ПОРІВНЯЛЬНИЙ АНАЛІЗ ДИНАМІКИ РОЗВИТКУ СТРАХУВАННЯ У СФЕРІ ВОДНОГО ТРАНСПОРТУ: УКРАЇНСЬКА ПРАКТИКА ТА ЗАКОРДОННИЙ ДОСВІД

Актуальність. Водний транспорт є важливою частиною інфраструктури транспортної системи будь-якої країни, яка має вихід до моря чи внутрішні водні шляхи та можливість країни брати участь у міжнародній торгівлі та перевозити товари за кордон. Існує певна водна залежність, яка визначається географічним доступом країн до морських та внутрішніх водних шляхів, оскільки доступ до них є одним із ключових факторів залучення світового капіталу. За допомогою водного транспорту України щорічно транспортується внутрішніми водними шляхами третина всіх вантажів сфери водного транспорту, серед яких переважно будівельні матеріали, зерно, металопрокат, продукти хімічної промисловості. Проте під час транспортування вантажів існують певні ризики, що вимагають проведення страхування при використанні водного транспорту. Тому важливим у сучасних умовах проведення політики ресурсозбереження та екологізації діяльності водного транспорту є проведення досліджень економічних аспектів страхування водного транспорту, зокрема страхування ризиків, що виникають під час використання морських та внутрішніх водних шляхів України, під час проведення господарської діяльності підприємствами сфери водного транспорту потребують окремого дослідження здійснення висівних економічних умов міжнародної взаємодії, узгодження економічних аспектів зовнішньої політики країн, підвищення ефективності проведення вітчизняного страхування тощо.

Мета та завдання. Метою статті є проведення порівняльного аналізу української практики та зарубіжного досвіду щодо динаміки страхування у сфері водного транспорту.

Результати. Двома страховими міжнародними та вітчизняними організаціями розглядаються питання страхування у сфері водного транспорту та враховуючи кліматичні, економічні, політичні, екологічні, інформаційні, інноваційні та інші фактори удосконалюють умови, за якими відбувається страхування: судна як майна від будь-яких змушенних подій, що забезпечує захист судна, враховуючи меблі та предмети судна; відповідальності, за яким судно страхується на випадок аварії, зіткнення або будь-якого нападу, що може призвести до втрати або пошкодження вантажу, при якому компенсуються витрати при втраті або пошкодженні вантажу судноплавної компанії від страхових платежів страхових компаній. На підставі статистичних даних міжнародних організацій визначено, що найбільшим попитом за критерієм страхових премій користуються послуги зі страхування вантажів та майна судноплавних підприємств серед країн Європи та Азійсько-Тихоокеанського регіону. Проаналізовано матеріали Національної комісії, що здійснює державне регулювання в сфері ринків фінансових послуг, функції якої в сфері страхування з 1 липня 2020 року розподілено на Національний банк України, встановлена відсутність і надходжень страхових платежів (премій, внесків), і страхових виплат за обов'язковими видами страхування у сфері водного транспорту, які передбачені законодавством України. На основі застосування методів ретроспективного та статистичного аналізу, деталізації і порівняння проведеного аналізу основних показників добровільного страхування: в сфері водного транспорту України (морського внутрішнього та інших видів водного транспорту), за яким визначено позитивну відновлювальну динаміку розвитку зазначеного виду страхування із одночасним зростанням чистих страхових премій; відповідальності власників водного транспорту (включаючи відповідальності перевізника), за яким визначено зростання страхування відповідальності. де відбувалася збільшення страхування застрахованих ризиків та страхування; вантажів та багажу (вантажобагажу), що має значну позитивну динаміку розвитку і є
найбільшим за валовими надходженнями страхових платежів видом страхування та користується значним попитом серед суб'єктів водного транспорту.

