Economic security in the transport industry

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Abstract. In conditions of economic development and the formation of new economic ties, the uninterrupted operation of transport and its condition significantly affect the level of economic security of the state. The abstract service 'transport' is considered by the authors as a complexly structured economic category consisting of three levels. At the first level, a transport service is defined as a form of good; at the second level – as a form of activity; at the third level, in accordance with the social nature of the reproduction of services, a transport service is an economic relation. The article formulates the tasks of ensuring economic security in the provision of transport services and its main components. It is proved that reliable economic security at all territorial levels is possible provided that business entities are stable in the provision of transport services, as their potential is a determining stabilizing factor in anti-crisis development, a guarantee of economic growth and maintaining the country's economic independence and security. In organizing and managing the transport component of economic security, it is necessary to coordinate the principles of protecting the transport component of security with the interests of the state to ensure economic security in all sectors of the economy, to determine threshold values for indicators and threats to transport security in order to solve the problems of eliminating these threats.

1. Introduction

Transport services include various types of transport services by all modes of transport (road, rail, water, pipeline), carried out within the framework of countries or regions. As part of transport services, such components as passenger transportation, freight transportation, auxiliary transport services, postal and courier services and others are distinguished. The largest share in the composition of transport services is occupied by passenger and freight transportation. The former are services for regular and occasional transportation of passengers. It should be noted that passenger transport does not include organized water cruises and bus tours, which are included in the «travel» service category. Freight transportation is all services related to servicing goods turnover: transportation of goods from the place of their production to the place of consumption.

The effectiveness of the functioning of the transport services market is determined by the interaction of supply and demand, which determines the market conditions. The demand is based on the solvency of consumers of transport services, and the size of the supply depends on the quantity and variety of their types. Since different consumers have different solvency, and, consequently, a demand for quality and travel comfort, the demand for transport services is differentiated. This leads to the emergence of another indicator of the state of the services market - the coefficient of population...
satisfaction in the types of transport services, the commensurability of their supply with the needs of various categories of passengers.

Positive changes in the country’s economy necessitate meeting the growing needs for the transport of goods and passengers, developing transport infrastructure, improving the quality of transport services, and reducing costs in the transport sector. All these tasks are a condition of economic security in the transport sector of the economy.

In modern conditions, one of the most important tasks of an individual entrepreneur in the field of transport services is to achieve a level of economic security that would ensure the internal stability of his business, active participation in the processes of economic development and at the same time guarantee its prosperity.

The purpose of this article is to study the main components of economic security in the field of transport services, highlight the key tasks of its provision, as well as to substantiate the prospects for strengthening economic security in the field of transport services.

To achieve this goal, the following problems are solved in the article: 1) the features of the functioning and condition of the transport services market are studied; 2) explores the concept of "economic security" in the transport sector; 3) the problems of ensuring economic security in the provision of transport services are identified.

The study is based on an inter-disciplinary approach using the methods of logical-structural, situational, and comparative analysis. The obtained results and recommendations can become the basis for decision-making by business entities in the provision of transport services in the field of economic security.

2. Literature review
In recent years, several studies have been carried out on transport security issues as part of national security [1, 2, 3]. However, there is no universally accepted definition of both economic security and the economic security of a transport enterprise. Currently, in connection with the growth of economic risks and threats, the policy of economic entities should be maximally focused on ensuring their economic security. The concept of "economic security of an economic entity" is rarely used in scientific literature, more often "economic security of an enterprise" is subject to research.

In economic science, the category of "economic security" was considered by such Russian scientists as A.D. Arkhipova, L.I. Abalkina, G.S. Vechkanova, S.Yu. Glazyev, A. Gorodetsky, E.A. Oleinikova, V.K. Senchagova, T.D. Romashchenko, V.V. Shlykova, A.Kh. Haupsheva and others [4]. Despite the breadth of research, it is obvious that scientists have no unity in their views on the definition of the concept of economic security of an enterprise. Let us analyse some of the most interesting, in our opinion, opinions of the authors. G. Kharlamova defines economic security not as a peculiar state of an enterprise, but as a continuous process of functioning of an enterprise [5]. B. Gillessen considers the economic security of an enterprise from the point of view of minimizing losses and maintaining control over property [6].

