

ORGANIZATIONAL AND ECONOMIC PROBLEMS OF WOODEN CROSS TIES FACTORIES IN RUSSIA

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The article analyses the data on cross ties factories in Russia, both the ones that are a part of the Joint Stock Company “Russian Railways” and the independent ones, including the manufacturers of white cross ties.

To the middle of 2008 Joint Stock Company “Russian Railways” complex for wooden cross ties impregnation included 13 cross ties factories and enterprises. In the middle of 2008 a Joint Stock Company “Russian Railways” branch - a Joint Stock Company “Transwoodservice”, in which authorized capital stock property complex included 11 of them, was created. Thus, the requirement of the Joint Stock Company “Russian Railways” for the impregnated cross ties is satisfied with the production of four factories - Bogdanovichsky (the Ural Mountains), Reshotinsky (Krasnoyarsk region), Tajshetsky (Irkutsk region), and Tomsk (Tomsk).

The primary goal of the cross ties factories is the works on the impregnation of cross ties, translation and bridge bars, columns for communication lines, electric mains and other wooden elements and structures of the artificial constructions demanding quality impregnation, in set by the Branch and Management volumes and in the terms provided in contracts or documents replacing them.

Besides the cross ties the factories that are a part of the Joint Stock Company “Transwoodservice”, there are three factories that used to belong to the Joint Stock Company “Russian Railways”, and also some independent cross ties enterprises. The three above-mentioned factories are:

1. Ryazan (Ryazan region).
2. Proninsky (Samara region).
3. Sareptsky (Volgograd region).

In this article we will consider the manufacturers of black cross ties, that are not a part of the Joint Stock Company “Transwoodservice”.

The key manufacturer of white cross ties on the territory of Russia is Siberia, namely the

Krasnoyarsk region, the Irkutsk region and Altay territory. Total capacity of this territory is about 5,7 million cross ties a year. In this part of Russia white cross ties are the cheapest and of the highest quality. The second key region to manufacture white cross ties is the Ural Mountains, specifically, the Perm and Sverdlovsk areas. Total capacity of this region is about 2,2 million cross ties a year. In the central part of Russia just 1 million of white cross ties is manufactured a year, in Transbaikalia and in the Far East the figure is 800 thousand cross ties a year, in the Northern part of Russia it is 300 thousand cross ties a year only.

All the suppliers of white cross ties can be divided into three categories, according to the size of the operation: large, average and small. Small suppliers are capable to deliver up to 3 thousand cross ties a month, and as a rule, they have their own power-saw benches. Average suppliers are engaged in the manufacturing of white cross ties and buying up from small suppliers and are capable to deliver over 5 thousand cross ties a month. Large suppliers are capable to deliver over 50 thousand cross ties a month, one of them is FSIN Krasnoyarsk region. The wooden cross tie factories which are not a part of the Joint Stock Company “Transwoodservice”, as a rule, work with small and average suppliers on advance payment, therefore they are able to offer suppliers more favorable conditions and always take care of the transportation of the necessary volume of white cross ties. Thus, they will reduce the volume of white cross ties available on the market.

Siberia has a big surplus of white cross ties, it produces 3,795 million cross ties a year, as well as the Ural Mountains, where

* Sergey A. Kalashnikov, Doctor of Economics, Professor of Ryazan State University named after S.A. Yesenin; Pavel Y. Bushkov, post-graduate student of Ryazan State University named after S.A. Yesenin. E-mail: kgs@yandex.ru; pbushkov@yandex.ru.

about 115 thousand cross ties are manufactured a year. The European and Northern part of Russia have a total deficiency in white cross ties of about 3,65 million cross ties a year, in the Far East the deficiency is 640 thousand cross ties a year.

The demand for the impregnated cross ties of all the railways of Russia a year is 7 680 thousand cross ties a year; for white cross ties it is 7 300 thousand cross ties in a year of the

total, that is the deficiency in white ties is 380 thousand cross ties a year, and consequently, not all railways of Russia will satisfy the demand in the impregnated cross tie to the full.

Thus, the analysis shows that the existing system of cross ties manufacturing in Russia has a number of flaws, and it needs certain improvement to be able to satisfy the demand of the Joint Stock Company "Russian Railways" with minimum expenses.

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