

ДЕРЖАВНЕ УПРАВЛІННЯ

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INSTITUTIONAL ISSUES OF THE MARITIME TRANSPORT SYSTEM OF UKRAINE

In the process of the study of public administration we consider it as social phenomenon and a state as a subject of social process management. If you will open any book about public administration you can find a lot of information about management theories and how to apply they, practice experience and history of this field of knowledge. Also you can learn laws and mechanisms, organization and functional structure, styles of public administration, but on very first pages of any book you also can find the explanation why it's necessary to administrate all public processes. In accordance with these texts the main purpose of public administration is to ensure the performance of the laws and the implementation the policies of state which are must be aimed to:

- Rational consumption of environmental, labor, information, etc. resources;
- Equitable distribution of social wealth;
- Guaranteeing safety of human, society, state;
- Etc.

So, as we can understand there is objective set of functions that can be provided only by state.

In this topic I want to focus on third point of the above, on safety of human. Obviously, it means not only the absence of criminal danger and military conflict risks, but safety of everyday life and work.

Beyond any doubt state laws, regulations and international conventions are relating to the safety issues, and aimed at reducing risks for life, health and equipment, but mostly they are explaining WHAT should we do, while not less important thing is HOW should we work.

In marine industry, where most jobs related to heavy machines, power tools, when during sailing in ocean shore services are unavailable and in case

of emergency crew can count only on themselves, safety becomes a cornerstone of success of their work and key to safe return to their families.

But, despite the understanding of risks accidents and incidents are still happens more often than we would like. Every 2 minutes in World Ocean another ship set on fire, oil spills damage the environment, malfunction of steering gears and propulsion plants endanger crews and ships. Unfortunately, in accordance with International Marine Transportation Singapore PTE Limited statistic human errors plays main role in majority of incidents in marine industry. Actually, the root cause of more than 75% of incidents it is human factor [1, с. 2].

As we can see in accordance with this trend in few last decades we can observe reducing the severity and frequency of incidents. It becomes possible due to improved equipment design, robust safety management systems, improved regulations, identification and implementation of best practices, incidents still continue to occur, sometimes with catastrophic consequences.

Industry sectors attribute human error in approximately 80% of incidents. This might lead us to think that people cause incidents. However 80-90% of the time we find that mistakes, actions and decisions are driven by a variety of factors; how we design our work, equipment and control measures, and how leaders influence the culture in an organization. Nobody comes to work with intentions of making a mistake or getting hurt. Everybody comes to work to do a good and safe job. However, statistics reveal that human error is still the biggest cause leading to incidents.

Such things happen thanks to many factors, let's think how to eliminate their negative influence or reduce it to acceptable level. It's hard to eliminate all risks in marine industry and it is stay a dangerous facilities in any case. But paying attention to psychophysiological conditions it is an easiest way to improve working conditions, especially onboard of vessels. The presence of recreational areas, such as well-equipped wardrooms, swimming pools, gyms, and the availability of safe sports places on board, can greatly affect the psycho-emotional state of maritime workers. It is also important to fill the cabins with equipment for a good rest. That is, those things that reduce the feeling of an «iron box». The presence in the cabin of a TV, a refrigerator, even a good floor covering can significantly reduce stress and contribute to a good recovery of the employee between working period All these conditions and the procedure for their application are covered in MLC 2006 which is the Maritime Labour Convention (MLC) number 186, established in 2006. This convention is the fourth pillar of international maritime law and embodies «all

up-to-date standards of existing international maritime labour Conventions and Recommendations, as well as the fundamental principles to be found in other international labour Conventions». The other «pillars» are the SOLAS, STCW and MARPOL. The treaties applies to all ships entering the harbours of parties to the treaty (port states), as well as to all states flying the flag of state party (flag states, as of 2019: over 90 percent). Unfortunately, Ukraine has not ratified this convention and is not part of it, which is unacceptable for a maritime country that wants to compete on equal terms with other countries participating in the international maritime industry. As we said earlier rules, laws and procedures are mainly aimed at minimizing the number of accidents at work. But let's think about what will happen if the number of accidents becomes equal to zero? If we say that all security goals have been achieved, we will stop looking for ways to improve. Which again leads us to the fact that, against the backdrop of changing circumstances, methods working in the past at 100% may not be effective. That is why it is so important to realize that the laws, procedures and rules should not be aimed at reducing the number of accidents and accidents at work, but at the formation of a safety culture as a whole. And after considering all the factors affecting the safety of workers in the production process, well, we can think about what should be the strategy for implementing a safety culture in the marine industry. Given the field, the subjectivity of the marine industry and the inclusive management methods used in many of its fields, we can say that the concept of strategy is not entirely relevant for this rapidly changing and dynamic sphere of production. With constantly changing external factors, the developed strategy may become ineffective once, and therefore it is very important to be able to adapt the security strategy to the current conditions. In this case, the concept of strategizing [3, p. 68] becomes relevant. Businesses need strategies to capture shareholder market share and create competitive products for the consumer. Safety is also involved in capturing market share through workplace implementation. Security has relations with both shareholders and consumers, and the formation of a complete and comprehensive safety culture is possible only if the views of all market participants are consistent that safety is less about cost reduction and more about how it forms competitiveness there the product and improves the quality of life of consumers.

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ПЕРЕБУДОВА ПУБЛІЧНОГО УПРАВЛІННЯ В УМОВАХ СОЦІАЛЬНИХ ТА ПОЛІТИЧНИХ ЗМІН В УКРАЇНІ

У статті подана характеристика сучасної соціальної та політичної ситуації в Україні у її глобальному та локальному вимірах. Розкрито сутність трансформаційних процесів, проаналізовано їх вплив на соціум та державу. Визначені основні проблеми, що постають перед владою. На основі аналізу реформування теперішньої системи влади та з урахуванням сучасних тенденцій науково обґрунтовано підходи щодо формування нової парадигми публічного управління в умовах модернізації. Визначено концепції «демократичного врядування», «нового державного менеджменту» і «політичних мереж». Запропоновано заходи, що сприятимуть реформуванню публічного управління з метою наближення його до стандартів країн Європейського Союзу.

Сьогодні Україна значно відстає у своєму економічному розвитку від більшості розвинутих країн. Всесвітній економічний форум у щорічній доповіді з глобальної конкурентоспроможності країн у 2011–2012 роки (The Global Competitiveness Report 2011–2012) зазначив, що положення України за рік покращилося, але вона усе ще залишається в другій частині (на 82 місці) рейтингу з 142 країн світу [2].

Система державного управління України за роки незалежності засвідчила свою низьку ефективність та неспроможність протистояти не