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ON THE FEATURES OF TRANSPORT DEVELOPMENT FOR THE IMPLEMENTATION OF THE STRATEGY OF SOCIAL - ECONOMIC DEVELOPMENT OF THE REGIONS OF THE RUSSIAN FEDERATION FOR THE PERIOD UP TO 2035

Abstract: *in the article, the authors analyze the role and importance of the transport strategy in creating conditions for the socio - economic development of the regions of the Arctic zone of the Russian Federation. At the same time, in order to improve the quality of transport services, it is expected to reduce the total costs of society that depend on transport, increase the competitiveness of the domestic transport system, strengthen the innovative, social and environmental orientation of the development of the transport industry in the regions of the Russian Arctic.*

Key words: *region, district, population migration, quality, transport services, competitiveness, innovation, social development, environmental focus, costs, profit, financial condition, economy, prospects, restructuring.*

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Introduction

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At present, the Russian economy faces a systemic challenge, the nature and quality of which is determined by a combination of three fundamental factors.

The first factor is increased global competition covering the markets for goods, services, capital, and other factors of economic growth. Structural restructuring of the world economy began, associated with a change in the balance between economic centers, an increase in the role of regional economic unions, and the expected spread of new technologies. This will entail a change in national and world cargo

and passenger flows, an increase in requirements for the quality of transport services.

The second factor is the growing role of human capital in socio-economic development. The level of competitiveness of the modern innovative economy is increasingly determined by the quality of professional personnel. This fully applies to transport as an industry embarking on the path of innovative development.

The third factor is the depletion of the sources of the export-raw material type of development, based on an intensive increase in fuel and raw materials exports.

At the same time, significant restrictions on economic growth appeared in Russia due to insufficient development of the transport system. Today's volumetric and qualitative characteristics of transport, especially its infrastructure, do not allow to fully and effectively solve the problems of a growing economy. All this requires significant restructuring from Russian transport. Previous strategic documents in the field of transport were developed in the context of the transition to an economic growth strategy.

In the transition to an intensive, innovative, socially oriented type of development, the country strives to become one of the leaders of the global economy, which requires the adoption of adequate strategic decisions on the development of the transport complex for the long term.

Main part

At the new stage, the transport strategy should determine the active position of the state in creating conditions for socio-economic development, primarily in order to improve the quality of transport services, reduce the total costs of society that depend on transport, increase the competitiveness of the domestic transport system, strengthen innovation, social and environmental focus. development of the transport industry.

The choice of directions for the development of the transport system is based on the draft concept of long-term socio-economic development of the Russian Federation for the period up to 2035, budget messages of the President of the Russian Federation to the Federal Assembly of the Russian Federation, as well as on a wide range of documents defining promising directions for the development of society and the economy of Russia and its regions. , the transport system of the country as a whole and individual modes of transport (including pipeline), international transport integration, primarily within the framework of the CIS and EurAsEC, on legislative and other regulatory legal acts in the field of defense and national security of the Russian Federation.

In the formation of priority directions for the development of the transport system in Russia, the experience of the development and implementation of strategic documents and initiatives in the field of transport development abroad was taken into account.

The place and role of transport in the socio-economic development of AZ of the Russian Federation

In the Russian Federation, as in other developed countries, transport is one of the largest basic sectors of the economy, the most important component of the production and social infrastructure.

Transport communications unite all regions of the country, which is a necessary condition for its territorial integrity, the unity of its economic space. They connect the country with the world community, being the material basis for ensuring Russia's foreign economic relations and its integration into the global economic system.

Favorable geographical location allows Russia to receive significant income from the export of transport services, including from the implementation of transit traffic through its communications.

The place and importance of transport is also evidenced by its significant share in the main production assets of the country (in 2006 - 27 percent), a significant share of transport services in the gross domestic product (in 2007 - 8 percent), in investments in the development of sectors of the economy (in 2006 - 10.4 percent) and in the number of employed workers (in 2007 - 6.3 percent), as well as in the consumption of energy resources, metal and in a number of other important indicators characterizing the country's economy.

All these circumstances make it possible to classify transport as one of the priority sectors economy.

Transport plays an important role in the socio-economic development of the country. The transport system provides conditions for economic growth, increasing the competitiveness of the national economy and the quality of life of the population. The geographic features of Russia determine the priority role of transport in the development of the country's competitive advantages in terms of realizing its transit potential.

Access to safe and high-quality transport services determines the efficiency of work and development of production, business and social sphere. In this regard, the role of transport in the socio-economic development of the country is determined by a number of volumetric, cost and quality characteristics of the level of transport services.

The volumetric characteristics of transport services directly affect the completeness of the implementation of economic ties within the country and abroad, as well as the ability to move all segments of the population to meet production and social needs.

The geographical and technological accessibility of transport services determines the possibilities for the territorial development of the economy and social sphere.

The cost characteristics of the transportation of any product (transport tariff) are directly reflected in

its final price, added to production costs, and affect the competitiveness of products and the area of their marketing. The cost of transportation in passenger traffic limits the opportunities for travel of the population, and in many cases, for a part of the population with low incomes, makes these trips inaccessible. Reducing the cost of passenger traffic, easing these restrictions, is not only of great social, but also economic significance.

The qualitative characteristics of the level of transport services are related to the speed, timeliness, rhythm, safety and environmental friendliness of the functioning of the transport system.

The speed of transport links affects the efficiency of economic ties and the mobility of the population. The increase in the speed of delivery of goods and passengers has a tangible economic and social effect. When transporting goods, it is expressed in the release of working capital of enterprises, and when transporting passengers - in the release of people's time, which can be used for other purposes.

Reducing the cost and acceleration of transportation by mainline modes of transport will make it possible to bring together remote regions of the country, improve the quality of life of the population and the level of business activity, strengthen the territorial unity of the country and create more favorable conditions for the realization of the potential economic and social opportunities of each Russian region.

Timeliness (regularity, rhythm) of transport services in freight and passenger traffic is of great economic importance. In freight traffic, for example, the value of the insurance stocks of products in the warehouses of consignees, necessary to maintain the continuity of production and supply of the population, the amount of necessary working capital and the cost of storing goods, depend on it.

The safety and environmental friendliness of the transport system plays an important role in the socio-economic development of the country.

The role of transport in ensuring the defense capability and national security of Russia is due to the growing requirements for the mobility of the Armed Forces of the Russian Federation. The safety of the transport system determines the effective work of emergency services, civil defense units and special services and thus determines the conditions for increasing national security and reducing terrorist risks.

In the context of increasing public attention to environmental factors, reducing the harmful effects of transport on the environment is of great social importance and can have a significant impact on the development of urban agglomerations.

Thus, transport is one of the largest backbone industries with close ties with all elements of the economy and social sphere. With the further development of the country, the expansion of its internal and external transport and economic ties, the growth of production volumes and the rise in the standard of living of the population, the importance of transport and its role as a backbone factor will only increase.

Under these conditions, the formation of strategic directions for the development of transport should be carried out on the basis of a comprehensive analysis of the current state and problems of the development of the transport system in close relationship with the general directions and scales of the country's socio-economic development, as well as with global global strategic trends in the economy.

In the field of transport in Russia, in recent years, the necessary infrastructure modernization has been carried out, which made it possible to meet the growing demand for passenger and freight transport and create a certain reserve for further development.

Russia has all modern modes of transport, the location and structure of its transport communications in general correspond to the internal and external transport and economic relations of the country, but they need significant improvement.

The length of communication lines of the Russian transport system as of the beginning of 2021 was 85 thousand km of public railways, 42 thousand km of industrial railway transport, 755 thousand km of hard-surface roads (including 597 thousand km of general use), 102 thousand km of inland waterways, 2.8 thousand km of tram lines, 439 km of metro lines, 4.9 thousand km of trolleybus lines, 532 thousand km of air routes, of which more than 150 thousand km are international ...

69.1 million passengers and 33.1 million tons of cargo were transported by these transport communications by all modes of transport every day.

The growth in the volume of transportation of goods and passengers was reflected in the positive changes in the socio-economic situation of the country in recent years. The volume of cargo transportation in 2016 - 2020 by all types of transport (excluding pipeline) increased by 18.1 percent (by public transport - by 23.9 percent). The fastest growing freight traffic was by rail (by 28.4 percent).

The growth in the volume of cargo transportation was influenced by the revival of the real sector of the economy, an increase in production in the main cargo-forming industries, the development of markets for goods and services, and a favorable foreign economic situation in the main commodity items of domestic exports.

Railways occupy an important place in the transport system. Railway transport accounts for 62 percent of the total freight traffic carried out by public transport, or 84.3 percent of the total freight traffic carried out by all modes of transport (excluding pipeline transport). Road transport accounts for 47.4 percent of the volume of commercial transportation of goods, and the share of transportation by rail has been

decreasing in recent years, and by road is growing, which indicates an increase in the competitiveness of road transport in certain segments of the transport services market.

Positive changes are observed in the creation of parity between Russian and foreign carriers when performing international transportation. The volume of international cargo transportation by road in 2020 reached 40.2 million tons.

The share of road (bus) transport in the total volume of passenger traffic by public transport is 57.8 percent. In the structure of passenger turnover, 35.4 percent is occupied by railway transport, 29.4 percent - by road transport and 22.6 percent - by air transport.

The decrease in 2016 - 2020 by 42.5 percent in the volume of passenger traffic carried out by rail in suburban traffic, road and urban land electric transport, is associated with a decrease in the number of trips of privileged categories of passengers, a change in their accounting system as a result of the introduction of unified social tickets. and also with the transition to personalized accounting.

The constant growth in the number of passenger cars in personal use of citizens also affects the decrease in the volume of work performed by urban passenger transport. In 2020, the number of passenger cars park amounted to 24.7 million units.

Since the beginning of the implementation of the economic reform program, the non-state sector has taken a dominant position in the transport sector. Enterprises of non-state forms of ownership are currently carrying out: on road transport - 94.9 percent of cargo transportation and 18.5 percent of passenger traffic, on sea - 88.4 percent and 97.3 percent, respectively, on inland waterways - 97.7 percent and 90.4 percent, air - 87.1 percent and 77.8 percent, industrial railway - 85.6 percent of cargo transportation.

Since 2016, the development of the country's transport system has been carried out in accordance with the federal target program "Modernization of the transport system of Russia (2016 - 2020)".

During this period, the construction of the 1st starting complex Tommot - Kerdem of the Berkakit - Tommot - Yakutsk railway line, the Chernyshevskoye border railway station of the Kaliningrad railway, a combined bridge crossing over the river was carried out. Lena near the city of Yakutsk. The Lagar-Aulsky tunnel on the Far Eastern Railway, the Big Loop Tunnel at the 1855th kilometer of the Belorechenskaya - Tuapse section, and a number of checkpoints across the state border of the Russian Federation on the main traffic routes were put into operation. Measures were taken to modernize the railway infrastructure of Sakhalin Island.

More than 15 thousand km of federal and regional highways have been built and reconstructed. More than 100 thousand km of federal and regional roads have been repaired. Overhaul of 5 thousand km of federal roads has been completed.

The length of federal highways corresponding to the normative transport and operational indicators is 21.7 thousand km.

Works on the construction and reconstruction of federal highways, including Chita - Khabarovsk, M-4 "Don", M-5 "Ural", M-10 "Russia" highway), as well as 4 unique out-of-class bridge crossings. Introduced four-lane traffic along the entire length of the road from Moscow to Nizhny Novgorod.

The growth of passenger turnover in air transport amounted to 70.2 percent, cargo turnover - 14.5 percent. The share of aircraft that meet the requirements of the International Civil Aviation Organization in relation to noise in the structure of the realized carrying capacity of the fleet increased from 44 percent to 59.1 percent, the share of modern aircraft in the structure of the fleet increased from 24 to 35 percent.

Reconstruction of runways at Pulkovo, Krasnoyarsk, Khabarovsk, Blagoveshchensk, Kurgan, Cheboksary airports and replacement of lighting equipment at Pulkovo, Khabarovsk, Barnaul, Kurgan, Ulan-Ude airports. Aviation security equipment was purchased for 53 airports in Russia.

The volume of cargo transshipment through the sea trade ports of Russia increased 2.6 times and amounted to 451 million tons, which is 12 percent more than the maximum volume of cargo transshipment by the ports of the Soviet Union in 1989.

About 60 percent of Russia's foreign trade turnover is carried out with the participation of seaports.

Restoration and repair work was carried out at 723 hydraulic structures. The conditions of navigation on waterways for the delivery of goods to the regions of the Far North with a total length of 68,160 km have been ensured. In 2020, a complex of works on the construction of the lock of the Kochetovsky hydroelectric complex was completed.

On the inland waterways of the Unified Deep Water System of the European part of the Russian Federation, 42 percent of communication systems have been updated.

Actual expenses for the implementation of the federal target program "Modernization of the transport system of Russia (2016 - 2020)" in 2016 - 2020 amounted to 1.93 trillion. rubles, including from the federal budget 0.54 trillion. rubles, or 27.7 percent.

Out of the total volume of financing, expenses on railway transport amounted to 27.1 percent, on roads - 57.4 percent.

In the volume of financing from the federal budget, the share of roads is 89.9 percent, and the share of railway transport is 0.4 percent.

Since 2021, the implementation of 13 large infrastructure projects has begun on the principles of

public-private partnership, including at the expense of the Investment Fund of the Russian Federation.

Transport companies are gradually adapting to new economic conditions. However, many issues of the work and development of transport in the conditions of the formation of market relations have not yet received a satisfactory solution.

Among the main shortcomings of Russian transport, the low technical level and the unsatisfactory condition of its production base stand out.

The reduction in the volume of reconstruction and construction of infrastructure facilities, as well as the rate of replenishment and renewal of fleets of mobile vehicles and other transport equipment has led in recent years to a significant deterioration in their technical condition (age structure, increased wear, etc.) and performance.

Currently, the length of problematic areas in terms of throughput is 8,300 km, or about 30 percent of the length of railways, which provide about 80 percent of all freight work of railway transport.

The formation of the backbone network of federal highways connecting all regions of Russia has not yet been completed. Only about 38 percent of federal highways meet regulatory requirements.

The low level of development of the road network remains in the agricultural regions, as well as in the regions of the Far North, the Republic of Sakha (Yakutia), the Magadan Region, the Chukotka Autonomous Okrug, etc.

Due to the lack of paved roads, more than 10 percent of the population (15 million people) in the spring and autumn remain cut off from transport communications.

Until now, 39 thousand settlements with a total population of up to 2 million inhabitants (including 7.5 percent of the total number of regional centers and 6.7 percent of central farmsteads of agricultural organizations) have no connection with the country's transport network by motor roads with hard surface. The formation of the backbone road network in the regions of the North, Siberia and the Far East has not been completed.

