

АВТОМОБИЛЬНЫЕ ДОРОГИ РОССИИ

“Due to the COVID-19 crisis, sales of private cars as safer means of personal mobility have increased by 7% in Russia in the last quarter of 2020 as compared to 2019. Such trends do not contribute to the achievement of the SDGs.”

– Irina KARAPETYANTS, Russian University of Transport, Moscow

Государственные организации

1. Минтранс России	16. Росавтодор	31. Минтранс Республики Татарстан
2. Минтранс Московской области	17. Росавтодор Московской области	32. Минтранс Республики Башкортостан
3. Минтранс Ленинградской области	18. Росавтодор Ленинградской области	33. Минтранс Республики Марий Эл
4. Минтранс Нижегородской области	19. Росавтодор Нижегородской области	34. Минтранс Республики Чувашия
5. Минтранс Республики Карелия	20. Росавтодор Республики Карелия	35. Минтранс Республики Саха (Якутия)
6. Минтранс Республики Коми	21. Росавтодор Республики Коми	36. Минтранс Республики Тыва
7. Минтранс Республики Ингушетия	22. Росавтодор Республики Ингушетия	37. Минтранс Республики Дагестан
8. Минтранс Республики Северная Осетия-Алания	23. Росавтодор Республики Северная Осетия-Алания	38. Минтранс Республики Абхазия
9. Минтранс Республики Южная Осетия	24. Росавтодор Республики Южная Осетия	39. Минтранс Республики Южная Осетия
10. Минтранс Республики Адыгея	25. Росавтодор Республики Адыгея	40. Минтранс Республики Чечня
11. Минтранс Республики Крым	26. Росавтодор Республики Крым	41. Минтранс Республики Крым
12. Минтранс Республики Крым	27. Росавтодор Республики Крым	42. Минтранс Республики Крым
13. Минтранс Республики Крым	28. Росавтодор Республики Крым	43. Минтранс Республики Крым
14. Минтранс Республики Крым	29. Росавтодор Республики Крым	44. Минтранс Республики Крым
15. Минтранс Республики Крым	30. Росавтодор Республики Крым	45. Минтранс Республики Крым

Image Source: Map of the federal road system connecting the Russian Federation and central Asia by 2030, Rosdor NII institute, Moscow.
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Transport infrastructure in a pandemic and post-pandemic time: Losses, challenges and uncertain changes

Transport's ramified infrastructure, which meets the basic needs of man and society in mobility, belongs to the sphere of the service economy, which has suffered significantly due to the restrictions on communications and the closure of national and regional borders because of the Covid19 crisis. Although the Covid-19 pandemic is far from over, it will have lasting impacts on the management and investments in moving goods and people. In the conditions of huge losses in the transport sector of the economy, the costs of the continuing stagnation of the traditional transportation system are clearly visible.¹ First of all, they are measured in terms of significant decrease in the volume of freight and passenger traffic. The impossibility of its complete restoration, even after 4-5 years, on the previous scale determines the essence of the subsequent necessary qualitative changes in the industry. Among them – reducing the production of vehicles for global markets, their technological modern-

ization in the direction of increasing environmental friendliness, energy efficiency, reducing the cost of services, implementation of digital management, autonomization of use, introduction of sanitary safety standards, transformation of infrastructural and logistic support of modal shifts in the utilization of certain modes of transport and redistribution of flows in the organization of traffic, decline of financial resources supporting the operation of traditional transport facilities.

Despite the fact that, for example, the EU countries decided in March 2020 on the free continuous cross-border transportation of goods, the traffic load indicators are low due to the temporary or final closure of a number of industrial enterprises which is a result of the economic lockdown. Meanwhile, the need to expand stocks at terminals and, accordingly, an increase in demand for equipped warehouses is increasing. A significant narrowing of the range of transported goods in favor of inclusion in the main flow and supply chain of food and medical goods also affected a certain transformation of the transport and logistics infrastructure and their equipment. State support measures adopted in many countries for operators representing various modes of transport cover, inter alia, covering payments exclusively for the use of existing ground infrastructure.

The decisions taken during the spread of the first and second launch (wave) of the coronavirus aimed social distancing and affected the impossibility of moving towards

achieving sustainable development in the implementation of task 11.2. SDG 11 - “Expanding public transport in cities”. From 60 to 90% of urban residents stopped using public transport.² With moving online most of a significant number of citizens either working or studying, transport has shifted from the daily necessities of life to the area of increased risks of COVID 19. Against this background, sales of private cars as safer means of personal mobility have increased in many of countries. For example, in Russia, it was about 7% percent compared to the last 2019. Such trends also do not contribute to the achievement of environmental sustainable development goals.³

In the context of the pandemic crisis and the reallocation of public resources, financing targets for modernizing transport infrastructure have decreased in many countries. Due to budget deficits and falling revenues, many transport projects are postponed indefinitely. For example, in North Carolina (USA), the Department of Transportation was forced to postpone more than 100 projects worth \$ 2.2 billion in 2020. Infrastructure investment in South Africa is down 5.4% this year.⁴ As a result of the sequestration of the financial plan for the implementation of the transport part of the comprehensive plan for the modernization and expansion of the backbone infrastructure for the period up to 2024 in the Russian Federation, investment in infrastructure decreased by almost 2 times.⁵

At the same time, the Covid-19 pandemic has stimulated the development of digital infrastructure, logistics servers, and unmanned vehicles, in the context of the implementation of contactless modes of life and the organization of work processes. Transport infrastructure is also changing with the expansion of preventive health measures through. Modern vehicles and transport facilities, given the uncertainty of the final end of the pandemic, must necessarily be equipped with appropriate disinfection equipment. As the movement (flow) of people and goods is listed among the key five economic sectors most affected by the pandemic crisis (KPMG 2021), further development of transport infrastructure will be difficult and contradictory.⁶

The positive forecast is that transport will be in the focus of political programs for financial support of key sectors of the economy in the post-view period as well. Negative factors are determined by the close dependence of the development of transport infrastructure on the rapid recovery of many sectors of the economy, the banking system, and commercial activity of business, which for the next 5 years forecast of a decline in world GDP by 5.3%, seems problematic. In addition, a significant reduction in the demand for passenger transportation is expected due to a decrease in the income of the population, the continuation of the policy of organizing a significant part of professional activity in a remote format, and the emergence of new models of citizens' behavior in relation to routes, forms and types of mobility.

