

**SOI: 1.1/TAS**

**DOI: 10.15863/TAS**

**Scopus ASJC: 1000**

**ISSN 2308-4944 (print)**

**ISSN 2409-0085 (online)**

**№ 10 (102) 2021**

**Teoretičeskaâ i prikladnaâ nauka**

---

**Theoretical & Applied Science**



---

**Philadelphia, USA**

**Teoretičkaâ i prikladnaâ  
nauka**

---

**Theoretical & Applied  
Science**

**10 (102)**

**2021**

# International Scientific Journal

## Theoretical & Applied Science

Founder: **International Academy of Theoretical & Applied Sciences**

Published since 2013 year. Issued Monthly.

International scientific journal «Theoretical & Applied Science», registered in France, and indexed more than 45 international scientific bases.

Editorial office: <http://T-Science.org> Phone: +777727-606-81

E-mail: [T-Science@mail.ru](mailto:T-Science@mail.ru)

### Editor-in Chief:

**Alexandr Shevtsov**

Hirsch index:

**h Index RISC = 1 (78)**

### Editorial Board:

1	Prof.	Vladimir Kestelman	USA	<b>h Index Scopus = 3 (38)</b>
2	Prof.	Arne Jönsson	Sweden	<b>h Index Scopus = 10 (33)</b>
3	Prof.	Sagat Zhunisbekov	KZ	-
4	Assistant of Prof.	Boselin Prabhu	India	-
5	Lecturer	Denis Chemezov	Russia	<b>h Index RISC = 2 (61)</b>
6	Associate Prof.	Elnur Hasanov	Azerbaijan	<b>h Index Scopus = 8 (11)</b>
7	Associate Prof.	Christo Ananth	India	<b>h Index Scopus = - (1)</b>
8	Prof.	Shafa Aliyev	Azerbaijan	<b>h Index Scopus = - (1)</b>
9	Associate Prof.	Ramesh Kumar	India	<b>h Index Scopus = - (2)</b>
10	Associate Prof.	S. Sathish	India	<b>h Index Scopus = 2 (13)</b>
11	Researcher	Rohit Kumar Verma	India	-
12	Prof.	Kerem Shixaliyev	Azerbaijan	-
13	Associate Prof.	Ananeva Elena Pavlovna	Russia	<b>h Index RISC = 1 (19)</b>
14	Associate Prof.	Muhammad Hussein Noure Elahi	Iran	-
15	Assistant of Prof.	Tamar Shiukashvili	Georgia	-
16	Prof.	Said Abdullaevich Salekhov	Russia	-
17	Prof.	Vladimir Timofeevich Prokhorov	Russia	-
18	Researcher	Bobir Ortikmirzayevich Tursunov	Uzbekistan	-
19	Associate Prof.	Victor Aleksandrovich Melent'ev	Russia	-
20	Prof.	Manuchar Shishinashvili	Georgia	-

ISSN 2308-4944



© Collective of Authors

© «Theoretical & Applied Science»

# International Scientific Journal

## Theoretical & Applied Science

---

### Editorial Board:

Hirsch index:

21	Prof.	Konstantin Kurpayanidi	Uzbekistan	<b>h Index RISC = 8 (67)</b>
22	Prof.	Shoumarov G'ayrat Bahramovich	Uzbekistan	-
23	Associate Prof.	Saidvali Yusupov	Uzbekistan	-
24	PhD	Tengiz Magradze	Georgia	-
25		Dilnoza Azlarova	Uzbekistan	-
26	Associate Prof.	Sanjar Goyipnazarov	Uzbekistan	-
27	Prof.	Shakhlo Ergasheva	Uzbekistan	-
28	Prof.	Nigora Safarova	Uzbekistan	-
29	Associate Prof.	Kurbonov Tohir Hamdamovich	Uzbekistan	-
30	Prof.	Pakhrutdinov Shukritdin Il'yasovich	Uzbekistan	-
31	PhD	Mamazhonov Akramzhon Turgunovich	Uzbekistan	-
32	PhD	Ravindra Bhardwaj	USA	<b>h Index Scopus = 2 (5)</b>
33	Assistant lecturer	Mehrinigor Akhmedova	Uzbekistan	-
34	Associate Prof.	Fayziyeva Makhbuba Rakhimjanovna	Uzbekistan	-
35	PhD	Jamshid Jalilov	Uzbekistan	-
36		Guzalbegim Rakhimova	Uzbekistan	-
37	Prof.	Gulchehra Gaffarova	Uzbekistan	-
38	Prof.	Manana Garibashvili	Georgia	-
39	D.Sc.	Alijon Karimovich Khusanov	Uzbekistan	-
40	PhD	Azizkhon Rakhmonov	Uzbekistan	-
41	Prof.	Sarvinoz Kadirova	Uzbekistan	-

**International Scientific Journal**  
**Theoretical & Applied Science**

---



ISJ Theoretical & Applied Science, 10 (102), 1064.  
Philadelphia, USA



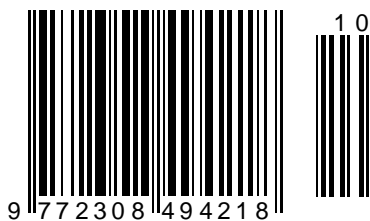
**Impact Factor ICV = 6.630**

**Impact Factor ISI = 0.829**  
based on International Citation Report (ICR)

**The percentage of rejected articles:**



ISSN 2308-4944



## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИИ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

SOI: [1.1/TAS](#) DOI: [10.15863/TAS](#)

### International Scientific Journal Theoretical & Applied Science

p-ISSN: 2308-4944 (print) e-ISSN: 2409-0085 (online)

Year: 2021 Issue: 10 Volume: 102

Published: 01.10.2021 <http://T-Science.org>

QR – Issue



QR – Article



**Artur Alexandrovich Blagorodov**

Service Industry Institute and entrepreneurship (branch) DSTU  
bachelor

**Danil Sergeevich Shcherbakov**

Service Industry Institute and entrepreneurship (branch) DSTU  
bachelor

**Vladimir Timofeevich Prokhorov**

Service Industry Institute and entrepreneurship (branch) DSTU  
Doctor of Technical Sciences, Professor  
Shakhty, Russia

**Galina Yurievna Volkova**

LLC TsPOSN «Ortomoda»  
Moscow, Russia

## ON FEATURES OF IMPLEMENTATION OF THE STRATEGY OF SOCIAL - ECONOMIC DEVELOPMENT OF THE NENETS AUTONOMOUS DISTRICT FOR THE PERIOD UP TO 2035

**Abstract:** In the article, the authors analyzed the possibilities of the administration of the Nenets Autonomous Okrug to implement the strategy of social and economic development for the period up to 2035 in accordance with the decree of the President of the Russian Federation of October 26, 2020 No. 645. Preliminary analysis indicates that a significant part of the Okrug's settlements, which today are designated as a settlement with an average level of development, are in fact at risk, since these settlements are deprived of competitive and economically viable industrial specialization and are rapidly losing population. The engineering structure of these settlements is outdated and is slowly being updated precisely because of the uncertainty of their future fate and function. We believe that the decree of the President of the Russian Federation is timely and will provoke the solution of problems, reduce social losses.

**Key words:** Settlement, region, district, reduction of population migration, creation of favorable services, execution, implementation, strategy, social services, social support, social development.

**Language:** English

**Citation:** Blagorodov, A. A., Shcherbakov, D. S., Prokhorov, V. T., & Volkova, G. Y. (2021). On features of implementation of the strategy of social - economic development of the nenets autonomous district for the period up to 2035. *ISJ Theoretical & Applied Science*, 10 (102), 1-36.

**Soi:** <http://s-o-i.org/1.1/TAS-10-102-1> **Doi:**  <https://dx.doi.org/10.15863/TAS.2021.10.102.1>

**Scopus ASCC:** 2000.

### Introduction

UDC 335.17: 519.44

The Nenets Autonomous Okrug is an equal subject of the Russian Federation and has full state power on its territory outside the jurisdiction of the Russian Federation and its powers in matters of joint

jurisdiction.

The population of the Okrug at the end of 2015 was 43.4 thousand people - 85th place among all constituent entities of the Russian Federation. The area of the district is 176.8 thousand square meters. km (4th place in the Northwestern Federal District and 23rd place in the Russian Federation). The greatest

## Impact Factor:

**SIRA (India) = 6.317**  
**ISI (Dubai, UAE) = 1.582**  
**GIF (Australia) = 0.564**  
**JIF = 1.500**

**SIS (USA) = 0.912**  
**ПИИИ (Russia) = 3.939**  
**ESJI (KZ) = 9.035**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
**PIF (India) = 1.940**  
**IBI (India) = 4.260**  
**OAJI (USA) = 0.350**

length of the district from north to south in the mainland is about 320 km, from west to east - 950 km. The Nenets Autonomous Okrug includes the islands Kolguev, Vaigach, Sengeisky, Gulyaevsky Koshki, Pesyakov, Dolgiy and others, smaller. The distance from Naryan-Mar to Moscow is 2230 km, to the nearest railway station Pechora - 780 km. The district includes 21 municipalities (1 municipal district, 1 urban district, 18 rural settlements and 1 urban settlement).

The Nenets Autonomous Okrug borders in the southwest with the Mezensky District of the Arkhangelsk Region, in the south and southeast with the Komi Republic, in the northeast with the Yamalo-Nenets Autonomous Okrug. In the north it is washed by the White, Barents and Kara Seas.

The extended coast of the Okrug is a section of the state border, and the Nenets Autonomous Okrug is a border region. Although the region does not directly border on the territory of foreign states, the Nenets Autonomous Okrug is a strategically significant outpost of Russia in the Arctic macroregion, which in recent years has been at the epicenter of international relations mainly due to shelf resources.

### Main part

In the process of the development of the European North of Russia and Siberia, the territory of the modern Nenets Autonomous Okrug has changed its functional load several times, which has always been closely linked or subordinated to the development projects of neighboring territories. The development of the territory of the district took place in the logic of a number of large-scale trans-regional projects:

1) pre-Soviet period (beginning of the 16th century - 1917): an outpost of the development of Siberia and the North with the functions of protecting the borders of the Moscow state, a sub-center of transit trade with Siberia, a place of exile.

For the Muscovite state, furs were an important commodity exported to Western Europe. Founded in the 16th century, Pustozersk served as a transshipment base and a strategic stronghold on the Chrezkamenny trade route (a river route from the Pechora basin through the Urals to the lower course of the Ob). In the 17th century, the importance of Pustozersk decreased due to the transfer of trade to Arkhangelsk and the annexation of the Kazan Khanate - new, more convenient routes for trade with Siberia appeared. For some time the city turned into a place of exile for prisoners, then it was administratively included in the Mezensky district of the Arkhangelsk province. The main occupations of the local population were fishing, reindeer husbandry and sea fishing.

2) 1920s – 1930s active formation of the main vectors of economic interdependence between the Nenets Autonomous Okrug and the surrounding

regions.

On the one hand, the okrug was a transport and transit territory for the implementation of industrial development projects in the Komi Republic. Thus, the construction of a port and a city at the mouth of the Pechora was due to the discovery in 1929–1930 of the Pechora coal basin (the second after Donetsk in the European part of the USSR) and oil fields in the Komi Republic. The importance of the construction of the port is also indirectly confirmed by the fact that the administrative center of the Nenets National District was transferred to a new settlement. Materials for the construction of mines and oil rigs and the export of mined coal were carried out through Naryan-Mar. The disadvantages of such a transport and logistics scheme included the limited possibilities of navigation due to the short duration of northern navigation and numerous transshipments.

On the other hand, the Nenets Autonomous Okrug was dependent on the northern delivery from Arkhangelsk and was an element in the system of the Northern Sea Route (NSR), the formation of which began in the 1930s.

3) Early 1950s - 1991 The Nenets Autonomous Okrug acquired the strategic function of ensuring the security of the state border in the conditions of the Cold War and the Novaya Zemlya nuclear test site. In the same period, oil exploration began.

The creation of a nuclear test site on Novaya Zemlya was caused by the need to conduct tests in order to determine the impact of explosions on the ships of the Navy. A fighter aviation regiment was based in Amderma, designed to ensure the safety of air tests (bombers took off from the Olenya airfield in the Murmansk region, on a certain section of the route they were accompanied by fighters taking off in Amderma).

Oil exploration, which began in the 1960s, became an important stage in the development of the Nenets Autonomous Okrug. The role of the Naryan-Mar port increased again due to the increase in cargo traffic, the port facilities were modernized.

The development of hydrocarbon resources has historically developed as a trans-regional project. The geological exploration base, which created in the Soviet years the current resource base of the Timan-Pechora oil and gas province (and the district, in particular), was originally located in the Komi Republic (Ukhta territorial geological administration), and after the creation of the Arkhangelsk territorial geological The management of the Oil Exploration Expedition of Deep Drilling No. 5 and the Nenets Geological Prospecting Party were reassigned to Arkhangelsk. The first centers of industrial production in the Timan-Pechora oil and gas province (and enterprises with the necessary technologies and personnel) were formed in the Komi Republic.

4) 1990s - present: due to the collapse of the USSR and the deep socio-economic crisis in the post-

## Impact Factor:

<b>ISRA (India)</b>	<b>= 6.317</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 1.582</b>	<b>ПИИЦ (Russia)</b>	<b>= 3.939</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 9.035</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 7.184</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

Soviet space, the volume of funding for defense and research programs in the Arctic zone has sharply decreased and many tasks of strategic importance have been removed, implemented in the territory of the Nenets Autonomous Okrug and related to work of the landfill, ensuring the protection of the border and the functioning of the Northern Sea Route. Thus, the last stage was characterized by a change in the development model (in the late 1980s - the first half of the 1990s, there was a sharp transition from the “strategic” to the “resource” type of territory development).

In the 1990s, the Nenets Autonomous Okrug replaced the declining oil production in Komi and the renaissance of the Timan-Pechora oil and gas province, and the development of hydrocarbons began to form the basic process of the okrug's development. Commercial oil production began in the Komi Republic in 1960. In the southern part of the region, more than half (59%) of commercial oil reserves are contained in the Yaregskoye field. The rest (about 40%) oil reserves are distributed over 26 fields (on average, 3 million tons per field), in the overwhelming majority of which the initial recoverable reserves have been depleted by 60–80% and are in the stage of declining production. In the northern part of Komi, oil production is carried out at 9 fields with total residual reserves of categories A + B + C1 about 210 million tons. Most of the commercial oil reserves (60%) are concentrated in the Usinskoye and Vozeyskoye fields, which are also in the stage of declining production. All other fields are small, with the exception of two (Verkhnevozeyskoye and Sandiveyskoye), which were recently put into development and have reserves for increasing production. In turn, in the Nenets Autonomous Okrug, the degree of depletion of proven oil reserves reached only 9%, the degree of exploration of the initial total resources - 38.2%, current - 36%.

The corporate logic of interdependence is that oil companies based in the Komi Republic are widely represented in the mining industry of the Nenets Autonomous Okrug and traditionally view the Okrug's resources as a geological continuation of the unified Timan-Pechora oil and gas province. This is reflected in the personnel policy of companies (the local population is not a personnel resource), in the district's tax revenues (part of the taxes goes to the place of registration of companies - to the Komi Republic). Thus, geological and economic ties do not actually

take into account the administrative boundary between the regions.

Another prerequisite for the economic interdependence of the Komi Republic and the Nenets Autonomous Okrug is the peculiarities of traditional types of activity. A significant part of the Okrug's reindeer herds drives their herds for wintering to the forest-tundra and taiga of the Komi Republic, while agricultural production cooperatives of the Komi Republic use pastures in the Okrug for summer grazing on the coast of the Barents Sea. In addition to economic, geographical and geological prerequisites for interdependence, there are also social factors, which consist in numerous family ties between residents of the Nenets Autonomous Okrug, the Arkhangelsk Region and the Komi Republic.

A consequence of a number of functional ties between the three regions is the unique position of the Nenets Autonomous Okrug, which lies in the fact that it does not act exclusively as a “coast” of the Komi Republic (for which there are economic, geographical and corporate reasons), nor as a continuation of the Arkhangelsk Region (in favor of what administrative and historical-legal factors speak).

The totality of the established functional ties today is the basis of the competition between the Arkhangelsk Region and the Komi Republic for the revenues of the oil industry of the Nenets Autonomous Okrug. Competition methods of the Arkhangelsk region are of an administrative and budgetary nature. Interested parties from the Komi Republic use corporate, infrastructural and tax mechanisms.

Located in the northeast of the European part of the Russian Federation, the Nenets Autonomous Okrug is characterized by extreme natural conditions. Almost the entire territory, with the exception of the extreme southwestern part, is located beyond the Arctic Circle. The northernmost point of the district in the mainland is at Cape Tonky (69° 51' N and 61° 10' E), in the island part - on Vaygach Island, Cape Bolvansky Nos (70° 27' N latitude and 58° 32' E). The climate of the Okrug is formed mainly under the influence of the Arctic and Atlantic air masses. There are two climatic regions: polar (southern part) and subarctic (northern and eastern parts of the district). The average January temperature is -12 ° C in the southwest to -22 ° C in the northeast, the average July temperature is +6 ° C in the north to +13 ° C in the south; the amount of precipitation is about 350 mm per year.





## Impact Factor:

**SIRA (India) = 6.317**  
**ISI (Dubai, UAE) = 1.582**  
**GIF (Australia) = 0.564**  
**JIF = 1.500**

**SIS (USA) = 0.912**  
**ПИИЦ (Russia) = 3.939**  
**ESJI (KZ) = 9.035**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
**PIF (India) = 1.940**  
**IBI (India) = 4.260**  
**OAJI (USA) = 0.350**

northern (least explored and developed) part of the Timan-Pechora oil and gas province is located on the territory of the Nenets Autonomous Okrug. The Timan-Pechora oil and gas province accounts for 6.6 percent of Russia's initial total oil resources and 2 percent of Russia's natural gas reserves. According to estimates made by organizations of the Ministry of Natural Resources of the Russian Federation, in the Timan-Pechora oil and gas province, up to 8.3 billion tons of standard fuel are concentrated, including proven oil reserves (categories A + B + C1 + C2) - more than 2.3 billion tons, including in the shelf zone 0, 4 billion tons (the estimate of the total reserves of the province according to the data of NK Lukoil exceeds 3 billion tons), gas - 4.9 trillion. cub. m (mainly in the water area). The recoverable initial total resources of the Pechora Sea are estimated at 4.9 billion tons of standard fuel. In the structure of the initial total resources, liquid hydrocarbons amount to 2.2 billion tons, gaseous ones - 2.7 trillion. cub. m. Within the Timan-Pechora oil and gas province and the Pechora Sea are concentrated 7.2 billion tons of liquid and 5.4 trillion. cub. m of gaseous hydrocarbons. including proven oil reserves (categories A + B + C1 + C2) - more than 2.3 billion tons, including 0.4 billion tons in the shelf zone (the estimate of the total reserves of the province according to NK Lukoil exceeds 3 billion tons), gas - 4.9 trillion. cub. m (mainly in the water area). The recoverable initial total resources of the Pechora Sea are estimated at 4.9 billion tons of standard fuel. In the structure of the initial total resources, liquid hydrocarbons amount to 2.2 billion tons, gaseous ones - 2.7 trillion. cub. m. Within the Timan-Pechora oil and gas province and the Pechora Sea are concentrated 7.2 billion tons of liquid and 5.4 trillion. cub. m of gaseous hydrocarbons. including proven oil reserves (categories A + B + C1 + C2) - more than 2.3 billion tons, including 0.4 billion tons in the shelf zone (the estimate of the total reserves of the province according to NK Lukoil exceeds 3 billion tons), gas - 4.9 trillion. cub. m (mainly in the water area). The recoverable initial total resources of the Pechora Sea are estimated at 4.9 billion tons of standard fuel. In the structure of the initial total resources, liquid hydrocarbons amount to 2.2 billion tons, gaseous ones - 2.7 trillion. cub. m. Within the Timan-Pechora oil and gas province and the Pechora Sea are concentrated 7.2 billion tons of liquid and 5.4 trillion. cub. m of gaseous hydrocarbons. The recoverable initial total resources of the Pechora Sea are estimated at 4.9 billion tons of standard fuel. In the

structure of the initial total resources, liquid hydrocarbons amount to 2.2 billion tons, gaseous ones - 2.7 trillion. cub. m. Within the Timan-Pechora oil and gas province and the Pechora Sea are concentrated 7.2 billion tons of liquid and 5.4 trillion. cub. m of gaseous hydrocarbons.

Recoverable oil reserves as of 01.01.2015 were approved in the amount of 727.3 million tons in the C1 category (explored) and 349.5 million tons in the C2 category (preliminary estimated).

The reserves of associated (dissolved in oil) gas are 51.4 billion cubic meters in the C1 category and 24.5 billion cubic meters in the C2 category.

Free gas reserves (including gas from gas caps) contain 13 fields and amount to 494.1 billion m<sup>3</sup> in the C1 category and 59.5 billion m<sup>3</sup> in the C2 category.

Condensate reserves in free gas are taken into account at 11 fields and amount to 20.6 million tons in the C1 category and 2.2 million tons in the C2 category.

According to the degree of industrial development according to the state balance of mineral reserves of the Russian Federation in the Nenets Autonomous Okrug, as of 01.01.2015, 35 fields were taken into account in the group of developed ones (58.82% of oil reserves and 22.71% of gas reserves).

Cumulative oil production in the Nenets Autonomous Okrug since the beginning of development as of 01.01.2016 amounted to 218 million 111 thousand tons. The degree of depletion of proven oil reserves reached 21.86%.

The accumulated production of free gas in the territory of the Nenets Autonomous Okrug since the beginning of development as of 01.01.2016 amounted to 5 billion 518 million m<sup>3</sup>. Depletion of explored free gas reserves reached 1.08%. Free gas production is currently carried out only at the Vasilkovskoye gas condensate field in order to gasify the settlements of the district.

The unallocated subsoil fund as of 01.01.2015 includes 11 deposits of hydrocarbon raw materials: 8 oil, 2 oil and gas condensate and 1 gas with total reserves C1 + C2: oil 54.1 million tons; free gas 228.6 billion m<sup>3</sup>; condensate 11.0 million tons.

1. The Institute of Geology of the Komi Scientific Center of the Ural Branch of the Russian Academy of Sciences within the framework of a special study of the natural resource potential of the tundra territory in the Nenets Autonomous Okrug in 2002 established a significant mineral resource potential of the territory for solid minerals, including such strategically significant and acutely scarce in the Russian Federation of raw materials such as coking and thermal coals, manganese ores, ores of non-ferrous, rare and noble metals, fluorite, mining raw materials.

The main reserves of coking coal are concentrated in the Korotaikha territory of the

## Impact Factor:

**SISRA (India) = 6.317**  
**ISI (Dubai, UAE) = 1.582**  
**GIF (Australia) = 0.564**  
**JIF = 1.500**

**SIS (USA) = 0.912**  
**ПИИИ (Russia) = 3.939**  
**ESJI (KZ) = 9.035**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
**PIF (India) = 1.940**  
**IBI (India) = 4.260**  
**OAJI (USA) = 0.350**

Bolshezemelskiy geological and economic region of the Nenets Autonomous Okrug - the primary reserve for the development of the Pechora coal basin. The Verkhnerogovskoye field (in the same area) has the largest proven reserves of thermal coal with a depth of 600 meters (over 3 billion tons) is considered as the only open-pit mining facility in the Pechora basin, with a prospective open pit capacity of at least 50 million tons per year. ...

Forecast estimates for manganese ores in the Kara geological and economic region of the Nenets Autonomous Okrug are very optimistic, and the resource potential is more than 300 million tons, but the level of exploration of this territory is still very low.

Non-ferrous metal ores are concentrated in the Severotimansko-Kaninsky geological and economic region near Indiga. The state of the raw material base of this territory has been clarified very approximately, but the prospects for rare elements, iron, manganese, titanium, gold, diamonds, semi-precious and gem stones are assessed favorably.

Fluorite is the main type of solid minerals in the Yugorsk geological and economic region of the Nenets Autonomous Okrug. Inferred resources in the group of Amderma fields are about 2 million tons. Amderma fluorite is suitable primarily for metallurgy and optical industries.

The Federal Agency for Subsoil Use of the Russian Federation does not pay due attention to the deposits and ore occurrences of the Bolshezemelskiy and Severotimansko-Kaninsky geological and economic regions, concentrated in the coastal zone and near areas of possible development of maritime transport infrastructure. For this reason, the raw material base for solid minerals is characterized by poor knowledge, which negatively affects the investment attractiveness of this area of economic development of the region. The state balance takes into account only the reserves and resources of coal, fluorite and agates, the author's estimates are available for a limited range of minerals (manganese, polymetals, fluorite, diamonds, oil shale) and only for certain areas or ore regions, therefore, for the overwhelming majority of minerals, only an approximate forecast estimate of the resource potential can be given. In particular, according to the conclusion of the Ural branch of the Russian Academy of Sciences, the total value of industrial reserves of solid minerals in the bowels of the Nenets Autonomous Okrug is 150-200 billion US dollars.

2. Despite the long coastline of the Nenets Autonomous Okrug (over 3,000 km), its active use is difficult due to natural limitations - shallow depths (with the exception of the Chesh Bay and the Yugorsky Shar Strait) near the coast and heavy ice conditions.

Thus, in the port of Naryan-Mar, navigation lasts 4.4-5 months (from mid-June to October), the length

of the ship canal from the Barents Sea to the port is 125 kilometers, and the passage depth is 4.5 meters, which makes it impossible to use ships with draft over 3.9 meters, length over 114 meters, width over 14 meters.

In Amderma, the port also functions only during the summer navigation period, which lasts from early June to November. Only tugs and self-propelled barges with a draft of no more than 2-3 meters can enter the port, the depths at the quay wall are 1.5-2 meters.

In the port of Varandey, insufficient depths and difficult ice conditions led to the construction of a stationary offshore ice-resistant loading berth at a distance of 23 km from the coast for the contactless mooring of tankers and transshipment of oil from the coast through an underwater pipeline.

The most favorable conditions are typical for Indiga, located in the ice-free mouth of the river of the same name (flows into the Czech Bay). The navigation period is longer than the Arkhangelsk one by 20-25 days, the Pechora one by 50 days; movement in ice to the non-freezing part of the Barents Sea is 60-100 miles (15-25 hours of movement in ice) less than from Arkhangelsk and less than from the Gulf of Finland. It is believed that there is a possibility of ice-class vessels sailing in the area of the Indiga Bay without icebreaker escort for at least 185 days (for the Arkhangelsk port, this figure fluctuates between 94 for points on the seashore and 167 for berths in the city). The most severe ice conditions in Indiga are typical for the period from February to April, however, the high salinity of the waters of the Indiga Bay contributes to the fact that the ice is much more susceptible to mechanical destruction.

Biological resources of the NAO have a specific character due to the peculiarities of the geographic location and climate. These include significant herds of fish and reindeer:

1) the fishing industry of the Nenets Autonomous Okrug has a significant resource potential - the fishery fund of the Okrug comprises 3,000 km of the coast of the White, Barents and Kara Seas, more than 4,000 km of watercourses, many large, medium and small lakes (161 lakes with a total water surface area of 100,200 hectares), as well as the delta part of the Pechora river basin and 1542 rivers with a length of 26624 km. Almost all reservoirs serve as a place for feeding, wintering, spawning and migration of various fish species.

The fishing resource base of the Nenets Autonomous Okrug consists of three parts:

a) a group of fish species that are found in the Barents Sea and the North-East Atlantic, in the exclusive economic zones of the Russian Federation, Norway and the island of Spitsbergen: cod, haddock, capelin, blue whiting, Atlantic herring, catfish, mackerel, sea bass;

b) a group of fish constantly living and breeding

## Impact Factor:

**ISRA (India) = 6.317**  
**ISI (Dubai, UAE) = 1.582**  
**GIF (Australia) = 0.564**  
**JIF = 1.500**

**SIS (USA) = 0.912**  
**ПИИИ (Russia) = 3.939**  
**ESJI (KZ) = 9.035**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
**PIF (India) = 1.940**  
**IBI (India) = 4.260**  
**OAJI (USA) = 0.350**

within the Pechora Sea - Arctic cod, Czech-Pechora herring, vendace and navaga;

c) a group of fish of the lake-river complex (ide, pike, burbot, grayling, ruff, perch);

d) a group of anadromous and semi-anadromous fish that spend a significant part of their life cycle in the sea and enter rivers and lakes for reproduction (salmon, whitefish - vendace, omul, whitefish-pyzhyan, nelma, etc.).

Since the 1960s, a change in the species composition has taken place in lake-river fishing: the share of valuable whitefish is decreasing (38.5%, while the norm is 80%), and the proportion of small fish is increasing. The commercial species of marine mammals in the southeastern Barents Sea include beluga whales, harp seals, ringed seals and bearded seals.

2) In 2006, a significant number of reindeer (11.7% of the Russian reindeer population) was concentrated in the Nenets Autonomous Okrug, which decreased during the economic transformations of the 1990s by 1.13 times (by 22.2 thousand heads). According to expert estimates, the reindeer capacity of the district's pastures is 180–190 thousand heads (which corresponds to the indicators of the number of reindeer in 1980), their use currently reaches 97%.

3. The Nenets Autonomous Okrug possesses unique natural-climatic and natural-historical complexes that can attract Russian and foreign tourists:

1) unique plain tundra (Bolshezemelskaya, Malozemelskaya, Kaninskaya tundra), which is an undulating plain with a large number of lakes, rivers and chains of ridges;

2) nature reserves (the Nenets state reserve) and natural monuments (for example, the geothermal spring, the state natural monument Pymvashor, the Big Gate canyon in the area of the Belaya River);

3) traditional culture of indigenous peoples:

the North of Timan is one of the places where the traditional routes of nomadic reindeer herders passed, and the island of Vaygach is the only sacred island of the peoples of the North of its kind, on which the ancient Nenets sanctuaries are located;

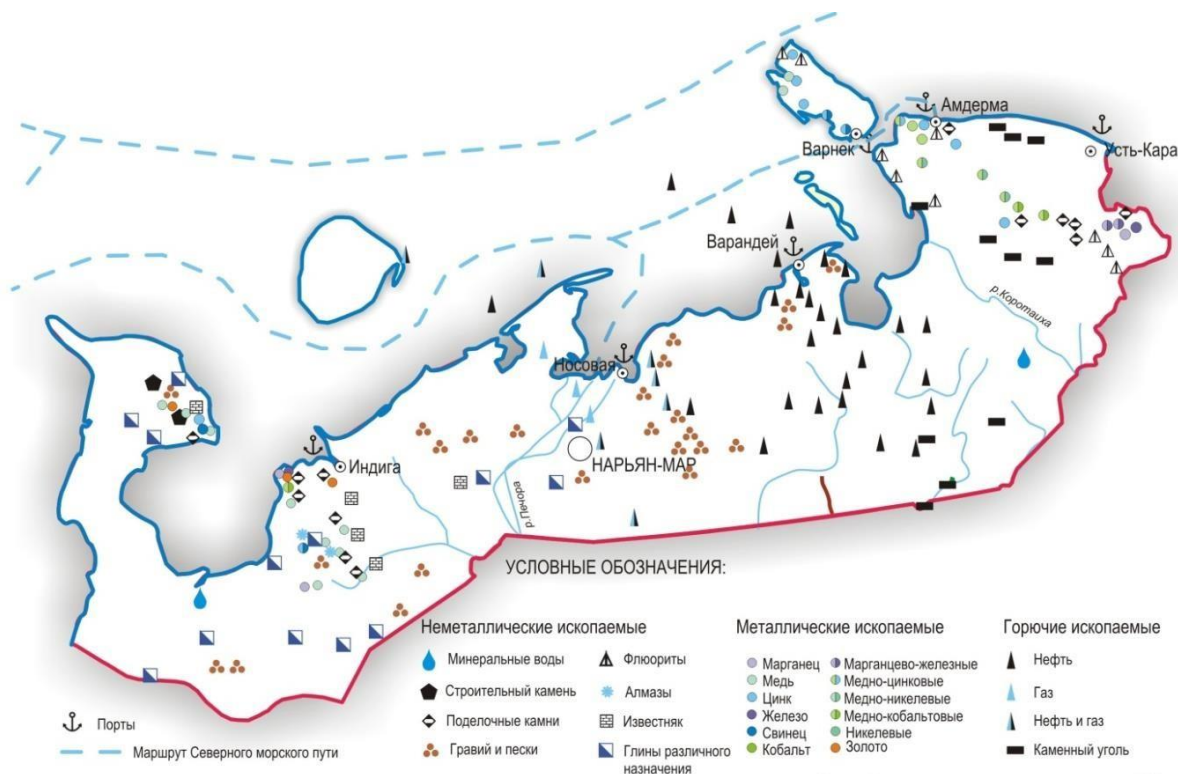
4) Pustozersky Complex Historical and Natural Museum is a potential center of pilgrimage for Old Believers.

The vulnerability of local ecosystems and a set of complex climatic, landscape and geological features indicate the extreme nature of the economic and geographical position of the territory. In this regard, both the possibilities for the active involvement of significant natural resources of the territory of the Nenets Autonomous Okrug in the economic circulation, and the prospects for the development of transport infrastructure and the use of the advantages of the long coastline with convenient harbors from the point of view of hydrology, remain limited.

In the 1990s - 2000s, the Nenets Autonomous Okrug overcame the consequences of the state's refusal from the "strategic" model of developing the Far North regions. The current development paradigm is of a resource and raw material nature and for the Nenets Autonomous Okrug is associated with the beginning of large oil production in the northern part of the Timan-Pechora oil and gas province, as well as with the strengthening of the position of the oil and gas sector (OGS) as a base sector attracting the largest volumes of resources and being in the focus of attention the authorities of the sector not only of the economy of the Nenets Autonomous Okrug, but also of the whole of Russia. The results and characteristic features of the district's socio-economic development are closely related to this circumstance and can be characterized as follows.

## Impact Factor:

ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 1.582	ПИИЦ (Russia) = 3.939	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350



**Pic. 2. Resource potential of the Nenets Autonomous Okrug**

In the 2000s, the economy of the Nenets Autonomous Okrug demonstrated outstanding growth indicators - in the period from 2000 to 2007, the volume of GRP increased by more than 8 times (from 11.9 billion rubles to 98.3 billion rubles, respectively), average annual GRP growth rates in 2000-2007 amounted to about 17.6%. However, this did not lead to a significant change in the position of the Nenets Autonomous Okrug among the rest of the constituent entities of the Russian Federation. The region has moved from 72nd to 61st place in the Russian Federation and from 11th to 9th place in the Northwestern Federal District. However, due to the historically established small size of the population and only a slight increase in the number of permanent residents of the district recorded in the same period, (from 40.8 thousand people in 2002, which was the lowest point of the population, to 42.1 thousand people in 2007) The Nenets Autonomous Okrug has been holding the lead in the Russian Federation in terms of GRP per capita for all the 2000s - in 2001, 3rd place, in 2003-2007 - 1st place. The estimated GRP per capita for the Nenets Autonomous Okrug in 2007 was 2,341.2 thousand rubles, while the average for the Russian Federation was 198.8 thousand rubles. As of 01.01.2015, this indicator was 4,235.3 thousand rubles.

The growth rates of industrial production (in terms of the volume index) in 2001, 2003 and 2004 exceeded 140%, that is, during this period, the industry increased the volume of production by almost one and a half times annually. The high dynamics and

specific indicators of the main macroeconomic indicators of the Nenets Autonomous Okrug were supported by a significant and steadily increasing from year to year flow of investments in fixed assets - from 3.8 billion rubles in 2000 to 88.6 billion rubles in 2007, when the annual the volume of investments per capita of the district for the first time exceeded 2 million rubles. As a result, as of 2007, the Nenets Autonomous Okrug accounts for 1.3% of all investments in fixed assets of the Russian Federation and 11% of investments in fixed assets in the Northwestern Federal District - 1st place in both ratings since 2002.

The reason for such outstanding macroeconomic indicators (especially specific ones) and their high dynamics is the formation of the oil and gas complex as the basic sector of the economy of the Nenets Autonomous Okrug. Out of 78.7 billion rubles of the total industrial production of the Nenets Autonomous Okrug in 2007, 77.5 billion rubles fell on the extractive (oil and gas) sector: in terms of the level of production of the extractive industry, the district firmly occupies a position in the first third of the all-Russian rating (share of 1.72 %) and the 2nd place after the Komi Republic among 11 regions of the North-Western Federal District (specific weight 30.9%).

Economic growth ensured the outstripping rates of improvement in the quality and standard of living, monetary incomes in 2000-2007 increased 11.2 times and reached 37.9 thousand rubles per person, which provided the Nenets Autonomous Okrug with the first

## Impact Factor:

<b>ISRA (India)</b>	<b>= 6.317</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 1.582</b>	<b>ПИИИ (Russia)</b>	<b>= 3.939</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 9.035</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 7.184</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

place in the Russian Federation (on the scale of the Russian Federation in 2000 - 2007, the district improved its position by 5 and 11 positions, respectively, in terms of nominal wages and average per capita income of the population) and 1st place among the regions of the North-Western Federal District. The average per capita income in the Nenets Autonomous Okrug in 2007 is 3.5 times higher than in the Arkhangelsk Region (excluding the Autonomous Okrug), 2.3 times higher than the level of St. Petersburg, 2.3 times higher than the Komi Republic, 1.2 times - Yamalo - Nenets Autonomous Okrug, 1.06 times - Moscow.

The growth of the average monthly nominal wage, which in 2000-2008 also increased 8.2 times and reached 41.5 thousand rubles in 2008, and the all-Russian advanced indexation of pensions and social benefits and payments created the basis for such a high level of income. High rates of housing commissioning per capita (2nd place in Russia and 1st place in the Northwestern Federal District) indicate consistent investments in improving the overall quality of life in the territory and positive expectations regarding the development of the economic base. This is not typical for most regions of the Far North, including quite economically prosperous ones, such as Norilsk, where the policy of reducing permanent residents is being consistently implemented and new housing is not being built. Moreover, low volumes of housing construction are recorded in such key cities,

The volume of services and retail trade turnover is also increasing, in terms of specific indicators, the Nenets Autonomous Okrug is ranked 31st in the Russian Federation, 8th in the Northwestern Federal District, 14th in the Russian Federation, and 3rd in the Northwestern Federal district, respectively. A significant lag in the development of the so-called tertiary and quaternary (complex professional services) sectors, obviously, is associated with the remoteness of the territory and poor infrastructure equipment, but also with the crisis of the Soviet

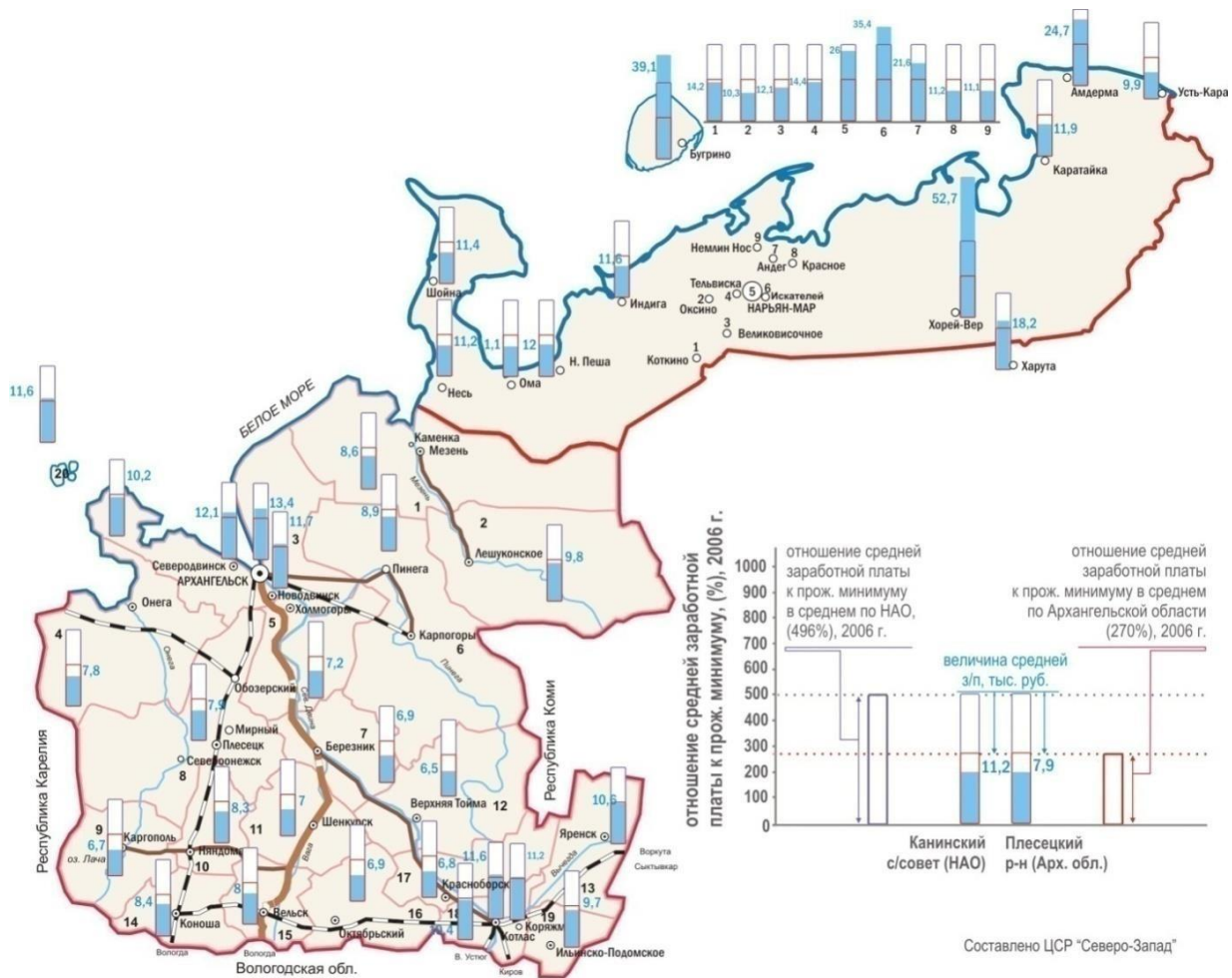
concept of a small northern city.

However, the assessment of the level of income, taking into account the cost of living, changes the situation - the low transport accessibility of the region and the small intraregional demand significantly increase the cost of transport costs and final consumption. The peculiarities of the transport infrastructure of the territory (see below), insignificant total volumes of consumption (no economies of scale in trade and services) and the lack of modern formats of trade and provision of services to the population determined the high cost (2 - 3 times higher than in Arkhangelsk and others). regional centers of the Russian Federation) goods and foodstuffs, a narrow and very limited range of goods and foodstuffs, and low quality and a narrow range of paid services to the population. Other factors that offset the high nominal income level are difficult natural and climatic conditions, determining the high cost of energy resources and the functioning of infrastructures, as well as setting specific consumption standards and higher needs of the population. A significant stratification of the population in terms of income, especially in the urban-rural perspective, exacerbate the problem of poverty. Thus, the level of income of the population of the Nenets Autonomous Okrug is not the main factor in assessing the quality and standard of living of the population.

When comparing incomes in the municipal context in the Nenets Autonomous Okrug and the Arkhangelsk Region, taking into account the cost of living, on the one hand, a significant stratification of the population is revealed, on the other hand, an equally low relative level of income in remote rural municipalities. Thus, in most of the village councils of the Nenets Autonomous Okrug and districts of the Arkhangelsk region, the ratio of the average wage to the corresponding subsistence minimum adopted in the region was about 200% in 2006.

**Impact Factor:**

ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 1.582	ПИИЦ (Russia) = 3.939	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350



**Pic. 3. Average incomes in the Arkhangelsk region and in the Nenets Autonomous Okrug, weighted relative to the subsistence level (ie, the cost of living)**

Problems with the formation of a comfortable urban environment in small northern cities (and, as a consequence, a low level of development of consumption of goods and services), as well as the lack of special organizational, methodological and technical solutions to the problem of providing quality education and health care for the population distributed over a large territory and having a weak infrastructural connectivity of small settlements and urban centers (and this is the dominant type of

settlement system in the northern latitudes, typical not only for Russia, but also for Scandinavia and North America) neutralized the high level of income of the population when conducting a comprehensive assessment according to the method of the World Bank (quality of life index population) and determined a relatively low indicator for the Nenets Autonomous Okrug - 0.697 (33rd place in the Russian Federation).

## Impact Factor:

ISRA (India) = 6.317  
 ISI (Dubai, UAE) = 1.582  
 GIF (Australia) = 0.564  
 JIF = 1.500

SIS (USA) = 0.912  
 ПИИЦ (Russia) = 3.939  
 ESJI (KZ) = 9.035  
 SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
 PIF (India) = 1.940  
 IBI (India) = 4.260  
 OAJI (USA) = 0.350



**Fig. 4. The Nenets Autonomous Okrug among the regions of the Russian Federation according to the index of the quality of life of the population and the index of human development (the last available calculation, 2015)**

At the moment, the region cannot offer the population, both permanent and labor migrants, a level of consumption corresponding to labor productivity (in which, however, the component of the oil price conjuncture is large) and income. Thus, the level of per capita GRP, expressed in US dollars at purchasing power parity, in 2007 was almost 10 times higher than the average value for the Russian Federation, while per capita incomes - three times, and final consumption - only 40% (which is largely due to the high price level in the region due to expensive logistics). Most of the money earned in the region is exported to the place of main residence by workers working in the oil production organizations of the district on a rotational basis,

The main factor behind the rapid growth of the region's economy was the development of oil production, which ensured an increase in the status of the Nenets Autonomous Okrug in the Russian Federation and its inclusion in the global hydrocarbon markets. The expansion of oil production in the northern part of the Timan-Pechora oil and gas province in the 1990s - 2000s was the result of the Soviet backlog in geological exploration and putting reserves on the balance sheet, as well as aggressive corporate strategies, especially NK Lukoil (production in the 1990s at the territory of the Nenets Autonomous Okrug amounted to only 1.2 million tons, that is, 7.6% of production in the Timan-Pechora oil and gas province as a whole, and in 2007 it reached 13.6 million tons - 52.9%).

The contribution of the extracting (and, in fact, exclusively oil extracting) sector to the economic development of the region for the Nenets Autonomous Okrug is the greatest in comparison with all the constituent entities of the Russian Federation, including the key resource centers - the Khanty-Mansi Autonomous Okrug and the Yamalo-Nenets Autonomous Okrug. In 2006, the mining sector

provided more than 98% of the total industrial production of the Nenets Autonomous Okrug and about 60.8% (74.3% in 2005) made up its contribution to the GRP, which is close to the values for the Khanty-Mansi Autonomous Okrug and Yamalo - Nenets Autonomous Okrug, where the mining sector provides about 73.6% and 58%, respectively. The sharp decline in the contribution of the direct mining sector to the GRP of the Nenets Autonomous Okrug in 2006 is associated with the active investment process (construction phase) at several large promising production sites. The level of production contribution to the GRP of the Yamalo-Nenets Autonomous Okrug of 58% in 2006 is also associated with large-scale construction at the Bovanenkovskoye and Yuzhno-Russkoye fields of OAO Gazprom. Transport and communications in the Nenets Autonomous Okrug provide a significantly smaller contribution to the GRP than in the regions selected for comparison, which is associated with the initial stage of the formation of the okrug's infrastructure framework.

