The role of the transport infrastructure of the Republic of Tatarstan in the development of regional entrepreneurship

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Abstract. The article considers the impact of transport infrastructure on the development of regional entrepreneurship. On the example of hosting sport mega-events and the increased interest in the cultural heritage, the article shows mutual influence of tourism in the region and the development of the transport infrastructure of the republic. The authors study the main components of the transport and communication framework, which allow to increase the tourist flow, passenger traffic and cargo flow.

1. Introduction
Regional transport infrastructure has distinctive features: its sectors operate nationwide as a single system, and at the same time its activities are characterized by a distinct regional aspect; There is a close interconnection and interdependence of transport infrastructure with other components of the regional system.

Strengthening the regional functions of the transport infrastructure is consistent with the goals of the Transport Strategy of the Russian Federation for the period until 2030. However, the goals of regional development determine the need not only to implement transport infrastructure projects in the territory of a region, but to coordinate regional and transport development strategies taking into account the positive and negative factors of transport infrastructure impact on the region.

Studies of the impact of the state of transport infrastructure on the economies of other countries have shown that its development reduces the costs of domestic and foreign trade, but there are practically no studies of the complex impact of transport infrastructure on regional development as a whole. The main problem here is the difficulty of establishing causal relationships of this influence.

In this regard, an important aspect of the research task is the development of theoretical and methodological provisions for assessing the place and role of transport infrastructure in the socio-economic development of the region.

2. The main part
According to the World Economic Forum, Russia is at 64th place out of 144 possible quality transport infrastructure. And in terms of road quality - at 123rd place. The transport system of Russia has become...
one of the constraints on the development of Russian regions. Nevertheless, a qualitative transformation of the Russian transport system in the near future is quite possible. Its development can contribute to economic growth at a level of up to +1% to GDP growth rates annually. For this, the model must meet modern social, environmental and technological challenges and maximize the development of related industries. The transport system can and should become a driver of economic growth until 2035.

The contribution of the transport industry to the gross regional product structure can be estimated by considering the share of the transport component in the output of goods and services of all sectors of the national economy of the Republic of Tatarstan. The contribution of the transport component to the gross regional product of the Republic of Tatarstan in 2017 amounted to 6.4%.

| Table 1. Contribution of the transport industry to the GRP of the Republic of Tatarstan, billion rubles. |
|-----------------------------------------------------|------------------|------------------|------------------|
| Indicator                                           | 2015             | 2016             | 2017             |
| Gross Regional Product (GRP)                        | 1883             | 1940             | 2072             |
| Gross Value Added (GVA) “Transport”                 | 116              | 122.4            | 131.6            |
| GVA “Transport” physical volume index, in% to the previous year (in comparable prices) | 100.5            | 101.9            | 103.9            |
| The share of GVA "Transport" in GRP,%               | 6.3              | 6.3              | 6.4              |

Let’s consider the impact of transport infrastructure on the development of individual sectors of the regional economy using tourism as an example.

The Republic of Tatarstan has a unique tangible and intangible heritage, reflecting the history of the formation and development of many peoples of the Volga region since ancient times and representing value not only on the republican and all-Russian, but also on a global scale [2].

Today, over 7000 objects of historical and cultural value are registered with the state, of which 1540 are under protection of federal, regional (republican) and local (municipal) significance. More than half of historical and cultural monuments are located in 13 historical settlements (Kazan, Bolgar (Spassk, Kuybyshev), Bilyarsk (Bilyar), Elabuga, Bugulma, Buinsk, Mamadysh, Mendeleevsk, Menzelinsk, Tetyushi, Chistopol, Laishovo and Sviyazhsk).

Cultural heritage objects are important for the Republic of Tatarstan due to the fact that they are:
- a mandatory attribute of the Republic of Tatarstan as a state with a rich historical and cultural past;
- a condition for a comfortable environment for life and relaxation of residents of the republic and guests of the capital;
- visible symbols of historicism and traditions of the Republic of Tatarstan;
- a confirmation of Russia’s integration into the pan-European cultural context;
- one of the drivers for the development of the regional economy.

The influence of cultural heritage objects on the development of regional infrastructure can be compared with the influence of such cultural and sports mega-events as the celebration of the 1000th anniversary of Kazan, the World Student Universiade 2013, the World Aquatics Championship 2015, the Confederations Cup 2017, and the FIFA World Cup - 2018, etc.

Jobs are also being created in areas that are indirectly related to the main activities of tourist facilities (in restoration and construction, in the service sector, in transport and in agriculture). The number of such additional jobs is many times greater than the number of full-time employees of museums, and this also creates seasonal jobs for schoolchildren, senior citizens and for part-time workers [1].