A somewhat different understanding of the economic security of the enterprise is given by I. Koshkina, defining it as the state of the enterprise, which means that the probability of an undesirable change in any qualities, parameters of the property belonging to it and the external environment affecting it is small (less than a certain limit) [7]. In accordance with the point of view of R. Nepal, the economic security of an enterprise is determined by a combination of factors reflecting independence, stability, growth opportunities, and ensuring economic interests [8].

A common feature in these definitions is that economic security is seen as a state of protection of the vital interests of the enterprise from real and potential sources of danger or economic threats.

3. Methods of research
The author’s approach is based on the thesis that transport is a complexly structured economic category consisting of three levels. At the first level, a transport service is defined as a form of good;
at the second level – as a form of activity; at the third level, in accordance with the social nature of the reproduction of services, a transport service is an economic relation. Features of this service: immateriality, non-preservation, inseparability from the source, lack of a time lag between production and final consumption of the service, inconsistency, lack of ownership.

The infrastructure of the transport services market includes commercial banks, logistics centres, consulting firms, leasing companies and other facilities, the quality of work of the entire transport complex of the country depends on the effectiveness of their functioning. In general, the transport complex includes 2 elements:

a) transport as a set of elements of 2 groups:
- material and material objects of transport infrastructure (rolling stock and other working capital of enterprises).
- employed in transport.

b) transport activity – the movement of passengers, goods, traffic management in transport [9].

In organizing and managing the transport component of economic security, it is necessary to coordinate the principles of protecting the transport component of security with the interests of the state to ensure economic security in all sectors of the economy, to determine threshold values for indicators and threats to transport security in order to solve the problems of eliminating these threats.

4. Results and discussion
Currently, due to the growth of economic risks and threats at this stage of the economic cycle in Russia, the policy of the transport complex enterprises should be maximally focused and aimed at ensuring their economic security. In these conditions, the economic security of transport and transport complex enterprises becomes a paramount task. Therefore, an effective strategy and tactics for achieving the goals and objectives that determine the future of the transport sector enterprises is monitoring and timely assessment of the state of their economic security, development and implementation of organizational, technical, financial and other measures to counter internal and external threats, that is, the organization of services and building systems for ensuring economic security.

The importance and relevance of ensuring the economic security of the enterprise in the field of transport services is determined by the special importance of this sphere in the country's economy. The special place of the transport sector in the economy of the Russian Federation is predetermined not only by its advantageous territorial location, but also by a stable, balanced, dynamically developing, and ready-to-integrate transport system.

Transport service can be attributed to the sphere of material production. Without directly converting raw materials, transport creates value in use. Transport service is considered the final process of material production and at the same time the initial stage of production or final consumption. The scope of the provision of transport services differs from other enterprises [10]:
- firstly, it does not produce tangible products, but despite this, the labour of transport workers is considered productive.
- secondly, raw materials are not used, and the share of wages is high in costs.
- thirdly, the service in transport services is considered not as an activity that adds the consumer value of the main service, transportation, but as a support system that improves the conditions for the movement of goods, passengers.
- fourthly, the use value of a service arises in strict observance of time limits and other conditions, which narrows the possibility of its competitive replacement.
- fifthly, the absence of a specific place of sales and production of services where purchase and sale transactions can be concluded requires its consumption during production.

The result of the activity is a transport service, which involves direct contact with the consumer and his involvement in the process of providing the service. At the same time, consumers (passengers) are the main elements of the external environment that are not considered a passive object but respond to a detectable effect and thereby directly affect the entire work process.
The scope of the provision of transport services is of an infrastructural nature because it is a general condition for material production, has significant general economic, social, cultural, and political significance, and performs national economic and other functions.

