Transformation of transport arteries of Russia within the paradigm of green economy in the context of forestry

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Abstract. The aim of the article is to find effective growth points for the Russian economy, identify problems hindering the sustainable development according to the green paradigm. The benefits of Russia's participation in international logistic project of recreating the new Silk Road are researched for forestry industry. Positive dynamics of the forest industry was achieved in 2018: in 10 months of 2018, the industrial production index in the woodworking sector was 109%, in the pulp and paper industry – 113%. Despite the positive trends, the capacity of the industry is far from fully revealed. The share of Russia in world forest turnover is 3% of the global volume unlike such countries as Finland (8%), Sweden (10%), the USA (13%), Canada (17%). The main consumers are China (76%), the Republic of Korea (20%), Japan (4%). Processed timber is acquired by China (83%), the Republic of Korea and Japan (17%). The development of export-oriented woodworking enterprises with high-value-added products in Russia demands a significant transformation of the transport-logistics complex. The article researches the main limitations of the transport system (low density of roads, the high demanding infrastructure investments, high costs of transportation), which do not allow enterprises to work effectively in foreign markets.

1. Introduction
With the rapid growth of the population and the development of technology, mankind has faced the inability of the economy to independently solve the problem of depletion of natural resources and the negative impact on the environment, which led to the development of a strategy to achieve sustainable development that "meets the needs of the present generation, without depriving future generations of the opportunity to meet their needs." By ensuring sustainable development, humanity will consistently address the problems of hunger, poverty and income inequality. Over the past 30 years, the world has witnessed a rapid increase in income inequality, both in developing and economically developed countries. The gap between the wealthiest and the poorest has widened, threatening social tensions and the risk of slowing economic development. In this regard, politicians and economists perceive such trends as a challenge that can be solved through the development and implementation of innovations that contribute to the provision of broad masses of the population with access to basic social and economic benefits.
The conception of sustainable long-term development is based on a balanced consideration of its three components - economic, social and environmental.

To achieve the above goal, it is necessary to make the transition of the economy from "brown" to "green". With a huge variety of definitions of "green" economy today, the most popular is the definition formulated by UNEP: "Green economy" is an economy that provides long-term improvement of human well-being and reduction of inequality, while allowing future generations to avoid significant risks of the environment and its impoverishment [1]. According to UNEP, sustainability is almost entirely dependent on the creation of a fundamentally new model of human-centered economy. The very conception of a green economy is therefore a fundamental step towards achieving sustainable development in the long term.

Modern world realities are such that economic growth is impossible without infrastructure. Moreover, it is the implementation of major infrastructure projects that can trigger the economic boom, providing a long-term synergistic effect on a global scale. We are talking about projects where the construction of one large transport and logistics center becomes a point of growth of the economy of the whole region, and the creation of a network of such centers becomes a zone of development not only of the national but also of the world economy. Such projects are being actively implemented in Asian countries that are actively implementing the transition to a "green" economy, where the main production capacities have moved in recent decades and where there is an urgent need for new transport corridors [2].

Since ancient times, the favorable geopolitical and economic-geographical position of the country contributed to the rapid development of the economy through trade relations. The most striking example of this phenomenon is the “Great Silk Road”, a caravan road that in ancient times and the Middle Ages connected East Asia with the Mediterranean, which had a significant impact on the rise and development of cities on its way.

The current situation has not changed, and economic development is not possible without adequate development of transport infrastructure. At the same time, efforts should be directed towards the development of environmentally friendly modes of transport with sufficient throughput and transport capacity, such as the railway.

Dynamics of foreign trade of the Russian Federation in 2015-2019 given in Table 1. Therefore, it is no accident that among the exported services, financial services traditionally occupy the first place, but the second and third place is shared by transport services and tourism, in which a significant share is the same transport services. The active development of international trade and, first of all, Internet trade requires an increase in the speed and traffic of freight traffic from East to West. High-speed Railways, highways and airports are the basis of the modern economy, so investments in such projects are always attractive [2].

An analysis of the goods export structure for 2018 in Russia (compared with 2017) is presented in Table 2.

