraine and directions of their allocation. In seaports of Ukraine the following port charges are paid: ship charge, dock charge, anchor charge, channel charge, lighthouse charge, administrative charge and sanitary charge. It is permitted to use funds from the port charges strictly for their intended purpose. Funding the maintenance of hydraulic structures in amounts required to maintain their passport characteristics is carried out at the expense of port charges levied in the ports, where these hydraulic

structures are based. At the time of port reform implementation, the question of port charges is relatively unregulated and requires a comprehensive research and balanced decisions.

The authors believe that port charges are a source of financing of port infrastructure. However, we need to adjust rates of port charges, in order not to lose competitiveness of our seaports. It is necessary to review the concept of

collecting port charges, including best international practices. Sizes of charges and dues must be competitive compared to foreign ports of the Black Sea. These rates should be uniform for all state seaports and for all terminals and berths of all kinds of ownership and industry subordination, located in these seaports. We proposed to improve the mechanism of port charges collection, including best international practices.