The influence of the activities of cultural heritage objects on stimulating the development of regional infrastructure (road, hotel, catering, consumer services, etc.) is of a great significance.

An important stage in inter-regional cooperation in 2016 was the creation of the Great Volga Way along the Volga Federal District. The inter-regional project “The Great Volga Way” includes 22 tourist routes that have a territorial, cultural and historical community.
For the purposes of sustainable spatial development of the Republic of Tatarstan, including sustainable tourism, large transport and communication systems, such as the intersection of highways, large railway stations, airports, logistics centers, river ports, are of particular importance [4]. Since Soviet times, the republic has a transport framework that is based on the system of federal and regional highways.

The development of the transport framework of the Republic of Tajikistan is associated with the development and activation of existing and the formation of new transport networks in the directions of west-east, north-south, north-west and southeast [7].

The development of the transport and communication framework of the Republic of Tatarstan is carried out due to [6]:
- development of the northern corridor (part of the Transsiberian (TS) international corridor)
- reconstruction of the federal highway M-7 with the expansion of the carriageway, construction of the ring road to “intercept” transit vehicles further from the capital.
- active formation of high-speed railways through the reconstruction of existing and construction of new ones;
- the formation of a new southern transport corridor - the construction of a highway of regional significance in the direction of Staroe Drozhzhanoye - Buinsk - Tetyushi - Bolgar - Bazarnye Matakii - Aksubaevo – Cheremshan – Almetyevesk – Muslyumovo – Aktanysh based on existing roads;
- the development of the western meridional transport framework due to the reconstruction and modernization of existing roads and railways and the formation of high-speed passenger traffic;
- construction of a new section of the Kazan-Arsk-Baltasi highway with a continuation to the north to Kirov;
- development of the eastern meridional corridor due to reconstruction, modernization and new construction of high-speed roads and railways;
- continuing the development of the transport corridor in the direction north-west - south-east. In this direction, as part of the formation of the automobile route in the direction of St. Petersburg - Vologda - Kostroma - Kirov - Kazan - Orenburg - the border of the Republic of Kazakhstan, a project for the construction of the Shali high-speed highway is already being implemented in the Republic of Tatarstan;
- development of infrastructure of airports of international and regional significance. Completion of the reconstruction of the Kazan International Airport, reconstruction of the Begishevo and Bugulma airports [3].

The main measure in the development of water transport, which is part of the system of transport corridors on the territory of the Republic of Tatarstan, is the provision of regular high-speed shipping lanes in the two directions of Tetyushi - Kasimkoye Usty - Zelenodol'sk and Menzelinsk - Kamskoye Ustye, which continue southward towards Volgograd, Rostov-on-Don, Astrakhan, the Caspian, Azov and Black Seas [8]. In the western direction there is regular communication with Nizhny Novgorod, Yaroslavl, Moscow and the northern regions of Russia. In the east - with Ufa and Perm [3].

The implementation of the Great Water Ring of Europe (the Volga River - the Don River - the Sea of Azov - the Black Sea - the Danube River - the Main River - the Rhine River - the Baltic Sea - the Volga River) will have unique value not only for freight international transport, but for the development of international tourism. Without a doubt, this will affect the realization of the tourism potential of the Republic of Tatarstan, and cultural heritage sites are a moving part of this sector.

Thus, the historical, cultural and natural heritage in their totality is a specific and important economic resource of the region, it can become not only a factor in the development of cultural life, but also the
basis of a special branch of specialization, one of the promising directions of stimulating socio-economic policy and the development of transport infrastructure of the republic.

To conclude, let’s have a brief look at the graphs of relation between the annual number of tourists in Russian Federation and number of small businesses (Figure 1), and paved road density and number of small businesses (Figure 2).

![Figure 1](image1.png)

**Figure 1.** Annual number of tourists in Russian regions vs. number of Small Businesses, 2017.

![Figure 2](image2.png)

**Figure 2.** Density of paved motorways in Russian regions vs. number of Small Businesses, 2017.

3. **Conclusion**

The analysis allows us to conclude that transport, as a multifunctional system, has a positive synergistic effect on the economic development of the region and its various industries. In order to ensure the socio-economic development of the region, it is necessary to determine priority areas for the development of transport infrastructure in the framework of regional policy. Regional policy should include the development of regional transport infrastructure as a factor in their development. Regional policy should also stimulate public-private partnerships for the development of transport infrastructure.

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