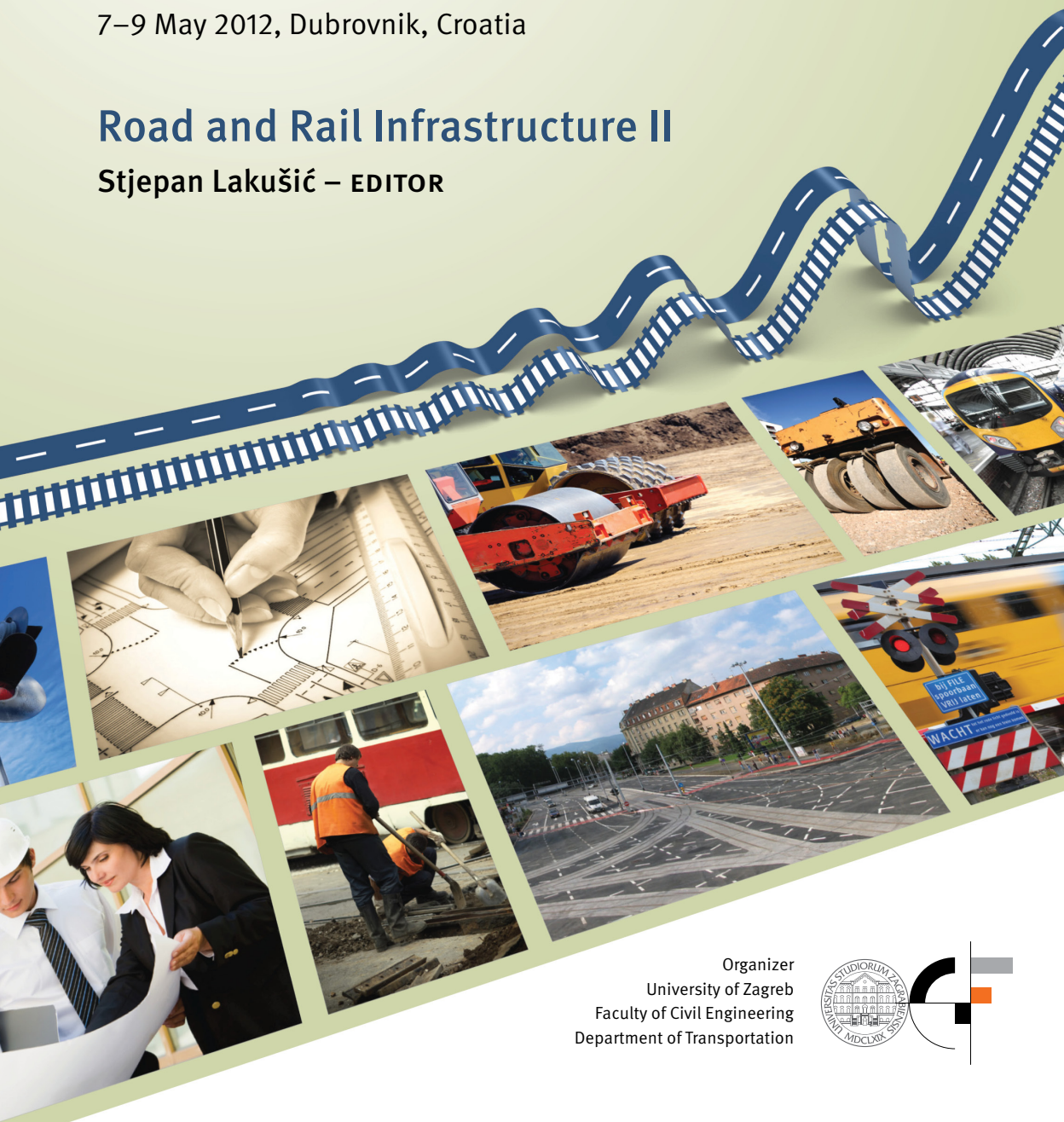


CETRA²⁰¹²

2nd International Conference on Road and Rail Infrastructure
7–9 May 2012, Dubrovnik, Croatia

Road and Rail Infrastructure II

Stjepan Lakušić – EDITOR



Organizer
University of Zagreb
Faculty of Civil Engineering
Department of Transportation



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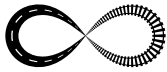
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INFRASTRUCTURAL PRIORITIES OF MODERNIZATION IN RUSSIA

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Abstract

In the conditions of globalization, its negative impacts, and also consequences of Russia's entry into the global market, there are infrastructural emergences: politics, transportation and immigration.

Transport, roads and their conditions are the most important element of the infrastructure. They affect the rate of the country's economy. Irregular development of different types of transport doesn't allow our country to use the economic benefits of the middle-country between the East and the West. It brings enormous economical losses. In recent years amount of Asian export to Europe exceeded 3 trillion dollars. In accordance with the forecast, in the next ten years only container traffic growth will be 7-10% per year. The Trans-Siberian Railway was giving income to the USSR up to 15 billion of dollars per year, which is only 1,5 billion today. There is one more road-direction of transcontinental development, that is extremely profitable but not being used by Russia yet. This is the cargo movement of goods along the Northern Sea Rout. It is almost twice shorter, than the other East-West sea routs.

In Russia the car park is growing more rapidly than in the rest of the world: 130 cars per 1 thousand people in 2000; up to 213 cars in 2008. And this is under conditions of increasing deficit of quality roads, which length should be not less than 1.5 million km. Existing length of multi-lane highways is more than 4.3 thousand km, the need for them is 8-10 thousand km. Next to the political, economic, energy and ecological dangers to the economy and citizens of our country, the immigration threat is at its peak. Therefore, modernization of the country, its regions as economical units, should be based on outstripping and complex development of infrastructure, general competitive business and economy, and decent and comfortable lives of citizens.

