

Development of investment infrastructure as the factor of the increase in investment attractiveness of the region

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Abstract. The research of influence of investment infrastructure on the investment attractiveness of the territory is investigated in the article. The conditions and factors of the increase in investment attractiveness of the territory on the basis of development of infrastructure are given. The authors pay special attention to development of transport infrastructure in the region, to features of this sphere. The authors prove that transport possesses the important role in increase in investment activity in the territory of the region. The authors prove, that the development of transport infrastructure will allow to solve a number of economic problems and promote the investment activity in the region.

1. Introduction

It is obvious that the conditions, providing and supporting inflow of the capital and also attracting potential investors, are necessary for the attraction of investments. The conditions in which there are all the prerequisites for creation new business of the ideas and investment programs, existence of the environment capable to minimize the expenses arising at implementation of investment activities also act as the obligatory factor. Providing the protection of the rights of the investors and their interests is also necessary.

In many respects the developed, modern and dynamically developing investment infrastructure is capable to provide all the aforesaid tasks.

The proper performance of the infrastructure gives the impulse to the intensive development of economy of the region on the basis of active drawing into economic circulation of various natural resources, makes them more economically available, increases mobility of a manpower [1-5].

Works of Russian and foreign scientists have formed the theoretical and methodological base of the current research. The subject of investments has wide consideration in the economic literature. It was considered in the works by E.D. Dolan, E. Klass, J. Keynes, D.S. Lindslya, D. Stone, K. Hitching, etc. During the research of theoretical and practical problems of investments and their role in regional reproduction process the author relied on the ideas and conclusions of A.V. Andreyev, P.Ya. Baklanov, S.P. Bystritsky, Yu.N. Gladky, V.K. Zausayev, A.B. Levintal, G.P. Luzin, A.S. Marshalov, R.I. Shniper and others. When studying conditions and factors in the field of assessment of investment attractiveness the author referred to the theoretical developments of R.I. Shniper, I.A. Blanca, I.Ya. Vizhina, I.V. Grishina, S.S. Guzner, Ya. Deryabina, N.I. Klimova, G. Pribytkov, Yu.M. Sklyarov, V.N. Kharitonov,



And. G. Shakhnazarov. The significant contribution to the research of transport infrastructure and its role in regional economy have been brought by R.G. Leontyev, V.A. Persiyanov and V.A. Hmel.

However, despite rather broad consideration of the matters of the investment activity, some aspects remain insufficiently studied. The problems of the increase in investment attractiveness of various regions taking into account development of their infrastructure are still relevant.

2. Terminology and Theoretical Provisions

According to macroeconomics, investment infrastructure is the set of the information, material, organizational, financial, credit and other instruments providing stable and effective realization of investments and interaction of all its participants. All that forms the prerequisites for improvement of the investment relations.

Objects of investment infrastructure it is possible to call safely all assets and projects which are implemented within her construction. In the majority it is transport objects (from roads to logistic hubs), objects of municipal services, social facilities and health care, tourist bases, etc.

In the conditions of the economic crisis and further financial instability the majority of the countries and their regions began to reconsider own strategic objectives of economic development. In relation to Russia, crisis and the existing sanctions significantly have reduced revenues of the federal budget, and, in view of, the existing economic inequality between the certain cities and regions of the country there was sharply a question of immediate restoration, and somewhere and about creation of investment infrastructure for correction of this shortcoming.

It is possible to reveal that investment infrastructure promotes:

- emergence of prerequisites and conditions for implementation of investment process
- decrease in investment risks
- more convenient and easy attraction of investment means
- accumulation of financial resources.

Figure 1 presents a peculiar hierarchy of the investment infrastructure functions in regions.

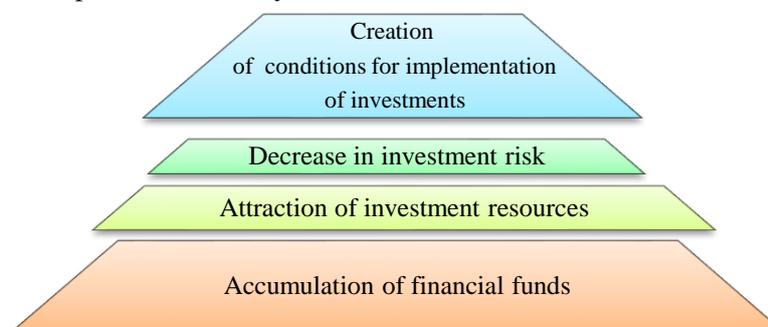


Figure 1. Hierarchy of the investment infrastructure functions in regions.