The Timan-Pechora oil and gas province is one of the most significant oil and gas provinces in the Russian Federation. Unlike the West Siberian, Volga-Ural and Middle Caspian oil and gas provinces, it is characterized by a large share of current reserves, a small share of accumulated production and a significant (more than 20% of total reserves) undistributed fund, which makes it an extremely attractive promising raw material base for all large Russian oil and gas companies, as well as for foreign players. The low level of knowledge of the resources of the Timan-Pechora oil and gas province (44.6%), the high quality of oil from a number of major fields and the presence of gas condensate fields further increase the attractiveness of the Nenets Autonomous Okrug for oil workers. Most of the reserves are small and medium-sized fields, which makes it possible to



## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИИ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

form a significant cluster of small oil companies. However, due to the lack of a developed oil transportation infrastructure by the early 1990s, participation in the development of the northern part of the Timan-Pechora oil and gas province became a matter of serious strategic choice for oil companies, implying a willingness to invest their funds in the deployment of infrastructure in full.

Poor infrastructure readiness of the northern part of the Timan-Pechora oil and gas province ultimately led to the dominance of large vertically integrated corporations, primarily OJSC NK Lukoil (as of 2007, the company provided 49.7% of the total the capacity of the Yuzhno-Khylchuyu field can provide up to 70%; it has the most developed pipeline system in the region, its own export sea terminal Varandey and a powerful control center in Naryan-Mar) and OJSC NK Rosneft (provided 39,5% of the total production in the Nenets Autonomous Okrug) - the corporate strategies of these companies and the projects of other vertically integrated corporations in relation to the Timan-Pechora oil and gas province determined and will further structure the development prospects of the Okrug's oil and gas complex.

1. OAO NK Lukoil was the first among Russian vertically integrated corporations to stake on the development of the Timan-Pechora oil and gas province. The Nenets Autonomous Okrug belongs to the new and most promising oil regions (along with the North Caspian Sea, the Bolshekhetskaya Depression in the Yamalo-Nenets Autonomous Okrug, and international projects). The company's largest investment projects in exploration and production are traditionally concentrated on the shelf of the Caspian Sea and in the Timan-Pechora oil and gas province. In 2006, the Timan-Pechora oil and gas province accounted for 22.0% of the oil reserves of the Lukoil group of companies, 14.3% of oil production (in 2007, 15% of production, including about 7% of the group's production in the Nenets Autonomous Okrug). Over the past five years, oil production by the Lukoil group organizations in the Timan-Pechora oil and gas province has almost doubled (to 13.6 million tons in 2006, to 14.6 million tons in 2007) as a result of the acquisition assets, and as a result of an increase in production at developed fields. In recent years, almost 40% of all investments of NK Lukoil in oil production have been directed to the development of fields in the Timan-Pechora oil and gas province.

In conditions of unfulfilled expectations for some areas in the Caspian region, declining production at depleted fields in Western Siberia and limited opportunities for participation in the development of Eastern Siberia, NK Lukoil relies primarily on new production projects in the Nenets Autonomous Okrug, for example, the Yuzhno-Khylchuyu field ... In recent years, there has been an active consolidation and optimization of the corporate structure of the Lukoil group of organizations

operating in the Timan-Pechora oil and gas province. In 2007, as a result of the buyback of shares from minority shareholders, the group's share in most companies was increased to 100%. In recent years, as a result of the consolidation of more than 15 companies holding exploration and production licenses in the Timan-Pechora oil and gas province, were merged into two companies - LLC Naryanmarneftegaz and LLC Lukoil-KOMI. Most of the fields in the Nenets Autonomous Okrug are being developed by NK Lukoil jointly with its strategic partner, the American company ConocoPhillips, which currently owns 20% of the shares of the Russian vertically integrated corporation. In 2005, on the basis of OOO Naryanmarneftegaz, a subsidiary of OAO NK Lukoil, the companies created a joint venture with the same name (ConocoPhillips's share in the joint venture is 30%). The joint venture took control of sixteen fields in the Nenets Autonomous Okrug with proven, probable and possible reserves of 2.7 billion barrels. oil. JV "Naryanmarneftegaz" focuses on the northern route of oil transportation,

NK Lukoil completed the construction of a unique ice sea terminal (Varandey oil loading terminal) with a capacity of up to 12 million tons per year, capable of receiving vessels with a displacement of up to 70 thousand tons and providing direct access for oil from the Nenets Autonomous Okrug to world markets; formed a fleet of ice-class tankers for the transportation of oil from the Timan-Pechora oil and gas province and came closer than other players to the creation of an integrated system of interfield pipelines. Licenses for all the fields in the Nenets Autonomous Okrug that were not transferred to the Naryanmarneftegaz JV were reissued to Lukoil-Sever, which was the main representative of the group's interests in the Nenets Autonomous Okrug and the Arkhangelsk Region, and in July 2008 they were reissued to Lukoil-KOMI ". Lukoil-Sever is a subsidiary of Lukoil-KOMI, concentrates the group's structures in the Timan-Pechora oil and gas province (LLC Lukoil-Sever, OJSC YNTK, CJSC SeverTEK, OJSC Bitran). This group of companies focuses mainly on the southern route of oil transportation through the Baltic transport system.

2. In 2003, OAO NK Rosneft acquired 100% of Severnaya Neft. Today, LLC RN-Severnaya Neft is producing 11 out of 17 blocks in the Timan-Pechora oil and gas province (in the Nenets Autonomous District and the Komi Republic), licenses for which are owned by OJSC NK Rosneft. The company's cumulative production is about 26 million tons, the initial total recoverable oil reserves are estimated at more than 157 million tons. The main production in the Nenets Autonomous Okrug is carried out at the Vala Gamburtseva field (the average well production rate is 160 tons / day, which is significantly higher than the average Russian indicators for industry; recoverable reserves (A + B + C1) are estimated at 46

## Impact Factor:

**ISRA (India) = 6.317**  
**ISI (Dubai, UAE) = 1.582**  
**GIF (Australia) = 0.564**  
**JIF = 1.500**

**SIS (USA) = 0.912**  
**ПИИЦ (Russia) = 3.939**  
**ESJI (KZ) = 9.035**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
**PIF (India) = 1.940**  
**IBI (India) = 4.260**  
**OAJI (USA) = 0.350**

million tons). In 2007, production at four blocks of Val Gamburgseva reached 4.2 million tons, which was 4% of the total production of OJSC NK Rosneft. The company has a sufficiently developed for the existing production volumes and an independent infrastructure that provides access to foreign markets without taking into account these volumes in the quotas of export deliveries through the system of JSC Transneft. Transportation is carried out first through the system of field pipelines connected with the Transneft Usinsk-Yaroslavl oil pipeline to its own transshipment base at Privodino station (Arkhangelsk region), then by rail to Arkhangelsk and then by tankers to the markets of Western Europe using the storage tanker Belokamenka »Near Murmansk.

3. The Timan-Pechora oil and gas province appears as a promising and priority area for the development of hydrocarbon production within the corporate strategies of OJSC Surgutneftegaz (the company is focused on acquiring the maximum number of promising license areas in the Nenets Autonomous Okrug, and expects to start commercial production in 2010-2011), OAO TATNEFT holds licenses for 8 blocks in the Nenets Autonomous Okrug (including two combined (geological exploration, exploration and production) and one for exploration and production). ZAO Severgazneftprom holds one license for exploration and production, the rest - only for geological exploration (through 50% participation in the capital of Severgeologiya and Severgazneftprom, but does not conduct production) and West Siberian Resources Ltd.,

4. In the northern part of the Timan-Pechora oil and gas province, several Joint Ventures (JVs) operate at once, the most outstanding in terms of the share of foreign capital of which is the joint venture Polar Lights, which develops the Ardala group of fields and is owned on a parity basis by NK Rosneft and ConocoPhillips. Naryanmarneftegaz, the data on which is being consolidated by NK Lukoil, also has foreign capital from ConocoPhillips. Total RRR, a subsidiary of Total, operates at sites 2 and 3 of the Kharyaga field under a production sharing agreement. The co-investors of Total, which owns only 50% of profitable products, but manages the project in Total Exploration Development Russia (Total RRR) are Statoil - 40% and OJSC Nenets Oil Company - 10%.

The main challenges for the development of the oil and gas complex in the northern part of the Timan-Pechora oil and gas province (the territory of the Nenets Autonomous Okrug) are: 1) the need to ensure effective management of unallocated resources and reserves, the transformation of resources into reserves, as well as a balanced and sustainable (in terms of environmental safety and social sustainability) development of an oil and gas province in the region; 2) the changing (and not yet fully determined) status and role of the Timan-Pechora oil and gas province in the mining sector of the Russian Federation in the

context of realizing the potential of the shelf of the Barents and Okhotsk Seas, interrupted by the high phase of the so-called raw materials super cycle of the world economy,

The basic (oil and gas) sector of the economy provides the main contribution to the development of the Nenets Autonomous Okrug: in 2006, the oil and gas sector provided 84% of the total investment in fixed assets. The arrival of oil and gas companies and the start of commercial oil production made it possible to compensate for the losses of the regional budget from the reduction of state support and the erosion of the strategic function of the territory in the 1990s. According to 2007 data, the base sector provided 50.1% of income tax, 63.8% of property tax (and this figure will grow as the investment phase of large projects is completed and property is placed on the balance sheet of mining companies) and 81% of MET. collected on the territory of the Nenets Autonomous Okrug. The oil and gas sector accounts for 19.7% (i.e. 6.6 thousand people).

The development of oil and gas production, despite the geographical remoteness of the main regions from the capital of the district, provided a new impetus for development for Naryan-Mar. The city turned out to be the only place capable of taking over the functions of administration and ensuring the operational management of the work of mining enterprises and logistics of highly qualified engineering, technical and managerial personnel - Usinsk (in the Komi Republic) became another such center, which ensures the delivery of shift workers of low and medium qualifications by rail. The infrastructure of the region also received a new round of development, which resulted in the formation within the mining area of a network of satellite communication stations and local airfields, as well as a system of pipelines and, in the late 2000s, modern sea shipping terminals. The created infrastructure complex has created opportunities for the export of oil and its supply to world markets and in the Russian Federation. This infrastructural development actually ensured the inclusion of the Nenets Autonomous Okrug in the global economy:

- first, participation in one of the most globalized commodity markets - the crude oil market;
- secondly, through corporate networks, the participation of the Nenets Autonomous Okrug in a wide system of information exchanges is ensured;
- thirdly, a large number of so-called expats (foreign employees) and workers from other regions of the Russian Federation work on the territory of the Okrug, which makes the region a kind of "crossroads of cultures" in a narrow sectoral and professional context.

The development of oil and gas production in the 2000s ensured a special place for the Okrug in the Russian Federation, constituting a new main function and a kind of *raison d'être* (French for the meaning of

## Impact Factor:

**ISRA (India) = 6.317**  
**ISI (Dubai, UAE) = 1.582**  
**GIF (Australia) = 0.564**  
**JIF = 1.500**

**SIS (USA) = 0.912**  
**ПИИИ (Russia) = 3.939**  
**ESJI (KZ) = 9.035**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
**PIF (India) = 1.940**  
**IBI (India) = 4.260**  
**OAJI (USA) = 0.350**

existence) for the Nenets Autonomous Okrug.

The absence of the existing centralized infrastructure for the export of oil and gas in the territory of the Nenets Autonomous Okrug by the beginning of the 2000s contributed to the formation of a system for transporting raw materials to the markets, unique for the Russian Federation, whose structure and pace of development could restrain further growth in production. The low priority of the Timan-Pechora oil and gas province on the scale of the Russian Federation led to the absence of projects of the state-owned company Transneft, the only monopoly operator of the oil trunk pipeline system (MNP). The growth in oil production since the early 2000s was accompanied by the massive construction of field pipelines: almost all existing oil pipelines were built in the 2000s (more than 30 field and interfield pipelines), and only the Kharyaga - Headworks branch was commissioned in the early 1990s. This led to the fragmented nature of the entire pipeline system (pipeline networks were built in a narrow corporate logic), duplication and bottlenecks. The system is not integrated and does not provide opportunities for maneuvering flows of raw materials.

To date, the district has several conventional oil production centers (i.e., groups of fields united by a common infrastructure and transportation method, as well as by corporate affiliation of the companies operating on them), rigidly tied to various (either completely unrelated to each other, or having only insignificant potential for cross-flows) to oil transportation routes.

1. The southern direction provides access to the system of main oil pipelines of OJSC Transneft in the Usinsk region: 1) a group of fields near the large Kharyaginsky field, including 5 more sections -

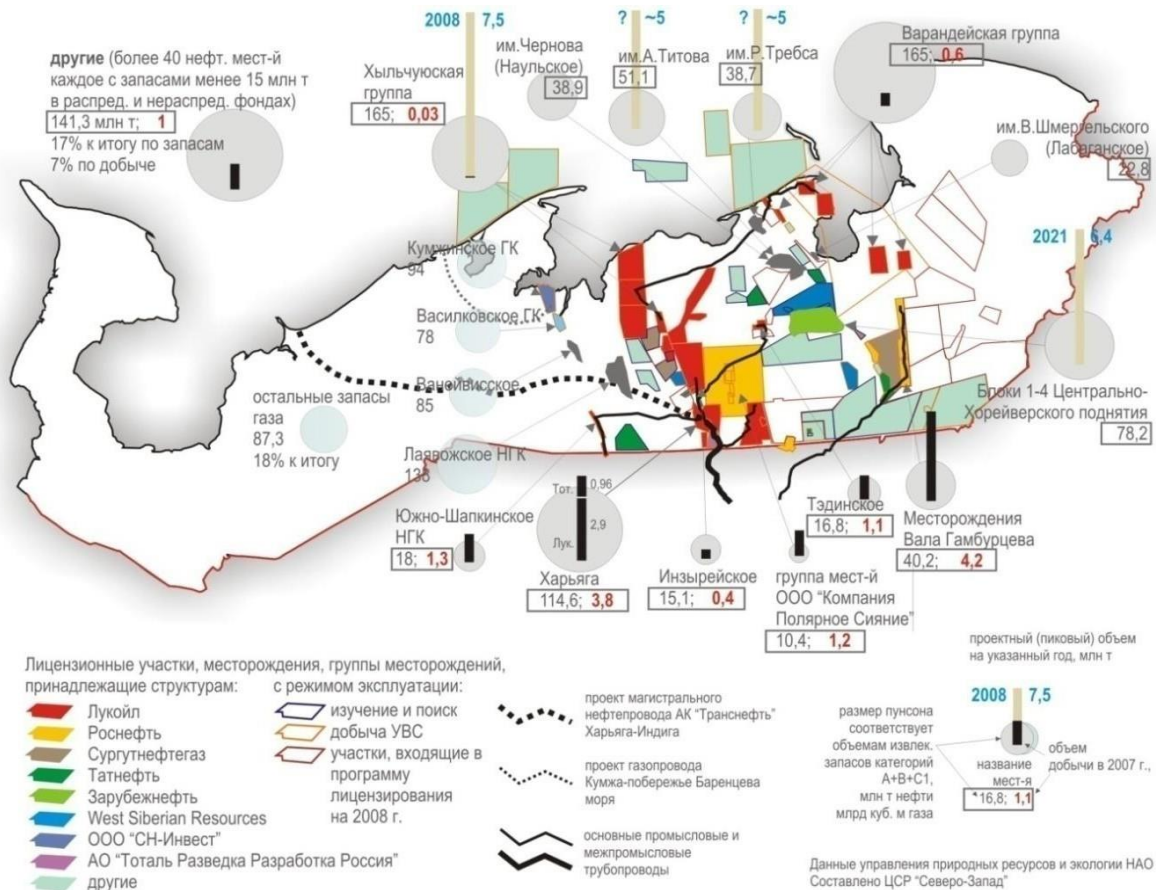
Lydushor-Shorsandiveysky, Oshkotynsky, Tedinsky, Yuzhno-Shapkinsky (Pashshorsky), - connected by an oil pipeline OJSC Lukoil Kharyaga - Usinsk (149 km, diameter 530 mm) with a throughput capacity of 8 million tons per year with the Usinsk - Ukhta oil pipeline (406 km, diameter 720 mm) and further - the Baltic Pipeline System (this route provided in 2007 63% of all oil produced in the Nenets Autonomous Okrug); 2) Vala Gamburtseva fields (Rosneft),

2. The northern direction is only developing and relies on the use of the potential of the coastline of the Nenets Autonomous Okrug: NK Lukoil has built a unique ice-resistant sea terminal near the village of Varandey (during the operation of the terminal, 1.7 million tons of oil were shipped through it), the design capacity of which by 2012 The terminal is connected by interfield pipelines of the company with the promising fields of the Varandeiskaya (Toboisko-Myadseiskoye, Toraveiskoye, Zapadno-Lekkeiyaginskoye, Severo-Saremboiskoye, Varandeiskoye) and Khylichuyu group.

Thus, the four conventional oil production centers of the Nenets Autonomous Okrug are closed into three main and unrelated transportation routes - the northern (Varandey) and two southern (Kharyaga - Usinsk and Val Gamburtseva - Salyukinskaya BPS), which are currently uncontested. Their workload, lack of room for maneuver (there are no reverse modes) is a barrier to further production growth. The disadvantages of the southern direction are both the limited capacity of the system of main oil pipelines of OJSC Transneft in the region of Usinsk and Ukhta, and the fact that high-quality oil from a number of Pechora fields is losing in price, mixing in the BPS with heavy Russian oils of the Urals brand.

## Impact Factor:

<b>ISRA (India)</b> = <b>6.317</b>	<b>SIS (USA)</b> = <b>0.912</b>	<b>ICV (Poland)</b> = <b>6.630</b>
<b>ISI (Dubai, UAE)</b> = <b>1.582</b>	<b>ПИИЦ (Russia)</b> = <b>3.939</b>	<b>PIF (India)</b> = <b>1.940</b>
<b>GIF (Australia)</b> = <b>0.564</b>	<b>ESJI (KZ)</b> = <b>9.035</b>	<b>IBI (India)</b> = <b>4.260</b>
<b>JIF</b> = <b>1.500</b>	<b>SJIF (Morocco)</b> = <b>7.184</b>	<b>OAJI (USA)</b> = <b>0.350</b>



**Fig. 5. Oil production and pipeline infrastructure in the Nenets Autonomous Okrug**

As new conventional centers are formed and production volumes grow (only data for the Khylochuyus group (NK Lukoil; +7.5 million tonnes), the A. Titov and R. Trebs fields (no tenders were held; + 10–11 mln tonnes), blocks of the Central Khorevey uplift (Zarubezhneft; +6.4 mln tonnes) and the Kumzhinskoye field (SN-Invest; gas condensate)) there is an urgent need for new transport infrastructure. The northern direction, which, in addition to the Varandey oil loading terminal project, also includes the transport system of the Kharyaga - Indiga trunk oil pipelines with a terminal with a capacity of 12 million tons on the Barents Sea coast and a gas pipeline with the onshore complex Kumzhinskoye field - Indiga, appears to be the most promising in terms of the development of oil and gas production in the Nenets Autonomous Okrug. ...

Reindeer husbandry forms the basis of traditional farming in the Nenets Autonomous Okrug, although as early as the 1990s, fisheries and fur trade played a significant role. Fur trade was destroyed as a result of poaching and barbaric extermination. The inland fish industry fell into decay in the early 2000s due to the shutdown of the fish processing plant in Naryan-Mar. Reindeer husbandry remains the main economic activity for the small peoples of the Far North in the Nenets Autonomous Okrug.

Back in the Soviet period, Nenets reindeer

husbandry experienced a significant impact on the part of the state, as a result of which many elements of this traditional type of economic activity underwent dramatic changes - the changes affected the family as the basis of reindeer husbandry, a place where the transfer from generation to generation of economic skills and abilities, language, worldview, cultural values. As a result, in addition to the preservation of the traditional family nomadism in family-clan communities, in the Nenets Autonomous Okrug there is a semi-traditional organization of the economy, characteristic of some agricultural production cooperatives (shift-link grazing, in which only men and a small part of women roam in the tundra - a plague of female workers, and children and old people live in villages).

Reindeer husbandry in the Nenets Autonomous Okrug continues to develop as a branch of agriculture rather than a traditional type of economic activity. At the same time, the system of state support created during the Soviet era has undergone changes (in fact, it turned out to be entrusted to the budgets of the constituent entities of the Federation), the sales market for products has significantly decreased, the corporate structure and ownership structure of reindeer has changed little (most collective and state farms have turned into agricultural production cooperatives (SEC), less often - to family and clan communities).

## Impact Factor:

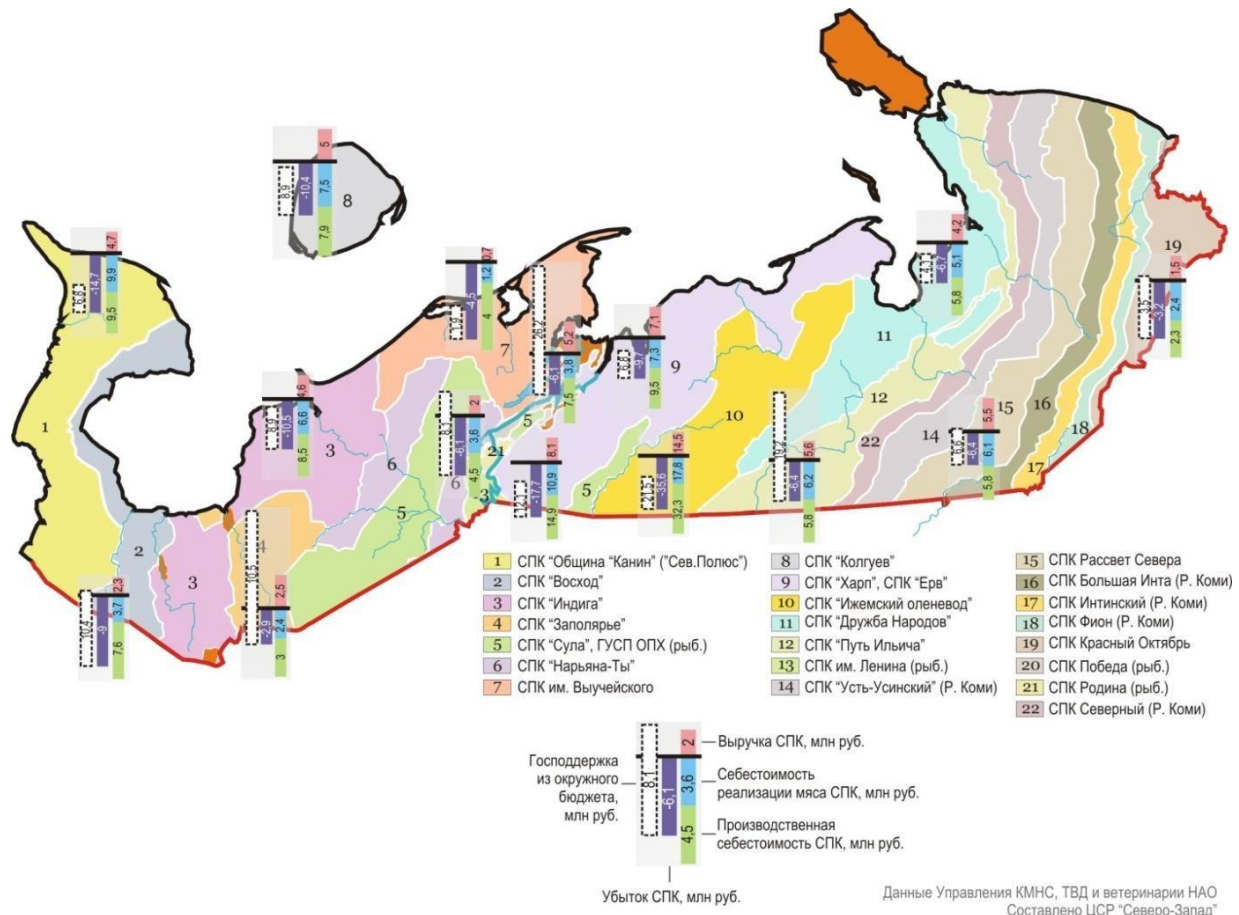
ISRA (India) = 6.317  
 ISI (Dubai, UAE) = 1.582  
 GIF (Australia) = 0.564  
 JIF = 1.500

SIS (USA) = 0.912  
 ПИИЦ (Russia) = 3.939  
 ESJI (KZ) = 9.035  
 SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
 PIF (India) = 1.940  
 IBI (India) = 4.260  
 OAJI (USA) = 0.350

Most reindeer herdings are profitable thanks to government support. The crisis phenomena in reindeer husbandry have led to the fact that the

structure of herds of a number of farms has ceased to be optimal for meat-commodity orientation and even resembles the structure



**Pic. 6. The financial condition of the main reindeer herding farms in the Nenets Autonomous Okrug in 2016**

Reindeer husbandry currently competes with oil companies for land. The total area of reindeer pastures on the territory of the Nenets Autonomous Okrug is 13.1 million hectares, of which 9.7 million hectares are suitable for grazing, and from 1995 to 2016, 457.9 thousand hectares (3.3% of the total pasture area). The withdrawal of pasture land is usually accompanied by the conclusion of agreements between the interested reindeer herding farms in the district and oil companies. In accordance with them, companies usually provide assistance in providing equipment, build winter roads along which deer meat is transported, pay bills for fuel and lubricants and food, build houses in villages for reindeer herders, organize the provision of specialized medical care in nomadic brigades, carry out helicopter transportation of residents of the villages. Construction of field oil pipelines between individual fields and drilling of wells often leads to limited access to some of the pastures due to poorly equipped crossings. Around a 1 ha well for reindeer grazing it is impossible to use an area of 25 ha.

There is a change in the structure of the fishing

industry in the Nenets Autonomous Okrug, in which the Okrug enterprises act as suppliers of raw materials for fish processing enterprises in the Murmansk region and Norway.

In general, since the beginning of the 1990s, there has been a serious change in the direction of fishing: an increasing share in the catch is taken by sea fishing, while the share of coastal and lake-river, designed to meet the internal needs of the region in fish products, is insignificant. This trend was exacerbated by the bankruptcy of the main fish processing plant in the region.

Despite the presence of the necessary resource base (for seals - up to 200 thousand heads, for beluga whales - up to 40 thousand heads), there is no commercial fishing on the territory and in the water area of the Nenets Autonomous Okrug, which is either associated with the allocation of quotas only for indigenous fishing (for beluga), or the absence of sales markets (catch is carried out as an accidental by-catch).

In its development, the fish industry of the district faces serious problems:

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИИ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

1. Limited sales market (over the past decade, per capita fish consumption in the Okrug fell to 23 kg. For comparison: in the Arkhangelsk region - 30.4, in the Murmansk region - 20.2, Karelia - 26.5).

2. The actual absence in the district of enterprises for the purchase, storage, processing and sale of fish (the lack of freezing equipment at fish sites, in particular, makes the fish industry extremely dependent on the meteorological situation).

3. Lack of primary processing of products directly at the fish farm.

4. The high cost of transportation from fishing sites to the end user.

5. Low technical and technological equipment of fishing collective farms, peasant farms and family-clan communities (for example, the fishing capacity of the medium and small mining fleet does not exceed 11 thousand tons, there are no berths for servicing the fleet in the district, fishing gear is outdated).

6. Insufficient number of whitefish in inland water bodies of the Nenets Autonomous Okrug, an increase in the number of small-sized ones.

7. The need for fishery reclamation, weak state control over fisheries.

The Nenets Autonomous Okrug, due to its geographical position, unfavorable climatic conditions and insufficiently developed transport infrastructure, is not very attractive for immigrants from other regions of the country.

Demographic processes, due to their interdependence with the ongoing social and economic processes, are extremely important for the further development of the Nenets Autonomous Okrug. At present, the following main trends have formed in the demographic development: the birth rate is increasing; the infant mortality rate is decreasing; the age structure of the population is changing (a decrease in the proportion of people under working age (children and adolescents) and an increase in the proportion of older people).

The key problems of the demographic development of the Nenets Autonomous Okrug are: a high mortality rate (primarily among men of working age), depopulation of the indigenous population (for a long period of time, the birth rate did not provide a simple replacement of the parent generation with a generation of children), aging of the population, gender disparities inhabitants (stable prevalence of the number of women over the number of men).

Taking into account the current trends and problems, the following should be considered as the main directions for the implementation of a set of measures for the demographic development of the Nenets Autonomous Okrug. It is necessary to increase the level of natural population growth. This requires the creation of socio-economic conditions, including housing, under which parents could fully realize their need for children and successfully raise two or more

children. Among the measures to strengthen support for families with children, the further development of the system of granting benefits in connection with the birth and upbringing of children (including regular revision and indexation of their size taking into account inflation) should be considered. One of the effective measures of state support for families with three or more children,

A measure that stimulates the birth rate can be an increase in the affordability of housing for families with children, primarily for young families, through the development of mortgage lending, the introduction of new credit instruments, the expansion of the construction of affordable housing that meets the needs of families, with the simultaneous construction of social infrastructure facilities. Measures should be envisaged to create a living environment in the Nenets Autonomous Okrug favorable for families with children, including the establishment of appropriate requirements for urban planning solutions, as well as for social and transport infrastructures.

It is necessary to move to a balanced migration policy aimed at using the positive potential of migration and neutralizing the risks associated with it. To do this, attract migrants in accordance with the needs of demographic and socio-economic development, taking into account the need for their social adaptation and integration. The development of high-tech industries and labor-saving technologies can become an economic factor in regulating labor migration, which will help reduce the need for additional labor resources and attract mainly qualified labor.

The implementation of these areas of demographic development of the Nenets Autonomous Okrug will allow to achieve the following results by 2035:

- an increase in the resident population;
- population growth due to migration;
- lower mortality rates;
- natural population growth.

As for the employment of the population in the Nenets Autonomous Okrug, its main problems are:

- long-term unemployment, mismatch between supply and demand in the labor market, lack of required professional competencies among job seekers, low professional qualifications of unemployed citizens, employment of citizens who are the least competitive (disabled, women with young children, citizens of pre-retirement and retirement age, persons without professional education, graduates of professional educational organizations without work experience), the outflow of young people to other regions.

Successful implementation of the Strategy will be impossible without a significant improvement in the qualitative and quantitative parameters of the labor

## Impact Factor:

<b>ISRA (India)</b>	<b>= 6.317</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 1.582</b>	<b>ПИИИ (Russia)</b>	<b>= 3.939</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 9.035</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 7.184</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

resources of the Nenets Autonomous Okrug. Positive changes in the labor market and an improvement in the quality of life will make the Nenets Autonomous Okrug more attractive for work and residence. An important reserve for improving the quality of the personnel structure of the economy of the Nenets Autonomous Okrug will be highly qualified specialists moving from other regions of Russia, as well as graduates of educational organizations who returned after training to the Nenets Autonomous Okrug. The share of highly qualified workers in the structure of labor resources will increase.

The development of small and medium-sized businesses plays an important role in ensuring the employment of the population.

The goal of the policy of promoting employment in the labor market is to ensure the maximum possible employment of the able-bodied population and the realization of citizens' rights in the field of social protection from unemployment.

The priority area is the development of an efficiently functioning employment structure that allows to quickly and efficiently meet the needs of employers in the labor force and contributes to the receipt of unemployed citizens (primarily persons with disabilities) of work that best suits their needs and professional capabilities.

The main tasks in achieving the goal will be:

development of an efficiently functioning structure of employment, which makes it possible to quickly and efficiently meet the needs of employers in the labor force and to facilitate, in a short time, the receipt of unemployed citizens of work that meets their needs and professional capabilities;

improvement of organizational forms of promoting employment of the population, taking into account the specific characteristics of individual socio-demographic and professional qualification categories of the population;

introduction of effective mechanisms for profiling unemployed citizens, helping to minimize the duration of unemployment, overcoming the consequences of long-term unemployment by unemployed citizens and returning motivation to work, teaching citizens the skills of active independent job search;

increasing competitiveness, as well as territorial and professional mobility of labor resources, stimulating legal labor activity, eradicating illegal employment;

creation of conditions for the promotion of employment for citizens experiencing difficulties in finding a job, including the disabled, women on parental leave until they reach the age of three years, persons released from institutions serving sentences of imprisonment;

providing more opportunities for youth employment, introducing internship practices for young professionals;

improving professional skills, professional mobility and competitiveness in the labor market of unemployed citizens;

social support for unemployed citizens during the period of job search;

creating conditions for expanding employment opportunities in the field of small and medium-sized businesses, self-employment of unemployed citizens living in rural areas, with the aim of helping them organize their own business;

development of folk crafts and handicrafts, with the aim of self-employment of the population and the creation of additional jobs;

realization of the right of citizens to replace conscript military service with alternative civilian service, organization and control of citizens' passage of alternative civilian service;

optimization of attracting foreign labor, taking into account the prospective needs of the economy in labor resources and on the basis of the principle of the priority right of Russian citizens to employment.

The results of the implementation of the tasks will be:

- maintaining a stable, predictable and manageable situation in the labor market;

- mitigation of territorial and professional imbalances in the structure of employment of the population;

- expansion of employment of unemployed citizens with insufficient competitiveness in the labor market, experiencing difficulties in finding a job;

- expansion of spheres of employment in rural areas, development of entrepreneurship and self-employment of the rural population;

- decrease in the level of registered unemployment.

Over the years, the consolidated budget of the Nenets Autonomous Okrug has been aimed at:

- implementation of targeted social assistance;

- providing citizens with municipal and specialized housing;

- development of education and health care;

- construction of socially significant facilities;

- development of transport infrastructure in order to increase investment activity.

The Nenets Autonomous Okrug is one of the regions with a low level of economic diversification, the structure of the economy of which is dominated by the extractive sector. In the structure of regional budget revenues, tax and non-tax revenues from organizations of the oil production complex prevail. The budgets of the municipalities of the Nenets Autonomous Okrug are formed primarily through the personal income tax.

In recent years, there has been a steady trend towards an increase in revenue and expenditure items

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIHII (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

of the consolidated budget of the Nenets Autonomous Okrug. The positive dynamics of the budget continued until 2020, while budget revenues are declining in many regions of the Russian Federation. The instability in the hydrocarbon and national currency markets, as well as the difficult economic situation since 2020, forced the Nenets Autonomous Okrug to attract loans from credit institutions to cover the budget deficit; earlier, for several years, the Nenets Autonomous Okrug had no public debt at all. The debt of the consolidated budget of the Nenets Autonomous Okrug as of January 1, 2021 amounted to 1,030 million rubles.

From January 1, 2021, the revenues and expenses of the district budget are calculated in the terms of the Agreement concluded between the state authorities of the Arkhangelsk Region and the Nenets Autonomous Okrug and approved by the law of the Nenets Autonomous Okrug of 06/23/2014 No. 50-oz. From January 1, 2015 to December 31, 2020, the state authorities of the Nenets Autonomous Okrug fully exercise the powers of a constituent entity of the Russian Federation. In accordance with Article 3 of the said Agreement, tax revenues from federal taxes and fees, including those provided for by special tax regimes specified in paragraph 2 of Article 56 of the Budget Code of the Russian Federation, including corporate income tax, are credited to the budget from 01.01.2015 Of the Nenets Autonomous Okrug in accordance with the standards established in the Agreement.

In connection with the adoption of the law of the Nenets Autonomous Okrug dated September 19, 2014 No. 95-oz "On the redistribution of powers between local self-government bodies of municipalities of the Nenets Autonomous Okrug and state authorities of the Nenets Autonomous Okrug" from January 1, 2015, regional budget expenditures are calculated taking into account the redistribution of powers between local self-government bodies of municipalities of the Nenets Autonomous Okrug and state authorities of the Nenets Autonomous Okrug.

Since January 1, 2016, the expenditures of the district budget include financing aimed at the execution of powers in the field of education, which were previously performed by the local government of the city district.

A powerful (in terms of employment, income level of workers and expenses per inhabitant) socially oriented budgetary sector has developed as a result of the strategies for the development of the territories of the Nenets Autonomous Okrug, implemented during the Soviet period. In the 2000s, it was not closed, on the contrary, it expanded, becoming a kind of mechanism for redistributing income in the rapidly developing oil and gas complex in favor of local communities. A relatively developed infrastructure of the budgetary network has been formed, including:

1. *Institutions of the health care system.* The

existing system of public health care in the Nenets Autonomous Okrug includes: GBUZ "Nenets District Hospital" (at least 280 beds); GBUZ "District TB Dispensary" (for 60 beds); GBUZ "Velikovisochnaya district hospital" (for 10 beds), GBUZ "Indiga district hospital" (for 10 beds), GBUZ "Nesskaya district hospital" (for 10 beds), GBUZ "Nizhne-Peshskaya district hospital" (for 10 beds), GBUZ "Khorey-Verskaya District Hospital" (for 10 beds), GBUZ "Nenets District Dental Clinic", GBUZ "Central Polyclinic of the Zapolyarny District of the NAO", KU "Bureau of Forensic Medical Examination"; State Unitary Enterprise "Nenets Pharmacy" with a network of pharmacies (two pharmacies in Naryan-Mar, one pharmacy in Lesozavod, one pharmacy in Seekers, pharmacy points at rural medical organizations). A total of 7 hospitals are located on the territory of the Nenets Autonomous Okrug (with a total capacity of 420 round-the-clock beds); 4 medical organizations providing primary health care on an outpatient basis with departments in rural settlements (with a total capacity of 861 visits per shift); 13 antenatal clinics, children's clinics, independent outpatient clinics and institutions with antenatal clinics and children's departments (offices); 24 feldsher-obstetric points (FAP). having antenatal clinics and children's departments (offices); 24 feldsher-obstetric points (FAP). having antenatal clinics and children's departments (offices); 24 feldsher-obstetric points (FAP).

2. *Infrastructure of the education system...*

Currently, the district's education system includes 82 educational organizations: 32 preschools (including a kindergarten), 37 comprehensive schools (including an elementary school), 3 vocational education institutions for children, 10 additional education.

The distribution of educational institutions between municipalities according to the available statistical data is presented in Table 3.3.

In terms of the provision of preschool and general education institutions, the Nenets Autonomous Okrug occupies a leading position among the regions of the Far North (on average, there are about 8.2 preschool education institutions and 8.2 general education institutions per 10,000 people of the district population, with an average indicator for the Far North regions of 4, 2 for preschool and 4.8 for general education institutions, respectively, and for the Russian Federation - 3.2 and 4.0, respectively).

3. *Objects of culture, sports and tourism.* In comparison with other regions belonging to the regions of the Far North, the Nenets Autonomous Okrug occupies a middle position in terms of the provision of infrastructure facilities in the sphere of culture and sports.

On the territory of the district there are 2 museums, 31 institutions of cultural and leisure type, 1 central library with 33 branches, as well as 17 flat sports grounds, 25 sports halls, 2 swimming pools.



## Impact Factor:

ISRA (India) = 6.317  
 ISI (Dubai, UAE) = 1.582  
 GIF (Australia) = 0.564  
 JIF = 1.500

SIS (USA) = 0.912  
 ПИИЦ (Russia) = 3.939  
 ESJI (KZ) = 9.035  
 SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
 PIF (India) = 1.940  
 IBI (India) = 4.260  
 OAJI (USA) = 0.350

Cultural objects include archaeological monuments located on the territory of the Okrug:

- 1) a settlement on the r. Gnilke - an ancient fortified settlement, a fortress of regular planning;
- 2) Orty settlement - the center of the Siirti tribe, located at the mouth of the river. Pechora on one of the capes of the river. Ortinka;
- 3) Heybidya Padar sacrificial site of the Nenets and before the Nenets population of the 5th - 15th centuries, located in the Bolshezemelskaya tundra in the valley of the river. Yu Sea to the west of the "forest oasis", 420 km from the city of Naryan-Mar;
- 4) a complex of sanctuaries of the Nenets and pre-Nenets population, about. Vaygach, 550 km from the city of Naryan-Mar.

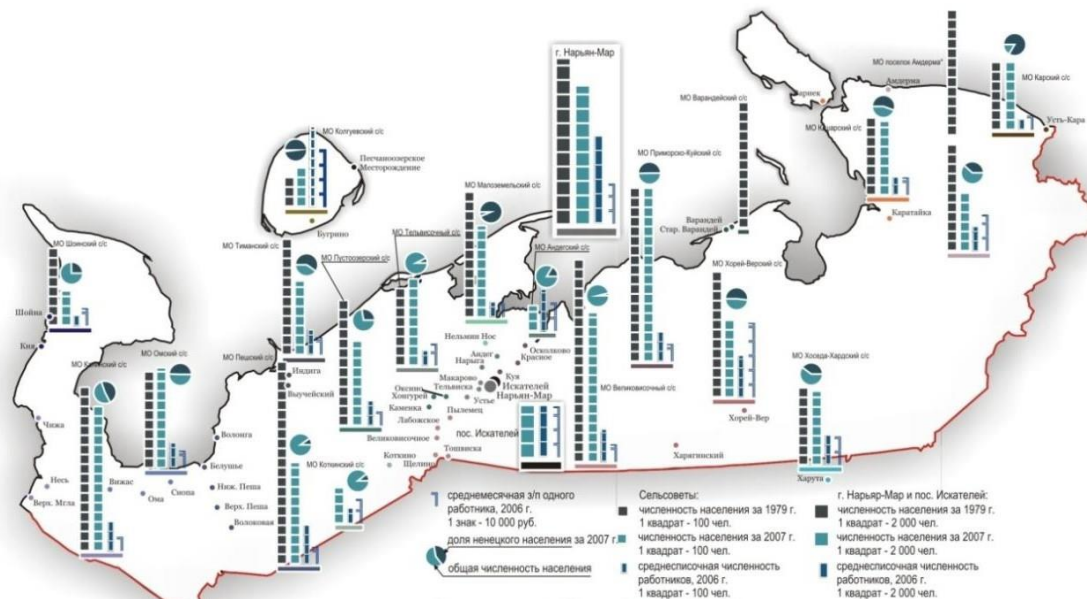
The system of social infrastructure and the budgetary network is based on technologies typical for areas with dense population and a developed system of transport and communication infrastructure of the 1960s - 70s. Such technologies were recognized as economically untenable for the public sector in the Far North in the United States, Canada and Scandinavia back in the 1970s and 1980s. The traditional concept of organizing a budgetary network was replaced by the idea of creating conditions for the remote provision of basic health care, education and social security services.

It is in the transition to the modern concept of

organizing the budgetary network that the main potential for a significant increase in the efficiency of budget spending of the district and municipalities is concluded - this will simultaneously reduce the costs of providing basic budgetary services and improve their quality and range.

Historically, a focal settlement system was formed on the territory of the Nenets Autonomous Okrug, which was associated with the natural low population density of the territory and the peculiarities of the waves of economic development.

A comparative analysis of data on the population size (for two-time horizons - 1979 and 2007), the number of employees and the level of wages in 2006 for the main settlements of the Nenets Autonomous Okrug indicates an unstable nature of the settlement system that is highly dependent on the basic process of territory development. The virtual absence of a frame network of ground transport, energy and telecommunication infrastructures and dependence on air transport and temporary routes (winter roads) indicate the focal nature of the settlement system. As a result of the curtailment of the strategic priorities for the development of the Far North, there have been significant changes in the structure of the settlement system. Moreover, a new principle of formation of the settlement system continues to take shape - from permanent settlements to temporary (urgent) shifts,



**Pic. 7. Population dynamics, employment and the level of wages in the main settlements of the Nenets Autonomous Okrug**

The modern settlement system of the Nenets Autonomous Okrug is characterized by:

1. Less than half of the population is "scattered" over the gigantic territory of the district, which determines the minimum transport connectivity (or lack thereof) of the most remote and small settlements. In tundra conditions, the only means of

transport connecting such settlements with the center of the region is air. In fact, settlements isolated from the mainland, dependent on timely subsidies from the regional budget and "northern delivery".

2. With the concentration of half of the population in the administrative center of the district, the city of Naryan-Mar, its role is to perform the

## Impact Factor:

ISRA (India) = 6.317  
 ISI (Dubai, UAE) = 1.582  
 GIF (Australia) = 0.564  
 JIF = 1.500

SIS (USA) = 0.912  
 ПИИЦ (Russia) = 3.939  
 ESJI (KZ) = 9.035  
 SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
 PIF (India) = 1.940  
 IBI (India) = 4.260  
 OAJI (USA) = 0.350

management function, accumulate information about the territory, as well as key northern competencies and development experience.

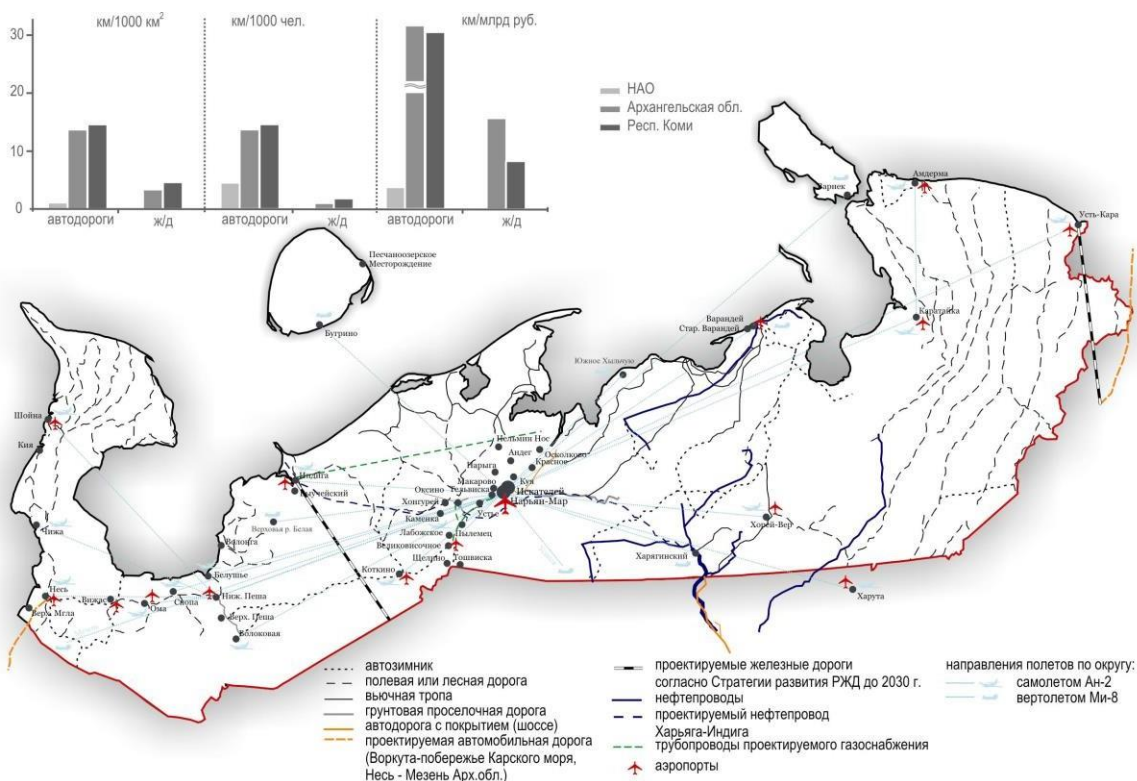
In the city of Naryan-Mar, infrastructures have been created to provide comprehensive social services for the resident population of the region, which in extreme climatic conditions of life makes operational management functions critical (especially in terms of providing social services).

3. The absence of a proper settlement system among the nomadic part of the indigenous population. This is an additional dimension in the logic of the spatial development of the Nenets Autonomous Okrug, requiring flexibility in design and taking into account the interests of the indigenous population associated with traditional types of management. Today, the Nenets population lives mainly in remote municipalities specializing in traditional types of farming. However, it is largely mixed with other nationalities. The share of the Nenets population, whose lifestyle and management are directly related to traditional activities, is more than 20% (about 1.5 thousand people), and only 15% of the Nenets (about 1 thousand people) lead a lifestyle directly related to the nomadic stay in the tundra.

