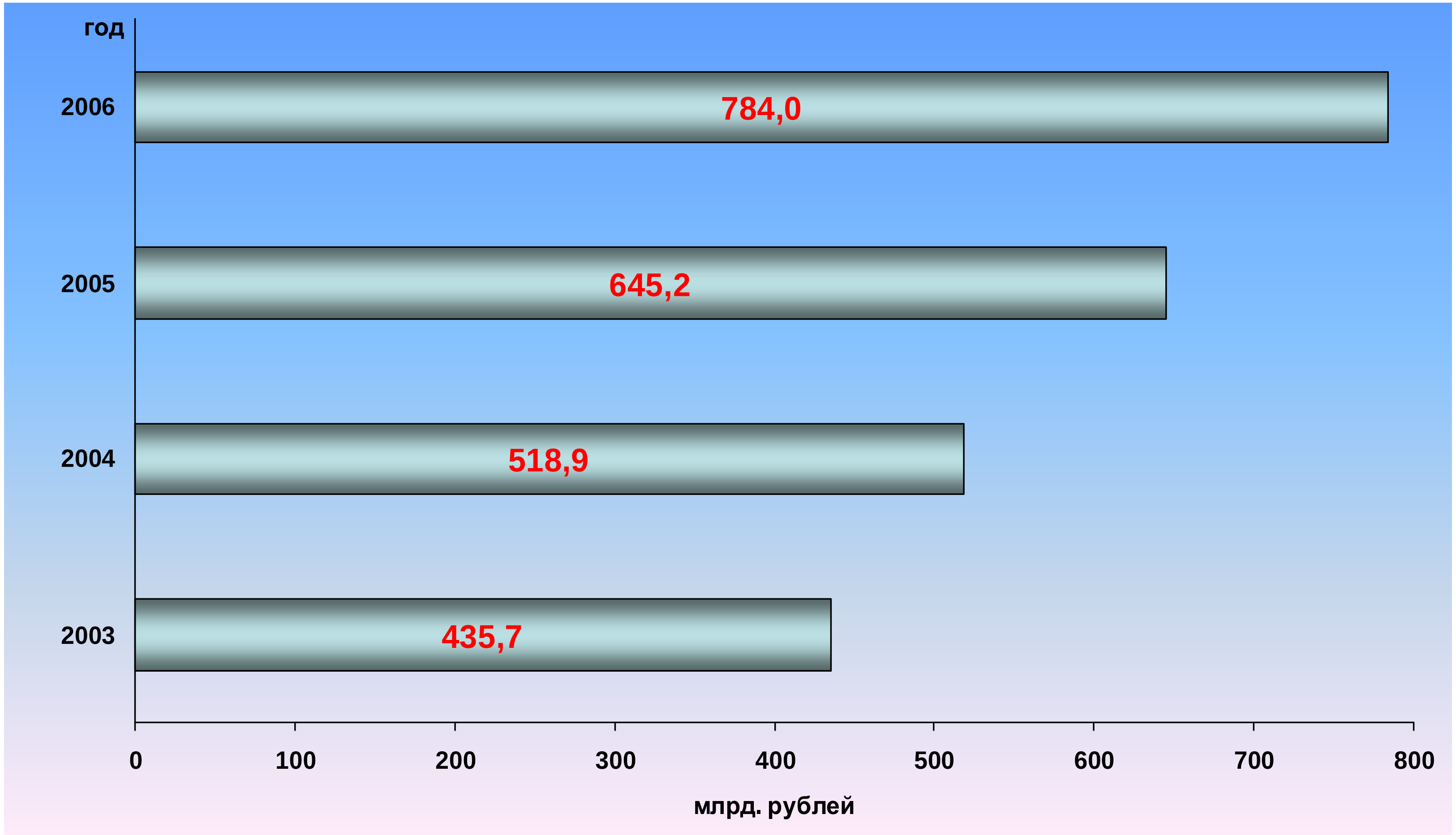
Logistic in St-Petersburg

Conditions for development

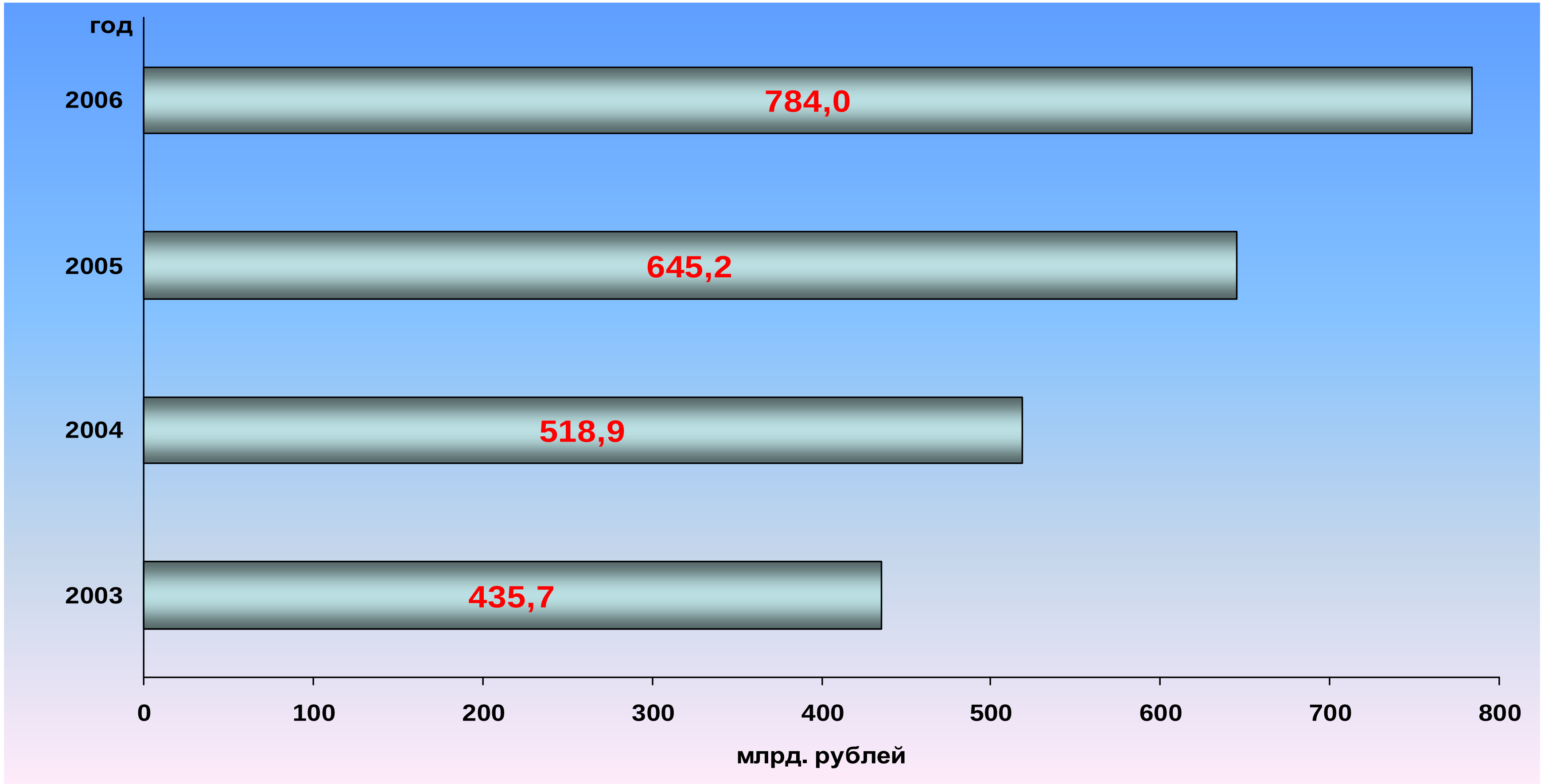
E.Y.Timofeeva

THE TRANSPORT AND LOGISTICS SYSTEM OF ST. PETERSBURG

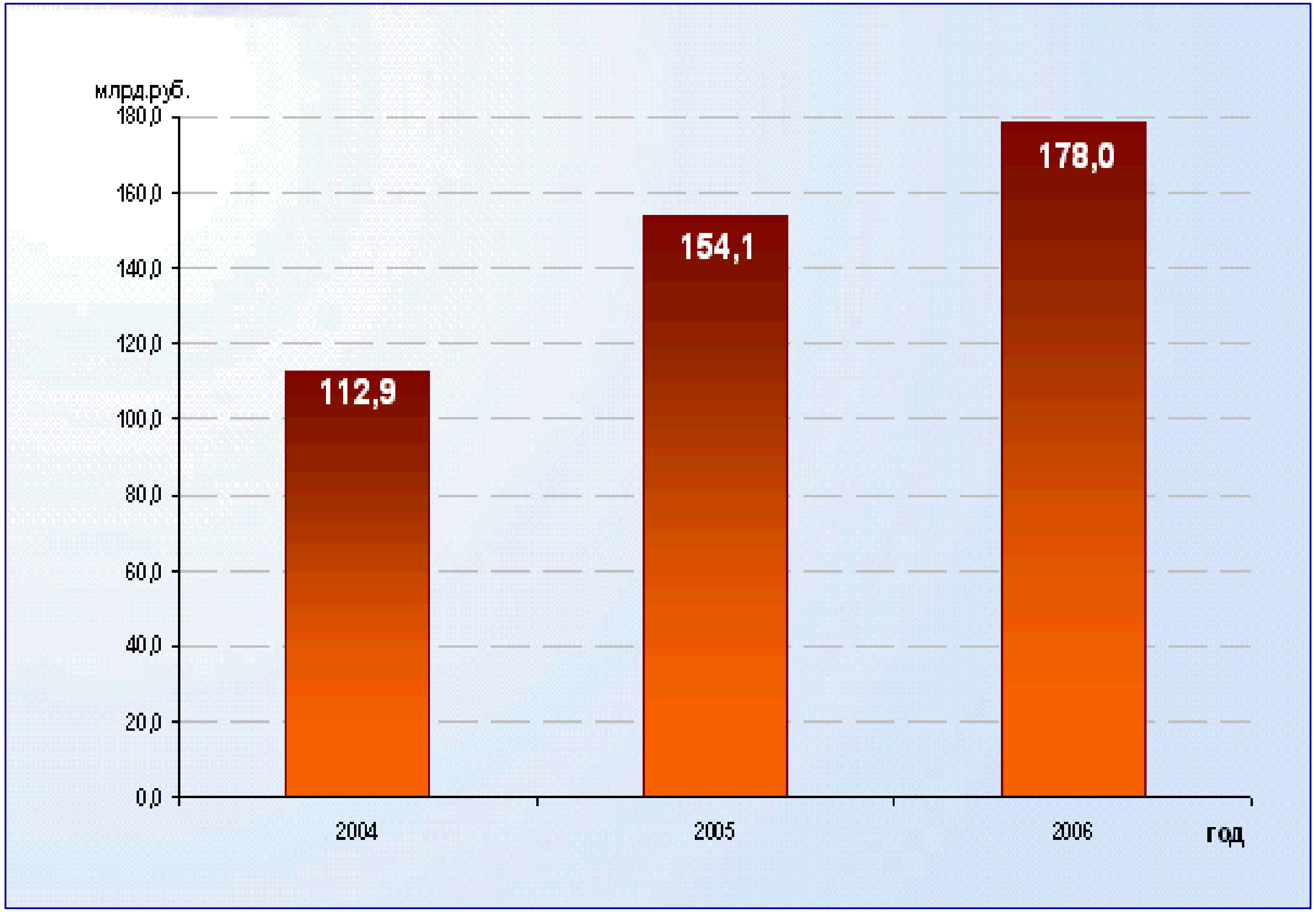
Volume total regional product



Volume total regional product for persanal