By economic security of a transport complex enterprise, we mean a system of protecting the interests of owners, shareholders, and employees, ensuring the efficient use of all available resources from external and internal threats.

The main principles of ensuring economic security in the provision of transport services are:

a) the effectiveness of forecasting, timely opening and classification of threats, the adequacy of response to them.

b) the sufficiency of the means and resources necessary to ensure the provision of transport services in the sphere of providing transport services, their rational use.

c) compliance with the level of preparedness, training, and support in the provision of transport services to security needs.

d) avoidance of damage in the provision of transport services to drivers, passengers, hand luggage, cargo.

The objectives of ensuring the economic security in the field of transport services depend on the goals of the business entity. Among them are stable functioning; survival and adaptation; development and improvement.

The main tasks of ensuring economic security in the provision of transport services [11]:

- the growth of profitability of the enterprise in the provision of transport services from the transport of passengers or goods.
- improvement, development, and promotion of new transport services.
- Organization of a network for passenger service and transportation of goods.
- development of a permanent system of control over the quality of transport services.

The direct implementation of the goals and objectives of ensuring the economic security of enterprises in the provision of transport services, as a rule, is assigned to specialized internal economic security services. The main mission of the economic security service is reduced to a timely, quick, adequate response to any disturbing influences that destabilize the economic situation of the enterprise. By negative disturbing influences it is necessary to understand any threats, both from the external environment, and internal, damaging the enterprise of the transport complex. Therefore, the tasks of the economic security service of a transport enterprise include such areas of work as:

- preventive measures to prevent economic, social, political, and other threats affecting the activities of the transport complex enterprise.
- protection of the legitimate interests of the owners of the transport company.
- control over the safety of financial and technical means.
- rational organization of the process of providing transport services.
- control over the safety of transported goods.
- ensuring the safe transportation of passengers [12].

The concept of economic security in the provision of transport services includes financial, intellectual, personnel, technological, legal, environmental, information and power components.

The financial component is based on the characteristic of financial stability and solvency of a transport company. The weakening of financial security is inevitably accompanied by a decrease in liquidity, an increase in accounts payable and receivable, and an increase in financial dependence.

The intellectual component is the result of a competent policy of the transport company for personnel management. The main threats in the field of intellectual security are the lack of protection of rights to scientific works, industrial designs, trademarks, commercial names, as well as the low educational level of staff.

The personnel component characterizes the staffing of the enterprise. The main threats in the field of personnel security include: the outflow of personnel, the aging of personnel, the aging of knowledge and skills, the decrease in labour productivity of employees of a transport enterprise.
A "brain drain" has serious negative consequences for the Russian economy, such as a slowdown in scientific and technological progress (without which there will be no improvement in technology, which, for example, will help increase output at the same cost level), the cost recovery associated with raising the level education specialists. Against the background of all this, the country will lag the leading countries of the world. To compensate for the loss of personnel, our state must attract foreign citizens (highly qualified specialists) to the work, which also requires additional costs.

Also, in order to combat the current situation, on the territory of the Russian Federation more than once they talked about the need to create a state program aimed at the return of highly qualified specialists from abroad to their homeland. The basic provisions were developed according to which returning scientists created similar working conditions and development methods in the Russian Federation. Now, there are no advancements in this program.

If we consider the experience of foreign countries where similar programs operated, then no significant results were achieved. Therefore, it is necessary to take a different path, and to direct forces to support young specialists, to create the basis for them to develop and implement. And it is precisely such a trend that is currently observed in the territory of the Russian Federation as part of the national project "science".

The system of national projects was created for the development, rise in the scientific and socio-economic plan of the Russian Federation. If we consider the national project "science" in more detail, then its essence lies in the consideration of various projects of young researchers, the selection of the best and the allocation of grants for their implementation.