The transport infrastructure of the Nenets Autonomous Okrug is poorly developed. Because of:

- 1) highway roads of the district, with a total length of 366.86 km, have no connection with the network of public highways in Russia;
- 2) with a fairly long coastline (over 3000 km), there are no large ports in the okrug;
- 3) railway communication in the Nenets Autonomous Okrug is completely absent, air transport plays a key role.

The lack of rail and road communication of the Nenets Autonomous Okrug with other regions leads to the fact that all external and most of the internal freight and passenger traffic is carried out by aviation, which is the most mobile and at the same time the costliest method of transportation. Transportation of one ton of cargo by air is on average 2.6 times more expensive than by rail and 2.9 times more expensive than by road. Transportation of one ton of cargo by air from Moscow to Arkhangelsk will cost about 63 thousand rubles (in Naryan-Mar about 121 thousand rubles), while transportation of the same ton of cargo by road is only 13.5 thousand rubles, 4.6 times cheaper.



**Pic. 8. Transport infrastructure of the Nenets Autonomous Okrug**

The road network of the Nenets Autonomous Okrug includes 366.86 km of public roads, of which the length of federal roads is 4 km (1.7%), of regional or intermunicipal importance is 228.05 km (62.16%), of local importance is 134.81 (36.75%). For the transportation of goods in the winter, roads are built

with a bed and pavement made of snow, ice and frozen soil (winter highways).

Air transport, being the only means of transport operating all year round, is extremely in demand by the population of the Nenets Autonomous Okrug, especially in the spring-summer and autumn-winter

## Impact Factor:

**ISRA (India) = 6.317**  
**ISI (Dubai, UAE) = 1.582**  
**GIF (Australia) = 0.564**  
**JIF = 1.500**

**SIS (USA) = 0.912**  
**ПИИИ (Russia) = 3.939**  
**ESJI (KZ) = 9.035**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
**PIF (India) = 1.940**  
**IBI (India) = 4.260**  
**OAJI (USA) = 0.350**

periods, when movement on winter roads and the use of water transport is impossible.

On the territory of the Nenets Autonomous Okrug, both intermunicipal and interregional air transportation of passengers are developed.

Regular passenger flights of local air lines from the Naryan-Mar airport are carried out to 20 settlements of the district, and during the period of ice drift and freeze-up, in addition to 12 settlements.

In interregional flights, regular flights are carried out to Arkhangelsk, Moscow, St. Petersburg, Kirov and Syktyvkar.

Services for air transportation on local airlines and airport services at the Naryan-Mar airport are provided by the joint-stock company Naryan-Mar United Air Squadron.

The airline operates in two directions:

- work on aircraft of its own fleet, consisting of Mi-8T, Mi-8 TP, Mi-8-MTV-1 helicopters, An-2 and TVS-2MS aircraft. The squadron is engaged in the transportation of passengers and cargo, both on regular flights and charters, performs sanitary missions, flights to sea vessels and floating drilling platforms, participates in aerial photography and search and rescue operations;

- airport services. Airport "Naryan-Mar" provides all types of ground handling from providing aircraft with aviation fuel to their operational maintenance;

- the maximum need for helicopters arises in the absence of winter roads in the period from May to November at the request of companies - users' bowels. During this period, about 80% of the annual volume of work is carried out on Mi-8 helicopters. From December to April, the production capacity of our own helicopter fleet is used by 35 - 45%.

The seasonal volume of work in the Nenets Autonomous Okrug of the use of aviation in the national economy (PANH) is increasing annually by 10-15%, but the squadron has practically exhausted the possibilities for increasing the volume of aviation work in the period from May to November due to an insufficient fleet of aircraft.

The main source of income for the company is aerial work at the request of subsoil companies. Revenues received from the transportation of passengers on regular routes of local airlines at regulated and special rates are insignificant (82.5 million rubles in 2015). The lost income is reimbursed to the squadron in the form of subsidies from the district budget.

The Naryan-Mar airfield belongs to class "B" and meets modern requirements, which allows it to receive aircraft Tu-134, An-12, An-24, An-26, Yak-40, Il-18, Yak-42, Il- 114, An-74, Boeing 737-500, CRJ-100/200, other types of class III and IV aircraft, helicopters of all types.

The artificial runway of the airfield belongs to

the Ministry of Defense of the Russian Federation. The civilian sector owns taxiways, aprons and aircraft parking areas. An artificial runway with a length of 2560 m is equipped with a landing system of II and III categories from one landing direction and is equipped with lighting equipment on both sides.

Water transport is of strategic importance in the district's transport infrastructure.

Sea and river transport closely interact with each other and carry out the task of ensuring the delivery of goods for the life support of the population and the normal functioning of enterprises of the Nenets Autonomous Okrug. During the navigation period, 85% of all cargo is delivered to the Okrug by water transport.

The total length of inland waterways is 387 km, the density is 2.2 km per 1000 km. Water transport, despite the seasonality of work, in the absence of a network of land roads, plays a vital role in the transportation of goods for the district. The main water artery is the river. Pechora with tributaries, which provides a connection between the district and the Komi Republic and access to the railway network of the Russian Federation. Industrial cargo is delivered to settlements along the Pechora River and the small rivers Sule, Kolva, Adzva. The bulk of cargo is delivered along small rivers within two weeks after the passage of the ice drift, at the highest water levels. Water transport provides during the navigation period the delivery of goods from Arkhangelsk to settlements located on the banks of the rivers Nes, Pesha, Korotaikha, etc. However,

There are 2 seaports in the district - Naryan-Mar, which includes the Amderma sea terminal, and Varandey, and 16 port points located at the mouths of rivers flowing into the White, Barents and Kara Seas, which are the main ones for providing rural settlements with fuel and energy. resources, products and manufactured goods.

The operator of the seaport of Naryan-Mar is the joint-stock company "Naryan-Mar Sea Trade Port".

During the navigation period, with an intensive approach of ships, the commercial seaport operates around the clock, including for the release of goods.

The existing capacities allow for the transshipment and storage of goods in the amount of up to 500 thousand tons for navigation.

Storage of goods is carried out in covered warehouses and open storage areas. The area of covered (cold) warehouses is 5,209.3 m<sup>2</sup>, the area of open storage areas is 23,345 m<sup>2</sup>.

The duration of navigation depends on the weather conditions, in particular, the time of the ice-freeing of the river. Pechora, the time of the initial ice formation on the river. Pechora and the port water area.

The duration of river navigation is from early June to mid-October, and sea navigation is from early June to mid-November.

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИИ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

At the same time, depending on weather conditions, in July and August, the river becomes shallow. Pechora upstream from Naryan-Mar. At the same time, the depths in some sections of the river navigable canal are reduced to 0.75 m, which leads to a halt in the movement of river cargo ships.

The length of the shipping channel along the channel of the Pechora River from the berths of the seaport of Naryan-Mar to the Receiving (Pilot) buoy located in the Pechora Bay of the Barents Sea is 137 km. The depth of the navigable canal is more than 5 m. The peculiarities of the navigable canal are that on the 37-kilometer (bar) section of the canal, the minimum depths are 3.8 m, and on the Kuysky rift (Pechora river) - 3.4 m, which undoubtedly limits maritime traffic by the deadweight of vessels not exceeding 1.8 thousand tons.

The power system of the Nenets Autonomous Okrug is decentralized. Objects of the energy infrastructure of the Nenets Autonomous Okrug can be conditionally divided into two groups. The first group includes objects that are in state and municipal ownership. The second group includes objects privately owned by oil and gas companies, which are mainly engaged in the production of hydrocarbons in the territory of the Okrug.

1. The main volume of electricity consumed in the Nenets Autonomous Okrug falls on the extractive industry, which is technologically not connected with the local power systems of settlements.

2. Electric power facilities in settlements and communal infrastructure facilities in the Nenets Autonomous Okrug are located locally. The entire territory of the district is conditionally divided into two zones, which significantly differ in the level of provision of the population with basic infrastructure of housing and communal services, volumes of consumption of housing and communal services and technologies of production and distribution of energy.

3. Natural gas is the main type of fuel for the energy and utilities sector of the Okrug. Its share in the fuel and energy balance (excluding fuel and energy companies) is about 72%, about 15% is the share of diesel fuel, the share of coal and heating wood is slightly more than 7 and 4%, respectively.

State Unitary Enterprise NAO "Naryan-Mar Power Plant" provides electricity to the city of Naryan-Mar, p. Seekers, p. Telviska and the item Krasnoe. The installed capacity of the power generating equipment of the State Unitary Enterprise NAO Naryan-Marskaya Power Plant is 38.15 MW. The main type of fuel used is natural gas, the reserve type of fuel used is diesel fuel.

The Nenets Autonomous Okrug stands out for its low level of provision with basic housing and communal infrastructures against the background of Russia and the Northwestern Federal District, with the exception of the provision of heating networks and gas. The main contribution to the indicators of the

provision of the population of the Nenets Autonomous Okrug with basic housing and communal infrastructures of four settlements in Naryan-Mar, Seekers, p. Telviska. The village of Krasnoye, in fact, determines the average level of security for the entire municipality. The rest of the settlements are practically devoid of basic housing and communal infrastructures.

Electricity supply to rural settlements of the Nenets Autonomous Okrug is carried out from autonomous diesel power plants of the MP ZR "Severzhilkomservis", MUP "Amdermaservice", agricultural cooperatives located in each of the settlements.

Specific fuel consumption at some power plants significantly exceeds the standards set by power plant manufacturers and fluctuates around 317.9 g / kW \* h. The reason for the low efficiency is the moral and physical deterioration of the equipment (50 - 70%). For comparison: modern diesel power plants can reduce specific fuel consumption to 205 g / kW \* h. The high cost of electricity in the Nenets Autonomous Okrug is due to low generation efficiency and the use of imported fuel (diesel fuel) as the main one.

The population is the main consumer of electricity in remote village councils.

The new paradigm for the Arctic and the Nenets Autonomous Okrug, as its integral part, should consist in abandoning the Soviet approach to its development, establishing a balance of interests of the state and society in solving military security problems, integrated resource and raw material development of the territory and ensuring high social standards as human well-being, and ecology.

The strategy of socio-economic development of the Nenets Autonomous Okrug is a fundamental document of the management system for the development of the region, its economy, social sphere, human and cultural potential. It fixes the agreed positions of diverse players (government, society, business and science) regarding development plans and is a guide to the action of regional executive authorities (ROIV).

The actions of regional executive authorities and other players aimed at implementing the strategy are based on the vision of the Nenets Autonomous Okrug and understanding of the ROIV Mission.

The Nenets Autonomous Okrug, as the northern subarctic territory of the European part of Russia, was traditionally at the same time a zone of ensuring the strategic interests of the state and remained a distant periphery. Harsh climatic conditions made it difficult to develop the territory of the district.

However, thanks to the start of commercial production of hydrocarbons in the northern part of the Timan-Pechora oil and gas province in the 1990s, the actualization of the resource potential of the Yamal Peninsula and the shelf of the Arctic seas at the turn of the 20th and 21st centuries, as well as the gradual

## Impact Factor:

**ISRA (India) = 6.317**  
**ISI (Dubai, UAE) = 1.582**  
**GIF (Australia) = 0.564**  
**JIF = 1.500**

**SIS (USA) = 0.912**  
**ПИИЦ (Russia) = 3.939**  
**ESJI (KZ) = 9.035**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
**PIF (India) = 1.940**  
**IBI (India) = 4.260**  
**OAJI (USA) = 0.350**

restoration of the concept of the Northern Sea Route as one of the main world sea transport routes, there are new weighty grounds for long-term and thorough development of the territory of the Nenets Autonomous Okrug. The development of oil and gas resources in the territory of the Nenets Autonomous Okrug already makes it possible to accumulate the necessary financial and technological resources for the formation of a modern system of settlements, the development of infrastructure and ensuring high standards and quality of life in the Nenets Autonomous Okrug.

A developed oil and gas complex that provides the basis for the region's economy and a significant contribution to the development of the basic sector of Russia. Extraction in the Nenets Autonomous Okrug should be carried out using advanced technologies and within the framework of the concept of sustainable resource use. By 2035, the volume of production will stabilize in the corridor of 20-22 million tons of oil equivalent. The structure of the oil and gas complex of the Nenets Autonomous Okrug should be complicated due to:

1) development of a unified flexible system for transporting hydrocarbons to key markets;

2) creation of facilities for processing raw materials into complex and high-tech chemical products and fuels;

3) the emergence of new companies and a powerful service and technology cluster in Naryan-Mar.

1. Diversification of industry will take place due to the creation of mining complexes in the western and eastern parts of the Okrug.

2. Developed sectors of traditional economic activity of the peoples of the Far North, such as reindeer husbandry and fishing, as well as fundamentally new and unique sectors of eco and ethno tourism and transport business will ensure economic diversity and a greater balance of the labor market and incomes of the population.

3. Naryan-Mar will become an important cultural and economic center in the Barents Region and in the Russian North.

4. The economic leadership of the Nenets Autonomous Okrug in the Russian Federation in terms of formal specific indicators, such as GRP per capita and the level of per capita income, will not only strengthen, but also develop into a high level and quality of life that is tangible for the residents of the Okrug.

5. The Nenets Autonomous Okrug will become a major customer of innovations and a "testing ground" for their application. This will ensure the leadership of the Nenets Autonomous Okrug in terms of the development and implementation of unique principles and technologies of functioning, and the development of the budgetary network and energy in conditions of low population density, extreme

climate and focal settlement system. The power industry of the Nenets Autonomous Okrug will be based on the efficient use of available local resources, including associated oil and natural gas, as well as the bio, wind and hydropower potential of the territory. A significant part of medical, educational and other social services will be provided using advanced telecommunication technologies,

6. Residents of the Nenets Autonomous Okrug will be included in an intensive cultural and information exchange with the rest of Russia and the whole world through the Internet and modern communication systems, which will provide new opportunities for personal and professional development of people, improve the quality of the Okrug's human capital and create more comfortable living conditions in the Nenets Autonomous Okrug, the district.

7. The significance of the Nenets Autonomous Okrug for Russia will increase due to its contribution to the development of the basic sector of the country's economy and the inclusion of the okrug in projects for the new development of the Arctic.

The mission of the executive authorities of the Nenets Autonomous Okrug is to ensure a high quality and standard of living for the population of the Nenets Autonomous Okrug (both permanently residing in the territory and temporarily residing in connection with production needs) by:

- firstly, stable in the long term and outrunning economic growth based on the principles of sustainable development and maximum implementation of the natural resource and human (including intellectual and cultural) capital of the territory and;

- secondly, an increase in the volume and efficiency of investments (including budgetary investments and social investments of the corporate sector) in engineering and social infrastructure, in the main factors for the formation of a comfortable living environment in the Far North, in the development of a system of budgetary services, human capital and the labor market.

For this, the regional executive authorities of the Nenets Autonomous Okrug must:

1. To stimulate the dynamic and balanced development of the region's economy.

2. Ensure the sustainable nature of economic activity in the Nenets Autonomous Okrug.

3. To establish and promote the achievement of high standards of the level and quality of life of people on the territory of the Okrug - to ensure the transformation of high specific indicators of economic growth into a tangible (perceived) quality of life for the population.

4. To ensure high efficiency of public administration systems and budgetary services in the territory of the Nenets Autonomous Okrug, as well as high and constantly improving quality of services for

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИИ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

the population.

5. To stimulate and provide the residents of the Nenets Autonomous Okrug with conditions for an open and intensive cultural and human exchange, opportunities for personal and professional growth of people.

External factors form the context (the structure of opportunities and limitations) in which the socio-economic development of the Nenets Autonomous Okrug takes place. The most significant external factors include:

1. The consequences of the global financial and economic crisis for Russia as a whole and for individual regions, including adjustments to the federal budget and reduced plans for public investment in infrastructure projects and new development projects.

2. The volatile conjuncture of world prices for hydrocarbon energy resources, affecting the state of the main corporate players, plans for the development of the basic sector of the economy of the Nenets Autonomous Okrug and the state's ability to participate in infrastructure projects on the territory of the Okrug (prospects for the development of oil and gas production in the northern part of the Timan-Pechora oil and gas province, associated with financial opportunities large Russian vertically integrated oil corporations (VIOCs) and changes in the state policy of the Russian Federation in relation to the oil and gas complex).

In recent years, the national economy has been developing largely due to external sources - high prices for raw materials, cheap loans from foreign banks. This dependence has led to the acuteness of the economic problems in Russia, which arose as a result of the deployment of the global financial and economic crisis.

1. Price shock. The main problem of the Russian economy is still a very high dependence on the export of natural resources. In recent years, the state has done a lot to develop the processing industries, services, transport, but, despite the efforts, the role of the export of oil, gas, metals and other raw materials has increased in recent decades, including as a result of a favorable pricing environment on world markets. As a result of the crisis, not only prices, but also demand decreased for almost all goods of Russian raw materials exports:

1) Russia turned out to be rigidly included in the global economy through participation in international trade and financial borrowing. Foreign trade (exports of goods as a whole will decrease from 341 billion US dollars in 2015 to 288 billion US dollars in 2016, after which growth is possible to 312 billion US dollars by 2019), behind this dynamics mainly worth the export of the fuel and energy group of goods.

2) The basic sectors of the Russian economy and the largest corporations, due to the crisis and the decline in consumption in the countries of the

Organization for Economic Cooperation and Development (OECD), are suffering colossal losses as a result of falling prices and lower consumption volumes. It started as a financial crisis in the United States, it quickly became global and economic, and in terms of metal consumption - a crisis of overproduction.

3) The price shock for the basic sectors and the economy of the Russian Federation as a whole was aggravated by a strong reduction in consumption and the actions of developed countries to overcome the crisis, as well as an aggressive game of "bears" investors. The decline in consumption and investment activity in the US and the EU, as well as the decline in investment activity in China and the Asia-Pacific region (APR) in the next step as a result of the reduction in exports of manufactured goods to the United States, made it possible to reduce the consumption of raw materials, turn the "producer's market", returning the situation the dictate of the buyer, characteristic of all the 1990s and early 2000s. According to experts' forecasts, the average oil price for the three-year period 2017-2019 was at the level of \$ 40 per barrel.

The decline in commodity prices removed the risk of inflation in the US and EU and eased inflationary pressures in China and India. Russia and other major commodity suppliers are the only players suffering from low prices. Their game of raising prices does not find support from other market participants.

2. Credit squeeze. The problem of insufficient stability of the financial sector and banks. Many Russian enterprises, which developed especially rapidly in recent years and entered foreign markets, could not count on domestic financing. Loans from the Russian banking system were more expensive, loan terms were shorter. Companies were forced to borrow abroad.

During the crisis, foreign capital markets became inaccessible to enterprises:

- First, the financial sector of the Russian Federation is strongly integrated into the global system of financial markets, the control centers of which are located in the USA and the EU.

- secondly, it is not autonomous (and with the liquidation of the stock market it is even less like a self-sufficient mechanism).

- thirdly, in fact, it is a poorly balanced and ineffective transmission link between world financial institutions and players and final consumers of financial liquidity, households and enterprises of the real sector. At the same time, the financial authorities of the Russian Federation underestimated the level of integration and the scale of risks.

The strong dependence of the corporate sector and the banking system on foreign sources of long-term financial resources and the unbalanced investment portfolio of Russian banks (primarily state-owned) created the threat of a powerful credit

## Impact Factor:

<b>ISRA (India)</b>	<b>= 6.317</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 1.582</b>	<b>ПИИЦ (Russia)</b>	<b>= 3.939</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 9.035</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 7.184</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

crunch. During the 2000s, most large Russian banks were mainly engaged in attracting medium-term (from 1 to 5 years) loans (syndicated loans, bonds) abroad and “repackaging” them either into long-term loan products (mortgage) or loans to the real sector ... Moreover, loans to the real sector were concentrated in the consumer sector, construction and development, as well as in the basic raw materials sectors and agriculture. In fact, the portfolios of loans and credits are not balanced either over time or across markets.

The financial crisis that began in 2014 in Russia led to an outflow of foreign capital from the country, to the depletion of stock markets, to problems in the interbank market, to difficulties with liquidity and solvency, to an increase in inflation, to a significant deterioration of the situation in a number of sectors of the Russian economy, and to a decrease in the real incomes of the population of the country.

The deficit of the country's federal budget is growing rapidly, which is caused by the increasing differentiation of regions in terms of welfare, as a result, there is a weak influence of the federal center on the constituent entities of the Federation. Active measures aimed at simultaneously supporting the exchange rate, reducing corporate debt, changing the refinancing rate, depositing funds into the banking sector, supporting the stock market, etc., inevitably lead to a sharp reduction in the country's international reserves.

The Nenets Autonomous Okrug is one of the oils and gas producing regions with a sharply mono-profile structure of the economy. The turbulence of hydrocarbon prices makes such regions the most vulnerable in the face of the crisis, makes them re-evaluate development prospects, look for alternative sources of budget replenishment, and optimize costs.

Since January 1, 2015, the revenues and expenses of the district budget are calculated in the terms of the Agreement concluded between the state authorities of the Arkhangelsk Region and the Nenets Autonomous Okrug and approved by the law of the Nenets Autonomous Okrug of 23.06.2014 No. 50-oz. From January 1, 2015 to December 31, 2021, the state authorities of the Nenets Autonomous Okrug fully exercise the powers of a constituent entity of the Russian Federation. In accordance with Article 3 of this Agreement, tax revenues from federal taxes and fees, including those provided for by special tax regimes of taxes specified in paragraph 2 of Article 56 of the Budget Code of the Russian Federation, including corporate income tax, from 01.01.2015 are credited to the budget of the Nenets Autonomous Okrug in accordance with the standards established in the Agreement.

The instability in the hydrocarbon and national currency markets, as well as the difficult economic situation since 2015, led to the fact that the Nenets Autonomous Okrug began to attract borrowed funds from credit institutions to cover the budget deficit.

Earlier, for several years, the Nenets Autonomous Okrug had no public debt. The debt of the consolidated budget of the Nenets Autonomous Okrug as of January 1, 2016 amounted to 1,030 million rubles.

But, despite the current macroeconomic conditions, hydrocarbon production in the Nenets Autonomous Okrug continues to grow. The largest subsoil users working in the region continue to increase production volumes, develop new deposits, and carry out geological exploration in undeveloped areas.

In the 2000s, in the Russian Federation, there is a general trend towards the consolidation of the constituent entities of the Federation, primarily due to the liquidation of autonomous okrugs and through the formation of new regions on the basis of “matryoshka” constituent entities. In particular, in 2005 the Perm Territory was formed (the takeover of the Komi-Permyak Autonomous Okrug by the Perm Region), in 2007 the Kamchatka Territory was created (the absorption of the Koryak Autonomous Okrug) and the Taimyr and Evenk Autonomous Okrugs in the Krasnoyarsk Territory were liquidated. In 2008, on the basis of the Chita region, the Trans-Baikal Territory was formed (absorption of the Aginsky Buryat Autonomous Okrug). However, all these associations assumed the absorption of a small (in terms of population and territory) and poor (or characterized by a similar level of well-being of the population) Autonomous Okrug by a large and rich “matryoshka” constituent entity of the Russian Federation. The leitmotif of such associations is the economic integration of the “lagging behind” and broadcasting to them the advanced management experience of the rich “center”.

A different situation was observed in the Tyumen region. Instead of creating a new subject of the Russian Federation by absorbing a relatively small (comparable in population size with the Khanty-Mansiysk Autonomous Okrug and significantly inferior in terms of the territory of the Khanty-Mansiysk Autonomous Okrug and the Yamalo-Nenets Autonomous Okrug), the Tyumen region of two autonomous okrugs rich in oil and gas implemented the model a long-term agreement on the delegation of powers and the redistribution of part of the income. In accordance with the Cooperation Agreement for the period up to 2015 (valid since 2005), the autonomous okrugs are allocated 29.5% of the regional part of the corporate income tax and 100% of the regional part of the mineral extraction tax to the Tyumen region budget.

The situation in the Nenets Autonomous Okrug and Arkhangelsk Oblast is unique in the context of the Russian experience: the okrug is characterized by a small population compared to the oblast and has a smaller territory, but significantly higher levels of income, GRP per capita and budgetary provision. In

**Impact Factor:**

<b>ISRA (India)</b> = <b>6.317</b>	<b>SIS (USA)</b> = <b>0.912</b>	<b>ICV (Poland)</b> = <b>6.630</b>
<b>ISI (Dubai, UAE)</b> = <b>1.582</b>	<b>ПИИЦ (Russia)</b> = <b>3.939</b>	<b>PIF (India)</b> = <b>1.940</b>
<b>GIF (Australia)</b> = <b>0.564</b>	<b>ESJI (KZ)</b> = <b>9.035</b>	<b>IBI (India)</b> = <b>4.260</b>
<b>JIF</b> = <b>1.500</b>	<b>SJIF (Morocco)</b> = <b>7.184</b>	<b>OAJI (USA)</b> = <b>0.350</b>

view of the significantly higher prosperity of the district (traditionally one of the first places in the Russian Federation), the clear specifics of the problems and challenges of the development of the Nenets Autonomous District in comparison with those of the Arkhangelsk Region, as well as the non-obviousness of the advantages of the public administration system established in the Arkhangelsk Region relative to that of the the formation of a new constituent entity of the Russian Federation in full compliance with federal legislation (it is required, in particular,

The managerial and economic reality and the system of challenges within which the Nenets Autonomous Okrug is developing differ significantly from those relevant for the main territory of the Arkhangelsk Region. In particular:

1. The Okrug is characterized by a huge territory (176.8 thousand sq. Km) and a small resident population (43 thousand people), a low population density (0.23 people per 1 sq. Km, while for the Arkhangelsk region this figure is almost 3 people / sq. km), as well as the presence of more than 7.50 thousand representatives of the indigenous peoples of the Far North (according to Rosstat data as of January 1, 2011).

2. The level of infrastructure provision is also significantly different, even in conditions of a relatively low provision of the basic infrastructure of the territory of the Arkhangelsk region against the background of the Russian Federation. The principles

of organizing the transport infrastructure are also different: for the Arkhangelsk region, with its forestry specialization, a network of permanent ground transport infrastructures is characteristic, and the territory in which the bulk of the population lives is connected to a centralized energy system and has access to fixed wired communication. For the Nenets Autonomous Okrug, the most important is the system of local airfields, local and mobile energy and satellite communications.

3. The basic sector of the economy of the Nenets Autonomous Okrug is oil and gas production. This circumstance (the principles of the organization of the sector, technological proximity, connections of personnel supply systems and transport infrastructure) makes it possible to consider the territory of the Nenets Autonomous Okrug and the Komi Republic as a single production center, designated as the Timan-Pechora oil and gas province, and also to look for points of contact between the development projects of the Nenets the Autonomous Okrug and plans for the development of the Barents Sea shelf. For the Arkhangelsk region, the basic sectors are the timber industry and pulp and paper production, as well as shipbuilding.

These circumstances indicate that the tasks of ensuring a high quality of life, economic growth and infrastructural development of the territory of the Nenets Autonomous Okrug differ significantly in their structure and content from those relevant for the Arkhangelsk Region.

**Tab. 1. Comparative analysis of strategic priorities for the development of the Arkhangelsk region and the Nenets Autonomous Okrug**

	Nenets Autonomous Okrug	the main territory of the Arkhangelsk region
Principles of effective organization budgetary network and social infrastructure	<p>1) Telemedicine, tele-education and remote provision of a basic package of social services. A distributed network of equipped points for the provision of budgetary and social services in remote mode (specialists are concentrated in the main node)</p> <p>2) Minimization of movements of the treating, training and service staff and clients of the budget network across the territory</p>	<p>1) Stationary full-fledged centers network providing a full (or with minor exceptions) budget spectrum, medical and educational services (primary and secondary, including special)</p> <p>2) Providing good (constant and fast) transport accessibility of service centers for consumers</p>



**Impact Factor:**

<b>ISRA (India)</b> = <b>6.317</b>	<b>SIS (USA)</b> = <b>0.912</b>	<b>ICV (Poland)</b> = <b>6.630</b>
<b>ISI (Dubai, UAE)</b> = <b>1.582</b>	<b>ПИИИ (Russia)</b> = <b>3.939</b>	<b>PIF (India)</b> = <b>1.940</b>
<b>GIF (Australia)</b> = <b>0.564</b>	<b>ESJI (KZ)</b> = <b>9.035</b>	<b>IBI (India)</b> = <b>4.260</b>
<b>JIF</b> = <b>1.500</b>	<b>SJIF (Morocco)</b> = <b>7.184</b>	<b>OAJI (USA)</b> = <b>0.350</b>

<p>Base Sector Development Management</p>	<p>1) Allocation of licensed areas and control over implementation environmental protection measures (ensuring sustainable development) and development plans                  2) Coordination of projects for the development of infrastructure for the transportation of raw materials to main markets                  3) Formation of a package of social obligations of the extractive sector in the attitude of the local population and communities (including the formation of funds for future generations)                  4) Targeted work with key investors (especially in terms of providing access to the transport infrastructures for other operators)</p>	<p>1) Forest management fund (its distribution on a competitive and investment basis)                  2) Security balanced structure of the forest cluster (interaction between small and medium-sized businesses, on the one hand, and large corporations, on the other)                  3) Formation of integrated plans development of forestry infrastructure and resource development                  4) Formation of public-private partnership (PPP) -projects in the forestry sector                  5) Ensure modernization and inclusion in state defense order, military-technical cooperation and the market for equipment for offshore projects enterprises of Severodvinsk shipbuilding cluster                  6) Solution of the personnel problem and modernization systems of primary and secondary vocational education</p>
<p>Development of human potential and labor market</p>	<p>1) Management of the labor market of shift workers and coordination HR strategies mining companies and projects to modernize the education system of the NAO                  2) Television and formation of modern educational content and the possibility of remote higher professional education</p>	<p>1) Restructuring the labor market in favor of the service sector and adapting the talent pool to changing qualifications employers' requirements                  2) Formation of a competitive center of higher professional education focused on the promising personnel request of the region (Northern (technical) university)</p>
<p>Development of the settlement system (target structure)</p>	<p>Reformatting the settlement system in accordance with the development trends of the basic sector and the need to ensure a certain level of development of the territory. The transition to a new technological platform for ensuring transport connectivity (development of small aircraft) and the involvement of the population in the system of insurance and global information exchanges (satellite access to the Internet)</p>	<p>Strengthening the support frame of the settlement system through projects for the development of the main nodes (Arkhangelsk, Severodvinsk, Kotlas / Koryazhma) and strengthening their connecting land transport infrastructure. Maintaining a weakened settlement system in areas of prospective development remote from the main infrastructural ridge</p>

**Impact Factor:**

<b>SIRA (India)</b> = <b>6.317</b>	<b>SIS (USA)</b> = <b>0.912</b>	<b>ICV (Poland)</b> = <b>6.630</b>
<b>ISI (Dubai, UAE)</b> = <b>1.582</b>	<b>ПИИИ (Russia)</b> = <b>3.939</b>	<b>PIF (India)</b> = <b>1.940</b>
<b>GIF (Australia)</b> = <b>0.564</b>	<b>ESJI (KZ)</b> = <b>9.035</b>	<b>IBI (India)</b> = <b>4.260</b>
<b>JIF</b> = <b>1.500</b>	<b>SJIF (Morocco)</b> = <b>7.184</b>	<b>OAJI (USA)</b> = <b>0.350</b>

Strategieconomic priorities	Raising the status of the Timan-Pechora oil and gas province in the Russian Federation as the main center for hydrocarbon production (production at the level of 20-22 million tons oil equivalent) and the development of transport infrastructure for access of extracted raw materials to the main world markets (realizing the potential of the coastal zone)	<ol style="list-style-type: none"> <li>1) Implementation of the export-import transport and transit potential of the Arkhangelsk region seaport</li> <li>2) Formation of the forestry cluster (ensuring a high level of processing of forest raw materials)</li> <li>3) Modernization and inclusion in the promising offshore equipment market arctic seas enterprises of the severodvinsk shipbuilding cluster</li> <li>4) Development of urban centers and a service economy in them</li> </ol>
-----------------------------	---	---

The unification of the two constituent entities of the Russian Federation will not significantly improve the economic and budgetary situation in the Arkhangelsk region, but will significantly reduce the socio-economic conditions in the Nenets Autonomous Okrug.

The greatest importance, from the point of view of the prospects for the socio-economic development of the Nenets Autonomous Okrug, may aggravate the oil and gas monoprofile of the economy or diversify due to the emergence of new sectors and the restoration of traditional types of management, as well as the structure and principles of development of the settlement system.

1. The aggravation of the mono-profile nature of the economy and the emphasis on oil and gas production means an inevitable simplification of the settlement system, the transition mainly to rotational principles of territory development and the temporary (mobile) nature of the settlement system. In addition, the development of the oil and gas sector is managed primarily from corporate headquarters, and decisions depend, among other things, on the conjuncture of world markets. For a single-industry raw material regional economy, this means instability of development, excessive dependence of the budget and the labor market on external factors and decisions that do not depend on the region.

The scenario of a single-industry economy and a simplified settlement system actually means a "rollback" in the socio-economic development of the region and a rejection of the conquests achieved in previous decades and the achievements in the development of this complex, but extremely strategically important northern territory.

2. Diversification of the district's economy through the restoration of traditional types of management and the creation of new, albeit small in comparison with the oil and gas sector, sectors, the development of which is associated with other unique features of the territory - for example, various types of exclusive tourism, special transport and transit, mining of solid minerals - will strengthen regional labor markets, preserve the identity of culture,

increase the economy's resilience to external shocks and successfully develop the system of permanent settlements as the basis of the settlement system.

Only in this scenario, associated with the complication of the structure of the economy and the development of a permanent settlement system, can we talk about the integrated development and implementation of the human and resource potential of the Nenets Autonomous Okrug, as well as an increase in the number of permanent residents.

3. The development of a settlement system based on settlements of permanent residence also means an additional fork in the choice for regional executive authorities (ROIV) - an extensive development of the budgetary network or a structural and technological maneuver. The budgetary network, created on an advanced high-tech platform, will improve the quality of budgetary services and the level of their provision in all settlements at much lower unit costs than in the case of an extensive build-up of the budgetary network.

A similar fork in the choice of ROIV is faced in the energy sector, where modernization and structural maneuver, including both the development of alternative generation and the transition from imported diesel fuel to available local raw materials, will dramatically increase the efficiency, reliability and sustainability of energy supply to residents, but requires investment and the concept of integrated energy development.

The scenario of diversification and complication of the structure of the economy determines the possibilities for dynamic and high-quality development of the social sphere and infrastructure. It fully corresponds to the development priorities of the Russian Federation, since, in addition to higher indicators of the socio-economic development of the territory, it allows more reliably to ensure the interests of Russia in the important Arctic macro-region. This is the target scenario for the development of the Nenets Autonomous Okrug.

Due to the significant and increasing budgetary revenues from the development of the oil and gas sector (OGS) in the region, and if the district's powers

## Impact Factor:

**ISRA (India) = 6.317**  
**ISI (Dubai, UAE) = 1.582**  
**GIF (Australia) = 0.564**  
**JIF = 1.500**

**SIS (USA) = 0.912**  
**ПИИИ (Russia) = 3.939**  
**ESJI (KZ) = 9.035**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
**PIF (India) = 1.940**  
**IBI (India) = 4.260**  
**OAJI (USA) = 0.350**

remain in the amount of 2007, the regional executive authorities of the Nenets Autonomous Okrug have all the necessary resources to implement the target scenario.

In accordance with the Concept for the Long-Term Development of Russia until 2020 (approved by the Order of the Government of the Russian Federation No. 1662-r dated November 17, 2008), the strategic goal of the socio-economic development of Russia in the long term is "to achieve a level of economic and social development corresponding to the status of Russia as the leading world power of the XXI century, occupying a leading position in global economic competition and reliably ensuring national security and the implementation of the constitutional rights of citizens." In 2015 - 2020, Russia was to enter the top five leading countries in terms of gross domestic product (purchasing power parity). The goals and objectives of the development of the Russian Federation are the framework for the policy of socio-economic development of all constituent entities of the Federation, including the Nenets Autonomous Okrug. They include:

1. High standards of human well-being:

1) the income level and quality of life of Russians by 2020 should have reached the indicators typical for developed economies (from 13.9 thousand US dollars in 2007 to 30 thousand US dollars in 2020);

2) the coverage of the population with higher and secondary vocational education will grow from 50% in 2007 to 60 - 70% in 2020;

3) the average level of housing provision will reach about 30 sq. m per person (in 2007 - 21.5);

4) the share of the population living in places with unfavorable environmental conditions will decrease from 43% in 2007 to 14% in 2020;

5) the death rate from violent causes will be reduced by about half.

2. Social well-being and harmony:

1) a society based on trust and responsibility, including public confidence in public and private economic institutions;

2) reducing social polarization by ensuring equal opportunities for social mobility of talented representatives of all strata of society, implementing a social policy to support vulnerable groups of the population, taking into account the criteria of targeting and need, and pursuing a policy aimed at integrating migrants;

3) the share of the middle class will make up more than half of the population, while a significant part of the middle class is formed by people engaged in creating a new economy of knowledge, technology and ensuring the development of the person himself.

3. Economy of Leadership and Innovation:

1) the Russian economy will remain the world leader in the energy sector, extraction and processing of raw materials;

2) competitive economy of knowledge and high

technologies;

3) Russia's share in the markets for high-tech goods and KIBS in 5-7 and more sectors will reach 5-10%;

4) conditions for the massive emergence of new innovative companies in all sectors of the economy.

4. Balanced spatial development:

1) the formation of new territorial centers of growth in areas of development of new raw materials and in traditional regions of concentration of the innovative, industrial and agricultural potential of Russia;

2) reducing regional inequality;

3) an extensive transport network providing a high level of interregional integration and territorial mobility of the population.

5. Globally competitive economy:

1) leadership in integration processes in the Eurasian space;

2) one of the centers of world economic relations (including as an international financial center);

3) balanced multi-vector economic relations with European, Asian, American and African economic partners.

6. Institutions of Economic Freedom and Justice:

1) guaranteed realization of the constitutional rights of citizens, including a developed system of democratic institutions and the creation of effective mechanisms of law enforcement;

2) expanding the freedom of entrepreneurship, ensuring the efficiency of the public administration system, maintaining social justice.

7. Safety of citizens and society:

1) a high level of national security and defense capability of the country, including economic and food security, safety of the population and territories from natural and man-made emergencies;

2) a high level of combat capability of the Armed Forces of the Russian Federation (corresponding to the level of the leading countries in the military sense).

Solving the set tasks will allow the Russian economy to move from the export of raw materials to an innovative, socially-oriented type of development. Qualitative and quantitative characteristics of innovative development:

1. Modernization of the traditional sectors of the Russian economy (oil and gas, raw materials, agricultural and transport), outstripping the increase in the volume of products of high value-added industries, which until 2020 remain the leading sectors of gross domestic product production.

2. The transformation of innovation into a leading factor of economic growth in all sectors of the economy, an increase in labor productivity in the sectors that determine national competitiveness by 3 - 5 times and a decrease in energy intensity by an

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИИ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

average of 1.6 - 1.8 times.

3. The share of industrial enterprises implementing technological innovations should increase to 40-50% (2007 - 8.5%), and the share of innovative products in the output volume - up to 25 - 35% (2007 - 5.5%).

4. Formation of a new economy - the economy of knowledge and high technologies (the sphere of vocational education, high-tech medical care, science and development, communications and telecommunications, science-intensive sub-branches of chemistry and mechanical engineering), which is becoming one of the leading sectors of the national economy, comparable to 2020 its contribution to gross domestic product with the oil and gas and resource sectors:

1) the share of the knowledge economy and the high-tech sector in the gross domestic product should be at least 17-20% (2007 - 10-11%);

2) domestic spending on research and development should rise to 2.5 - 3% of GDP in 2020 (2007 - 1.1% of GDP) with a dramatic increase in the effectiveness of fundamental and applied research and development;

– Expenditures on education from public and private sources will amount to 6.5 - 7% of GDP in 2020 (2007 - 4.8%), on health care - 6.7 - 7% of GDP in 2020 (2007). 4.2%), which will ensure the advanced development of human potential.

In accordance with a number of existing normative legal acts, the Nenets Autonomous Okrug belongs to the regions of the Far North, which leaves its mark on the goals and objectives of the state authorities of the Russian Federation. We are talking, first of all, about state support, the main goal of which is "the formation of internal factors of economic development of the northern territories, which have the necessary natural resource potential, and the active encouragement of the search for new opportunities for economic development by subsidized subjects of the Russian Federation" (Resolution of the Government of the Russian Federation of 7 March 2000 № 198 "On the concept of state support for the economic and social development of the regions of the North").

The fundamentals of the state policy of the Russian Federation in the Arctic for the period up to 2020 and beyond (approved by the President of the Russian Federation on September 18, 2008) represent one of the means of carrying out the state policy of the Russian Federation in the Arctic. The Nenets Autonomous Okrug is part of the Arctic zone of the Russian Federation, which makes its the object of state policy, the main goals and objectives of which are.

1. In the field of socio-economic development - the expansion of the resource base of the Arctic zone of the Russian Federation, which is able to largely meet the needs of Russia in hydrocarbon resources, aquatic biological resources and other types of strategic raw materials by:

1) carrying out geological-geophysical, hydrographic and cartographic work to prepare materials for substantiating the outer border of the Arctic zone of the Russian Federation;

2) ensuring a significant increase in the balance reserves of mineral resources of Arctic offshore fields, including through the implementation of the state program for the study and development of the continental shelf of the Russian Federation, as well as the commencement of work on the development of oil and gas fields in the Arctic zone of the Russian Federation;

3) development and implementation of new types of equipment and technologies for the development of offshore mineral deposits and aquatic biological resources in Arctic conditions, including in ice-covered areas, the formation of a fleet of aircraft and fishing vessels, as well as the necessary supporting infrastructure for working in the Arctic ;

4) optimization of the economic mechanisms of the "northern delivery" through the use of renewable and alternative, including local energy sources, reconstruction and modernization of exhausted power plants, the introduction of energy-saving materials and technologies;

5) ensuring the restructuring of the volume of cargo transportation along the Northern Sea Route, including through state support for the construction of icebreaker, rescue and auxiliary fleets, as well as coastal infrastructure;

6) formation of a control system for ensuring the safety of navigation, traffic management in areas of heavy traffic, including through the implementation of a set of measures for hydrometeorological and navigation support in the Arctic zone of the Russian Federation;

7) creation of an integrated security system to protect territories, population and facilities of the Arctic zone of the Russian Federation critical for the national security of the Russian Federation from threats of natural and man-made emergencies.

2. In the field of military security, protection and protection of the state border of the Russian Federation - ensuring a favorable operational regime in the Arctic zone of the Russian Federation, including maintaining the necessary combat potential of groupings of general-purpose troops (forces) of the Armed Forces of the Russian Federation, other troops, military formations and bodies in this region :

1) the creation of a general-purpose grouping of troops (forces) of the Armed Forces of the Russian Federation, other troops, military formations and bodies (primarily border agencies) in the Arctic zone of the Russian Federation, capable of ensuring military security in various conditions of the military-political situation;

2) optimization of the system of integrated control over the situation in the Arctic, including border control at checkpoints across the state border

## Impact Factor:

ISRA (India) = 6.317  
 ISI (Dubai, UAE) = 1.582  
 GIF (Australia) = 0.564  
 JIF = 1.500

SIS (USA) = 0.912  
 PИHИЦ (Russia) = 3.939  
 ESJI (KZ) = 9.035  
 SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
 PIF (India) = 1.940  
 IBI (India) = 4.260  
 OAJI (USA) = 0.350

of the Russian Federation, the introduction of a regime of border zones in the administrative-territorial formations of the Arctic zone of the Russian Federation and the organization of instrumental technical control over the straits, river mouths, estuaries on the Northern sea route;

3) bringing the capabilities of border agencies in line with the nature of the threats and challenges of the Russian Federation in the Arctic.

3. In the field of environmental safety - the preservation and protection of the natural environment of the Arctic, the elimination of the environmental consequences of economic activity in the context of increasing economic activity and global climate change:

1) ensuring the conservation of the biological diversity of the Arctic flora and fauna, including by expanding the network of specially protected natural areas and water areas, taking into account the national interests of the Russian Federation, the need to preserve the natural environment in the face of expanding economic activity and global climate change;

2) implementation of scheduled dismantling of ships with nuclear power plants that have served the established service life.

4. In the field of information technology and communications - the formation of a single information space of the Russian Federation in its Arctic zone, taking into account natural features:

1) introduction of modern information and telecommunication technologies and means (including mobile) communications, television and radio broadcasting, control of ship traffic and aviation flights, remote sensing of the Earth, conducting areal surveys of ice cover, as well as a system of hydrometeorological and hydrographic support and support of scientific expeditionary research;

2) creation of a reliable system for the provision of navigation, hydrometeorological and information services, ensuring effective control of economic, military, environmental activities in the Arctic, as well

as forecasting and preventing emergencies, reducing damage in case of their occurrence, including through the use of the global navigation satellite system (GLONASS) and a multipurpose space system.

5. In the field of science and technology - ensuring a sufficient level of fundamental and applied scientific research on the accumulation of knowledge and the creation of modern scientific and geoinformational foundations for the management of the Arctic territories, including the development of means for solving defense and security problems, as well as the reliable functioning of life support systems and production activities in natural climatic conditions of the Arctic:

1) introduction of new technologies, including for cleaning the territories of islands, coastal zones and water areas of the Arctic seas from anthropogenic pollution, as well as the development of materials adapted to the natural and climatic conditions of the Arctic;

2) ensuring the implementation of the state program for the development of the research fleet of the Russian Federation, which also provides for research in the field of deep-sea activities and hydronautics, including the introduction of technical means and instrumentation, adapted to conduct polar scientific research.

6. In the field of international cooperation - ensuring a regime of mutually beneficial bilateral and multilateral cooperation between the Russian Federation and the Arctic states on the basis of international treaties and agreements to which the Russian Federation is a party.

In connection with the declared main goals and objectives of the socio-economic development of the Russian Federation, set out in the Concept for the long-term development of Russia until 2035, the vision of the Nenets Autonomous Okrug and understanding of the mission of regional executive authorities, a system of long-term goals and objectives of socio-economic development has been formed within the framework of the Strategy districts.

