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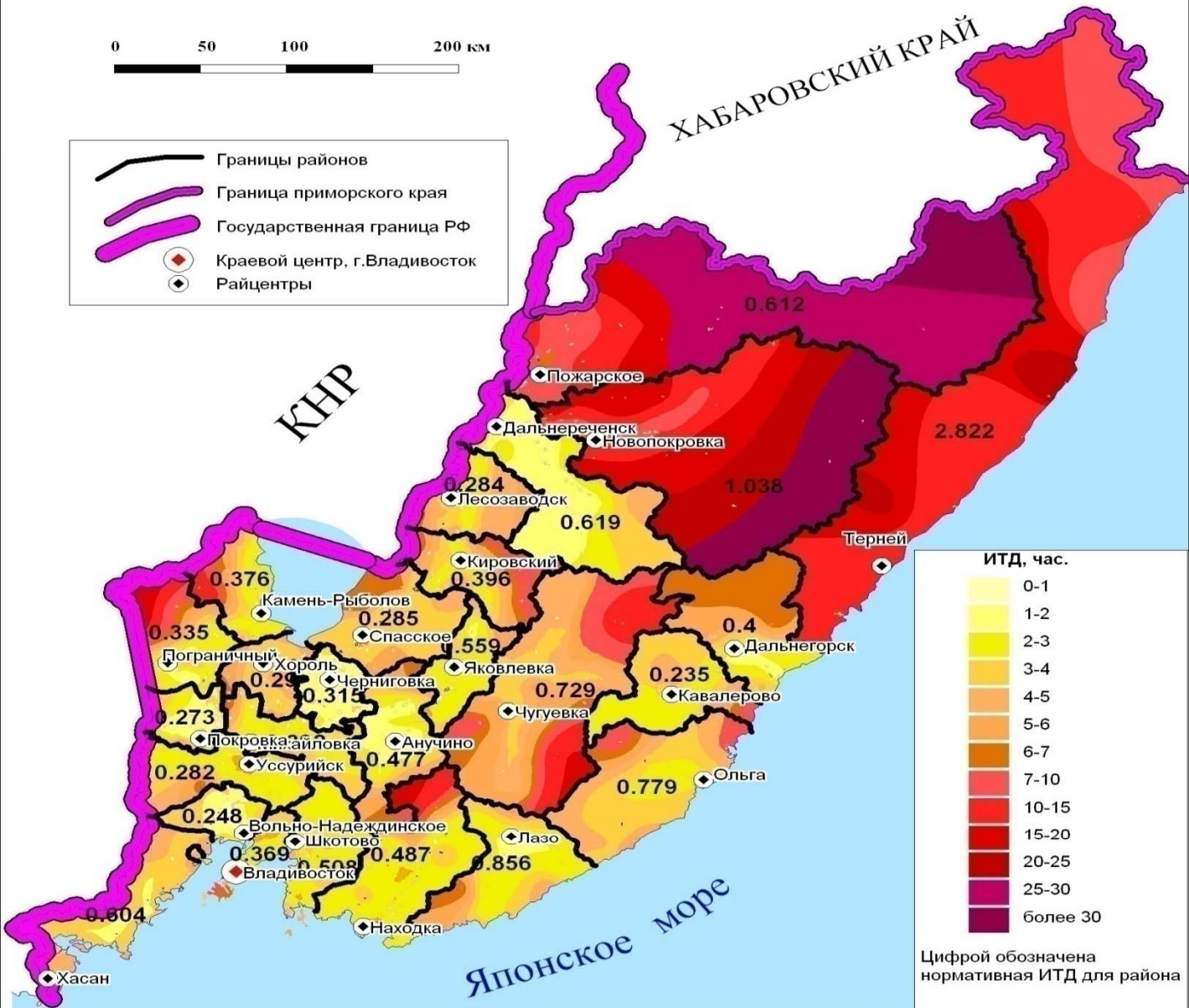
Influence of a network of rural roads on steady development for agriculture and quality of life.

Tanzania, 25-27/11/2009

Transport discrimination – the phenomenon of non receipt of the socially-guaranteed minimum of services exclusively for the reasons of spatial dissociation (instead of because of small incomes, for example).

Regional
integrated
transport
accessibility
(ITS) for
passenger
traffic before
strategy
realization
(color – in
hours)

Приморский край
Внутрирайонная интегральная транспортная доступность
по пассажироперевозкам



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There are two principal causes on which development of a rural network of roads lags behind the general rates of development of a road infrastructure:

- 1. The disbalance in plans for development;***
- 2. Organizational irresponsibility of state structures.***

Region	Program Term	Cost, Million dollars	Volume, km	Compare volume of investments on 1 km, million dollars
Krasnodar region	2004 – 2008	13	285	0,046
Republic Udmurtiya	2009 – 2013	703	539	1,304
The Orenburg region	2005 – 2015	333	870	0,383
Republic Chuvashiya	2003 – 2010	180	1162	0,155

The function Name	Arguments: X1 - ITAcargo., X2 - ITApass., A - other	Units of measure	The Forecast of influence from improvement ITA on 1 h (for comparison: Kr – Krasnodar, T – Tatarstan)	Accuracy (R ²)	Share ITA in cost , %	Potential benefit from improvement ITA on 1 h., million \$
Cost for manufactures grain	$F=371,3-12,5A7+38,1X1$	\$ / centner	1,26	0,357	9,4	768,5
Cost for milk manufactures	$F=596,5-0,06A33+42,95X1$	\$ / centner	1,4	0,282	8,1	1,78
Death rate from a tuberculosis	$F=145,4-19A4+41,57X1$	The people /100 thousand population	4,2	0,205	13,5	-

District	Length, km	Construction, million \$	Repair, million \$	The maintenance, million \$ (annually)	The Total gain of quality of the transport environment (ITAcargo., hour) *	Annual commercial effects from cost price decrease, million \$	Social Effect, thousand \$
Beloholunitsky	21	8,2	0,1	0,03	0,002		3
Darovsky	75	39,6	0,9	0,26	0,024		20
Nagorsky	180	64,5	1,4	0,47	0,058		76,7
Nemsky	37	14,6	0,2	0,06	0,080		13.3
Shabalinsky	107	42,7	1,7	0,54	0,017		6,7
Total Including private investments	855	336.9 204,5	9.0 274,4	2.7 69,2		2005-12,2 2020-48,9	243.3

*Financial scenarios
(colors – level of
network efficiency)*

Карта №10

Приморский край

Финансовые сценарии развития сети автодорог