Federal highways have exhausted their capacity. With an excess of the standard load, 13 thousand km of roads are in operation, especially on the approaches to the largest cities, which is almost 29 percent of the network length. The local road network is underdeveloped; therefore, a significant part of local traffic is carried out on federal roads. The acceleration of motorization in the country has not yet led to a corresponding increase in the volume of construction and reconstruction of the road network, and the repair of highways has even slightly decreased in recent years. With an increase in the length of public roads by 15 percent over the past 10 years, the car park has grown by almost 75 percent.

Solving the problem of bringing the length and condition of the road network in line with the needs of the economy and the population is significantly complicated by the impact of the outstripping growth in market prices for road construction materials. The growth in prices for these resources over the past 5 years is 1.5 times higher than the growth in price indices in construction for the same period. The procurement of materials consumes up to 60 percent of the funds allocated for road works.

The rate of development of civil aviation in Russia is currently 2 - 3 times higher than international indicators. Not only the international transportation market is dynamically developing, but also the domestic transportation market (growth - 17 percent). This is due to an increase in real incomes of the population, an increase in the competitiveness of air transport in comparison with rail in the long-distance passenger transportation market, as well as the development of consolidation and integration processes of air carriers.

At the same time, over the years of economic reforms, the number of operating Russian airports and civil aviation airfields has decreased by 2.5 times (mainly due to regional facilities). Largely as a result of this, the configuration of the network of passenger airlines has developed, within which the largest volume of passenger traffic (up to 80 percent) is accounted for by air communications in Moscow.

Many constituent entities of the Russian Federation have almost completely lost both the network of local airlines and airfields of local airlines. The reduction in local traffic, the closure of airlines, the collapse of the air transport infrastructure and other negative trends can become irreversible, which will lead to a complete collapse of the system of local airports operating regional aircraft, and create a crisis situation in many regions that are not provided with alternative modes of transport.

There is a sharp lag in the infrastructure and equipment of airports from the level of development of international civil aviation, a lag in the implementation of modern means and technologies recommended by the International Civil Aviation Organization in the field of air traffic management, automatic landing systems and other radio engineering systems.

The systems interacting in air navigation services are not interconnected by a single organizational and technical structure, the transition from the Unified Air Traffic Management System of the Russian Federation to the Air Navigation System of Russia has not been completed, which impedes the improvement of the quality of air traffic services, the dynamic implementation and development of promising means and systems of air navigation recommended International Civil Aviation Organization.

The development of Russian ports and related transport infrastructure is uneven. Significant differences have accumulated in terms of manufacturability and capitalization of port hubs. This is a consequence of the unevenness and instability of the cargo base, insufficient development of adjacent rail, road and pipeline infrastructure, as well as rear terminal and warehouse infrastructure.

There is a shortage of port capacities focused on the transshipment of imported cargo (containers and rolling cargo), which is caused by the outstripping development in recent years of port facilities aimed at transshipment of export cargo.

The share of inland waterways limiting the throughput of the Unified Deep Water System of the European part of the Russian Federation is currently 4.9 thousand km (75 percent).

The most important problem is the technical and technological lagging behind the transport system of Russia in comparison with developed countries. It is not ready for the widespread use of modern technologies, primarily container technologies. The growing demand for freight transportation is constrained by the underdevelopment of the country's transport and logistics system. Transport and forwarding services for the population and the economy remain at a low level. There is no high-speed rail service in the country.

The innovative component in the development of rolling stock fleets and technical means of transport remains at a low level, especially in the implementation of domestic traffic. The lag is also significant in the environmental parameters of transport.

Urban public transport does not receive proper development, including its modern high-speed types, which could significantly reduce the severity of the problem of transport development in megalopolises.

In almost all sectors of the transport complex, the tendencies of aging of fixed assets and their ineffective use persist. Depreciation of fixed assets for certain groups of fixed assets reached 55 - 70 percent and continues to grow.

At the beginning of 2021, the depreciation of fixed assets of large and medium-sized commercial organizations amounted to: railway transport - 58.6 percent, sea - 51.2 percent, inland waterways - 69.7 percent, automobile (excluding road facilities) - 49 , 6 percent, on the air - 50.3 percent.

The state of many technical means of transport has reached a critical level. A significant part of them are operated outside the standard service life, the other is approaching this period. As a result, the indicators of safety and economic efficiency of the transport operation deteriorate significantly.

One of the most significant is the problem of the imbalance in the development of the unified transport system of Russia. It includes the 3 most important components:

The first is the disparity in the pace and scale of development of different types of transport. The most striking example is a significant lag in the development of inland waterway transport and high growth rates of motorization.

The second is the insufficient development of the existing transport infrastructure, which is most acutely manifested in the discrepancy between the level of development of highways and the level of motorization and the demand for road transport, in a sharp reduction in the number of regional and local airports, as well as in the presence of numerous "bottlenecks" at the junctions of certain modes of transport.

The third is the territorial unevenness in the development of transport infrastructure.

The most significant differences are between the European part of Russia, on the one hand, and the regions of Siberia and the Far East, on the other. Differences between regions in terms of transport availability become unacceptable. For example, 6 constituent entities of the Russian Federation do not have rail links with other regions of the country.

Due to the insufficient development of transport, the integrated development of new territories and the development of mineral deposits, primarily in Siberia and the Far East, are being held back.

The effective demand of the population for transportation is not fully satisfied. Passenger transportation on socially significant routes is not provided, including due to price unavailability (primarily in the regions of the Far North and the Far East).

In connection with the growth of transport tariffs in recent years, certain restrictions have arisen in transport and economic relations. Due to the high transport component, the competitiveness of domestic products decreases not only in the external, but also in the domestic markets. The weakening of ties between the regions of the Russian Federation undermines its unity and reduces the country's economic security.

The mobility of the population in out-of-city traffic in 2016-2020 decreased by 60 percent, mainly due to a decrease in travel related to recreation and tourism. For a significant part of the population, long-distance travel has become practically inaccessible, which causes additional social tension in society.

The level of safety of transport activities remains low, primarily in road and air transport. In road traffic accidents, 23.5 people per 100 thousand of the population die annually, in the countries of the European Union this figure is 9-10 people.

Insufficient level of safety of transportation of goods and passengers by domestic transport companies negatively affects their competitiveness in the international market of transport services.

Automobile transport is the main air pollutant in large cities (up to 80 percent of total emissions), its share in total emissions in the country is 40 percent.

The current state and capabilities of the transport system in the field of ensuring Russia's military security indicate that the most difficult period in its development is over. However, a number of significant problems remain. The needs of the country's defense in the development of modern types of vehicles, construction of new and reconstruction of existing transport communications related to dual-purpose infrastructure facilities are not sufficiently taken into account. The negative impact is exerted by the insufficient throughput and carrying capacity of transport infrastructure and vehicles, the underdevelopment of the railway and road networks in the north and east of the country, as well as in a number of border regions, the passage of the main transport communications in the east of the country near the state border of the Russian Federation. The tasks of preparing and maintaining in good condition temporary transshipment areas and reserve sea transshipment areas, as well as ensuring mobilization preparation of transport are not being adequately solved.

The resource intensity of transportation and transportation costs of the economy are growing. The growth in the cost of transportation, in turn, leads to an increase in transportation tariffs.

Due to the shortage and unsatisfactory condition of the rolling stock, many city and intercity bus routes have been closed, and the frequency of buses has decreased. Due to unprofitableness and lack of government support measures, many air lines and part of river passenger routes have been closed, which does not fully meet the population's demand for transportation.

The complexity of the financial condition of transport is aggravated by the outstripping rates of growth in prices for the resources it consumes. The level of the profitable rate on transportation especially began to lag behind the growth of prices for resources after the Government of the Russian Federation adopted decisions to curb the indexation of railway tariffs without extending the same procedure to industries supplying material and technical resources to transport.

Despite the multiple increase in tariffs for the transportation of passengers and goods, the financial situation of transport companies has not been normalized. Transportation of passengers in domestic traffic by all types of transport (except for intercity bus transportation and regular air lines) is unprofitable, and the profitability of modes of transport for transportation of goods is minimal. The share of unprofitable large and medium-sized enterprises in 2020 was 32 percent. On the part of the clientele, accounts receivable to transport organizations are also increasing.

The main reasons for low profitability and unprofitable transportation are a decrease in the volume of transportation work while maintaining the entire infrastructure of modes of transport and a slight decrease in the number of production personnel, as well as a lag in the growth of income rates from the growth in prices for fuel, electricity, materials and technical means consumed by transport. The allocated budget subsidies do not yet fully cover the losses in the income of transport companies arising as a result of state regulation of tariffs for passenger transportation.

The influence of these reasons affects regardless of the form of ownership of transport organizations. Mainline railway transport, classified as a branch of natural monopolies and owned by the state, also operates with low profitability.

There is an acute problem of attracting investments in the development of the transport industry, which is due to the low investment opportunities of transport enterprises, difficulties in attracting long-term borrowed funds, and the underdevelopment of public-private partnership mechanisms. Currently, in most cases, a non-capital-intensive development model is being implemented, in which the volume of services grows due to an increase in the use of existing fixed assets.

The priority problem remains the improvement of the regulatory framework for the development of the transport system and the market for transport services, including the creation of a regulatory and legal framework that regulates the quality of transport services, ensuring the mobilization training of transport organizations and their fulfillment of military transport obligations, the development of public-private partnership mechanisms that ensure clear legislative distribution of rights, responsibilities and risks between the state and the investor, as well as the definition of priority areas of application of these mechanisms in transport.

The shortage of qualified professional personnel is growing in the transport industry.

Another important problem is the insufficient level of competitiveness of domestic companies and the entire transport system of Russia as a whole in the world market of transport services. This is due to both the listed problems and the insufficient capabilities of domestic transport organizations to compete in the world market, including effectively using Russia's geopolitical advantages in international transit traffic.

Technical and technological parameters of international transport corridors do not ensure their competitiveness in the international market.

Integration into the global and regional markets for transport services will mean increased competition, increased access to the Russian market for foreign carriers, removal of administrative and tariff barriers and will lead to a complication of the position of domestic transport companies.

Analysis of global trends in the development of transport shows that no country is able to control the

risks of its own economy without having a strong transport position.

World trends in the development of transport indicate that:

the period of patronage in relation to modes of transport and carriers is over. The efforts of most countries are aimed at increasing the competitiveness of national transport and abandoning the quota system, as well as tariff and other restrictions. They are being replaced by the harmonization of transport legislation;

the market of transport services began to become more complex, all segments of the transport process and logistics began to integrate. This led to the development of a new type of transport infrastructure - transport, storage and freight transport complexes, which formed a united system of interaction;

transport centers became the control elements of the system, which made it possible to optimize "through" tariffs. This led to a shift in the profitability point from physical transportation processes to the area of transport and logistics services. The concept of transport corridors has been transformed. From a set of routes, they turned into a system of control centers of transportation and transport hubs, which gradually acquired the functions of managing tariff policy;

the quality of transport services and competitiveness have reached a high level of development. In the segments of the transport market, whose services are in demand, the competition has stepped over the stage of competition for the quality of transport services. It's guaranteed. The struggle is of a price nature. Against this background, the requirements for the environmental friendliness of transport are increasing. Hence the desire to maintain an acceptable share of the transport component in the price of the final product while observing strict environmental and safety standards.

For the Russian transport system, these levels of development are not yet attainable. It is necessary to stimulate a gradual improvement in the quality of transport services, the integration of transport service technologies, and an increase in the competitiveness of carriers and operators of transport hubs. Following this, one can expect an optimization of the affordability of transport services. The specified levels of safety and environmental friendliness of transport should act as constraints.

The main system-wide problems of the development of the transport industry in the Russian Federation are as follows:

Availability territorial and structural imbalances in development transport infrastructure;

insufficient level of accessibility of transport services for the population, labor mobility;

insufficient quality of transport services;

low level of export of transport services, including the use of transit potential;

insufficient level of transport security;

strengthening of the negative impact of transport on the environment.

Thus, significant restrictions on economic growth have appeared in Russia, due to the insufficient development of the transport system. A new long-term transport strategy is needed, which determines the main strategic directions and targets for the development of the transport system for the period up to 2035.

Forecast qualitative and quantitative parameters of the development of the transport system of the Russian Federation for the period up to 2035

Scenario options for the development of the transport system of Russia for the period up to 2035 are proposed in three options - inertial, energy-based and innovative.

The inertial version of the development of the transport system presupposes:

implementation of large-scale transport projects that ensure the extraction and development of mineral deposits in new production areas (oil in Eastern Siberia, gas on the Arctic shelf, etc.) and the construction of appropriate pipelines;

development of transport infrastructure, ensuring the implementation of the transit potential of the economy;

reconstruction and construction of especially important transport infrastructure facilities, primarily facilities that ensure the safety of the functioning of transport systems, as well as the modernization and renewal of the vehicle fleet;

advancing development of transport infrastructure in the areas of export deliveries of goods, primarily the development of seaports and approaches to them;

an increase in the volume of domestic transportation of raw materials due to an increase in coal production, the development of energy, metallurgy and oil refining;

low dynamics of export traffic and outstripping growth of import traffic,

continued predominance in imports of food and consumer goods;

insufficiently high rates of construction and reconstruction of the road network, the persistence of sharp disparities in its development in the European and Asian parts of Russia;

the persistence of low mobility of the population, primarily by air transport, which is due to insufficient growth rates of income of the population and the continuing aging of the aircraft fleet;

lack of transportation and infrastructure reserves in the modes of transport necessary to improve the quality of transport services for the population and production, the introduction of transport and logistics technologies.

The energy-raw material option presupposes the accelerated development of the transport infrastructure, mainly for transport support for the

development of new mineral deposits and the increase in fuel and raw materials exports, the realization of Russia's competitive potential in the field of transport and the growth of export of transport services. In this case, the following features can be distinguished:

implementation of large-scale transport projects (including within the framework of public-private partnerships), ensuring the development of mineral deposits in new mining areas, mainly in Siberia, the Far East and on the continental shelf;

diversification of directions of export supplies of Russian hydrocarbons, including to China, and creation of the corresponding infrastructure;

development of transport infrastructure ensuring the implementation of the country's transit potential, including joint projects for the production and export of hydrocarbons within the EurAsEC, as well as with other states;

an increase in domestic transportation of coal due to the development of power generating capacities and metallurgical production;

an increase in the volume of traffic and the range of products of fuel and raw materials processing (oil products, concentrates, chemical goods, metals, etc.), as well as mechanical engineering products;

low growth rates of export traffic and a significant increase in the volume of import traffic of highly processed goods, primarily products of high-tech sectors of the economy;

the continuation of the increase in the number of private cars with a decrease in the volume of passenger traffic by public transport (mainly automobile) in the period until 2025 and some growth in 2025 - 2035;

an increase in the need for the construction and reconstruction of the road network linking new residential areas in megalopolises and suburban areas of large cities with places of employment of labor.