**Tab. 2. Goals and objectives of the socio-economic development of the Nenets Autonomous Okrug**

Goal 1. Outstripping economic growth through the development of the basic sector			
	a task	index	
1.1.	Stimulate economic growth by building on opportunities in the industrial sector	GRP / GDP	Volume, million rubles
			Growth, %
		Industrial production	Volume, million rubles
			Growth, %
1.2.	Ensure investment growth in the Nenets Autonomous Okrug	Investment in the main capital	Volume, million rubles
			Growth, %
		Government capital investments (consolidated budget)	% to GDP / GRP

<b>Impact Factor:</b>	<b>ISRA (India) = 6.317</b>	<b>SIS (USA) = 0.912</b>	<b>ICV (Poland) = 6.630</b>
	<b>ISI (Dubai, UAE) = 1.582</b>	<b>ПИИИ (Russia) = 3.939</b>	<b>PIF (India) = 1.940</b>
	<b>GIF (Australia) = 0.564</b>	<b>ESJI (KZ) = 9.035</b>	<b>IBI (India) = 4.260</b>
	<b>JIF = 1.500</b>	<b>SJIF (Morocco) = 7.184</b>	<b>OAJI (USA) = 0.350</b>

1.3.	Develop the basic oil and gas sector	Mining of oil and gas	Volume, million tonnes of oil equivalent
			Growth, %
1.4.	Stimulate an increase in the manufacturability of the base sectors	Performance labor in NHS	million rubles for 1 person
1.5.	Increase added value in the basic sector and move from mining to the production of technological products	Oil and gas processing	Volume, million tonnes of oil equivalent
Goal 2. An attractive region for life and work: high standards of human well-being and quality of life			
2.1.	High incomes of the population	GRP / GDP per capita	Volume, rubles
			Growth, %
		Average per capita monetary income of the population	Size, rub / month
			Growth in real disposable income of the population, %
			Growth in real cash income, %
2.2.	Improve demographic situation	Population	Permanent population, people
			Natural growth rate, per 1000 people population
			Migration growth rate, per 10,000 people population
		Expected life expectancy at birth	years old
2.3.	High employment of the population	Employed in the economy	Average annual number, people
2.4.	High living standards	The total area of residential premises, accounted for on average per inhabitant	sq. m
		Retail turnover	Volume, million rubles
			Increase, % to prev. year
		The volume of paid services to the population	Volume, million rubles
Growth, %			
2.5.	High quality of human potential of the territory and ample opportunities for personal development	Structure of employed in the economy by education level, %	The number of people employed in the economy with higher and secondary vocational education, % (average per year)
2.6.	Developed budgetary network and social services sector	Education costs	State + private, % to GRP

<b>Impact Factor:</b>	<b>ISRA (India) = 6.317</b>	<b>SIS (USA) = 0.912</b>	<b>ICV (Poland) = 6.630</b>
	<b>ISI (Dubai, UAE) = 1.582</b>	<b>ПИИИ (Russia) = 3.939</b>	<b>PIF (India) = 1.940</b>
	<b>GIF (Australia) = 0.564</b>	<b>ESJI (KZ) = 9.035</b>	<b>IBI (India) = 4.260</b>
	<b>JIF = 1.500</b>	<b>SJIF (Morocco) = 7.184</b>	<b>OAJI (USA) = 0.350</b>

			The budgetary systems,% to GRP
		Costs for health care	State + private,% to GRP
			The budgetary systems,% to GRP
Goal 3. Diversification of the economy, transformation of innovation and human capital into a leading factor of economic growth			
3.1.	Diversification of the economy	Contribution of non-oil and gas sectors in GRP	% of GRP
		Share of people employed in services	% of the number of employed in economics
3.2.	Increase the level of innovation and promote scientific and technological progress	Basic research and the promotion of scientific technological progress	% to GRP
Goal 4. Modern and efficient infrastructure			
4.1.	Efficient energy	Installed capacity utilization factor	%
		Energy intensity	tons of fuel equivalent per 1 mln. rubles
			tons of oil equivalent for \$ 1000
4.2.	Accessibility of transport and conditions for population mobility	Air traffic	pass / person
		Air availability	Average monthly salary / cost air ticket *****
4.3.	Comfortable living conditions. Urban lifestyle	Share of dilapidated and dilapidated housing stock	% to the total area of all housing fund
			Specific gravity housing stock equipped plumbing,%
		Improvement of the housing stock	Specific gravity housing stock equipped with water supply,%
			Specific gravity housing stock, equipped with sewerage,%
			Specific gravity
			housing stock equipped central heating,%
			Specific gravity housing stock equipped with hot water supply,%
4.4.	High communication mobility of the population. Inclusion in information exchange and knowledge	Internet coverage of the population	Number of users,% of population

<b>Impact Factor:</b>	<b>ISRA (India) = 6.317</b>	<b>SIS (USA) = 0.912</b>	<b>ICV (Poland) = 6.630</b>
	<b>ISI (Dubai, UAE) = 1.582</b>	<b>ПИИИ (Russia) = 3.939</b>	<b>PIF (India) = 1.940</b>
	<b>GIF (Australia) = 0.564</b>	<b>ESJI (KZ) = 9.035</b>	<b>IBI (India) = 4.260</b>
	<b>JIF = 1.500</b>	<b>SJIF (Morocco) = 7.184</b>	<b>OAJI (USA) = 0.350</b>

	exchange	The level of development of fixed telephony	The number of residential telephones in the public network per 1000 people population, in rural areas
		The level of development of cellular communications	The number of subscriber terminals of cellular communication per 1000 population
<b>Goal 5. An effective and balanced system of public administration</b>			
5.1.	Deficit-free (balanced) county budget	Deficit (s) / surplus (+ x) of the NAO budget	million rubles. % of expenses of the consolidated budget
5.2.	Program budget and performance budget	Share of the program part of the district budget	% of expenses of the consolidated budget
5.3.	Minimizing public administration costs	Share of government spending	% of GRP
5.4.	"Electronic" government and administration	Share of employees' jobs administration included in the electronic workflow	% of the total number of jobs in the public administration system
5.5.	Regulation of the provision of state and municipal services / performance of state and municipal functions	Share of state and municipal services / state and municipal functions subject to regulation	%
		Share of state and municipal services, provided in	% of the total volume of state and municipal
		multifunctional centers	services
		Reducing the transit time administrative procedures	% of the standard
		Reducing the number of compulsory personal visits applicant / recipient executive authority, providing public service	% of the standard
5.6.	Optimization of the functions of executive authorities and anti-corruption	Availability of a consolidated register of functions of executive bodies of state power and local self-government	yes / no
		Share of public services outsourced	% of the total volume of state and municipal services
		Expertise of draft regulatory legal acts for corruption	yes / no



## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИИ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

### Conclusion

It is necessary to make the process of transformation of the settlement system of the Nenets Autonomous Okrug manageable and provide for mechanisms to mitigate the consequences of these changes for residents by conducting a comprehensive audit of the state of small and medium-sized settlements (their provision with energy and social infrastructure; age composition and potential of human capital; budgetary provision and inclusion in special programs development and support) and an assessment of their development potential (based on an analysis of the economic base and the prospects for its development). A preliminary analysis indicates that a significant part of the Okrug's settlements, which today are designated as settlements with an average level of development, are in fact at risk, because these settlements lack competitive and

economically viable industrial specialization and are rapidly losing population; the engineering infrastructure of these settlements is outdated and is slowly being updated precisely because of the uncertainty of their future fate and function. On the other hand, there are zones with a significant prospect of growth in the demand for labor resources, including those permanently located on the territory - this is mainly the zone of the developing oil and gas production complex and the city of Naryan-Mar. It is obvious that the competent redistribution of the population and its preparation for new tasks will simultaneously reduce social losses and budget costs in the risk zone and provide conditions for the accelerated deployment of the updated settlement system, equipped with more mobile energy and modern means of communication.

### References:

1. (n.d.). *Prospects for the construction of the North-Siberian railway*. Retrieved 15.11.2018 from <https://tass.ru/transport/3296879>
2. (n.d.). *North Siberian Railway*. Retrieved 09.03.2019 from <https://dic.academic.ru/dic.nsf/ruwiki/357114>
3. (2008). *The document was approved by the Order of the President of the Russian Federation of September 18, 2008 No. 1969*.
4. Alekseev, V. (2002). *From the Heart of Asia to the Threshold of the European Arctic. Problematic regions of the resource type: economic integration of the European North-East, the Urals and Siberia* / Ed. Academicians V.V. Alekseev, V.V. Kuleshov and Professor M.K. Bandman. - Novosibirsk.
5. Basov, V., & Dmitrakova, T. (n.d.). *"BAM-2" is approved*. Retrieved from [http://www.newchemistry.ru/letter.php?n\\_id=7591](http://www.newchemistry.ru/letter.php?n_id=7591)
6. (n.d.). *History of the North Siberian Railway*. Retrieved from <http://www.loglink.ru/massmedia/analytics/reco rd/?id=1060>
7. (n.d.). *Northern Marine Corridor - Towards the Future*. Retrieved from <http://www.barents.no/cppage.4951854-142772.html>
8. Vasiliev, A.V. (2011). Arctic: a new vector of development. *Arctic. Ecology and economics*, No. 1, pp. 20–25.
9. (2014). *State program of the Russian Federation "Socio-economic development of the Arctic zone of the Russian Federation for the period up to 2020": Decree of the Government of the Russian Federation No. 366 of April 21, 2014*.
10. (2014). *On the land territories of the Arctic zone of the Russian Federation: Decree of the President of the Russian Federation No. 296 of May 2, 2014*.
11. Tsukerman, V.A. (2012). Conceptual Foundations of Innovative Industrial Development of the North and the Arctic. *North and Market: Formation of the Economic Order*, No. 3, pp. 139-143.
12. Kozmenko, S.Yu., Selin, V.S., & Shchegolkova, A.A. (2014). Features of the delimitation of the marine space of the Arctic. *Marine collection*, No. 5, pp. 41–44.
13. (n.d.). Zhuravel Valery Petrovich - Ph.D., Associate Professor, Leading Researcher, Head of the Center for Arctic Research, Institute of Europe, RAS

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIHIQ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

SOI: [1.1/TAS](#) DOI: [10.15863/TAS](#)

### International Scientific Journal Theoretical & Applied Science

p-ISSN: 2308-4944 (print) e-ISSN: 2409-0085 (online)

Year: 2021 Issue: 10 Volume: 102

Published: 01.10.2021 <http://T-Science.org>

QR – Issue



QR – Article



**Artur Alexandrovich Blagorodov**

Institute of Service Sector and Entrepreneurship (branch) of DSTU  
Bachelor

**Danil Sergeevich Shcherbakov**

Institute of Service Sector and Entrepreneurship (branch) of DSTU  
Bachelor

**Yulia Alekseevna Homenko**

Institute of Service Sector and Entrepreneurship (branch) of DSTU  
Candidate of Agricultural Sciences,  
Associate Professor

**Vladimir Timofeevich Prokhorov**

Institute of Service Sector and Entrepreneurship (branch) of DSTU  
Doctor of Technical Sciences, Professor  
Shakhty, Russia

**Galina Yuryevna Volkova**

LLC TSPOSN «Ortomoda»  
Moscow, Russia

## ON THE IMPORTANCE OF TARGET INDICATORS FOR THE PERIOD UP TO 2035 FOR THE IMPLEMENTATION OF THE STRATEGY OF SOCIAL AND ECONOMIC DEVELOPMENT OF THE POPULATION OF THE NENETS AUTONOMOUS DISTRICT

**Abstract:** in the article, the authors assess the significance of the target indicators for the period up to 2035 for the implementation of the strategy of socio - economic development for the population of the Nenets Autonomous Okrug in the framework of the decree of the President of the Russian Federation of October 26, 2020 No. 645, namely: modernization of the urban environment and social infrastructure of settlements, ensuring availability of high-quality social services for people belonging to small peoples, completion of the implementation of the program for the development of navigation in the river basins of the NAO, approval of a program of state support for traditional economic activities of small peoples, improvement of the system of providing social guarantees to citizens of the Russian Federation living and working in the NAO.

**Key words:** urban environment, social infrastructure, social services, local fuel, comfortable housing, settlements, settlements, small peoples, economic development, regions, district, investment policy, investment attractiveness, investment climate.

**Language:** English

**Citation:** Blagorodov, A. A., Shcherbakov, D. S., Homenko, Y. A., Prokhorov, V. T., & Volkova, G. Y. (2021). On the importance of target indicators for the period up to 2035 for the implementation of the strategy of social and economic development of the population of the nenets autonomous district. *ISJ Theoretical & Applied Science*, 10 (102), 37-75.

**Soi:** <http://s-o-i.org/1.1/TAS-10-102-2>

**Doi:**  <https://dx.doi.org/10.15863/TAS.2021.10.102.2>

**Scopus ASCC:** 2000.

## Impact Factor:

ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 1.582	PIHIQ (Russia) = 3.939	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350

### Introduction

UDC 335.17: 519.44

1. Investment policy is the most important component of the economic policy of the Nenets Autonomous Okrug. The result of its implementation is the attraction of investments in volumes ensuring the diversification of production and expanded reproduction of the economy, improving the quality of life of the population of the Nenets Autonomous Okrug.

Investment policy is a purposeful activity of the executive bodies of state power of the Nenets Autonomous Okrug and local authorities to activate and stimulate the investment process, attract and efficiently use investment resources to solve the problems of complex socio-economic development of the Nenets Autonomous Okrug.

2. The investment policy of the Nenets Autonomous Okrug for the period up to 2035 determines the targets for ensuring a favorable investment climate in the Nenets Autonomous Okrug. It is aimed at increasing the investment attractiveness of the Nenets Autonomous Okrug, creating conditions for mobilizing internal and increasing the inflow of external investment resources and new technologies into the economy of the Nenets Autonomous Okrug, expanding sources of investment for business and projects initiated by the authorities of the Nenets Autonomous Okrug, improving the efficiency of investments, developing regional infrastructure using public-private partnership mechanisms.

The purpose of the investment policy is to ensure high rates of attracting investments in the economy of the Nenets Autonomous Okrug. The result of the implementation of this goal is expressed in the outstripping growth in investment in fixed assets of the Nenets Autonomous Okrug, aimed at overcoming the infrastructural constraints of economic growth and diversifying the economy towards advanced processing industries, production of innovative products, development of the service sector and entrepreneurial activity.

3. The system of tasks for the implementation of investment policy in the region is represented by the following structure:

1) formation of a favorable investment climate in the territory of the Nenets Autonomous Okrug:

increasing the investment attractiveness of the Nenets Autonomous Okrug; development of investment activity in the territory of the Nenets Autonomous Okrug;

2) active attraction of investments.

To provide investors with information about the Nenets Autonomous Okrug, an investment passport is formed.

4. In order to create a favorable investment climate in the district, five key areas of work have been identified:

1) creation of a system of state support for investment activities; development of investment potential;

2) reduction of investment risks;

3) formation of a positive investment image;

4) development of investment activity.

5. The creation of a system of state support for investment activities is determined by the systematic implementation [Plan](#) measures ("roadmap") for the implementation of the Standard for the activities of executive authorities to ensure a favorable investment climate in the Nenets Autonomous Okrug, approved by the order of the Governor of the Nenets Autonomous Okrug dated 23.09.2013 No. 207-rg.

The solution to the problem of developing investment potential is measured in general by indicators of investment growth in the Nenets Autonomous Okrug.

In the process of implementing the investment policy, taking into account investment risks and developing mechanisms to overcome them is of great importance, since the Nenets Autonomous Okrug is interested in attracting not only domestic, but also foreign investments.

6. The formation of a positive investment image of the Nenets Autonomous Okrug is carried out in the following areas:

the formation of the prestige of the territory with the help of the media and other information and reference materials;

using the capabilities of the official portal of the authorities of the Nenets Autonomous Okrug ([adm-nao.ru](#)) and a specialized bilingual Internet portal dedicated to investment activities in the Nenets Autonomous Okrug ([invest.adm-nao.ru](#)) to post information on investment processes;

the activity of the executive authorities of the Nenets Autonomous Okrug in achieving certain prominence in the domestic and international community;

polarization of the district's achievements and its investment opportunities at various exhibitions, meetings and seminars both in Russia and abroad, as well as receiving domestic and foreign delegations on the territory of the Nenets Autonomous District.

The implementation of the policy of actively attracting investments into the economy of the Nenets Autonomous Okrug is characterized by an increase in the volume of investments in fixed assets from all sources of financing.

In the period up to 2035, it is necessary to concentrate efforts on the development of competition, new technological changes and the increasing role of human capital. The role of innovations in socio-economic development will

## Impact Factor:

ISRA (India)	= 6.317	SIS (USA)	= 0.912	ICV (Poland)	= 6.630
ISI (Dubai, UAE)	= 1.582	PIHIQ (Russia)	= 3.939	PIF (India)	= 1.940
GIF (Australia)	= 0.564	ESJI (KZ)	= 9.035	IBI (India)	= 4.260
JIF	= 1.500	SJIF (Morocco)	= 7.184	OAJI (USA)	= 0.350

significantly increase, while the influence of traditional growth factors in the overall development of the region will decrease.

7. To implement the task of actively attracting investments in the economy of the Nenets Autonomous Okrug, a system of partnerships should be maintained with professional participants in the investment market and potential investors, banks, specialized financial institutions and organizations, with Russian and international development institutions.

In order to attract investments to the territory of the Nenets Autonomous Okrug, to create conditions for the development of subjects of investment and entrepreneurial activity on the territory of the Nenets Autonomous Okrug, a Microfinance Organization, the Fund for Entrepreneurship Support and the Provision of Guarantees for the Nenets Autonomous Okrug, was created.

The instruments for increasing investment activity and attracting investments in both the infrastructure and the private sectors of the economy of the Nenets Autonomous Okrug are the register of investment projects implemented in the Nenets Autonomous Okrug and the register of infrastructure sites in the Nenets Autonomous Okrug.

The objectives of creating these instruments are to organize a system for accounting for investment projects and infrastructure sites for the subsequent attraction of investment resources based on a single database, as well as creating an information basis to help increase investment activity in the Nenets Autonomous Okrug.

8. Particular attention should be paid to stimulating the investment activity of existing enterprises focused on expanding or modernizing production, intensifying export activities, as well as implementing energy conservation and energy efficiency measures.

9. It is necessary to form new instruments and conditions for attracting free financial resources of individuals and legal entities of the Nenets Autonomous Okrug for their active inclusion in the investment process by investing in projects implemented in the territory of the Nenets Autonomous Okrug.

10. An important tool for attracting investments is an active policy of searching for and attracting direct investments, including foreign ones, and localizing new industries in the territory of the Nenets Autonomous Okrug.

Active attraction of investments is associated with the formation of program measures aimed at attracting investments in existing enterprises, in infrastructure projects, localization of new industries, implementation of other commercial and innovative projects. Within the framework of this task, it is necessary to form and implement a system for assessing the effectiveness of the executive bodies of

state power of the Nenets Autonomous Okrug and local self-government of municipalities of the Nenets Autonomous Okrug, based on the fact that the planned indicators of attracting investments (in terms of volumes and growth rates) in the relevant supervised area have been achieved.

11. One of the main mechanisms of an active policy to attract investment is the formation of a circle of partner companies that assist investors in locating production facilities on the territory of the Nenets Autonomous Okrug.

12. The most purposeful mechanism for actively attracting investment in the economy of the Nenets Autonomous Okrug is the implementation of infrastructure projects of public-private partnership. The implementation of such projects allows to reduce the burden on the district budget for capital investments, to revise plans for the construction of infrastructure facilities in the direction of expanding the list and accelerating their commissioning, to provide a fuller and wider scale of coverage with new construction and reconstruction of infrastructure facilities and the commissioning of new production facilities, technologies, innovative and energy efficient solutions.

13. The formation and improvement of the regulatory legal framework of the Nenets Autonomous Okrug will create a system of legislative complex that forms a system for attracting and stimulating investments, establishing guarantees for the safety of investments and mechanisms for protecting the rights of investors. In this case, the following principles must be observed:

stability of legislation governing investment activities;

development of procedures and mechanisms that protect investors from illegal actions of state authorities, local authorities and their officials;

recognition and observance of the investor's rights to implement an investment project; avoiding worsening conditions for investors;

protecting property rights and improving interactions with corporate management;

the use of progressive tools for the influence of the state authorities of the Nenets Autonomous Okrug on private business.

14. Provision of property and other legal guarantees to investors at the legislative level is one of the factors in increasing the inflow of investments.

State support for investment projects using financial incentive mechanisms (provision of tax incentives, government guarantees, subsidies or other forms of financing) is based on the compliance of investment projects with priority economic activities of the Nenets Autonomous Okrug.

### Main part

Small and medium-sized businesses are the basis for creating new jobs, reducing unemployment,

## Impact Factor:

<b>ISRA (India)</b>	<b>= 6.317</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 1.582</b>	<b>PIHIQ (Russia)</b>	<b>= 3.939</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 9.035</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 7.184</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

replenishing the budget of the Nenets Autonomous Okrug through tax revenues, realizing the entrepreneurial potential of the population, and increasing the competitiveness of regional business.

With the aim of developing and supporting entrepreneurial activity in the Nenets Autonomous Okrug, a Microfinance organization, the Fund for Entrepreneurship Support and the Provision of Guarantees for the Nenets Autonomous Okrug, was created; the creation of conditions for entrepreneurial activity is carried out by the executive bodies of state power of the Nenets Autonomous Okrug, headed by the Administration of the Nenets Autonomous Okrug.

The Nenets Autonomous Okrug is a unique entity for conducting entrepreneurial activities, since in the territory of the okrug personal support of each entity engaged in entrepreneurial activity is possible.

The following mechanisms have been developed to support business entities: grants to start-up entrepreneurs, subsidies to reimburse part of the costs in carrying out entrepreneurial activities, subsidies from specialized executive bodies of state power of the district, microfinance and guarantees.

In addition to financial support, entrepreneurs are provided with information and methodological support. Every entrepreneur has the right to count on personal attention from the heads of the district, executive bodies of state power, institutions for supporting entrepreneurship in solving issues arising in the implementation of entrepreneurial activities.

To develop entrepreneurial activity, increase entrepreneurial activity, the executive bodies of state power of the Nenets Autonomous Okrug have the following tasks:

- improvement of the legal framework governing entrepreneurial activity;

- development of existing mechanisms of financial and non-financial support for entrepreneurship;

- dissemination of positive experience in doing business; training and retraining of professional personnel for small and medium-sized businesses;

- assistance in promoting products of small and medium-sized enterprises to regional, Russian and international markets;

- carrying out information and analytical monitoring of the development of small and medium-sized businesses in the field and the development of measures of state policy for the further development of entrepreneurship.

The main directions of the socio-economic development of the Nenets Autonomous Okrug ensure the implementation of the target scenario for the development of the okrug in accordance with the system of target indicators of the long-term development strategy of the Russian Federation and taking into account the nationwide tasks of ensuring a high quality of life for Russians, and achieve technological leadership in the most important sectors

of the country's economy. The main strategic directions fix the challenges that are relevant for the socio - economic development of the region in the medium and long term, and the possible and available ways for regional executive authorities to deal with these challenges.

The largest oil companies of Russia are taking part in the development of oil fields: Rosneft, LUKOIL, Surgutneftegaz, Tatneft, Bashneft, Zarubezhneft. In addition, in the framework of international cooperation in the implementation of oil and gas projects, foreign partners take part: the French company "Total", the Norwegian "Statoil", the oil and gas corporation of the Socialist Republic of Vietnam - KNG "Petrovietnam". In total, as of 01.01.2016, 26 companies operate in the territory of the Nenets Autonomous Okrug, they hold 103 licenses for the right to use subsoil.

Oil production in the region began in 1984 with a trial operation of the largest in the Nenets Autonomous Okrug, the Kharyaga oil field.

An analysis of the dynamics of production in the territory of the Nenets Autonomous Okrug shows that in 2009 the peak of production was reached - 18.8 million tons, in the period from 2010 to 2013 in the region there was a decrease in oil production. Positive dynamics was outlined only at the end of 2014, the level of 2009 was achieved in 2019. Further forecast shows the possibility of a decrease in production volumes by 2035. With the existing volumes of oil production, the provision of oil and gas producing enterprises with proven oil reserves in the Nenets Autonomous Okrug is more than 50 years.

The remaining in the unallocated fund are 8 oil fields with total reserves of less than 60 million tons of oil, mostly small - with reserves of less than 15 million tons, which cannot serve as a reserve for oil production growth.

In the near future, the main reserve for the growth of oil production on the territory of the Okrug is the previously licensed fields that were not involved in development, or that were commissioned in the last year or two and are at the initial stage of development. Thus, a certain increase in production volumes can be expected due to the commissioning of deposits in the Central Khoreyver zone (JV "Rusvietpetro"), the R. Trebs and A. Titov (JSC ANK Bashneft), the Labaganskoye and Naulskoye fields (JSC NK Rosneft), expansion of the 3rd stage of development of 2 - 3 objects of the Kharyaginskoye field, developed by JSC Total RRR on the terms PSA.

In 2016, the Naulsky oil field was commissioned by OJSC NK Rosneft.

In addition to the aforementioned oil production facilities, the bulk of oil production will be provided by previously commissioned fields (the largest - Yuzhno-Khylchuyu, Kharyaginsky, Inzyreysky, Tedinsky, Val Gamburtsev fields, etc.).

However, one should not lose sight of the

## Impact Factor:

ISRA (India)	= 6.317	SIS (USA)	= 0.912	ICV (Poland)	= 6.630
ISI (Dubai, UAE)	= 1.582	PIHIQ (Russia)	= 3.939	PIF (India)	= 1.940
GIF (Australia)	= 0.564	ESJI (KZ)	= 9.035	IBI (India)	= 4.260
JIF	= 1.500	SJIF (Morocco)	= 7.184	OAJI (USA)	= 0.350

deposits with a significant degree of depletion and other deposits, the volumes of production on which for various reasons are falling.

The increase in oil production in the Nenets Autonomous Okrug due to the new fields will be somewhat offset by a natural drop in oil production at the fields under development.

Under these conditions, the development of the oil transportation infrastructure is not a deterrent to the level of oil production. The entire oil and gas transportation infrastructure created on the territory of the Nenets Autonomous Okrug, including the Varandey oil loading terminal of OAO NK LUKOIL, ensures the transportation of hydrocarbons from the fields of the Nenets Autonomous Okrug.

At present, oil is transported from the territory of the Okrug in the southern and northern directions. In the southern direction - to the Baltic pipeline system of Transneft, in the northern direction - by tankers through the Varandey oil loading terminal of LUKOIL.

Despite the fact that the Nenets Autonomous Okrug is an oil-producing region, its budget revenues do not directly depend on the volume of oil production and on the conjuncture of world prices for hydrocarbon raw materials. The main "oil" taxes - mineral extraction tax - are to be credited to the federal budget and the budget of the Arkhangelsk region, corporate income tax - a part is credited to the federal budget, a part within the framework of the Agreement concluded from January 1, 2015 to December 31, 2021 between by the state authorities of the Nenets Autonomous Okrug and the Arkhangelsk Region are credited to the budget of the Nenets Autonomous Okrug in accordance with the standards established in the Agreement.

The main "budget-forming" taxes in the Nenets Autonomous Okrug are the corporate property tax and, to a lesser extent, the transport tax.

Taking into account that a trend has developed and continues to develop in the district of the largest production facilities, and most of them have already been commissioned, there is a long-term risk of loss of income due to increased depreciation of the operated property complex.

At the same time, given a good oil price, the additional profit of oil producing companies can be used to implement projects for the development of medium-sized and small fields, the profitability of which at today's oil price levels is negative (we mean the construction and commissioning of a property complex).

As for the Kharyaga PSA, here the revenues of the state (in particular, the budget of the Nenets Autonomous Okrug) directly depend on the volume of oil production and the price of oil.

It is necessary to make maximum use of the opportunities for the development of oil and gas production in the Nenets Autonomous Okrug, which

arise as a result of the reduction in production in Western Siberia and the creation of incentives for the implementation of new production projects at the level of the Russian Federation. At the same time, it is necessary to take into account the severe environmental restrictions arising from the peculiarities of the climate and landscapes of the district, and give priority to long-term and sustainable growth over a rapid expansion of production, which jeopardizes the ability to maintain a stable volume in the long term. Theoretically, intensive methods of oil production at the fields distributed between the companies allow to produce 45–55 million tons of oil per year by 2020, which would lead to an increase in the status of the Timan-Pechora oil and gas province in the Russian Federation.

The main reserve of free gas reserves is concentrated in 5 fields prepared for development and amounts to about 370 billion m<sup>3</sup>, including for the following fields:

1. Vasilkovskoye with reserves of 81 billion cubic meters - licensed (CJSC Pechorneftegazprom), in development, with an average annual production of natural gas of about 135 million cubic meters and 4 - 4.5 thousand tons of gas condensate, to provide gas to settlements in the district.

2. Kumzhinskoye with reserves of 101 billion m<sup>3</sup> - licensed (ZAO SN-Invest, a subsidiary of OOO Pechora LNG);

3. Korovinskoe with reserves 46 billion m<sup>3</sup> - licensed (OOO Evroseverneft, a subsidiary of OOO Pechora LNG);

4. Layavozhskoye with reserves of 139 billion m<sup>3</sup> - unallocated fund, subsoil plot of federal significance;

5. Vaneivisskoe with reserves 85 billion m<sup>3</sup> - unallocated fund, subsoil plot of federal significance;

As already mentioned, free gas production is currently carried out only at the Vasilkovskoye gas condensate field in order to gasify the district's settlements.

In 2016, the licensing of the Nenets Autonomous Okrug field was carried out, referred to the subsoil areas of federal significance - Vaneivisskoe and Layavozhskoe (both oil and gas condensate) with total gas reserves of more than 225 billion m<sup>3</sup>.

Pechora LNG (LLC Pechora LNG) is a project for the development of two gas condensate fields in the Nenets Autonomous Okrug - Kumzhinsky and Korovinsky, creating a gas transportation infrastructure, building a comprehensive gas treatment unit (CTP), as well as building a gas liquefaction plant near the village of Indiga. Licenses for the development of the Kumzhinskoye and Korovinskoye gas condensate fields are held by SN-Invest CJSC and EuroSeverNeft LLC (a joint venture of ALLTEK Group and OJSC NK Rosneft).

The Pechora LNG company, together with Giprospeftgaz, prepared options for the development

## Impact Factor:

<b>ISRA (India)</b>	<b>= 6.317</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 1.582</b>	<b>PIHIQ (Russia)</b>	<b>= 3.939</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 9.035</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 7.184</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

of gas condensate fields in the district. To make the final investment decision, it is necessary to decide on the sale of products.

The sale of liquefied natural gas (LNG) is planned to be carried out to the markets of the Asia-Pacific region: India, Korea, etc., which implies the use of the Northern Sea Route.

In 2015, amendments and additions were made to the licenses for the right to use the subsoil of the Kumzhinsky and Korovinsky subsoil plots: the licenses were extended until 2035 (from 2032 and 2034, respectively), the project implementation terms were postponed: end of 2025 (from 2016 and 2017, respectively).

To increase oil and gas production on the territory of the Nenets Autonomous Okrug to the level of 20-22 million tons of oil equivalent per year and to stabilize it in this corridor, it is necessary not only to develop production, but to ensure the comprehensive development of the infrastructure for transporting oil and gas to the main markets. In general, it is necessary to form a flexible (mobile and diversified by target markets) integrated system of oil transportation in the northern part of the Timan-Pechora oil and gas province, taking full advantage of the possibilities of direct access to world markets due to coastal location and growing and unmet needs of Gazprom in gas in the Komi Republic. At the same time, it is important to take into account the complex corporate structure

of the oil and gas complex of the Nenets Autonomous Okrug, a historically spontaneous oil transportation system based on inter-field pipelines of producing companies and the absence in the region of main pipelines of national monopolists - OJSC Gazprom and OJSC Transneft. To remove infrastructure restrictions for the growth of oil production and the development of gas and gas condensate production, it is necessary:

1. To maximize the potential of the coastline of the Nenets Autonomous Okrug to develop new opportunities for the supply of Timan-Pechora oil and gas to world markets, supporting the development of projects:

1) Varandey system (includes the Varandey oil offloading terminal (VNOT) and interfield pipelines to South Khylochuy, the A. Titov, R. Trebs and G. Chernov fields and the Varandey group fields);

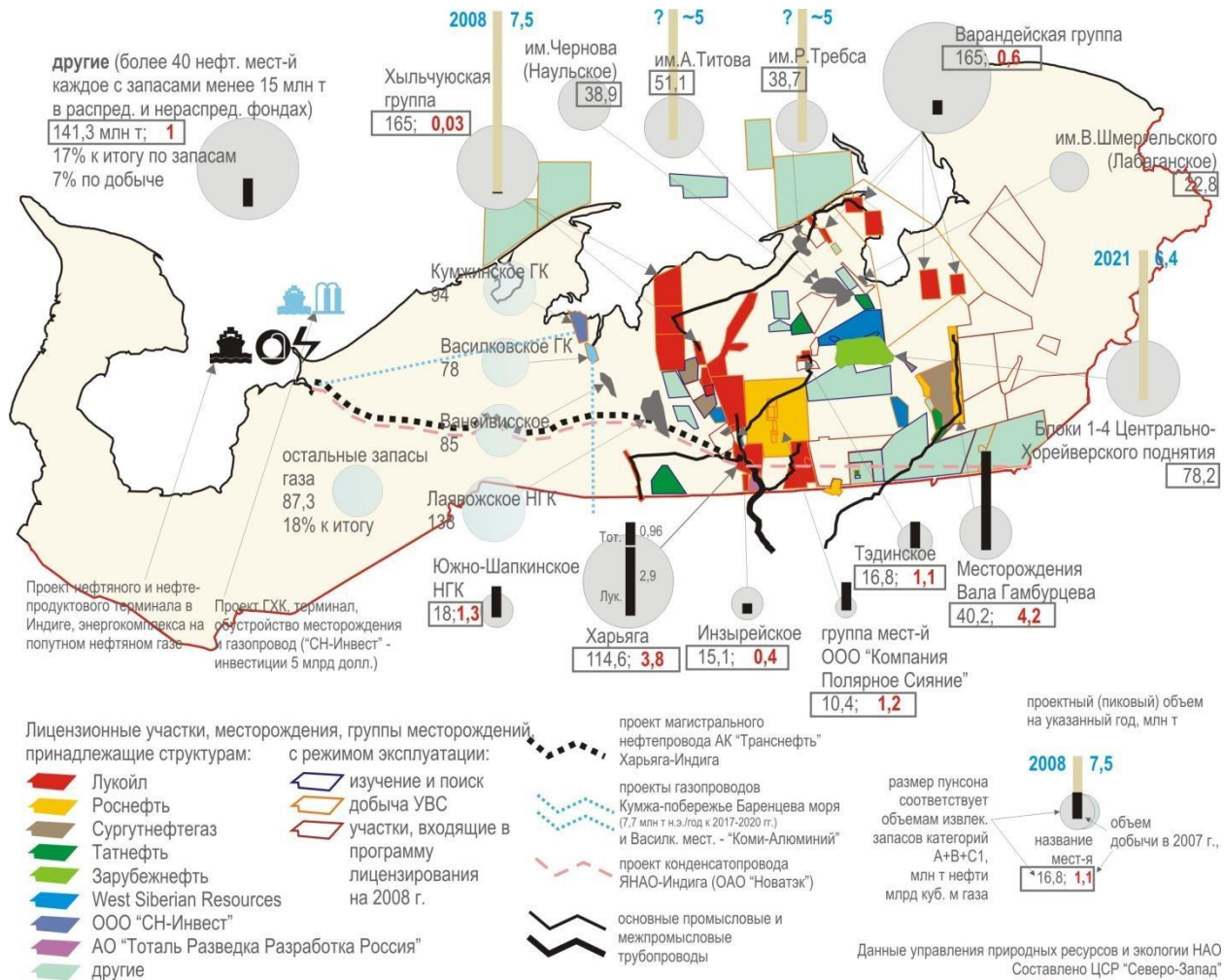
2) the Kharyaga-Indiga system, involving the construction of a trunk oil pipeline (MNP) and a terminal with a capacity of 12 million tons (built by 2017);

3) transport and processing system Kumzhinskoe field - Indiga (capacity 7.7 million tons of oil equivalent), including a gas chemical plant;

4) consider the relevance of the project for the construction of the Yamalo-Nenets Autonomous Okrug - Indiga condensate pipeline with a throughput capacity of 12 million tons and a length of 1600 km.

## Impact Factor:

ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 1.582	ПИИЦ (Russia) = 3.939	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350



**Fig. 1. The main announced projects for the development of oil and gas production and oil and gas transportation infrastructure in the Nenets Autonomous Okrug**

2. To form an integrated pipeline system based on the existing and under construction interfield oil pipelines of the operating companies and by coordinating and agreeing on future projects for the development of pipeline infrastructure in the Nenets Autonomous Okrug. Within the framework of the program for the formation of an integrated system, it is necessary to ensure:

1) flexibility of the system (due to the technological capabilities of individual sections to work in a reverse mode) and the ability to maneuver commodity flows of raw materials (due to the "margin" of strength of the system);

3. non-discriminatory access to the system for small and medium-sized production companies, without which it is difficult to effectively develop the northern part of the Timan-Pechora oil and gas industry (TP NGP) (which has a large number of small fields).

4. Take advantage of the increased demand for natural gas in the Komi Republic arising from the implementation of the Komi-Aluminum projects, the expansion of the Syktyvkar LPK and the possible

construction of a large new pulp and paper mill, which cannot be met by OAO Gazprom - to expand gas production at the Vasilkovskoye gas condensate field, start production at the Naryan-Mar group of fields (Layavozhskoye - reserves of 125.6 billion cubic meters and Vaneivisskoye with reserves of 85.2 billion cubic meters) and form a gas transportation infrastructure in the direction of Komi with a capacity of 2.5 to 5 billion cubic meters ... m / year - up to 3.8 million tons of oil equivalent.

To increase the stability of the Okrug's economy in relation to changes in the situation on the world commodity markets, it is necessary to stimulate the product diversification of the oil and gas complex and an increase in the volume of added value created in the fuel and energy sector of the Nenets Autonomous Okrug through the formation of large high-tech complexes for deep processing of oil, gas and gas condensate in the coastal zone ... The location of large oil and gas processing complexes at sea terminals and in the immediate vicinity of raw material production areas in recent decades has been the main global trend in the location of new hydrocarbon processing



## Impact Factor:

ISRA (India)	= 6.317	SIS (USA)	= 0.912	ICV (Poland)	= 6.630
ISI (Dubai, UAE)	= 1.582	PIHIQ (Russia)	= 3.939	PIF (India)	= 1.940
GIF (Australia)	= 0.564	ESJI (KZ)	= 9.035	IBI (India)	= 4.260
JIF	= 1.500	SJIF (Morocco)	= 7.184	OAJI (USA)	= 0.350

facilities.

1. The prospects for the construction of a large (with a capacity of up to 12 million tons) oil refining complex in Indiga are due to the following factors:

1) Indiga is located in the non-freezing part of the Barents Sea: the navigation period is 20 - 25 days longer than the Arkhangelsk Sea, 50 days longer than the Pechora Sea; movement in ice to the non-freezing part of the Barents Sea is 60–100 miles (15–25 hours of movement in ice) less than from Arkhangelsk and less than from the Gulf of Finland. It is believed that there is a possibility of ice-class vessels sailing in the area of the Indiga Bay without icebreaker escort for at least 185 days (for the Arkhangelsk port, this figure ranges between 94 for points on the seashore and 167 for berths in the city). The most severe ice conditions in Indiga are typical for the period from February to April, however, the high salinity of the waters of the Indiga Bay contributes to the fact that the ice is much more easily amenable to mechanical destruction;

2) Indiga has favorable hydrological and logistic conditions for the construction of a marine terminal to ship crude oil and petroleum products to the key markets of the European Union and the United States. The depths in the Indiga Bay allow receiving tankers with a deadweight of up to 350 thousand tons of VLCC class. Ice conditions in the area of the proposed terminal dictate the use of ice-class vessels, which limits the tonnage, which means the economic efficiency of sending crude oil directly via transoceanic routes. Nevertheless, vessels of Panamax and Handymax classes with a deadweight of no more than 120 thousand tons are used for the transportation of oil products.

In December 2015, a company of the Rosneft group and a company of the Alltek group completed the creation of a joint venture (JV) to develop projects for the production and monetization of gas reserves in the Nenets Autonomous Okrug. The joint venture included licenses for subsoil use in relation to the Kumzhinskoye and Korovinskoye fields and funds that will be used for the development of the project. If the JV acquires the right to use subsoil to the Vaneivisskoye and Layavozhskoye fields, a new gas production center will appear in the Nenets Autonomous Okrug, the JV will become the basis for the creation of a new high-tech gas production center in the Nenets Autonomous Okrug, within which it is planned to implement various projects for production, processing, marketing and supply gas of end consumers.

3) On the territory of the Nenets Autonomous Okrug, a raw material base, unique in quality and sufficient in terms of reserves for the construction of an oil refinery, is available in terms of the physical and chemical characteristics of the composition, the oil reserves of the Nenets Autonomous Okrug are represented mainly by light oil (60.5% of oil has a density of up to 0.87 g / m<sup>3</sup> cm), little - and medium-

sulfur (the share of oil reserves with a sulfur content of up to 2% is 82.7%). Refining of light, low-sulfur crude oil requires the least amount of capital investment for the production of petroleum products with high added value;

4) after the construction of the Barentskomur railway line, oil products of the new complex can be supplied not only by sea to the EU and the USA, but also to the domestic Russian market, which is already experiencing an acute shortage of high-quality (meeting Euro-3 and Euro-4 standards) motor fuel;

5) the possibility of creating an efficient power supply system for an oil refinery by building a gas pipeline system in the Nenets Autonomous Okrug to collect and supply a part of associated petroleum gas to a gas pipeline parallel to the Kharyaga - Indiga oil pipeline (which will also reduce flaring volumes) or use natural gas from the Kumzhinsky field and modern an environmentally friendly power plant with a capacity of 180 MW with a combined cycle plant with high efficiency (53 - 55% in power generation mode and more than 80% in combined mode).

As a result of the project implementation, more than 3 thousand new permanent jobs will be created in the Nenets Autonomous Okrug, and more than 5 thousand temporary jobs will be created during the construction process. The total investment in the project (excluding Barentskomur), according to preliminary estimates by the Center for Strategic Research North-West Foundation, will amount to about 250 billion rubles, and its implementation will require the participation of large Russian vertically integrated corporations (VICs), a foreign partner, capable of providing access to the US and EU markets, as well as the so-called Development Institutions (Development Bank, Investment Fund).

2. The project for the construction of a gas chemical complex on the coast of the Barents Sea (tentatively, in Indiga), operating on the raw material base of the Kumzhinskoye gas and gas condensate field, has been announced by private investors and involves the development of the field, the construction of a gas pipeline to the coast in the Indiga region and a modern gas chemical complex and a marine shipping terminal. The annual production of gas condensate will be equivalent to 5-6 billion cubic meters. m, and the gas chemical complex will produce 67.8 thousand barrels of synthetic liquid fuel (GTL). At the moment, the project envisages the production of methanol, urea and ammonia, however, in the future, it may also accommodate the production of motor fuel from methanol. The total estimated investment exceeds 120 billion rubles.

The Kumzhinskoye field was discovered in 1974 and is located in the Pechora delta, 60 km from Naryan-Mar. On it 25 wells were drilled and subsequently mothballed. The proven reserves of C1 natural gas amount to 94.233 billion cubic meters. m, C2 - 10.257 billion cubic meters. m. Recoverable

## Impact Factor:

ISRA (India)	= 6.317	SIS (USA)	= 0.912	ICV (Poland)	= 6.630
ISI (Dubai, UAE)	= 1.582	PIHIQ (Russia)	= 3.939	PIF (India)	= 1.940
GIF (Australia)	= 0.564	ESJI (KZ)	= 9.035	IBI (India)	= 4.260
JIF	= 1.500	SJIF (Morocco)	= 7.184	OAJI (USA)	= 0.350

reserves of gas condensate C1 are estimated at 4.86 million tons, C2 - 632 ml. tons Gas condensate is the most valuable petrochemical feedstock providing a wide range of end products and a high level of utilization. In the early 1980s, an accident occurred at the field, which they tried to liquidate with a local underground nuclear explosion. It is believed that further development of the field will reduce the excess in-situ pressure, which will lead to the elimination of existing environmental threats. However, a number of experts believe that

Benefits from the implementation of processing projects include:

1) in the transition of the Nenets Autonomous Okrug from ensuring the supply of exclusively raw materials to the world market to the production of products with high added value and supplied both to the EU and US markets, and to the main markets of the Russian Federation - this will increase the stability of the region's economy, whose macroeconomic indicators today are directly related to fluctuations in oil prices;

2) in creating new jobs in the region and strengthening the settlement system in the western part of the okrug;

3) in the development of infrastructure (including social) of the Nenets Autonomous Okrug;

4) growth of revenues of budgets of all levels.

Diversification of the economy of the Nenets Autonomous Okrug through the creation of new sectors such as tourism, transport, "urban economy" and mining of solid minerals, as well as through the modernization and restoration of traditional types of farming and the food industry on their basis is an essential component of the strategy. These sectors, even taken together, in the foreseeable future will not be able to surpass the basic oil and gas sector in importance, however, their development will increase the stability of the region's economy and develop the local labor market regardless of the situation on the global energy markets. In addition, almost all new and rehabilitated sectors of the economy are of great cultural and social importance, since they allow preserving the identity and specificity of the territory and local communities.

The agricultural sector of the Nenets Autonomous Okrug is the main source of livelihoods for the indigenous population and one of the components of the region's economy. The uniqueness of the agro-industrial complex of the Okrug lies in the fact that it combines the traditional experience of the peoples of the North and socio-economic innovations of the 20th and early 21st centuries.

The importance of agriculture in the region's economy is primarily due to the fact that the industry ensures the food security of the region. Considering the territorial and geographical remoteness of the Nenets Autonomous Okrug and its underdeveloped transport infrastructure, it is very important to have its

own production in the subject.

In this regard, the priority areas for the development of traditional types of economic activity and the agro-industrial complex are:

1. Creation of a modern infrastructure for the production of high quality reindeer products, which implies:

1) development of a network of technological complexes for slaughtering and primary processing of reindeer with freezing tanks in traditional places of mass slaughter of reindeer (Oma village, Haruta village, Karataika village, Indiga village, Khongurei village, Nelmin Nos village);

2) creation of production for processing reindeer products - skins, endocrine-enzymatic raw materials, which in the future may be raw materials for the pharmaceutical industry;

3) construction of a network of trading posts along the reindeer grazing routes for:

- reception, accumulation, primary processing, storage and preparation for transportation of products of traditional industries and traditional crafts of the indigenous small-numbered peoples of the North (venison, fish, game, wild plants);

- providing reindeer herders with food, consumer goods and industrial and household goods, material and technical means; carrying out zooveterinary measures in reindeer herding farms;

- conducting a preventive medical examination of reindeer herders;

- provision of communication services;

- organization of cultural, educational and other events;

- providing other services.

2. Rational use of reindeer pastures:

1) carrying out a complex of geobotanical surveys and developing projects for on-farm land management of the territory of reindeer pastures of reindeer herding farms, creating an information base for the reindeer capacity of pastures, optimizing the borders of pastures;

2) In order to timely detect and eliminate cases of disturbed movement of reindeer on adjacent land plots, to comply with pasture rotation, it is necessary to introduce a system of satellite remote monitoring of the movement of reindeer herds.

3. Activities for the development of the fishing industry in the region:

1) financial recovery, restructuring, technological and managerial modernization of fishing collective farms;

2) renovation of the existing fleet and creation of its own fishing fleet for coastal fishing for the extraction of aquatic biological resources in the inland sea water bodies of the Nenets Autonomous Okrug;

3) construction of a fish processing enterprise in Naryan-Mar; to provide the enterprise with raw materials, it is necessary to build a network of fish

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIHIQ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

receiving points equipped with refrigeration equipment at the largest fish sites (Krasnoye settlement, Nelmin-Nos settlement, Andeg village, Oksino village, Velikovisochnoe village, Farikha site), as well as the purchase of water and land vehicles for transporting fish;

4) in the west of the district - the construction of fish receiving points equipped with refrigeration equipment, in the settlement of Indiga, with. Nes, s. Nizhnyaya Pēsha and with. Oma; purchase of land vehicles for transportation of products to Arkhangelsk;

5) in the east of the district - construction of 5 refrigerating chambers (2 - Karatayka village, 2 - Ust-Kara village, 1 - Varnek village), sale of fish on the territory of the Komi Republic;

6) construction of a fish hatchery in the area of Naryan-Mar (Lake Kharitonovo) to restore stocks and stabilize the abundance of coregonid fish species at an optimal level;

7) creation of fish farms for the implementation of commercial and pasture aquaculture aimed at providing the population of the district with high-quality fish products obtained without exceeding the norms for removing fish from water bodies and restored as a result of fish farming;

8) improvement of the legal and regulatory framework governing the fishing industry in the region;

9) reclamation work (technical and biological reclamation) on the main fishery reservoirs of the district, taking into account scientific recommendations;

10) carrying out research work to study the reserves of aquatic biological resources of the inland water bodies of the district;

11) providing the industry with qualified personnel, recruiting graduates from specialized educational institutions of Arkhangelsk, Murmansk, Salekhard.

