

Transport centralization of the post-Soviet space

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Method

We visualized:

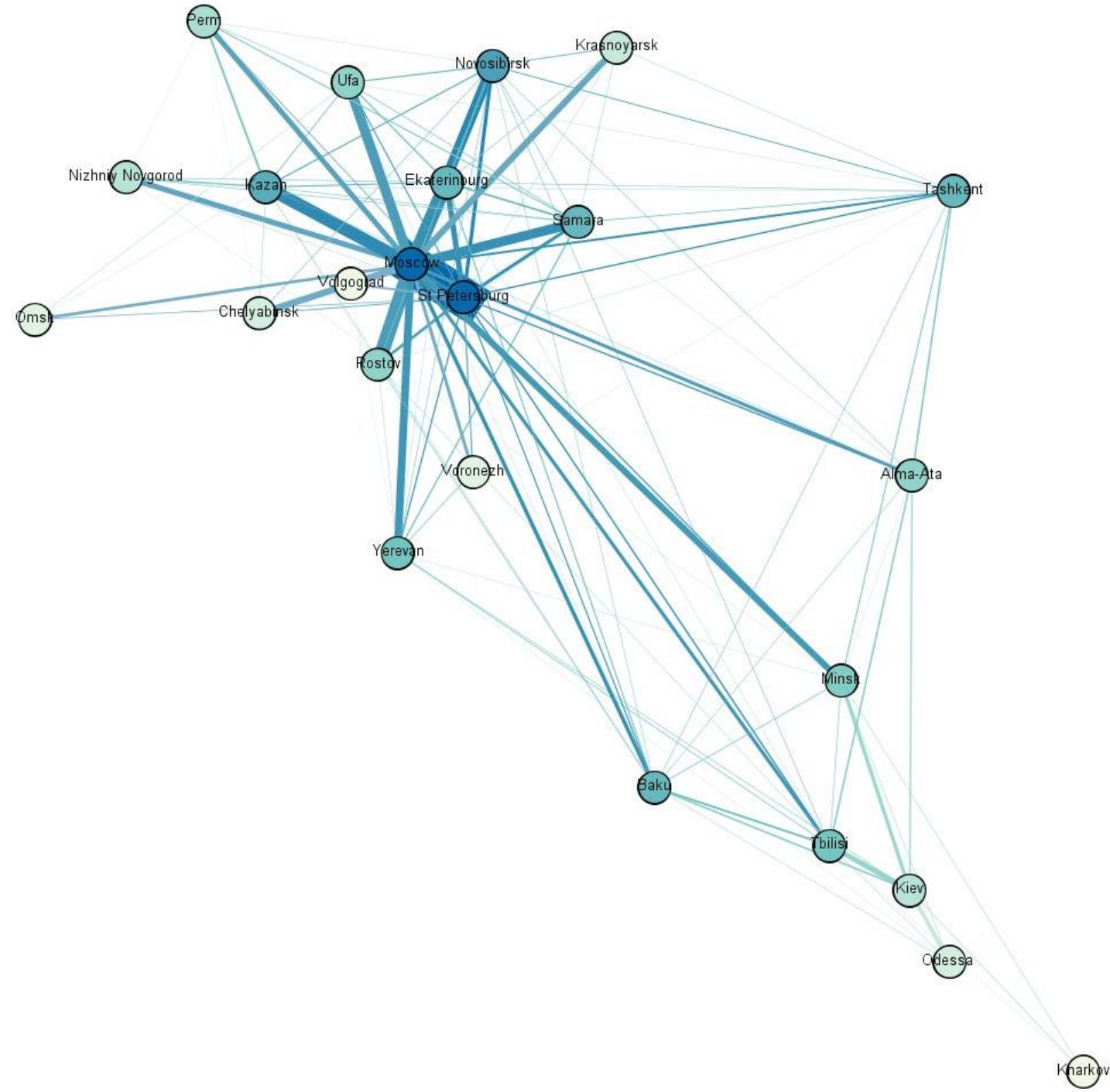
- Modern quantity of flights between cities of the former USSR from Yandex time-tables
- Quantity of flights between these cities in Soviet times

