

STRATEGY OF THE DEVELOPMENT OF REGIONAL ROAD-BUILDING COMPLEX: METHODOLOGICAL ASPECTS

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The article deals with the tendencies and the development problems in the sphere of haulage. The methodology of forming a unified strategy of development of a regional road-building complex is presented. Special attention is paid to the functional components of the model of strategic planning.

The main target of the strategy of road-building complex development is the improvement of the network of highways, the increase in their consumer properties with a view to stimulate economic growth in the subjects of the Russian Federation, the increase of the efficiency in the use of labour, natural and industrial resources and the maintenance of national safety and defensibility of the country.

To achieve the set goals it is necessary to:

1) improve transport and operational condition of the existing network of highways;

2) form and develop a network of high-speed highways as a part of transport corridors system;

3) form and develop a basic network of highways at the expense of building new and reconstruction of the existing highways;

4) create new road directions providing transport and economic relations between the subjects of the Russian Federation with a basic network of highways of the Russian Federation;

5) develop highways in frontier areas and arrange transport exits in the adjacent states;

6) reconstruct the most loaded sites of highways on the approaches to big cities and set up detours around other settlements;

7) complete the formation of the network of territorial highways, building new connecting roads supplementing the existing structure of the regional highway system.

Considerable influence on the development of road-building complex is made by the increasing number of cars owned by the population (see table 1).

Taking into account the existing intensity of traffic, it is necessary to reconstruct 4835,4 km of a highway system to ensure that the Ural federal district roads system complies with the standard requirements.

General requirements for the basic road-building materials for maintenance of works on building and reconstruction of highways and road constructions, and also on repairing of the coverings on public roads, are presented in table 2.

Table 1

The quantity of vehicles on the territory of Russia

Type of vehicles	1995	2000	2004	2006	2010	
					I	II
Motor transport, including:	17786	24993	29308	30720	37550	40980
- lorries (including pickups), all thousand pieces	3078	4122	4470	4500	4800	5200
- buses, all thousand pieces	513	624	747	720	750	780
- cars, all thousand pieces	14195	20247	24091	25500	32000	35000

Table 2

Requirements for the basic road-building materials in Sverdlovsk region

Materials	2005	2006-2010	2011-2015	2016-2025	2005-2025
Rubble	3424	13630	17038	25557	59649
Cement	25	112,5	141	211	489
Metal	1	53	66	98	228
Concrete	36	160	200	300	696
Bitumen	125	550	668	1031	2374

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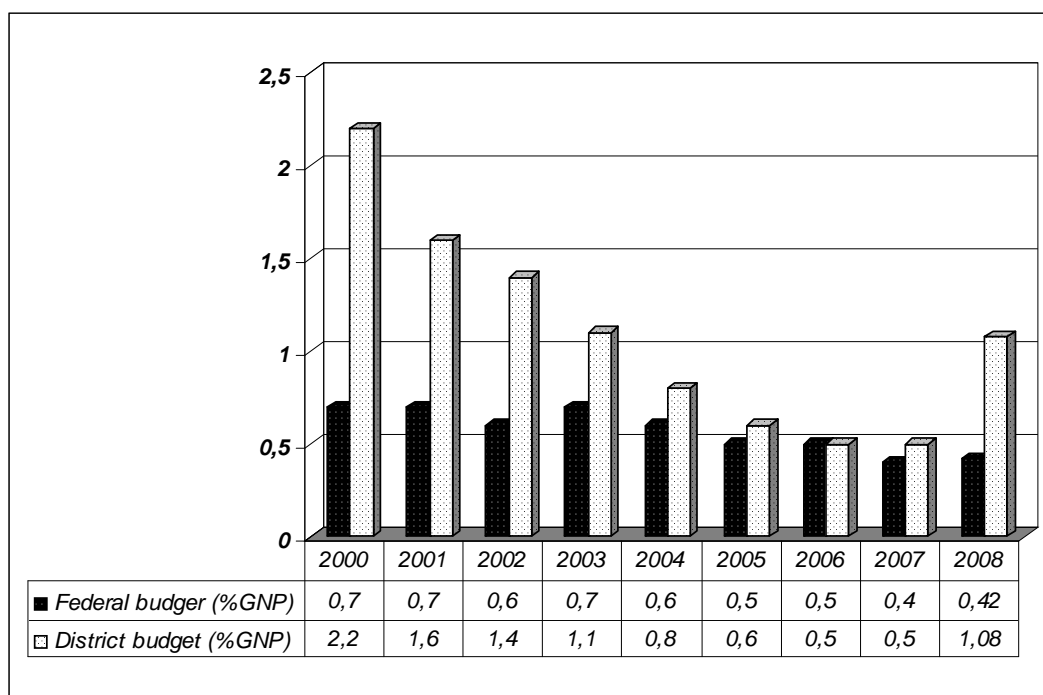


Fig. Volumes of financing of a road-building sector of the Russian Federation

The quantity of the road-building and repair machinery is characterised by the presence of technically out-of-date cars and process equipment, though lately the quantity of modern cars and the process equipment in Sverdlovsk area has increased by 10 per cent.

The existing technological parameters and technical condition of industrial base do not meet modern requirements. Within the limits of the strategy of development of road-building complex it is necessary to make essential changes to the existing scheme of the road-operational enterprises of the region for their more rational arrangement according to real requirements to highway maintenance and repair.

The third aspect forming an external contour of the strategy of development of road-building complex of the region is revealing stable sources of financing the road-building sector. The share of expenses on road-building is steadily falling in Russia (see figure).

As practice shows, the acute shortage of financial resources for the completion of the major projects of development of federal highway system is gener-

ally felt. So, for 2006 the share of highways of the federal value corresponding to standard requirements to transport indicators is 37,8 per cent.

In the conditions of severe funds shortage allocated by the state budget in the sphere of road-building it is necessary to stimulate the use of the following mechanisms of attraction of off-budget means:

- 1) attraction of extra means through target state promissory notes (bonded loans);
- 2) introduction of the institute of private roads and use of the mechanism of state-private partnership in road-building;
- 3) attraction of means of the international financial organizations for the construction of transcontinental lines whose operation will allow to lower costs of transportation of cargoes between Europe and Asia;
- 4) attraction of private capital interested in the development of transport network in the zones of interest;
- 5) financing the works on road building both from the budgetary funds and the means of private companies.

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