Russia has a rather soft migration policy compared to other countries of the world (for example, China, France, the USA). This leads to the fact that on the territory of our country increasingly low-skilled people arrive, which contribute to the extensive growth of the economy. One word "growth" suggests that the involvement of such specialists has a positive effect on the country's economy, but not everything is so simple. On the one hand, immigrants can save employers financial resources, but on the other hand, this can lead to a significant slowdown in modernization [13].

The technological component characterizes the technological potential and the degree of its protection. The main threats in the field of technological safety are the problem of preserving the scientific potential, obsolescence of the material base of production and increasing dependence on external commodity and technological expansion.

The legal component characterizes the degree of protection of the interests of the enterprise using legal mechanisms, and regarding emerging legal risks, effective work has been built to identify and minimize them in a timely manner. The main threats in the field of legal security are: insufficient legal protection of the interests of the enterprise in contractual and other business documentation; violation of the legal rights of the enterprise and its employees; Intentional or unintentional disclosure of commercially sensitive information; patent infringement.

The environmental component characterizes environmental protection, ensuring the safe operation of environmentally hazardous facilities of the enterprise, and the prevention of environmental disasters. The main threats in the field of environmental safety are: a threat to the health of employees of the enterprise; loss of profit due to high levels of environmental fines and payments; reduced competitiveness of the enterprise and manufactured products; undermining the image of the enterprise.

The information component is the protection of the channels of receipt, storage, processing and transmission of information, the protection of any information resources by access levels. The main threats to information security are loss (destruction, destruction), leakage (extraction, copying, eavesdropping), distortion (modification, fake), information blocking [14]. These threats arise as a result of uncertainty, incompleteness, inaccuracy of information, decision-making in conditions of risk.

The market component characterizes how much the internal capabilities of the enterprise are able to satisfy the external demands of the market. The most important threats to transport enterprises in this aspect include a reduction in their market share, a decrease in the company's competitiveness, a lag in the rate of development of market needs, and others [15]. Consideration of the balance between supply
and demand is possible only if the designation and determination of the equilibrium tariff. A supersaturated market requires appropriate regulation, the possible introduction of quotas.

The nature of the equilibrium tariff is determined by the properties of market demand, whose volume inevitably decreases when the tariff increases above the equilibrium level. Conversely, with a reduction in tariffs (and especially in the context of a shortage of transport services), demand increases. Depending on how the demand, supply and market price (tariff) of the transport service are interconnected, the following types of transport markets are distinguished:

1) "Shortage market."

This type of market exists when there is a shortage of transport services. At the same time, market conditions are forming, within the framework of which all market participants are forced to fit in. A scarce market is inherent in the stage of formation of market relations, when the transport industry is just beginning to actively develop, new structures and operators of various forms of ownership appear. One of the distinguishing features of such a market is the inability of some operators of the transport services market to influence the prices of other operators. All operators in this case are price recipients. This is especially evident in commercial traffic. The presence of unfair competition is also characteristic.

2) "Oligopolistic market."

Such a situation is formed in the transport industry when a limited number of sufficiently large operators that can dictate terms and set “rules of the game” in the market own the largest market share. Such operators are not interested in the appearance of new transport companies on the market, therefore, by all possible means do not allow competitors to enter the market. Pricing (tariff determination) depends on the chosen strategy of operators' behavior. Most often it occurs by mutual agreement of firms. At the same time, methods are often used to simulate fair competition, to create new firms, the owners of which essentially remain the same operators of the transport market.

3) "Monopolized market."

Another option for organizing the transport services market arises when there is a single operator in the industry – a monopolist. This is usually a large transport company that can fully satisfy all market demand. There is virtually no competition with this type of market. This in turn allows the operator to be the “master” of the market and freely manipulate the prices of transport services. A characteristic feature of this type of market is the operator’s desire to minimize low-income (but socially significant) transportation. With an increase in the number of transportations of the solvent part of the population at higher tariffs.