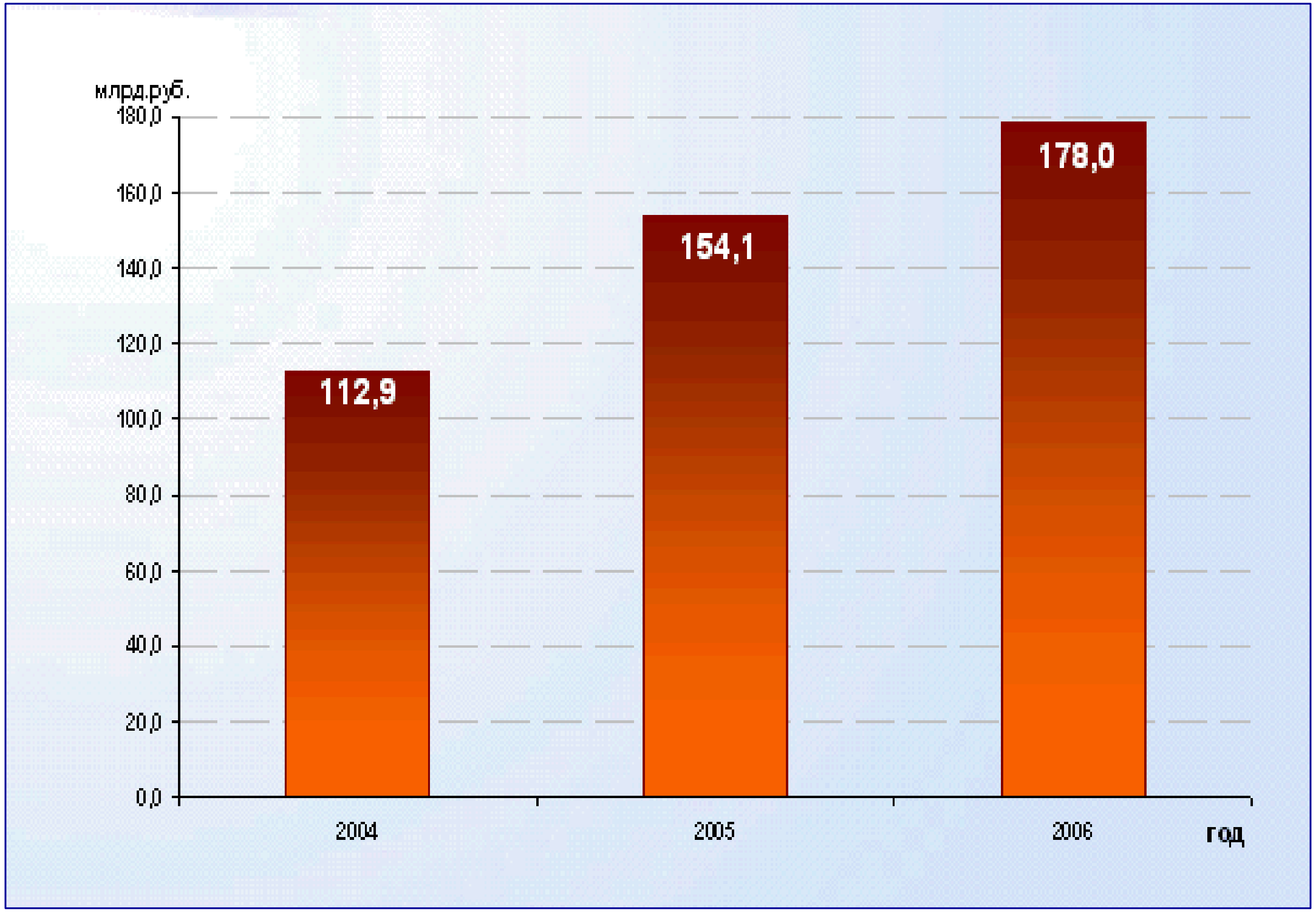


Invest in

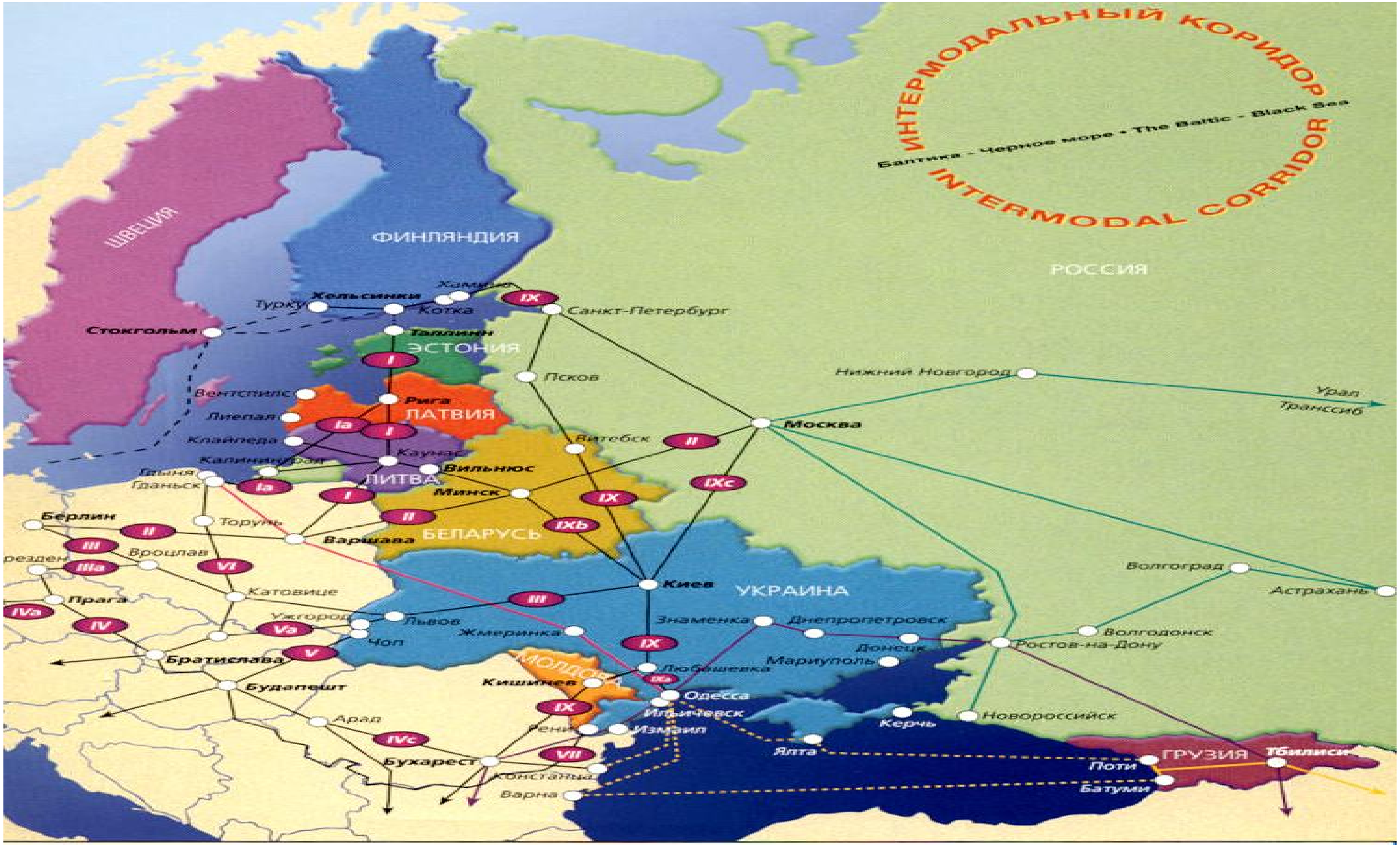


млрд.руб.
180,0
160,0
140,0
120,0
100,0
80,0
60,0
40,0
20,0
0,0
112,9
154,1
178,0
2004
2005
2006
год

Forin invest



Internaqtional trade



IX — Трансъевропейские транспортные коридоры Критской конференции

Евро-Азиатский транспортный коридор (TRACECA)

морские пути

Транспортный коридор Балтийское море (Гданьск/Гдыня) - Черное море (Одесса)

Транспортный коридор ЧЭС (Черноморское Экономическое Сообщество)

Российские проекты транспортных коридоров (июнь 1997, Хельсинки)

THE FREIGHT WORK OF THE TRANSPORT AND LOGISTICS SYSTEM OF ST. PETERSBURG IN 2005, M tons

Indices	Export freight	Import freight	Other freight	Total
TOTAL, all transport modes, including:	114.7 (43 %)		152.5 (57 %)	267.2 (100 %)
Sea transport	44.6 (78 %)	12.7 (22 %)	-	57.3 (100 %)
Rail transport	28.2* (27 %)		76.7 (73 %)	104.9 (100 %)
River transport	9.8* (90 %)	0.2* (2 %)	0.9 (8 %)	10.9 (100 %)
Road transport	19.2* (20 %)		75.8 (80 %)	95 (100 %)

