

УДК 658.7

ТЕНДЕНЦИИ РАЗВИТИЯ ПЕРЕВОЗОК МЕЖДУ
РОССИЕЙ И КИТАЕМ В 2022 ГОДУ
TRENDS IN THE DEVELOPMENT OF TRANSPORTATION
BETWEEN RUSSIA AND CHINA IN 2022

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*Аннотация. В статье рассмотрены вопросы
трансформации цепей поставок между Китаем и Россией в 2022
году.*

*Abstract. The article discusses the transformation of supply
chains between China and Russia in 2022.*

*Ключевые слова: транспорт, логистика, цепь поставок,
перевозка.*

Key words: transport, logistics, supply chain, transportation.

Introduction.

The sanctions of 2022 affected the logistics of Russia, and it is believed that the most reliable way of delivering goods today is transport communication with China [1]. China accounts for about 12% of world trade, and trade turnover to Russia in the first 8 months of 2022 increased by 31.4% – to 117.205 billion dollars. And in 2021, it reached a record 146.887 billion [2].

However, there are details in this issue that affect not only the transportation of Russia with China, but also the transportation of Belarus with China through Russia [1].

The main part.

In 2022, on March 28, as part of China's "zero tolerance" policy for COVID-19, a two-stage quarantine was introduced in Shanghai: the eastern districts of the city, where Pudong International Airport and

Yangshan Container Terminal are located, were closed. The port of Shanghai, which has held the world leadership in container turnover for 12 years (in 2021, the volume of transshipment exceeded 47 million TEU), worked with limited transport links, access to warehouses and personnel access, which led to disruptions in supply chains. Truck traffic to Shanghai was limited by 30%.

In addition, there were violations due to unresolved problems with logistics in another major port of China – Shenzhen, where after the removal of restrictions on COVID-19, logistics very slowly returned to normal.

Cargo air traffic has already been affected by problems with access to Pudong Airport, the main cargo air hub in China, where in 2021 the volume of cargo handled exceeded 4 million tons. With the introduction of lockdown, airlines began to reduce flights to Pudong Airport – in particular, Cargolux has already done so. Kuehne + Nagel, redirected sea cargo to the port of Ningbo, and aviation cargo to Zhengzhou. Due to redirection to other airports, the cost of transportation has increased [3].

An increase in trade turnover between Russia and China by almost a third and external restrictions in 2022 led to a sharp transformation of logistics routes and an increase in the importance of rail transportation. In particular, the share of rail transportation of key goods according to the Russian-Asian Union of Industrialists and Entrepreneurs (RAUIE) increased from 40% in early February to about 70% by the end of June. The main redistribution occurred due to a reduction in the share of multimodal transportation and sea shipments to the port of Vladivostok. However, there was a sharp reduction in the volume of container shipments by direct rail from China to Russia. At the same time, the cost of delivery in the second half of June 2022 increased by 1.5 thousand dollars. There was a shortage of seats and delays in shipping.

In addition to the increase in the cost of logistics services, the waiting time for trains has also increased: in July, the waiting time for cars in China averaged 14 days.

It turns out that rail delivery has become "a bottleneck", and rising prices have led to an increase in importers' interest in multimodal deliveries and deliveries of motor vehicles. Thus, the question arose about an alternative on the part of road transport as a way of delivering goods from China.

Especially taking into account the commissioning of a new bridge between the Russian Blagoveshchensk and the Chinese city district of Heihe, when new opportunities for the supply of goods by road opened up. However, so far this type of communication is not very popular, due to high rates and irregular operation of border crossings, and is still in a downward trend [4].

Meanwhile, the consequences of the Russian-Ukrainian conflict continue to affect world trade. Although Russia accounts for 5% of global maritime trade, and Ukraine for only 1%, there is an increased risk of a global economic downturn [3].

Thus, companies have to look for ways to work in a logistics crisis:

- diversify the channels of delivery of goods in order to reduce risks in case of unexpected logistics problems. Use intermodal transportation and a combination of different modes of transport. Russian companies are changing logistics routes and using rail freight, forming alternative supply chains and sales through the territory of Belarus, Armenia, Mongolia, Turkey and other countries.

- diversify the channels of funds transfer. If earlier it was possible to transfer funds to Chinese partners quickly through SWIFT, now there are problems with international transfers. Therefore, it is necessary to test different payment methods so that it remains possible to transfer money if one of the channels does not work.

- to lay a "reserve" of time for production. It is better to put more time on production, taking into account force majeure. If in the past it took one and a half to two months for the production of goods from the moment the money entered the accounts of the Chinese, now it needs to be laid at least three. New outbreaks of covid, the closure of factories for quarantine, difficulties with the supply of components – all this has an impact on the production time.

- to form stocks of goods. Due to problems with logistics and an increase in the production-delivery time, it is necessary to form stocks for two or three months in advance. If the product is technically complex, it is better to form an order with an even greater surplus in order to fulfill obligations to customers in case of marriage and the need to close repairs. Some companies form stocks not only from spare parts, but also from finished products that can be sold entirely, disassembled into parts if there are interruptions in the supply of components.

– increase the level of control over production. Now, due to the inability to quickly replace the defective batch, the cost of the error has significantly increased. In addition, due to problems with counterparty suppliers, Chinese assemblers may try to replace components and parts during production that are not agreed with the customer. Therefore, it is desirable to have a permanent presence at the factory in China of a controller from the company that will carefully monitor the production process.

– reconfigure production and reduce the share of imported components.

– optimize costs. Now in the field of logistics, it is possible to reduce costs with the help of digital freight forwarders who introduce new technologies. Many systems independently build optimal logistics chains. This also applies to multimodal transportation [5].

Conclusion.

Thus, the reduction of foreign trade operations with the West, the change of trade partnership led to a change in Russia's trade chains, the redistribution of cargo traffic. And China's role in trade with Russia has significantly increased. However, due to disruptions in logistics in China, it is very important to use the above-mentioned events. And also to reduce dependence on one key supplier: for example, to distribute purchases among several contractors.

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Submitted on 20.10.2022