Export of the forest industry is ranked sixth in share of total Russian export. This industry shows positive trend (+22.8% LFL) and this is the forth growth result.

One of the trends in the export of sawn timber, noted in the “Strategy for the Development of the Forestry Complex until 2030”, is a further increase in export deliveries of domestic sawn timber to world markets, as well as an increase in demand for sawn timber in the domestic market. So, by 2030 it is planned that Russia will increase the production of lumber from 42.6 to 49.5-58.7 million m³. New volumes will be directed both to the domestic market and for export, mainly to China. Demand for Russian lumber in export markets (mainly to China) increased from 26.3 to 27-30 million m³. At the same time, less expensive lumber, mainly used for formwork and scaffolding, is exported to China. And in Japan and Europe are exported more expensive lumber intended for wooden housing construction.
Table 1. Dynamics of foreign trade of the Russian Federation in 2015-2019.

|                     | 2019 (January-April) | 2018 | 2017 | 2016 | 2015 |
|---------------------|-----------------------|------|------|------|------|
|                     | (billions of dollars USA) | (billions of dollars USA) | (billions of dollars USA) | (billions of dollars USA) | (billions of dollars USA) |
| Commodity circulation of Russia | 215.2 | 688 | 584 | 468 | 530 |
| Export of Russia     | 137.6 | 450 | 357 | 286 | 346 |
| Import of Russia     | 77.6  | 238 | 227 | 182 | 184 |
| Trade balance of Russia | 60.0 | 212 | 130 | 104 | 161 |

Structure of Russia's foreign trade by country groups in billions of dollars USA

| Country Group                              | 2018 | 2017 | 2016 | 2015 |
|--------------------------------------------|------|------|------|------|
| European Union (EU)                        | 92   | 294  | 231  | 210  |
| Export of Russia                           | -    | 205  | 145  | 138  | 166  |
| Import of Russia                           | -    | 89   | 86   | 72   | 74   |
| Trade balance of Russia                    | -    | 116  | 59   | 66   | 92   |
| Countries of the Asia-Pacific Economic Cooperation (APEC) | 67   | 213  | 178  | 140  |
| Export of Russia                           | -    | 116  | 86   | -    | -    |
| Import of Russia                           | -    | 97   | 92   | -    | -    |
| Trade balance of Russia                    | -    | 19   | -6   | -    | -    |
| Member States of the Commonwealth of Independent States (CIS) | 25   | 81   | 73   | 57   | 66   |
| Export of Russia                           | 17   | 55   | 48   | 38   | 45   |
| Import of Russia                           | 8    | 26   | 25   | 19   | 21   |
| Trade balance of Russia                    | 9    | 29   | 23   | 19   | 24   |

Table 2. Dynamics of good export in Russia, 1-2 quarters FY, %.

| Category                  | Share of sales, 2018, % | Share of sales, 2017, % | Sales 2018, bln $ | Sales 2017, bln $ | 2018 vs 2017, % |
|---------------------------|-------------------------|-------------------------|-------------------|-------------------|-----------------|
| Oil                       | 64.0                    | 62.6                    | 136.5             | 105.4             | 29.4            |
| Metal products            | 10.5                    | 10.0                    | 22.5              | 16.8              | 33.9            |
| Engineering               | 6.3                     | 7.0                     | 13.5              | 11.7              | 15.1            |
| Chemical goods            | 6.3                     | 6.9                     | 13.4              | 11.7              | 14.7            |
| Agro-industrial complex   | 5.2                     | 5.0                     | 11.0              | 8.5               | 29.8            |
| Timber                    | 3.1                     | 3.2                     | 6.6               | 5.4               | 22.8            |
| Precious metals and stones| 2.6                     | 2.9                     | 5.6               | 4.9               | 12.8            |
| Other goods               | 2.0                     | 2.4                     | 1.8               | 1.8               | 4.6             |

To meet the growing demand for lumber by 2030, additional 7.3-16.5 million m³ of lumber production capacities will be required (taking into account additional loading of existing capacities and retirement).