Infrastructure projects are capable to solve such regional problems as

- alignment of prices for products of prime necessity
- alignment of service prices of housing and public utilities, electric power
- alignment of level of income of the population
- alignment of level of the gross domestic product on the region/city.

In their turn these measures are capable to increase considerably the level of appeal of the certain city or region to potential investors, and the most important the size of revenues of the regional budget.

According to authors, the most important and demanded directions of development and creation of investment infrastructure in the regions are:

- transport projects;
- improvement of the urban environment;
- housing and communal services;
- tourism;

- other spheres of municipal economy.

Financing and investment of capital in the specified directions is capable to give the maximum positive effect for the regional economy and the region as whole and also to become the strong basis for the further development.

3. Results

According to authors, special attention should be paid development to transport infrastructure of the region.

Even, if the region has a high potential for attraction of investments, weak transport infrastructure exerts negative impact on investment process. This fact is confirmed both by the analysis of situations in various regions of Russia, and expert polls. On the contrary, development of transport infrastructure will allow to solve a number of economic problems, in particular, such as decrease in transportation costs and expansion of sales markets. Growth of the economy of all the regions becomes more active.

In this regard the concept of increase in investment attractiveness of the regions seems to be in the development of transport infrastructure on the basis of creation of the international transport corridors, increase in transit and development of transport industrial hubs.

That will allow to increase mobility of resources (including labour forces), to attract investment resources, to master new natural resources and to develop allied industries, to increase quality of life of the population of the region.

As transport is the most important element of investment attractiveness of the territory, it has the property of the powerful catalyst, directly and indirectly increasing the level of production and commercial activity in all spheres of practical activities, giving the chance to expand production scales, to develop new territories and to include new natural resources in a turn, connecting production structures and the commodity markets. In many regions (Khabarovsk Krai, the Moscow region, the Leningrad Region, etc.) there are all necessary prerequisites for the implementation of the considered concept.

In order to illustrate the influence of the development of transport infrastructure on investment attractiveness of the region, it is possible to give the following example. Tsarionova Yu.V. has carried out the scenario analysis for Khabarovsk Krai which results the authors quote in Table 1.

Table 1. Gain of the main social-and-economic indexes of the development of Khabarovsk Krai till 2020 as the result of the implementation of the project on creation of the international transport corridor

Indicator	2015	2020
The volume of the shipped goods of own production, the performed works and services (billion rubles)	160.8	180.4
Turnover of small enterprises (billion rubles)	137.4	154.1
Average number occupied in small business (thousand persons)	119.1	129.9
Average annual number occupied in economy (thousand persons)	871.0	918.4
Number of graduates of average special and higher educational institutions (thousand persons)	49.8	57.9
Population (thousand persons)	1270.5	1225.6
Retail trade turnover (billion rubles)	181.7	218.1
Average monetary income per capita in a month (thousand rubles)	29.1	34.9
Balanced financial result of the organizations activity (profit minus loss, billion rubles)	16.9	20.3
Income of the consolidated budget of Khabarovsk Krai (billion rubles)	95.2	114.3
Investments (billion rubles)	110.9	132.6
Foreign investments (million US dollars)	768.5	959.3
Costs of technological innovations (billion rubles)	1878.8	2107.3
Export (million US dollars)	6846.1	8198.7
Import (million US dollars)	2279.9	2825.4
Gross regional product (billion rubles)	327.7	372.5

Thus, as the example of Khabarovsk Krai proves, the implementation of transport projects, similarly exerts significant positive effect on economy and the social sphere, increasing investment attractiveness of any region. The powerful impulse will be given to development not only the most transport infrastructure, but also to many other sectors of economy.