4) “Absolutely competitive market”.

The fourth type of transport market is characterized by a multiplicity of operators, quite small, with a high level of competition between them. In such conditions, prices for transport services are formed under the influence of changes in supply and demand. Operators that are participants in such competitive relationships strive to occupy a certain market niche, and gradually increase the volume of services provided using a variety of non-price competition methods (advertising, quality of service, positioning). There are no barriers to entry and exit to the market of this type. This creates a constant appearance on the market of new operators with alternative types of transport services, which further enhances competition.

5) "Excess market."

The fifth type of transport market is the opposite of the first type. Its distinguishing feature is the excess (overproduction) of types of transport services. In such conditions, competition among operators is significantly aggravated, under the influence of which they are forced to reduce their prices (tariffs). Those operators that are not able to provide transportation services at such reduced prices are gradually leaving the market, unable to withstand competition. This type of market is the most advantageous for consumers of transport services.

In modern Russian practice, the first three types of transport markets are most common.

The economic security of the enterprise is due to the interaction of various factors. Some factors for a specific period can be considered certain. Others are subject to significant changes in a relatively
short period of time. Several factors may not be precisely defined and calculated. The most general scheme, reflecting factors that can affect the state of economic security of an enterprise in the transport industry, is presented in Figure (Fig. 1).

![Diagram](attachment://economic_security_factors.png)

**Figure 1.** Factors affecting the state of economic security of the transport industry.

Factors that can affect the state of economic security of an enterprise in the transport industry are a set of environmental conditions that affect security settings. These factors are divided into internal and external. External factors can be divided into three groups: macroeconomic, market, other. [16] Internal factors can be divided as follows: financial, production, personnel, logistical, investment and technological, sales, environmental.

External threats to the economic security of an enterprise can do much more harm than would come from within the organization [17]. Macroeconomic crises can hit the enterprise hardest. No less important are internal threats to the economic security of the transport services company, which are directly related to the economic activities of the company and its personnel. One of the threats is the presence of defects in the production cycle or a violation of technology. Another threat is the underestimation of the importance of strategic planning. This can lead to a wrong choice of purpose, an incorrect assessment of opportunities, and as a result significantly undermine the economy of the enterprise and cast doubt on its further performance and competitiveness. [18].

Ensuring economic security in the provision of transport services, firstly, involves the identification, analysis, and assessment of existing threats for each of the functional components and the development on their basis of a system of counteracting and preventive measures. In this case, a threat to the economic security of a transport company should be understood as a combination of negative impacts of external and internal factors that impede in the present or may impede in the future, the effective implementation of the main business processes of the transport company, as well as the achievement of its charter goals and objectives. Secondly, ensuring economic security in the provision of transport services implies a desire to maximize the effectiveness of the use of its resources for each component.

5. Conclusion
From the foregoing, it can be concluded that the economic security of an economic entity in the field of transport services is a state of protection of the vital interests of the enterprise from internal and external threats, formed by the management and staff in the field of transport services through the implementation of legal, economic, organizational, technical and socio-psychological areas. Ensuring economic security is an important component of enterprise management of the transport complex.
To ensure the optimal development of transport markets to strengthen economic security, the creation of an effective public administration system is required. The development of a unified transport system in Russia is a necessary condition for solving the problems of regional economic policy, the main of which is the formation and strengthening of the economic basis for independent socio-economic development of the regions. Transport, being an infrastructure sector of the national economy, performs the most important social functions, providing mass, safe and affordable services to the population.

The global economy in 2020 faced significant problems due to the spread of the new coronavirus infection COVID-19. In order to prevent the spread of the pandemic, many countries suspended the activities of enterprises and limited their mobility. The measures taken were compelled in the current situation. Of course, the consequences of what is happening now in the world will leave its mark in the further development of the economy. But no matter what changes take place, there will always be a need for economic security.

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