One of the problems identified in the analysis of timber exports was a change in the structure of timber exports. Thus, unprocessed products began to occupy a large part, rather than semi-finished products or finished products, despite the fact that the export customs duty rate on unprocessed products was almost 4 times higher than for finished products. The reason for this is the lack of motivation for
investing in wood processing, the purchase of expensive equipment for processing and obtaining high-quality semi-finished products or finished products, as well as the presence of a poorly developed transport and logistics infrastructure. World countries range in export forest industry is presented in Table 3.

Table 3. Top 11 World countries range, export forest industry.

| Country       | Export volume, $ mio | Share in total export, % | Forest square, mio. ha | Volume of exports in physical terms, Thou t | Price per 1 t, $ | Total range |
|---------------|----------------------|--------------------------|------------------------|---------------------------------------------|-----------------|-------------|
| Canada        | 1                    | 1                        | 3                      | 1                                           | 2               | 1           |
| Sweden        | 2                    | 2                        | 5                      | 3                                           | 3               | 2           |
| Russia        | 3                    | 3                        | 1                      | 2                                           | 11              | 3           |
| Finland       | 4                    | 4                        | 6                      | 4                                           | 6               | 4           |
| USA           | 7                    | 7                        | 4                      | 7                                           | 3               | 5           |
| Germany       | 5                    | 5                        | 7                      | 5                                           | 8               | 6           |
| Austria       | 6                    | 6                        | 10                     | 6                                           | 7               | 7           |
| Chile         | 8                    | 8                        | 8                      | 8                                           | 4               | 8           |
| New Zealand   | 9                    | 9                        | 9                      | 11                                          | 1               | 9           |
| Brazil        | 11                   | 11                       | 2                      | 10                                          | 9               | 10          |
| Latvia        | 10                   | 10                       | 11                     | 9                                           | 10              | 11          |

The territory of Russia is washed by three oceans; sea corridors connect Russia with such important countries as China, Japan, the USA and Germany, and on land borders with 14 independent States of the world. Structure of foreign trade turnover of Russia in January-February 2018 presented in figure 1.

![Figure 1](image_url)

Figure 1. Structure of foreign trade turnover of Russia in January-February 2018.

But on the other hand, the same territory is a barrier that prevents active development, because it is necessary to build thousands of kilometers of roads that must be resistant to different types of climate [3]. An Example of rapid development of road construction is China, it is built more than 700 meters of modern roads per hour.

Given the growing scale of trade, economic, investment, production and technological cooperation between Russia and the Asia-Pacific countries, and above all with China, participation in the formation of an international transport and logistics complex is a real opportunity to develop domestic forestry and wood processing, and, as a result, bilateral development of the economy of border areas. First of all, we mean the Far East and Siberia, whose forest resources are quantitatively numerous and qualitatively diverse. The Far East ranks first in Russian terms of value of wood and its diversity.

In recent years, a number of articles have been devoted to the possibility of integration into seemingly several countries to ensure efficient movement of goods. On the one hand, the project of such an
association is seen as political games and the spread of the influence of large countries on potential regions of Asia. A comparative analysis of open and hidden motives is carried out, as well as the involvement of countries in the implementation of the New Silk Road project with hidden political motives for the struggle for spheres of influence [4].

Others are considering the possibility of such an unification of transportation in terms of global processes. The possibilities of unification of technological and logistics processes are examined in detail, but at the same time, consideration is being made with respect to the economies of countries as a whole, without detailing the possibilities of using this potential for a particular industry [5].

At the same time, only Russia, which was originally announced as the main tracer of this project, is interested in a project that combines the possibility of skipping commodity circulation of two large continents. Many countries, including the countries of Europe and the CIS, are actively attracting domestic and foreign investments to conduct a new silk road bypassing Russian territory [6].

At the same time, internal Russian polemics on this issue range from enthusiastic expectations and huge prospects to a cautious assessment of Russia's participation in this project. At the same time, an assessment of domestic political movements, as well as changes in the macroeconomic climate and the impact of sanctions against Russia, are not ruled out. They have an indirect effect on the cautious desire to work with one of the Russian large companies at the risk of receiving indirect charges in connection with sub-sanctions or companies [7].