4. Construction of modular points for the acceptance, cleaning and storage of wild plants in the municipalities of the district.

5. Modernization of existing and construction of new livestock farms and workshops for milk processing in order to preserve and develop the industry on a scale necessary to ensure the consumption of dairy products made from fresh raw materials, increase the volume and range of dairy products of our own production.

6. Development of vegetable growing for year-round supply of greenhouse vegetables to the residents of the district by reconstructing a greenhouse complex in the city of Naryan-Mar.

7. Stimulating the growth of the number of economic entities representing small forms of business.

8. Formation of human resources in the agro-industrial complex.

For the development of traditional types of economic activity and the agro-industrial complex, it is necessary to improve the mechanisms for providing state support.

9. Reorientation of hunting activities towards hunting tourism, which will require:

1) modernization and technical re-equipment of executive authorities responsible for the protection and reproduction of wildlife and habitats, maintaining state records, control and supervision over the observance of hunting legislation;

2) creation of an appropriate tourist product and its state support;

3) training and certification of gamekeepers-guides;

4) creation of infrastructure for hunting tourism (hunting bases and hunter's houses on the basis of hunting huts);

5) organizing a range of services such as transportation, food according to the recipes of hunting and traditional Nenets cuisine (catering), entertainment and active recreation (excursions to significant places, untouched corners of nature, fishing, picking mushrooms and berries, sports shooting, photography hunting for rare animals and birds, rental of hunting, tourist and sports equipment, gear and outfit, sale of souvenirs, etc.);

6) conducting advertising work (duplicating booklets, calendars, publishing popular literature), using the media, global computer networks, holding exhibitions, seminars, conferences.

The Nenets Autonomous Okrug possesses natural - climatic and cultural - historical potential for the development of the tourism services industry. Ethnocultural material is presented by archeological monuments and traditions of culture and economy of indigenous peoples and Old Believers. Natural monuments, flora and fauna of the region are a resource for the development of eco - fishing and hunting tourism. Specific natural and climatic conditions create opportunities for extreme tourism.

The strategic task is to develop a concept for the development of tourism in the Nenets Autonomous Okrug and, on its basis, the transformation of complex tourist services into a new industry that complements the basic raw material sector along with traditional types of management.

To realize the tourist potential, it is necessary to include the Nenets Autonomous Okrug in the route map of the North-West of Russia and position it as one of the tourist regions of the North of Russia for the key markets - Moscow and St. Petersburg and part of the inbound tourist flow.

Time-consuming and difficult transport accessibility of tourist resources due to their remoteness and scattering is the main limitation of the potential for their commercialization and narrows the range of potential consumers.

1. Priority areas for the development of

## Impact Factor:

<b>ISRA (India)</b>	<b>= 6.317</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 1.582</b>	<b>PIHHI (Russia)</b>	<b>= 3.939</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 9.035</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 7.184</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

ethnocultural tourism include:

1) firstly, an area within a radius of 25-40 km around Naryan-Mar, which has a relatively high transport accessibility from Naryan-Mar - in particular, Lake. Gorodetskoe (a complex of historical and cultural monuments), the mouth of the river. Ortinka (Orty settlement). This direction requires the development of its own tourist excursion routes and their infrastructure equipment, the creation of an "industry" of souvenirs, the training of guides, the development of the hospitality sector in Naryan-Mar and the optimization of external air traffic in Naryan-Mar to receive the flow of tourists, marketing;

2) secondly, the western part of the Nenets Autonomous Okrug. It is necessary to use the possibilities of inclusion in tourist routes passing through Arkhangelsk and the northeastern districts of the Arkhangelsk region, arising due to the completion of the construction of the Mezen-Nes highway. It is necessary to form a tourist product based on acquaintance with the life of nomadic reindeer herders, including tours with living in tundra families in tents, participation in driving herds, winter fishing and acquaintance with the national cuisine. This will require the establishment of special training for guides, forming a new profession for the indigenous people.

2. The development of fishing and hunting tourism involves marketing focused on the foreign and Russian markets, the development and equipment of routes (preparation of camping sites for hunting on the basis of hunting huts) and the creation of hunting farms that perform control and supervisory functions and functions of a tour operator. An active position of the regional authorities is necessary in terms of obtaining federal licenses and quotas (for hunting), regulating competition between fisheries and fishing tourism for the use of water resources (in particular, it is necessary to differentiate areas according to their functional purpose), establishing the restoration of fish species valuable for tourism. Providing a package of services related to:

1) with the execution of documents, such as the right to import weapons for foreigners, registration of rights to trophies and catch, coordination of the arrival of foreign tourists in the territory with a regulated visit;

2) with transportation (air transport)

3) accompanied by guides and huntsmen - guides.

3. Extreme and ecological tourism - rafting (rivers Kara, Silovaya, Sibirchatayakha, B. Rogovaya, B. Oyu, etc.), ski trips (Pai-Khoi ridge), sailing trips in the White Sea (ports of the Arkhangelsk region - Kanin peninsula, 6th category of complexity). This segment of tourism can rely on the potential and attractiveness of unique natural monuments, such as the geothermal spring, the Pymva-Shor state natural monument (it is necessary to study the possibilities of

constructing a water bottling line and its implementation in the domestic market of the region and beyond), Big Gate canyon in the area of the Belaya River, unique flat tundra. Investments are needed in the development of tours and equipping the routes with infrastructure (the project for the construction of a health complex in the area of the village of Volokovaya should be considered),

It is necessary to strengthen the economic (functional) basis for the development of the city of Naryan-Mar and the village. Seekers, having formed a key logistics and administrative and management hub for the northern part of the Timan-Pechora oil and gas province.

1. The development of the logistics and service function of Naryan-Mar on a modern technological platform will be associated with the further development of oil production and, to a greater extent, gas and gas condensate in the Naryan-Mar region, as well as with the complication of the structure of the Okrug's economy and the development of the consumption sector. The development of modern logistics will require the fulfillment of a number of conditions:

1) modernization of the airport, which makes it possible to form on its basis the main regional hub for small regional aviation and for external (with other centers) air traffic, ensuring the delivery of seconded highly qualified shift workers (engineering and technical and managerial personnel), the supply of the most valuable technological equipment and the possibility of increasing the efficiency of the system delivery of goods and foodstuffs to the Nenets Autonomous Okrug;

2) the completion of the construction of the road to Usinsk (with a possible branch to Ukhta) and the modernization of the Naryan-Mar port will improve the efficiency (economy) of the logistics of consumer goods and foodstuffs, as well as restore the function of Naryan-Mar as the main transshipment hub for industrial mining projects;

3) formation of a new generation industrial and logistics park for the location of oilfield service enterprises and production companies.

2. The development of sectors of the so-called urban economy in Naryan-Mar and the district as a whole is constrained by specific restrictions arising from the peculiarities of the organization of urban space and real estate. Naryan-Mar and the village. The seekers have a characteristic micro-district development structure, the model of which was formed in the Soviet period and was focused on housing placement. In the current situation of the market model of management, such a structure of the organization of urban space imposes significant restrictions on the possibilities of the dynamic development of trade, services and entertainment - the basis of the modern "urban economy".

The antithesis of the concept implemented in

## Impact Factor:

ISRA (India)	= 6.317	SIS (USA)	= 0.912	ICV (Poland)	= 6.630
ISI (Dubai, UAE)	= 1.582	PIHIQ (Russia)	= 3.939	PIF (India)	= 1.940
GIF (Australia)	= 0.564	ESJI (KZ)	= 9.035	IBI (India)	= 4.260
JIF	= 1.500	SJIF (Morocco)	= 7.184	OAJI (USA)	= 0.350

Naryan-Mar and other settlements of the Russian North is the Scandinavian and North American approaches to the development of small urban settlements in the north, which involves the allocation of the public - commercial core of the city and the formation of dense low-rise buildings. Implementation of the Scandinavian - North American model is an important condition for strengthening administrative and managerial functions in Naryan-Mar and improving the quality of life in the city.

It is necessary to make investments:

1) in the formation of a modern telecommunications infrastructure. In Naryan-Mar and the village. It is necessary for the searchers to create a large satellite communication center, and provide the entire territory of the city with the possibility of connecting to a high-speed fiber-optic network, or provide coverage of the main part of the city with Wi-Fi / Wi-Max wireless Internet access systems;

2) in the development of a comfortable (and taking into account climatic conditions, the scale of settlements and the composition of residents) urban environment and the environment as a whole - it is necessary to form a concept of a modern small city of the Far North, as well as a development strategy for Naryan-Mar, on the basis of which it is necessary to revise the general plan and approaches to capital construction and city development management. Such a concept should take into account the inherited structure and morphology of small towns in the Far North, deployed during the Soviet period, and the main factors behind the failure of the concept of standardized microdistrict development in specific northern conditions. It is also necessary to take into account the experience of urban planning in the northern regions of Canada and the United States, as well as in Scandinavia. It is necessary to ensure the supply of housing in Naryan-Mar,

3) in the formation of a powerful cultural activity in Naryan-Mar, not necessarily associated with the traditions of the indigenous peoples of the Far North, but rather focused on the request of visiting specialists.

The Nenets Autonomous Okrug has a significant, but currently poorly studied, natural resource potential in terms of solid minerals. Due to insufficient exploration of reserves and the lack of the necessary transport and energy infrastructure, the

implementation of possible projects for the extraction and processing of solid minerals in the Nenets Autonomous Okrug is only possible in the long term and should be synchronized with the development strategy of Russian Railways. Taking into account the low availability of the most promising deposits of non-hydrocarbon minerals, their poor exploration and poor infrastructure equipment of the district as a whole, regional executive authorities will need to initiate and provide significant support at all stages of implementation to launch pilot projects.

1. Lobby for financing of further exploration and exploration work on promising areas from the federal budget.

2. To form a portfolio of pilot projects of an integrated (industrial and infrastructural) nature and provide:

1) attraction of specialized investors to projects and support;

2) the format of public private partnership (PPP), which presupposes the sharing of risks and costs for the development of fields and the necessary transport and social infrastructure between the corporation and the state.

Regional executive authorities need to provide support to potential investors in structuring PPP projects and promoting them at the level of Development Institutions. In particular, projects of an industrial and infrastructural nature can receive financial support from the Investment Fund of the Russian Federation in the form of subsidies at the request of a constituent entity of the Russian Federation, guarantees of the Investment Fund of the Russian Federation in case of approval of a PPP project (decision of the Government of the Russian Federation on the most large-scale new development projects) and credit financing through the State Corporation "Bank for Development and Foreign Economic Affairs" Vnesheconombank ".

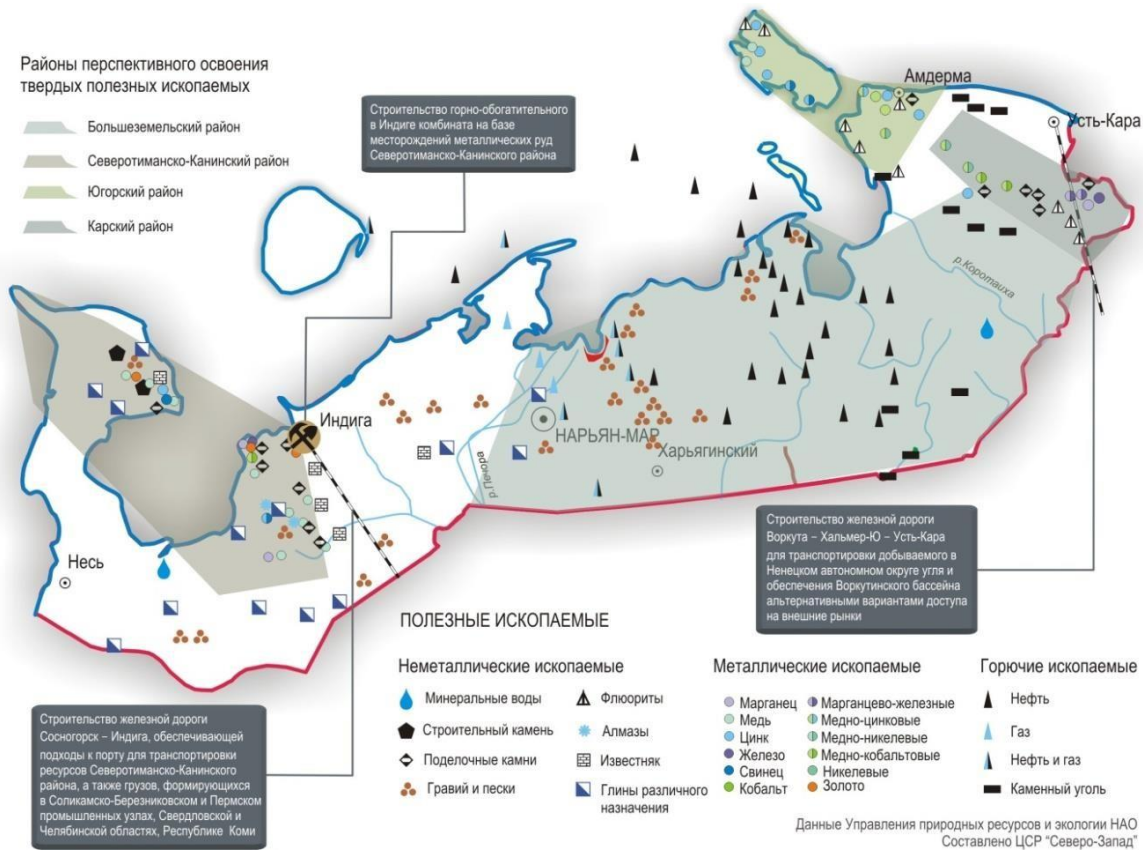
One of the pilot projects may be the development of coal reserves in the Ust-Kara Amderma region. One of the partners can be the Komi Republic, where the Institute of Geology of the Komi Scientific Center of the Ural Branch of the Russian Academy of Sciences and the Vorkuta Mining Institute are located. Transportation of raw materials can be carried out both by rail in case of approval and implementation of the Ural Industrial - Ural Polar PPP project, and by sea, subject to the modernization of the Amderma and Ust-Kara berths.

## Impact Factor:

ISRA (India) = 6.317  
 ISI (Dubai, UAE) = 1.582  
 GIF (Australia) = 0.564  
 JIF = 1.500

SIS (USA) = 0.912  
 ПИИЦ (Russia) = 3.939  
 ESJI (KZ) = 9.035  
 SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
 PIF (India) = 1.940  
 IBI (India) = 4.260  
 OAJI (USA) = 0.350



**Fig. 2 Opportunities for the development of solid minerals in the Nenets Autonomous Okrug**

3. Support the initiative of Russian Railways to build the Barentskomur and Vorkuta - Ust-Kara highway (projects are included in the Strategy for the Development of Railway Transport in the Russian Federation until 2035), providing:

1) synchronous commissioning of large sand and gravel deposits located along the projected highway for the purpose of providing the project with construction materials;

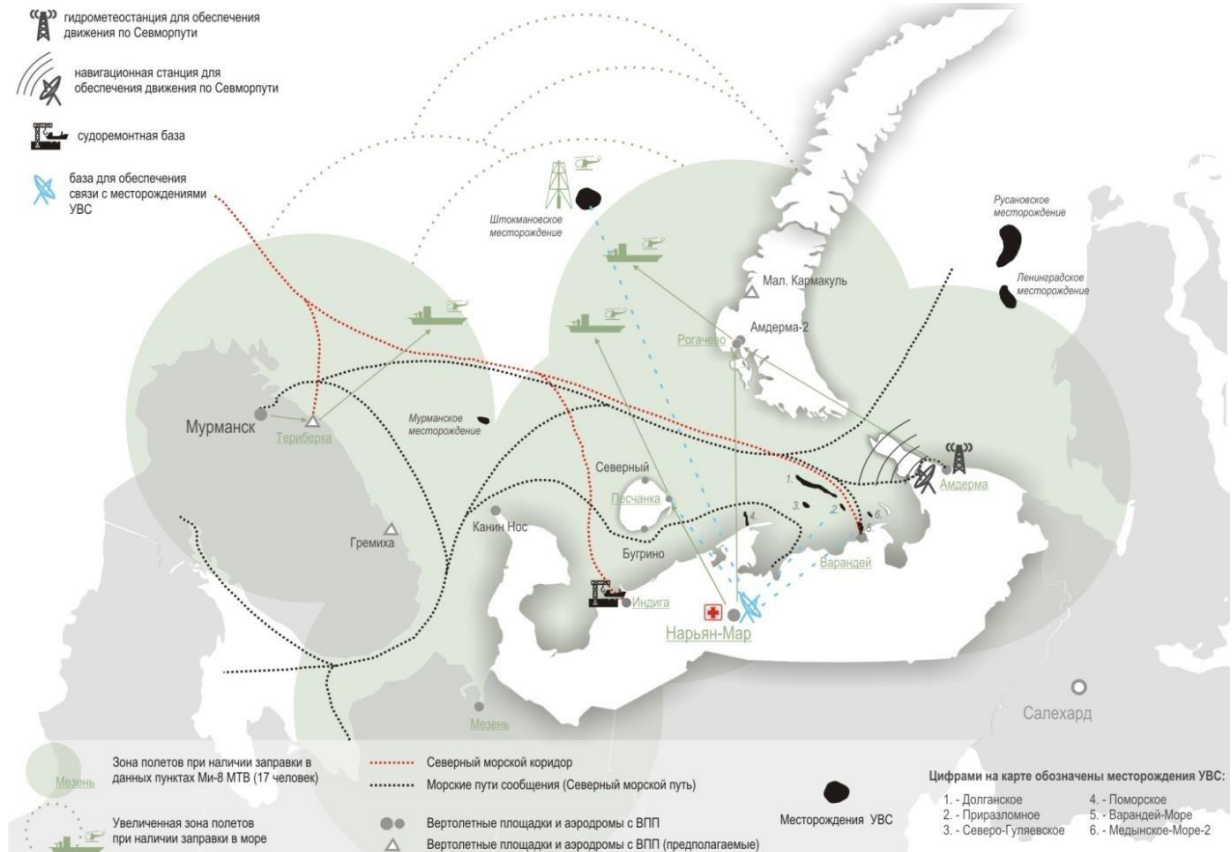
2) having formed a portfolio of mining projects in the zone of influence of the new railway (thereby providing the possibility of forming a PPP project).

To include the Nenets Autonomous Okrug in projects for the development of Arctic resources and the restoration of the Northern Sea Route (NSR), it is

necessary to envisage the possibility of using the created maritime transport infrastructure, local aviation systems and satellite communications for the purpose of participating in production projects on the shelf of the Arctic seas, meteorological and navigation services for sea vessels in the water area. The territory of the Nenets Autonomous Okrug can become a convenient "jump zone" for operators of offshore platforms and a communication center for ships using the NSR. The combination of the coastal Arctic and border status of the territory creates the basis for increasing the status and significance of the Nenets Autonomous Okrug in the context of the state strategy for the development of resources and the potential of the Arctic.

## Impact Factor:

ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 1.582	ПИИЦ (Russia) = 3.939	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350



**Pic. 3 Functions of the Nenets Autonomous Okrug in the framework of projects for the development of the Arctic**

### Climatic changes in the Arctic zone - limitations or opportunities for the Nenets Autonomous Okrug

According to the UN Intergovernmental Panel on Climate Change, the average temperature on Earth has risen by 0.7 °C since the start of the industrial revolution, and a large proportion of the warming observed in the last 50 years is caused by human activities, primarily the release of gases, causing the greenhouse effect (carbon dioxide and methane). At the same time, according to the Arctic Council, warming in the Arctic is happening twice as fast as in other parts of the planet: ice covered with snow reflects 85 - 90% of sunlight, while sea water - only 10%, and the earth's surface - 20% ... As a result, ice melting reduces sunlight reflection and increases temperatures in the Arctic, which in turn accelerates the melting process.

Despite the fact that not all scientists agree with the concept of global warming (many researchers consider these processes within the framework of natural climate variability or believe that warming has been observed for too short a time to draw final conclusions), in the medium and long term for the Nenets Autonomous districts open up both new opportunities and risks. The first is largely associated with easier access to hydrocarbon reserves on the shelf of the Arctic seas. According to the US Geological

Survey, the reserves of the Arctic shelf in the Arctic Circle amount to 47.2 billion cubic meters. m of natural gas, 89.9 billion barrels of oil, 44.1 billion barrels of gas condensate. Of these, 27.6 billion cubic meters. m of natural gas, 12.7 billion barrels of oil and 21.9 billion.

Risks for the Nenets Autonomous Okrug are mainly associated with changes in weather conditions - a longer summer increases the period during which a ban on the movement of vehicles on the tundra is in effect, which will require a serious adjustment of the cargo delivery schedule to ensure oil production. Within the framework of the Arctic Climate Impact Assessment project, experts from the Arctic Council also noted the risks for reindeer husbandry: global warming can contribute to changes in flora and fauna, in particular the reduction of reindeer lichen or the spread of insects, which will lead to changes in the behavior and diet of reindeer. The later freezing of rivers in autumn and their early breaking up of ice in the spring can affect the migration routes of reindeer. More frequent snowfall can also have a negative impact on reindeer husbandry.

Melting ice can also significantly affect shipping in the Arctic: we are talking about the possibility of more active use of the transit potential of the Northern Sea Route.

It is necessary to make the process of

## Impact Factor:

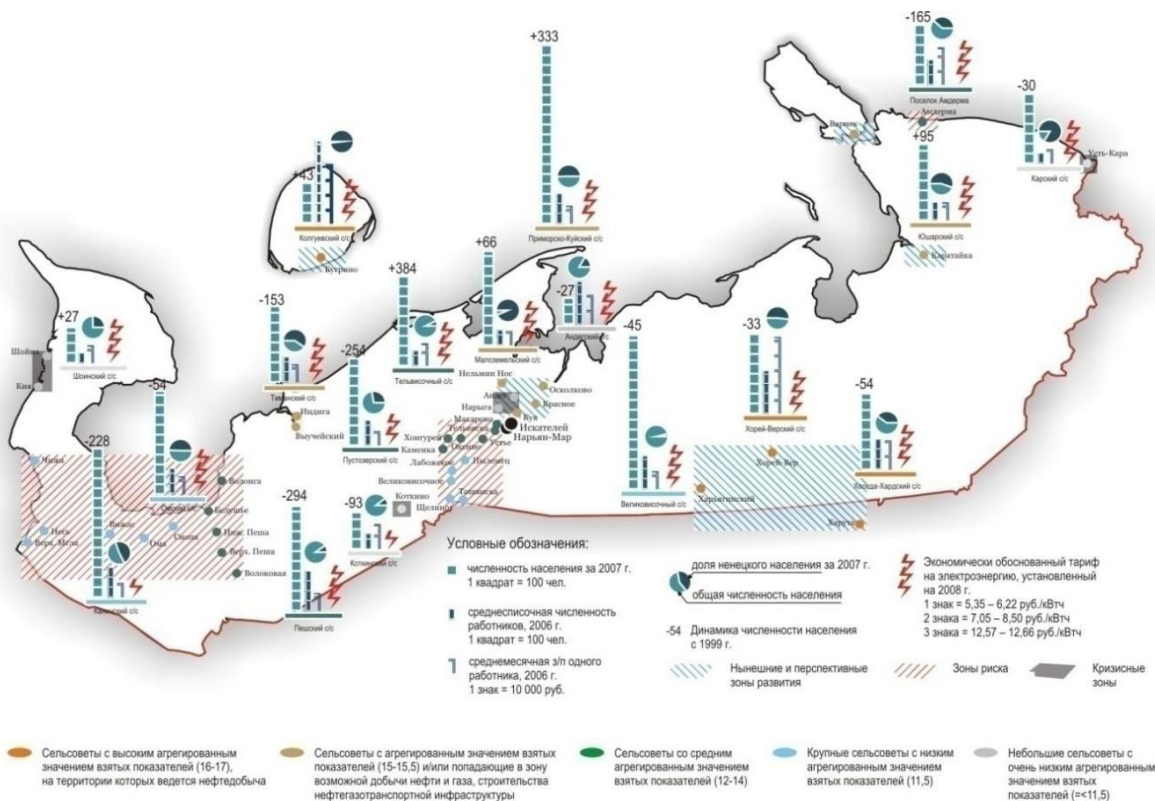
ISRA (India) = 6.317  
 ISI (Dubai, UAE) = 1.582  
 GIF (Australia) = 0.564  
 JIF = 1.500

SIS (USA) = 0.912  
 ПИИИ (Russia) = 3.939  
 ESJI (KZ) = 9.035  
 SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
 PIF (India) = 1.940  
 IBI (India) = 4.260  
 OAJI (USA) = 0.350

transformation of the settlement system of the Nenets Autonomous Okrug manageable and provide for mechanisms to mitigate the consequences of these changes for residents by conducting a comprehensive audit of the state of small and medium-sized settlements (their provision with energy and social infrastructure; age composition and potential of human capital; budgetary provision and inclusion in special programs development and support) and an assessment of their development potential (based on an analysis of the economic base and the prospects for its development). A preliminary analysis indicates that a significant part of the Okrug's settlements, which today are designated as settlements with an average level of development, are in fact at risk, because these settlements lack competitive and economically viable industrial specialization and are

rapidly losing population; the engineering infrastructure of these settlements is outdated and is slowly being updated precisely because of the uncertainty of their future fate and function. On the other hand, there are zones with a significant prospect of growth in the demand for labor resources, including those permanently located on the territory - this is mainly the zone of the developing oil and gas production complex and the city of Naryan-Mar. It is obvious that the competent redistribution of the population and its preparation for new tasks will simultaneously reduce social losses and budget costs in the risk zone and provide conditions for the accelerated deployment of the updated settlement system, equipped with more mobile energy and modern means of communication.



**Fig. 4. Zones of crisis, risk and new opportunities - the basis of the development potential of the modern settlement system of the Nenets Autonomous Okrug**

Based on the audit and assessment, mechanisms should be formed:

1. Integration into the modern labor market (social and economic integration) of people leaving the settlements of the 3rd and 4th groups, including retraining programs focused on the needs of the developing basic sector (OGS and oilfield services), transport logistics and the so-called urban economy (sectors of services) - only the policy of social and economic integration will make it possible to turn the forced migrations of the population of degrading settlements from an item of "inevitable costs" into an

item of "investments in the future of the economy of the Nenets Autonomous Okrug."

In addition, incentives should be created for employers to participate in the formation of the content (educational program) and the system of requirements for applicants, as well as to hire graduates of the retraining program - one of the possible mechanisms is to form a joint supervisory board of the Retraining Program with the participation of employers and joint working groups to form the Retraining Program ...

2. Development of housing policy in Naryan-



## Impact Factor:

ISRA (India)	= 6.317	SIS (USA)	= 0.912	ICV (Poland)	= 6.630
ISI (Dubai, UAE)	= 1.582	PIHIQ (Russia)	= 3.939	PIF (India)	= 1.940
GIF (Australia)	= 0.564	ESJI (KZ)	= 9.035	IBI (India)	= 4.260
JIF	= 1.500	SJIF (Morocco)	= 7.184	OAJI (USA)	= 0.350

Mar and the largest settlements of the 1st and 2nd groups in order to create opportunities to manage the direction of migration of people from the shrinking settlements of the 3rd, 4th and 5th groups. Elements of this policy can be:

1) participation of the budget in the engineering preparation of territories for new construction;

2) offset of real estate in collapsing settlements at a fixed (non-market) price - the issue of federal financial participation in this kind of instrument should be resolved within the framework of the Resettlement Program from the Far North and equivalent areas. Often, the lack of the opportunity to sell real estate (in the absence of demand) in shrinking settlements leads to a delay in the process of transformation of the settlement system, which, in turn, leads to an increase in budgetary costs associated with supporting energy, transport and social infrastructure;

3) subsidizing the interest rate on mortgage loans issued to migrants from shrinking settlements in Naryan-Mar and settlements with growth potential.

3. Optimization of engineering, energy, transport and social infrastructure in settlements with a decreasing population and a weakened economic base, as well as a set of measures for the deployment of modern local infrastructure in promising and sustainable settlements.

4. "Point" creation of new economic opportunities in the most important settlements with a weakened economic base, in particular by subsidizing investment projects in traditional economic sectors (processing of reindeer and hides, fish and other products of the industry) and included in the tourism development program.

The power industry of the Nenets Autonomous Okrug needs modernization and development. At the same time, it is necessary to take into account the climatic features, the existing structure of the settlement system and the features of the inherited system of heat and power supply in settlements and the natural resource potential of the territory, which makes it possible to actively develop both small traditional generation based on available local energy sources and renewable energy.

Difficult climatic conditions place high demands on the reliability of the power industry in general and on its capacity. Low population density and landscape features do not allow the formation of a unified power supply system based on large generating capacities and high-voltage transmission lines, which is typical for most Russian regions. At the same time, in the settlements themselves, centralized heat supply and power supply systems have been deployed, which are based on traditional generation at diesel power plants and boiler houses. Power supply for Naryan-Mar, Krasnoye and Telviska is carried out by the State Unitary Enterprise NAO Naryan-Marskaya Power Station, the main fuel of which is natural gas.

The document detailing the main directions of the energy sector in the Nenets Autonomous Okrug is the Concept for the Development of the Energy Complex of the Nenets Autonomous Okrug and Improving the Energy Efficiency of the Regional Economy. The concept is the basis for the development of appropriate targeted programs.

Modernization of the energy sector in a number of settlements should involve the transfer of head sources to readily available local types of energy sources, such as associated oil, natural gas and stable gas condensate "gasoline":

1. The use of these fuels for the generation of electricity and heat in the village councils of the Nenets Autonomous Okrug is due to the following factors:

1) availability of fuel in areas where production is located. At the moment, associated petroleum gas in the Nenets Autonomous Okrug is mainly used by oil companies to meet their own needs - either it is pumped back into the reservoir, or as fuel for electricity and heat generation at oil fields or shift camps;

2) compliance with the general goals of reducing the burden on the environment and transition to sustainable resource use. In recent years, the Government of the Russian Federation has been making efforts to increase the share of associated petroleum gas (APG) utilization. Since 2012, the level of APG flaring has decreased to 5% of the production level (Resolution of the Government of the Russian Federation "On measures to stimulate the reduction of air pollution by products of associated gas flaring" dated January 8, 2009). On the other hand, in accordance with licensing agreements, oil companies are obliged to use petroleum gas, and until recently, state regulation of the selling price of petroleum gas was an important obstacle to the use of APG. Since February 9, 2008 there is a market procedure for determining the cost of APG sold to gas processing plants, which makes it economically justified to organize the collection and field treatment of gas, the construction and operation of compressor stations and pipelines. Combustion of large volumes of associated petroleum gas is one of the main sources of environmental pollution in the Nenets Autonomous Okrug (especially in oil production areas): from 1000 cubic meters. m of flared APG, about 3 tons are emitted. carbon dioxide. Combustion of large volumes of associated petroleum gas is one of the main sources of environmental pollution in the Nenets Autonomous Okrug (especially in oil production areas): from 1000 cubic meters. m of flared APG, about 3 tons are emitted. carbon dioxide. Combustion of large volumes of associated petroleum gas is one of the main sources of environmental pollution in the Nenets Autonomous Okrug (especially in oil production areas): from 1000 cubic meters. m of flared APG, about 3 tons are emitted. carbon dioxide.

## Impact Factor:

<b>SISRA (India)</b>	<b>= 6.317</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 1.582</b>	<b>PIHIQ (Russia)</b>	<b>= 3.939</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 9.035</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 7.184</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

As a fuel for generating electricity and heat, associated petroleum gas can be used in settlements located in the immediate vicinity of oil fields (Bugrino, Khorey-Ver and Kharyaginsky), but in this case, a distribution pipeline network will need to be built. Another option is to install associated petroleum gas generation directly at the fields and supply power to settlements through the construction of power lines.

2. Natural gas can become the basis of the fuel and energy balance of the settlements of the Nenets Autonomous Okrug mainly due to the ease of use of natural gas in the energy sector, high efficiency and economic efficiency of gas cogeneration plants and the availability of this type of energy in close proximity to the main regions resettlement of residents of the district (Naryan-Mar and Seekers).

The reserves of free gas and gas caps of categories A + B + C1 in the Nenets Autonomous Okrug amount to 76 billion cubic meters. m. It is advisable to study the possibilities of expanding the use of natural gas from the Vasilkovskoye field as a fuel for the generation of electricity and heat in settlements located in the basin of the river. Pechora:

1) construction of cogeneration plants on natural gas (mini-CHP) in the above-mentioned settlements for the supply of heat and electricity;

2) It is also advisable to consider the option of using excess power capacities of a number of fields to supply power to the nearest settlements, subject to the construction of a power transmission line (transmission line) (for example, the capacity of the Vasilkovskoye field to supply power to the Krasnoye settlement; sources of the Musyushorskoye oil field to supply power to the Khorey-Ver settlement).

The peculiarities of the extreme geographical position of the Nenets Autonomous Okrug, low population density, focal settlement system, low infrastructure equipment, high cost of energy carriers delivery and the excess of energy generated in certain districts of the okrug over real needs necessitate the use of renewable energy sources, such as wind, small hydropower and the energy of the ebb and flow. To date, wind power seems to be the most promising type of alternative energy for the Nenets Autonomous Okrug.

1. Wind power generation - for the Nenets Autonomous Okrug, hybrid (wind-diesel) installations may become the most promising. At the moment, wind diesels are installed in the Leshukonsky, Mezensky and Primorsky districts of the Arkhangelsk region as part of the implementation of the program of the State Unitary Enterprise "Arkhoblenergo" for the modernization of the electric power industry. If we compare the options for power supply in the North from a 500 kW diesel station and a wind diesel station with one 200 kW diesel generator and four 100 kW wind power plants (WPP) with an average annual wind speed of 6.7 m / s, then the cost of a wind diesel station was USD 378 thousand, and

diesel - USD 125 thousand. However, the fuel savings yielded \$ 90,000, and the payback period was less than three years. Placing wind diesels will allow less fuel use during low-load periods (night and summer), as well as reduce the installed capacity of generators calculated for peak loads. As a result, the installed capacity utilization factor will increase (now the average capacity utilization rate for diesel power plants in NAO village councils is 12%; for comparison: the installed capacity utilization factor (ICUF) for diesel power plants in Russia is 18%; ICUF for a wind power plant (WPP) in Europe is 19-30 %). On the other hand, the presence of a diesel generator makes it possible to compensate for the instability of the wind flow. installed capacity utilization factor (ICUF) for diesel power plants in Russia - 18%; ICUM for a wind power plant (WPP) in Europe - 19-30%). On the other hand, the presence of a diesel generator makes it possible to compensate for the instability of the wind flow. installed capacity utilization factor (ICUF) for diesel power plants in Russia - 18%; ICUM for a wind power plant (WPP) in Europe - 19-30%). On the other hand, the presence of a diesel generator makes it possible to compensate for the instability of the wind flow.

2. Small hydropower - the Nenets Autonomous Okrug is characterized by a dense river network (on average 0.53 km per 1 sq. Km of area), which makes it possible to locate small hydropower facilities (especially in the areas of the Timansky and Kaninsky Ridges, the Pai-Khoi ridge). There are two types of small hydroelectric power plants - with a reservoir (blocking of the channel is required) and rivers operating in a natural mode. The main disadvantage of the former is the impact on the environment (changes in the fish habitat, landscape, recreational and navigation conditions), and the latter, the low guaranteed capacity, since the amount of electricity generated varies depending on the volume of the available river flow. The cost of electricity production at small hydroelectric power plants is from 2 to 7 cents per 1 kW \* h of electricity, and capital investments in the construction of power plants - USD 1,500 - 6,000 per 1 kW. Taking into account the harsh climatic conditions of the Nenets Autonomous Okrug (freezing of rivers in winter), the operation of small hydroelectric power plants is possible only in spring and summer (the period of opening rivers from ice, the greatest flow and the possibility of producing a maximum of electricity, but also of a minimum load).

3. Tidal power - The profitability of tidal power plants is ensured when the tidal height difference is at least 5 m - there are no more than 20 places in the world suitable for the construction of tidal power plants (TPS). The coastal strip of the Nenets Autonomous Okrug requires additional study for the feasibility of placing the TPP. In any case, taking into account the natural and climatic conditions of the district, it can be assumed that a structure consisting

## Impact Factor:

ISRA (India)	= 6.317	SIS (USA)	= 0.912	ICV (Poland)	= 6.630
ISI (Dubai, UAE)	= 1.582	PIHIQ (Russia)	= 3.939	PIF (India)	= 1.940
GIF (Australia)	= 0.564	ESJI (KZ)	= 9.035	IBI (India)	= 4.260
JIF	= 1.500	SJIF (Morocco)	= 7.184	OAJI (USA)	= 0.350

of underwater turbines will be in demand. It is believed to have a lower impact on the environment, but it requires more maintenance and transmission costs for the generated electricity. Tidal power plants have a number of advantages:

- 1) there is no need to build reservoirs;
- 2) electricity generation does not depend on the water content of the year (ebb and flow have constant energy for each month) and is more stable than wind power plants;
- 3) capital investments in construction per 1 kW of installed capacity are not much higher than those for (small) HPPs (\$ 2,400 versus \$ 1,500–2,000).

Potential partners of the administration of the Nenets Autonomous Okrug in conducting research on the feasibility of using wind, small hydropower and tidal energy can be JSC RusHydro (in November 2008, the company began to identify promising sites for the construction of wind farms, is working on projects to use tidal energy in the Mezen ) and the New Energy Foundation. Technological advice on the use of wind energy can be provided by the Committee on the Problems of the Use of Renewable Energy Sources of the Russian Union of Scientific and Engineering Public Organizations. One of the co-investors of the project to modernize the power supply of the village councils may be the northern environmental financial corporation NEFCO (created by Denmark, Finland, Iceland).

Based on the principle of the geographical concentration of settlements and types of available energy resources, 5 regions were identified, for which a forecast of consumption of primary energy resources was formed:

- 1) western region (Peshsky, Omsky, Kaninsky and Shoinsky village councils);
- 2) central region (Telviso village council without Telviski, Pustozersky, Velikovoichny, Rimorsko-Kuisky, Malozemelsky, Andegsky, Kotkinsky);
- 3) eastern region (Yusharsky, Karsky, Khoseda-Hardsky village councils, Amderma settlement);
- 4) Naryan-Mar region (Naryan-Mar city, Seekers village, Telviska village, Krasnoe village);
- 5) oil production area (Khorey-Versky, Kolguevsky village councils, village Chernaya).

1. Energy of the region, including Naryan-Mar, the village of Seekers, with Telviska and the village Krasnoe, based on the resources of the Vasilkovskoye field. An increase in energy demand is expected as a result of the development of the so-called urban economy in the administrative center of the region. However, growth will be insignificant in the event of a large-scale introduction of energy-efficient technologies, thanks to which Naryan-Mar will not face a shortage of electricity and heat.

2. The central region will experience a serious structural change in the fuel and energy balance due

to the gasification of a significant part of the settlements with the resources of the Vasilkovskoye field.

3. In the area of concentration of the oil production complex, a significant increase in energy consumption will be caused by an increase in production and a set of related works. Optimization of the TEB structure here is associated with the use of associated gas and excess energy capacity of the oil industry for the needs of the energy sector of nearby settlements.

4. The production dynamics will significantly affect the structure and volumes of the fuel and energy supply in the western region, where (in the Indiga region) the production of light oil products and synthetic oil will be located. The production of our own petroleum products should also make them more affordable for the region's energy sector.

5. The reduction in energy consumption from all types of sources in the eastern region is due to the modernization of energy equipment, which implies a decrease in specific indicators of fuel consumption, and the absence of positive demographic dynamics and large energy-intensive projects. Changes in the TEB structure in this area are associated with the prospects for the use of liquefied associated gas.

In addition to the mining industry and the processing of hydrocarbons, the factors supporting the dynamics of the fuel and energy balance include the possibility of constructing a number of slaughterhouses, trading posts and fish receiving points for the needs of traditional activities, as well as the deployment of tourism infrastructure facilities. Thanks to modern energy efficient generation technologies, these facilities will not cause a significant increase in fuel consumption.

Preconditions for the development of renewable energy exist in a number of settlements in the western and eastern regions, which are remote from the regions of hydrocarbon production and processing and have suitable natural and climatic conditions. For NAO, renewable energy is an alternative to diesel power generation, the share of which in the district balance is relatively small. This determines the insignificant share of renewable energy sources in the promising fuel and energy balance of the region.

The implementation of the transport and transit potential of the district, as well as an increase in the mobility of the population, the quality of budget services and an increase in the overall transport connectivity of the territory of the Nenets Autonomous Okrug is impossible without the comprehensive development of the infrastructure framework of the Nenets Autonomous Okrug, which is characterized by unique features associated with the northern position of the region, low population density and features of the relief and landscape.

The development of the district's transport infrastructure is a strategic goal not only at the

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИЦ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

regional, but also at the federal level, from the point of view of ensuring the development of mineral deposits and increasing the availability of transport services for the population of remote and hard-to-reach areas. The Nenets Autonomous District (along with the Komi Republic, Murmansk and Arkhangelsk Regions) also has the greatest need in the North-West Federal District for the development of socially significant passenger air transportation.

The main projects for the development of the infrastructure of the Nenets Autonomous Okrug are included in the "Transport Strategy of the Russian Federation for the period up to 2035". As the main directions for the development of transport infrastructure in the Northwestern Federal District for the period 2016 - 2035. highlighted:

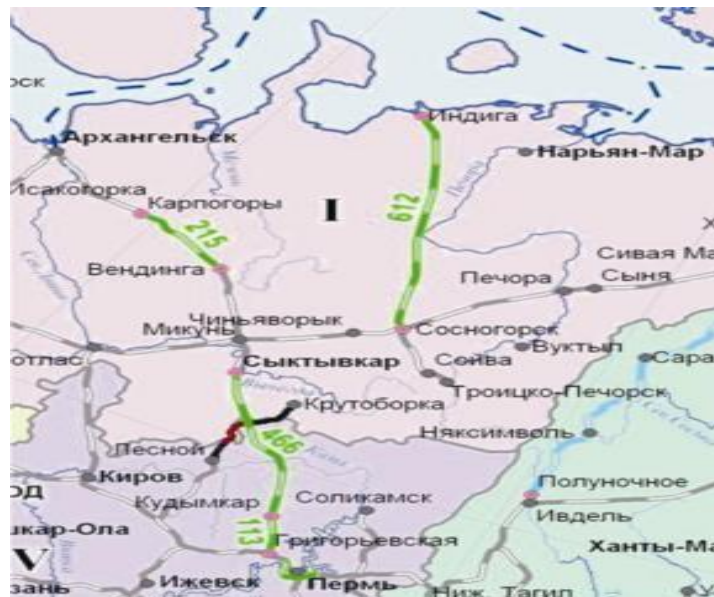
1. On railway transport - technological lines 1) Sosnogorsk - Indiga and 2) Vorkuta - Ust-Kara.
2. In road transport - reconstruction of road sections included in the network of federal roads in the direction North-East - Polar Ural Syktyvkar - Vorkuta with access to Naryan-Mar.

3. In air transport - the development of ground infrastructure to ensure regional traffic in the Nenets Autonomous Okrug.

4. In maritime transport - the development of the Northern Sea Route and the infrastructure of Arctic ports.

In other words, a key element in the development of the transport infrastructure of the Nenets Autonomous Okrug is its integration with the infrastructure of the Arkhangelsk Region, the Komi Republic and its subsequent inclusion in the infrastructure of the Russian Federation.

The construction of a deep-water port in the ice-free Indiga Bay of the Barents Sea and the construction of an oil terminal there with a capacity of up to 30 million tons is an important step towards the development of the resource potential of the Nenets Autonomous Okrug, however, the disclosure of the transport and transit potential of the Nenets Autonomous Okrug will become possible only if the project is implemented for the construction of the railway line Sosnogorsk - Indiga.



Rice. 5. Development of the railway infrastructure of the Nenets Autonomous Okrug.

Advantages of the port of Indiga over "competitors" in the developing north-western system of ports. This project is not only an integral part of the development of the Sosnogorsk branch of the Northern Railway, but will also allow the port of Indiga to be used not only as the most promising loading port and terminal for the transportation of hydrocarbons in the Barents sea, but also to form a port of a wide profile, thereby placing the port of Indiga on a par with the main Russian ports in terms of dry cargo. The creation of a large multi-purpose Arctic port is an important element of the strategy of the Russian Federation for the development of the Arctic and its resources, and will also contribute to the revitalization of the Northern Sea Route.

Thus, in the future, the direction Solikamsk - Indiga (Barentskomur), along with the Belkomur project, will be able to strengthen the transport and transit function of the Arctic coast of the Russian Federation and become a real competitor to other transport directions. The length of the sea transport arm from Indiga to the main world ports (Rotterdam, New York, Rio de Janeiro, Calcutta) is comparable to similar directions from the port of Arkhangelsk, while the railway arm from Solikamsk (Perm Territory) to Indiga ("Barentskomur") is 102 km shorter than from Solikamsk to Arkhangelsk ("Belkomur"), 683 km shorter than to the port of Ust-Luga, and 1,096 km shorter than to Murmansk. Reduction of the sea transport shoulder when using the Northern Sea Route

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIHIQ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

from Indiga to Vancouver, Yokohama and Shanghai ranges from tens of thousands to several thousand kilometers. A relative disadvantage of the Barentskomur project in comparison with Belkomur is the greater volume of new railway construction (1,016 km of new construction on 1177 km of the highway in the direction of Solikamsk, 221 km of new construction more than in the direction of Solikamsk-Arkhangelsk). It should also be taken into account that the cost of sea freight is market value, while transportation by rail is regulated by tariffs. At the end of 2008, the cost of sea freight decreased several times, but freight in ice conditions is about twice as expensive. In addition, for the transportation of certain types of cargo in high latitudes, there are no formatted types of ships. A relative disadvantage of the Barentskomur project in comparison with Belkomur is the greater volume of new railway construction (1,016 km of new construction on 1177 km of the highway in the direction of Solikamsk, 221 km of new construction more than in the direction of Solikamsk-Arkhangelsk). It should also be taken into account that the cost of sea freight is market value, while transportation by rail is regulated by tariffs. At the end of 2008, the cost of sea freight decreased several times, but freight in ice conditions is about twice as expensive. In addition, for the transportation of certain types of cargo in high latitudes, there are no formatted types of ships. A relative disadvantage of the Barentskomur project in comparison with Belkomur is the greater volume of new railway construction (1,016 km of new construction on 1177 km of the highway in the direction of Solikamsk, 221 km of new construction more than in the direction of Solikamsk-Arkhangelsk). It should also be taken into account that the cost of sea freight is market value, while transportation by rail is regulated by tariffs. At the end of 2008, the cost of sea freight decreased several times, but freight in ice conditions is about twice as expensive. In addition, for the transportation of certain types of cargo in high latitudes, there are no formatted types of ships.