Висновки. На основі проведеного аналізу закордонного досвіду визначено, що в цілому світовий ринок морського страхування має позитивні тенденції, що здебільшого пов'язано із збільшення преміальної бази та значно нижчими претензіями у 2020 році, а також поступовим відновлення економіки країн після перших наслідків пандемії. Аналіз української практики дозволив встановити динаміку розвитку страхування у сфері водного транспорту відзначена відсутність і надходжень страхових платежів (премій, внесків), і, відповідно, страхових виплат за обов'язковими видами страхування в сфері водного транспорту, які передбачені вітчизняним законодавством. Проте в сфері добровільного страхування виходячи із кількості договорів, обсягів страхових платежів і виплат, найбільшим попитом користується страхування вантажів та багажу (вантажобагажу). Також здійснюються угоди зі страхування водного транспорту (морського внутрішнього та інших видів водного транспорту) та страхування відповідальності власників водного транспорту (включаючи відповідальність перевізника). Проведені дослідження дали змогу визначити необхідність удосконалення нормативного підґрунтя для розвитку страхування на внутрішніх водних шляхах з метою захисту та збереження довкілля, а також задля мінімізації ризиків забруднення та покладання відповідальності на страхові компанії.

Ключові слова: водний транспорт, законодавство, страхування, ризики, відповідальність, майно, перевезення вантажів.

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COMPARATIVE ANALYSIS OF THE DYNAMICS OF DEVELOPMENT OF INSURANCE IN THE SPHERE OF WATER TRANSPORT: UKRAINIAN PRACTICE AND FOREIGN EXPERIENCE

Topicality. Water transport is an important part of the infrastructure of the transport system of any country that has access to the sea or inland waterways and the ability of the country to participate in international trade and transport goods abroad. There is a certain water dependence, which is determined by the geographical access of countries to maritime and inland waterways, since access to them is one of the key factors in attracting world capital. By means of water transport in Ukraine, one third of all cargoes in the field of water transport are annually transported by inland waterways, among which are mainly construction cargo, grain, metal products, chemical products. However, when transporting goods, there are certain risks that require insurance when using water transport. Therefore, it is important in the current conditions of the policy of resource saving and greening of water transport activities to conduct research on the economic aspects of water transport insurance, in particular insurance of risks arising from the use of sea and inland waterways of Ukraine, during the conduct of economic activities by water transport enterprises require a separate study for the merits of favorable economic conditions for international cooperation, harmonization of the economic qualities of the foreign policy of states, increasing the efficiency of domestic insurance, etc.

Aim and tasks. The purpose of the article is to conduct a comparative analysis of Ukrainian practice and foreign experience in the dynamics of the development of insurance in the field of water transport.

Research results. The current insurance international and domestic organizations consider the issues of insurance in the field of water transport and taking into account climatic, economic, political, environmental, informational, innovative and other factors that improve the conditions under which insurance takes place: ships as property against any adverse events that protect the ship, taking into account the furniture and objects of the vessel; liability under which the ship is insured in the event of an accident, collision or any attack that may result in loss or damage; cargo, in which expenses are compensated for the loss or damage to the cargo of the shipping company from the insurance company. Based on the statistical and analytical data of international organizations, it has been determined that the greatest demand in terms of insurance premiums is for cargo and property insurance services of shipping companies among the countries of
Europe and the Asia-Pacific region. The materials of the National Commission, which carries out state regulation in the field of financial services markets, whose functions in the field of insurance have been distributed to the National Bank of Ukraine since July 1, 2020, have been analyzed; water transport, provided for by the legislation of Ukraine. Based on the use of methods of retrospective and statistical analysis, detailing and comparison, an analysis of the main indicators of voluntary insurance was carried out: in the field of water transport of Ukraine (marine inland and other types of water transport), which determined the positive recovery dynamics of the development of this type of insurance with a simultaneous increase in net insurance premiums; liability of water transport owners (including the liability of the carrier), according to which the annual loss of consumers is determined, which is mainly due to the reduction in the number of water transport vehicles and its high wear and tear, which, in turn, makes it impossible to accept the corresponding risks and insurance; cargo and luggage (cargo luggage), which has a significant positive development dynamics and is the largest type of insurance in terms of gross receipts of insurance payments and is in significant demand among water transport entities.