At present, China accounts for about 25% of the global and over 60% of the regional demand for imported wood, and its main partner is Russia. The underdeveloped road transport infrastructure of forest management limits the development of production forests and reduces the economic accessibility of forest resources. Many timber processing enterprises, due to the peculiarities of conducting timber production, are removed from the final consumer, which leads to negative indicators of material losses and significant transportation costs [8,9]. And the real contribution of the industry to the economic development of the country still does not match its capacity. The share of the Russian Federation in world timber trade is only about 4%. The contribution of the forest sector to the country's GDP is about 0.5%, the number of people employed in this area is 0.8% of those employed in the economy, and no more than 30% of the allowable amount of timber is mastered. Of particular importance for improving the efficiency of use and intensification of forest reproduction is the forest infrastructure (and, above all, the density of forest roads). The underdeveloped road transport infrastructure of forest management limits the possibility of developing exploitation forests and reduces the economic availability of forest resources. According to expert data, the average length of roads is 1.4 km per one thousand hectares of forest area, only 10% of forest roads are paved, while for the development of forest areas it is necessary to build at least 3 thousand kilometers of paved roads annually. Forest roads are not included in the list of regional and local traffic routes and are not reflected in territorial planning schemes. The mechanisms for co-financing the construction of forest roads through budgetary and extrabudgetary sources on the principles of public-private partnership have not been developed.

Despite efforts to resolve the problems of transport accessibility of forestry, it should be noted that a systematic approach to solving the problems of transport infrastructure has not yet been noted. The research objective is the search for ways to internationally unite at the level of state initiatives in the field of development of transport and logistics infrastructure in order to sell forest products taking into account the modern concept of the green economy. The aim of article is to find ways to internationally unite at the level of government initiatives in the development of transport and logistics infrastructure in order to sell forest products in line with the modern concept of a green economy.

2. Methodology
A comprehensive analysis of the state of the transport system in Russia allowed us to identify in a generalized form the following processes that determine it:

1. Increasing the scale of foreign trade cargo transportation, while reducing the flow of goods within the country;
2. Competition for the right to attract transit cargo to the Russian transport system between the Ministry and departments, as well as freight forwarders and carriers;
3. Active natural monopolies in the field of transport, which control the prices of services for foreign trade goods, which ultimately affects the demand from foreign companies;
4. Disconnection between parts of transport networks, resulting in the absence of intermodal transport as such;
5. Infringement of interests of both exporters and importers due to the ongoing merging of forwarding and transportation activities;
6. A significant difference between existing transport regulations and applicable regulations in the international market.

Today, Russia has a relatively well-developed system of communications in the field of transport services and export-oriented activities of the main subjects of the economy, but, nevertheless, the level of their development in many respects lags behind international leaders, so the improvement in this direction is strategic in its position. It should be noted that at the moment the share of transport services in the total export of the Russian Federation is only 30%, and 60% of them are cargo transportation and transport support services. Dynamics of cargo turnover of Russian transport is given in Table 4.

### Table 4. Dynamics of cargo turnover of Russian transport.

| | 2018 | 2017 | Changes in shares (2018 to 2017) |
|-----------------|------|------|-------------------------------|
| Transportation of goods by all modes of transport in Russia (billion tons): | | | |
| among them: | | | |
| motor transport | 5.5 | 5.4 | 1.8% |
| railway transport | 1.3 | 1.27 | 2% |
| pipeline transport | 1.2 | 1.17 | 2.7% |
| air transport | 1.2 | 1.1 | 9.1% |
| sea transport | 23 | 24.5 | - 6.1% |
| inland water transport | 105.1 | 110.4 | - 4.8% |

Taking into account the whole identity of Russia, it, like all countries of the world in terms of socio-economic development depends on the degree of development of transport and transport and logistics complex, which is the link of the organism under the name of the State. Transport communications unite all parts of the country. It also ensures its system integrity and functionality, which allows to actively developing not only production indicators, but also the social aspect. Being a material basis for ensuring foreign economic relations between Russia and its trade partners, transport communications contribute to its integration into the global economic system and the desire to become one of the leaders of the global economy. These figures allow us to assess the place and importance of transport services in the economic life of the Russian Federation:

- The share in the production Fund of the country is about 30%;
- Number of employed workers - about 6.8% of the working population;
- Share of transport services in GDP - 9%;
- Investments in the transport sector last year - 12% of the Federal budget.

