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ANALYSIS OF INTERNATIONAL ACTIVITIES OF THE RUSSIAN RAILWAYS HOLDING

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Abstract

This paper under the title analysis of the international activities of the Russian Railways discuss the international pursuits of the Russian Railways in Europe, Asia, Africa, and Latin America. The article discusses the areas of the development of the foreign business in different spheres and mentioned the main achievement in 2020 by giving all details of the corporations that had been made and built and retailing the achievements of it, including some statistics of the improvement the transportations of the goods to different destinations. The article concludes by the future goals of the recent project until 2030, for making different upgrades by planning in the sphere of building new roads, growing the financial plan, and making new corporations with other companies.

Introduction

Russian Railways is a huge Russian company that does its business actively not only within Russia but also all around the world. That is why the author of this article decided to go deeper in research of this company's activities. Thus, the geography of the international activities of the Russian Railways holding covers the countries of Europe and Asia, Africa and Latin America. The main directions of the Company's international activities are transit cargo transportation and international logistics, as well as the implementation of infrastructure projects abroad. The key companies forming the foreign business of the RZD holding include RZD International LLC, CJSC South Caucasus Railway, UTLC ERA JSC, GEFCO, RZD Logistics JSC.

Key areas of development

JSC "Russian Railways" continues to develop foreign business, including by expanding the geography of its presence, as well as by promoting the export portfolio of the Holding, formed in the following areas:

- design, construction (reconstruction), electrification and subsequent operation of railways;

- consulting (development of concepts, strategies, programs for the prospective development of the railway industry, feasibility studies, business plans);
- management of railway complexes;
- supply of railway machinery, equipment and materials;
- provision of integrated transport and logistics services (including the creation of joint operators, the acquisition of shares in national logistics companies);
- development of a network of international passenger transportation routes, as well as an assessment of the possibility of creating joint operators in the passenger segment (including with a view to entering the European market);
- transit transportation of goods in the main international directions;
- services for training and advanced training of personnel;
- development of IT services, creation of cloud applications and digital strategies;
- formation of financial solutions in order to implement foreign projects.

Main achievements in 2020

830.9 thousand TEUs (twenty-foot equivalent unit) were transported through the Russian Railways network in transit traffic, which is 10.8% higher than the target value of the LDP (Label Distribution Protocol) (750 thousand TEUs). The implementation of infrastructure projects in the Republic of Serbia continued: in accordance with the schedule and in full, work is being carried out under two current contracts, and a third contract is being developed.

Work continued on the management of railways in Mongolia and Armenia. At the end of 2020, record values were achieved in the segment of freight traffic along the Ulaanbaatar railway (30milliontons), including in terms of transit along the China-Europe route through the Russian Federation.

The Company's initiatives were promoted on the platforms of international organizations, including the OSJD, the UIC, the Council for Railway Transport of the Commonwealth Member States.

A- International activities of Russian Railways and the implementation of major international projects

The long-term priorities of the Company's international block are systematized in the Foreign Business Strategy approved by the Management Board of Russian Railways. The document is synchronized with the LDP and the action plan of Russian Railways for the implementation of the messages of the President of the Russian Federation to the Federal Assembly of the Russian Federation in 2018–2020.

B- Cooperation with the CIS and Baltic countries belonging to the space of 1520 Km.

The key international structure that ensures the preservation of technological unity and practical interaction between the railways of the 1520 space remains the Council for Rail Transport of the Commonwealth Member States. In 2020, two meetings of the Council were held in absentia. As a result of the 73rd meeting, the draft Concept for the strategic development of railway transport in the space of

1520 until 2030 was approved. It has been submitted for consideration to the CIS Executive Committee.

For the Eurasian integration block, all points of the roadmap for interaction between Russian Railways and the Eurasian Economic Commission have been completed. The company participates in the formation of the regulatory framework of the Eurasian Economic Union (EAEU). The draft action plan (road map) for the implementation of the coordinated (agreed) transport policy of the EAEU for 2021-2023 is at the final stage of approval. An important element of the plan is the use of electronic navigation seals during transit.

C- Cooperation with the countries of the Asia-Pacific region

In 2020, the Company interacted with Chinese partners, primarily with the Chinese Railways State Corporation, to develop transit container traffic, increase the level of digitalization, expand the range of goods transported, and other areas.