When this option is implemented, measures to develop the country's transport system will be carried out primarily in metropolitan agglomerations, as well as in regions with high growth rates - in the South of Russia, Siberia and the Far East.

Railway transport will have to ensure the unhindered growth of the transport of raw materials to the main centers of consumption, including transport for export.

The specialization of seaports will be of decisive importance through the creation of so-called "layered ports" according to the Rotterdam model, when the port system will include remote railway junctions and transport and logistics complexes. This will require the development of access roads to ports and port production and storage areas focused on the processing of goods, the formation of port zones that ensure the processing of incoming goods.

An additional impetus will be given to the development of transport in the Arctic zone (territories located mainly north of the 60th parallel).

The development of the country's transport system will become one of the main sources of economic growth. A part of the processing industries associated with ensuring the development of transport will receive an impulse for technological development.

At the same time, the implementation of the energy resource option will have a number of negative consequences for the country's long-term socio-economic development and national security, in particular:

it will be necessary to create significant reserves of the throughput of the transport network in the main directions due to possible sharp fluctuations in the demand for the transportation of export bulk cargo in volumes, nomenclature and directions due to changes in the situation on the world markets for fuel and raw materials;

a decrease in the indicators of the economic efficiency of transportation is possible due to an increase in the imbalance in export-import cargo flows. The imbalance will be associated with an increase in the export of bulk and liquid cargo and the import of finished products. Specialized and universal types of rolling stock will have low performance indicators in terms of the mileage with a load, that is, significant flows of empty trains are possible;

the mobility of the population will grow at a low rate, which will be one of the reasons for the insufficient dynamics of improving the quality of human capital in the country. The level of passenger transportation will be lower than the level with the innovative option by 14.3 percent, and passenger turnover - by 11.5 percent. This is due to lower growth rates of real incomes of the population, population decline and less development of infrastructure and rolling stock of passenger transport. Lower rates of growth in the welfare of the population will cause lower rates of growth in the number of private cars;

significant differentiation will remain in ensuring the availability of transport services for different regions and social groups of society;

low investment activity will cause a significant burden on the budget system associated with financing the construction, repair and maintenance of highways.

The innovative option presupposes the accelerated and balanced development of the country's transport system, which, along with achieving the goals envisaged in the implementation of the energy-resource option, will provide transport conditions for the development of the innovative component of the economy, improve the quality of life of the population, and transition to a polycentric model of spatial development of Russia.

For the innovative option, a number of features characteristic of the energy-resource option remain, in particular:

implementation of large-scale transport projects to ensure the development of mineral deposits in new mining areas;

diversification of directions of export supplies of Russian hydrocarbons;

development of transport infrastructure, ensuring the implementation of the country's transit potential, including joint projects within the EurAsEC, as well as with other states;

an increase in domestic transportation of coal due to the development of power generating capacities and metallurgical production;

an increase in the volume of traffic and the range of products of fuel processing and raw materials, as well as engineering products in connection with the increase in innovative activity in the energy, fuel and raw materials industries, associated engineering industries.

At the same time, the distinctive features of the development of the transport system according to the innovative option will be:

a significant increase in the export traffic of highly processed goods, primarily products of high-tech sectors of the economy, the growth rates of which will be 2.5 times higher than the growth rates of the traffic of similar imported goods;

increasing the role of transport and logistics infrastructure in organizing goods circulation;

growth of passenger traffic by public transport. The highest growth rates are expected in air transport, and the main absolute growth will be provided by road transport;

the emergence of the need for the construction and reconstruction of a road network connecting new residential areas in megalopolises and suburban areas of large cities with places of employment of labor, in a significant number of large and medium-sized cities in connection with an increase in the level of income and quality of life of the population;

increasing the need of the economy and the population for high-speed transportation services (with the provision of a predetermined delivery time) and passengers (with the maximum provision of freedom of movement and the possibility of planning personal time).

When this option is implemented, measures for the development of the country's transport system will be concentrated, along with metropolitan agglomerations, also in cities where significant innovation and human capital is concentrated. In the east of the country, such a scenario will give a selective impetus to the development of cities with a significant amount of accumulated innovation potential - Tomsk, Novosibirsk, Krasnoyarsk, Irkutsk.

At the same time, the "infrastructural effect" of the formation of urban agglomerations, associated with the implementation of projects for the construction of large transport complexes, multimodal logistics centers and information centers, will be of paramount importance.

The Volga and Ural macroregions will become zones of advanced transport development along with the South of Russia, Siberia, the Far East and the Arctic zone. Spatial development will become multipolar, not rigidly tied to the existing energy and financial centers.

Regional aspects of the development of the country's transport system will be associated with:

the creation of a network of territorial-production clusters focused on high-tech industries (in the aviation industry, shipbuilding, nuclear industry, in the production of new materials, in informatics and telecommunications), with the concentration of such clusters in urbanized regions;

creation of territorial-production clusters focused on deep processing of raw materials and energy production, ensuring the development of new territories; the formation and development of tourist and recreational zones on the Black Sea coast, Altai, Baikal, Kamchatka, regions of the North;

development of large transport, logistics and production hubs in the North-West, South of Russia and the Far East.

The development of railway and sea transport, along with the tasks of ensuring the transportation of bulk cargo, including export, will increasingly focus on improving the quality of transport services for cargo owners and strengthening interaction within the framework of ensuring effective logistics chains of goods movement.

An important role will be played by the development of the Northern Sea Route, primarily for commercial transportation, with the creation of appropriate infrastructure on the northern coast of Russia.

Measures to improve the competitiveness of maritime transport will significantly increase the share of the fleet flying the State flag of the Russian Federation in the world maritime fleet and significantly increase the export of transport services.

Transportation by road will grow at a high rate, which provides the most flexible response to the demands of the economy, especially in the sectors of high and medium-tech industries.

Measures aimed at the development of air transport and the use of significant advantages (primarily environmental) of inland water transport will significantly increase their share in the country's transport balance.

Creation of an integrated network of transport and logistics complexes that provide a wide range of competitive services, accelerated development of intermodal transportation and the formation of territorial production clusters will be of decisive importance for the formation of a modern distribution network in Russia.

The development of public passenger transport will receive a significant impetus. First of all, this applies to the development of high-speed and high-speed rail transport, all types of air transport, urban and suburban transport.

When this option is implemented, the transport system of the country should develop at a faster pace compared to the sectors of the economy and the social sphere, in order to remove the infrastructural limitations of the country's long-term socio-economic development, which depend on transport.

The implementation of an innovative option for the development of the transport system will allow solving the main tasks facing the country, namely:

indicators of population mobility will approach the level of developed countries, which will be one of the most important factors in improving the quality of human capital in the country;

the differentiation in ensuring the availability of transport services for various

regions and social groups of society;

the competitiveness of domestic goods and services in world markets will increase due to the balanced development of the country's transport system;

an increase in the economic efficiency of passenger and freight traffic will optimize the transport costs of the economy and increase the availability of transport services for the population.

In accordance with the considered scenario options, forecast estimates of the volume of cargo and passenger traffic for the period up to 2035 have been developed.

Comparison of scenario options leads to the conclusion that the innovative option acts as a target for a long-term state transport policy, since it fully allows the strategic interests of Russia to be realized.

In the transition to an innovative option, the requirements for the nature and directions of development of the transport system are determined to the greatest extent by the following fundamental factors:

increased global competition covering the markets for goods, services, capital, and other factors of economic growth. Structural restructuring of the world economy associated with a change in the balance between economic centers, the growing role of regional economic unions, the expected spread of new information, nano and biotechnologies. This will entail a change in national and world cargo and passenger flows, an increase in requirements for the quality of transport services;

depletion of sources of export and raw materials type of development based on increasing fuel and raw materials exports, the need for a transition to intensive innovative development.

On the agenda is the need to diversify the Russian economy, increase the share of products with high added value in the structure of the gross domestic product, and the share of the processing industry.

As a result, the question arises of the transition from a predominantly extensive to an intensive model of the development of the transport system based on innovative breakthrough technologies that improve the quality of transport services.

The second important trend is the globalization of the economy and Russia's accession to the World Trade Organization. This factor causes increased international and intra-industry competition, which requires an increase in the competitiveness of the transport industry.

Considering these factors and the current state of the Russian transport system, we can conclude that transport is a priority point of growth of the national economy.

In the transition to an innovative option for the development of the transport system, it is necessary to ensure:

development of a competitive market for transport services;

availability of transport services for the population;

an increase in the share of domestic Russian transportation and transportation of finished products in the total transport balance of the country;

expanding the range and improving the quality of transport services based on the use of modern transport, logistics and infocommunication technologies, the development of new forms of organization of the transport process and interaction between modes of transport;

multiple increase in labor productivity and energy efficiency in transport;

activation of the activities of domestic transport organizations in the world market of transport services, transnationalization of their activities, the transformation of Russia into the largest exporter of transport services;

integration of the Russian transport system into the Eurasian transport space, development of multi-vector transport links with world economic centers;

transport support for new centers of socio-economic development of the country;

high territorial mobility of the population;

increasing the innovative activity of transport companies, cardinal renewal of transport and technical means, taking into account the development of domestic transport engineering, strengthening the role of scientific and technical support in the development of the transport industry;

increasing the level of professional training and qualifications of transport workers, improving their material and social security, creating safe working conditions;

ensuring the reliability and safety of the functioning of the transport system, including in the

field of ecology, reducing the number of accidents and disasters, injuries and deaths in traffic accidents;

development and application of effective mechanisms of state regulation of the functioning and development of transport;

improving the investment climate in the transport industry.

At the new stage, the transport strategy should determine the active position of the state in improving the transport system of Russia as a key factor in the socio - economic development of the country. This applies primarily to improving the quality of transport services, reducing the total costs of society that depend on transport, increasing the competitiveness of the domestic transport system, enhancing the innovative, social and environmental orientation of the development of the transport industry.

Based on this, it is necessary to formulate goals, priorities and tasks for the strategic development of transport.

The main task of the state in the sphere of the functioning and development of transport is defined as creating conditions for economic growth, increasing the competitiveness of the national economy and the quality of life of the population through providing access to safe and high-quality transport services, transforming the geographical features of Russia into its competitive advantage.

The strategic goal of the development of the transport system is to meet the needs of the innovative socially oriented development of the economy and society in competitive high-quality transport services.

The achievement of this strategic goal will be ensured through the effective development of a competitive environment in the transport industry, the creation of optimal reserves in the development of infrastructure, the achievement of an advanced level of development of technology and technology, increased attention to social and environmental factors, an increase in the national, economic and other types of security of the country, depending on transport.

To create an effective competitive transport system, 3 main components are required:

competitive high quality transport services;

high-performance, safe transport infrastructure and vehicles, which are essential to the extent that they provide competitive, high-quality transport services;

creation of conditions for exceeding the level of supply of transport services over demand (otherwise there will be no competitive environment).

For the formation of high-quality transport services, it is necessary, first of all, to determine the parameters and quality standards, to provide incentives for their implementation and the creation of highly efficient technologies that meet quality standards, to work out elements of technology, regulatory framework and methods of state regulation, to introduce a number of pilot highly efficient technologies in the regions.

It is necessary to create conditions for the development of both internal competition (between carriers, modes of transport) and external competition (with international transit systems). Internal competition will ensure an increase in the rhythm and acceleration of commodity circulation, a decrease in transport costs, an increase in the availability of transport services, an improvement in the investment climate and the development of market relations. This will have a positive impact on external competitiveness and the realization of the country's transit potential.

The creation of a market for competitive transport services involves:

development of the regulatory framework in the field of transport services (safety, environmental friendliness, quality of transport services, development of methods of state regulation of the market). At the same time, the creation of effective feedback in the form of a system of control and supervision is of paramount importance for regulation;

development of a high-performance transport and logistics infrastructure that ensures a competitive level of transport services (primarily commercial speed and reliability);

achievement of the advanced level of equipment and technologies that ensure the standards of safety, environmental friendliness, efficiency and quality of transport services.

The most important strategic direction for the development of the transport system is the balanced development of the transport infrastructure. The implementation of this direction means the coordinated integrated development of all elements of the transport infrastructure based on a comprehensive analysis of statistics and the use of mathematical methods for predicting the needs of sectors of the economy and the population in transport services, the development of a statistical accounting system, building a transport and economic balance, predicting the dynamics of the freight base, analyzing models for the development of transport systems in order to select the optimally balanced options.

The development of the regulatory framework should provide for the harmonization of transport legislation, integration into the global system of standards and communications, the definition of quality standards for transport services, responsibility for their observance, as well as consumer rights. Improving the quality of transport services will require the creation of reasonable reserves in the transport system, and this, in turn, will make it possible to develop competition in the main directions of freight and passenger traffic.

Of particular importance for the transport strategy is the improvement of the system of providing

the transport industry with labor resources, which should ensure the design and implementation of projects for the development of transport systems, the operation of transport infrastructure and vehicles, the provision of transport and logistics services, etc.

An important role in the implementation of the transport strategy is played by increasing the manageability and controllability of the development of transport by increasing the efficiency of methods of state regulation and management, the development of project management mechanisms.

In accordance with these main strategic directions of development, the structure of the main targets of the Transport Strategy of the Russian Federation for the period up to 2035 (hereinafter referred to as the Transport Strategy), its goals, priorities, tasks and implementation mechanisms has been formed.

The main targets of the Transport Strategy are: general social, general economic, general transport and by types of transport activities.

General social guidelines are:

population mobility and availability of transport services;

reduction of accidents, risks and threats to safety by mode of transport;

reducing the share of transport in environmental pollution.

General economic benchmarks are:

provision by the transport industry in full of high-quality transport services ensuring the planned growth rates of the gross domestic product;

competitive level of unit transport costs in the price of the final product;

increasing the commercial speed and rhythm of the promotion of consignments of goods;

the use of innovative technologies for the construction and maintenance of transport infrastructure;

implementation of an effective state tariff policy;

the use of modern mechanisms for the development of the economic competitive environment, including public-private partnerships;

coordination with strategies and programs for the development of related industries.

General transport landmarks are:

development of the transport network in accordance with the needs of the economy and society;

increasing the productivity and profitability of transport systems;

increasing the return on assets of the transport infrastructure;

decrease in energy intensity;

creating priority competitive conditions for national carriers and increasing their competitiveness;

innovative freight transport technologies that correspond to the best world achievements;

preparation for the provision of transportation of high-tech products;

formation of the necessary conditions for investment in the transport industry, ensuring its development at an accelerated pace;

development of transport engineering and related industries - suppliers of resources to the level required for the implementation of the Transport Strategy.