The figures speak for themselves, so at the state level, transport is among the priority sectors of the economy [10]. According to Ruslan Greenberg, Director of the RAS Institute of Economics, "Each ruble of investments in railway infrastructure gives 1.46 rubles of multiplier effect for the country's GDP, and investments in railway infrastructure "awaken" not only new investments in related industries, but also new demand" [2].

Naturally, the question arises why, realizing the importance of the development of transport infrastructure, such a large country with strong potential for development in the field of transport and
freight forwarding services, loses to many States that can not boast of such economic, geographical and geopolitical indicators.

To answer this question, it is necessary to identify the main problems that need to be addressed by the Russian economy, carrying out the transition to sustainable development within the "green" paradigm:

1. The main problem that exists today since the collapse of the USSR, is the tendency of obsolescence (physical and moral) of fixed assets in the transport sector, reducing the volume of reconstruction of existing and construction of new infrastructure facilities. The level of depreciation of fixed assets for 2018 is as follows: railway transport – 36.5%, air transport – 41.8%; sea transport – 38.8%; inland water transport – 56.8%, road transport – 51.5% and pipeline transport – 49.9% [11];

2. The second problem stems from the first and is related to security, which remains low, especially in the sulphur of road and air transport. According to statistics, one hundred thousand citizens in Russia killed 22 people, which is much higher than in European countries, where this figure is 10 people. The announced statistics have a negative impact on the competitiveness of Russian transport companies in the international market [11];

3. The third problem is the lag in the technical and technological level of transport development, as well as the entire existing transport system. External demand for the Russian transport system faces underdevelopment of the transport and logistics system, which leads to missed opportunities for the Russian economy.

4. Low percentage of modern innovative component in the transport system of the country, which needs to develop the quality characteristics of the main movable Park and its technical component. All this directly affects the provision of transport services, as well as the environmental impact of the transport system, which today is a popular trend in Western countries.

5. Aggravating the financial situation of transport companies is a factor in the growth rate of prices for resources and transport tariffs. The difficulty lies in lagging behind the level of profit of the enterprise from the growing level of prices for component resources.

6. Uneven development of the transport system in the economy of the Russian Federation. Unbalanced development is based on three components:
   - disproportions in the development of the scale and growth rates of different modes of transport, especially this difference is noticeable when comparing inland water transport and actively developing in recent years, the motorization of the country;
   - Poor transport infrastructure. An example is the discrepancy between the roadway and the rate of motorization and the demand for road transport, as well as the reduction in the number of airports;
   - territorial unevenness of the transport system development, its condition and length. There are still differences in the development and density in the European part of the country with the regions of Siberia and the Far East, as well as transport problems of individual regions, associated to date with the complete lack of railway communication. This weakening of the country's transport links can lead to a decrease in its economic security;

7. Low level of competitiveness of the operating transport companies and all system of transport services. This state of Affairs is due to all the reasons mentioned above, as well as the inability of domestic companies to effectively use the country's existing geopolitical assets in the international sphere of transport services.

8. With regard to the forest complex, it is necessary to highlight the non-compliance of the road surface with the industry requirements and the introduction of forced restrictions on the loading of timber trucks. According to existing rules, the weight of a loaded timber truck should not exceed 44 tons. This decision was made to ensure the safety of the roads on which timber trucks drive. However, as a result of the introduction of this restriction, the machines are underloaded by 30% of the possible volume, which leads to high costs for logging and woodworking companies and does not contribute to reducing transport costs in the total cost of finished products. As one of the solutions, the Ministry of Industry and Trade of the Russian Federation considers increasing the maximum load of cars in the winter, when damage to the roadway caused by equipment is minimal.
9. Orientation in the construction of railways to international standards. For successful activity in foreign markets, it is necessary to build railways not according to Russian standards, with a wide gauge, but when creating technologically integrated enterprises, especially in Siberia, it is necessary to build railways with a gauge track that meets international standards and are suitable for the movement of trains as European and Chinese shippers.