In addition to the implementation of the Belkomur project, the construction of a new cargo-forming line Vorkuta - Ust-Kara is also of great importance for connecting the district with Vorkuta and in general with the Komi Republic and bringing the products of the Pechora coal basin to new markets.

Air transportation is the backbone network of domestic communications in the region. A number of tasks are implemented through air transportation in the district, including

- 1) passenger traffic between settlements;
- 2) social services (execution of urgent sanitary assignments and search and rescue operations);
- 3) aerial work for servicing oil and gas, construction and geological organizations;
- 4) services for reindeer herders and tourists;
- 5) various types of aerial photography;

6) transportation of goods on external sling and delivery of dangerous goods.

Taking into account the low density and high dispersion of the population across the territory of the Nenets Autonomous Okrug, the underdevelopment of the road network and, often, the economic inefficiency of its development in comparison with air transport, as well as the harsh climatic conditions, in this regard, aviation should become the main direction of development of internal transport.

The Nenets Autonomous Okrug is in a more advantageous position in comparison with other regions in terms of aviation development. The lack of railways, the underdevelopment of internal highways and the lack of communication with the federal road network made the regular operation of air transport services a vital issue. At the same time, there are a number of problems, the solution of which is strategically important for the harmonious development of the region in the future, namely:

1. Maintaining and expanding the network of routes of local air lines with access to the regions adjacent to the Okrug:

- Naryan-Mar - Nizhnyaya Pesha - Oma - Nes - Mezen - Arkhangelsk;

- Naryan-Mar - Indiga - Nizhnyaya Pesha - Mezen - Arkhangelsk;

- Naryan-Mar - Usinsk.

2. Renovation of the aircraft fleet of JSC Naryan-Marsk JSC.

The aircraft fleet of JSC "Naryan-Marsk JSC" consists of 17 Mi-8 helicopters of various modifications, produced in the period from 1981 to 1991, and 8 An-2 aircraft, produced in the period from 1968 to 1987.

In the period 2015 - 2020. The calendar life of three Mi-8T helicopters and three Mi-8MTV-1 helicopters has expired. In 2021, 2022, 2025 and 2026, eight more helicopters will end their calendar resource - 2 in each specified year.

Thus, by 2026, it is necessary to purchase at least 14 Mi-8 helicopters to replenish the aircraft fleet. Considering the expansion of the route network of local air lines and the need for helicopter transportation of companies - subsoil users, it will be necessary to purchase additional helicopters.

It is required to replace the technically and morally obsolete An-2 aircraft with aircraft with more optimal technical and economic characteristics, capable of taking off / landing on the runways on which the An-2 aircraft is capable of taking off / landing.

One of the replacement options is the TVS-2MS aircraft, manufactured by FSUE

"SibNIA im. SA Chaplygin" (Novosibirsk), which is a deeply modernized aircraft An-2.

3. Reconstruction of the airport complex of the Naryan-Mar airport and maintenance of helipads and

## Impact Factor:

ISRA (India) = 6.317  
 ISI (Dubai, UAE) = 1.582  
 GIF (Australia) = 0.564  
 JIF = 1.500

SIS (USA) = 0.912  
 ПИИЦ (Russia) = 3.939  
 ESJI (KZ) = 9.035  
 SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
 PIF (India) = 1.940  
 IBI (India) = 4.260  
 OAJI (USA) = 0.350

airstrips in the settlements of the district in a standard condition, which consists in carrying out the following activities:

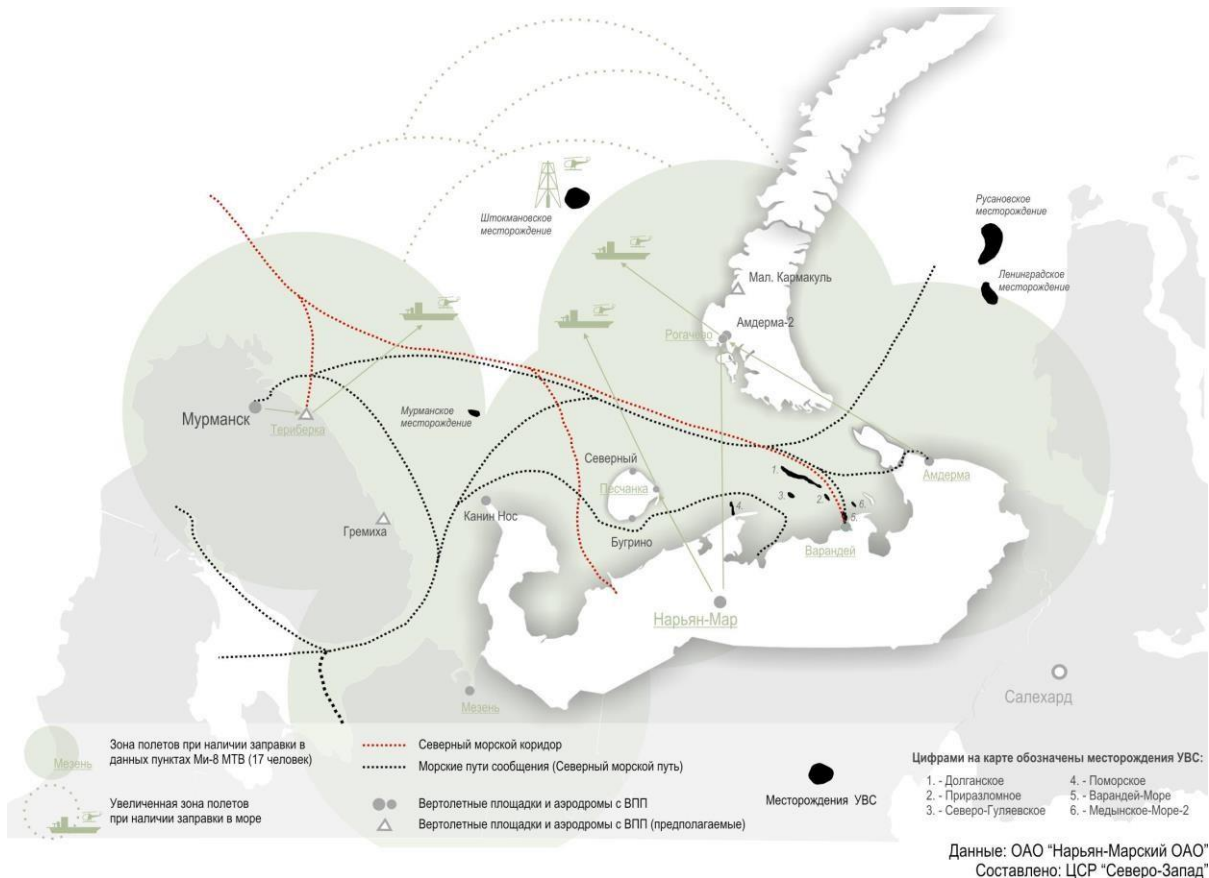
- reconstruction of an artificial runway (strengthening and lengthening) of the Naryan-Mar airfield to ensure the possibility of receiving modern cost-effective aircraft. At present, the runway of the Naryan-Mar airport, due to its technical condition, does not allow to receive aircraft with a maximum take-off weight of over 60 tons more than twice a day.
- construction of a cargo-passenger terminal at the Naryan-Mar airport to service air passengers, both on interregional and local air lines, including the transportation of watches to the fields, handling cargo and luggage, placing a border and customs point to ensure flights to offshore drilling rigs (offshore transportation) and organization of international charter flights;
- construction of a hotel in Naryan-Mar to accommodate transit passengers;
- routine repairs of helipads and runways in the settlements of the Okrug to maintain them in a state of airworthiness, equipping them with equipment necessary for flights and the organization of passenger traffic;

- reconstruction or construction of service and passenger buildings in the settlements of the district to serve passengers and accommodate personnel of helipads and runways.

4. Overcoming the shortage of aviation personnel.

An important area of work of air transport is the activity to meet the need for the transportation of passengers and cargo of commercial organizations and, first of all, subsoil user companies.

The seasonal volume of work in the Nenets Autonomous Okrug on the use of aviation in the national economy is increasing annually by 10-15%. To date, JSC "Naryan-Marsk JSC" has practically exhausted its possibilities to meet the growing demand for air transportation, as a result of which third parties are involved in the work. The renewal of the aircraft fleet and the modernization of the existing aviation infrastructure will allow in the future not only to meet the demand of companies in the domestic market for cargo and passenger air transportation, but also to serve external customers, for example, in the implementation of oil and gas projects on the shelf of the Barents Sea.



**Pic. 6. The area of flights of helicopter aviation, the possibility of increasing the area of flights**

The deployment of paved road infrastructure is critical for the socio-economic development of the

region. Main priority areas:

- 1) development of the internal road system, in

## Impact Factor:

ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 1.582	PIHIQ (Russia) = 3.939	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350

compliance with the principle of economic efficiency and expediency and environmental safety;

2) connection of the road system of the Nenets Autonomous Okrug with the federal road network.

In modern conditions, a developed network of paved roads will be a reasonable decision only within the main area of settlement of settlements in the Naryan-Mar region and the village. Seekers.

In the second direction, the most promising is the completion of the Syktyvkar - Ukhta - Pechora - Usinsk - Naryan-Mar highway project. This project is a key object for the construction of sections of the Northern Transport Corridor St. Petersburg - Medvezhyegorsk - Kargopol - Syktyvkar - Kudymkar - Perm with access to Vorkuta, Naryan-Mar, Salekhard, Solikamsk and solves an important strategic task for the Nenets Autonomous Okrug - providing access to the infrastructure network Komi Republic.

The strategic importance of this road at the federal level is due to the need to develop oil and gas and mining complexes in the northern regions of the Komi Republic, the Nenets Autonomous Okrug, on the shelf of the Barents Sea, the construction of non-ferrous metallurgy enterprises, trunk gas pipelines from the Timan-Pechora oil and gas province and the Yamal gas field.

The Pechora River and the small rivers of the Okrug are transport arteries through which "northern delivery" and passenger transportation are carried out. The operational efficiency of the river network is reduced as a result of the termination of dredging operations. There is a need to adopt a comprehensive program of joint actions by the administration of the Nenets Autonomous Okrug and the government of the Komi Republic to transform the river. Pechora into a high-tech infrastructure network with dredging activities.

In view of the high dynamics and instability of the settlement system, as well as in connection with difficult climatic conditions and low infrastructure facilities, it is necessary to improve the system of providing budget and social services to the population, ensuring the simultaneous:

- 1) improving the quality of services;
- 2) expanding their spectrum;
- 3) reduction in the unit costs of their provision

due to the following areas:

1. To "complete" the system of budgetary social infrastructure to the level required to provide high-quality social services to the population, strengthening the functions of Naryan-Mar as a center for the provision of comprehensive services and filling the gaps in the system of medical, educational, social and cultural services in rural areas, taking into account the provision of the optimal balance between the quality of the services provided and the possibilities for their receipt by the population, as well as the availability of facilities and services of social

infrastructure, transport, communications and information for people with disabilities and other low-mobility groups of the population. Determine the spatial structure of the budgetary network. Due to the peculiarities of settlement in the region, the functions should be improved and the specialization of the elements of the social infrastructure network should be strengthened. In particular:

1) the system-forming functions of Naryan-Mar should be strengthened as a center for the provision of comprehensive (social, educational, medical and cultural) services for all residents of the region. In the health care sector, the city of Naryan-Mar needs further development of general and specialized medical care: primary health care for children and adults, multidisciplinary inpatient medicine, perinatal medicine and dentistry. The air ambulance department, based in Naryan-Mar, is one of the important components ensuring the availability of comprehensive medical services for rural residents of the region.

The system of educational institutions of various levels in Naryan-Mar needs extensive development due to the growth of the city's population and the increase in demand for services at various levels of education (preschool, primary, secondary and primary vocational, secondary vocational, adult education).

Comprehensive social services for the population should include multidisciplinary services for all age groups, including semi-stationary services for children and adolescents, rehabilitation of children and adolescents with disabilities, services for elderly citizens and disabled people, various types of social assistance for families and children, services of a gerontological center and inpatient services for the elderly and disabled people. In order to comply with the requirements of the Labor Code of the Russian Federation, it is necessary to create a "Occupational Safety Center" and a "Laboratory for Testing Measuring Instruments".

In addition, it is advisable to develop the social sphere through the development of public-private partnerships, the formation of mechanisms for attracting non-state (private) organizations for social services to the population, primarily senior citizens, the provision of spa services, rehabilitation services, as well as social services in stationary conditions and at home.

2) in rural settlements, it is necessary to improve the quality of existing types of services, which include the outpatient-polyclinic level of health care (as well as outpatient and inpatient departments in local hospitals), preschool and primary (primary and secondary) education, some social services and cultural institutions (DK, houses of folk art and houses of film and video screenings). It is necessary to ensure the "basic completeness" of social infrastructure in accordance with the size and age structure of the

## Impact Factor:

ISRA (India)	= 6.317	SIS (USA)	= 0.912	ICV (Poland)	= 6.630
ISI (Dubai, UAE)	= 1.582	PIHIQ (Russia)	= 3.939	PIF (India)	= 1.940
GIF (Australia)	= 0.564	ESJI (KZ)	= 9.035	IBI (India)	= 4.260
JIF	= 1.500	SJIF (Morocco)	= 7.184	OAJI (USA)	= 0.350

population and some specific features of settlements, as well as optimization of the placement of types of social infrastructures within settlements in order to increase the efficiency of budget expenditures and renew the fixed assets of service establishments of various types.

Medical care for the population of the Nenets Autonomous Okrug has a number of features that affect the timing and quality of medical care and, as a result, the health of the population of these territories:

- remoteness of settlements and lack of transport infrastructure;
- harsh natural and climatic conditions;
- the specifics of the traditional way of life of the indigenous peoples of the North (nomadism);
- uneven development of the network of health care institutions due to geographic, demographic and other conditions.

Progress in information and telecommunication technologies has created the basis for a fundamentally new direction in the organization and provision of medical care to the population - telemedicine.

Territorial factors determining the development of telemedicine in the Nenets Autonomous Okrug:

- remoteness of settlements from the district center;
- lack or limited terrestrial communication between settlements;
- irregularity and high cost of passenger air transportation;
- harsh climatic conditions;
- lack of qualified medical personnel;
- changes in the settlement system in connection with the development of the oil and gas industry (the emergence of temporary locations - shift camps of oil and gas companies).

Modern organizational and economic trends require further development of telemedicine in the Nenets Autonomous Okrug:

- organization of interaction with subsoil users to conduct telemedicine consultations for employees working on a rotational basis;
- introduction of remote monitoring of children of the first year of life in the settlements of the district;
- improving the quality and availability of medical care to the population through preventive examinations, medical examination, health monitoring using remote technologies;
- implementation of a medical care program for acute coronary syndrome (ACS) with remote counseling and timely thrombolytic therapy in medical organizations in remote settlements.
- expanding the telemedicine network of the region - connecting feldsher and obstetric points,

primarily the most remote from the center, to the district telemedicine network in 2021 - 2024. "

The proposed framework principle for the placement of social infrastructures is based on the responsibility of regional executive authorities for providing the population of the region with high-quality social services - subject to the political rejection of various options for the mass resettlement of residents of rural settlements to other settlements in the region or beyond. This means the need to maintain and improve the standard of living within the existing settlement system, taking into account its tendency towards optimization.

The social infrastructure existing today largely corresponds to the proposed principle - from the point of view of completeness, that is, the formal availability of facilities (however, in a number of settlements there is a shortage of certain types of infrastructures). Therefore, the main content of the reorganization of the system for the provision of basic social services in the countryside is the concentration of various types of social infrastructures in one building in villages for up to 500 people, which will ensure higher efficiency of budget expenditures, and renewal of funds in other villages. These works involve the attraction of significant earmarked funds.

2. Improving the efficiency of the network of social infrastructures implies making the budgetary network more mobile by introducing the principle of remote provision of part of budgetary services using advanced communication, medical, educational and social-humanitarian technologies. This requires:

1) develop (possibly, together with the Ministry of Social Development and other specialized federal departments, as well as other constituent entities of the Russian Federation) a concept for the formation of a system of "remote" provision of budgetary and social services;

2) on the basis of an optimized (in accordance with the framework principle proposed above) social infrastructure (combining basic infrastructures into one node in villages with a population of up to 500 people and updating fixed assets in larger villages) to form a material and technical base - for example, to deploy a network of satellite communication stations and equipped educational, medical and service centers in the main settlements - human resources (advanced training and retraining program for the personnel of budgetary network institutions) for the implementation of a system of "remote" provision of budgetary and social services, as well as external partner networks and educational content for the tele-education network ;the central link in the system of providing remote services to the rural population of the region should be the key industry service institutions of the city of Naryan-Mar (in particular, the District Hospital, the



## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIHIQ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

Center for Comprehensive Social Services, institutions of secondary and vocational education, etc.).

A concept for the development of a remote system for the provision of educational services should be formed, covering not only the organization and technological platform (including the basic software product of tele-education - the so-called knowledge management system), but also specialization and content - that is, the content and range of educational products. It is necessary to involve companies operating in the Okrug and leading educational centers outside the Nenets Autonomous Okrug in determining the specialization and forming the content. The institution of vocational education can be defined as a key partner of the tele-education system (distance learning), which ensures the formation and development of content.

"The modernization and development of the cultural sphere in the district forms a modern cultural policy that will strengthen the cultural, historical and symbolic potential of the territory and join the developing global industry of exploring diversity". The goal of cultural policy is to capitalize on cultural potential through the inclusion of a region in cultural exchange with other regions - or a "map of cultural regions". The criteria for the formation of cultural exchange are:

1) cultures of indigenous small-numbered peoples of the Far North (reindeer husbandry and fishing as an integral part of their culture);

2) Old Believers;

3) polar cities and arctic regions;

4) The development of a "living culture" exclusively "for internal use" in modern conditions is unreasonable and practically impossible - paradoxical as it may seem, but such a scenario leads to the actual extinction of the cultural tradition and its transformation into a museum exhibit. The inclusion of the Okrug in cultural exchange is an important tool for stimulating economic cooperation between the Nenets Autonomous Okrug and the regions of the Far North in the tourism industry. At the same time, participation in the industry as an independent element (an element of an interregional tourist and recreational cluster) is more profitable than completing all (extremely expensive) cluster elements on the territory of the region. Design forms are the basis for the implementation of a new cultural policy:

1. A unified calendar of events has been formed, consistent with the calendars of the main partners (in order to avoid overlaps and competition), the introduction of an event series with initiatives for the development of the tourism industry.

One of the main elements that create the uniqueness of the tourism industry and form an attractive image of the region as a whole is a variety of national holidays and traditional cultural events (including at the interregional level). In the Nenets

Autonomous Okrug, this direction is represented by the Day of the Deer, the holiday of the Komi song "Vizula yu" ("Fast-flowing river"), the national games "Kanin 'Mabeta", the district folklore competition "Pechoryanochka", cross-country snowmobiles for the Cup of the Hero of the Soviet Union, Hero of Russia Artur Chilingarov "Buran Day", reindeer racing "Syamyahat Meret".

In recent years, the Nenets Autonomous Okrug has been actively involved in international cross-border and global research, political, educational, ethnographic "calendars of events". Examples of the participation of the Nenets Autonomous Okrug are the international scientific and practical oil and gas conference "EUROARCTIC", the Days of the Nenets Written Language. The development of horizontal network connections between organizations is an essential condition for creating an image of the region and participating in an adequate information field. There is potential to expand the district's participation in the international network of educational organizations, public and scientific organizations specializing in Arctic research (UARctic). The main center for such events was the Nenets Museum of Local Lore and the Nenets Agricultural and Economic College, on the basis of which the scientific and practical conference "Avvakum readings" and the interregional conference "Science. Education. Production".

2. Cultural Entrepreneurship Support Program - the indigenous peoples of the North of the Nenets Autonomous Okrug are involved in a number of commercial and non-profit activities related to the realization of cultural potential and the inclusion of the okrug in intensive cultural exchange. The greatest development is received by "cultural entrepreneurship" in the form of the development of arts and crafts and the production of souvenirs (the club of Nenets masters "Tukocya"), creativity (Nenets artists P. Vyucheyksy, N. Vyucheykskaya, N. Valeyskaya, writers L. Valei, E. Taibarei, masters A. Ledkov, V. Vylka and others).

3. A project for the development of historical ethnographic tourism, using the unique potential of historical sites:

1) in the area of the lake. Gorodetskoe (25 - 30 km from the city of Naryan-Mar) concentrated unique monuments of history and culture "Pustozerskoye settlement (XV - XX centuries)", "ancient settlement and sanctuary of the V-XIII centuries. - on the river Gnilka" - archaeological monuments, a complex of architectural monuments in the village. Mouth (late XIX - early XX century), monuments of ethnology, sanctuary "Sierra Hill" - XV-XIX centuries. a few kilometers south of Lake Gorodetskoye and "Heybidya Ten" - an idol installed at the site of mass executions of the Nenets of the 17th century;

2) near the mouth of the river. Ortinka (40 km

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIHIQ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

south of the city of Naryan-Mar) is a medieval archeological monument "Orty settlement";

3) Vaygach Island is the holy land of the Nenets. Monuments of ethnology are concentrated on the island - the Nenets sanctuaries of the 17th - 20th centuries. ("Mountain of idols", "Hare stone", "Semiliki idol", etc.), archaeological monuments related to the culture of the Donenets population (sikhirta).

Today, tourism activities are carried out in the following areas:

Advertising and informational promotion of the tourist and recreational potential of the Nenets Autonomous Okrug:

1) participation of the district in the federal mobile guide "TopTripTip - Traveling in Russia" (iOS, Android) was organized;

2) work is underway to prepare information in Russian and English (100 objects), a tourist mobile application for the district has been launched;

3) organized the publication of information about the tourist potential of the district on the National Tourist Portal of the Russian Federation [www.russia.travel](http://www.russia.travel) (currently published information on 42 objects);

4) organized interaction with the national tourist offices of the Russian Federation abroad; information about recreation opportunities in the district was sent to offices in Germany, Austria, China, UAE, Finland;

5) preparation and publication of press releases on tourism topics was organized, 28 releases were published (for the period from March to August); distribution of press releases to federal specialized media was organized, citation index of key news in the field of tourism in the NAO - 5;

6) monitoring of tourist opportunities for the development of domestic and inbound tourism in the territories of municipalities (Nes, Amderma, Indiga, Vaygach Island, Haruta, Ustye, Kotkino) was carried out.

7) registration of district projects in the field of event tourism for the regional stage of the National Russian Event Awards in the Northwestern Federal District was organized; a total of 5 projects were registered, all 5 projects reached the final of the regional stage of the award;

8) organized a presentation of regional tourism products at the largest international tourism exhibitions in Moscow ("Hunting and Fishing in Russia", "Intourmarket", "MITT"); the entire stand of the Nenets Autonomous Okrug was visited by more than 2,000 people, a base of business contacts was formed (more than 60 Russian and foreign tour operators);

9) speeches and presentations were organized at interregional conferences on the development of Arctic tourism;

10) prepared 3 presentations of the district's

tourist and recreational potential of various orientations ("Accessible Arctic", the development of youth tourism in the NAO, the tourist and recreational potential of the NAO);

11) holding the All-Russian tourist and local history project "Friendship Forum: Nenets Autonomous Okrug: Gateway to the Arctic" with the participation of representatives of federal authorities and the media.

Promoting the development of tourism infrastructure and attracting investment in the tourism sector:

a project has been developed to create a tourist cluster in the Okrug, the basis for the creation of which will be the creation of tourist bases with the working name "NAOArktika".

Assistance in improving the quality of tourist services and expanding the range of tourist regional products:

there is a training program on tourism skills "School of Security" in the framework of the "School of Arctic Tourism", aimed at the development of youth tourism and youth tourism: on the basis of the Center for Arctic Tourism;

a modular tour package designed for an individual tourist.

As part of scientific support for state regulation of tourism development in the Nenets Autonomous Okrug, improving the regulatory framework in the field of tourism:

- the Council for the Development of Tourism in the Nenets Autonomous Okrug was created and is operating;

- a technical assignment was developed for the provision of services for the implementation of research work "Concept for the integrated development of tourism in the Nenets Autonomous Okrug until 2025", a package of documents for organizing public procurement was prepared;

Interregional cooperation in the field of tourism: the inclusion of tourist routes in the Nenets Autonomous Okrug in the global interregional project of the Northwestern Federal District "Silver Necklace" was ensured.

5. An important element of cultural policy is the optimization of the network of cultural institutions, namely:

- creation of a centralized library network on the basis of the A.I. Pichkova. Target:

1) the formation of a consolidated electronic library and information resource, the organization of unified access to it;

2) popularization of unique information about the history, geography, socio-economic development of the Arctic Circle and the cultural heritage of the indigenous peoples of the North;

3) creation of a branch of the Presidential Library. B.N. Yeltsin.

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIHIQ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

High-quality and effective public administration at the regional and municipal level today determines not only the attitude of investors to the territory, but also the opportunity to receive the necessary support (organizational and financial) from the federal center, and for the regions of the Far North, which will have to simultaneously solve

1) tasks to improve the quality of life of the population in accordance with the changing state of affairs in the Russian Federation and;

2) the problem of comprehensive redesign and renewal of the entire system for the provision of budgetary services (transition to remote mechanisms for the provision of budgetary services and reforming the budgetary network itself), this is also a question of the sufficiency of the available resource base (mainly the revenue side of the budget and management resources).

The situation with the redistribution of powers between the regional executive bodies of the Arkhangelsk Region and the Nenets Autonomous Okrug, as well as the unfinished administrative reform, determine the relevance of the following directions of development of the public administration system:

Completion of the administrative reform in the Nenets Autonomous Okrug presupposes:

1. Improvement of the organizational chart of regional executive authorities and the system of public administration as a whole - improving the structure of regional executive authorities can be limited by optimization, which consists of;

1) in bringing the number of personnel of departments and state inspections into line with their functional load and tasks to be solved;

2) in restoring a rigid relationship between the amount of financial resources, powers and the list of tasks to be solved within each unit of regional executive bodies;

3) in the implementation of the transfer of security functions to subordinate institutions.

2. Improving the quality and intensity of interaction between regional executive authorities and local self-government bodies in order to effectively fulfill the powers of the Nenets Autonomous Okrug, achieve the goals and objectives of the socio-economic development of the region.

3. Increasing the efficiency of performance of service functions of regional and municipal authorities by strengthening the institutional and organizational base:

1) improvement of the register of state (municipal) and budgetary services (grouping by industries, programs and types of activities according to the classification of public (budget) services, their assignment to individual responsible bodies and their actual transformation into "result units");

2) development of a system of standards

and administrative regulations (including electronic) for the provision of state (municipal) services. The standards are binding rules that establish, in the interests of the recipient of the public service, the requirements for the provision of public services, including the characteristics of the process, form, content and result of the provision of this public service and the performance of the public function. Consolidation of quality standards for the provision of public services serves the purpose of guaranteeing that a citizen receives services of a given quality in the minimum necessary period for this, in conditions of comfort and accessibility. General requirements for public services, types of public services, the content of quality standards, the procedure for compensation to citizens and organizations in the event of the provision of services of inadequate quality, the procedure for the development and adoption of quality standards for public services, the principles of their financing should be enshrined in regional legislation. Administrative regulations for the execution of public functions and administrative regulations for the provision of public services determine the timing and sequence of actions (administrative procedures) of the executive body, the procedure for interaction between its structural divisions and officials, as well as its interaction with other executive bodies and organizations in the performance of public functions, or provision of public services to regional executive authorities; the principles of their financing should be enshrined in regional legislation. Administrative regulations for the execution of public functions and administrative regulations for the provision of public services determine the timing and sequence of actions (administrative procedures) of the executive body, the procedure for interaction between its structural divisions and officials, as well as its interaction with other executive bodies and organizations in the performance of public functions, or provision of public services to regional executive authorities; the principles of their financing should be enshrined in regional legislation. Administrative regulations for the execution of public functions and administrative regulations for the provision of public services determine the timing and sequence of actions (administrative procedures) of the executive body, the procedure for interaction between its structural divisions and officials, as well as its interaction with other executive bodies and organizations in the performance of public functions, or provision of public services to regional executive authorities;

3) formation of a widely available electronic interface for interaction of citizens with regional executive authorities and local self-government bodies on the availability, quality and range of provided state (municipal) services - preparation of the infrastructure of the electronic government of the Nenets Autonomous Okrug;

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIHIQ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

4) constant monitoring and calculation of the rating of public (municipal) services in terms of quality and accessibility to their recipients, as well as the introduction of the practice of regular sociological surveys, benchmarking (structured comparative analysis of the services provided and processes related to their provision with the best analogs in the world, country or region in terms of recruitment formalized evaluation criteria;

5) to develop the regulatory and methodological base and practice of transferring to remote execution of a number of administrative and managerial processes, primarily related to direct interaction with consumers of state (municipal) services.

Not only the timeliness of the fulfillment of budget obligations, but also the quality of their fulfillment depends on the efficiency of budget management in the district. To improve the efficiency of budgetary management in the Nenets Autonomous Okrug, it is necessary to carry out:

1. Transition to effective management - the system of state and municipal government is based on a program-project approach, which assumes the presence of a system of links between the activities of regional executive authorities and local governments and quantitative indicators that allow assessing its results. Therefore, it is necessary:

1) fix the priority goals and objectives for the district administration within the framework of the medium-term program of socio-economic development, which, in turn, is linked to the budget planning system;

2) to implement end-to-end implementation of management accounting mechanisms for the expenditure of budgetary funds by regional executive authorities and local governments, which allow obtaining reliable information on costs and conducting regular external audits;

3) create a regular rating of the effectiveness of budget programs with the involvement of third-party experts. Modernize the internal audit mechanism (check not only the justification of expenditures and targeted use of budget funds, but also the economy, productivity and effectiveness) of the activities of regional executive authorities and local self-government bodies, conducted by the Accounts Chamber of the Arkhangelsk Region.

2. Implementation of a Results Based Budget (RBB). This will require a revision of the fundamental foundations of regional finance management (its goals, objectives and mechanisms) and the formation of a full-fledged target program budget:

1) introduce modern budgeting technologies in regional municipal executive authorities. Expand the independence of the main

administrators of budgetary funds in determining the directions of spending money (including the ability to move budgetary savings) and fix the results of their activities.

2) to maximize the share of the program part of the budget and to impose strict requirements on it regarding the mechanisms of mutual coordination of activities, their costs and goals and objectives;

3) create permanent financial reserves to cover temporary cash gaps;

4) the final transition to medium-term budget planning, where medium-term limits (for 3 years) are protected and approved for all main administrators of budgetary funds (GRBS). These limits are adjusted to a minimum from year to year;

5) modernization of the accounting system (accounting for the classification of services) in the public sector and changing the forms of state reporting of executive bodies of state power and control over their activities.

The development of the personnel potential of executive bodies of state power and local self-government bodies can be carried out by improving the system of motivation of civil servants, combating corruption, developing the practice of regular certification and implementation of individual plans for professional growth by employees, as well as an active personnel policy of executive bodies of state power and local self-government bodies. Supposed:

1. Formation of a modern system of motivation of civil servants, orienting officials to achieve a specific result (distribution of a certain share of saved budget funds in the form of bonuses to responsible managers, sanctions for unattainable results), development of a standard procedure for the provision of reports by budget planning entities (chief administrators, administrators and recipients of budget funds) on the results and main directions of their activities.

2. Development of effective anti-corruption mechanisms, including:

1) anti-corruption external and internal expertise of draft laws and other regulatory legal acts;

2) depersonalization of interaction of civil servants with citizens and organizations through the introduction of a "one window" system, electronic exchange of information;

3) detailed regulation of the procedures for interaction with consumers of public services and the division of administrative and managerial procedures at a stage with their implementation by authorities independent of each other (which will allow the introduction of mutual control).

3. Professional development of public administration employees, programs for individual professional growth of employees, implementation of

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIHIQ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

regular and comprehensive programs for retraining and advanced training of employees of public administration bodies.

4. An active personnel policy, including:

1) creating conditions for the development of human resources in the civil service and strengthening the human resources of the municipal service;

2) development and implementation of modern forms of accounting and evaluation of the activities of employees, contributing to the formation of a highly professional staff on a competitive basis, as well as ensuring the compliance of employees with professional and ethical requirements for their activities;

3) creation of effective mechanisms for the promotion and rotation of personnel, ensuring adequate working conditions and remuneration of employees in accordance with the activities performed;

4) improvement of the practice of implementation of training and retraining of district and municipal management personnel.

For the development of modern information and telecommunications infrastructure, the implementation of common tasks and the preparation of technical solutions in the Nenets Autonomous Okrug, it is necessary to provide for:

- an increase in the number of users of broadband access services to telecommunication systems;

- transition to new generation communication networks;

- complete digitalization of the telephone network - conversion of information from analog to digital form in the amount of 100%;

- significant reduction in operating costs for the maintenance and operation of networks.

In order to development of mobile radiotelephone networks foreseen implementation of the following activities:

- construction of networks of broadband wireless access to telecommunication systems;

- construction of high-speed transport networks;

- increasing the coverage of networks of the 2nd and 3rd generation in order to provide broadband access, including to the Internet;

- transition to integrated solutions for mobile radiotelephone and fixed communication networks;

- development of services based on an intelligent network with modern technologies;

- introduction of new services.

The implementation of the strategic initiative, which ensures an increase in the indicator of

broadband access to information networks and the transition to new generation communication networks, will make it possible to provide broadband access services throughout the territory of the Nenets Autonomous Okrug.

The primary task is to modernize information technologies, social telecommunications, achieve maximum efficiency in the provision and availability of state and municipal services, increase the efficiency of state and municipal management, as well as the level of awareness and mobility of the population through modern technologies.

The main tasks include:

- provision of state and municipal services through multifunctional centers based on access to all information data in a "one window" format and through electronic communication channels;

- implementation of state policy in the field of social protection of the population, ensuring a transparent mechanism for providing citizens with measures of social support and control over the targeted use of allocated funds through the introduction of an integrated information system for the provision and accounting of social services using unified electronic media;

- formation of a unified system of organizational and technical norms, requirements of methodological materials, ensuring the effective development of information and technological infrastructure in compliance with the priorities of modernization of the public administration system;

- development and implementation of electronic administrative regulations into the system of state and local authorities;

- implementation on the territory of the region of the Concept for the formation of electronic government in the Russian Federation on the basis of modern software solutions;

- ensuring large-scale introduction of domestic navigation technologies and services in the transport complex using the glonass system;

- ensuring the introduction of domestic geoinformation systems and software and technological platforms for using the results of space activities in the work of state authorities and local governments, production activities of economic entities;

- standardization, unification and ensuring the compatibility of all solutions within the framework of informatization, as well as improving the legal and methodological framework governing informatization processes;

- ensuring the security of information systems, their protection, safety, integrity and reliability;

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIHIQ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

- creation of an information technology infrastructure for archives, libraries and museums, the gradual transition of archival, library and museum funds to electronic form, as well as providing users with access to the electronic funds of these organizations using the Internet.

In order to increase the availability of communication services, increase the number of users of broadband access to telecommunication systems and create new generation communication networks, the following technical solutions are proposed:

- digitalization of the public telephone network by replacing analog automatic telephone exchanges with digital automatic telephone exchanges of new generations with their own architecture;
- development of multi-service infrastructure;
- construction of regional and interregional high-speed transport networks (FOCL);
- organization of terrestrial communication channels for settlements of the Nenets Okrug to reduce dependence on the satellite resource;
- transition to new generation communication networks.

It is planned to implement innovative projects on the territory of the Okrug using Russian communication equipment, which will make it possible to achieve the best economic results for telecom operators through the introduction of new promising services.

The transition to the concept of partnership involves expanding the range of mechanisms used to attract financial resources and the development of a partner network, including:

1. Expanding the practice of participation of the district and municipalities in key development projects through direct (using debt financing) and indirect financing through the provision of state (regional and municipal) loan guarantees.

2. Expanding participation in key development projects by forming a partner network, contributing to the implementation of the project through organizational efforts to attract partners such as the Development Bank, private business, and expert organizations.

3. An effective methodology for managing public debt, calculating the limits of its size in terms of ensuring budget sustainability and shaping a debt financing policy.

1. The Nenets Autonomous Okrug is a constituent entity of the Russian Federation. The most important condition for the successful implementation of the Strategy for the socio-economic development of the Nenets Autonomous Okrug is the establishment of long-term partnerships with the Arkhangelsk Region in the form of an agreement on the exercise of powers

and income distribution, taking into account the characteristics of the region in comparison with the Arkhangelsk Region, and the need for a radical restructuring of the system for the provision of budgetary and social services, specific development of the basic transport and telecommunications infrastructure, as well as the full use of opportunities for further development of the oil and gas production sector.

An agreement on the execution by the Administration of the Nenets Autonomous Okrug of the powers of the Arkhangelsk Region on the territory of the okrug and the distribution of income received on the territory of the okrug, or a system of separate agreements on the joint execution of specific powers by the Administrations of the Arkhangelsk Region and the Nenets Autonomous Okrug and the mixed financing of these powers from the regional and regional budgets, must be of a long-term nature, that is, cover a period exceeding the established cycle of appointment of senior officials of regional executive bodies.

2. Work on the development of effective interaction with the federal center within the framework of the implementation of the Strategy (primarily its project part) consists in studying and using the possibilities of obtaining support from the government of the Russian Federation (Federal Target Program (FTP) and individual programs within the framework of Priority National Projects). Interaction with the development institutions created in recent years - the Investment Fund and the Development Bank - is also important here.

3. The system of policies and sectoral programs implemented with budget funds. Programs should form the backbone of a medium-term budget planning system. In the context of significant and increasing budgetary revenues from the development of the oil and gas sector in the region (target scenario of the Nenets Autonomous Okrug), the main mechanism is the district state programs and co-financing by the district budget of municipal programs.

4. Using the potential of international and interregional cooperation will make it possible to more effectively solve the tasks of this Strategy due to the access opening up within the framework of interaction to advanced technologies and best world practices for solving the problems of socio-economic development of territories, as well as opportunities for entering foreign markets and attracting investments.

The Nenets Autonomous Okrug cooperates with partners in the Barents Euro / Arctic Region (hereinafter - BEAR). Enhancing participation in the Barents cooperation through representation in the working groups of the Barents Regional Council and joint working groups of BEAC and BRS, participation of the region in the implementation of the Kolarctic

**Impact Factor:**

<b>ISRA (India)</b> = 6.317	<b>SIS (USA)</b> = 0.912	<b>ICV (Poland)</b> = 6.630
<b>ISI (Dubai, UAE)</b> = 1.582	<b>PIHIQ (Russia)</b> = 3.939	<b>PIF (India)</b> = 1.940
<b>GIF (Australia)</b> = 0.564	<b>ESJI (KZ)</b> = 9.035	<b>IBI (India)</b> = 4.260
<b>JIF</b> = 1.500	<b>SJIF (Morocco)</b> = 7.184	<b>OAJI (USA)</b> = 0.350

Cross-Border Cooperation Program between Russia and the European Union, as well as using the possibilities of other instruments operating in northern Europe aimed at development of cooperation between northern regions (Northern Dimension Partnership, Norwegian Barents Secretariat, etc.), will expand the network of potential partners of the Nenets Autonomous Okrug and will contribute to the promotion of priority projects and initiatives for the region in various areas of development.

The active development of the interregional format of interaction within the framework of the Shanghai Cooperation Organization opens up prospects for the regions to intensify mutually beneficial international relations and expand the partner base in the SCO member states. Participation in the work of intergovernmental commissions on cooperation with the SCO member states, using the opportunities created within the organization of governing and advisory bodies, such as the SCO Business Council and the SCO Interbank Consortium, can become tools for establishing ties and promoting the cultural, tourist, and investment potential of the

Nenets Autonomous Okrug. , participation in the activities of the Council for Regional Cooperation ("the Governors' Club") planned to be established, assistance to foreign missions and trade missions of the Russian Federation,

In the field of interregional cooperation, the priority for the Nenets Autonomous Okrug is interaction with the constituent entities of the Russian Federation adjacent to the territory of the NAO, as well as with regions fully or partially included in the land territories of the Arctic zone of the Russian Federation, on the basis of existing cooperation agreements, in particular, agreements with the Republic of Komi, the Yamalo-Nenets Autonomous Okrug, the Republic of Karelia, as well as agreements between the "Arctic" subjects of the Russian Federation.

The tasks and directions of social and economic development of the Nenets Autonomous Okrug established by this Strategy determine the following priority directions for the development of international and interregional cooperation and promising types of joint activities.

**Table 1. Priority directions for the development of international and interregional cooperation and promising types of joint activities.**

Direction of interaction	Promising types of joint activities
Support for traditional types of farming and the agro-industrial complex	Organization of production of products with a high degree of processing and its promotion to foreign markets, including deep processing of "by-products" of reindeer husbandry (scrap horns, tails, hooves antlers, blood, etc.), the development of technologies of deep
	processing of aquatic biological resources, processing of reindeer skins.
Energy optimization, modernization and development	Development of the resource potential of fisheries by organizing the breeding and cultivation of aquatic organisms in natural and artificial reservoirs, implementation of projects for the development and application of marine biotechnology.
	Introduction of modern technologies in the field of dairy farming, construction of small-scale farms for milk processing and production of dairy products.
	Introduction of innovative technologies for year-round cultivation of vegetable products and other agricultural crops in a closed soil.
Energy optimization, modernization and development	Introduction and expansion of the use of renewable energy sources to ensure energy independence and energy security of settlements, as well as reduction of budgetary costs for the "northern delivery".
	Development and implementation of projects in the field of energy saving and energy efficiency, modernization of housing and communal services on the basis of modern energy saving technologies.

**Impact Factor:**

<b>ISRA (India)</b> = 6.317	<b>SIS (USA)</b> = 0.912	<b>ICV (Poland)</b> = 6.630
<b>ISI (Dubai, UAE)</b> = 1.582	<b>PIHIQ (Russia)</b> = 3.939	<b>PIF (India)</b> = 1.940
<b>GIF (Australia)</b> = 0.564	<b>ESJI (KZ)</b> = 9.035	<b>IBI (India)</b> = 4.260
<b>JIF</b> = 1.500	<b>SJIF (Morocco)</b> = 7.184	<b>OAJI (USA)</b> = 0.350

Sector modernization and efficiency improvement budget services	The introduction of innovative methods of diagnosis, prevention and treatment of diseases using remote technologies, including mobile technologies, the introduction of new organizational forms of medical care and the creation of a system of continuous education and improvement qualifications of medical personnel to ensure the availability and improve the quality of medical care, including emergency, to the population of remote areas.
	Development of types of medical services aimed at strengthening the health of the population, preventing the occurrence of diseases caused by lifestyle or the influence of environmental factors, formation and implementation of healthy lifestyle programs.
	Development and implementation of educational programs for training, retraining and improvement qualifications of specialists in working specialties, taking into account the needs of the NAO (for example, in specialists in the field of production and processing of hydrocarbons, information and communication technologies, etc.)
Development of tourist and recreational potential	Formation and promotion on the basis interregional cooperation of complex tours through combinations of objects of tourist display, as well as acquaintance with the historical,
	cultural, architectural, natural the diversity of several regions.
	Development of environmentally friendly types of tourism in the Arctic, including in places of traditional residence and traditional economic activities of the indigenous small-numbered peoples of the North, the promotion of Arctic tourism on the national and international markets.
	Development of expeditionary activities, scientific and educational tourism, implementation of complex research and scientific projects in the Arctic.
Ensuring an open and intensive cultural and human exchange	Implementation of joint initiatives aimed at active participation in the process of world cultural integration, including using modern information and telecommunication technologies.
	Ensuring the ethnocultural development of indigenous small peoples of the North.
Preservation and protection of the natural environment	Implementation of measures aimed at preserving the biological diversity of the Arctic flora and fauna in the context of expanding economic activity and global climate change, including monitoring the state of ecosystems and flora objects, minimizing negative anthropogenic impact on the environment, the introduction of mechanisms that stimulate the rational use of mineral and raw materials biological resources, as well as energy and resource conservation.
	Development of effective systems for handling production and consumption waste, recycling and processing of solid household waste, water management, including the rational use and protection of water resources, water treatment, municipal and industrial water supply, wastewater treatment and other issues water sector.