* - goods, transported to/from the Great Port of St. Petersburg

Channels of Big port Saint-Petersburg

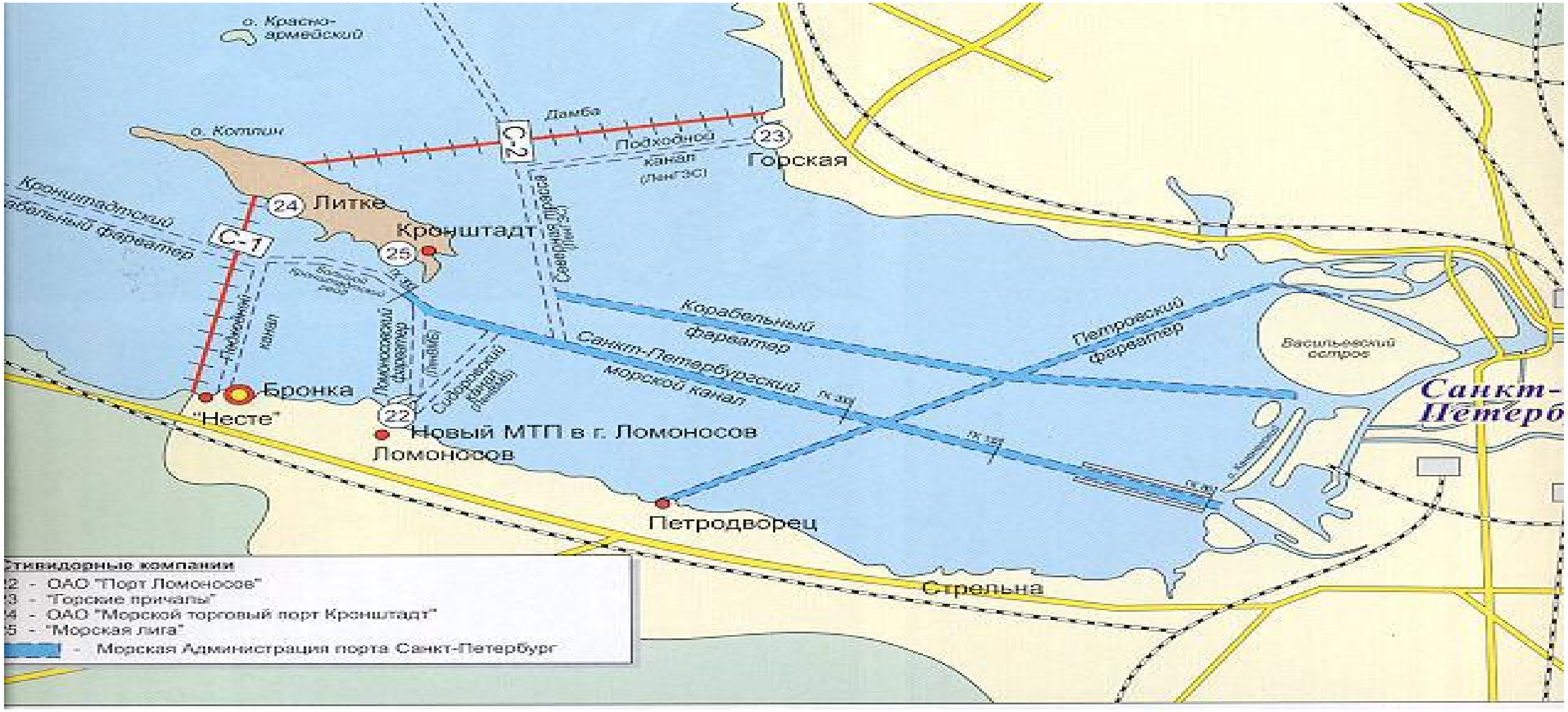
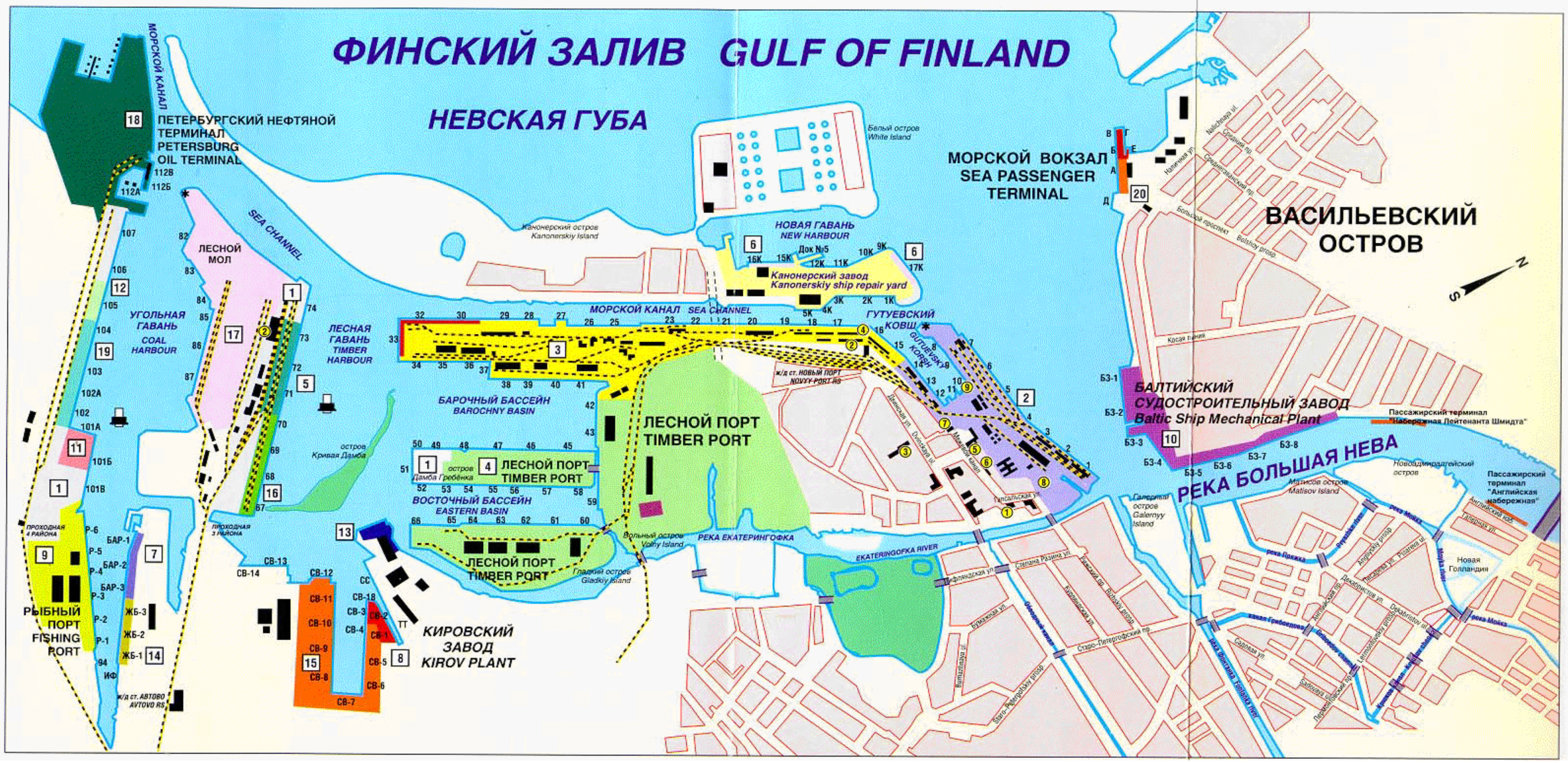
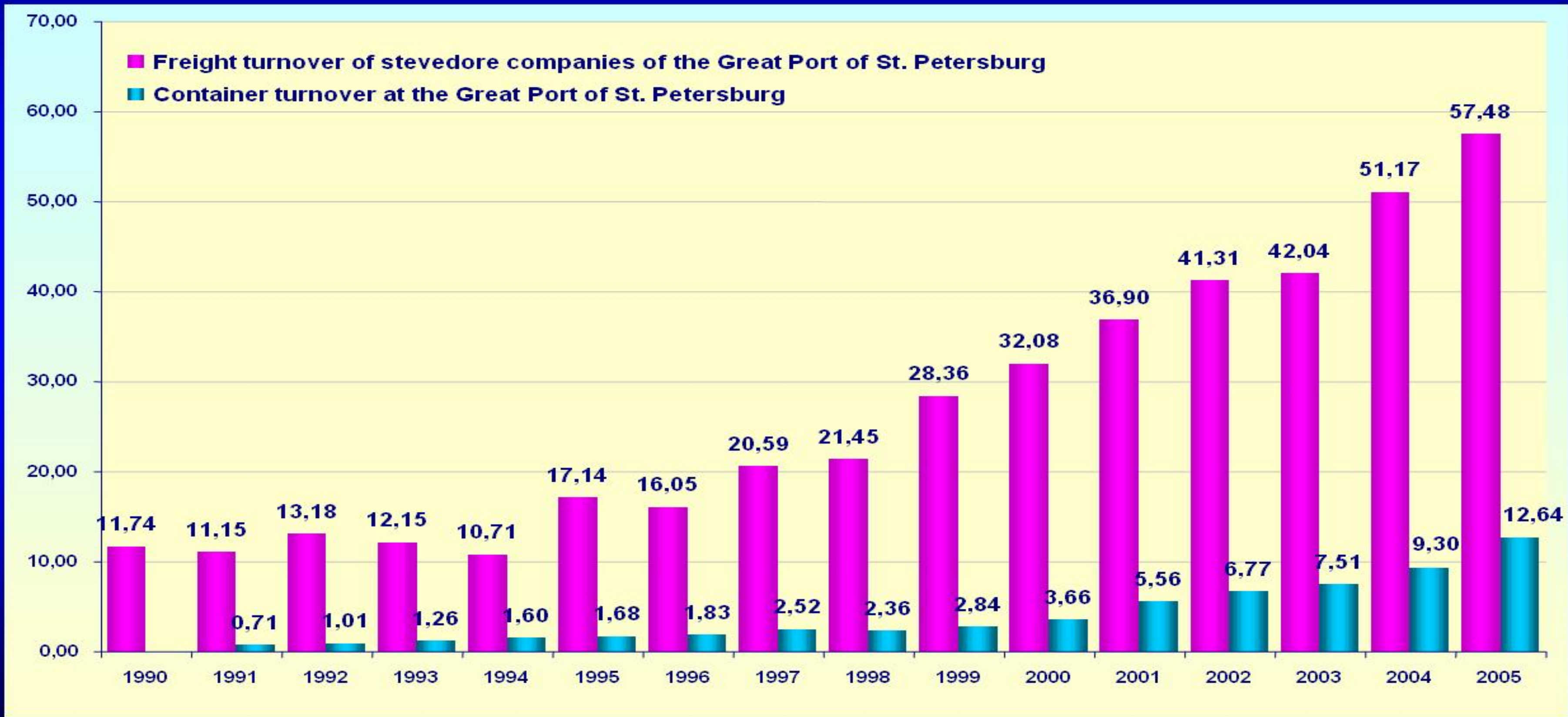