By types of transport activities, the benchmarks are:

by 2025 - addressing issues related to eliminating bottlenecks, developing traffic and transportation capabilities in accordance with federal target programs, as well as strategies and concepts for the development of various types of transport;

from 2030 - the adjustment of these strategies and concepts, the development of federal target programs in accordance with the achieved results, new conditions and the Transport strategy in order to develop a single integrated integrated balanced transport system that meets the needs for high-quality competitive transport services.

The main targets for the types of transport activities for the period 2025 - 2035 are determined by the federal target program "Development of the transport system of Russia (2025 - 2035)" and its subprograms for types of transport. It is envisaged that the main targets for the types of transport activities should be updated in accordance with the goals and objectives of the Transport Strategy. It is advisable to carry out these adjustments in 2021, taking into account the results achieved and new features of transport development.

The development goals of the transport system in Russia are as follows.

Goal 1. Formation of a single transport space in Russia based on the balanced development of an efficient transport infrastructure.

Achieving this goal will allow for the dynamic growth of the Russian economy, social development and strengthening of ties between its regions by eliminating territorial and structural imbalances in transport, involving new territories in the economic turnover by creating additional transport links, increasing the competitiveness and efficiency of other sectors of the economy by providing opportunities unhindered entry of business entities to regional and international markets, growth of entrepreneurial and business activity, which directly affects the quality of life and the level of social activity of the population.

The single transport space of Russia should ensure the functioning of a single balanced system of transport communications, an integrated system of commodity transport technological infrastructure of all types of transport and cargo owners, the use of uniform standards for technological compatibility of various modes of transport that optimize their interaction, uniform standards for the technical

compatibility of various types of transport and vehicles, as well as create a unified information environment for the technological interaction of various types of transport.

Thus, within the framework of this goal, the development of transport infrastructure refers not only to the development of transport communications and nodes. A qualitatively new level of systemic development is assumed within the framework of a single transport space in combination with a commodity transport technological infrastructure, transport infrastructure of cargo owners, technical compatibility standards, as well as an information environment for the interaction of various types of transport.

Within the framework of this goal, at the first stage of the implementation of the Transport Strategy, it will be provided for the construction and reconstruction of the main directions of roads and railways, the infrastructure of sea and river ports, inland waterways and airports, the elimination of the most significant gaps and bottlenecks in the transport network, including the Asian part of Russia. The development of transport approaches to border checkpoints and large transport hubs will be ensured, and their comprehensive development in the main directions of transportation will be ensured. Infrastructure conditions will be created for the development of potential points of economic growth, including the comprehensive development of new territories and the development of mineral deposits, primarily in Siberia and the Far East.

At the next stage of the implementation of the Transport Strategy, within the framework of this goal, the transition to the formation of a single transport space in Russia will be ensured. On the basis of the differentiated development of communication lines of all types of transport, the creation of a unified balanced system of transport communications of the country will be ensured. The capacity and speed parameters of the transport infrastructure will be raised to the level of the best world achievements, the share of high-speed communication lines will be increased. In order to form a modern commodity distribution network that ensures the volume and quality of transport services, an interconnected integrated system of commodity transport technological infrastructure of all types of transport and cargo owners, an integrated system of logistics parks, as well as a single information environment for the technological interaction of various types of transport and participants in the transport process will be created. ... In the course of the development of the transport system, innovative technologies for construction, reconstruction and infrastructure maintenance will be mastered.

Goal 2. Ensuring the availability, volume and competitiveness of transport services according to quality criteria for cargo owners at the level of the needs of innovative development of the country's economy.

Achievement of this goal will allow to fully meet the needs of the population and business entities in high-quality transport services through the introduction of advanced transport technologies and the development of passenger and freight rolling stock fleets, as well as to ensure the provision of social and economic importance of transport services of adequate quality and at affordable prices.

Achievement of this goal presupposes, first of all, the development and implementation of a model of the transport services market for the needs of all sectors of the economy. This model is innovative for the domestic transport system. It must determine the parameters of the quality of transport services, the framework of quality standards for various categories of goods and sectors of the economy, requirements for the development of the regulatory framework in the field of transport services and technological models for ensuring the quality of transport services.

For the formation of a market for competitive transport services, it is necessary to create conditions for the excess of the supply of transport services over demand, as well as the launch of a "price-quality" mechanism, which will ensure the formation of a competitive environment and an increase in competitiveness.

Mechanisms to motivate the structural modernization of existing transport systems should be developed and put in place in order to ensure the quality of transport services, leading, in particular, to the creation of national and international competitive transport companies.

The implementation of this goal presupposes the achievement of the commercial speed of movement of goods and the rhythm of their delivery "from door to door" at the level of the best world achievements. Due to this, the country's economy is expected to reduce the costs of circulation of goods, expressed in large volumes of circulating assets, as well as in significant amounts of loans for goods in transit and at the warehouse. In seaports and checkpoints across the state border of the Russian Federation, as well as throughout the terminal network, the processing time for consignments will be reduced to the level of the best world achievements.

For this, it is necessary to put in place mechanisms to motivate the use of innovative logistics technologies, the development of a system of related services and freight rolling stock fleets that provide the specified criteria for the volume and quality of transport services at the level required for the implementation of the Transport Strategy. The development and experimental testing of highly efficient transport technologies that provide quality criteria for the entire range of transport services and increase the productivity of the transport system are to be developed. An important role will be played by the

expansion of the use of container transportation technologies, including for regional and interregional transportation, small and medium-sized businesses. Ensuring the quality of transport services for shippers will also require the development and use of modern information and telecommunication technologies.

Goal 3. Ensuring the availability and quality of transport services for the population in accordance with social standards.

Achieving this goal means meeting in full the growing needs of the population in transportation, as well as special requirements, in particular from citizens with disabilities, ensuring a stable connection of settlements with the main network of transport communications, as well as ensuring the affordability of transport services that are of social importance. ...

First of all, within the framework of this goal, it is planned to ensure the transportation of passengers on socially significant routes, including ensuring their affordability, including in the regions of the Far North, Far East, Transbaikalia and in the Kaliningrad region.

It is planned to develop urban and suburban passenger transport systems, passenger rolling stock fleets comparable in technical and economic parameters with the world level, as well as the development of systems that provide high-speed and high-speed passenger transportation.

At the next stage of the implementation of the Transport Strategy, the industry should take part in the development of minimum social transport standards to ensure the possibility of movement of all segments of the population across the country. These standards, in terms of their transport component, should determine the requirements for the development of the necessary communications for all types of passenger transport, the corresponding rolling stock, indicators of the price availability of transport services for the population, as well as requirements for the frequency and schedule of transport services for each settlement.

The state policy in the field of ensuring the availability and quality of transport services for the population assumes the consolidation of minimum social transport standards at the legislative level and the use of mechanisms to compensate for losses in the income of transport companies arising from state regulation of tariffs for passenger transportation.

The development and implementation of a program for the implementation of minimum social transport standards throughout the country should be ensured. At the same time, these minimum standards should provide for a progressive scale, taking into account the gradual improvement in the conditions of transport services for the population.

Goal 4. Integration into the global transport space and implementation of the country's transit potential.

Achievement of this goal will mean the formation of a solid foundation for the successful integration of Russia into the global transport system, expanding the access of Russian suppliers of transport services to foreign markets, strengthening the role of Russia in shaping international transport policy and turning the export of transport services into one of the country's largest sources of income.

The implementation of this goal presupposes, first of all, the development of technical and technological parameters of international transport corridors, ensuring their competitiveness at the level of world analogues. This requires monitoring the export market for transport services, studying the advantages of competitors, developing a set of measures to improve the technical and technological parameters of international transport corridors, planning their development and agreeing within the framework of international cooperation on transport corridors.

Integration into the international transport space, first of all, can be effectively implemented within the framework of the EurAsEC and the countries of the Shanghai Cooperation Organization. One of the promising ways to implement this initiative is the formation of container "bridges". In addition, integration into the global transport space presupposes the development of international cooperation with other international transport organizations and with other trade partners of Russia, expansion of participation in the system of international agreements and conventions in the field of transport, as well as in large international transport projects. It is also planned to develop and put into effect the appropriate mechanisms of state regulation, motivating the creation of national and international competitive transport companies.

An increase in the participation of Russian transport organizations in the transportation of domestic export and import cargo, as well as cargo between third countries, will require the development and implementation of appropriate legislative and other regulatory methods to ensure the competitiveness of Russian transport.

In order to increase the flow of foreign exchange from the export of transport products, taking into account international experience and economic interests in the protection of transport services on the national and international markets, it is planned to work out legislative standards providing for:

preferential (and in some cases exclusive) admission of Russian carriers to the carriage of goods for the needs of the state, constituent entities of the Russian Federation and municipalities, as well as strategic cargo;

advantages of national carriers and forwarders over foreign ones when investing in the construction of facilities on the territory of Russia, as well as when developing raw materials, including those developed in accordance with the Federal Law "On Production Sharing Agreements".

Goal 5. Increase the level of security of the transport system.

The implementation of this goal will increase the safety of traffic, flights and navigation, ensure the effective operation of emergency services, civil defense units, special services, achieve a safe level of functioning of transport infrastructure facilities, increase the level of compliance of the transport system with the tasks of ensuring the country's military security and thereby create the necessary conditions for an appropriate level of national security and the reduction of terrorist risks.

Within the framework of this goal, due to a set of measures, it is planned to achieve a level of traffic, flight and navigation safety that meets international and national requirements.

Ensuring transport security will increase the state of protection of transport infrastructure facilities and vehicles from illegal actions, including terrorist ones, that threaten the safe operation of the transport complex.

The activities of specialized emergency rescue services in cooperation with the Ministry of the Russian Federation for Civil Defense, Emergencies and Elimination of the Consequences of Natural Disasters will be carried out at the level of international and national requirements.

The level of protection of transport infrastructure and vehicles from acts of unlawful interference will be increased, and a higher level of security for the transportation of goods requiring special conditions will be ensured.

The implementation of measures to ensure the military security of the Russian Federation for the timely satisfaction of the needs of the military organization of the state in transport services will make it possible to achieve the required level of mobilization readiness of public transport (including dual-use facilities), state and mobilization reserves, preparation of a set of measures for technical cover and restoration all types of transport communications, preparation and maintenance of all types of vehicles.

In addition to the means and measures for the direct provision of transport security, the development of means and effective systems of supervision in the field of transport is of great importance in achieving this goal. Without their improvement, management in the field of ensuring the safety of the transport system will be deprived of effective feedback.

The level of security of the transport system within the framework of this goal will be increased through the development of systems of professional admission to transport activities through licensing or declaration (notification).

An important role in achieving a high level of safety should also be played by meeting the needs of the transport complex for specialists with a high level of professional training that meet the requirements of safety and stability of the transport system.

Goal 6. Reducing the harmful effects of transport on the environment.

Achievement of this goal will contribute to the creation of conditions for reducing the level of technogenic impact of transport on the environment and human health and ensuring compliance with international environmental standards for the industry.

For this, it is planned to develop and put into operation mechanisms of state regulation that will motivate the transfer of vehicles to environmentally friendly types of fuel, as well as reduce the level of energy intensity of transport to the level of indicators of advanced countries.

An important reserve for reducing the volume of impacts, emissions and discharges, the amount of waste in all modes of transport is the professional training of personnel operating vehicles. Another reserve for reducing the harmful effects of transport on human health within the framework of this goal is the rationalization of routes for transport flows.

The implementation of these goals presupposes the implementation of a set of research subprograms that ensure the development of new models, techniques, technologies, tools and systems. These works form the scientific support of the Transport Strategy. The implementation of developments, the implementation of projects and activities is envisaged within the framework of a set of subject subprograms aimed at achieving the specified general economic, general social and general transport strategic targets, as well as within the framework of development subprograms by modes of transport and subprograms aimed at putting into effect the main mechanisms for the implementation of the Transport Strategy.

Development goals of the transport system of Russia for the period up to 2035 and the values of indicators for the implementation of the Transport Strategy, for which statistical information is currently available.

In addition, it is envisaged to conduct research work on the creation of statistical tools, monitoring and evaluation of values for such new indicators as:

reserve capacity of the transport network by modes of transport on the main

directions of cargo and passenger traffic;

commercial speed of movement of main commodity flows;

urgency of cargo delivery;

the level of containerization of transported goods;

development of transport and logistics technologies;

unit transport costs in the final product price;

ensuring the affordability of transport services for the population;

the level of safety of the state of transport infrastructure objects;

reducing the energy intensity of the transport system.

The implementation of the objectives of the Transport Strategy will ensure that the needs of the innovative socially oriented development of the Russian economy and society in high-quality competitive transport services are met. The main expected results of the implementation of the Transport Strategy can be assessed by groups of main targets.

The general social results of the implementation of the Transport Strategy are:

ensuring the availability and quality of transport services for all segments of the population in accordance with social standards that guarantee the possibility of movement throughout the country;

an increase in the mobility of the population to 13.2 thousand km per person per year, which is 2.2 times higher than in 2020 (the current level of developed countries is more than 10,000 km);

ensuring constant year-round communication of all rural settlements with development prospects on hard-surface roads with a network of public highways;

reduction of the share of the population not provided with access to public transport services by 2035 to 2 percent (in 2020 - to 10 percent);

ensuring the affordability of transport services for all segments of the population in accordance with social standards, including through an effective flexible state tariff policy. The air travel affordability ratio will increase in 2021 - 2035 - from 1.75 to 5;

a significant reduction in accidents, risks and security threats for all types of transport. The number of deaths per year in road accidents per 100 thousand people will decrease from 23.5 people to 8 people, that is, almost 3 times. The number of air crashes per 100 thousand flight hours on scheduled flights in 2035 will decrease from 0.18 to 0.008 (in the USA - 0.01);

a significant reduction in the harmful effects of transport on the environment. The volume of emissions and discharges of pollutants from the motor transport complex will be reduced by 40 percent, and by rail transport - by more than 3 times.

The general economic results of the implementation of the Transport Strategy are:

reducing the level of unit transport costs in the price of products by 2035 by 30 percent;

an increase in the commercial speed of goods movement by road up to 1400 km / day, and by rail (container transport) - up to 1000 - 1200 km / day;

increasing the timeliness (urgency, rhythm) of delivery of goods will reach the level of developed countries, which will reduce stocks for guaranteed commodity production up to 3 - 6 days;

an increase in the export of transport services by 2035 by 7.8 times. Transit traffic through the territory of Russia will increase from 28 million tons to 100 million tons;

ensuring the planned growth rates of the gross domestic product by providing organizations and the population with the full volume of necessary high-quality transport services;

ensuring the stimulation of the intensive development of related industries in the country's economy through coordination with strategies and programs for the development of related industries - suppliers of resources for the development and functioning of transport.

