

THE DEVELOPMENT OF THE METHODOLOGICAL APPROACH TO THE EVALUATION OF ECONOMIC EFFICIENCY OF JOINT FINANCING OF AN INNOVATION PROJECT

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Application of the proposed methodical approach in evaluation of the railroad innovative activity will contribute to the qualitative improvement of innovative activity management of one of the most high-tech industries.

The proposed method is based on the possible mutually beneficial participation of foreign investors and a subject of the Federation, presented by regional or local authorities, in the railroad innovative project. The method for executing the economic evaluation of activity of participants in the innovative project, which is worked out taking into account the material, is presented in illustration 1. It consists in the following steps:

1. Evaluation of sources of effect formation of innovative activity.
2. Evaluation of the involvement of financing external sources.
3. Evaluation of railroad implementing innovation.
4. Evaluation of providing structure in the formation of the program mechanism.
5. Evaluation of investment from the budgets of the subjects of the Federation.
6. Evaluation of investment expediency of foreign investors in innovation.
7. Evaluation of secondary economic effect for foreign investors.

In order to construct this scheme it was taken into account that the innovation process of a transportation company should be viewed through the prism of operating, investing and financial activities. The assignment of the stages of economic evaluation to one of the areas depends on the privileged effect of the reporting stage, and it is taken into account that as a result of innovative implementation enterprise assets (investing activities) and monetary flows of the company are changed.

Moreover, most of the considered stages (1, 2, 5, 6, 7) affect the obligations of the enterprise, changing the structure of its liabilities. In general we can say that innovative activity

affects the value and the structure of the capital of all participants in the innovation process.

If the calculations show the efficiency of the project for all participants, the appropriate agreement is concluded. If the project is not effective for any participant, the parties are to change the conditions for participation in the project and recalculate the efficiency. After recalculation the decision is made about the termination of joint activity or about making an agreement.

Participation in an innovative program provides benefits for all partners in the performance of a specific project. Railroad, an investor and an innovation developer bear expenses of establishing the program but they will have substantial profit from interaction with it.

At the first stage evaluation of the sources of effect formation is given for each participant, depending on the goals they pursue in their work.

The second stage includes evaluation of the involvement of foreign investors' financial resources, which is based on the calculation of an integral index net present value (NPV), that allows estimating the net flow of payments and determining the boundaries of changing of economic conditions within which participation in the program will be effective.

At the fourth stage the membership of providing structure is determined on the basis of tendering for the performers. It is helpful to give preference to contractors who have successfully proven themselves in a previous collaboration with one or more parties in an innovative program that will minimize the time spent on the organization of the proposed innovative project.

The fifth stage includes evaluation of investment from the budget of a subject of the

* Julia V. Dvornikova, associate professor at Samara Institute of Business and Management. E-mail: duv-samara@yandex.ru.

Federation, reflecting the contribution of the program in the form of increased tax revenue and a possible influx of investments which is caused by the consequences of program implementation. The economic effect can also be defined on the basis of the calculation of an integral index - net present value.

At the sixth stage the economic evaluation of program participants' solutions is carried out, which requires specification of three conditions:

the choice of comparative variants, the definition of the object, which shows the result (the profit), the conditions of comparability of variants.

The choice of conditions for evaluation of the program activity is based on the scope of its activities and the source of the expenses for its formation.

The seventh stage is to estimate the secondary economic effect, the necessity for which arises if the bank is the investor of an innovative program of railroad transport.

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