Cities: population of one million at least

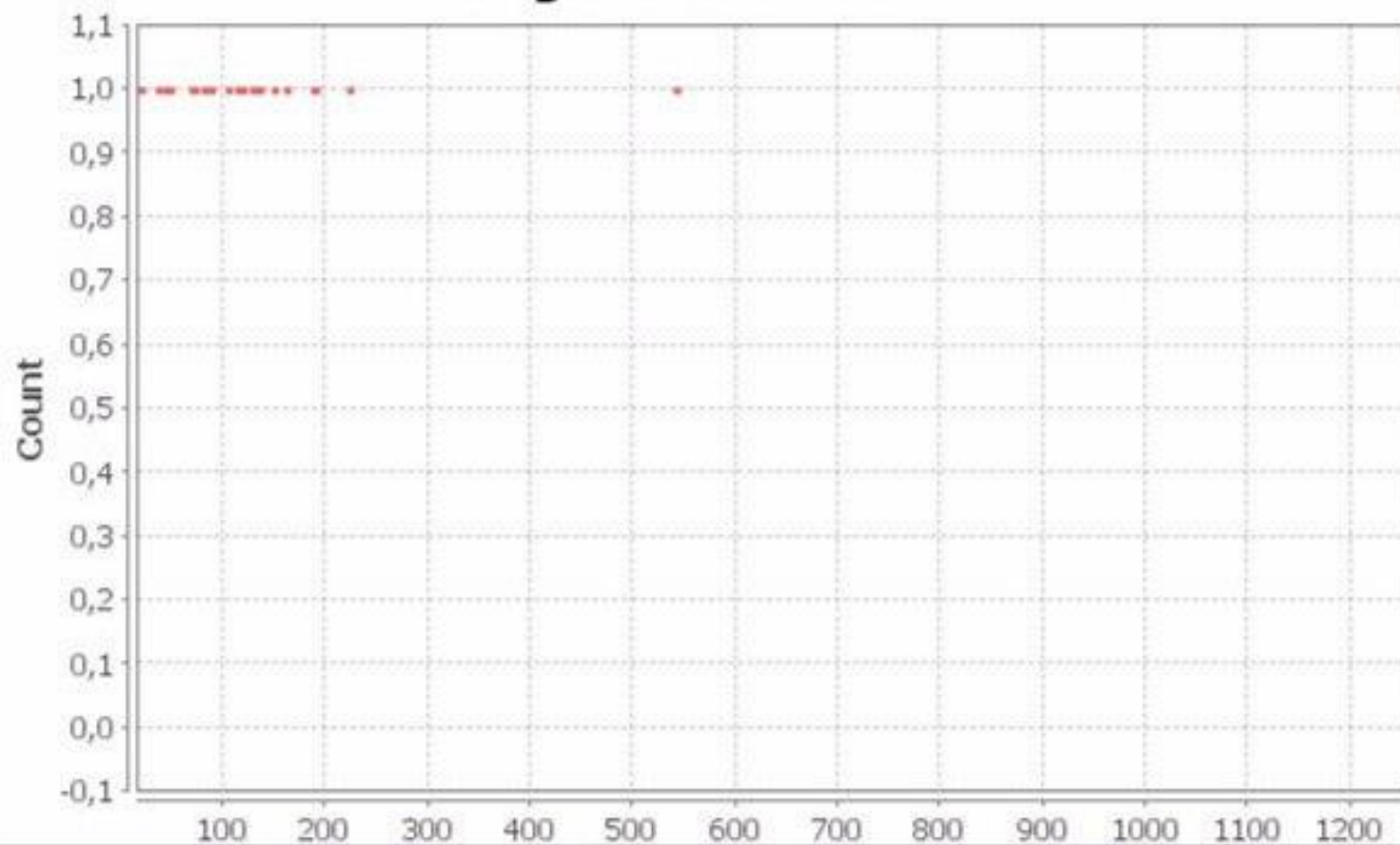
-  • Almaty
-  • Baku
-  • Chelyabinsk
-  • Ekaterinburg
-  • Kazan
-  • Kharkov
-  • Kiev
-  • Krasnoyarsk
-  • Minsk
-  • Moscow
-  • Nizhniy Novgorod
-  • Novosibirsk

-  • Odessa
-  • Omsk
-  • Perm
-  • Rostov-on-Don
-  • Samara
-  • St. Petersburg
-  • Tashkent
-  • Tbilisi
-  • Ufa
-  • Volgograd
-  • Voronezh
-  • Yerevan

