

TRANSPORT SYSTEM OF SINGAPORE

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Singapore is one of the first in the ranking of the development of the transport system, and is also among the cities with the safest and most environmentally friendly transport systems.

The entire transport system is well thought out, so in Singapore you are unlikely to ever get stuck in a traffic jam.

We will start from maritime transport.

Sea transport is a vital mode of carriage for Singapore's prosperity. This affects the rate of economical development of the country, which has used its strategic position in Asia to further expand the maritime manufacturing that supports world trade. Singapore's maritime industry is extremely fatefully to the national economy, contributing almost 7 percent of Singapore's GDP. [1]

Singapore recently consolidated its position in the world as one of the most important maritime destinations in the world - along with Hong Kong, London, Shanghai and Dubai - for the sixth consecutive year in the Xinhua Baltic International Shipping Centers Development Index (ISCD). Singapore's global network of over 600 ports in over 120 countries enables it to efficiently transport goods anywhere in the world.[1]

Speaking about road transport, the growing urban population and the lack of available physical space make traffic management in Singapore an increasingly challenging task. Overall, today, 12 percent of Singapore's land is covered by roads. The transport network is efficient and fast thanks to the well-organized, road network in the country. Singapore's ground transportation sector has 8,500 companies and over 120,000 employees.[1]

There are no traffic jams in Singapore at any time of the day. It is the only metropolis in the world where there is no congestion.

The introduction of a fee for entering a certain congested area of the city at a certain time unloads the road network during rush hour and, accordingly, increases the average speed of traffic flow, including helping to make public transport a higher priority and, as a result, an alternative type of travel. Also, using the income from this type of road use, the regulator reduces other types of burden for motorists, for example, the annual road tax.

Industry accounted for about 1.1% of Singapore's GDP in 2016. [2] To improve transport infrastructure, the city pioneered a variety of technologies,

including one of the world's first e-pricing systems for roads. ERP uses a short-range radio communication system to calculate smart card payments.

If we talk about aviation in general, then Changi Airport is not only the largest in Singapore, but also the main hub for all of Asia. It receives almost 37 million tourists a year and ranks 19th in terms of the number of passengers served.[3] This Singapore airport has five terminals, between which free buses are used for the convenience of passengers.

The Air Transport Industry Transformation Map (ITM), a national blueprint to upgrade the capabilities of aviation companies, aims to increase the sector's productivity by 40%, and to redesign or create more than 8,000 jobs by 2025.

Singapore has been upgrading and expanding airport and air navigation services infrastructure to ensure sufficient capacity ahead of demand. When in operation, Changi Airport's third runway and the mega Terminal 5 will increase our passenger capacity by another 50 million.

Rail transport is not popular in Singapore.

Singapore does not have its own railway transport, and the only Tanjong Pagar station, located in the city on Keppel Road, belongs to the Malaysian railways. This station connects Singapore and Kuala Lumpur with the only railway line.

Rail transport in Singapore mainly consists of a passenger urban rail system that encompasses the entire city-state: a rapid transit system known collectively as Mass Rapid Transit (MRT), operated by the two largest public transport operators SMRT Trains (SMRT Corporation) and SBS Transit and several Light Rail Transit (LRT) transport lines on rubber tires with automatic guides, which are also operated by both companies.

Singapore is ahead of others cities of the world by most of the analyzed parameters, and this applies to both the current state of the transport and the changes taking place.

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