<b>Impact Factor:</b>	<b>ISRA (India) = 6.317</b>	<b>SIS (USA) = 0.912</b>	<b>ICV (Poland) = 6.630</b>
	<b>ISI (Dubai, UAE) = 1.582</b>	<b>PIHIQ (Russia) = 3.939</b>	<b>PIF (India) = 1.940</b>
	<b>GIF (Australia) = 0.564</b>	<b>ESJI (KZ) = 9.035</b>	<b>IBI (India) = 4.260</b>
	<b>JIF = 1.500</b>	<b>SJIF (Morocco) = 7.184</b>	<b>OAJI (USA) = 0.350</b>

**Tab. 2. Variants of regional state programs in accordance with the main directions and projects of socio-economic development**

Main directions and projects of social and economic development of the Nenets Autonomous Okrug		Possible regional government programs
X.10.1.	The main directions of development of the oil and gas complex as a basic sector of the economy	"Development of the mineral resource base of the Nenets Autonomous Okrug"
X.10.2.	Diversification of the economy Nenets Autonomous Okrug. Formation of new sectors	
X.10.2.1.	Reorganization and development of traditional types of business	State program of the Nenets Autonomous Okrug "Development of agriculture and regulation of markets for agricultural products, raw materials and food in the Nenets Autonomous district " (creation modern infrastructure for the production of high quality reindeer products; rational use of reindeer pastures; use of the resource potential of coastal and lake-river fishery; construction of modular points for the acceptance, cleaning and storage of wild plants in the municipalities of the district; development vegetable growing for year-round supply of greenhouses to the residents of the district, growth in the number of economic entities representing small forms of business; formation of personnel Potential agro-industrial complex)
		State program of the Nenets Autonomous Okrug "Preservation and development of the indigenous small-numbered peoples of the North in the Nenets Autonomous Okrug" (creation of a network of trading posts, state support of trading posts)
X.10.2.2.	Tourism and recreational potential of the territory	"Development of tourism in the Nenets Autonomous district " (reorientation hunting activities towards hunting tourism, the development of fishing tourism, ecological, ethnocultural and extreme tourism)
X.10.2.3.	"Urban Economy" in Naryan-Mar	Co-financing municipal programs for the modernization and development of the road network of the Nenets Autonomous Okrug (road construction Naryan-Mar - Usinsk and Nes - Mezen) "Creation of a unified communication and data transmission network in the Nenets Autonomous Okrug" (formation modern telecommunications infrastructure)
X.10.2.4.	Production development opportunities solid minerals	"Development mineral and raw base Nenets Autonomous Okrug "
X.10.3.	Facilitating guided system transformation resettlement and development of the local labor market	"Promoting employment population Nenets Autonomous Okrug " Address investment program "Program resettlement from dilapidated

<b>Impact Factor:</b>	<b>ISRA (India) = 6.317</b>	<b>SIS (USA) = 0.912</b>	<b>ICV (Poland) = 6.630</b>
	<b>ISI (Dubai, UAE) = 1.582</b>	<b>PIHH (Russia) = 3.939</b>	<b>PIF (India) = 1.940</b>
	<b>GIF (Australia) = 0.564</b>	<b>ESJI (KZ) = 9.035</b>	<b>IBI (India) = 4.260</b>
	<b>JIF = 1.500</b>	<b>SJIF (Morocco) = 7.184</b>	<b>OAJI (USA) = 0.350</b>

		housing "
		Program "Dwelling " (housing building)
		Co-financing complex programs socio-economic development of municipalities
		"Subsidizing the interest rate on mortgage loans for the purchase of housing in the Nenets Autonomous Okrug" (increasing the mobility of the population and improving the quality of life)
		"Assisting the voluntary resettlement of compatriots living abroad in the Nenets Autonomous Okrug for 2016-2020"
X.10.4.	Optimization, modernization and development of the energy sector of the Nenets Autonomous Okrug	The comprehensive program "Development of small and municipal energy in the Nenets Autonomous Okrug" (the use of associated petroleum gas, study of the territory of the Nenets Autonomous Okrug for the feasibility of using alternative energy sources
		Co-financing of the CSP of the Arkhangelsk region "Gasification of the Arkhangelsk region" in the part concerning Zapolyarny District (construction of branches and gas distribution networks)
		Comprehensive program "Development of energy using renewable energy sources in the Nenets Autonomous Okrug" (pilot projects and design of a generation system based on renewable sources - wind, hydropower, bioresources)
X.10.5.	Transport infrastructure Nenets Autonomous Okrug	
X.10.5.3.	Provide connection Naryan Mara with the rest of Russia paved roads	Co-financing of municipal programs for the modernization and development of the road network of the Nenets Autonomous Okrug (road construction Naryan-Mar - Usinsk and Nes - Mezen)
X.10.6.	Sector modernization and efficiency improvement budget services	The comprehensive program "Optimization and development of the social infrastructure of the Nenets Autonomous Okrug" (strengthening the backbone function of Naryan-Mar to provide comprehensive services to the population, improving the quality and efficiency of services in rural areas)
		"Creation of a unified communication and data transmission network in the Nenets Autonomous Okrug" (formation modern telecommunications infrastructure)
X.10.7.	Inclusion in the global information field and development culture as the foundation of society	"Development culture and tourism in Nenets Autonomous Okrug "
X.10.8.	Development of the public administration system Nenets Autonomous Okrug	

**Impact Factor:**

ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 1.582	PIHIQ (Russia) = 3.939	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350

X.10.8.1.	Completion of the administrative reform. Optimization of the structure of fishing collective farms, the system of interaction with local government bodies, correlation of goals and objectives with the powers of government bodies and their subdivisions. Development of service functions of fishing collective farms and bodies local government	"Administrative reform in the Nenets Autonomous Okrug" (improvement of the organizational chart of fishing collective farms, improving the performance of service functions, improving the quality and intensity of interaction between fishing collective farms and local governments)
X.10.8.3.	Development of human resources for fishing collective farms and local government	"Administrative reform in the Nenets Autonomous Okrug"
X.10.8.4.	Electronic document management and conference system in teleconference mode	"Electronic Nenets Autonomous district "
		"Creation of a unified communication and transmission network data in the Nenets Autonomous Okrug "

4. Regional marketing includes the image of the region and the promotion of large projects and unique features of the Nenets Autonomous Okrug. There are several options for working with investors -

in the ad hoc mode, the Corporation or the Development Agency of the Nenets Autonomous Okrug, a separate department within the administration:

**Tab. 3. Variants of institutions for managing the investment potential of the territory**

	Ad hoc work with potential investors	Development Corporation of the Nenets Autonomous Okrug	Development Agency of the Nenets Autonomous Okrug	Strategic Projects Department administration of the Nenets Autonomous Okrug
Institutional cash and administrative peculiarities	Within the framework of specially established working groups in the framework administration Nenetsky autonomous	Specially created by company, representing Administration Nenetsky autonomous constituencies within	Special organizational unit out structures administration	Special structural subdivision administration Nenetsky autonomous constituencies
	districts in relation to a specific project	public-private partnership projects and when attracting strategic investors		
Main functions	Working with individual specific projects	Complex work with investment projects and performance interests of the Nenets Autonomous Okrug (including co-investment)	Investor recruiting and territory marketing; Providing a "one window" regime for potential investors	Recruiting and support of strategic investment projects
Property powers	Absent	Can enter into property relationship	Limited	Absent

In addition, to create a public-private partnership mechanism, there is an opportunity to use the

sequence of steps used by Vnesheconombank. We are talking about the formation of the regional center of

## Impact Factor:

ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 1.582	PIHIQ (Russia) = 3.939	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350

public-private partnership, consisting of:

1) the Council for Public-Private Partnership (PPP) under the Governor of the Nenets Autonomous Okrug (a collegial body with the participation of employees of the PPP Center of Vnesheconombank State Corporation. The Council may include representatives of other government bodies, business structures, public associations, scientists, etc.);

2) PPP management in the structure of the executive power of the region, endowed with the authority to organize PPP projects.

5. Special mechanisms to support new sectors of the economy and renewing traditional types of business at the level of the Nenets Autonomous Okrug, including: tax holidays for property and land tax; subsidizing the interest rate on loans for development; provision of guarantees; support of strategic investment projects and "one window" regime for investors.

6. The mechanism of direct budgetary investments in objects. In accordance with the budget code, regional funds can be used to co-finance infrastructural and social facilities that receive support from the federal budget, to develop engineering infrastructures (for example, intermunicipal roads) and social facilities, or through municipal development funds can be used as co-financing for infrastructure projects of municipalities.

7. Strategic agreements with large corporations, the subject of which depends on the capabilities, readiness and specialization of the partner company. Agreements with mining companies may cover not only planning and coordination of production and processing development projects, but also co-financing of infrastructure development projects for settlements and grants for the development of culture

and social sphere.

The target scenario is associated with a gradual increase in oil and gas production to the level of 20-22 million tons of oil equivalent by 2035 and stabilization and gradual reduction in production in the future. Other sectors of the economy such as

1) the food industry, which is developing thanks to the renewal of traditional types of farming;

2) transport, the development of which is associated with the transit potential of the Barentskomur highway and the port in Indiga, as well as with passenger and freight traffic within the framework of projects for the development of the Arctic;

3) tourism;

4) mining of solid minerals will ensure the diversification of the economy of the Nenets Autonomous Okrug and the stability of local labor markets.

As a result, the GRP of the Nenets Autonomous Okrug will significantly increase - from 183.7 billion rubles. in 2014 to 341.1 billion in 2035, that is, 1.8 times.

The average monthly nominal accrued wages of one employee of the organizations of the Nenets Autonomous Okrug in constant prices in 2014 will increase from 65.8 thousand rubles. up to 134.5 thousand rubles, that is, 2.0 times. The population of the Okrug will gradually increase both due to a powerful migration inflow associated with the implementation of economic projects, and due to a significant and stable natural increase, which reflects the overall favorable situation with the perceived quality of life. By 2035, the population of the Nenets Autonomous Okrug may grow to 48.0 thousand inhabitants.

**Table 4. Targets and indicators for the implementation of the Strategy**

Targets and indicators	2014	2015	2016	2020	2030
	report	report	grade	forecast	
Average annual population, thousand people	43.2	43.6	44.0	45.4	48.1
Life expectancy at birth, years	70.7	71.0	71.2	71.7	72.9
Average annual number of employed in the economy, thousand people	33.3	33.4	33.3	33.6	34.1
Unemployment rate (according to the ILO methodology), as a percentage of the economically active population	5.3	7.9	7,7	7,7	6.9
Gross regional product, billion rubles	183.7	197.8	206.9	246.8	341.1
Gross regional product by type of economic activity "Extraction of minerals", billion rubles.	139.6	152.7	155.9	166.7	233.4
The total area of residential premises per inhabitant on average (at the end of the year), sq. m	23.0	23.5	24.1	25.2	26.0
Investment in the main	79.0	113.2	119.9	142.2	187.4

<b>Impact Factor:</b>	<b>ISRA (India) = 6.317</b>	<b>SIS (USA) = 0.912</b>	<b>ICV (Poland) = 6.630</b>
	<b>ISI (Dubai, UAE) = 1.582</b>	<b>ПИИЦ (Russia) = 3.939</b>	<b>PIF (India) = 1.940</b>
	<b>GIF (Australia) = 0.564</b>	<b>ESJI (KZ) = 9.035</b>	<b>IBI (India) = 4.260</b>
	<b>JIF = 1.500</b>	<b>SJIF (Morocco) = 7.184</b>	<b>OAJI (USA) = 0.350</b>

Capital from all sources of financing, billion rubles					
Investment volume as a percentage of GRP	43.0	57.2	58.0	57.6	54.9
Number of small and medium-sized businesses, thousand units	1.0	1.0	1.0	1.0	1.0
The share of turnover of small and medium-sized businesses in the total GRP, percent	6.2	6.0	6.1	6.1	5.6
Average monthly nominal accrued wages of one employee of organizations, rubles	65816	70,984	75172	93,549	134,495
Share of population with incomes below the subsistence level, %	9.0	9.8	10.0	7.3	5.7
Natural increase (decrease) of the population per 1000 population, people	7,7	8.3	8.2	5.5	4.8

**Tab.5. Target indicators for the implementation of the Strategy for the development of the Arctic zone of the Russian Federation and ensuring national security for the period up to 2035**

N / a	Index	Base value	Target value		
			2024year	2030year	2035year
<b>2024 year</b>	<b>2030 year</b>	<b>2035 year</b>			
<b>1.</b>	Life expectancy at birth in the Arctic zone (years)	<b>72.39 (2018)</b>	<b>78</b>	<b>80</b>	<b>82</b>
<b>2.</b>	Migration growth rate of the population of the Arctic zone	<b>-5.1 (2018)</b>	<b>-2.5</b>	<b>0</b>	<b>2</b>
<b>3.</b>	Unemployment rate in the Arctic zone, calculated in accordance with the methodology of the International Labor Organization (in percent)	<b>4.6 (2019)</b>	<b>4.6</b>	<b>4.5</b>	<b>4.4</b>
<b>4.</b>	Number of jobs at new enterprises located in the Arctic zone (thousand)	<b>-</b>	<b>13</b>	<b>110</b>	<b>200</b>
<b>5.</b>	Average salary of employees of organizations operating in the Arctic zone (thousand rubles)	<b>83.5 (2019)</b>	<b>111.7</b>	<b>158.5</b>	<b>212.1</b>
<b>6.</b>	Share of households with broadband access to the Internet information and telecommunications network in the total number of households in the Arctic zone (percentage)	<b>81.3 (2019)</b>	<b>90</b>	<b>100</b>	<b>100</b>
<b>7.</b>	The share of the gross regional product produced in the Arctic zone in the total gross regional product of the constituent entities of the Russian Federation (percentage)	<b>6.2 (2018)</b>	<b>7.2</b>	<b>8.4</b>	<b>9.6</b>
<b>8.</b>	The share of the added value of high-tech and knowledge-intensive sectors of the economy in the gross regional product produced in the Arctic zone (percentage)	<b>6.1 (2018)</b>	<b>7.9</b>	<b>9,7</b>	<b>11.2</b>
<b>9.</b>	Share of investments in fixed assets carried out in the territory of the Arctic zone in total investments in fixed assets in the Russian Federation (in percentages)	<b>9.3 (2019)</b>	<b>11</b>	<b>12</b>	<b>14</b>

## Impact Factor:

ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 1.582	ПИИИ (Russia) = 3.939	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350

10.	The share of internal costs for research and development, as well as the costs of organizations for technological innovations carried out in the Arctic zone, in the total internal costs of research and development, as well as costs of organizations for technological innovation in the Russian Federation (in percent)	1 (2018)	2.5	3.5	4.5
11.	Share of investments in fixed assets carried out in order to protect and rational use of natural resources in total investments in fixed assets carried out in the Arctic zone (in percent)	2.6 (2019)	4.5	6	10
12.	The share of crude oil (including gas condensate) and combustible natural gas produced in the Arctic zone in the total volume of crude oil (including gas condensate) and combustible natural gas produced in the Russian Federation (in percent):				
	crude oil (including gas condensate)	17.3 (2018)	20	23	26
	combustible natural gas	82.7 (2018)	82	81	79
13.	LNG production in the Arctic zone (million tons)	8.6 (2018)	43	64	91
14.	The volume of cargo transportation in the water area of the Northern Sea Route (million tons) *	31.5 (2019)		90	130
	including transit traffic				

### Conclusion

In accordance with the Fundamentals of State Policy of the Russian Federation in the Arctic for the period up to 2035, the main tasks in the field of social development of the Arctic zone of the Russian Federation are:

a) ensuring the availability of primary health care, high-quality preschool, primary general and basic general education, secondary vocational and higher education, services in the field of culture, physical culture and sports in settlements located in remote areas, including in places of traditional residence and traditional economic activities of small peoples;

b) providing citizens with affordable, modern and high-quality housing, improving the quality of housing and communal services, improving the living conditions of people leading a nomadic and semi-nomadic lifestyle, belonging to small peoples;

c) the accelerated development of the social infrastructure of settlements where bodies and organizations are located that perform functions in the field of ensuring national security and (or) the functions of a base for the development of mineral

resource centers, the implementation of economic and (or) infrastructure projects in the Arctic;

d) creation of a system of state support for the delivery of fuel, food and other vital goods to settlements located in remote areas in order to ensure affordable prices for such goods for citizens and business entities;

e) provision of year-round main, interregional and local (regional) air transportation at affordable prices;

f) ensuring that the state fulfills its obligations to provide housing subsidies to citizens leaving the regions of the Far North and equivalent areas;

g) promotion of a healthy lifestyle, including the introduction of corporate health promotion programs in the workplace. The level of development of social infrastructure significantly affects the potential of any territory and the prospects for its socio-economic development. In the regions of the North and the Arctic of the Russian Federation, "a highly developed social infrastructure is designed to be one of the forms of compensation for work and living in extremely uncomfortable conditions." However, "the current development practice is predominantly of a sectoral nature, when priority is given to individual investment

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИИ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

projects, and does not ensure the implementation of an integrated approach that involves the development of not only production, but also the social sphere in combination with solving demographic and environmental problems." The "Fundamentals" gives a principled assessment of the processes, occurring in the Arctic territories, including in the social sphere. This is, first of all, a decrease in the population of the Arctic zone of the Russian Federation, a low level of development of social, transport, information and communication infrastructure of the land territories of the Russian Arctic, including in places of traditional residence of small peoples.

The transition to a market economy, the closure of thousands of enterprises, a reduction in military infrastructure, an increase in unemployment, a sharp reduction in funding for Arctic projects, low wages excluding regional payments adversely affected the quality of life of the population, led to a reduction in its life expectancy, which together led to an increase in the outflow of the population from most of the Arctic territories, which led them to desolation. For 1990–2020 the social infrastructure of the North and the Arctic of Russia has undergone a number of

serious changes. In the 1990s. government spending on its development was reduced and actually came down to the payment of wages. In the 2000s. funding has increased, but still a significant part of the regional and federal budget funds is directed to the development of social infrastructure facilities, located in administrative centers, although small settlements need it most urgently. The problem of the availability of quality services is currently exacerbated by the ongoing modernization (optimization) of social infrastructure, within which small institutions are merged (some of them are liquidated).

The implementation of the Strategy is designed to respond to the main demographic challenge of the republic's long-term development. In conditions of sufficiently high mobility of the population, people choose for life those regions where they can realize their potential. The answer to this should be an appeal to the needs and capabilities of every resident of the NAO and positioning the state as an assistant, the role of civil society in governance should be radically changed, and mechanisms for effective feedback from residents should be established. Therefore, people are at the center of the Strategy.

## References:

1. Tolvanen, A., Eilu, P., Yutinen, A., Kangas, K., Kivinen, M., Markovaara-Koivisto, M., Naskali, A., Salokannel, V., Tuulenti, S., & Simila, J. (2019). Mining in the Arctic Environment - Review from environmental, socio-economic and legal points of view. *Environmental Management Journal*. 2019; 233: 832-844. DOI: 10.1016 / J.Jenvman.2018.11.124.
2. Bird, C.J., Charpentier, R.R., Gauthier, D.L., Hauseknecht, D.W., Klet, T.R., Pitman J.K., Moore, T.E., Schenk, C.J., Tennyson, M E., Vandry, K.J. (2008). *Resource Assessment of the Arctic: Estimates of Undiscovered Oil and Gas Reserves North of the Arctic Circle*. USGS Science for a Changing World. 2008. Retrieved from <https://pubs.usgs.gov/fs/2008/3049/fs2008-3049.pdf>
3. Michaud, D. (2014). *After the ice: Mineral wealth of the Arctic*. May 14, 2014. Retrieved from <https://www.911metallurgist.com/blog/mineral-Riches-of-the-Arctic>
4. Turner, J. (2017). *Laurence Meinert: "Endangered Mining: Is the World Running Out of Essential Minerals?"* [Interview]. Mineral extraction technology, April 9, 2017. Retrieved from <https://www.mining-technology.com/features/featuremined-into-extinction-is-the-world-running-out-of-critical-minerals-5776166/2017>
5. Daley, T., & Singh, S. (2019). *Prices for rare earth metals in China are rising due to their potential role in the trade war*. Technology News, June 6, 2019. Retrieved from <https://www.reuters.com/article/us-usa-trade-china-rareearths/weapon-of-choice-china-rare-earth-prices-soar-on-their-potential-role-in-trade-war-idUSKCN1T70IB>
6. (2019). *Walking on Thin Ice: A Balanced Arctic Strategy for the EU*. *EPSC Strategic Notes*. 2019; (31). [https://ec.europa.eu/epsc/sites/epsc/files/epsc\\_strategic\\_note\\_issue31\\_arctic\\_strategy.pdf](https://ec.europa.eu/epsc/sites/epsc/files/epsc_strategic_note_issue31_arctic_strategy.pdf)
7. Bortnikov, N.S., Lobanov, K.V., Volkov, A.V., Galyamov, A.L., Vikentiev, I.V., Tarasov, N.N., Distler, V.V., Lalomov, A.V., Aristov, V V., Murashov, K. Yu., Chizhova, I. A., & Chefranov, R. M. (2015). Strategic deposits of metals in the Arctic zone. *Geology of ore deposits*, 57 (6): 433–453. DOI: 10.1134 / S1075701515060021.

**Impact Factor:**

**ISRA (India) = 6.317**  
**ISI (Dubai, UAE) = 1.582**  
**GIF (Australia) = 0.564**  
**JIF = 1.500**

**SIS (USA) = 0.912**  
**ПИИИ (Russia) = 3.939**  
**ESJI (KZ) = 9.035**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
**PIF (India) = 1.940**  
**IBI (India) = 4.260**  
**OAJI (USA) = 0.350**

---

8. Hwat-Brewster, L., Harland, B. (Ed.) (2018). *Arctic Mineral Development: Mineral Extraction will be a valuable partner in Arctic prosperity. Responsible Resource Development Working Group. Arctic Economic Council.* Retrieved from [https://documentcloud.adobe.com/link/track?Uri = urn% 3Aaaaid% 3Ascds% 3AUS% 3Aa7e72236-1943-4c29-a892-1ba0ab16788f](https://documentcloud.adobe.com/link/track?Uri=urn%3Aaaid%3Ascds%3AUS%3Aa7e72236-1943-4c29-a892-1ba0ab16788f)
9. Humpert, M. (2018). *What is the Northern Sea Route? Economist.* September 24, 2018. Retrieved from [https://www.economist.com/the - economist - explains / 2018/09/24 / what the Northern Sea Route is](https://www.economist.com/the-economist-explains/2018/09/24/what-the-northern-sea-route-is)
10. (n.d.). *Transit statistics. Information Office of the Northern Sea Route.* Retrieved from [https://web.archive.org/web/20160904171211/h ttp://www. arctic-lio.com/nsr\\_transits](https://web.archive.org/web/20160904171211/http://www.arctic-lio.com/nsr_transits)
11. (2018). *Dahej (Gujarat). India gets the cheapest LNG as Russia's Gazprom begins deliveries worth \$ 25 billion.* Business standard. June 4, 2018. Retrieved from [https://www.business-standard.com/article/economy-policy/india-gets-cheapest-lng-as-russia-s-gazprom-begins - supplies-of-worth-25-bn- 118060400660\\_1.html](https://www.business-standard.com/article/economy-policy/india-gets-cheapest-lng-as-russia-s-gazprom-begins-supplies-of-worth-25-bn-118060400660_1.html)
12. Devyatkin, P. (2018). *Russia's Arctic Strategy: Energy Production (Part III).* Arctic Institute. February 20, 2018. Retrieved from [https:// www. thearcticinstitute.org/russias-arctic-strategy-energy-extraction-part-three/](https://www.thearcticinstitute.org/russias-arctic-strategy-energy-extraction-part-three/)
13. (2019). *Canadian Pacific Railroad / Business Description.* Retrieved 05.03.2019 from [https://seekingalpha.com/article/4241974- canadian-pacific-railway-growth-deceleration- likely-2019](https://seekingalpha.com/article/4241974-canadian-pacific-railway-growth-deceleration-likely-2019)



## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИЦ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

SOI: [1.1/TAS](#) DOI: [10.15863/TAS](#)

### International Scientific Journal Theoretical & Applied Science

p-ISSN: 2308-4944 (print) e-ISSN: 2409-0085 (online)

Year: 2021 Issue: 10 Volume: 102

Published: 01.10.2021 <http://T-Science.org>

QR – Issue



QR – Article



**Yuri Dmitrievich Mishin**

Siberian State University of Railway Transport  
Ph. D., Professor

**Pavel Mikhailovich Postnikov**

Siberian State University of Railway Transport  
Candidate of Technical Sciences, Professor  
Novosibirsk, Russia

**Artur Aleksandrovich Blagorodov**

Institute of Service Sector and Entrepreneurship(branch) of DSTU  
Bachelor's degree

**Vladimir Timofeevich Prokhorov**

Institute of Service Sector and Entrepreneurship(branch) of DSTU  
Doctor of Technical Sciences, Professor  
Shakhty, Russia

**Galina Yuryevna Volkova**

LLC TSPOSN «Ortomoda»  
Doctor of Economics, Professor  
Moscow, Russia

## TRANSPORT IS A UNIVERSAL TOOL FOR ORGANIZING THE SPACE-TIME CONDITIONS OF THE MOVEMENT OF MATTER

**Abstract:** *In the article, the authors proposed a systematic approach to the study of the concept of "movement". We have developed a systematic description of this fundamental concept for the worldview and have defined a place for transport in the traffic system. Transport is a universal tool for the implementation of movement as self-movement, which serves as a sufficient argument to classify transport as a system-forming concept of the worldview. It is necessary not only to correct the existing characteristic of transport associated with the restriction of transport by the function of moving goods, but also to supplement it with the function of organizing reality, which well shows its status in the reproduction of the cell. Transport is a universal tool for creating space-time conditions of development in the system of motion of matter.*

**Key words:** *transport, movement, tool, universality, cargo, organization, worldview, public or social transport, conceptual thinking.*

**Language:** *Russian*

**Citation:** *Mishin, Y. D., Postnikov, P. M., Blagorodov, A. A., Prokhorov, V. T., & Volkova, G. Y. (2021). Transport is a universal tool for organizing the space-time conditions of the movement of matter. ISJ Theoretical & Applied Science, 10 (102), 76-86.*

**Soi:** <http://s-o-i.org/1.1/TAS-10-102-3> **Doi:**  <https://dx.doi.org/10.15863/TAS.2021.10.102.3>

**Scopus ASCC:** 1211.

**ТРАНСПОРТ – УНИВЕРСАЛЬНЫЙ ИНСТРУМЕНТ ОРГАНИЗАЦИИ ПРОСТРАНСТВЕННО-ВРЕМЕННЫХ УСЛОВИЙ ДВИЖЕНИЯ МАТЕРИИ**

## Impact Factor:

ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 1.582	РИИЦ (Russia) = 3.939	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350

**Аннотация:** В статье авторы предложили системный подход к исследованию понятия «движение». Разработали системное описание этого фундаментального для мировоззрения понятия и определили в системе движения место для транспорта. Транспорт – универсальный инструмент осуществления движения как самодвижения, что служит достаточной аргументацией причислить транспорт к системообразующим понятиям миропонимания. Необходимо не только исправить сложившуюся характеристику транспорта, связанную с ограничением транспорта функцией перемещения грузов, но и дополнить ее функцией организации реальности, что хорошо показывает его статус в воспроизводстве клетки. Транспорт является универсальным инструментом создания пространственно-временных условий развития в системе движения материи.

**Ключевые слова:** транспорт, движение, инструмент, универсальность, груз, организация, миропонимание, «общественный или социальный» транспорт, понятийное мышление.

## Введение

УДК 519 .47: 357. 49

Рассматривается транспорт в новом формате как явление, входящее в основу системной организации действительности. Анализ существующего понимания транспорта показывает, что ограничение содержания понятия «транспорт» отраслью, занимающейся перевозкой грузов в пределах исключительно социальной реальности, находится в противоречии с исходной посылкой определения транспорта как средства движения и историей человеческого транспорта, начинавшийся до рождения дифференцированного производства. Традиционное понимание транспорта в качестве средства перемещения в пределах общественной жизни человека сложилось под влиянием значения для него этой составляющей мира. Подобное ограничение объема действительности, отраженной в содержании понятия «транспорт», нарушает логику формирования научного понятия. Объем явлений, закрепленный содержанием понятия, должен быть эквивалентен содержанию. Если утверждается, что «транспорт» - это субъект определения, а «перемещение грузов» - его специфический признак, то нам надлежит «перемещение грузов» квалифицировать в качестве универсального действия. Когда «перемещение грузов» сводится к движению совокупности продуктов собственно человеческой деятельности, то следует секвестировать и характеристику транспорта. То есть здесь речь должна уже идти не о «транспорте» как таковом, его всеобщности, а об «общественном транспорте», составляющей которого можно сделать «индивидуальный транспорт».

Проблема заключается в том, что логический анализ противоречивости существующего понимания транспорта, показывает формальную сторону несовершенства определения, научное же, как и философское познание, требует предметной определенности. Необходимо не только привести в соответствие объем понятия с его содержанием, но и найти то в мире действительного существования, что является

предметом, отраженным в конструкции понятия, то есть загрузить понятие действительным содержанием, чтобы оно нормально работало в научном познании, благодаря своей конкретности.

## Основная часть

«Транспорт» - системообразующее мировоззрение понятие. Современное понятие транспорта несмотря на научно-технический подход соответствует только уровню мышления в форме представления. Для приведения отражения явления в соответствии с его действительным статусом необходимо продвижение познания на уровень понятия, что авторы и предприняли в предлагаемой статье.

Понятийное мышление – высшее достижение восхождения познания в процессе эволюции «человека разумного». Подтверждением этого служит тот факт, что содержание понятия универсально как на уровне непротиворечивого (формально – логического) мышления, так и противоречиво – диалектического. История мышления на уровне понятия позволяет предположить, что и дальнейший ход эволюции разумности – становление сознания «человека благоразумного», также будет происходить, благодаря совершенствованию понятийного мышления.

Признанию значения обобщающей формы знания мы обязаны мыслителям «Осевого времени», прежде всего, греческим философам. Персонально историки выделяют Платона и Аристотеля. Последний сумел разгадать закономерный характер образования понятий и выстроил их производство в систему устойчивого порядка, добавив к заслуге Платона представить понятие формой высшего знания, логику мышления, управляющую понятийной организацией получения знаний высшего достоинства.

Следующим важнейшим достижением в изучении понятийного конструирования знаний стало открытие Г. Гегелем историзма понятийного мышления. Гегель привел в соответствие движение реальности мира и процесса его познания, исходя из идеи тождества мышления и бытия. При этом Гегель высоко ценил гений

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИЦ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

Аристотеля. «Он (Аристотель) писал Г. Гегель, обладал такой силой ума, которая позволила ему наделить мышление тем, что ему принадлежит как таковому.... Логика Аристотеля остается до нашего времени основой логики.... Интересна эта наука тем, что в ней мы знакомимся с приемами конечного мышления, и эта наука правильна, если она соответствует своему предполагаемому предмету». Оптимистичным было и заключение Г. Гегеля: «Изучение этой формальной логики, без сомнения, принесет известную пользу; это изучение, как принято говорить, изоощряет ум. Мы научаемся концентрировать мысль, приучаемся абстрагировать, между тем как в обычном сознании мы имеем дело с чувственными представлениями, перекрещивающимися и перепутывающимися друг с другом. Знакомство с формами конечного мышления может служить средством для подготовки эмпирическим наукам, которые руководствуются этими формами, и в этом смысле логику называют инструментальной».

Инструментальная функция мышления характерна для рассудочной деятельности, она важна для научного познания, когда оно, сделав открытие, разрабатывает возможности его использования в пределах некоторой достигнутой определенности. Диалектика же, напротив, являет собою имманентный переход одного определения в другое, в котором обнаруживается, что эти определения рассудка односторонни и ограничены, т.е. содержат отрицание самих себя. Сущность всего конечного состоит в том, что оно само себя снимает. Диалектика есть, следовательно, движущая душа всякого научного развертывания мысли и представляет собой единственный принцип, который вносит в содержание науки имманентную связь и необходимость...».

Определив гносеологическую и методологическую значимость диалектического подхода к познанию, Г. Гегель подвел мышление к необходимости нового взгляда на понятие, конкретнее, на рассмотрение понятия как исторического явления. «Поступательное движение понятия, подчеркнул Г. Гегель, не есть больше ни переход, ни видимость в другом, но есть развитие, так как различное одновременно непосредственно положено как тождественное с другим и с целым и определенность положена как свободное бытие целостного понятия». Диалектическое толкование специфики понятия в качестве формы научного мышления существенно изменило, наряду с признанием развития, масштаб рассмотрения понятия, сняв ограничения, накладываемые узкопрофессиональным взглядом. Разработку понятия подчинили системному подходу. По Гегелю особенность понятия состоит в том, что оно свою природу и свое содержание

обнаруживает в процессе своего развития: «Движение понятия мы должны рассматривать лишь как игру: полагаемое этим движением другое на деле не есть другое». Философ свою мысль иллюстрирует библейским текстом: « В учении христианства это выражено так, что бог не только сотворил мир, противостоящий ему как некое другое, но родил от века сына, в котором он как дух находится у себя самого».

Интересно и то, как Г. Гегель трактовал содержание процесса развития понятия. Понятие в своем развитии «остается у самого себя», обнаруживая «себя в своем процессе как развитие самого себя». Иными словами говоря, сущность, схваченная мыслью в форме понятия, инвариантна, однако сама инвариантность сущности за счет резерва развития состоит из ступеней развития. Следовательно история понятия есть поступательное движение раскрытия его сущности. Понятие обогащается содержательно, не меняя своей сущности. В нем всегда находятся в единстве противоположности всеобщего и особенного.

Мы воспользуемся данными особенностями развития понятия, чтобы разрешить противоречие в определении содержания понятия «транспорт» в научной и научно – информационной литературе, и предложить новый концептуально взгляд на транспорт и транспортную науку. И здесь мы уже следуем совету Ф. Энгельса: « Естествознание продвинулось настолько, писал он, что не может уже избежать диалектического обобщения. Но оно облегчит себе этот процесс, если не будет забывать, что результаты, в которых обобщаются данные его опыта, суть понятия и что искусство оперировать понятиями не есть нечто врожденное и не дается вместе с обыденным, повседневным сознанием, а требует действительного мышления, которое тоже имеет за собой долгую эмпирическую историю, столь же длительную как и история эмпирического исследования природы».

На примере истории понятия «мера движения» Ф. Энгельс проследил как развивалась конкретность содержания вслед за совершенствованием методологического обеспечения научного познания. Начав с Галилея, через Декарта, Гюйгенса, Лейбница, Д Аламбера, дойдя до Томсона и Гельмгольца, убедительно продемонстрировал свой тезис: « Там, где дело идет о понятиях, диалектическое мышление приводит по меньшей мере к столь же плодотворным результатам, как и математические выкладки».

Содержание понятия должно быть так выстроено, чтобы в объем понятия могли попасть все определяемые с его помощью, явления, а для этого надо преодолеть неизбежно возникающие противоречия, образующие сущностные отношения этих явлений. Ф. Энгельс изящно

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
РИИЦ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

продемонстрировал преимущества логического мышления быть инструментом разрешения противоречий в науке на примере двухсотлетней дискуссии по поводу того, какой формулой измерять механическое движение. Кто прав? Декарт, предложивший формулу расчета количества движения  $mv$ , или Лейбниц, уточнивший, что требуется формула  $\frac{mv^2}{2}$ . «Механическое движение, разъяснял Ф. Энгельс действительно обладает двойкой мерой, но ... каждая из этих мер имеет силу для весьма определенно ограниченного круга явлений...  $mv$  – это механическое движение, измеренное механическим движением;  $\frac{mv^2}{2}$  – это механическое движение, измеряемое его способностью превращаться в определенное количество другой формы движения».

Понятие – высшая и всеобщая форма мышления, благодаря не только масштабу отражения, но и системной организации содержания, и наличию в нем системных диалектических противоположностей, то есть таких, которые, с одной стороны, отрицают друг друга, а с другой, - не могут быть, иначе, как вместе, ибо их действительная познавательная сила обусловлена единством существования внутри целостной системы.

Препарируя системность знания, выраженного понятием, нетрудно убедиться, что в содержании понятия мышление реконструирует, наряду с изменяющейся действительностью, историю самого познания, его многообразный профиль.

Начинать продуктивно, с выделения двух направлений приложения понятийного мышления – теоретического и практического. В идеале оба данные направления, имея самостоятельную ценность, должны взаимодополнять друг друга, однако в реальной жизни далеко не всегда наблюдается соответствующий баланс научных интересов. Если в теоретическом плане особую опасность составляет созерцание в отвлеченном от предметности свете, то в практическом – подмена сущности знания желанием упростить математическое его описание, в интересах узкопрактического профессионального дела.

Из чего следует системно значимая для профессионального образования рекомендация – сохранять отечественную традицию высшего образования, ориентирующего учебно – воспитательный процесс на формирование системного научного мышления – стержня профессиональной культуры специалиста.

Понятийное мышление по форме абстрактное, призванное обеспечивать значительный масштаб умозрения, по содержанию же оно предметное, нацеленное в

итоге на практический результат, который берется не как утилитарный «здесь и сейчас», ибо такой итог и останется «здесь и сейчас», заблокировав перспективу деятельности, а в широком социокультурном контексте.

История, похожая на противоречивое описание механиками механического движения, случилась и с пониманием транспорта, также непосредственно связанного с движением.

В зарубежных научных и научно-информационных изданиях противостоят два, на первый взгляд, противоположных подхода к пониманию транспорта: сведение транспорта к совокупности явлений исключительно естественного происхождения и определение природы транспорта, исходя из его искусственного происхождения. Обратимся к источникам пользующимся бесспорным авторитетом.

Английская энциклопедия «Britannica» - одна из самых старых и уважаемых утверждает: «Транспорт(transport), в биохимии прохождение молекул и частиц через клеточные мембраны, действующие как селективные барьеры, пропускающие одни вещества... и задерживающие другие.... Транспорт этих жизненно необходимых веществ осуществляется благодаря нескольким системам». Для своего прохождения транспорт использует отверстия в мембране («мембранные дырки»), служащие своего рода каналами транспортного движения. В описание транспорта вводится системная характеристика – транспорт соединяет в себе подвижный и стационарный элементы. Транспорт к тому же подразделяется на «пассивный», движущийся через мембранные дырки за счет самодвижения, используя накопленную в движении собственную энергию, и «активный», когда в транспортную систему включается энергетическая поддержка, создаваемая насосами ионных каналов клетки. «Активный» транспорт делится на «первичный» и «вторичный». «Первичный» напрямую пользуется энергией клеточного обмена веществ. «Вторичный» транспорт устроен более сложно. Его транзит через мембрану предполагает либо соединение с другими молекулами, переносящими транспортные, либо происходит путем обмена с молекулами, следующими во встречном движении («встречный сопряженный транспорт»). Клеточные мембраны эволюционно перестроены под функционирование транспортной системы. Они способны раздвигаться для пропуска внутрь и наружу сопряженных частей, размером превосходящих «мембранные дырки».

Ограничения транспорта сферой биохимического движения открывает возможность всестороннего и достаточно обстоятельного его изучения, включая внешние

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
РИИЦ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

взаимоотношения, что необходимо для наполнения понятия содержанием, но усложняем понимание транспорта в широком формате естественных форм движения, ведет к узкоспециальному профилированию научного познания. Насколько целесообразно подобное секвестирование объяснения нет. Имеется только констатация факта.

Несколько опережая ход анализа, выскажем, чтобы завершить презентацию британского варианта понимания транспорта, свою точку зрения. Нам представляется отождествление толкования транспорта с организацией движения на биохимическом уровне не обоснованным. Невозможно исключить и тупиковый маршрут в отношении конечной цели. Однако нельзя не отметить, что оригинальный подход британских специалистов, их стремление критически отнестись к доминирующей концепции в осмыслении транспорта, способны помочь в продвижении научных и философских исследований предмета. В свое время Д. Юм своей критикой мышления разбудил философский дух Европы. С идеями Юма в философии и политэкономии мало кто проявил солидарность, тем не менее он вписал себя в историю в развития научной и философской мысли. Параллель с Д. Юмом в нашей истории вполне уместна. Слишком стационарно выглядело общественное понимание транспорта. Такое состояние знание знания в науке всегда настораживает. Нужен был раздражитель научной мысли.

Автор статьи «Транспорт» в *Britannice* локально высказался, обобщая национальный профессиональный научный подход. Предметное ограничение понимания транспорта в частном приложении не выглядело нетрадиционно по отношению к сложившемуся в обществе мнению. Господствовавший взгляд, отождествлявший транспорт с видом развитой человеческой деятельности, масштабным казался лишь потому, что был частью жизни *homo sapiens*. На самом же деле господствовавшее в обществе понимание транспорта было еще более частным и менее историчным.

Возможно, что научная мысль в Великобритании своим особым взглядом на транспорт, пыталась быть ближе к научным достижениям новейшего времени, дистанцируясь от следующего за наукой технического творчества. Быть более ученой, чем технической. Думали ли о последствиях мировоззренческого характера автор и его единомышленники или нет, можно только гадать. Тем не менее включение транспорта в процессы, обеспечивающие проявление жизни на Земле, явно раздвинуло границы его реальности и приблизило транспорт к функционально фундаментальным отношениям природы. «Очеловечивание» транспорта

оставляет много вопросов. Обратимся к источникам, определяющим транспорт, по другую сторону пролива Ламанш.

В начале XXI столетия известное отечественное издание «Мир книги» перевело и распечатало трехтомную «Энциклопедию техники» (AXIS. Enciclopedia de Tecnologia: Tecnologia. Ingenieria.), изданную в Испании. Первый её том посвящен Энергетике. транспорту. Строительству. Определение транспорта в Энциклопедии повторяет суть содержания, встречающуюся в подавляющем большинстве аналогичных изданий: «Транспорт— это особая отрасль материального производства, осуществляющая перевозку людей и грузов». Для иллюстрации утверждения сравним его с определением в российской «Большой иллюстрированной энциклопедии в 32 т.»: «Транспорт, отрасль материального производства, в ведении которой осуществление перевозки людей и грузов». Далее следует классификация транспорта. « Современной толковый словарь русского языка» определяет транспорт как «отрасль народного хозяйства, связанную с перевозкой людей или грузов».

Все вышеприведенные определения взяты из источников, изданных в текущем столетии, поэтому логичным и уместным выглядит вопрос: они когда стали таковыми? История понятия формируется в зависимости от изменения его содержания, которое обусловлено изменениями в действительности и в самом познании. Обратимся к историческим материалам. У нас есть возможность проследить эволюцию содержания понятия «транспорт» по авторитетным отечественным источникам. Их авторы отличались высокой культурой, вобравшей в себя мировые культурные и научные достижения, что можно принять как основание утверждать: в их трактовке транспорта отражен и мировой опыт. «Толковый словарь живого великорусского языка» В.И. Даля интересен и как научное произведение, и в качестве источника толкования содержания слов в массовом сознании. В Словаре В.И. Даля представлена лексика литературного языка первой половины XIX века, то есть слова, которыми выражался А.С. Пушкин, известный, в частности, своим особым взглядом на роль транспорта. В 1882 году вышло второе издание в четырех томах, «исправленное и значительно умноженное по рукописи автора». Определение транспорта В.И. Далем заслуживает внимание тем, как знаменитый лингвист старался выйти за скобки простого пересказа тех соображений, которые имели место в печати до него. В то время особо дополнять техническое содержание понятия, отраженного в слове было нечем. Кроме водоплавающего и сухопутного транспорта ничего иного не было. К

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
РИИЦ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

строительству железных дорог только приступали, политические дебаты относительно нужности железнодорожного сообщения для России продолжались. Добро Николая I на разработку рабочего проекта железной дороги Петербург - Москва П.П. Мельников получил с большим трудом. Тем не менее В.И. Даль сумел разглядеть в транспорте нечто более значимое, чем современники. Его явно не устраивало сведение транспорта к движению товаров и пассажиров, правда, свое желание раздвинуть границы традиционного понимания транспорта, В.И. Даль осуществил несколько необычно за счет карточной игры и техники бухгалтерского дела. Нас интересует не столько то, что конкретно он сделал необычного, сколько само критическое отношение к сложившемуся стандарту толкования. «Транспорт, фрн. перевозка товаров, доставка // обоз, товар или припасы обозом // Перевозное грузовое казенное судно. // Перенос итога в счетных книгах, со страницы на страницу// В азартных играх: перенос ставки на другую карту». В.И. Даль собрал в содержании понятия «транспорт» элементы из явно несмежных сфер деятельности, представив слово в качестве инструмента описания достаточно значительного объема различающихся действий. Это было первое в отечественной специальной литературе критическое испытание сложившегося взгляда на транспорт со стороны специалиста. Сигнал, посланный В.И. Далем, не был услышан, во всяком случае составители следующего известного словаря Ф.А. Брокгауз и И.А. Ефрон на инициативу своего именитого предшественника не отреагировали, напротив, они еще больше сократили характеристику транспорта. В Иллюстрированном энциклопедическом 24 –х томном словаре Ф.А. Брокгауза и И.А. Ефрона транспорт определяется предельно локально, как, вероятно, считали авторы, по существу: «Совокупность средств для передвижение грузов, войск и т.п.». Человеческий фактор при этом не выделяется, он включен в грузоперевозки. Формально люди могут квалифицироваться как вид груза. Становление понимания транспорта подтверждает мысль Г. Гегеля о том, что «то, что обычно понимают под понятиями, представляет собой рассудочные определения или лишь общие представления; они поэтому вообще суть конечные определения». Понятие должно содержать в себе три момента: всеобщности, особенности и единичности, причем «моменты понятия не могут быть обособлены друг от друга». Единство образующих понятие моментов создает его диалектическую конкретность. Сознательно и стихийно понимание транспорта развивалось в направлении его конечного предметного определения. Направлением развития было определено

совершенствование перемещения грузов в пространстве и времени. Как закономерное следствие этих определенностей представление о транспорте сформировалось окончательно под воздействием Промышленной революции. Предметные расхождения представлений о содержании понятия «транспорт» не были концептуальными противоречиями. Они свидетельствовали о том, что транспорт занимает локальное по масштабу предметное место в мире и познании, является частным делом по отношению к миру как системно организованной целостности. Пример с толкованием транспорта В.И. Далем выглядит случайным шагом навстречу иному концептуально пониманию, но он безусловно оригинален и мог в другое время запустить «цепную реакцию» появления альтернативного сложившемуся в процессе освоения результатов Промышленной революции, взгляду на транспорт. Индустриализация и успехи развития промышленного массового производства предопределили возросшую востребованность транспорта именно в его традиционном приватном понимании. К этому выводу надо добавить еще и социокультурную функцию того транспорта, к которому традиционно обращались. Индустриализация интенсифицировала потоки социокультурного прогресса в масштабах национального развития и транснациональных отношений. Одновременно она наложила отпечаток и на формирование нового мировоззрения в специфическом ракурсе индустриальной зависимости. В подобной ситуации традиционно понимаемый транспорт вышел на передовые позиции прогресса, сделавшись важнейшим его фактором. Показателен такой исторический факт. По Тильзитскому договору 1806 года Наполеон обязался оказать Александру I кадровую помощь в проектировании и организации профессиональной подготовки инженеров с учетом опыта самого продвинутого в научном отношении технического вуза – Парижской политехнической школы, возникшей в 1794 году. Каким именно будет вуз? Должен был решить российский император. Александр I выбрал транспортное направление образования. Указом 1809 года был образован «Корпус инженеров путей сообщения», в составе которого находился Институт Корпуса инженеров путей сообщения. Без малого столетие этот вуз был флагманом отечественного инженерного образования.

Сошлемся еще на одно значимое признание, способствующее устойчивости понимания транспорта как индустрии перевозок. Известный американский политэконом, государственный деятель, автор концепции «Нового индустриального общества» Дж. Гэлбрайт утверждал: «Характерной особенностью

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИЦ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

функционирования индустриальной системы является то, что ей удастся внушить людям такие умонастроения, которые создают надежную основу для планирования и влекут за собой признание ее целей». Из чего Дж. Гэлбрайт заключал: ...Требуется четкое понимание действительности и критическое отношение к ней, с тем чтобы обеспечить систематическую критическую проверку убеждений, внушаемых индустриальной системой». Что мы и предприняли, правда, изначально руководствуясь прежде всего опорой на логику в более опосредованной форме мышления. Исходным моментом нашего критического анализа традиционного понимания транспорта и его британской альтернативы явился неаргументированный скачкообразный переход от понятия «движение» к понятию «груз». В характеристике транспорта базовое понятие «движение». Оно должно распространяться на все, что оно везет, иначе говоря, транспортирует, ибо движение всегда и всюду что - то везет. И в этом своем, естественно обусловленном способе существования, «движение согласуется с представлением о транспорте». Если кто - то стремится обособить транспорт и назвать его особенным, специфическим, частным выражением движения, то есть отождествить понятие «транспорт» с определенным движением, то ему придется ввести в характеристику обособляемого движения соответствующий признакам. Г. Гегель подчеркивал, что в отличии от представления, понятие имеет всеобщий статус и не должно формироваться как сумма представлений. Современное понимание транспорта остается по-прежнему на уровне общих представлений. Нет универсальности в определении транспорта как «перевозки грузов». Повторим: всякое движение имманентно включает факт перевозки. Даже в 1 - ю секунду Большого взрыва - источника возникновения Солнечной системы, когда энергия частиц не могла позволить им иметь массу, бозоны Хиггса все же везли себя, были транспортом. Определяя транспорт как «индустрию перевозок», авторы определяют не транспорт, а лишь его разновидность - «индустриальный транспорт». Удивительно, что классифицируя транспорт (точнее говоря «общественный транспорт») аналитики не замечают своей методологической непоследовательности. Ф. Энгельс во второй половине XIX столетия, В.И. Ленин в начале XX предупреждали, что развитие научных знаний столкнется главным образом с гносеологическими и методологическими сложностями познавательной деятельности. Узкие специалисты станут заложниками тех объективных ограничений, которые сами себе и устроили.

Эпоха Г. Гегеля и И. Канта ушла в историю буржуазного общества, однако гениальные идеи их по-прежнему живы и актуальны. Их нужно только уметь прочесть и понять. Слабые логические и, особенно, диалектические корни в исследовании непростых явлений, даже тогда, когда само множество высказанных и устойчиво сохраняющихся мыслей, предсказывает в каком направлении следует искать выход, тормозят восхождение от представлений, удовлетворяющих здесь и сейчас к универсальности понятийного мышления характерного для науки.