In the context of the decision taken by the Government of the Russian Federation to subsidize transit traffic, systematic work was organized with foreign clients to attract new cargo flows to the Trans-Siberian. In November, the first full-length container train was sent from Japan to Europe. In order to expand the Company's presence in the most promising market in this regard in the Asia-Pacific region, in 2020 a representative office of Russian Railways was opened in Japan.

D- Development of international transport corridors

The agenda of the Seven-Party Working Group (Germany, Poland, Belarus, Kazakhstan, Mongolia, China, Russia) on the development of transit was focused on optimizing technological processes, increasing the speed of transportation, developing through timetables for container trains, including those with the possibility of using them in automated systems, and further digitalization of transportation.

As part of the implementation of transport and logistics measures to promote the North-South ITC, work is underway to establish a regular container service from India to Russia. The authorized logistics companies of the corridor have agreed on base rates and guaranteed delivery times for the transportation of containers with Indian foreign trade cargo as part of block trains.

E- Cooperation with international organizations

An important result of the participation of Russian Railways in the work of international organizations was the strengthening of the image of a green company. In terms of assistance in achieving the Sustainable Development Goals and the climate agenda, Russian Railways participates in the working bodies of international organizations of the UN system and UIC.

On July 15, 2020, Belozerov O. V., General Director and Chairman of the Management Board of Russian Railways, signed the UIC Declaration on Sustainable Development declaring the commitment of railway companies to reduce specific energy consumption and CO₂ emissions₂, achieving carbon neutrality by 2050 and achieving sustainable development goals. Thus, the Company has demonstrated its readiness to make an active contribution to the

development of sustainable green transport and the implementation of the Paris Agreement to combat climate change.

Strategic goals until 2030

- create conditions for a fourfold increase in the volume of transit container traffic;
- ensure the promotion of the Holding's initiatives in international organizations;
- create conditions for expanding the portfolio of foreign projects of the Russian Railways holding.

The main tasks of the foreign economic activity of the Russian Railways holding in the field of implementation of infrastructure projects:

1-formation of a portfolio of infrastructure projects of the Russian Railways holding abroad;

2-growth in income of the Russian Railways holding through the implementation of cost-effective infrastructure projects abroad, as well as projects that provide additional loading of the infrastructure owned by JSC Russian Railways;

3-increasing the share of presence in foreign infrastructure markets and increasing the global competitiveness of the Russian Railways holding by promoting Russian railway products and services for the railway sector.

In the long term (by 2030), the Russian Railways holding should become the leader of a consortium of companies (both members and non-members of the Holding) offering comprehensive services on the international market of railway infrastructure projects, including:

- consulting;
- concept development;
- design;
- construction;
- supply of materials;
- machines and equipment;
- management of transport complexes.

Conclusion

The Russian Railways is a project that has many solutions in the way of transportation of the goods in the side of time by creating new roads, in the way of the construction, and in the way financial field by increasing the incomes and the profits for all the contractors with this company, that is why it need to achieve the present projects and also the goals that has been set until 2030, in order to make a worldwide transportation.

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АНАЛИЗ СТАТИСТИЧЕСКИХ ДАННЫХ ПРОИЗВОДИТЕЛЬНОСТИ ТРУДА И ЗАРАБОТНОЙ ПЛАТЫ ПО ВИДАМ ЭКОНОМИЧЕСКОЙ ДЕЯТЕЛЬНОСТИ

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Производительность труда является одним из показателей эффективности работы сотрудников организации. Стимулирование работников выполнять трудовые задачи в целях повышения прибыли организации – одна из целей руководства. Вопросы материального и нематериального стимулирования отражены в работах отечественных и зарубежных авторов и рассматривают данную проблему с различных точек зрения: от психологических подходов до применения инструментов математического моделирования [1 – 4].

Рассмотрим организацию как многоагентную систему, где центром является руководство, а агентами – сотрудники. Центр устанавливает систему стимулирования, направленную на повышение прибыли, а агенты с учетом принятой центром системы стимулирования, выбирают свои действия, отражающиеся на производительности труда.

Фактическая производительность труда рассчитывается по формуле [1]

$$P_{fact} = \frac{Q_{fact}}{t_{fact}},$$

где P_{fact} – фактическая производительность труда, Q_{fact} – фактический выпуск продукции в единицах измерения данного вида продукции, t_{fact} – фактические затраты труда в единицах времени.