

Кулик. Она показала динамику изменений в последние годы, взаимосвязь тарифной политики и объемных показателей по транзитным перевозкам, использование понижающих коэффициентов и фиксированных ставок на отдельных маршрутах. Главным критерием при снижении действующих тарифов остается на дороге естественное для рынка условие: получаемые доходы после снижения тарифов должны быть больше, чем доходы до их коррекции.

Собственно, выступление белорусского специалиста характерно как раз своей привязкой к конкретике. В подавляющем своем большинстве участники международной конференции основной целью ставили обмен опытом в тарифном регулировании. В этом ключе построены сообщения представителей железных дорог Франции, Китая, Турции, Чехии, стран Балтии, Финляндии, Германии, Бразилии, Армении, Украины.

В итоговом документе конференции значение обмена опытом и всестороннего сотрудничества регуляторов транспорта особо подчеркивается и выделяется. Общение профессионалов показывает, насколько схожи их задачи независимо от страны пребывания, и хотя различаются применяемые ими инструменты, отличаются сами полномочия, есть основание стремиться к созданию

новых форматов международного сотрудничества и кооперации органов тарифного регулирования, а вместе с тем и к сближению методологических принципов и подходов в регуляторике на транспорте.

Сегодняшние тенденции к глобализации отраслевых рынков и экономики позволяют экспертам утверждать, что ни одна страна в одиночку не в состоянии ответить на вызовы уже ближайшего времени. А значит, нужна широкая кооперация, способная сохранить за транспортной инфраструктурой роль своего рода драйвера экономического развития, не дать сделать дорожную сеть барьером на его пути из-за инвестиционной недостаточности.

Разумеется, с долей аналогии тут можно сказать и другое. Тарифы – все-таки не рифы, о которые в штормовую погоду нетрудно разбиться кораблю отраслевой экономики. Скорее они именно регуляторы, чье назначение обеспечивать сторонам процесса взаимовыгодное движение товара. С этой точки зрения включенные в сборник материалы – своеобразная коллективная мечта о безбарьерной среде для перевозки грузов. И напоминание транспортной науке об определенных ее долгах и нереализованных идеях.

Александр НИКОЛАЕВ ●

THE TARIFFS AND STORM REEFS

THE REVIEW OF THE BOOK: *Effective Tariff Regulation and Stimulation of Investment in Railway Infrastructure. Collective monograph. Sc.ed. Rezer, S. M. Moscow, VINITI RAN publ., 2014, 368 p.*

ABSTRACT OF THE BOOK (English text which follows is reproduced with slight corrections from the original book). *The book considers problems of effective tariff regulation of the railroads and investment questions in infrastructure of railway transport during an era of globalization of world economy when questions of pricing and tariffs are put in the forefront. Methods of regulation of transport tariffs become the most important factor of development of the competition in Russia and in the world. The book considers questions concerning optimization of investment methods of regulation of tariffs taking into account saved up domestic and international experience, especially in Europe and in Central Asia, experience of reforming of transport and tariffs. The problems presented in the book and ways to solve them were discussed at the 1st International scientific and practical conference «Effective Tariff Regulation and Stimulation of Investments into Infrastructure of Railway Transport» held in October, 2013 in Moscow with participation of representatives of regulators of transport of the countries of Europe, Latin America and Asia. The*

materials of the Conference formed a basis for preparation of the present monograph. The book is addressed to a wide range of experts, scientists and rail managers from various countries who work in the sphere of regulation of transport. In preparation of materials of the monograph participated: Kirillova A. G., D. Sc. Tech., Federal Tariff Service (FST) of Russia, Rezer A. V., Ph. D. (Econ.), associate professor of MIIT, Ababilova A. V., NP «Guild of Forwarding Agents». Executive Editor was Penyaz I. M., Scientific Employee. The monograph is compiled on the basis of full texts and theses of reports, and presentations of participants of Conference. Reports are published according to the originals received by organizing committee of the Conference. Headings of reports are given in Russian or English languages. Reports are located in the same order as speeches of their order were presented during the Conference.

ABSTRACT OF THE REVIEW. *The works of prominent researchers and high-ranked managers of transport compiled in that book regard optimization of investment methods of regulation of transportation tariffs, analyze*

national and foreign expertise of pricing, tariff politics, and structural transformations. The opinions of the authors reflect globalization of world economics, processes of modernization, and features of integration policy of states and companies who interact within transportation market. The book is valuable for the wide range of expert opinions on different subjects but it worth more system approach to compilation.

ENGLISH SUMMARY OF THE REVIEW. The compilers of collective monograph, as it is called so in references of the book, might have admitted that reports and contributions of participants in the international conference, collected under the unique title, by their contents (or scientific weight) respond to the criteria of monograph. We shall omit the discussion on the correctness of such approach, and will proceed from the *fait accompli*. And the fact is that the reader has got an opportunity to determine value of each paper contained in the collection, its conformity to demands of railway practices. The criterion here can not be based on absolutization of facts either on attempt to find the only one possible response to a vital challenge, but should rather assess the positioning of the authors and directions of prepared innovative acts.

