

CONCLUSIONS

The results of sample survey on organizations dealing with intraurban passenger transportation by road transport enable to make the following conclusions:

1. 98.2% out of the surveyed 114 organizations was active at the interviewing period and 1.8% was non-active. At the survey period, in Shirak marz minibus passenger transportations were implemented by individual entrepreneurs and in Ararat and Vayots Dzor marzes intraurban passenger transportations were not recorded.

2. Company with limited liabilities was the organizational and legal type for prevailing part of active road transport organizations, the share of which comprised 78.5%.

3. It was cleaned up by the survey, 64.9% of organizations was medium-sized and large organizations (16 and more employees).

4. According to the data of the questionnaires completed by organizations, at the survey period, the rolling-stock of the organizations dealing with intraurban passenger transportation comprised 3474 units, of which 3202 minibuses and 272 buses.

5. Most of minibuses were used from 3 to 20 years (3.1-10 years – 44.3% and 10.1-20 years – 31.3%) and number of buses with operation period 10 and over years was prevailed in total number of buses and comprised 57.4% of total.

6. According to the results received through individual questionnaires the number of minibus routes served by organizations comprised 177 and bus routes – 39.

7. According to the calculated average indicators, average length of circular routes of minibus intraurban routes comprised 26.2 km, average length of circular routes of bus intraurban routes – 21.3 km.

8. Minibuses mainly pass routes with length up to 10 km till 30 minutes (61.1%), routes with length 10.1-20 km – from 30 to 60 minutes (55.3%). 20.1-30 km – 61-90 minutes (56.9%) and routes with length 30.1-40 km and 40.1 and more km– mainly in 91-120 minutes (64.7% and 64.3% correspondingly). In comparison with minibuses, buses mainly pass route with length of circular route up to 10 km till 45 minutes (75.0% of total), routes with length of circular route 10.1-20 km – in 46-90 (66.7%), and 20.1-30 km and 30.1 km and more – in 121 and more minutes.

9. In general, up to 10 minutes interval was typical as a movement interval for minibuses, the share of which to total comprised 78.5% and for buses - motor vehicles movement interval up to 40 minutes that comprised 82.1% of total.

10. It is obvious, that movement average interval is closely related to the number of motor vehicles operating on a route. According to the survey results, in routes with up to 10 motor vehicles movement interval comprised 16-30 minutes, in routes with 11-20 motor vehicles – 6-10 minutes, in routes 21-35 and 36 and more motor vehicles – up to 5 minutes. In other words, as many the number of motor vehicles in a route as more intensive their movement interval. In case of observation of buses by movement average interval the picture is following: buses mainly operate every 11-40 minute that comprised 59.0% of total. By the way, it is interesting, that the “less” a number of motor vehicles, the “more” their average movement interval.

