

CHAPTER 10 FINAL PROVISIONS. FROM PRESENT STATE TO THE IDEAL, FROM THE IDEAL TO REAL FUTURE.

Briefly speaking, one of the tasks of the long-term strategies is to answer, if only schematically, the global questions that will be put in 20 and in 30 years.

There are two questions of this kind in the Long-term transport and road development strategies of the regions:

The first: what road sector planning principles should public authorities follow to provide for the prosperity to future generations? The answer is now evident: Astrakhan Region Construction and Road Sector Ministry is to deal with the design of the transport habitat. For this purpose, there is a suitable measurement unit (integral transport accessibility) and a respective instrument (strategic transport planning expert system).

While interfering to no particular business activity, the body creates prerequisites for all road transport users to develop their activities through providing for normative accessibility of each settlement of the Region and thus for unlimited mobility possibility to passengers and goods.

The second: how to double the worth at two-times less consumption of resources? This main aspect of sustainable development may be reduced to development at consumption rates close to zero. In reference to the transport, the question may be transformed as follows: how to double GRP at two-times less goods turnover rates and thus to reduce the pressure transport exerts upon economics. At first approximation, the task has been solved through modeling at road sector financing growth rate which is not burdensome for the economics (1.3% of GRP) on one hand and makes it possible to successively reduce the GRP goods capacity.

The Strategy states: roads in future will not restrict development of the economics (decreased GRP goods capacity), of the social sphere (increased safety and social and cultural mobility) and will promote safe-keeping of the nature (decreased hotbed exhaust effects).



Owing to sufficiently large own investment resources (resulting from high GRP growth rates), a relatively uniform transport development pattern is proposed for the whole Astrakhan Region territory. On the contrary, owing to roads' capability to "squeeze» the space, most distinct non-polarized regional development model will be implemented in Astrakhan Region making it possible to arrive at most of the Minimal Transport Standard Indices (Table 10.1) even by 2027. It means that only 5 of 13 MTS will not be arrived at, and only in two cases the deficiency will be essential (the share of transport in pollution of the environment and the load o goods upon economics; in both cases, road sector is not fully responsible, since the influence of other transport modes is considerable).

The Strategy implementation results may be expressed in the scope (% of positive move) of changes induced to the main indices:

- Mobility of population with social and cultural aims 79,6
- Transport accessibility 160,0
- Pollution of environment on the part of motor vehicles 20,5
- Passengers' travel time 54,6
- Specific (per one adult citizen) lost of free time 97,5
- Average technical speed of motor vehicles 52,9

Table 10.1

Minimal Transport Standard of Astrakhan Region prior to (2007) and after implementation of the Strategy (2027)				
Indices	2007	Norm	2027	Disparity degree
Share of transport in pollution of the environment, %	62,3	<= 21,0	37,7	Perilous situation
Share of motor transport in total pollution of the environment on the part of transport, %	96,4	<= 82,0	76,6	Surplus
Reliability of transport services, %	84,3	>= 99,0	219,7	Surplus
Population transport discrimination level, %	8,71	<= 1,7	0,001	Surplus
Specific fund of free time lost by 1 citizen per week (while implementing periodical demands), hours	0,02	<= 0,3	-2,03	Surplus
Accident rate attributed to roads, pcs./100000 trips	1,63	<= 12,0	1,58	Surplus
Goods load to economics, tkm/1 USD of GRP	6,54*	1,6	6,44	Perilous situation
Mobility of population (travels with social and cultural aims), % of sites	56,4	101,0	77,1	Lack
Share of costs to infrastructure for regional transport, %	34,0	30	38,7	Surplus
Share of costs to rolling stock for regional transport, %	66,0	70	61,28	Lack
Share of public transport in passenger transportation scope, %	37,5	45	43,3	Lack
Muscle transportation modes development level, %	0,0	13	16,3	Surplus
Transportation costs financing efficiency, %	-	-	0,87	Close to norm

Note: * - without pipeline transport.

The budgeting reform, whose concept consists in that efficiency of budget costs shall be determined by positive changes in life quality and macroeconomic indices, will be considered implemented in Astrakhan Region as soon as MTS indices are monitored at least once in three years corresponding to the new budget planning intervals.

The proposed Long-term Strategy fully conforms with requirements Russian Ministry of Economic Development and Trade imposes on Federal Goal-oriented Programs (FGP) with respect of both the presentation scheme (aims → tasks → organization instruments → resources needed → risks) and the essence of the RF Government Decree [16]. According to this decree, only those programs may pretend to the FGP status who contain thoroughly described problems of national importance not solvable without Federal support, the solution ways being characteristic with innovative approach and with due account of interregional links.

Thus, the Long-term Transport Development Strategy of Astrakhan Region may be presented (with additional polishing if needed) at least as Regional Goal-oriented Program; some provisions of the Strategy should enter the “Modernization of Russian Transport System” FGP; so far as the toll road project is concerned, the Region may pretend to get allocations from Investfund..

Digression №10. References

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