The above-mentioned problems must be solved now, without postponing them for the future. It should be noted that, as in any difficult problem, there are many solutions that can improve the situation. Our case is no exception to the rule.

3. Results and discussion

As one of the promising ways to solve urgent problems in the Russian sphere of transport services is the project "New Silk Road" (NSR) or as it is called by the Chinese Belt&Road initiative. This attempt is based on the example of the Great Silk Road, which has already been mentioned in the beginning, but in modern conditions. The new route is designed to create fast and convenient transit routes passing through the whole of Eurasia, and it is also able to improve the development of the participating countries through the creation of markets for goods. More than 60 countries with a population of 4.4 billion people have expressed their intention to take part in the implementation of this strategy [12].

This ambitious project is not the restoration of the ancient silk pass, but as something new that can connect the West and the East by transport routes. The initiator of the Strategy is China, which reflects the increased role and influence of this country in the world, as well as the processes of serious renewal of regional and global economic policy.

NSR in the long term is intended for structural transformations of trade relations in the world. It is this project that requires the creation of a large infrastructure capable of eventually encircling the planet, connecting Australia and Indonesia, Central and East Asia, the Middle East, Europe, Africa and through Latin America to provide access to the United States. At the heart of the effective functioning and development of the NSP, it is necessary to have: sea and air routes, power lines and pipelines, Railways and highways. According to experts, about 4.4 billion people, representing 60% of the world's population, will be involved in the work of the new way to create and maintain all the basic components [13].

For the overland section of the road it is necessary to erect three main railway corridors: Northern, Central and Southern. On the Northern Route of the railway corridor will involve Russia, and Central and South will be held in Asia. In the future, these three corridors will be paved with highways. The sea route will be similar to the ancient route. In addition to all this, the heads of Russia and China also discussed a possible route through the Arctic, i.e. the use of the Northern sea route, which gives additional benefit to our country.

This promising project for the reconstruction of the New Silk Road is still at the stage of refinement and testing, work is being carried out in the field of policy and the collection of the necessary amount of money. Over the past five years, China has signed a cooperation agreement with 106 countries, as well as 29 international organizations and invested more than $ 80 billion. In addition, 82 districts of the trade and economic space were created.

In May 2015, President of the Russian Federation Vladimir Putin and President of the people's Republic of China XI Jinping signed an agreement on cooperation between the countries within the framework of the current Eurasian economic Union (EAEU) and the new silk road project. In June of the same year one of the longest railway routes Harbin-Hamburg, through the territory of the Russian Federation was realized.

Russia has a great economic interest in the development of the NSP project, and the current crisis may be the best moment to start the infrastructure mega-project. As you know, the crisis, shaking the market and its subjects, makes them take a fresh look at the effectiveness of the use of productive forces and the state of production relations. The economic crisis, like nothing else, stimulates business, science and civil society to seek new technologies, while modernizing not only the material and technical base, but also public relations and public consciousness. Naturally, the level of economic security and
sustainability increases. There is no doubt that the very conception of a "green" economy is a response to crisis phenomena on a global scale, including those related to resource conservation, environmental degradation, and increased social inequality in society. That is why the "green" economy, based on the modernization and introduction of new technologies, should be considered as one of the tools that prevent the systemic crisis of the market economy.

However, it is important to caution against excessive euphoria about the benefits and advantages of the transition to a "green" economy. With a green economy, the ravages of the economic crisis and its social consequences can only be mitigated, not cured. No matter how dangerous the consequences of human production may be for the environment, this activity cannot be stopped, but it is possible to make the transition to a new technological order at the global level through modernization.

In the context of this conception, modernization should be seen as a coherent set of irreversible evolutionary changes in productive forces and production and economic relations with a view to preventing or mitigating acute crisis situations and thus improving economic stability and security.

