

## THE ROLE OF TRANSPORT IN THE STABLE DEVELOPMENT OF SAMARA REGION

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The aim of development is to create favourable possibilities for the growth of internal demand that is the main source of the growth of Gross regional product (GRP). The idea of transport transformations is in creating favourable transport environment by achieving the parameters of Minimum transport standard, reflecting social, economic, ecological and geopolitical conditions for the environment of life-sustaining activity depending on transport.

Due to the complex evaluation of the Ministry of Economic development, Investment and Trade of Samara Region in 2007 the region was among the subjects leaders of RF due to the level of social and economic development. Progress role of transport branch is supported by investment multipliers.

Stable economic growth of any region can be traced using the dynamics of macro economic indices of GRP, firstly: research intensity of GRP, energy intensity of GRP, environmental friendliness of GRP and freight transportation intensity of GRP. The last index can be interpreted as the incremental growth of gross value added not due to the physical incremental growth of transport production launch. In stable development the rates of incremental growth of freight turnover, energy consumption, unemployment should be less than the rates of GRP incremental growth.

In Samara region the most powerful and competitive sectors - car-building, aviation and space complex, oil tech chemistry. Here clusters are formed, the nucleus of which are big industrial enterprises. Samara region has high potential of developing transport and logistic services. In this sphere we can anticipate the implementation of strategic projects that will make it possible for the region to enter the existing international transportation corridors and become the Whole Russia centre that will consolidate the corresponding freight flows.

The creation of transport and logistic complex in Samara region is defined by its location on the cross-road of railway, car, air and

water routes. The development of transit potential requires the interaction of all participants of transport process and the integrity of infrastructure development.

The important condition for solving this problem is complex development of traffic and logistic centre. There are serious prerequisites for making it one of the main centres of transit and export-import freight flows on Eurasian direction. This is the existence of already formed transportation corridors on the territory of the region and high level of its infrastructure development. Thanks to its geographic location in the future transport system can and should be the "engine" of social and economic development of the region.

The number of criteria of transport system of Samara region tells us about the non sufficient development of already existing infrastructure.

Below you can see the list of criteria of stable development of society (accepted in many countries), it is possible to achieve them with the help of transport ( in brackets you can see the value for Russia):

- ◆ the share of transport in environment pollution should not be more than 20 % (36%);
- ◆ the level of Integral Transport Availability (the safety of Integral Transport Net) - 80%;
- ◆ the level of transport discrimination of population should not be more than 5 % (only about 10 subjects of RF have such level);
- ◆ Yearly movement of population with social and cultural aims should not be less than 8 thousand km/per;

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◆ Freight transportation intensity of economics should not be more than 1 ton km/1 USD (3.14 tons km\ 1 USD excluding pipe transport in the year 2007);

◆ The share of public transport in traffic should not be smaller than the share of personal vehicles;

◆ The correlation of costs for infrastructure and vehicles for city transport should be 50% to 50%; and for regional transport - 65% to 35 % accordingly;

◆ The number of car accidents caused by drivers should not be more than 1 accident for 100 000 trips.

These indices make the Minimum Transport Standard, its parameters should be set for the location taking into account region's specific character. The standard makes the basis of regional transport policy.

Therefore the strategy of developing transport in the region is in achieving the project values of the indices on the basis of the competition of separate types of transport for resources. The important aim is to provide regular monitoring of the correlation of incorporate values of indices to the used resources from the side of every type of transport.

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