Nowadays



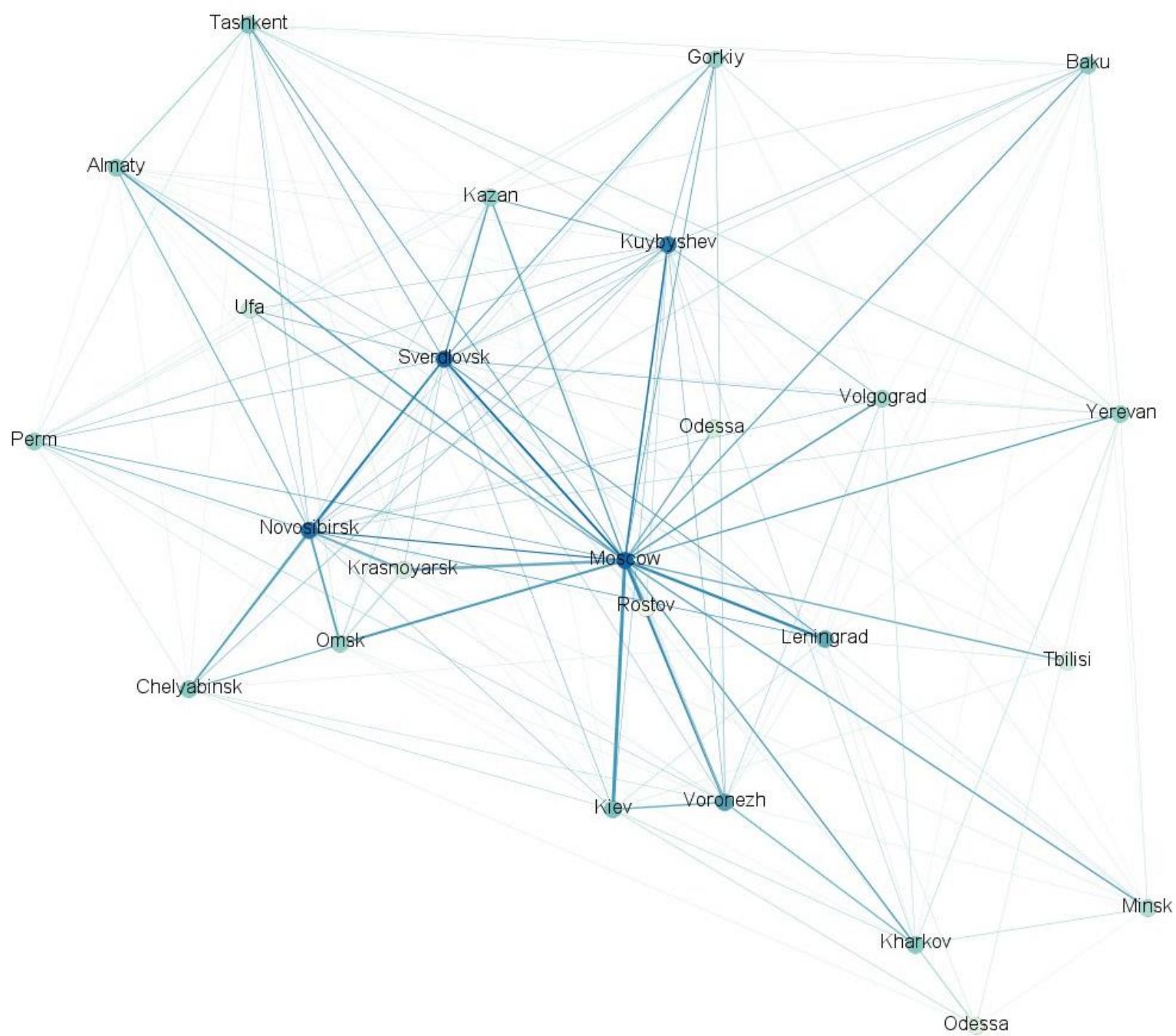
Degree Distribution



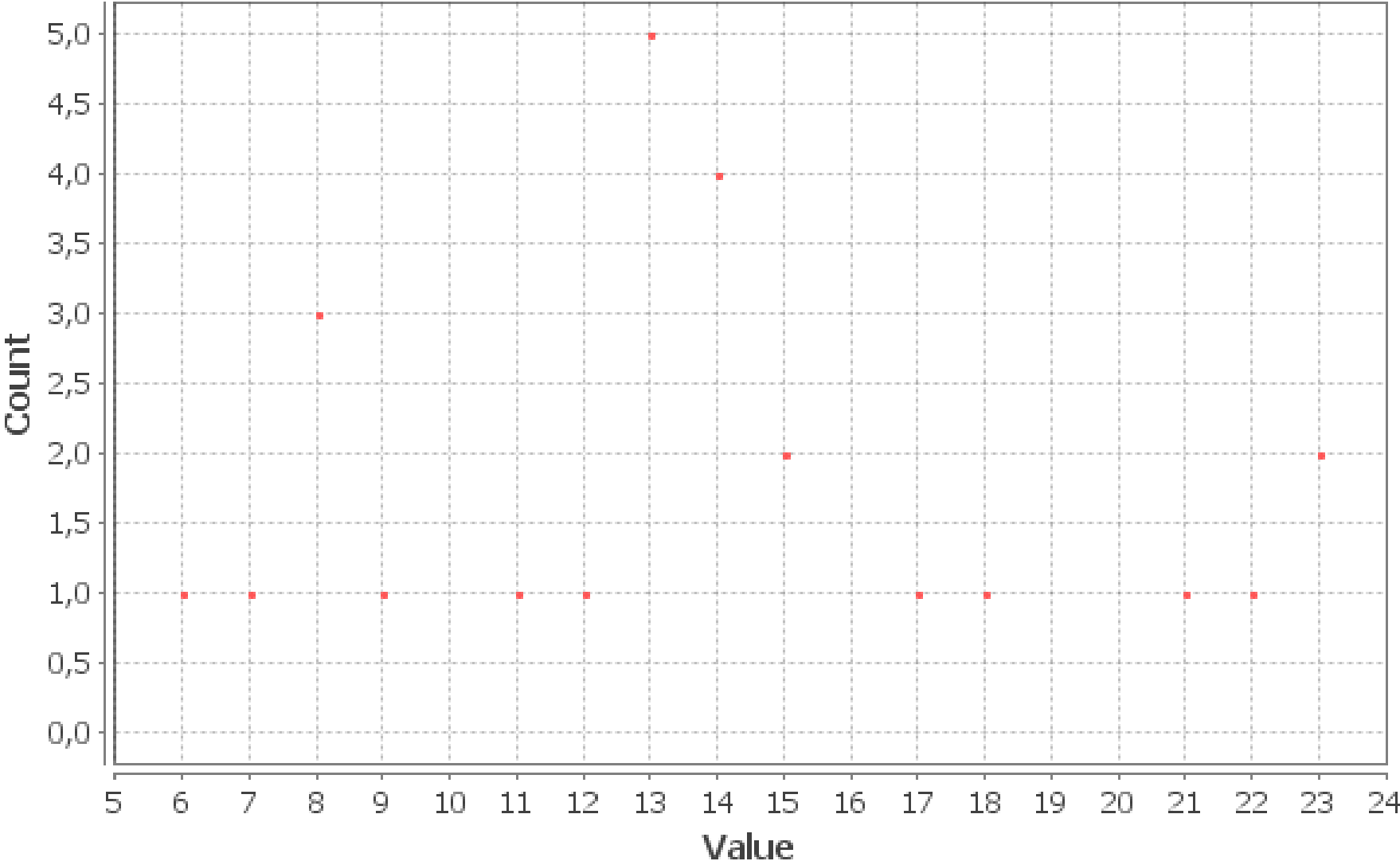
Modularity

- Gephi managed to “find the Russian border”!
- It put all Russian cities to one group and all foreign cities to another
- Only two exceptions: Tashkent and Yerevan

USSR



Degree Distribution



Conclusions

Nowadays:

- Moscow outstands greatly
- Regions are not developed
- Many of the former soviet republics are still highly Russia-oriented

In the USSR:

- Polycentric structure
- Many transfer options other than Moscow

Warnings

- We dealt with plane routes only, not other transport connections. Plane and railway itineraries can sometimes interchange, though.
- We faced a shortage of available sources concerning the USSR.
- This gives us possibilities for further research.