In the most general form, the prospects for Russia's participation in China's transport and logistics project are as follows:

1. Joining the TRANS-Eurasian transport corridor will allow Russia to gain a foothold in the world market of transport services as a major transit partner and become a "Eurasian bridge", connecting the West and the East. Currently, 95 per cent of goods are transported by sea between East Asia and Europe. This takes 45 to 90 days. The construction of modern highways, high-speed Railways will reduce the delivery of goods to one or two weeks. This will fundamentally change the approaches to logistics and significantly reduce transport costs, create a different economic quality.

2. The strengthening of positions in transit will attract additional cash flows and develop the country's transport infrastructure in accordance with the imperatives of the "green" economy. Since the route will run almost throughout the country, it will raise the level of development of lagging regions. Paying special attention to sparsely populated areas, it is possible to achieve their further development, not only in the field of transport, but also in production, of course, when creating a more favorable environment for living. "The TRANS-Eurasian development belt (TEADB) is potentially very interesting and important for Russia, – said the adviser on Japan and Asia-Pacific countries Of the Association of industrial parks Iwao Ohashi. – Using only the transit potential of the territory of Russia carries risks for the country, because it will not allow in the future to receive added value. The TRANS-Eurasian corridor should become a development corridor: new industries, new jobs and new cities should appear along the highways" [2].

3. The implementation of such a large-scale infrastructure project will require huge amounts of construction materials, the development of fundamentally new technologies, equipment, etc., which contributes to the loading of production capacities of all participants in these infrastructure projects.

4. Simplification of customs, visa and other procedures that facilitate the activities of business structures, expansion of trade and economic cooperation.

5. The current political confrontation between the West and Russia did not leave the choice of the latter in expanding economic relations with Asian countries, especially with actively developing China. It is with such a powerful economic partner that it is possible to establish long-term and mutually beneficial relations. And statistics confirm this: the volume of Russian-Chinese trade in 2018 amounted to 107.06 billion dollars, increase compared to 2017. Amounted to 20.8%, and compared to 2010. – 98%.

6. Russia and China are mutually interested in creating political stability in the neighboring countries. It is known that in the territory of many countries of Central Asia and the Middle East there are drug traffickers, military action is conducted and fighters operate. One of the ways to stabilize the situation in this area is the NSR project, which can improve the economic level of the countries, thereby increasing the standard of living of citizens, which will ultimately lead to political stability and strengthening the role of Russia in the region.

7. The inclusion of the Maritime silk road of the Russian Northern Sea Route (draft Arctic zone of the Silk Road) in addition to the expansion of traffic along the Northern involves the participation of
Chinese investors in the construction and reconstruction of the Arctic ports (in particular port Sabetta), as well as participation in the development of oil and gas fields on the Yamal Peninsula, and in the future on the Arctic shelf.

Russia has already experienced the first results from the international Belt&Road initiative, as part of which container trains running between China and Europe were launched. The two main routes through Russia connected 59 major cities in China with cities in 15 European countries. And if in 2016 1702 trains passed from China to Europe and in the opposite direction, then in 2017 they already amounted 3673, and in 2018 - 6363. The delivery time for goods to Europe when delivered by rail is reduced by three times, while the supplies schedule is met with high accuracy. Last year, 1.8 million m3 of sawn timber was delivered from Russia to China by container trains. Notable that, despite the proximity of Russian cities to China, the cost of delivering a forty-foot container with cargo to Chengdu from Krasnoyarsk is $ 2800, from Moscow - $ 3000, and from Lodz is $ 1000. Similarly, from Helsinki to Guangzhou - $ 2600. Thus, to improve logistics, Russian enterprises have significant reserves. In addition, within the framework of the “Belt&Road” project, more and more Chinese funds are investing in Russian forest industry.

The prospects for Russia's participation in China's project are like a fresh breath of air, able to breathe life and thereby accelerate the turnover of funds in the country's economy, through the development of trade relations and transport networks of the country. As Russian President Vladimir Putin subtly noted, "the growth of the Chinese economy is a chance to catch the Chinese wind in the sails of our economy."