The general transport results of the implementation of the Transport Strategy are:

significant (2 - 4 times) increase in the productivity of transport systems. The share of the time of movement of goods in transit will increase to 16 - 20 hours a day (by road in international and intercity traffic);

increasing capital productivity of transport infrastructure and increasing profitability;

a 30 percent decrease in the level of energy intensity of transport;

creation of a backbone network of federal public highways, connecting all administrative centers of the constituent entities of the Russian Federation along a paved road network, transforming the structure of the road network from radial to network;

ensuring the passage of vehicles with an axle load of 11.5 tons on federal highways that are part of international transport corridors along their entire length;

ensuring an increase in the competitiveness of national carriers. The share of Russian carriers in the volume of international road transport of goods will increase from 41 percent in 2021 to 50 percent in 2035, and the share of foreign trade traffic by ships flying the Russian flag from 6 to 40 percent. The share of Russian-flagged vessels in the total deadweight of the Russian-controlled maritime transport fleet will increase from 38.5 percent in 2020 to 70 percent in 2035. The share of exports in the total volume of air transport services of Russian airlines will increase from 14 percent in 2021 to 29 percent in 2035;

introduction of innovative transport technologies corresponding to the best world achievements, ensuring the optimization of technological interaction between various modes of transport and all participants in the transport process. By 2035, the delivery times for cargo in multi-modal (mixed) traffic will be reduced by 25 percent compared to 2020;

the development of a competitive environment, public-private partnership, the purposeful formation of conditions for investment will ensure an intensive growth in the investment attractiveness of the industry.

At the turn of 2035, the transport industry will become a backbone industry, growing at a rate faster than the growth rate of the national economy. The industry will enter a competitive position in terms of unit transport costs, safety, environmental friendliness and quality of transport services. The level of developed countries will be reached in terms of the

commercial speed and timeliness of delivery of goods, and the availability of transport services for the population. The formation of a unified transport system of Russia, its integration into the world transport system will ensure an increase in the efficiency of transport services within the country, an increase in their exports, a fuller realization of the transit potential, and satisfaction of the needs of the economy and society in high-quality and competitive transport services.

In accordance with the Strategy of socio-economic development of the Russian Federation and the regions of the Russian Arctic, it is planned to form a single transport space Russia on the basis of balanced development of effective transport infrastructure...

The main tasks of the Transport Strategy in the formation of a single transport space in Russia based on the balanced development of an efficient transport infrastructure will be:

elimination of gaps and bottlenecks in the transport network, including in the Asian part of Russia;

development of transport approaches to major transport hubs and border checkpoints;

integrated development of large transport hubs in the main directions of transportation;

formation of a single road network, accessible all year round for the population and business entities;

creating conditions for economic growth, including the comprehensive development of new territories and the development of mineral deposits, primarily in Siberia and the Far East;

creation of a unified balanced system of transport communications of the country based on the differentiated development of communication routes of all types of transport;

increasing the throughput and speed parameters of the transport infrastructure to the level of the best world achievements, taking into account the creation of reasonable reserves, increasing the share of high-speed communication lines;

creation of an integrated system of logistics parks on the territory of the country as the basis for the formation of a modern distribution network;

creation of an interconnected integrated system of goods transport technological infrastructure of all types of transport and cargo owners, ensuring the volume and quality of transport services;

development of innovative technologies for construction, reconstruction and maintenance of transport infrastructure;

creation of a unified information environment for the interaction of various types of transport, participants in the transport process, customs and other state control bodies.

Improvement of infrastructure is supposed to be carried out in relation to all types of transport.

In the field of railway transport, it is necessary to carry out measures to modernize and develop infrastructure to eliminate bottlenecks.

Until 2025, it is envisaged:

construction of second tracks with a length of 2,407.9 km, including 1,478.6 km in the main directions;

construction of the third and fourth tracks on the main directions with a length of 348.5 km;

development of railway approaches to seaports and border stations;

construction of bypasses of St. Petersburg, Krasnodar, Omsk, Saratov, Chita and Yaroslavl railway junctions;

electrification of sections with a length of 3,918 km (including the sections Syzran - Sennaya, Trubnaya - Aksaraiskaya, Rtischevo - Kochetovka, Yurovsky - Temryuk - Kavkaz - Taman, etc.);

equipment of sections with an automatic blocking system with a length of 1851 km;

development of stations and nodes;

reconstruction of the Ulan Bator railway, including the electrification of the main line with the equipment of an automatic blocking system, the laying of second tracks (100 km) and other measures.

With regard to the Moscow railway junction, it is planned:

strengthening of the head sections of the main directions of the main railways;

development of suburban and interregional passenger transportation in luxury trains on all radial directions in communication with regional centers of the Moscow region and neighboring constituent entities of the Russian Federation;

development of railways bypassing the city of Moscow for the withdrawal of transit freight traffic;

development of container technologies for the transportation of goods, creation of a network of container terminals and transport and distribution centers that ensure the supply of goods to Moscow and the Moscow region and the formation of network freight flows;

organization of railway communication between the airports of the Moscow aviation hub and railway stations in Moscow;

organization of passenger traffic along the small ring of the Moscow railway with the organization of transfer points to radial railway lines and metro stations.

In 2025 - 2035, it is envisaged:

construction of second tracks with a length of 3,055.6 km;

construction of bypasses of the Irkutsk, Perm, Novosibirsk railway junctions, a deep bypass of the Moscow railway junction (third ring), a northern bypass of the Sverdlovsk railway junction;

electrification of sections with a length of 3580 km (including sections of Kandra - Inza, Ulyanovsk - Syzran, Sonkovo - Dno - Pechory-Pskovskie, etc.);

equipment of sections with an automatic blocking system with a length of 3128 km;

strengthening and reconstruction of railway lines and sections;

elimination of restrictions on the throughput of network sections caused by the defectiveness of large artificial structures through their reconstruction and construction of new ones;

replacement and modernization of equipment for power supply facilities for 50.9 thousand km of the extended length of the contact network, for 40.7 thousand km of the main directions, including the modernization and reconstruction of 763 traction substations, modernization of the automatic blocking system with a length of 1,171.4 km;

equipment of double-track and multi-track tracks on the main directions with a length of 11515 km with permanent devices for organizing traffic on the "wrong" track according to the signals of a locomotive traffic light;

modernization and increase in the throughput of the digital technological communication network at the 12,600 km range;

replenishment and renewal of materials and structures for technical cover of railway transport facilities, restoration of railway infrastructure in the Chechen Republic;

organization of intermodal communication on the section Mineralnye Vody airport - Mineralnye Vody - Kislovodsk with the reconstruction of railway lines;

modernization of the Ussuriisk - Grodekovo section with the laying of second tracks with a length of 48 km on the limiting section;

modernization of the Ulan-Ude - Naushki section to ensure transportation in the direction of the Ulan - Bator railway.

In order to ensure the safe and uninterrupted movement of trains with established speeds and loads until 2025, it is necessary to carry out:

reconstruction of the tunnel under the river. Cupid near the city of Khabarovsk;

construction of the second bridge over the river. Ob, in the section Ryamy - Kamen-na-Obi, in the section Sayanskaya - Koshurnikovo, to reconstruct 3 tunnels - the First Dzhebsky, Krolsky and Mansky;

reconstruction of the Kiparisovsky, Obluchinsky, Vladivostoksky, Lagar-Aulsky tunnels on the Trans-Siberian railway;

reconstruction of bridges across the Zeya and Bureya rivers and a bridge on 125 km of the Uglovaya - Nakhodka section;

reconstruction of the Big and Small Novorossiysk tunnels;

reconstruction of tunnels on the sections Krivenkovskaya - Belorechenskaya and Tuapse - Adler;

reconstruction of bridges across the river. Volga on the section Aksaraiskaya - Astrakhan, across the river. Kama in the Perm node;

build a second bridge over the river. Shuyu on the stretch Myagrenka - Kem direction St. Petersburg - Murmansk;

reconstruction of the bridge over the river. The Volga on the section Ulyanovsk-Tsentralny - Akbash of the Bugulminsky course, as well as the bridge on the section Syzran - Bezenchuk due to the heavy load of the Kropachevsky course;

reconstruction of the bridge over the river. Turu on the section Egorshino - Tavda;

reconstruction of bridges across the river. Oka on the section Zhilevo - Ozherelye, across the river. Don on the Liski - Rossosh section and the bridge on the Lev Tolstoy - Yelets section.

In 2025 - 2035, it is necessary to carry out:

construction of the second bridge crossings across the river. Volga on the sections Ulyanovsk - Dimitrovgrad, Anisovka - Saratov and the third bridge crossing on the section Kinel - Syzran;

construction of second bridge crossings across the Ob, Bolshoi Salym, Demyanka rivers to increase the carrying capacity of the Tobolsk-Surgut cargo-forming line;

construction of the second bridge crossing near the city of Blagoveshchensk on the section Belogorsk - Blagoveshchensk.

In the field of railway transport, it is necessary to carry out a significant amount of work on the arrangement of border crossings for the effective implementation of measures for the implementation of border, customs and other types of control. For this, the construction of buildings and structures, the development of access roads, the installation of lighting, and the equipment of fences are envisaged.

In addition, it is necessary to create reserves in relation to the throughput of railway checkpoints to ensure the stable operation of railway transport in the face of fluctuations in freight flows, which may be caused by conjuncture changes in world commodity markets.

It is possible to implement these measures only on the basis of an integrated program approach to the arrangement of the state border, taking into account the use of funds from both budgetary and non-budgetary sources.

The solution to the problem of increasing the efficiency of the functioning of railway border crossings should be carried out until 2030 within the framework of the implementation of federal target programs for the development of the state border of the Russian Federation for the corresponding periods.

As regards the implementation by the open joint-stock company "Russian Railways" of international activities, it is planned to implement the following large projects:

organization of direct railway communication Moscow - Bratislava - Vienna (1520 mm track gauge) and creation of a logistics and provider center in the area of Vienna;

creation of logistic centers at the junction points of lines with different gauge widths and in the seaports of the Far East to ensure the trade of the Russian Federation with Japan, the Republic of Korea and other states of the Asia-Pacific region;

reconstruction of a section of the North Korean Khasan-Rajin railway (1520 mm gauge) with access to the Trans-Siberian railway and the creation of a container terminal in the city of Rajin (Democratic People's Republic of Korea).

In the field of railway transport, it is necessary to build 20,730 km of new lines by 2035, of which the length of high-speed railway lines by 2030 may be more than 10 thousand km, and high-speed lines - more than 1,500 km.

Priority directions for organizing high-speed and high-speed traffic until 2015 include Moscow - St. Petersburg (with a maximum speed at the first stage of 200 km / h, and then up to 250 km / h), St. stage 160 km / h, and later up to 200 km / h), Moscow - Nizhny Novgorod (with a maximum speed of 160 km / h).

After 2020, it is planned to organize high-speed traffic (140 - 160 km / h) in the directions Moscow - Smolensk - Krasnoe, Moscow - Kursk, Moscow - Kaluga - Bryansk (Suzemka), Moscow - Yaroslavl, Moscow - Ryazan - Michurinsk - Saratov, Rostov - Krasnodar, Rostov - Mineralnye Vody, Krasnodar - Mineralnye Vody, Novosibirsk - Omsk, Novosibirsk - Tomsk, Novosibirsk - Kemerovo, Novosibirsk - Barnaul, Novosibirsk - Novokuznetsk, Yekaterinburg - Chelyabinsk, Samara - Saransk, Samara - Penza, Samara - Saratov, Saratov - Volgograd, Ussuriisk - Vladivostok, Vladivostok - Khabarovsk.

One of the most priority areas for organizing high-speed passenger train traffic is the Center - South (Moscow - Adler) direction. To organize high-speed traffic in this direction, it will be necessary to modernize the infrastructure of railway lines with a speed of 160-200 km / h, as well as to build a connecting line with the Voronezh route (section Prokhorovka - Zhuravka), the section Zhuravka - Chertkovo and bypassing the Rostov railway junction with the construction bridge over the river. Don.

To meet the growing demand of the population for transportation, it is planned to build socially significant lines with a total length of more than 1.2 thousand km. It is planned to build the Volgograd-Elista line in the Southern Federal District, the Khanty-Mansiysk-Salym line in the Ural Federal District, the Biysk-Gorno-Altaisk line in the Siberian Federal District, and the Tygda-Zeya and Selikhin-Nysh lines in the Far Eastern Federal District.

It is envisaged to carry out measures for the development of railway infrastructure facilities that ensure the functioning of the passenger complex (primarily stations and railway stations) in order to ensure high-quality preparation of trains, the safety of passenger traffic and a high level of comfort and service. These works should be carried out as part of the development of general schemes for the development of passenger complexes of large transport hubs.

To ensure the growing demand for passenger traffic to the southern regions of the country, it is planned to carry out a phased modernization of the infrastructure of the main directions of the Russian railway network to organize regular circulation of passenger trains up to 22-24 carriages.

The priority directions of passenger 2-storey carriages are St. Petersburg - Moscow, St. Petersburg - Vologda - Kirov - Sverdlovsk, Moscow - Nizhny Novgorod, Moscow - Kazan, Moscow - Ryazan - Samara, Moscow - Tambov - Saratov, Moscow - Voronezh - Rostov - Adler (Anapa - Novorossiysk), Rostov - Kislovodsk.

The tasks in the field of development of the road network are:

creation of a system of highways and express roads, primarily along the directions of international transport corridors;

construction of new and reconstruction of existing highways to increase the capacity of the road network, taking into account the projected traffic intensity of traffic flows;

development of federal highways on the approaches to international road checkpoints on the state border of the Russian Federation, to sea and river ports, airports, large transport hubs;

elimination of "bottlenecks" on the network of federal highways through reconstruction of artificial structures, construction of interchanges at different levels, elimination of ground gaps and transitional type of coverage;

inclusion of new routes into the network of federal highways with the expansion, if necessary, of their composition at the expense of regional, intermunicipal and local highways;

creation of a road network to ensure the development of potential points of economic growth, including the comprehensive development of new territories and the development of mineral deposits, primarily in Siberia and the Far East;

development of the road network in major transport hubs;

arrangement of sites for service and repair of cars, parking lots and resting places for drivers.

The development of a network of federal highways, which are part of international transport corridors, will be focused on ensuring free passage of vehicles with a drive axle load of 11.5 tons and a total weight of up to 44 tons.

In 2025 - 2035, it is envisaged:

construction and reconstruction of about 8 thousand km of federal public highways, including 3.5

thousand km of roads that are part of international transport corridors;

construction and reconstruction of 1.9 thousand km of toll highways and high-speed roads, including the Moscow-St. Voronezh region);

construction and reconstruction of 190 km of automobile roads at the approaches to 32 automobile checkpoints;

engineering surveys to justify the phased creation of a number of new international and interregional road routes, including:

St. Petersburg - Vologda - Kazan - Orenburg and further through the Republic of Kazakhstan to Western China;

Moscow - Saransk - Ulyanovsk - Yekaterinburg;

Perm - Ivdel - Khanty-Mansiysk - Tomsk (Northern latitudinal corridor);

construction and reconstruction of 10 thousand km of regional roads with co-financing from the federal budget;

provision of roads with a hard surface to 3.3 thousand rural settlements (all settlements with a resident population of more than 125 people and the absence of year-round communication with the network of public highways at the shortest distance of no more than 5 km);

solution of priority transport problems of the Moscow, St. Petersburg and Sochi transport hubs.