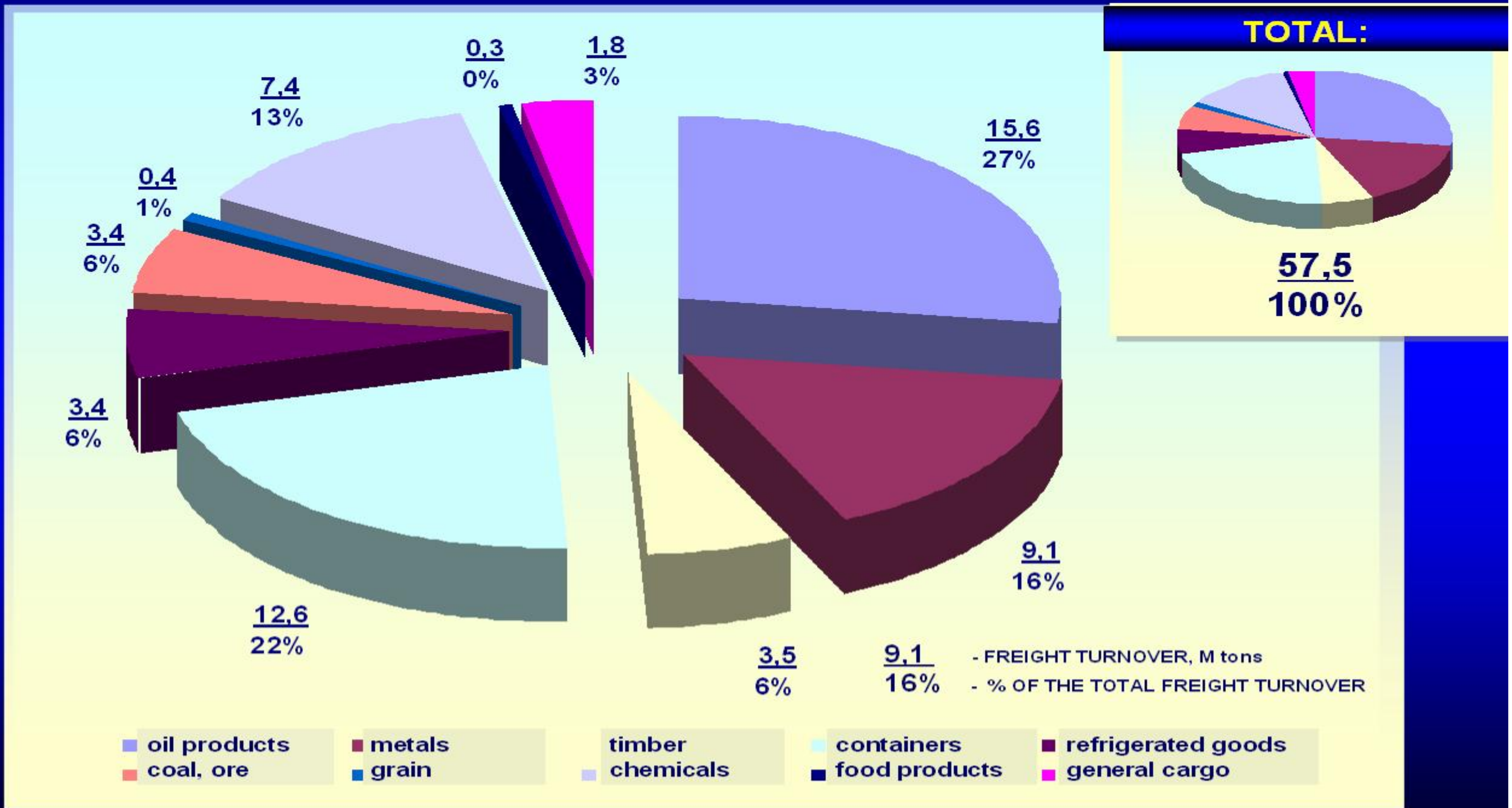
СХЕМА МОРСКОГО ПОРТА САНКТ-ПЕТЕРБУРГ
MAP OF THE SAINT PETERSBURG SEA PORT

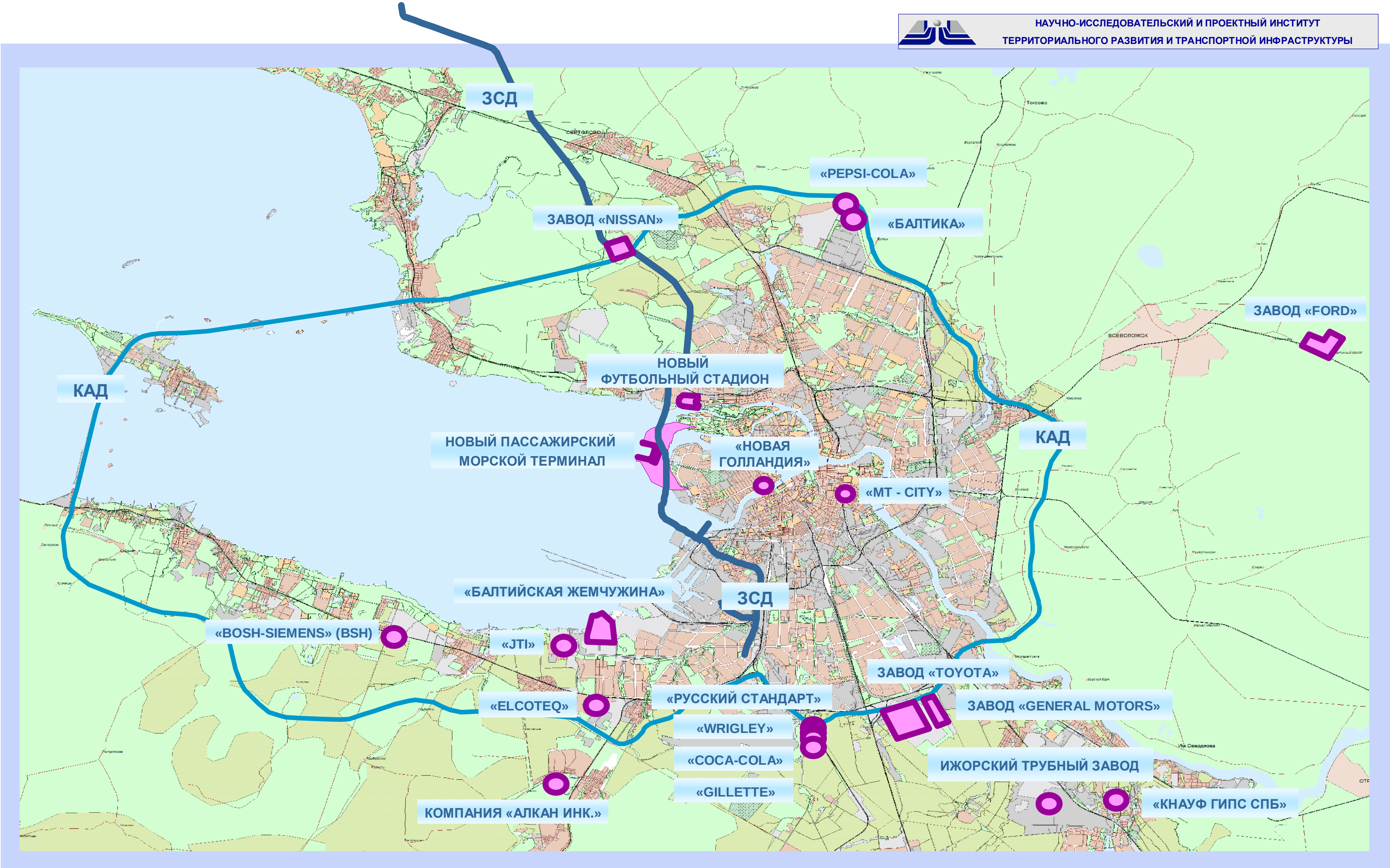


THE FREIGHT TURNOVER DYNAMICS AT THE GREAT PORT OF ST. PETERSBURG IN 1990-2005, M tons



COMMODITY TYPES HANDLED AT THE GREAT PORT OF ST. PETERSBURG IN 2005





Main Invest projects

Structure of logistic market

	Volume, mlrd.rub	share of market, %
Transport	98,6	72
Terminals	17,0	12
Agents	13,8	10
Customs	4,8	3
Other	4.1	3
Total	138,3	**100**

Income S-Petersburg Budget from logistic activity

	Volume,mlrd.rub.	share of market, %
Transport	98,6	72
Terminals	17,0	12
Agents	13,8	10
Customs	4,8	3
Other	4,1	3
Total	138,3	**100**

Support

- - Saint-Petersburg Government had accepted General plan development of Saint-Petersburg.
- - Saint-Petersburg Government had accepted different laws for support of small business (the most part of logistic and information companies have less then 50 stuff personal, so being the companies of small business).
- - Saint-Petersburg Government had accepted different laws for improvement investment conditions.
- - Saint-Petersburg Government is creating free economic zones for development high level technology with better taxes conditions.
- - Saint-Petersburg Government had accepted Strategy for development of Saint-Petersburg transport complex.
- - Saint-Petersburg Government had accepted Strategy for development different other branches (industry, safe of road, etc.)
- - Saint-Petersburg Government had accepted law documents for support of industry and innovation sphere.
- <u>Negative facts:</u>
- Federal and regional structure of government mainly oriented for support of vertical connections, but logistic links between different parts of transport complex, as well as industry, trade and other branches is not supported enough by government structures.