**Conclusion.** Based on the analysis of foreign experience, it was determined that, in general, the global marine insurance market has positive trends, which is mainly due to the increase in the premium base and significantly low claims in 2020, as well as the gradual recovery of the economies of countries after the first consequences of the pandemic. An analysis of Ukrainian practice made it possible to establish the dynamics of the development of insurance in the field of water transport, the absence and receipt of insurance payments (premiums, contributions), and, accordingly, insurance payments for compulsory types of insurance in the field of water transport, provided for by domestic legislation. However, in the field of voluntary insurance, based on the number of contracts, the volume of insurance payments and payments, cargo and luggage insurance (cargo luggage) is in greatest demand. Also, agreements are made on insurance of water transport (marine inland and other types of water transport) and liability insurance of water transport owners (including the liability of the carrier). The studies carried out made it possible to determine the need to improve the regulatory framework for the development of insurance on inland waterways in order to protect and preserve the environment, as well as to minimize pollution risks and impose liability on insurance companies.

**Keywords:** water transport, legislation, insurance, risks, liability, property, cargo transportation.

**Problem statement and its connection with important scientific and practical tasks.** Water transport is an important part of the structure of the transport system of any country that has access to the sea or inland waterways. The ability of a country to participate in international trade and transport goods abroad is part of today's global economy. There is a certain water dependence, which is determined by the geographical access of countries to maritime and inland waterways, since access to them is one of the key factors in attracting world capital.

With the help of water transport in Ukraine, 5-6 million tons of cargo is transported annually, of which $\frac{1}{3}$ is transported by inland waterways [1-2]. At the same time, foreign traffic accounts for 29% of all inland water transport and more than half of all sea transport. Various cargoes are transported by water to the countries of the European Union and other countries of the world, but mainly construction cargo, grain, metal products, chemical products [3-4]. However, when transporting goods, there are certain risks that require insurance and necessitate a study of the domestic regulatory framework for the insurance market when using water transport.

At different levels in the international market, there are a large number of regulations aimed at protecting the marine environment and sustainable use of the sea, facilitating border crossing, protecting important inland waterways of international importance, resolving issues of international transport of dangerous goods by inland waterways, setting standards in the field of water policy and marine environmental policy, implementation of integrated coastal zone management, etc. A separate group is legal acts that protect the aquatic environment from unexpected natural or man-made risks, help minimize environmental pollution by ensuring such risks, ensure the preservation of the economic interests of water transport entities and other interests at different levels. Therefore, it is important in the current conditions of the policy of resource saving and ecologization of water transport activities to study the economic aspects of water transport insurance.

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The current insurance international and domestic organizations consider the issues of insurance in the field of water transport and taking into account climatic, economic, political, environmental, informational, innovative and other factors that improve the conditions under which insurance takes place: ships as property against any adverse events that protect the ship, taking into account the furniture and objects of the vessel; liability under which the ship is insured in the event of an accident, collision or any attack that may result in loss or damage; cargo, in which expenses are compensated for the loss or damage to the cargo of the shipping company from the insurance company. Given the large number of legal acts and institutions aimed at the protection of the aquatic environment and its development, it is worth noting that in Ukraine the main document that regulates the basics of insurance in water transport is the Law “On Insurance” [5]. Clause 8 of Article 6 defines the insurance of water transport (marine inland and other types of water transport), clause 9 of Article 6 insurance of goods and luggage (cargo luggage), liability of water transport owners (including the liability of the carrier), which can be made on a voluntary basis. It also provides for the implementation of compulsory insurance, however, “for the implementation of compulsory insurance, the Cabinet of Ministers of Ukraine, unless otherwise specified by law, establishes the procedure and rules for its implementation, forms of a standard contract, special conditions for licensing compulsory insurance, the amount of insurance amounts and the maximum amount of insurance tariffs or a methodology actuarial calculation” [5]. The Merchant Shipping Code [6], in particular, section 8, defines the concepts of a marine insurance contract, objects of insurance, insurance premium, sum insured and other elements. However, a clearly defined mechanism and specific or maximum volumes of insurance rates and amounts are not defined. Therefore, taking into account the adoption of the Laws of Ukraine “On Inland Water Transport” [7] and “On Multimodal Transportation” [8], in addition to improving legislative acts regarding the implementation of compulsory insurance in the field of transportation by sea and inland waterways of Ukraine, it is advisable to analyze the insurance services market in the water transport.