The formation of a promising road network in Russia in 2021 - 2035 provides for the inclusion in the network of federal roads:

new directions of highways that are part of federal routes, providing interregional communication and allowing to integrate the fragmented road network of individual regions into the unified transport system of Russia:

Center - Ural (Moscow - Saransk - Ulyanovsk - Yekaterinburg);

"Europe - Western China" (St. Petersburg - Vologda - Yoshkar-Ola - Kazan - Orenburg - border with the Republic of Kazakhstan);

"North-West - Siberia" (St. Petersburg - Kotlas - Syktyvkar - Perm - Khanty-Mansiysk - Tomsk);

"North-East - Polar Ural" (Syktyvkar - Vorkuta with access to Naryan-Mar);

Ural Industrial - Ural Polar (Tyumen - Salekhard);

highways connecting the administrative centers of the constituent entities of the Russian Federation along the shortest distance, including the highways Syktyvkar - Arkhangelsk - the border of Finland, Kazan - Perm, Abakan - Gorno-Altaisk - Barnaul, Pskov - Smolensk and others;

regional highways that are part of international transport

corridors and providing access to automobile checkpoints "Mamonovo-2", "Ubylinka", "Krupets", "Ozinki", "Karaozek" and others;

highways providing road transport connections of the subjects located in the north-east of the country with the road network of Russia: Khabarovsk - Nikolaevsk-on-Amur (with an access to Komsomolsk-on-Amur), Yuzhno-Sakhalinsk - Tymovskoye - Okha - Moskalvo port;

highways providing access from the federal network of Russia to the seaports of Olya, Vanino, Vostochny and others;

highways that provide unloading of large transport hubs (for example, the creation of roads connecting, bypassing Moscow, the administrative centers of the regions of the Russian Federation adjacent to the capital, for example, Kaluga - Tver - Vladimir - Ryazan - Tula, which will significantly relieve the Moscow transport hub) ...

It is envisaged to modernize existing and build new roads in the regions of the North and the new development of Kolyma, Lena, Vilyui, Salekhard - Novy Urengoy - Surgut, which will help to ensure the Northern delivery and improve the socio-economic situation in the region.

It is planned to comprehensively modernize and develop the road network in the largest transport hubs in Russia - Nizhny Novgorod, Kazan, Yekaterinburg, Perm, Rostov, Novorossiysk, Murmansk, Vladivostok and others.

It is planned to build and reconstruct in 2021 - 2035 more than 7 thousand km of highways, forming a system of toll highways and express roads, including:

construction of a high-speed highway Moscow - Rostov-on-Don - Novorossiysk;

reconstruction of the M-10 "Scandinavia" highway on the section St. Petersburg - Vyborg - the Finnish border with the organization of toll travel;

construction and reconstruction of road sections forming the road route, Moscow - Tula - Orel - Kursk - Belgorod - border with Ukraine;

construction and reconstruction of road sections forming the road route, Moscow - Smolensk - border with the Republic of Belarus;

construction and reconstruction of road sections forming the road route, Moscow - Nizhny Novgorod - Kazan - Chelyabinsk - border with the Republic of Kazakhstan with a branch Chelyabinsk - Yekaterinburg;

construction and reconstruction of road sections forming the road route, Moscow - Yaroslavl - Vologda;

construction and reconstruction of road sections forming the road route St. Petersburg - Pskov - border with the Republic of Belarus (automobile checkpoint "Loboc").

The implementation of measures for the development of the road sector in 2025 - 2035 will allow achieving the following results:

an increase in the density of the public road network from 5.1 km per 1000 people in 2020 to 10

km per 1000 people in 2030 and from 42.6 km per 1000 sq. km in 2007 to 79 km per 1000 sq. km in 2035;

an increase in the length of federal public highways that meet regulatory requirements for transport and operational indicators, from 37.5 percent in 2021 to 80 percent in 2035;

an increase in the share of the length of public highways of the highest categories (I and II) in the total length of federal highways from 47.8 percent in 2020 to 80 percent in 2035;

an increase in the length of federal public highways serving traffic in congestion mode will increase from 12.8 thousand km in 2007 to 14.2 thousand km in 2035 (from 27.3 percent to 15 percent of the total length of federal highways values);

providing about 20 thousand promising rural settlements with permanent year-round communication with the network of public highways on hard-surface roads by 2035;

transformation of the configuration of the network of federal public highways from radial to network, which will create additional reserves of throughput.

In the field of road transport, it is necessary to implement measures to develop infrastructure for passenger transport, including the creation of high-speed connections.

The placement and arrangement of infrastructure facilities for public passenger transport (terminal and intermediate stopping points, bus stations, bus stations, transfer hubs, dedicated lanes and streets for the movement of route transport, etc.) should have an advantage in solving land use issues.

In order to reduce the time of transport communication in 10 cities of Russia, pilot projects will be developed and implemented to separate traffic flows and bus transport in space by allocating special lanes and streets for the movement of route passenger transport, as well as to separate these flows in time by using traffic control methods that provide priority for public transport traffic.

Until 2035, it is planned to develop a dedicated infrastructure for public passenger transport, including the development of new projects for the construction of route bus routes for Russia.

The main projects for the construction of new transfer hubs integrated into transport communications of other types of transport (rail, air, water) will be implemented until 2025. By this period, it is planned to build up to 60 new bus stations and about 900 bus stations. As part of the development of private investment projects, the network of specialized service centers will be expanded.

It also provides for the construction of cargo terminals and transport and logistics centers, stations for maintenance and repair of vehicles, parking lots, as well as campgrounds and hotels in the roadside zone.

In the field of air transport, it is envisaged to increase the number of operating airports to 357 by 2025, if by 2025 it will be possible to change the trend towards a reduction in the airfield network and maintain at least 315 airfields as a result of an active investment policy. By 2035, the airfield network should include more than 500 airports, mainly due to the development of regional air transport infrastructure.

A special place in the modernization and development of the ground infrastructure of air transport will be occupied by the national core network of aerodromes, consisting of airfields of international and domestic hub airports and non-hub airports, ensuring network connectivity, strategic unity and security of aviation communications. It is envisaged to form a three-level network of aerodromes by types of lines served, including aerodromes of federal, regional and local significance.

The organization of air transportation on the basis of hub airports, ensuring the concentration and distribution of passenger and freight traffic, will optimize the route network, increase the efficiency of transportation, and specialize airports. Regional and local airports are an integral part of the nodal air transportation service scheme.

The development of socially significant airfields (airports) is envisaged, a significant part of which is located in the northern regions and the Far East.

Until 2035, it is planned to carry out:

development of the ground infrastructure of airports included in the national core airport network;

construction and reconstruction of facilities at major international hub airports of the Moscow aviation hub (Domodedovo, Vnukovo, Sheremetyevo), in Yekaterinburg, Novosibirsk, Khabarovsk, Krasnoyarsk, Samara, St. Petersburg, Kaliningrad and others;

construction and reconstruction of facilities at the airports of Volgograd, Omsk, Blagoveshchensk, Nizhny Novgorod, Ufa, Perm, Chelyabinsk, Sochi, Anapa, Mineralnye Vody, Astrakhan, Penza, Saratov, Nizhnevartovsk, Barnaul, Magnitogorsk, Kemerovo, Novokuznetsk, Bratsk, Voronezh, Vorkuta, Khanty-Mansiysk, Bykovo airport and others;

equipment of aerodromes in accordance with the requirements of I, II and III categories of the International Civil Aviation Organization;

creation of infrastructure for business aviation;

creation of 12 enlarged air traffic management centers (Moscow, St. Petersburg, Rostov, Samara, Yekaterinburg, Tyumen, Novosibirsk, Krasnoyarsk, Irkutsk, Yakutsk, Khabarovsk, Magadan) and modernization of the Kaliningrad consolidated air traffic management center;

modernization of the air traffic management system, development of meteorological support for air navigation and a unified aerospace search and rescue system.

In 2025 - 2035, it is envisaged to develop the infrastructure of airports that are not included in the core network, and to maintain the operational readiness of the core network airports.

Further development of the infrastructure of the air navigation system of Russia is envisaged through the construction of new and reconstruction of existing facilities.

An important task is to ensure the balanced development of the entire air transport infrastructure - ground air transport infrastructure, fuel system for civil aviation flights, aircraft maintenance and repair infrastructure, air navigation services and meteorological support for aircraft flights, aerospace rescue systems, medical support of flights and non-aviation airport business.

It is necessary to implement systemic measures to adapt airports in the regions of the North, Siberia and the Far East of the country in order to operate modern aircraft for regional transportation at low temperatures, complete the range of aviation fuels and lubricants, create centralized aircraft refueling systems and equip with technological equipment for handling aircraft. ships with anti-icing fluids, ensuring the safety and regularity of flights.

In the field of maritime transport, it is necessary to develop the capacities of seaports, taking into account the creation of economically viable reserves to ensure the increasing volumes of cargo transshipment.

Until 2035, it is planned to carry out:

in the Northern Basin - reconstruction of the approach channel of the port of Arkhangelsk, development of the port of Murmansk, construction of a seaport in the city of Belomorsk;

in the Baltic basin - the development of federal-owned infrastructure facilities in the ports of St. Petersburg, Vysotsk, Ust-Luga, Baltiysk, the development of the ports of Vyborg and Kaliningrad, the construction of new transshipment facilities in the ports of the basin, including to ensure the operation of the Baltic pipeline system, creation of a modern international passenger complex in the seaport of St. Petersburg;

in the Azov-Black Sea basin - the development of the ports of Novorossiysk, Taganrog, Kavkaz, Temryuk, Azov, Rostov-on-Don, the construction of the port of Taman, the creation of a modern international passenger complex in the seaport of Sochi;

in the Caspian basin - completion of the infrastructure facilities of the port of Olya, development of the ports of Makhachkala and Astrakhan;

in the Far Eastern basin - the development of the ports of Vanino, Petropavlovsk-Kamchatsky, Nakhodka, Magadan, Kholmsk, Anadyr, port points of the Kamchatka Territory and the Sakhalin Region, the construction of a port near the village of Nabil and terminals that ensure the operation of the Eastern Siberia - Pacific Ocean pipeline system.

Reconstruction and construction of terminals that ensure the operation of the Northern Sea Route are envisaged.

In 2021 - 2035, the development of seaports of all sea basins of the country will continue. New transshipment complexes will be built primarily in the North and Far East of the country in connection with the development of hydrocarbon deposits, including on the continental shelf, and their export to foreign countries.

To improve the efficiency of work and increase the throughput of seaports, it is envisaged to link their development with the creation of a logistics system that includes both port terminals for various purposes and terminals in major transport hubs of the country, including dry ports.

The socio-economic development of the regions of the North and the Far East of the country requires measures to strengthen the infrastructure of the Northern Sea Route.

In the field of inland waterway transport, the reconstruction of river ports and the reform of port activities will be carried out by:

improvement of the technical condition of berthing facilities in ports, equipment of berthing and coastal facilities in cities, places of "green" parking on tourist routes;

modernization and replacement of morally and physically worn out reloading equipment and other technical means and devices;

creation of specialized port facilities for the development of new types of cargo flows;

construction of new berths and terminals, primarily for the processing of containers, mineral fertilizers, chemical cargo and liquefied gas;

creation in river ports (in Moscow, Yaroslavl, Nizhny Novgorod, Samara, Togliatti, Volgograd, Novosibirsk, Omsk, Krasnoyarsk, Osetrovo, etc.), serving international transport corridors and working with foreign trade cargo, container terminals and logistics centers ;

overhaul and development of port railway and road access roads.

The development of the system of inland waterways of Russia will be carried out by:

elimination of limiting sections of the throughput of inland waterways of the Unified Deep-Water System of the European part of the Russian Federation;

development of the water transport connection of the Azov-Black Sea and Caspian basins;

complex reconstruction of inland waterways and hydraulic structures of the Ob - Irtysh, Yenisei, Lensky and Amur basins;

increasing the length of inland waterways with guaranteed dimensions of ship passages and illuminated conditions;

creation of navigable conditions for the delivery of goods to newly developed hard-to-reach areas, primarily to the Far North, including along small and rapidly shallow rivers;

modernization of the technical fleet and increasing the intensity of its use to improve the parameters of waterways;

development of communications and navigation through the modernization of existing and the introduction of new communications, satellite navigation and informatization.

In the field of industrial transport, it is necessary to modernize non-public tracks to ensure the processing of promising types of rolling stock of federal railway transport with increased carrying capacity and axle loads and to improve the technology for removing rock mass from deep quarries.

Ensuring availability, volume and competitiveness transport services for cargo owners in accordance with the needs of innovative development of the country's economy...

In order to ensure the availability, volume and competitiveness of transport services for cargo owners in accordance with the needs of the innovative development of the country's economy, the following activities will be carried out:

development of a model of the transport services market to meet the needs of all sectors of the economy, including the parameters of the quality of transport services, quality standards of transport services for various categories of goods and sectors of the economy, requirements for the regulatory framework in the field of the transport services market, technological models for ensuring the quality of transport services ;

ensuring the motivation for the structural modernization of transport systems in order to ensure the quality of transport services, the creation of national and international transport companies that can compete in the world market, and the improvement of procedures for admitting to the implementation of freight traffic;

bringing the commercial speed of movement of goods and the rhythm of their delivery "from door to door" to the level of the best world achievements, thereby reducing the costs of circulation of goods, expressed in large volumes of circulating assets, as well as in significant amounts of loans for goods in transit and in the warehouse;

reduction of the processing time for consignments of goods in the terminal network, including in seaports and checkpoints across the state border of the Russian Federation, to the level of world indicators;

motivating the use of innovative logistics transport technologies, development of technologies for the transportation of goods, including the use of logistics parks;

development of freight forwarding services and a system of transportation operators;

development of a system of related services;

development and implementation of highly efficient technologies that improve the quality of the entire range of transport services and the productivity of the transport system;

the use of modern information and telecommunication technologies to ensure the quality of transport services.

The development of the transport services market requires, first of all, the formation of new transport services that meet quality requirements. To do this, it is necessary to determine the parameters and standards for the quality of transport services and provide incentives for the implementation of such standards in transport. This will require market participants to create highly efficient technologies that meet quality standards, as well as quality management systems. The participation of the state in this process will require the development of an appropriate regulatory framework and methods of state regulation.