Table 2. Offers on the attraction of investments and the increase in efficiency of implementation of investment projects into regions

Measure	Essence of the measure	Measure purpose	Estimated effect of the action
Creation of the special regional commission which will be engaged in the analysis and the choice of the most effective projects on the development of the infrastructure.	All the infrastructure projects, offered to realization will go for testing by this commission which will estimate the rationality of holding the actions offered in the project and the monetary amount necessary for their realization.	High-quality selection of the most effective projects of the creation and development of complex of infrastructure complex.	Creation of this commission will allow to avoid the problem of implementation of inefficient projects and irrational expenditure of funds (not only from the state, but also from private investors) and to upgrade the rating of infrastructure capacity of the region. This measure will contribute to the effective development of a complex of infrastructure of area that will allow to increase by the end of the year total investments into the region at the expense of what indexes of industrial and (or) agricultural production will grow, and, eventually, the volume of the annual gross regional product will increase.
Creation of new mechanisms of attraction of the private capital (public-and-private partnership).	Creation of proper regional standard-and-legal base for creation of projects of public-and-private partnership on the basis of which new mechanisms will be created: - attraction to of credit institutions projects of public-and-private partnership; - holding branch seminars for exchange of experience; - formation of the special working groups and creation of the public-and-private partnership regional center that will allow to facilitate process of interaction of the budgetary and private capitals and to increase quality of control over implementation of infrastructure projects of public-and-private partnership.	Rational expenditure of funds of the regional budget for infrastructure projects.	Realization of new mechanisms on creation of projects of development of an infrastructure complex with use of mechanisms of public-and-private partnership will allow to remove "peak" loads of the budget for the capital investments, to expand the list and to accelerate terms of commissioning of infrastructure facilities, to create more opportunities for new construction and reconstruction of infrastructure facilities, to equip with infrastructure new industrial platforms, applying at the same time innovative technologies and decisions. Together with the first measure (creation of the commission) this action will give the chance to reduce an account part of the budget, and to allocate proceeds for the directions, priority during the crisis period, for example, on development of an agricultural complex of agrarian and industrial complex as one of the main components of import substitution.

Nevertheless, the completed analysis of the current situation allows to point out the following problems of development of infrastructure projects in Russia:

- limitation of financial recourses (creation of infrastructure demands large monetary and other types of injections, and by and large in our country it was always financed by the means of the federal budget. In the conditions of economic decline the amount of such injections is reduced.)
- administrative barriers (a large number of the procedures connected with obtaining allowing documentation and leading of all necessary production infrastructure for implementation of the project)

- lack of relevant instruments of interaction of the private and state capital.

In the same time in such hard times the market nevertheless gives rise to tools capable to promote the solution of those tasks which are called higher.

Development of infrastructure in the cities and regions of the country is possible thanks to a method of the public-and-private partnership (PPP) today. Speaking available language it is a type of partnership where for the solution of questions of the state importance both means of the regional budget, and the private capital are used.

Adoption of law on public-and private partnership the federal level has expanded possibilities of application of regional laws on public-and private partnership which have been developed and are to some extent used in practice practically in all the regions of the Russian Federation.

Possibilities of use of public-and private partnership are significantly expanded: from their traditional application in the sphere of transport infrastructure (first of all road construction), the regional authorities and business pass to the health sector.

The carried-out analysis, allows the author to offer carrying out a number of administrative actions for attraction of investments into the regions and increases in efficiency of implementation of investment projects (Table 2). The offered measures are aimed to overcome the problems revealed above.

4. Discussion

Also according to some specialists, the factors signaling about existence of successful investment infrastructure in the region include:

- existence of information center for investors where all information on the priority directions of development of the region and on the projects planned to start will be collected
- existence of the division which is engaged in expert assessment of future projects
- existence of division for interaction with federal authorities
- existence of the developed regional bank structure
- creation of structure of insurance of risks of all participants of projects.

5. Conclusions

Creation of the infrastructure for the achievement of target value of investment attractiveness of the region is one of main methodological moments of management of investment attractiveness. That means for Russian regions first of the all creation of elements of market infrastructures on the basis of change of the relations of property, in particular - active use of the mechanism of public-and-private partnership.

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