Allocation of previously unsolved parts of the general problem. Therefore, the issues of insurance of risks arising from the use of sea and inland waterways of Ukraine, when conducting economic activities by enterprises in the field of water transport, require a separate study in order to achieve favorable economic conditions for international cooperation, harmonize the economic aspects of the foreign policy of countries, increase the efficiency of domestic insurance, etc.

Formulation of research objectives (problem statement). The purpose of the article is to conduct a comparative analysis of Ukrainian practice and foreign experience in the dynamics of the development of insurance in the field of water transport.

An outline of the main results and their justification. In 2020, the volume of insurance premiums in the field of water transport insurance is US$ 30 billion, which is up 6.1% year-on-year and shows real market development across all lines of marine insurance, reflecting rising levels of economic and business confidence. At the same time, cargo insurance accounts for only 57.2% of insurance premiums (US$ 17.2 billion). US$ 7.1 billion (23.8%) of insurance premiums are for ship property insurance, 12.1% (US$ 3.6 billion) – liability insurance, 6.8% (US$ 12.1 billion) - liability insurance (Fig. 1a).

![Fig. 1. The structure of marine insurance premiums in 2020, %](image-url)

*Note: offshore energy – insurance of authorized wind energy projects
Source: compiled on the basis of data [9-10].
Global maritime trade has improved significantly in 2020. Some shipping sectors (containers, dry cargo and gas) are active. At the same time, by macrogeographical regional groups (Fig. 1b and Fig. 2), Europe is the leader in insurance premiums, the total volume of which amounted to 47.7% in 2020. However, it should be noted in aggregate the decrease in insurance premiums in recent years, in which there is a significant risk of weather conditions, but the market capacity continues to increase.

Fig. 2. Marine insurance premiums by regions of the world in 2010-2020, US$ billion

In general, the global marine insurance market has positive trends, which is mainly due to the increase in the premium base and significantly low claims in 2020, as well as the gradual recovery of the economies of countries after the first effects of the pandemic.

Analyzing the materials of the National Commission, which carries out state regulation in the field of financial services markets, whose functions in the field of insurance since July 1, 2020 are distributed to the National Bank of Ukraine, according to the Decree of the President of Ukraine [12], it was established that there are no insurance payments (premiums, contributions), and insurance payments for compulsory types of insurance in the field of water transport, provided for by the Law of Ukraine “On Insurance” [5]. However, the situation is somewhat different for voluntary types of water insurance. In Ukraine, insurance services for water transport (marine inland and other types of water transport), liability insurance for water transport owners (including the liability of the carrier) and cargo and luggage (cargo luggage) are in demand. The dynamics of changes in the main indicators of voluntary insurance in the field of water transport in Ukraine (marine inland and other types of water transport) is presented in Table 1.

During the period under review, the largest number of insurance contracts was concluded in 2013 (9666 units), and the least – in 2015 (2220 units). However, already in 2020, the indicators of 2013 were almost reached and 8556 contracts were concluded. At the same time, the considered insurance services are in great demand among individuals, with whom 98% of contracts are concluded and at the expense of which the bulk of insurance revenues are formed. The maximum sum insured for a separate insurance object for the analyzed period was recorded in 2019 (UAH 1,602,433.6 thousand). Similar amounts are observed in other years, except for 2020, in which the maximum insurance amount was only UAH 261,200.0 thousand, which is explained by the peculiarities of the functioning of water transport entities in the context of the Covid-19 pandemic.

