Potential and development of the Russian transport industry

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Abstract. In the modern world, transport is one of the most important sectors of the economy of any country, both developing and with a highly developed economic base. Transport services are one of the main types of services in tourism. The development of tourism and transport is an interconnected process. Large-scale financing of national transport development projects should help to overcome the crisis, ensure faster freight transport and reduce transport costs in the economy. These projects provide for an increase in transport accessibility for the population, as well as an increase in the competitiveness of Russia's transport services in the world market. In addition, they intend to ensure transport safety. For all this, it is necessary to ensure the development of communication lines and transport nodes, fleet renewal. In particular, it is planned to form a single road network, functioning throughout the year, expand the network of express roads.

1. Introduction

In the modern world, transport is one of the most important sectors of the economy of any country, both developing and with a highly developed economic base. This is an important system in the complex mechanism of the world economy, which provides industrial relations, as well as carries out the transportation of passengers and various cargoes. Transport provides a fairly normal functioning of the economy, increasing the efficiency of social production, creates conditions for the rational distribution of production forces throughout the country, taking into account the most appropriate approximation of enterprises of various sectors of the economy to sources of raw materials and areas of consumption of products, specialization and cooperation of production, and allows you to develop industries such as trade, agriculture, tourism and others [1-4].

Transport is an essential component of the infrastructure of the tourism industry and significantly affects it. Transport services are one of the main types of services in tourism.

The development of tourism and transport is an interconnected process. However, as a rule, in the study of relations in the "tourism - transport" system in the scientific literature, the predominant place is given to the role and importance of transport as a factor in the development of tourism. This is natural and logical, since tourism is a relatively new socio-economic phenomenon, and to a large extent was the result of the birth and development of transport.

Transport services greatly affect the quality and competitiveness of a tourism product for many reasons.

Transport service is a complex of interconnected services, the provision of which occurs also under the influence of random and insurmountable factors: weather conditions, the technical condition of vehicles, changes in the political situation in the world and in a particular country, military operations, strikes, terrorism, and differences in national and cultural traditions, etc.
Any trip or journey begins and ends with the transportation of a passenger or tourists and their luggage; the quality of transport services depends entirely on the competence and experience of the official organizing their provision, taking into account the needs of the tourist and the multivariance of the situations that arise;

Transport service is the intersection of many processes that determine the journey: passport and visa, customs, sanitary and epidemiological control, special inspection procedures, baggage transportation, etc. Transport is a place of increased danger.

Transport services in tourism - this is not only the delivery of a tourist to a place of rest, training, etc., but also a transfer “airport-hotel-airport” or “railway station-hotel and vice versa”, excursions, delivery of tourists to places of diving or skiing and others. Therefore, just as a flight delay at the beginning of the journey can spoil the consumer’s mood for the whole rest, so an unsuccessful return can obscure all good impressions.

Transport - a set of all types of communication lines, vehicles, technical devices and structures on the lines of communication, providing the process of moving people, baggage and goods of various purposes from one place to another [5, 6, 7].

2. Materials and Methods
In the paper, there were used general scientific and special research methods to solve mentioned aim. There are graphical analysis, statistic, techno-economic, expert estimation method. It was studied theoretical and applied papers on the research topic [1-17], also official statistics data.

3. Results
The transport system of Russia is one of the most extensive in the world, including 87 thousand km of railways, more than 745 thousand km of paved roads, over 600 thousand km of overhead lines, 70 thousand km of oil and product pipelines, over 140 thousand km of gas pipelines, 115 thousand km of river shipping routes and many sea routes. It employs over 3.2 million people, which makes up 4.6% of the working population [6].

The current state of the transport system of Russia is characterized by a change in the following indicators [7]:

- In 2019, 5.7 km of new railway lines were introduced; renewal of the locomotive fleet amounted to 2101 units with a planned indicator of 698 units;
- the length of public roads of federal importance that meet regulatory requirements for transport and operational indicators amounted to 37,049 km;
- the proportion of the length of public roads of federal importance serving traffic in the overload mode was 21.74%;
- the indicator “Air mobility of the population (per 1 inhabitant per year)” was fulfilled - 1458.74 pass.-km per 1 inhabitant of Russia per year with the planned value of 1265 pass.-km per 1 inhabitant Russia per year.

Data of passengers’ transportation are shown in the table 1.

The state program "Development of the transport system" was prepared. The prepared program addressed various long-term development priorities.

Sphere of the transport system of Russia until 2030. In accordance with them, as well as taking into account a comprehensive assessment of the current state of the transport system, the goals and objectives of the state program are determined [8-11].

The objectives of the state program reflect the final results of solving transport problems of the socio-economic development of the Russian Federation for the period until 2030:

- goal 1 - Accelerate product distribution and reduce transportation costs in the economy;
- goal 2 - Increasing the accessibility of transport services for the population;
- goal 3 - Improving the competitiveness of the Russian transport system in the world transport services market;
- goal 4 - Improving the integrated security and stability of the transport system.
The current state of the transport system is characterized by a low technical level of the production base of most enterprises and the deterioration of the vast majority of vehicles, which leads to a decrease in the safety of their work, as well as a lack of investment to overcome these problems. Therefore, it is so important to develop the country's transport system. The main trends in the development of the transport system include: the use of container transport, automation of transport, improving programs for tracking it during the transportation of goods. Russia seeks to develop the country's transport system using innovative technologies.

The growth in cargo turnover in road transport expresses the tendency prevailing in the last three years on the outflow of part of the cargo from the railway. Trucking are becoming more effective at ever more distant distance. If earlier the distance of transportation, at the second car competed with the train, was about 500 km, now it has grown to 700-750 km. Let us consider in more detail the main development trends for each type of transport [12-14].