В какой - то мере блуждание научных поисков в лабиринте диалектического мышления связаны и с тем, что в процесс слабо включаются философы, не понимающие масштаба значимости исследования транспорта. «Транспорт» - понятие мировоззренческого масштаба. Более того «транспорт» - понятие, системообразующее в мировоззрении, так как именно транспорт служит важнейшим фактором осуществления движения материи. Можно лишь по - разному понимать сам масштаб мировоззренческого статуса транспорта: считать транспорт исключительно материальным по природе, ограничивая его сферой самой материи, избирательно оценивая присутствие транспорта в свойствах, к примеру, возможность присутствия транспорта в движении мышления, или только в познании, принимая во внимание, что отражение предметно зависимо. Движение познания, как процесса производства начала движения знаний в качестве самодвижения, вне сомнения обусловлено транспортом. Обоснование данного вывода мы связываем с разработкой понятия «движение» в пределах его диалектико - материалистического толкования, подтвержденного многочисленными открытиями и заблуждениями современного естествознания, а также практикой человеческой жизни во всех ее формах. «Движение» - следующее за «субстанцией» по значимости понятие в конструировании мировоззрения. «Субстанция» определяет природу «бытия», «движение» показывает способ существования «бытия». Ф. Энгельс в «Диалектике природы», характеризуя движение, отмечал: «Движение, рассматриваемое в самом общем смысле слова, т.е. понимаемое как способ существования материи, как внутренне присущий материи атрибут, обнимает собой все происходящие во вселенной изменения и процессы, начиная от простого перемещения и кончая мышлением». В подготовительных работах к «Анти - Дюрингу» Ф. Энгельс уточняет характеристику движения: «Движение есть способ существования материи, следовательно, нечто большее, чем просто ее свойство. Не существует и никогда не могло существовать материи без движения».

## Impact Factor:

ISRA (India) = 6.317  
 ISI (Dubai, UAE) = 1.582  
 GIF (Australia) = 0.564  
 JIF = 1.500

SIS (USA) = 0.912  
 ПИНЦ (Russia) = 3.939  
 ESJ (KZ) = 9.035  
 SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
 PIF (India) = 1.940  
 IBI (India) = 4.260  
 OAJI (USA) = 0.350

Из прямого определения Ф. Энгельсом движения проясняются два его качественных признака: функция движения – быть способом существования материи и основной характеризующий движение признак - производить изменения. Изменение - это главное проявление движения. Наша задача: достроить характеристику движения, принимая во внимание его особое положение в мировоззрении, то есть раскрыть его системный мировоззренческий статус. Для наглядности презентации мы предлагаем следующую схему (Рис. 1).

Все системные элементы движения за исключением позиции транспорта в той или иной мере в литературе исследованы, что служит основанием для нас сосредоточиться на транспорте. Опираясь на исторически сложившееся понимание транспорта как инструмента осуществления перевозки грузов в достаточно широком представлении об их предметной структуре, мы, следуя логики

образования понятий, раскрытой Г. Гегелем, постарались придать определению понятия «транспорт» всеобщность. Не ограничивать предметное представление о грузе вообще, имея в виду, что в качестве груза можно – в частном случае - считать и самого перевозчика. Свобода в определении того, что должно входить в совокупность объема понятия «груз», открыла перспективу понимания транспорта с самого начала истории вселенной, придать транспорту свойство универсальности. Тем более, что в системе признаков, характеризующих движение имела незанятая позиция «инструмента» осуществления движения. В итоге транспорт и получил свое законное место в системе содержания понятия «движение», сделавшись закономерно действительно всеобщим явлением в мире. В соответствии с изменившимся статусом понятия «транспорт» потребуется и перестройка политического осознания его значимости.



Рис.1 Системное представление содержания понятия «движение»

Положение в системе обусловлено спецификой явления и связано с определенными функциями, на него возложенными. Транспорт не ограничен своим базовым предназначением – быть инструментом движения в пространстве и времени. Его положение многофункционально:

- с помощью транспорта обеспечивается пространственно – временная реальность явлений, существование которых требует определенности пространственного положения в пределах обусловленного реальностью времени, то есть транспорт – это не просто движущий инструмент, его функция – способствовать воспроизводству



## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
РИИЦ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

пространственно- временного статуса системного образования;

- транспорт участвует в достижении требуемого взаимодействиями между объектами или состояниями объектов и условиями их развития (движения);

- транспорт включен в порядок функционирования явления, как составляющая его самодвижения

- функционирование транспорта – один из факторов защиты качественной идентичности явлений.

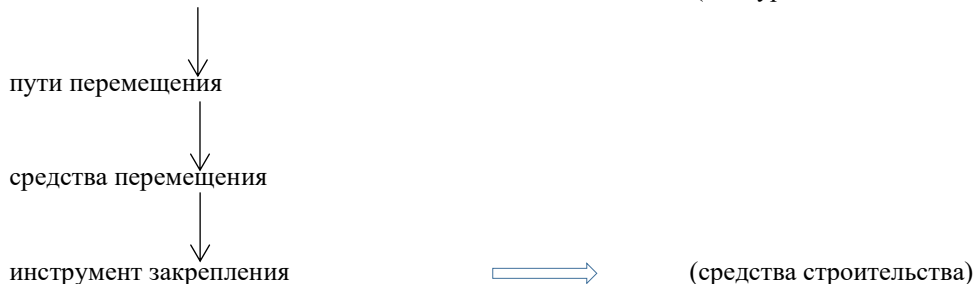
На примере различных типов транспорта британские специалисты показали функциональное разнообразие биологического транспорта как важнейшего условия

воспроизводства живой клетки, фактора нормального ее существования, включая митоз. Классификацию транспорта целесообразно выстраивать с учетом всеобщности движения и его качественного многообразия, представленного формами движения материи. В базовой классификации выделяются следующие виды:

- физический,
- механический,
- химический,
- биологический,
- социальный.

Особняком целесообразно поставить «информационный». В нашем понимании история социального транспорта подразделяется на 3 этапа:

1 этап: обеспечение эволюционной жизнеспособности вида (конкурентоспособности)



мест проживания

2 этап: обеспечение развития сообщества (становление и развитие национальной организации)

в национальных формах:

инструмент коммуникации

средство конкуренции

способ обеспечения управления сообществом

фактор формирования межсубъектных образований и становления национальной формы общности

инструмент создания империй.

## Impact Factor:

ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
ISI (Dubai, UAE) = 1.582	РИИЦ (Russia) = 3.939	PIF (India) = 1.940
GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350

3 этап: обеспечение социального прогресса в условиях модернизации, связанной с Промышленной революцией (современный)

↓  
возникновение и развитие массового технического транспорта, освоение технически производимой энергии

↓  
дивертификация технического транспорта

↓  
активация познавательной и культурной

↓  
функций транспорта.

Более детально историю социального транспорта можно квалифицировать следующим образом:

- недифференцированный транспорт, когда транспортным средством являлся сам человек;
- механический природный этап;
- этап соединения технического транспорта с технически получаемой энергией;
- космический ближний, ограниченный Солнечной системой;
- космический дальний – транссистемный., галактический

Включение транспорта в системное понимание движения не следует квалифицировать как стремление подвергнуть ревизии традиционное толкование транспорта. В традиционном понимании, как впрочем, и необычном для широко распространенного толкования, встречающимся среди британских специалистов, транспорт определяется на уровне представления, сводится к частным его проявлениям в социальной форме движения. Отсутствие универсальности понимания сдерживает научный подход в познании. С этим, на наш взгляд, связана и неопределенность статуса транспортной науки, который допускает и признание реальности транспортной науки и ее условную реальность - фантомность.

Транспортная наука рождается в недрах очередного, постнеклассического этапа развития науки. Чтобы она самоопределилась, а без этого ее статус останется по-прежнему «научной тайной», необходима общенаучная поддержка и соучастие философской рефлексии. Рождение транспортной науки упирается не в частную предметную определенность, оно требует более обстоятельного и новационного методологического обеспечения. К. Поппер «нащупал» правильное направление научного прогресса еще в 1950 – 70 –е годы. «Прогресс науки, писал немецкий философ, обусловлен не

тем, что с течением времени накапливается все больший перцептивный опыт, и не тем, что мы все лучше используем наши органы чувств. Из не интерпретированных чувственных восприятий нельзя получить науки, как бы тщательно мы их ни собирали. Смелые идеи, неоправданные предвосхищения и спекулятивное мышление – вот наш единственные средства интерпретации природы, наш единственный орган, наш единственный инструмент ее понимания. И мы должны рисковать для того, чтобы выиграть. Те из нас, кто боится подвергнуть риску опровержения свои идеи, не участвует в научной игре». В конце своих размышлений о движущих механизмах научного прогресса известный специалист в философии и логики науки рискнул раскрыть секрет самой учености: «Не обладание знанием, неопровержимой истиной делает человека ученым, а его постоянное и отважное критическое стремление к истине».

### Заключение

Надеяться на «чудесное преобразование» в понимании транспорта и транспортной науки не приходится. Нынешнее представление транспорта укоренилось в практику экономической политики, под него сверстана архитектура экономического планирования, в которой транспорту отведено «рабочее» место – быть в «услужении» производству, но никак не локомотива его продвижения. История взлета Рима, Голландии, Испании, Португалии, Британии, несколько позже Германии, и исторический опыт Государства Российского не учат политиков. Даже рождение космического транспорта мало что изменило в политическом осознании транспорта, а до той поры, пока политическая рефлексия строится не на базе общенаучного мышления, научные и философские идеи останутся пожеланиями, но не императивами.

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
РИИЦ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

Интеграция экономической науки реализуется односторонне, она утрачивает специфическую методологическую базу, заимствуя математические методы анализа. Они безусловно плодотворны и никто их в эффективности не сомневается, однако, у движения экономической науки, кроме «количественного» берега, есть еще и политический, на котором выстроены качественные ориентиры движения, регулируемые миропониманием. Не транспорт следует подчинять развитию экономике, а экономику развивать на основе современного понимания транспорта как системообразующего фактора движения мира в целом и социального прогресса, в частности. История человека в качестве биологического вида и общественной формы человеческой реальности свидетельствует о том, что эволюция осуществлялась благодаря освоению человечеством жизненного

пространства, перемещению сначала в физическом пространстве, а, по мере формирования собственного социального пространства, и в нем. Цивилизация – продукт этого процесса. В новом тысячелетии значимость пространства для совершенствования человеческой жизни еще более актуализируется, поэтому, как бы высока не была ценность социального пространства нужно выходить за эту форму и рассматривать проблему пространственного освоения мира с помощью транспорта, понимаемого в широком мировоззренческом контексте, как первоочередную в политике. И самой практической политике развиваться не в качестве системной реакции на действие сил из имеющейся реальности мира, а выстраивается на основе выдающейся способности сознания homo sapiens опережающего отражения объективных изменений в действительности.

## References:

1. Jaspers, K. (1991). *The meaning and purpose of history. Trans. from German.* (p.527). Moscow: Politizdat.
2. Hegel, G. (1975). *Encyclopedia of Philosophical Sciences.* Trans. from German. Vol. 1. Science of logic. (p.452). Moscow: "Thought".
3. Engels, F. (n.d.). *Preface to three editions of "Anti-During"*. Translated from German by K. Marx and F. Engels. Soch., Ed. vt., Vol. 20, (pp.5-15). Moscow: Gospolitizdat.
4. Engels, F. (n.d.). *Dialectics of nature.* Translated from German by K. Marx and F. Engels. Soch., Ed. vt., T 20, (pp.339-626). Moscow: Gospolitizdat.
5. (2009). *Britannica. Desktop illustrated encyclopedia.* Translated from the English by M. AST. Astrel. Vol. II, p.2325.
6. (2004). *Encyclopedia of technology in 3 volumes.* Per from the Spanish T 1. Energy. Transport. Construction. (p.160). Moscow: Mir kn.
7. (n.d.). *A large illustrated encyclopedia in 32 t. t.* 27. (p. 503).
8. (n.d.). *Modern explanatory dictionary of the Russian language.*
9. Dal', V. I. (1982). *Explanatory dictionary of the living great Russian language:* Т. 1 – 4.- М. : Rus. lang., 1981 – 1982. Т 4, (p.683).
10. Brockhaus, F. A., & Efron, I. A. (2006). *Illustrated encyclopedic dictionary of 24 T.* Т. 20. (p.256). Moscow: Eksmo.
11. Galbraith, J. (1969). *The new industrial society. Trans. from English.* (p.480). Moscow: "Progress".
12. Engels, F. (1961). *Preparatory works for the "Anti-During"*. Trans. with German K. Marx and F. Engels. Soch., Ed. vt. Т 20, (pp.629-654). Moscow: Gospolitizdat.
13. Mishin, Yu. D., & Postnikov, P. M. (n.d.). *History and methodology of transport science.* Uch. pos. (p.20). Moscow.
14. Popper, K. (1983). *Logic and the growth of scientific knowledge.* Per from English. (p.606). Moscow: "Progress".
15. Vereskun, V. D., Mishin, Yu. D., & Postnikov, P. M. Transport in the context of post-neklasichessky science. *Scientific Thought of the Caucasus*, No. 1, pp. 87-93.

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИЦ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

SOI: [1.1/TAS](#) DOI: [10.15863/TAS](#)

### International Scientific Journal Theoretical & Applied Science

p-ISSN: 2308-4944 (print) e-ISSN: 2409-0085 (online)

Year: 2021 Issue: 10 Volume: 102

Published: 08.10.2021 <http://T-Science.org>

QR – Issue



QR – Article



**Dilnoza Ismoilovna Abduvalieva**

Jizzakh Politechnical Institute

Assistant, Jizzakh region

[dilnoza\\_noza85@mail.ru](mailto:dilnoza_noza85@mail.ru)

## CLASSIFICATION OF BUILDING TERMS BY STRUCTURAL AND SEMANTIC PARAMETERS

**Abstract:** This article is devoted to the study of structural and semantic features of building terms. The building terminology system is a dynamic, rapidly developing sphere, which is rapidly replenishing with new terminological units, the structural and semantic features of which attracted the attention of linguistic terminologists. This aspect of a dynamically functioning terminology also could not fail to attract our attention.

**Key words:** building terms, semantic features, and structural parameters.

**Language:** English

**Citation:** Abduvalieva, D. I. (2021). Classification of building terms by structural and semantic parameters. *ISJ Theoretical & Applied Science*, 10 (102), 87-89.

**Soi:** <http://s-o-i.org/1.1/TAS-10-102-4> **Doi:**  <https://dx.doi.org/10.15863/TAS.2021.10.102.4>

**Scopus ASCC:** 1203.

### Introduction

Classification of terminological units by component composition is considered one of the fundamental terminologies in linguistic analysis. It is known that if a term system includes mainly one-word terms, then it refers to the old system, which arose many years ago. In younger terminological systems, the situation is different; it is formed from two-word and verbal terms.

According to G.O. Vinokur (1939), “certain terms of technology should be included in one or another group of terms, which related concepts, should be connected by something in common in the language. One of the linguistic means of such systematization terms is a two-part term, one part of which he has in common with other terms, and the other serves as its distinctive characteristic in a number of related concepts”.

### Results and discussion

In modern building terminology, the predominance of two-component terminological phrases, as well as a tendency to an increase in the number of multicomponent units.

The analysis of the structure of terminological units of the studied terminology system showed that the terms of our sample consist of one, two, three or

more components. So, the following models were identified:

a) one-component: *blinding/текисловчи қатлам; binder/боглаш учун мўлжалланган нарса; weldment/найвандланган буюм; iron/метал қобикли қисм;*

b) two-component: *contractual liability/ томонларнинг шартномага мувофиқ масъулияти; panic bolt/босиш орқали очиладиган эшик қулфи; cement гил/цемент пушкаси; expansion joints/кафолатланган келишув; shipping list/қоплама;*

c) three-component: *hollow-core slab/темир-бетон тахта; steel trowel finish/белқурак атрофига берилган безак; single intermediate stiffener/битта оралиқдаги қотириши бурчаги; steel roof deck/пўлатдан ясалган том қопламаси;*

d) four-component: *column with one end fixed/битта учли устун; combined steel and concrete column/бетон билан тўлдирилган пўлат устун; design procedures for flat plates/текис пойдеворли плиталарни лойиҳалаш тартиби;*

e) five-component: *beam made of precast hollow blocks/ичи бўлаклардан йиғилган тўсин; arched girder without horizontal thrust/вертикал аркалардан иборат иншоот; design vertical loads for horizontal*

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИЦ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

*forms/горизонталь элементларга норматив вертикал юкни ҳисоблаш;*

f) six-component: *board nailed to butt ends of timber beams/босиб ўтмиш тахмаси; beam built in at one end and supported at the other/бир томонидан тиргакка маҳкамланган бир томони эса пат билан безатилган тўсин.*

Part-of-speech classification is often used to identify derivative patterns in the terminology of various fields. The study of the building terminology system showed that the studied terminology is predominantly of a substantive nature, and the second component of English terminological phrases is a noun. Further analysis of verbose terms showed that the most common are combinations of nouns and adjectives, both with and without prepositions: *locking nut/қулфлаш учун мўлажалланган гайка, right-of-way/тармоқ доираси.*

Classification by parts of speech, depending on which part of speech the original and derived words can be represented by the following models:

1. **N+N**: substantive phrases with a noun in a role of a main word:

a) zero prepositional: (panel house/панелли уй; chalet bungalow/верандали қишлоқда жойлашган уй; pile dwellings/қозикли қурилиш; contractor's estimate/қурилишнинг тахминий қиймати);

b) prepositional: (blocks of flats/кўп қаватли яшаш учун мўлажалланган бино; plunge of the fold/периклин бурмаси; height of collimation/кўриниш баландлиги; adjustment of observations/кузатишлар натижаларини тенглаштириш; breach of contract/келишув шартларини бузиш);

2) **A+N** (packaged home/мураккаб тизимда қурилган уй; freestanding dwelling/ алоҳида қурилган уй);

3) **A+N+N** (component house type/модулли уй; liberal arts college/эркин санъат коллежи; high liquid limit soil/пластик астар; unconfined compression test/чекланмаган сиқиш тести);

4) **N+N+N** (child care clinic/педиатрия клиникаси; builders risk insurance/ қурилишда дуч келадиган хавфни суғурталаш; development length computation/кучланиш узатиш зонасининг узунлигини ҳисоблаш);

5) **A+A+N** (professional technical school/ профессионал техник ўқув муассасаси; sixth form college/юқори синфлар учун коллеж);

6) **Adv+A+N** (highly organic soil/ чекланган маҳсулотларнинг юқори қийматига эга астар);

7) **A+N+prep.+N** (lithological variation across the trend/ўзаро таъсирдаги ўзгарувчанлик; embedded pipe in one-way slabs/темир-бетон плита ичига ўрнатилган қувур);

8) **N+prep.+A+N** (method of least squares/ метод наименьших квадратов; grouting of prestressing tendons/эритмани олдиндан мустаҳкамловчи арматура каналларига қуйиш; date of substantial completion/қурилиш объектини тугатиш вақти);

9) **N+A+N+N** (verifying structural column centerline/структуравий устуннинг марказий чизиғини текшириш);

10) **A+A+N+N** (spiral reinforced concrete column/спирал арматурали темир бетон устун).

## Conclusion

The study of the formal structure of terms is not limited to considering the optimal structure and length of terms. In most cases, terminological units are derived words, therefore, it is important to study the features of the classification based on morphological features, by identifying derivational models. On the basis of already existing terms, new terms are formed that replenish the terminological fund, along with the improvement and modification of the terminology system.

The formation of new one-word terms according to the existing models took place with the help of affixation and compounding. As a result of the structural analysis of the construction terms of our sample, the following varieties were identified: simple, derivative, complex, complex derivatives. Thus, such terms are the optimal means of expressing improved knowledge and concepts [4, P.54].

It should be noted that during the formation of the sample of terminological units, it was decided not to include abbreviations due to the fact that this type of terms is characterized by a special structure and requires special consideration in the form of a separate work.

## References:

1. Vinokur, G.O. (1939). *O nekotoryh javlenijah slovoobrazovanija v russkoj tehničkoj terminologii. Trudy Moskovskogo instituta istorii, filosofii i literatury.* (pp.3-54). Moscow: LITERA, T. 5. Sbornik statej po jazykovedeniu.
2. Gajnutdinova, D.Z. (2012). *Termin-metafora arhitekturno-stroitel'nogo pod#jazyka: sistemno-strukturnyj i kognitivno-diskursivnyj podhody:* diss. kand. filol. nauk: 10.02.19. (p.191). Belgorod.

**Impact Factor:**

**ISRA (India) = 6.317**  
**ISI (Dubai, UAE) = 1.582**  
**GIF (Australia) = 0.564**  
**JIF = 1.500**

**SIS (USA) = 0.912**  
**PIHII (Russia) = 3.939**  
**ESJI (KZ) = 9.035**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
**PIF (India) = 1.940**  
**IBI (India) = 4.260**  
**OAJI (USA) = 0.350**

3. Grinev, A. S. (2004). *Sopostavitel'nyj analiz anglijskoj i ruskoj arhitekturnoj terminologii: na materiale tematičeskogo polja "Teorija i istorija arhitektury"*: diss. ... kand. filol. nauk: 10.02.20. (p.213). Moscow.
4. Lejchik, V. M. (2007). Kognitivnoe terminovedenie - pjatyj jetap razvitija terminovedenija kak vedushhej nauchnoj discipliny rubezha XX-XXI vekov. *Kognitivnaja lingvistika: novye problemy poznanija*. Moscow: Rjazan', Vyp. 5, pp. 121-132.
5. Hakieva, Z. U. (2013). *Anglojazyčnaja terminologija stroitel'stva i stroitel'nyh tehnologij: struktura, semantika i dinamika razvitija*: avtoref. dis. ... kand. filol. nauk: 10.02.04, (p.26). Pjatigorsk.
6. Hakieva, Z. U. (2010). Osnovnye dinamicheskie harakteristiki anglojazyčnoj terminologii: sinhronnyj i diahronnyj aspekty (na primere anglojazyčnoj stroitel'noj terminologii). *Molodoj učenij*, №4, pp. 206-211.
7. Stamatiađu, Je. (2010). *Leksiko-semantičeskie, strukturnye i funkcional'nye osobennosti arhitekturnoj leksiki (na materiale anglijskogo, nemeckogo, grečeskogo i rusškogo jazikov)*: avtoref. dis. ... kand. filol. nauk, (p.23). Majkop.
8. Superanskaja, A. V., Podol'skaja, N. V., & Vasil'eva, N. V. (2004). *Obshhaja terminologija: Voprosy teorii /;* otv. red. T. L. Kandelaki, Izd. 3-e, ster, (p.248, 121). Moscow: Editorial URSS.
9. Cherkasova, L. N. (1998). *Leksiko-semantičeskaja harakteristika stroitel'noj terminologii*: dis. ... kand. filol. nauk : 10.02.01, (p.21). Rostov-na-Donu.
10. Chudley, R., & Greeno, R. (2010). *Building construction handbook*. – 8th edition. (p.828). Elsevier Ltd..

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИИ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

SOI: [1.1/TAS](#) DOI: [10.15863/TAS](#)

### International Scientific Journal Theoretical & Applied Science

p-ISSN: 2308-4944 (print) e-ISSN: 2409-0085 (online)

Year: 2021 Issue: 10 Volume: 102

Published: 08.10.2021 <http://T-Science.org>

QR – Issue



QR – Article



**Gulbanu Perdebaevna Sadenova**  
Karakalpak State University  
researcher  
[amanliqnajimov@mail.ru](mailto:amanliqnajimov@mail.ru)

## THE REFLECTION OF THE CONCEPT “GOODNESS” (ON THE EXAMPLE OF PROVERBS)

**Abstract:** The article provides a linguocultural analysis of the concept and its study, the reflection of the concept goodness in proverbs, which are the spiritual and cultural heritage of the people.

**Key words:** Anthropocentrism, concept, linguocultural studies, proverbs, phraseologism.

**Language:** English

**Citation:** Sadenova, G. P. (2021). The reflection of the concept “Goodness” (on the example of proverbs). *ISJ Theoretical & Applied Science*, 10 (102), 90-92.

**Soi:** <http://s-o-i.org/1.1/TAS-10-102-5> **Doi:**  <https://dx.doi.org/10.15863/TAS.2021.10.102.5>

**Scopus ASCC:** 1203.

### Introduction

The language of each nation tells about the history of its way through the captivity. This is because all the experiences of the nation in historical periods will inevitably be preserved only in its language. Therefore, it is impossible to separate and study the language and the nation. Different words in the lexical structure of the language become part of the national image, are associated with the traditions and culture of the people who speak that language, and move to the same semantic language. The objects and gifts in our environment are common and known to the whole human world, and are differentiated according to the minds and perceptions, cultural and national differences of each nation and cognitively shaped in the minds. Due to the fact that each nation has a different history of development, life experience, rules of life, there are different concepts of the linguistic view of the world. Cognitive linguistics ensures the formation of the system of linguistic and non-linguistic knowledge in the human mind, the realization of such conditions as the assimilation, reconstruction, use of information, the disclosure of information encoded by linguistic symbols, their coding.

Therefore, the concept is a rational result of culture. Scientists do not have the same opinion about the concept, but they complete each other and collect. For example, Concepts are the "meanings" that make

up the cognitive-basic subsystems of opinion and knowledge [1.24]. "The concept is a compact, profound truth that is preserved in the ethnocultural consciousness, passed down from generation to generation, and expresses several captive notions of national cultural values," he said. [2.62]

The value of each concept determines a person's attitude to the illuminated object, that is, his sympathy and antipathy. Evaluation of the relationship to reality is explicit or implicit, the subject evaluates it in a satisfactory or unsatisfactory aspect, determines from the point of view of generalizing on the principle of "good-bad". In this case, the evaluation is, as a rule, emotional or social conditional. In addition, the assessment may have multifaceted, national-conditional or individual character. [3,27].

Thus, to give an example about the concept, the concept of the human mind, which has a vital meaning, "kokireginde kozi bar (eyes in the chest)", "ruwkhly baylik (spiritual wealth)", "adamnin dosi (friend of man)", the concept of life - "dunya (world)", "paniy dunya (false world)", "zhalgan dunya (false world)", the concept of "death" - "zhan tapsiriv (surrender one's life)", "barsa kelmes (won't return when goes)", etc. Concepts that are fixed in the human mind, the perception of the world, and the units of cognition are reflected in such word sequences. As for the concept of good and evil, it is closely connected with the national and cultural values, ethical views,

## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
PIIHQ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

customs and traditions of each nation and people, and finds its expression in the language. From the very beginning, in ethics and aesthetics, there are all sorts of contradictory opinions about goodness, as well as close opinions. In aesthetics, it is possible to say that goodness is beauty.

The basis of ethics, on the other hand, is a virtue. This is because the pillar of the world is made up of good things, and if there were no good things, the pillar of this world would be fallen down. The categories of goodness and kindness occupy a prominent place in the views of the famous thinker Al-Farabi on ethics. This is because science considers ethics to be a science that allows us to distinguish between good and evil in the first place.

Also, the philosopher and scientist V.A. Kanke believes that goodness is responsibility. Ideal goodness emerges only when truth, beauty, and goodness unite. We know what good is, and we keep looking for it. It turns out that this is a regular phenomenon in life [4,150].

If we consider goodness as a concept, it is measured by valuable categories - kindness, sincerity, honor, humanism, humanity, compassion, modesty, and other virtues.

Therefore, goodness is a combination of kindness, generosity, honesty and other good deeds and signs. The word good, which means a good deal, a good deed, a good sign, includes many concepts in it. These concepts make up the essence of goodness. And now evil is, first of all, a set of evils, difficulties, troubles (war, death, grief, suffering, disease) that affect the individual and the nation.

Since the emergence of mankind, the concept of evil and good has been considered by angels and Satan. And in legends and myths, Abil was seen as a representative of good and Kabil as a representative of evil.

In proverbs, which are the literary heritage of the Karakalpak people, goodness, good manners and kind words come first. Consequently, the concept of good and evil is clearly visible in proverbs because of strong propagandistic and educational value of the proverbs. Coming the categories of goodness in different ways, and its negative features can be illustrated by examples from proverbs.

- in the sense of doing good: Iygilik istin keshi zhok (It's not late to goodness) [5,104] - here goodness means a good deed, a good work, doing good to someone. If we look at the history of the Karakalpak language, first of all the words iygi, edgu were used as good.

- in the sense of kindness: Koz-kozge tusse, miyrim-shapaat juzge tusedi (if the eye catches the eye, mercy falls on the face). [5,73]. The first sign of goodness, of course, is to show mercy to others.

- Good word, good opinion: Zhaksinin sozi tatli, zhamannin sozi katti (The word of the good is sweet, the word of the bad is rude). [5,85] Zhaksi sozge zhan

semiredi, zhaman sozge zhan sekiredi (A good word makes you fat, a bad word makes you upset). [5,100]. Of course, there is a saying that people know the good by their words. In fact, a good person's words are good, and a good person won't tell bad words.

- In the sense of honesty, truthfulness: Hak zholdi tap ta ayirilma, Hadallik kalar mangige (Find the right path and do not part, Honesty will last forever). [5,]. Our ancient thinker poets also consider truth and honesty to be a sign of goodness.

- In the sense of choosing a good wife: Zhaksi katin erin er kiladi, zhaman katin erin kara zher kiladi (a good wife makes her husband a brave man (hero), a bad wife makes her husband to feel shameful (a bad man)) [5,88]. One should never go astray in choosing a life partner. A good wife is especially important for a man. Because it is a wife, who takes her husband to the throne or to the door. A woman is required to be very smart and wise in life. This is because the unifying of a house is a woman if she is a good woman, it will be success and if she is a bad woman, the success leaves away.

- in the sense of kindness: Ak kokirektin ati azbaydi, toni tozbaydi (the name of the kind is not diminished, the tone is not worn). [5,94]. In life, we often use the words "honest heart" for good people, no dirt in the heart, kind, pure heart. In fact, a kind person has many friends, and the door is always open and hospitable.

- Do good deeds: Kayir etsen putin et, Zharti kayir zharaspas (If you do good deeds, do it fully, it'll not be good if it's half). [5,119]. In the sense that everyone should do good deeds every day, it is a sign of goodness to feed someone in need and help them in times of need.

- About a person's character, dignity: Zhaksi adam torde otirsa da, esikte otirsa da, baribir zhaksi (A good person is good, whether he is sitting at the top of the room or at the doorway). [5,117]. Here it means that everyone respects a good person.

- It is used in connection with a modest person: Zhomart zhokligin bildirmes, Zhuyrik tokligin bildirmes (Brave does not state his absence, horse does not state his fullness). [5,110]

- Enlightens a person's character and upbringing: Adepli kelin iybeli boladi (A virtuous bride is submissive) (5,119). From time immemorial, the Karakalpak people pay special attention to the virtue, honor and respect of the bride, and if the bride is rude and disobedient, it will be bad for the upbringing given by her parents.

- A good father: Zhaksi ata zhaman balaga kirik zhil azik (A good father feeds a bad child for forty years) (5,122). The child's belief in his father and his inability to pull his own life at the age of forty demonstrate his father's kindness.

- A sign of a good guest: Kutli konak kelse, Koy egiz kozilaydi, Kutsiz konak kelse, koyga kaskir shabadi (If a blessed guest comes, the sheep will have



## Impact Factor:

ISRA (India) = 6.317  
ISI (Dubai, UAE) = 1.582  
GIF (Australia) = 0.564  
JIF = 1.500

SIS (USA) = 0.912  
ПИИИ (Russia) = 3.939  
ESJI (KZ) = 9.035  
SJIF (Morocco) = 7.184

ICV (Poland) = 6.630  
PIF (India) = 1.940  
IBI (India) = 4.260  
OAJI (USA) = 0.350

twin, if a guest without a blessing comes, a wolf will attack the sheep). (5,127). It is said that a guest comes with his fortune, and the word kutli here means good, lucky, and successful.

- About a good friend: Zhaksi zholdastin bahasi zhok (A good friend is priceless) (5,190). Zholdasi zhamandi zhaw aladi (A man with bad friend will be attacked by enemy) (5,191). Choosing a good friend is just as important as choosing a good wife for a man.

As the examples show, every nation has its own ethical and aesthetic norms, unwritten rules of etiquette. It illuminates the national and spiritual culture of the people, reflects their mentality, level of culture, spiritual inner world, attitude to the world. These ethical norms are especially deeply expressed in the proverbs of the people, which are spiritual wealth of a few centuries. For this reason, proverbs express a thought of a collection of concise words.

## References:

1. Pavilenis, R. (1986). *Yozik. Smysl. Ponimanie. Yazyk. Nauka. Filosofiya. Logiko-metodologicheskij i semioticheskij analiz.* (p.263). Villjeus.
2. Islam, A. (2004). *Lingvomaneiyettanu: til - madeniet konteksinde.* (p.243). Almaty-Asmana.
3. Arutyunova, N.D. (1998). *Yazik I mir cheloveka.* 2nd ed., Rev. T. I-XV. (p.341). Moscow: Yaziki russkoy kul'turi.
4. Kanke, V.A. (1999). *Osnovy filosofii: Textbook for students of secon. special.educ. inst.* (p.288). Moscow: Logos; Vyssh. shk..
5. (1978). *Karakalpak khalyk nakyl-makallary. Karakalpak fol'klory.* Multi-volume IV volume. Karakalpakstan: Nukus.
6. Karasik, V.I. (2004). *Yazykovoy krug: lichnost, koncepty, diskurs,* (p.389). G..
7. Arapova, G.U. (2016). Concept ponyatie i znachenie slovo. *International Journal of Applied and Fundamental Research*, No. 1-4, pp. 591-593. <https://applied-research.ru/ru/article/view?id=8612>
8. Angelova, M.M. (2004). "Concept" v sovremennoy lingvokulturologii. Actual problems of English linguistics and linguodidactics. *Collection of scientific papers.* Issue 3, M., pp. 3-10.
9. Kirillina, N.V. (2011). *Osobbenosti oppozicija dobro-zlo v jazyke liriki A.Ahmatovoj.* Avtoreferat kand.diss. (p.37). Moscow.
10. (1984). *Karakalpak tilinin tysindirme sozligi.* II tom. «Karakalpakstan». (p.387). Nokis.

<b>Impact Factor:</b>	<b>ISRA (India)</b> = <b>6.317</b>	<b>SIS (USA)</b> = <b>0.912</b>	<b>ICV (Poland)</b> = <b>6.630</b>
	<b>ISI (Dubai, UAE)</b> = <b>1.582</b>	<b>ПИИИ (Russia)</b> = <b>3.939</b>	<b>PIF (India)</b> = <b>1.940</b>
	<b>GIF (Australia)</b> = <b>0.564</b>	<b>ESJI (KZ)</b> = <b>9.035</b>	<b>IBI (India)</b> = <b>4.260</b>
	<b>JIF</b> = <b>1.500</b>	<b>SJIF (Morocco)</b> = <b>7.184</b>	<b>OAJI (USA)</b> = <b>0.350</b>

---

## Contents

	p.
1. <b>Blagorodov, A. A., Shcherbakov, D. S., Prokhorov, V. T., &amp; Volkova, G. Y.</b> On features of implementation of the strategy of social - economic development of the nenets autonomous district for the period up to 2035.	1-36
2. <b>Blagorodov, A.A., Shcherbakov, D.S., Homenko, Y.A., Prokhorov, V.T., &amp; Volkova, G.Y.</b> On the importance of target indicators for the period up to 2035 for the implementation of the strategy of social and economic development of the population of the nenets autonomous district.	37-75
3. <b>Mishin, Y. D., Postnikov, P. M., Blagorodov, A. A., Prokhorov, V. T., &amp; Volkova, G. Y.</b> Transport is a universal tool for organizing the space-time conditions of the movement of matter.	76-86
4. <b>Abduvalieva, D. I.</b> Classification of building terms by structural and semantic parameters.	87-89
5. <b>Sadenova, G. P.</b> The reflection of the concept “Goodness” (on the example of proverbs).	90-92

<b>Impact Factor:</b>	<b>ISRA (India) = 6.317</b>	<b>SIS (USA) = 0.912</b>	<b>ICV (Poland) = 6.630</b>
	<b>ISI (Dubai, UAE) = 1.582</b>	<b>РИИЦ (Russia) = 3.939</b>	<b>PIF (India) = 1.940</b>
	<b>GIF (Australia) = 0.564</b>	<b>ESJI (KZ) = 9.035</b>	<b>IBI (India) = 4.260</b>
	<b>JIF = 1.500</b>	<b>SJIF (Morocco) = 7.184</b>	<b>OAJI (USA) = 0.350</b>

---

<b>Impact Factor:</b>	ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
	ISI (Dubai, UAE) = 1.582	ПИИЦ (Russia) = 3.939	PIF (India) = 1.940
	GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
	JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350



**Scientific publication**

«ISJ Theoretical & Applied Science, USA» - Международный научный журнал зарегистрированный во Франции, и выходящий в электронном и печатном формате. **Препринт** журнала публикуется на сайте по мере поступления статей.

Все поданные авторами статьи в течении 1-го дня размещаются на сайте <http://T-Science.org>.

Печатный экземпляр рассылается авторам в течение 3 дней после 30 числа каждого месяца.

**Импакт фактор журнала**

<b>Impact Factor</b>	2013	2014	2015	2016	2017	2018	2019	2020	2021
Impact Factor JIF		1.500							
Impact Factor ISRA (India)		1.344				3.117	4.971		6.317
Impact Factor ISI (Dubai, UAE) based on International Citation Report (ICR)	0.307	0.829							1.582
Impact Factor GIF (Australia)	0.356	0.453	0.564						
Impact Factor SIS (USA)	0.438	0.912							
Impact Factor ПИИЦ (Russia)		0.179	0.224	0.207	0.156	0.126		3.939	
Impact Factor ESJI (KZ) based on Eurasian Citation Report (ECR)		1.042	1.950	3.860	4.102	6.015	8.716	8.997	9.035
Impact Factor SJIF (Morocco)		2.031				5.667			7.184
Impact Factor ICV (Poland)		6.630							
Impact Factor PIF (India)		1.619	1.940						
Impact Factor IBI (India)			4.260						
Impact Factor OAJI (USA)						0.350			

<b>Impact Factor:</b>	ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
	ISI (Dubai, UAE) = 1.582	РИИЦ (Russia) = 3.939	PIF (India) = 1.940
	GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
	JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350

INDEXING METADATA OF ARTICLES IN SCIENTOMETRIC BASES:



International Scientific Indexing ISI (Dubai, UAE)  
<http://isindexing.com/isi/journaldetails.php?id=327>



Research Bible (Japan)  
<http://journalseeker.researchbib.com/?action=viewJournalDetails&issn=23084944&uid=rd1775>



РИИЦ (Russia)  
<http://elibrary.ru/contents.asp?issueid=1246197>



Turk Egitim Indeksi (Turkey)  
<http://www.turkegitimindeksi.com/Journals.aspx?ID=149>



DOI (USA)  
<http://www.doi.org>



Open Academic Journals Index (Russia)  
<http://oaji.net/journal-detail.html?number=679>



Japan Link Center (Japan) <https://japanlinkcenter.org>



Kudos Innovations, Ltd. (USA)  
<https://www.growkudos.com>



Cl.An. // THOMSON REUTERS, EndNote (USA)  
<https://www.myendnoteweb.com/EndNoteWeb.html>



Scientific Object Identifier (SOI)  
<http://s-o-i.org/>



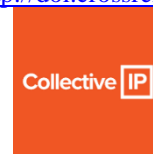
Google Scholar (USA)  
[http://scholar.google.ru/scholar?q=Theoretical+science.org&btnG=&hl=ru&as\\_sdt=0%2C5](http://scholar.google.ru/scholar?q=Theoretical+science.org&btnG=&hl=ru&as_sdt=0%2C5)



Directory of abstract indexing for Journals  
<http://www.daj.org/journal-detail.php?jid=94>



CrossRef (USA)  
<http://doi.crossref.org>



Collective IP (USA)  
<https://www.collectiveip.com/>



PFTS Europe/Rebus:List (United Kingdom)  
<http://www.rebuslist.com>



Korean Federation of Science and Technology Societies (Korea)  
<http://www.kofst.or.kr>

<b>Impact Factor:</b>	<b>ISRA</b> (India) = <b>6.317</b>	<b>SIS</b> (USA) = <b>0.912</b>	<b>ICV</b> (Poland) = <b>6.630</b>
	<b>ISI</b> (Dubai, UAE) = <b>1.582</b>	<b>PIHII</b> (Russia) = <b>3.939</b>	<b>PIF</b> (India) = <b>1.940</b>
	<b>GIF</b> (Australia) = <b>0.564</b>	<b>ESJI</b> (KZ) = <b>9.035</b>	<b>IBI</b> (India) = <b>4.260</b>
	<b>JIF</b> = <b>1.500</b>	<b>SJIF</b> (Morocco) = <b>7.184</b>	<b>OAJI</b> (USA) = <b>0.350</b>



AcademicKeys (Connecticut, USA)  
[http://sciences.academickeys.com/jour\\_main.php](http://sciences.academickeys.com/jour_main.php)



Cl.An. // THOMSON REUTERS, ResearcherID (USA)  
<http://www.researcherid.com/rid/N-7988-2013>



RedLink (Canada)  
<https://www.redlink.com/>



TDNet  
 Library & Information Center Solutions (USA)  
<http://www.tdnet.io/>



RefME (USA & UK)  
<https://www.refme.com>



Sherpa Romeo (United Kingdom)  
<http://www.sherpa.ac.uk/romeo/search.php?source=journal&sourceid=28772>



Cl.An. // THOMSON REUTERS, ORCID (USA)  
<http://orcid.org/0000-0002-7689-4157>



Yewno (USA & UK)  
<http://yewno.com/>



Stratified Medical Ltd. (London, United Kingdom)  
<http://www.stratifiedmedical.com/>

**THE SCIENTIFIC JOURNAL IS INDEXED IN SCIENTOMETRIC BASES:**



Advanced Sciences Index (Germany)  
<http://journal-index.org/>



Global Impact Factor (Australia)  
<http://globalimpactfactor.com/?type=issn&s=2308-4944&submit=Submit>



SCIENTIFIC INDEXING SERVICE (USA)  
<http://sindexs.org/JournalList.aspx?ID=202>



International Society for Research Activity (India)  
<http://www.israjif.org/single.php?did=2308-4944>

<b>Impact Factor:</b>	ISRA (India) = 6.317	SIS (USA) = 0.912	ICV (Poland) = 6.630
	ISI (Dubai, UAE) = 1.582	ПИИЦ (Russia) = 3.939	PIF (India) = 1.940
	GIF (Australia) = 0.564	ESJI (KZ) = 9.035	IBI (India) = 4.260
	JIF = 1.500	SJIF (Morocco) = 7.184	OAJI (USA) = 0.350



**CiteFactor (USA) Directory Indexing of International Research Journals**  
<http://www.citefactor.org/journal/index/11362/theoretical-applied-science>



**International Institute of Organized Research (India)**  
<http://www.i2or.com/indexed-journals.html>



**JIFACTOR**

**JIFACTOR**  
[http://www.jifactor.org/journal\\_view.php?journal\\_id=2073](http://www.jifactor.org/journal_view.php?journal_id=2073)



**Journal Index**  
<http://journalindex.net/?qi=Theoretical+%26+Applied+Science>



**Eurasian Scientific Journal Index (Kazakhstan)**  
<http://esjindex.org/search.php?id=1>



**Open Access Journals**  
<http://www.oajournals.info/>



**SJIF Impact Factor (Morocco)**  
<http://sjifactor.inno-space.net/passport.php?id=18062>



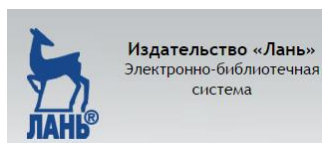
**Indian citation index (India)**  
<http://www.indiancitationindex.com/>



**InfoBase Index (India)**  
<http://infobaseindex.com>



**Index Copernicus International (Warsaw, Poland)**  
<http://journals.indexcopernicus.com/masterlist.php?q=2308-4944>



**Электронно-библиотечная система «Издательства «Лань» (Russia)**  
<http://e.lanbook.com/journal/>

<b>Impact Factor:</b>	<b>ISRA (India) = 6.317</b>	<b>SIS (USA) = 0.912</b>	<b>ICV (Poland) = 6.630</b>
	<b>ISI (Dubai, UAE) = 1.582</b>	<b>ПИИЦ (Russia) = 3.939</b>	<b>PIF (India) = 1.940</b>
	<b>GIF (Australia) = 0.564</b>	<b>ESJI (KZ) = 9.035</b>	<b>IBI (India) = 4.260</b>
	<b>JIF = 1.500</b>	<b>SJIF (Morocco) = 7.184</b>	<b>OAJI (USA) = 0.350</b>

**International Academy of Theoretical & Applied Sciences** - member of Publishers International Linking Association (USA) - international Association of leading active scientists from different countries. The main objective of the Academy is to organize and conduct research aimed at obtaining new knowledge contribute to technological, economic, social and cultural development.

**Academy announces acceptance of documents for election as a member:**  
**Correspondents and Academicians**

Reception of documents is carried out till January 25, 2022.  
 Documents you can send to the address [T-Science@mail.ru](mailto:T-Science@mail.ru) marked "Election to the Academy members".

**The list of documents provided for the election:**

1. Curriculum vitae (photo, passport details, education, career, scientific activities, achievements)
2. List of publications
3. The list of articles published in the scientific journal [ISJ Theoretical & Applied Science](#)
  - \* to correspondents is not less than 7 articles
  - \* academics (degree required) - at least 20 articles.

**Detailed information on the website** <http://www.t-science.org/Academ.html>

Presidium of the Academy

**International Academy of Theoretical & Applied Sciences** - member of Publishers International Linking Association (USA) - международное объединение ведущих активных ученых с разных стран. Основной целью деятельности Академии является организация и проведение научных исследований, направленных на получение новых знаний способствующих технологическому, экономическому, социальному и культурному развитию.

**Академия объявляет прием документов на избрание в свой состав:**  
**Член-корреспондентов и Академиков**

Прием документов осуществляется до 25.01.2022.  
 Документы высылаются по адресу [T-Science@mail.ru](mailto:T-Science@mail.ru) с пометкой "Избрание в состав Академии".

**Список документов предоставляемых для избрания:**

1. Автобиография (фото, паспортные данные, обучение, карьера, научная деятельность, достижения)
2. Список научных трудов
3. Список статей опубликованных в научном журнале [ISJ Theoretical & Applied Science](#)
  - \* для член-корреспондентов - не менее 7 статей,
  - \* для академиков (необходима ученая степень) - не менее 20 статей.

**Подробная информация на сайте** <http://www.t-science.org/Academ.html>

Presidium of the Academy



<b>Impact Factor:</b>	<b>ISRA (India)</b> = <b>6.317</b>	<b>SIS (USA)</b> = <b>0.912</b>	<b>ICV (Poland)</b> = <b>6.630</b>
	<b>ISI (Dubai, UAE)</b> = <b>1.582</b>	<b>ПИИИ (Russia)</b> = <b>3.939</b>	<b>PIF (India)</b> = <b>1.940</b>
	<b>GIF (Australia)</b> = <b>0.564</b>	<b>ESJI (KZ)</b> = <b>9.035</b>	<b>IBI (India)</b> = <b>4.260</b>
	<b>JIF</b> = <b>1.500</b>	<b>SJIF (Morocco)</b> = <b>7.184</b>	<b>OAJI (USA)</b> = <b>0.350</b>

---

---

Signed in print: 30.10.2021. Size 60x84  $\frac{1}{8}$

«Theoretical & Applied Science» (USA, Sweden, KZ)

Scientific publication, p.sh. 66.5. Edition of 90 copies.

<http://T-Science.org> E-mail: [T-Science@mail.ru](mailto:T-Science@mail.ru)

---

Printed «Theoretical & Applied Science»