

MARITIME LOGISTICS PERSPECTIVES IN GEORGIA

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RESUME

The main purpose of this paper is to outline the perspectives of the maritime logistics in Georgia. Nowadays the transport sector is one of the most important industry in the economic development of the country. Georgia's strategic geopolitical location is a significant factor for developing the logistics in the country. Due to its favorable location the country has a great potential to become the main logistic hub in the region. Georgian transportation system consists of land (road, railway) maritime (seaports, terminals), air and pipeline transports.

Key words: Seaports, Logistic, Maritime logistic.

INTRODUCTION

Georgia is located on the crossroad of Europe and Asia, where transportation of strategic cargoes is conducted. Logistic is the most important part of Georgia's economy, its portion of the country GDP 2015 is 8% (National Statistical Service). Developing of logistic sector will help Georgia's integration in the global logistic network and its effective connection with the world's leading international markets. The logistic infrastructure development itself is the crucial for the development of other sectors of Georgia such as agriculture, manufacturing, trade and tourism.

MAIN PART

Seaports are the key components of the Georgian transport system as well as logistic. They carry out the functions and services necessary of effective supply chains and cargo distribution. They have different types of function (Figure1) such as transport, industrial, commercial, logistic and etc.

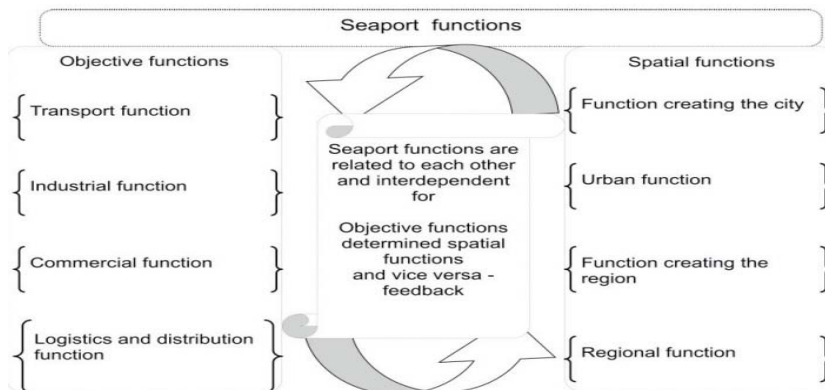


Figure 1: Seaport Function as Logistics Centers

Source: (Andrzej Montwiłł 2011)

Georgian maritime infrastructure counts several seaports and terminal: **Poti seaport** is the largest port of the country, which is handling liquid and dry bulk, ferries as well as containers. It has 15 berths and more than 20 quay cranes, with total length of 2.9 km. Its capacity is 10 mln. tones. **Batumi seaport** is the second port in the country, which is handling liquid, dry bulk and containers. It has 11 berths and its capacity is 100000 TEU, 2 mln. tones dry cargo, 15 mln. tones oil/products and 180000 passenger annually. **Kulevi oil terminal** with 3 berths, its capacity is 5 mln. tones oil products. **Supsa oil terminal** with capacity of 4 mln. tones.

Since the depth of existing ports is not sufficient to accept new ocean vessels (Panamax or VLCC) , government of Georgia decided to build new deep sea port Anaklia which will have potential to handle increasing turnover in the region and outside. Port will have enough accessibility for Panamax ,VLCC and container vessels with 6500 TEU.

In Georgia, each type of transport is quite developed to ensure safe transportation of cargo to the destination. In order to evaluate Georgia's existing transit potential it is crucial to consider the dynamics of cargo transportation in the country. (Figure 2)

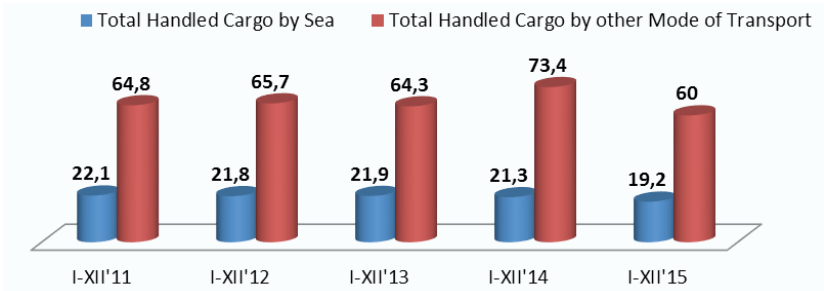


Figure 2: Total handled cargo by sea and other mode (road, railway, air) of transports (mln.tones)

Source: Ministry of Economy and Sustainable Development of Georgia

The data presented on the Figure 2 are indicated positive trend of increasing cargo turnover by the different type of mode in Georgia. If we see the official statistic (Figure 3), it is obvious, that the cargo turnover dynamic within Georgian seaports is increasing.

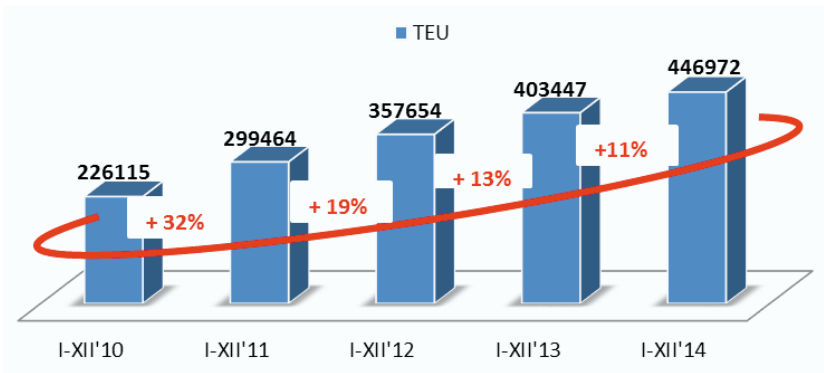


Figure 3: Handled containers by sea (Total)

Source: Ministry of Economy and Sustainable Development of Georgia

Since 2010, the number of container is increasing into the Georgian

seaports. Compare to 2010, in 2011 container number is increased by 32%, and in 2012, compare to previous year it is increased by 19%. In 2013 the container number is increased again but the rate of growth is reduced and the number of container is increased by 13% compare to 2012 year. In 2014, compare to last year the number of container is increased by 11% . Respectively, since 2011 the number of container increases but the growth rate decreases.

The reason might be caused by the non-competitive tariff system, transport infrastructure (maritime, railway, road) and service quality.

CONCLUSION

Therefore Georgia must be oriented to improve maritime transport infrastructure systematically, to increase cargo turnover and improve competitiveness of seaports and transit corridor lies on the country and gain the reputation as an effective transport corridor of the country.

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სტატიაში ძირითადად წარმოდგენილია საზღვაო ლოგისტიკის პერსპექტივები საქართველოში. დღესდღეობით სატრანსპორტო სექტორი ყველაზე მნიშვნელოვანი ინდუსტრიაა ქვეყნის ეკონომიკის განვითარებაში. საქართველოს სტრატეგიული ადგილმდებარეობა არის მნიშვნელოვანი ფაქტორი ქვეყანაში ლოგისტიკის განვითარებისათვის. ქვეყანას თავისი სასურველი და ხელსაყრელი ადგილმდებარეობის გამო აქვს დიდი პოტენციალი გახდეს რეგიონის მთავარი ლოგისტიკის ჰაბი. საქართველოს სატრანსპორტო სისტემაში შედის: სახმელეთო (რკინიგზა, საგზაო), საზღვაო (ნავსადგურები, ტერმინალები), საჰაერო და მილსადენი ტრანსპორტი

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