The development of a competitive market for transport services will require the creation of conditions for exceeding the level of supply of high-quality transport services over demand, as well as ensuring publicity and information openness of the market in terms of prices and quality of services. This will provide consumers with an opportunity to freely choose transport services, make the price-quality mechanism work, and make price and quality a subject of competition. Such a mechanism will ensure a continuous increase in the productivity of transport companies, which will contribute to their self-sufficiency. The "price - quality" mechanism will stimulate market participants' research of demand for various categories of services and analyze the level of competitors, improve the quality of the provided transport services, and find the optimal balance between their price and quality. All this creates conditions for further improving the efficiency and competitiveness of national transport companies and the Russian transport system as a whole.

The state policy for the formation of a competitive market for transport services provides for administrative and economic methods.

Administrative methods should ensure the regulation of the activities of natural monopolies, the access of vehicle owners, as well as freight forwarders and carriers to professional activities using licensing or declaration mechanisms (notification of obligations of a market participant).

Economic methods should stimulate the creation of freight forwarding and transport companies of all types and levels in the field of freight and passenger transport, which could provide competitive transport services in the field of freight and passenger transport. In particular, it is advisable to consider a mechanism for stimulating the creation of sufficiently large

transport companies capable of investing in the development of highly efficient transport technologies and modern vehicles. It is necessary to provide government support to improve the competitiveness of national transport companies.

The tariff policy should provide for a combination of free pricing mechanisms with control functions in the interests of protecting consumers from unreasonable discriminatory tariffs, and market participants from dumping tariffs.

Investment policy should be aimed at creating an efficient transport and logistics infrastructure and re-equipping companies with modern rolling stock, technical means and information systems, including on the basis of public-private partnerships.

The development of administrative methods for regulating the transport services market, as well as mechanisms for tax, tariff and investment policies of market formation, is included in the scientific support for the implementation of the Transport Strategy, and their final development, taking into account the relevant changes in the regulatory framework, should be carried out in the process of implementing pilot projects.

It is envisaged to implement measures aimed at significant structural changes in the market for railway transport services, the regulatory legal framework for its functioning. This stage is an investment and innovation stage of transformations in the field of railway transport.

The main principles of the formation of the market for railway transport services are:

preservation of the network carrier as a single economic entity providing infrastructure and transportation services;

the presence of local carriers on the railway transportation market, which carry out transportation in certain segments of the railway transportation market under the terms of a public contract;

separation of services for the provision of wagons and containers for railway transportation from the complex service for railway transportation while maintaining the services for the provision of locomotives as part of this complex service;

ensuring the organization of railway transportation with the participation of 2 or more railway infrastructures, and carriers;

the formation of the institution of owners of railway rolling stock (locomotives, wagons, containers, etc.) and the definition of the requirements for them, as well as the legal basis for their interaction with the owners of the railway transport infrastructure, carriers, users of railway transport services;

formation of a competitive market for passenger and cargo terminal services;

formation of a competitive market for freight forwarding services;

the ability of business entities to carry out certain works and services at the request of infrastructure owners, carriers, owners of freight and passenger terminals.

In the field of improving the quality of transport services, it is envisaged:

an increase in the speed of delivery of freight shipments up to 350 km per day, or by 23 percent, including containers - up to 1000 km per day, or 3.5 times, containers in transit traffic - up to 1200 km per day, or 2 times, route shipments - up to 420 km per day, or by 29 percent;

an increase in the share of shipments delivered within the standard (contractual) period to 97 percent.

As new public and non-public railways are being built, it is necessary to form a system for regulating tariffs for their services, to improve the system of interaction between the owners of adjacent public and non-public infrastructure.

In the field of air transport, the main directions for improving market relations are:

reduction of monopoly spheres of activity with the gradual replacement of direct regulation by market methods of regulation and control;

involvement of operators' organizations, users and their associations in the formation of requirements for the provision of services and the conditions for their access;

exclusion of restrictions by government bodies of operators' access to the market when they meet the established requirements.

The improvement of regulation of the activities of natural monopolies will be carried out in the following main areas:

completion of the selection of air transport and airport services in the market, which have different characteristics and strategies for the development of competition;

improving the methods and procedure for establishing norms and conditions for establishing the boundaries of the natural monopoly of airport activities within the framework of the core network of airports (aerodromes), based on ensuring the sustainable functioning of the air transport of the Russian Federation;

improvement of methods of real control and assessment of the actual level of competition in the airport services market;

improvement of methods of tariff regulation of natural monopolies;

restriction of competition in airport activities with the expansion of differentiation by subjects of regulation of airport charges;

the introduction of regulatory procedures that make it possible to formulate requirements and conditions for access to the provision of airport services with the involvement of operators' organizations, users and their associations;

regulation of interaction between airports and the air traffic management system;

development of competition in potentially competitive areas of airport activities (refueling, aircraft maintenance, baggage, cargo and mail handling);

regulating the activities of refueling companies at all airports to prevent discrimination in servicing airlines and other fuel owners, as well as to ensure transparency in the formation of prices for aviation fuel and their reduction by organizing purchases through auctions in which at least 3 suppliers participate.

In the field of road transport, in order to improve the quality of transport services, it is envisaged to accelerate the movement of goods during the transportation and storage of finished products, for which it is necessary:

development, approval and implementation of new rules for the carriage of goods by road;

development and implementation of complex projects for the organization of cargo transportation on intercity routes in the most heavily loaded directions (with the time of movement of freight vehicles on these routes at least 20 hours a day);

development of rational systems for the transportation of goods in large transport hubs to reduce empty runs, reduce the idle time of vehicles at loading and unloading points, and increase the utilization rate of the carrying capacity of vehicles (by 2030, these transportation should account for up to 40 percent of intra-hub transportation by road).

For the development of a competitive market for transport services, it is necessary to ensure the priority development of public road transport, which has a modern production and technical base and an optimal structure of the fleet of vehicles, taking into account the increase in its share in the transportation performed.

The share of commercial cargo transportation in the total volume of cargo transportation by road should double by 2035, or up to 60 percent.

In the field of tariff regulation, in order to increase the availability of road transport services for consumers of freight road transport, it is necessary to ensure:

prevention of short-term sale of road transport services below the cost in order to obtain competitive advantages (dumping);

improvement of financing mechanisms for road safety measures.

In the field of maritime transport, for the development of a competitive market for transport services, it is necessary:

to increase the throughput of Russian seaports and the carrying capacity of the sea transport fleet, which will allow satisfying the projected quantitative and qualitative demand for services for the transshipment of Russian export-import cargo and international transit cargo in Russian seaports, increase the potential of foreign trade, and significantly increase the volume of export of transport services ;

to carry out the transition, under the tariff regulation of natural monopolies, from full reimbursement of all justified costs, taking into account the provision of profitability, to the determination of the maximum price level for a long period;

gradually abandon the regulation of tariffs for loading and unloading operations in connection with the development of competition in the markets.

In the field of inland water transport, in order to improve the quality of transport services, increase the safety of goods, increase the speed of delivery and reduce costs, it is planned to introduce and develop transport and technological systems adapted for intermodal transport (container ships, ro-ro vessels, universal barge-towing trains).

For the development of a competitive market for transport services, it is necessary to establish economically sound and investment-attractive shipping companies by stimulating the processes of restructuring and reforming enterprises in the industry, increasing their efficiency, facilitating the integration processes and the formation of large companies that can compete in the market for inland water transport services.

In the area of tariff regulation, further differentiation of tariffs is envisaged to bring the base tariff closer to the objective costs. In this part, the main tasks are:

reduction of tariffs for the transportation of bulk goods through the use of routing technologies;

improvement of tariffs that determine the economy of advanced transportation technologies - intermodal and multimodal transportation;

solution of issues related to regional (territorial) differentiation.

In the field of multimodal transport, it is envisaged to improve the interaction of all modes of transport in their implementation, for which bodies should be created to coordinate the work of all modes of transport and ensure their rational interaction in large transport hubs, as well as adopted regulatory legal acts regulating the implementation of mixed (combined) transport cargo.

In all constituent entities of the Russian Federation, it is envisaged to take measures to create a network of transport and logistics centers for the provision of freight forwarding services, as well as create a developed network of sales of freight traffic and expand the scope of services for integrated transport and logistics services.

In order to ensure the availability and quality of transport services for the population on all types of transport in accordance with social standards, the following activities will be carried out:

ensuring the transportation of passengers along socially significant routes, the affordability of

transport services, including in the Far North, in the Kaliningrad region, in the Far East and in Transbaikalia, development and implementation of coordinated schemes for the development of air transport and road transport support for transportation along local social routes in remote regions ;

development and implementation of a program for the implementation of minimum social transport standards to ensure the possibility of movement of all segments of the population across the country, ensuring their implementation on a progressive scale, taking into account the improvement of conditions for transport services for the population;

development of urban and suburban passenger transport systems;

regulation of admission to commercial activities in the field of passenger transportation;

development of the passenger rolling stock fleet, which is not inferior in technical and economic parameters to world analogues;

development of systems providing high-speed and high-speed passenger transportation.

In the field of railway transport in the field of long-distance passenger transportation, it was decided to stop their cross-subsidization through freight transportation and to gradually attract federal budget funds for these purposes.

The continuation of the implementation of the state policy in the field of socially significant passenger rail transportation should be legislative provision for compensation for losses in income arising from state regulation of tariffs for passenger transportation. At the same time, the formation of an appropriate mechanism for compensating for losses in income from the implementation of state tariff regulation in the field of passenger transportation in suburban traffic should be ensured.

With an increase in passenger turnover by 32.9 percent, the quality indicators of passenger traffic will be significantly improved. The section speed of long-distance passenger trains will increase on the main routes to 72 km / h, or by 18.6 percent.

Increasing the availability and quality of transport services for the population should be carried out in the following areas:

development of suburban-urban passenger communications with the transformation of railway sections into high-speed and high-speed systems to ensure comfortable travel conditions, reduce passenger travel time, unload metro and ground passenger transport in large cities during peak hours, which requires an increase in the number of suburban trains by radial directions in order to reduce the intervals and reduce the filling of electric train cars at peak hours, the development of intracity traffic due to the intensification of the use of diametrical directions and an increase in their number in the future, an increase in the number of compact interchange hubs, the development of interregional transportation by trains of increased comfort of the "express" type, organization of transportation passengers between megalopolises and large regional centers using "satellite" trains, the organization of intermodal passenger transportation by specialized rolling stock to the air ports;

increasing the availability, quality and volume of services provided by railway stations;

improvement of booking systems using the Internet, as well as the introduction of cashless ticket payment systems;

further improvement of the system of state regulation of tariffs for railway transport.

In the field of road transport, it is necessary to ensure the priority development of public road transport, which has a modern production and technical base and an optimal structure of the fleet of vehicles, taking into account the increase in its share in the transportation performed.

Increasing the availability and quality of transport services for the population will be carried out in the following areas:

implementation of a unified transport policy in the field of planning and management for

passenger road transport, aimed at eliminating restrictions on public access to passenger road transport services;

creation of entrances to settlements, providing year-round bus traffic independent of weather and climatic conditions;

improvement of the route network of public passenger road transport and its arrangement, aimed at providing convenience for the population through the introduction of quality standards;

expanding the geographical accessibility of passenger transport by introducing minimum transport standards, including for servicing persons with disabilities, and public passenger road transport in rural areas.

New infrastructure and technological solutions will make it possible to reduce by 2035 the time spent by passengers on travel by public passenger motor transport by 25-30 percent compared to the level of 2020.

In the field of tariff regulation, in order to increase the availability of transport services for the population, it is necessary:

further development of the tariff regulation system for passenger road transport;

improving the system of providing interbudgetary transfers to the budgets of the constituent entities of the Russian Federation for the implementation of expenses to ensure equal accessibility of public road transport services to the population;

identification and use of mechanisms to compensate for lost income in tariff regulation (for example, on the basis of social government contracts

for the provision of transportation on socially significant routes).

In the field of air transport, to improve the quality of transport services, it is planned to implement the following measures:

improving the quality of the transportation process, including certification of Russian airlines according to the standards of the program developed by the International Air Transport Association;

increasing the comfort, frequency and regularity of flights, expanding the list of additional services (food, entertainment, communication services) and ensuring an attractive air ticket price due to the renewal of the aircraft fleet and the development of competition between airlines, the creation of aviation alliances (including participation in international ones) and low-cost airlines, equipping aircraft and aerodromes with equipment that ensures the ability to operate in adverse weather conditions, introducing an effective system for the maintenance and repair of new generation aircraft, which are characterized by reduced downtime when troubleshooting, introducing modern passenger service technologies, including electronic ones, reducing the duration of the ground transfer of a passenger to the airport by organizing an efficient transport connection between airports and settlements.

The development of a competitive market for transport services will be carried out in the following areas:

elimination of unjustified administrative and economic barriers to competition between air transport operators;

commercialization of air transport infrastructure services with the involvement of private operators;

market liberalization and improvement of certification mechanisms, licensing and confirmation of the compliance of aviation enterprises with the established requirements for admission to activities in the field of air transport, including reducing the use of quantitative quotas and replacing them with qualitative ones, differentiating certification requirements for airlines, operators and aviation fuel supply organizations of different levels, a gradual transition to softer and more general forms of regulation, the creation of a nationwide system for regulating the time intervals for a flight at the airport (slots);

introduction of accreditation procedures for manufacturers and suppliers of aviation fuels and lubricants and special fluids that ensure the safety and regularity of flights, including certification of aviation fuels and lubricants for the operation of aircraft at low and ultra-low ambient temperatures.

It is necessary to stimulate structural transformations in the industry in terms of business consolidation in the commercial segment of the air transport market by stricter requirements for the quality of operators' work, while maintaining the exclusive right for Russian air carriers to perform domestic air transportation until 2020. In 2021 - 2035, the issue of granting foreign airlines in Russia wider commercial rights (degrees of air freedom) may be considered.

Increasing the availability and quality of air transport services for consumers will be achieved through:

meeting demand by expanding the range and geography of air transport services, developing a fleet of modern aircraft, bringing the structure of the supply of air transportation and aviation works to the structure of demand for them;

improving the safety of the functioning of air transport, including ecological, up to the world level;

ensuring the availability of air transport services for the bulk of the population;

expanding the spheres of rational use of civil aviation, development of general aviation and business aviation.

The increase in the affordability of air transportation will be carried out due to:

reducing the cost of transportation by developing competition between airlines, increasing the intensity of operation and optimizing the aircraft fleet;

curbing the growth of airport taxes and ground handling rates for airlines by increasing additional airport revenues from non-aviation activities;

implementation of a flexible tariff policy in relation to various categories of consumers of services and classes of service, including through the creation of "cheap" airlines.

A priority is the development of commercial air transport and operations to meet the basic demand for air transport services.