An analysis of gross receipts (insurance premiums) shows uneven growth dynamics during the study period, however, in 2020, the indicators of 2013 were exceeded. At the same time, there is a significant increase in the volume of gross insurance premiums per 1 contract (2 times), however, over the past three years, there has been a slight decrease in the amount of gross insurance premiums per 1 contract. It should be noted that this trend is explained not only by an increase in the volume of transportation by water transport, but also by an increase in insurance rates. Comparison of gross insurance payments and total liability shows that the first increase in insurance rates occurred in 2011, reaching a peak in 2012 (0.55%), and in 2014, with the start of operations in eastern Ukraine and Crimea, the average insurance the tariff was 0.48%) with a
gradual decrease over subsequent years (to 0.29% in 2018-2020). However, quarantine restrictions caused by the Covid-19 pandemic have led to some increase in tariffs, which is also due to an increase in port dues tariff rates.

### Table 1

Main indicators of voluntary insurance in the field of water transport of Ukraine (maritime inland and other types of water transport)

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<td>7.62</td>
</tr>
</tbody>
</table>

Source: compiled and calculated on the basis of data [13].

Note: NIC – the number of insurance contracts concluded during the reporting period; NICI – the number of insurance contracts with policyholders – individuals; NICLE – the number of insurance contracts with policyholders – legal entities; MSI – the maximum sum insured for a separate object of insurance (for a separate insured person), thousand UAH; GIP – gross insurance premiums, thousand UAH; GIP for 1 contract – gross insurance premiums for 1 contract, thousand UAH; TAR – total amount of responsibility, thousand UAH; AIR – average insurance rate as a percentage of the sum insured, %; NIPrem – net insurance premiums, thousand UAH; NIPR – shares of insurance payments (premiums, contributions) paid to reinsurers, thousand UAH; NIPay – net insurance payments, thousand UAH; NIPay for 1 contract – net insurance payments for 1 contract, thousand UAH.

Net insurance payments, as well as gross receipts, tend to increase, however, it should be noted that the share of reinsurers in these payments varies from 30% to 50% (Fig. 3).

![Fig. 3](https://example.com/fig3.png)

Net insurance payments also have unstable dynamics, since they are directly related to insurance risks and the likelihood of their occurrence. At the same time, it is worth noting that in 2018 the smallest insurance payment for 1 contract was recorded in the amount of UAH 316.20 thousand, in contrast to 2017 – UAH...
The dynamics of changes in the main indicators of voluntary liability insurance of water transport owners (including the liability of the carrier) is presented in Table 2.

Table 2.

<table>
<thead>
<tr>
<th>Indicators</th>
<th>Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>NIC</td>
<td>887</td>
</tr>
<tr>
<td>NIC1</td>
<td>601</td>
</tr>
<tr>
<td>NICLE</td>
<td>286</td>
</tr>
<tr>
<td>MSI</td>
<td>783.88</td>
</tr>
<tr>
<td>GIP</td>
<td>6465.45</td>
</tr>
<tr>
<td>GIP for 1 contract</td>
<td>7.29</td>
</tr>
<tr>
<td>TAR</td>
<td>2928.53</td>
</tr>
<tr>
<td>AIR</td>
<td>0.22</td>
</tr>
<tr>
<td>NIPrem</td>
<td>644.35</td>
</tr>
<tr>
<td>NIPR</td>
<td>3925.62</td>
</tr>
<tr>
<td>NIPay</td>
<td>31.40</td>
</tr>
<tr>
<td>NIPay for 1 contract</td>
<td>0.04</td>
</tr>
</tbody>
</table>

Source: compiled and calculated on the basis of data [13].

Note: NIC – the number of insurance contracts concluded during the reporting period; NIC1 – the number of insurance contracts with policyholders – individuals; NICLE – the number of insurance contracts with policyholders – legal entities; MSI – the maximum sum insured for a separate object of insurance (for a separate insured person), thousand UAH; GIP – gross insurance premiums, thousand UAH; GIP for 1 contract – gross insurance premiums for 1 contract, thousand UAH; TAR – total amount of responsibility, thousand UAH; AIR – average insurance rate as a percentage of the sum insured, %; NIPrem – net insurance premiums, thousand UAH; NIPR – shares of insurance payments (premiums, contributions) paid to reinsurers, thousand UAH; NIPay – net insurance payments, thousand UAH; NIPay for 1 contract – net insurance payments for 1 contract, thousand UAH.