Today, road transport is the most promising mode of transport, and cargo transportation makes these transportations safe. You can deliver cargo to certain regions of our country only on roads, in addition, as a result of various circumstances, when delivering goods by car, you can quickly adjust the route, and also, if necessary, provide additional unloading or loading along the line. In addition to the high mobility of road transport, it allows you to carry a decent amount of cargo and its nomenclature.

But immediately from here the first difficulties follow - these are the prevailing features of regional development in Russia, geographical location of consumers of motor transport services, restrictions on transportation cargo in major cities and on federal roads destination, rising prices for fuel and fuels and lubricants materials, frequent under loading of rolling stock, which significantly reduces the profit of both the carrier and the customer. There are also no direct ways to deliver goods from abroad to the Russian regions.

Most logistics experts point out that there is currently intense competition in the field of road transport. But this competition benefits the industry as a whole - the growth of tariffs is restrained, the quality of called services, unscrupulous companies cannot stay on the market and give way to more successful organizations. The cost of transportation over short distances is an important factor in competitiveness. For transportation over short distances, the railway tariff is higher than the tariff for motor transport [15-17].

Rail transport, on the other hand, has its advantages. And the main advantage is the mass traffic and the high carrying capacity of railways. And the disadvantages of rail transport are less noticeable in the transportation of bulk goods, namely, they are mainly transported by rail. Demand for the transportation of such goods does not have a degree of elasticity sufficient to transfer these cargo flows to other modes of transport. Railway transportation data is shown in the figure 1.

Recent statistics show stable increase in air cargo volumes in Russia companies. The growth rate of air transportation carried out by Russian companies is about 11%. However, the problems of Russian
air carriers are mainly associated with an outdated fleet of vehicles, which negatively affects the reputation of domestic companies. This is very serious, since foreign companies are in serious competition with domestic ones. Air transportation data is shown in the figure 2.

![Railway transportation, billion passenger-km.](image)

**Figure 1.** Railway transportation, billion passenger-km.

The Russian government has expanded the list of sectors affected by the spread of coronavirus. In addition to air transportation, it included railway and water passenger transportation.

In the first half of April, on long-distance trains, passenger flow decreased by 77% compared to the same period last year. A similar situation was observed in the passenger transport segment by sea and inland waterways.

In April, the number of passengers on the Russian Railways network fell by 69.7% to 30.3 million people. At the same time, suburban traffic was reduced by 69% to 28.5 million people, and long-distance transportation - by 77% to 1.8 million people. In May, the fall continued. In May 2020, passenger traffic in Russia decreased by 82.8%. As for cargo transportation, the decline in this sector is directly related to the reduction in industrial production - the decline was 9.6% in annual terms.

In May, the decrease in revenue of Russian Railways and railway operators in freight traffic amounted to 20.7 billion rubles, and in the three spring months it reached 56.8 billion rubles.

The volume of decrease in the revenue of Russian Railways in May 2020 from the reduction in loaded carloads amounted to at least 6.7 billion rubles, empty - 1.5 billion rubles. Losses of operators from reduction of loading are estimated at no less than 2.3 billion rubles, from reduction of rates - at 10.2 billion rubles. The government is going to allocate 320 million rubles to Russian sea and cruise companies to compensate for leasing. Cargo turnover in this sector decreased by 24%, while in cruise passenger shipping revenue fell by 95%.

There was a complete refusal of foreign charterers and tourists to enter the navigation of 2020, and this means that enterprises will not receive the next revenue until March 2021. The technological peculiarity of this transport industry is that this sector begins to respond earlier by reducing passenger traffic and is recovering later than all. This is a very capital-intensive industry, in which the main cost structure is the cost of leasing, bank interest and salary payments. At the same time, transport cannot reduce its own costs in proportion to the decrease in passenger flow, that is, the crew of the ships and the composition of the workers in the port provide one thousand passengers and one passenger per hour with one number of employees.
Cruise companies, like air carriers, can offer customers alternative options, but they may require a refund of the cost of the ticket and baggage. Naturally, in such circumstances, it will be difficult for companies to stay afloat. And there is no need to talk about a quick recovery of the industry: according to various forecasts, it will not happen until next year, when carriers can again earn in the same volume. Unless, of course, reach this time [89].

In May, Russian Railways had already revised the planned costs, deciding to cut the investment program by 200 billion rubles. So the support offered to the sectors recognized as affected by the pandemic will become a real balm. Companies will receive a deferral of payment of all taxes, except VAT, rental payments, interest-free loans for urgent needs and payment of salaries, as well as soft loans at 2% for any purpose, a moratorium on bankruptcy, conducting scheduled and unscheduled inspections. Small and medium-sized businesses, in addition to this, can expect a delay in paying insurance premiums, as well as restructuring the taxes and insurance premiums accumulated during the deferral period. In addition, it is possible to apply for separate subsidies, which can be allocated for salaries and payment of debts for utilities.

4. Conclusions
The most affected sectors as a result of the crisis were transport and the tourism industry. An important opportunity is also to restart the economy through the solution of accumulated infrastructure problems, including transport. Programs for the development of airports, the railway network, and maritime transport throughout Russia can have a big impact. Large-scale financing of national transport development projects should help to overcome the crisis, ensure faster freight transport and reduce transport costs in the economy. These projects provide for an increase in transport accessibility for the population, as well as an increase in the competitiveness of Russia's transport services in the world market. In addition, they intend to ensure transport safety. For all this, it is necessary to ensure the development of communication lines and transport nodes, fleet renewal. In particular, it is planned to form a single road network, functioning throughout the year, expand the network of express roads.

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