To achieve such a situation, it is necessary to invest an impressive amount in the development of all necessary infrastructure. It is planned that the new silk route will pass through the Urals and the Northern regions of the country, so the option of extending the railway line "Polunochnaya - Obskaya" through Kazakhstan to China, the modernization of BAM and Transsib to create a high-speed railway "Moscow - Beijing", as well as the high speed rail (HSR) "Moscow–Kazan". The introduction of the Crimean port into the project is also considered. But as often it is not always planned crosses the line of implementation, it happened with our country. Russia today remains on the sidelines, the railway projects discussed above receive insufficient funding, investments in Yamal LNG and SIBUR do not belong to the basis of the route to a greater extent, but serve as branches. No matter how difficult it is to Finance this ambitious project, it is now necessary to invest in it, although we are the "Golden link" of the NSR, but at this point in time there are alternative ways to build routes, bypassing Russia, the so-called "silk wind".

Modern trends of world development in the transport component of the economy indicate the need to increase the transit potential of the Russian Federation. The urgent problem of Russia in the world transport market is the lack of funding, which in turn leads to the backlog of domestic transport in technical and technological aspects and the inevitable increase in unit costs for its maintenance in good condition. And the main impetus and trend of further development of transport and logistics networks of the Russian Federation, able to correct the current situation, is the New Silk Road, which unites many countries of Asia and Eastern Europe.

The chronic lack of budget investments to overcome the infrastructure crisis has predetermined the need for private business participation. Investment in transport infrastructure, as the practice of economically developed countries, fundamentally affect the overall economic performance of the whole country. Thus, the largest economic growth is observed where infrastructure investment is from 6% to 8% of the country's GDP. In those countries where infrastructure spending accounts for 3-4% of GDP (this group includes most countries in Western Europe and, oddly enough, Russia), economic growth is moderate or absent. But if the specific volume of infrastructure investment is in fact less, it leads to a recession and a fall in GDP. Moreover, as stated in a special study of Gazprombank, those countries that have invested more in transport, to maintain the pace of economic growth do not need to spend so much money on infrastructure construction, which frees the state budget to address many important social issues [14].

Russia also has experience in implementing similar projects involving private investment. The first Russian concession projects were implemented in the field of road construction, which was due to the
critical state of the industry and a new round of growing tension in society about the poor quality of roads in the country and questions about the effectiveness of huge budget expenditures for these purposes.

4. Conclusion
Russia, being a part of the world community, faced with the limitations of economic growth, competitiveness in the world market due to the insufficient development of the transport system and its non-compliance with the challenges of the "green" economy. Transport is a branch of the national economy with its inherent complex of technical means, ensuring the territorial integrity of the country, the unity of its economic space. Structural restructuring of the world economy, associated with a change in the balance between its economic centers, the increasing role of regional economic unions, the introduction of "green" technologies has led to changes in national and world cargo and passenger flows, the growth of requirements for the quality of transport services. The active position of the state to create conditions for the sustainable socio-economic development of the country includes measures to improve the quality of transport services, reduce the total costs of society, depending on transport, strengthen innovation, social, environmental orientation of the transport and logistics industry. The lack of proper development of this part of the market infrastructure leads to serious economic and social problems, but with proper use and development contributes to increased productivity, improving the lives of the population. The transport network itself, i.e. the combination of different modes of transport, in addition to economic and social importance, is also important in the political and military arena of the world.

Thus, transport is one of the largest backbone basic industries, which has close ties with all elements of the economy and social sphere. The safety and environmental friendliness of the transport system plays an important role in the socio-economic development of the country. In the context of increasing public attention to environmental factors, reducing the harmful effects of transport on the environment is of great social importance and can greatly affect the development of urban agglomerations. With the further development of the country, the expansion of its internal and external transport and economic relations, the growth of production and improving the standard of living of the population, the importance of transport and its role as a system factor will only increase. Under these conditions, the formation of strategic directions of development of transport should be carried out on the basis of a comprehensive analysis of the current state and problems of development of transport system in close relationship with General directions and magnitude of the socio-economic development of the country, as well as the global strategic trends of the global economy.

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