This type of insurance annually loses consumers. This can be explained by the reduction in the number of water transport facilities and their high wear and tear, which makes it impossible to accept the corresponding risks for insurance. Gross receipts of insurance payments have unstable dynamics, as they show growth compared to the previous year in 2014, 2017 and 2020, and a decrease in 2015-2016. and 2018-2019 There was a significant increase in 20 (by 78.63% compared to 2016), and a reduction in 2016 (by 36.81% compared to 2015). However, it should be noted that 1 insurance contract in 2020 accounts for UAH 23,308.27, in contrast to UAH 2,743.57 in 2016, and a reduction in 2016 (by 78.63% compared to 2016), and a reduction in 2016 (by 36.81% compared to 2015). However, it should be noted that 1 insurance contract in 2020 accounts for UAH 23,308.27, in contrast to UAH 2,743.57 in 2013, that is, there was an increase of 8.5 times. Net insurance premiums tend to rise and fall in the same way as gross receipts of insurance premiums.

The maximum insurance amount for these types of contracts in 2020 is only UAH 282,700 thousand and shows a similar dynamics of changes as voluntary water transport insurance. During the period under review, the number of contracts concluded dropped rapidly in 2014 (compared to 2013) and minor fluctuations are observed over subsequent years (Fig. 4). However, there was a reorientation from individuals at the beginning of the analyzed period, who mainly concluded insurance contracts for the liability of water transport owners, to legal entities at the end of the analyzed period.

The dynamics of changes in insurance rates calculated on the basis of a comparison of gross insurance payments and total liability during the period under review is characterized by a gradual decrease from 0.22% in 2011 to 0.07% in 2020. Given the low probability of an insured event for this type of insurance, insurance payments may not be made annually, as, for example, it was in 2016-2017 and 2020. The share of insurance payments paid to reinsurers has been decreasing annually, and if in 2013 it was 60.7%, then in 2020 it is only 44.2%.
The last studied type of insurance accounts for more than 90% of all insurance payments, which is confirmed by the dynamics of the main indicators of voluntary insurance of goods and luggage (cargo luggage), presented in Table 3.

<table>
<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>NIC</td>
<td>116279</td>
<td>79911</td>
<td>295409</td>
<td>712259</td>
<td>1071681</td>
<td>1534937</td>
<td>2137699</td>
<td>2320119</td>
<td>2973989</td>
<td>2450714</td>
<td>2355341</td>
</tr>
<tr>
<td>NICI</td>
<td>52816</td>
<td>20447</td>
<td>165504</td>
<td>462995</td>
<td>825295</td>
<td>1148471</td>
<td>1695535</td>
<td>1885600</td>
<td>2527183</td>
<td>1789844</td>
<td>1815011</td>
</tr>
<tr>
<td>NICLE</td>
<td>63463</td>
<td>59464</td>
<td>129905</td>
<td>249264</td>
<td>246386</td>
<td>386466</td>
<td>442164</td>
<td>434519</td>
<td>446806</td>
<td>659927</td>
<td>539956</td>
</tr>
<tr>
<td>NIC for 1 contract</td>
<td>12.88</td>
<td>13.27</td>
<td>5.16</td>
<td>2.59</td>
<td>3.32</td>
<td>2.85</td>
<td>2.19</td>
<td>1.25</td>
<td>0.95</td>
<td>0.69</td>
<td>0.58</td>
</tr>
<tr>
<td>TAR</td>
<td>148.52</td>
<td>189.53</td>
<td>203.79</td>
<td>298.82</td>
<td>341.92</td>
<td>416.19</td>
<td>488.33</td>
<td>551.20</td>
<td>614.78</td>
<td>567.39</td>
<td>550.19</td>
</tr>
<tr>
<td>AIR</td>
<td>1.01</td>
<td>0.56</td>
<td>0.75</td>
<td>0.62</td>
<td>1.04</td>
<td>1.05</td>
<td>0.96</td>
<td>0.53</td>
<td>0.46</td>
<td>0.30</td>
<td>0.25</td>
</tr>
<tr>
<td>NIPrem</td>
<td>657.46</td>
<td>948.70</td>
<td>965.66</td>
<td>860.40</td>
<td>1255.36</td>
<td>1264.16</td>
<td>1001.41</td>
<td>1479.28</td>
<td>1432.34</td>
<td>1354.53</td>
<td>1047.47</td>
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<tr>
<td>NIPR</td>
<td>626.82</td>
<td>161.38</td>
<td>638.11</td>
<td>1040.38</td>
<td>2376.03</td>
<td>3484.71</td>
<td>3887.47</td>
<td>1538.84</td>
<td>1535.19</td>
<td>487.64</td>
<td>477.49</td>
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<tr>
<td>NIPay</td>
<td>23.78</td>
<td>50.85</td>
<td>67.28</td>
<td>30.40</td>
<td>114.65</td>
<td>392.50</td>
<td>63.92</td>
<td>119.26</td>
<td>213.57</td>
<td>233.01</td>
<td>236.35</td>
</tr>
<tr>
<td>NIPay for 1 contract</td>
<td>0.20</td>
<td>0.64</td>
<td>0.23</td>
<td>0.04</td>
<td>0.11</td>
<td>0.26</td>
<td>0.03</td>
<td>0.05</td>
<td>0.07</td>
<td>0.10</td>
<td>0.10</td>
</tr>
</tbody>
</table>

