

## THE THEORY OF ECONOMIC SPACE AND DEVELOPING TRANSPORT INFRASTRUCTURE IN THE REGION

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**Keywords:** theories of economic space, the problem of economic borders, the principals of developing transport infrastructure of the region, capitalization of the region, cluster principal of placement, transport standard, freight transportation intensity.

The authors reveal the importance of the theory of economic space for evaluating the perspectives of region's development and forming their transport systems. This theory helps to evaluate the system of economic borders and their connection with the administrative ones, determine the principals of transport functioning and reveal the new system of indices of developing the transport infrastructure of the region.

In modern conditions the theory of economic space or the economic theory of space is becoming more and more popular in Russia and in the West. There are different points of view on the content of the theory of economic space. To our point of view, economic space is not just an aggregate of various economic relations between economic subjects, but it is characterized by a great variety of preferences and dependences. Consequently, the problem of organizational and economic relations is of great importance. Such definition can be applied to transport problems and helps to understand its role in the region.

The problem of economic borders is of key importance. Economic regional borders do not coincide with the administrative and reflect the spheres of capital influence in the limits of interregional labour differentiation. To our mind at present economic and administrative borders are not optimal and this fact impedes the effective formation of transport complex of the region.

Transport as well as other infrastructure branches is the important instrument of achieving social, economic, external-economic and other goals and provides the increase of the quality of people's life. The unity of economic space and free movement of goods and services is possible only on the basis of targeted stable development of transport.

Here are the main principals of forming transport infrastructure in the region.

**First.** It is necessary to have the ideology of direct accounting of any costs for final consumption bypassing the intermediary branch indices. Finally, the efficiency of branch work is

less important than the quality of life achieved by the work of this branch.

**Second.** In the conditions of developing economy transport system of the region does not only provide the necessity in transportation, but also creates additional prerequisites for future social and economic development of the region. The role of transport in increasing the capitalization of the territory is significantly increasing through the multiple effect of investments into this region.

**Third.** Cluster principal of placement on the territory of industrial and transport resources. Transport is of great role in the process of cluster formation, as it connects the enterprises to each other. That is why we should talk not about the transport and logistic cluster, but about the transport and logistic component of different clusters. It is possible to make a new principal of transport policy for Samara region – providing developed logistic structures and forming clusters in economic sphere. Simultaneously, the role of transport in the development of region and clusters should be specified.

**Fourth.** Optimal correlation of administrative and economic borders.

**Fifth.** Optimal correlation of different types of transport, establishing normal market competition targeted at decreasing the tariffs and improving the service.

**Sixth.** Informative interaction of transport and managerial structures and gradual formation of net regional transport and information sector.

All these principals come from the theory of economic space. We can distinguish the group

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of indices that can be used for evaluating the changes in transport component of the region.

1. Decreasing freight transportation intensity.
2. Increasing the efficiency of budget costs.
3. The liquidation of underestimation of transport branches in Gross Domestic Product (Gross Regional Product).
4. Denial of simple indices of transport provision.

5. Evaluating the inverse effect in the relation "transport - environment".

6. The use of "Minimum Transport Standard"- the aggregate of indices got as a result of final consumption of transport service .

Therefore, it is possible to make a conclusion that the use of the theory of economic space makes it possible to specify the principals and indices of the activity of transport in the region.

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