Keywords: infrastructure, modernization

1 Introduction

A new course of economy modernization on the way of innovative technologies, such as: nanotechnology, energy-saving technology, etc. that has been announced in Russia, doesn't take much into account the lag factor of the countries infrastructural sectors, which provide successful economic development, as well as enable favourable human habitation and development conditions. In the conditions of globalization, its negative impacts, and also consequences of Russia's entry into the world market, there are infrastructural emergences: politics, transportation and, strange to say, immigration.

Once it was said, that there are no roads in Russia, but only directions. Speaking today about the roads-directions, we must remember, that, taking into account the geographical location of Russia, they are meant to be a bridge between the East and the West. But this role can be

realized for the advantage of the Russians and their neighbours in the East and the West only when the bridge on the Russian territory becomes comfortable and good for living, works effectively and links the cultures.

2 Infrastructural priorities

Transport, roads and their conditions are the most important element of the infrastructure. They affect the rate of the economy of the country. Irregular development of different types of transport doesn't allow our country to use the economic benefits of the middle-country between the East and the West. It brings enormous economical losses. Thus, in recent years amount of Asian export to Europe exceeded 3 trillion dollars. In accordance with the forecast of the economists, in the next ten years only container traffic growth will be 7-10% per year. The Transsib (Trans-Siberian Railway) was giving income to the USSR up to 15 billion of dollars per year, which is only 1,5 billion today. That is only 1% of the global container shipping market, and it continues to decline. Interdepartmental red tape (railways, sea ports, long-term overload, high tariffs, and an irrational customs policy) makes Transsib uncompetitive with the maritime transport between Europe and Asia through Africa, despite multiple time shortening of transportation by the Transsib.

There is one more road-direction of transcontinental development, that is extremely profitable but not being used by Russia yet. This is the cargo movement of goods along the Northern Sea Rout (NSR). It is almost twice shorter, than the other East-West sea routes (the way from Hamburg to Yokohama via Suez Canal – 20,5 thousand km.; via NSR – 12 thousand km. of safe transportation, meaning no pirate ship seizure, plus savings of 300 tys. doll. for each vessel). Taking into account, that the Suez Canal is overloaded, and, according to IMF estimations, commodity circulation from Europe to Asia will increase in 1,5 times by 2012, plus future development of the Arctic shelf hydrocarbons and ecologically safe transportation of liquefied natural gas via NSR, the zealous economic management of this sea route can make Russia the world's transport Klondike.

Today's roads are an important component of the country security. In other words, they are the political part of the infrastructural risks. According to some analysts, the lag of Russia in the development of transport infrastructure triggers and strengthens the position of NATO and the US on encirclement, blockade and destabilization of economic and political conditions around our country. In this regard one of the European analysts anxiously stresses: "We may be cut off from Russia in civilization, geopolitical, political and energy ways. Moreover, a new wall in Europe will not take place via Berlin, but through Ukraine, dividing it into pro-Russian East and pro-American west. In accordance with the theory of separation of civilizations by S. Huntington and N. Moiseyev, this line of separation will approximately divide the continent into Catholic and Orthodox Europe correspondingly."

According to international statistics, every year 60 million new cars are being added to the number of 800 million cars in the world. In Russia, the car park is growing more rapidly (130 cars per 1 thousand people in 2000; up to 213 cars in 2008). And this is under conditions of steadily increasing deficit of quality roads, which length, as it is estimated by experts, should be, not less than 1.5 million km. With the length of the existing multi-lane highways in more than 4.3 thousand km., the need for them is 8-10 thousand km. Russia today is in the top 5 countries in the number of road accident victims. This is one of the threats to national security. Together with a lag of road infrastructure in Russia the gasification and electrification of cities and towns goes along, as well as the construction of the necessary social infrastructure – modern hospitals and schools.

Next to the political, economic, energy and ecological dangers to the economy and citizens of our country, the immigration threat is rising. Recently, Chancellor of Germany officially stated that Germany failed to adapt Muslim immigrants from Turkey. Millions of them claim to their

national and religious identity, regardless of the history, traditions and culture of the country, which sheltered them, gave them jobs, education, housing, decent social security.

As the first president of the Academy ИИУЕПС, Academician N.N. Moiseyev wrote, the present migration policy of Russia, condemns the future of Russians, living in the capital cities, and in the regions, especially near the boarders with China, Tajikistan and Kyrgyzstan, in terms of civilisation confrontation.

In this connection we believe, that modernization of Russia should go together with, so called, investment intervention in the above countries to create productions, of necessary for Russia, products and jobs, as well as the creation and reduction of unqualified immigration flow from the Asian CIS countries.

Therefore, modernization of the country, its regions as economically units, should be based on outstripping and complex development of infrastructure, a competitive business and economy, and decent and comfortable lives for citizens.

3 Conclusion

Since the global processes in this century will be determined by the imperatives of environmental and physical survival of the mankind, modern infrastructure will also enable Russia to overcome the state of 'catching up' development and take the way of advanced and modernized economy. Thus, the development of the economy of the country in purpose to improve the welfare of the citizens should not be at the expense of decline of living conditions of future generations of Russia (natural resources, the environment, increase of technogenic danger though technological innovations, etc.). In such a way, Russia and its regions should develop on the principals of sustainable development.

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