Source: compiled and calculated on the basis of data [13].

Note: NIC – the number of insurance contracts concluded during the reporting period; NICI – the number of insurance contracts with policyholders – individuals; NICLE – the number of insurance contracts with policyholders – legal entities; MSI – the maximum sum insured for a separate object of insurance (for a separate insured person), thousand UAH; GIP – gross insurance premiums, million UAH; GIP for 1 contract – gross insurance premiums for 1 contract, thousand UAH; TAR – total amount of responsibility, trillion UAH; AIR – average insurance rate as a percentage of the sum insured, %; NIPrem – net insurance premiums, million UAH; NIPR – shares of insurance payments (premiums, contributions) paid to reinsurers, million UAH; NIPay – net insurance payments, million UAH; NIPay for 1 contract – net insurance payments for 1 contract, thousand UAH.

This is the largest type of insurance in terms of gross receipts of insurance payments, which is in demand among water transport entities. General trends are observed, which are found in the previous two species. However, it should be noted that there is an increase in demand from insurers - individuals with whom 56.03% of contracts were concluded in 2013, in contrast to 2020, when 73.07% of contracts were already concluded with them. The maximum sum insured also dropped to a record low, due to a reduction in the deadweight of ships accepted by domestic ports (Fig. 5). This also affected the volume of gross insurance premiums per contract.
The average insurance rate for this type of insurance is the highest and has an unstable trend. Thus, the highest insurance rate is observed in 2016 and amounts to 1.05%, which increased from 0.62% in 2014, mainly due to the outbreak of hostilities in the Donbas and the annexation of Crimea, followed by a decrease to 0.30% in 2020 year. However, the share of insurance payments paid to reinsurers is the highest among the studied types of insurance and is more than 90%. Net insurance payments fluctuate at different rates, however, per contract, they tend to decrease.

**Conclusions and perspectives of further research.** Based on the analysis of foreign experience, it was determined that, in general, the global marine insurance market has positive trends, which is mainly due to the increase in the premium base and significantly low claims in 2020, as well as the gradual recovery of the economies of countries after the first consequences of the pandemic. An analysis of Ukrainian practice made it possible to establish the dynamics of the development of insurance in the field of water transport, the absence and receipt of insurance payments (premiums, contributions), and, accordingly, insurance payments for compulsory types of insurance in the field of water transport, provided for by domestic legislation. However, in the field of voluntary insurance, based on the number of contracts, the volume of insurance payments and payments, cargo and luggage insurance (cargo luggage) are in greatest demand. Also, agreements are made on insurance of water transport (marine inland and other types of water transport) and liability insurance of water transport owners (including the liability of the carrier). The studies carried out made it possible to determine the need to improve the regulatory framework for the development of insurance on inland waterways in order to protect and preserve the environment, as well as to minimize pollution risks and impose liability on insurance companies.

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