- Most of taxes volume from transport companies, deliver to federal budget.

Main conclusions

Strengths:

- geographical places;
- a lot of Russian transport company work on the regional and international markets;
- branches of the region economic development very rapidly;
- a lot of science organizations in Saint –Petersburg region;
- a lot of education organizations and high level teachers;high level and wide spread of ICT infrastructure (nets, including Internet, mobile etc.)

Weaknesses

- a lot of private transport companies do not have experience for using electronic exchange of information with international format;
- level of information systems partly of state organizations are not sufficient;
- city internal road infrastructure not correspondent with volume of cargo; - federal and regional structure of government weakly support horizontal links

Opportunities

- a new roads are build in Saint-Petersburg region (Ring road, West high speed diameter);
- new laws accepted for support of business;
- city government is delivering to business some places to accommodate terminals and free zones;
- using private and federal invests;
- using new technology for overload and transportation of cargo.

Threats-

- share of old population increases rapidly;-
- environmental problems;
- city budget do not have enough financial resources for transport objects;-
- area of city is not enough for accommodation of transport objects.

Recommendations for local Government

- The main point development is – the best balance between different parts of transport complex and first of all building and development of transport infrastructure;
- Target support of using ICT in transport sphere through laws, financial and administrative tools (local taxies, development target education centers etc.).
- 3. Preparing agreements between federal, local governments and transport organizations for support logistic development.