So being a reader shall we select our proper subject priorities following the order of reports as they are placed in the book (and were presented at the conference).

First of all it worth to mention the interpretation by S. Novikov, head of Federal Tariff Service, of the tasks of modernization of the sphere of regulation where powers belong to the above service. The departure point of his discourse is that transportation product is intended for sale and a customer would like to understand which aspect of his quality he is going to pay for. This understanding results in a whole set of changes which have already been adopted by regulating authorities or which will be adopted in nearest future, comprising by decisions on tariffs. The changes include main provisions of modernization of regulatory model, principles of long-term pricing, advanced learning and professional development of the staff of regulatory authorities, international cooperation, and cooperation of transport regulation authorities. Five principles of long-term pricing are emphasized. And it is important for any further scientific discussions: a) adhesion to the basic method of public regulation of tariffs which is method of profitability of invested capital; b) the term of long-term regulation should not be less than 5 years; c) cost basis of tariffs (necessary gross receipt) is programed considering separate accounting of revenue and expenditures; d) while calculating capital repayment and yield on capital one accounts separately core and vested capital (separately from taxation and accountancy); e) indexes of changes of freight tariffs are fixed with consideration to decisions of the government of Russian Federation regarding admissible level of indexation for relevant period of regulation.

President of JSC Russian Railways Vladimir Yakunin underlines that nothing but balanced model of tariff regulation predetermines possibility of large scaled investment in railway infrastructure. But state administration decisions in that sphere are executed very slowly and private investors are therefore also slow to take active initiatives. The opinion of some experts arguing that inflation rates will considerably grow following growth of investment in railway infrastructure in Russia is groundless.

Speaking about close cooperation of academic science with JSC Russian Railways president of Russian

academy of sciences academician V. Fortov called to extend joint researches that together with foreign experience will permit developing of optimal approaches of tariff regulation in transport field.

This topic is consequently developed by academician V. Kolesnikov (Rostov-on-Don state university of railway engineering). Regarding public tariff police he outlines methodological features of tariff establishment, related problems of investment and infrastructure. Key moment underlined is to attract more attention to definition (study) of consequences of freezing of the tariffs of railway monopolies. Foreign experience shows that such measures don't give chances to save funds but on the opposite deteriorate situation in rail sector and in the economics on the whole, as they reduce management capacity, quality services to customers, and increases terms of goods delivery, slows capital turnover. V. Kolesnikov suggests to organize special commission on transport problems within Russian academy of sciences.

One can appreciate the comments of D. Sc. (Tech), advisor to the head of Federal Tariff Service Alevtina Kirillova who enlightened some methodological issues relating to integration processes. Her comments dealt with legal instruments within the framework of agreements on Eurasian economic space for Russia, Kazakhstan and Belorussia. Railways can achieve more efficiency by attracting new freight flows to underloaded routes. They have right to attract investments in development of innovative technology, as the rules of tariff corridor stipulate that it is possible to reduce tariffs in order to stimulate innovations.

Head of tariff department of Belorussian railway Lina Kulik showed dynamics of recent changes, interrelation between tariff policy and volumes of transit freightage. Main criteria of efficiency of reducing tariffs for a railway is always the same, and that is natural for market. Profits after tariff reduction should be higher than before tariff correction.

Overwhelming majority of participants followed the core goal to exchange experience of tariff regulation. That were the cases of representatives of railways of France, China, Turkey, Czech Republic, Finland, Baltic states, Germany, Brazil, Armenia, and Ukraine.

The final document of the conference underlines the importance of exchange of experience. Discussion between professionals shows the similarity of their tasks irrespective of the countries. While instruments of regulation are different, the powers differ as well; there are all reasons to develop new formats of international cooperation, to promote rapprochement of methodological principles and approaches to regulation of transportation processes.

Modern trends towards globalization of sectorial markets confirm experts' opinion that no sole country can meet challenges of nearest future. We need wider cooperation that will maintain the status of transport infrastructure as of a driver of economic growth, will prevent railway network from becoming obstacle to economic growth because of investment insufficiency.

Of course with a certain part of analogy we can it in another manner. Tariffs are not the reefs which the ship of transport economics can hit during the storm weather and consequently sink. Tariffs are regulating instruments whose destiny is providing necessary conditions to participants of goods multi beneficial exchange. From that point of view the materials of the monograph are a sort of collective dream about obstacle-free environment for goods haulage. And at the same time the book reminds to transport science about its debts and unaccomplished ideas.

Alexander NIKOLAEV

Keywords: railways, infrastructure, transport market, tariff regulation, pricing, investment, modernization