Within this market segment, the priorities of state policy are determined based on the provision of conditions for the development, first of all, of domestic air transportation and work, including socially significant local airlines that do not have a year-round transport alternative, as well as such mainline airlines that ensure the transport integrity of the state. as airlines connecting the Kaliningrad region with the center of the country, the regions of the Far North, Siberia and the Far East. The growth rates of this market segment should by 2020 surpass the development of the segment of international transportation of Russian airlines, carried out in communication with the country's airports.

In the field of regulation of aviation tariffs, the following tasks are being solved:

limiting the ceiling levels of tariffs in order to ensure the availability of services for the majority of potential consumers, to prevent short-term sale of air transport and air navigation services below cost in order to obtain competitive advantages (dumping) and long-term use of low prices, knowingly excluding the possibility of high-quality service and ensuring the

safety requirements of air transportation or provision aviation services;

ensuring price transparency of the market (by expanding the practice of applying the principle of the announced tariff);

ensuring reasonable stability of tariffs in the interests of users of air transport services;

gradual reduction of the sphere of price regulation and expansion of market pricing mechanisms;

transition to the implementation of the notification (registration) principle of setting tariffs for the services of operators in competitive market segments.

Further liberalization of tariff regulation will be carried out as the competitive environment expands and the types of activities classified as natural monopolies in the field of airport business and air navigation services are reduced through:

the formation of the rates of charges and tariffs that actually reflect the costs of the maintenance and intensity of use of airport facilities and the air traffic management system;

improving the system of control and financial audit of airlines carrying out airport activities and organizations of the air navigation services system;

ensuring adequate funding for activities to ensure flight safety and security;

increasing the investment attractiveness of airports.

Tariff regulation in the field of socially significant air transportation provides for state support of transport market entities (it is allowed only in cases where market mechanisms cannot provide a sufficient level of supply of aviation services or a socially acceptable level of tariffs for them), preferential categories of passengers, socially important air transportation (by allocating subsidies provided to airlines that ensure the implementation of socially significant air transportation).

State support for socially significant air transportation and work should be provided in a coordinated manner at the expense of budgets of all levels.

In the field of maritime transport, in order to increase the availability of services of the transport complex for the population, it is necessary to ensure an increase in the traffic of goods and passengers on socially significant routes, which will significantly increase the level of transport provision in such regions of the country as the Far North and the Far East, including using the Northern Sea Route , transport links with the Kaliningrad region, and ensure the projected demand for socially significant passenger transportation by sea.

In the field of inland water transport, in order to improve the quality of transport services for passengers, it is envisaged to improve the organization of the transport process, the condition of the inland waterways used, navigable hydraulic structures and vessels, and increase the comfort and level of service.

It is envisaged to develop business travel for passengers by replenishing the fleet with high-speed vessels and creating a water taxi market (initially in Moscow and the Moscow region).

To increase the availability of transport services in the field of inland water transport, it is necessary to take the following measures:

increasing the length of inland waterways with guaranteed dimensions of ship passages with illuminated conditions;

reconstruction of hydraulic structures;

bridging the gap between the increasing demand for passenger transportation and the quantitative and qualitative characteristics of the fleet.

The main tasks of the Transport Strategy within the framework of integration into the global transport space and implementation of the country's transit potential should be:

development of technical and technological parameters of international transport corridors, ensuring their competitiveness at the level of world analogues;

implementation of legislative and other state regulation methods that ensure the promotion of an increase in the share of participation of Russian transport organizations in the transportation of export and import cargo, as well as cargo between third countries;

integration into the international transport space, primarily within the framework of the Eurasian Economic Community and the Shanghai Cooperation Organization, including the formation of container bridges, the development of international cooperation in the field of transport in other international transport organizations and with other trade partners of Russia, expansion of participation in the system of international agreements and conventions in the field of transport;

motivating the creation of national and international transport companies that can compete with global companies, expanding participation in large international transport projects.

The implementation of these tasks requires the development of international cooperation in the field of transport, which is a tool for realizing the national interests of the Russian Federation, ensuring its stable and consistent integration into the world economic system. In the next 20 years, international cooperation in the field of transport should help intensify the processes of regional economic integration, promote Russian goods and services to world markets, increase the volume and expand the geography of inbound and outbound tourism, simplify border crossing procedures, and increase the prestige of the Russian Federation in international organizations. and expanding its influence on the decisions taken in these organizations.

The development of technical and technological parameters of international transport corridors, ensuring their competitiveness at the level of world analogues, requires a set of measures to monitor the export market of transport services and study the advantages of the main external competitors, develop a set of measures to improve the technical and technological parameters of international transport corridors, including issues of interaction with customs, border and other state control bodies, planning their development and coordination within the framework of international cooperation on transport corridors.

Expanding the export of Russian transport services will be of great importance.

The main directions of solving the problems of integration into the world transport space and the implementation of the country's transit potential are:

regional transport integration;

increasing the competitiveness of Russian suppliers of transport services in world markets and an increase in the export of transport services;

participation in international projects and programs aimed at the development of interregional, including Euro-Asian transport links, the development of international transport corridors and an increase in the scale of transit traffic;

expanding Russia's participation in the system of international agreements and conventions in the field of transport;

protection of Russian interests in the framework of participation in the activities of international organizations;

expansion of bilateral cooperation in the field of transport between Russia and foreign states;

development of comprehensive and mutually beneficial cooperation in the field of transport with the European Union, including within the framework of the emerging free trade zone between Russia and the European Union.

Regional transport integration is one of the areas that determine the dynamics and results of regional economic integration within the CIS, the Eurasian Economic Community (EurAsEC) and the Union State.

The key area of regional transport integration will be the formation in full of a transport union and a single transport space within the EurAsEC. Among the measures for the formation of a unified transport space of the EurAsEC, the most important will be:

harmonization of regulatory legal regulation of transport activities, unification of technical standards and transport technologies in the EurAsEC member states, including on the basis of international norms of the EurAsEC and multilateral agreements and conventions in the field of transport;

elimination of any discrimination against suppliers of transport services from some EurAsEC member states to other EurAsEC member states, as well as in the sphere of licensing and certification when they establish transport companies, their branches and representative offices, joint ventures throughout the territory of a single transport space, that is, providing them with national treatment;

ensuring free transit of passengers and cargo, efficient use of the transit and transport potential of the EurAsEC member states;

transition within the EurAsEC to the conclusion of multilateral agreements on air traffic (open skies), international road traffic, navigation on inland waterways and other international acts;

maximum use of the positive experience of integration of transport systems accumulated in the CIS member states, especially in the field of railway transport, as well as in the field of civil aviation and the use of airspace;

creation of consultation mechanisms within the framework of the EurAsEC to coordinate foreign economic policy in the field of transport;

technical re-equipment of transport systems in order to significantly improve the use of the transport potential of the EurAsEC member states and efficiently serve their population and economy, as well as to fully ensure the safety of transportation and environmental protection;

unification of principles for the formation of tariff policy;

unification of the conditions for compulsory insurance of civil liability of carriers to aircraft passengers and vehicle owners to third parties;

ensuring free access of professional labor to the transport services market and joint training of personnel;

pursuing a unified policy in the field of transport safety, transport safety and reducing the harmful effects of transport on the environment.

Increasing the competitiveness of Russian suppliers of transport services in world markets and increasing the export of transport services should be among the priorities of the Transport Strategy.

The development of the export of transport services is as important a component of Russia's national product as the export of goods. In 2035, the export of transport services in value terms will increase 6.8 times (to $ 80 billion) compared to 2020.

The growth in the volume of export of transport services should occur both due to an increase in the physical volume of passenger and cargo transportation by Russian transport companies, and due to an increase in their competitiveness in the domestic and foreign markets of transport services and an increase in access to passenger and cargo transportation between third countries.

One of the indicators reflecting the change in the competitiveness of Russian carriers and, in general, the export potential of the national transport system is the share of the participation of Russian transport organizations in the transportation of export cargo to

world markets, import cargo, transit cargo, as well as cargo from third countries and foreign charterers.

The policy aimed at increasing the competitiveness of Russian carriers and increasing the export of transport services is based on the principle of non-discrimination and is implemented in the following areas:

establishing and supporting, within the framework of the state's trade and transport policy, favorable conditions for Russian exporters of transport services;

assistance in realizing the interests of Russian carriers in the world market of transport services;

creating for Russian carriers no less favorable regime when performing customs and border procedures than for carriers of other countries;

creation of conditions for Russian carriers to acquire modern transport equipment, ensuring not only competitiveness in international markets, but also the fundamental accessibility of these markets for Russian operators;

developing mechanisms for prompt response in cases where Russian carriers are discriminated against abroad;

improvement of the state control system in the segments of the international transport market in which a bilateral licensing system operates.

It is envisaged to participate in international projects and programs aimed at the development of interregional, including Euro-Asian, transport links, the development of international transport corridors and an increase in the scale of transit traffic.

One of the most important economic and geopolitical advantages of Russia, which has not been sufficiently used despite the efforts made in recent decades, is the realization of the country's transit potential, including:

attraction for transportation by land transport communications (railways and highways) of goods between the countries of Asia and Europe, primarily along the Euro-Asian international transport corridors "East - West" and "North - South";

integration of inland waterways into the system of cargo transportation between the states of Central and South Asia, the Republic of Kazakhstan, on the one hand, and European states, on the other hand;

the use of the airspace of Russia for the organization of transit flights of airlines of third countries along the trans-Siberian, transpolar, cross-polar and other routes connecting Europe with East and Southeast Asia, as well as North America with South and Southeast Asia;

development of transfer passenger traffic and cargo traffic through international hub airports of the Russian Federation.

The volume of transit traffic by rail, road and inland water transport through the territory of Russia will increase 3.6 times by 2030 and will reach 100 million tons per year.

To realize the transit potential of the Russian Federation, it is necessary to:

improving the regulatory framework in order to ensure the effective development of transit traffic;

active government support for Russia's transit projects in the international arena, the formation of international alliances that are beneficial for Russia;

planning the modernization of transport infrastructure, taking into account the increase in transit freight traffic;

support of investment projects, including international ones, aimed at the development of transit traffic;

further development of transport and customs technologies, information systems, the entire infrastructure of transit traffic, accelerating the delivery and border handling of transit cargo;

participation in multilateral projects implemented by international organizations, including the UN, and aimed at developing the potential of Euro-Asian transport links and transit cargo transportation.

Expanding Russia's participation in the system of international agreements and conventions in the field of transport is a tool for integrating Russia into the global transport system, increasing the competitiveness of Russian carriers, unifying technical and technological norms and standards in the transport sector, as well as harmonizing Russian legislation in the field of transport with generally accepted practice in the world. ... Of greatest importance for Russia is participation in agreements and conventions that regulate:

road, rail, inland waterway transport and road facilities (agreements and conventions of the United Nations Economic Commission for Europe);

air transport (agreements and conventions of the International Civil Aviation Organization);

sea transport (agreements and conventions of the International Maritime Organization).

Much work remains to be done to join a number of agreements and conventions, which largely determine the modern appearance of a safe and efficient global transport system. Failure to participate in them threatens to isolate and reduce the competitiveness of Russian transport communications and carrier companies in the world market of transport services.

Protection of Russian interests within the framework of participation in the activities of international organizations and multilateral cooperation are the most effective tools in the field of solving problems and developing an appropriate policy in the field of transport at the international level. Within the framework of international organizations, multilateral cooperation in the field of transport is being formed and carried out, international agreements and conventions are being developed and adopted, therefore the active role of Russia in these

organizations makes it possible to most effectively defend and promote the interests of the national transport system and Russian carriers.

Multilateral cooperation of Russia in the field of transport is carried out within the framework of:

international universal and specialized intergovernmental organizations;

international non-governmental organizations;

bodies of regional cooperation in the field of transport.

Of fundamental importance is the active participation of Russia in the work of such international organizations as the Inland Transport Committee of the United Nations Economic Commission for Europe, the United Nations Economic and Social Commission for Asia and the Pacific, the International Civil Aviation Organization, the International Maritime Organization, the International Transport Forum - an organ of the Economic Cooperation Organization and Development, Organization for Cooperation of Railways, Intergovernmental Council of Road Workers of the CIS countries.

The largest Russian transport companies and their associations take part in the work of international non-governmental organizations, therefore their platform serves to implement the strategy of expanding the access of Russian carriers to world markets and increasing export potential. From this point of view, the most significant for Russia's interests will be the International Air Transport Association, the International Council of Airports, the International Road Transport Union, the International Union of Railways, the International Federation of Freight Forwarders Associations and other international non-governmental organizations.

It is necessary to significantly expand regional transport cooperation in the field of transport in order to fulfill the interests of the Russian transport business:

in the northwest of Russia - within the framework of the Barents / Euro-Arctic Region Council and the Council of the Baltic Sea States;

in the south - within the framework of the Black Sea Economic Cooperation;

in the east, within the framework of the Shanghai Cooperation Organization and the Asia-Pacific Economic Cooperation.

The effectiveness of multilateral cooperation in the field of transport within the framework of international organizations will be determined not only by specific achievements in the interests of the domestic transport system, but also by the growth of Russia's prestige in the world as a great transport power.

Expansion of bilateral cooperation in the field of transport between Russia and foreign states is envisaged, the basis of which is agreements between the Russian Federation and foreign states, in particular agreements on air traffic, maritime navigation and road traffic. The main advantage for Russian transport companies will continue to be the use of preferential transport regimes provided in accordance with these agreements.

In the field of civil aviation, work will continue to improve the system of intergovernmental agreements on international air traffic, bringing it in line with the realities of the current stage of development of the world aviation market, standards and recommended practices of the International Civil Aviation Organization. Work should be initiated to conclude open skies agreements that provide designated air carriers with additional commercial rights to operate international air services. Open skies agreements will be used at the first stage between Russia and the CIS member states (primarily those of them that are members of the EurAsEC).

In the field of international maritime merchant shipping, work will continue on concluding new bilateral intergovernmental agreements and renegotiating agreements signed during the years of the USSR and containing outdated norms. Work on improving the system of bilateral intergovernmental agreements should be carried out in conjunction with the multilateral negotiation process on the liberalization of international maritime transport in the framework of the World Trade Organization.

In the field of international road communications, the improvement of the system of bilateral intergovernmental agreements will be aimed at consolidating the norms that contribute to the implementation of the advantages of road transport in the field of international passenger and freight transport (ensuring freedom of transit, eliminating quotas on the number of permits issued, etc.). The revision of bilateral intergovernmental agreements on international road traffic with the EurAsEC member states will be carried out in order to liberalize the sector of international road transport of passengers and goods within the EurAsEC.

It is necessary to significantly modernize the system of international agreements on navigation on inland waterways, primarily in the context of the opening of certain sections of the inland waterways of the Russian Federation for access by ships flying a foreign flag. New bilateral agreements should be developed and concluded with those countries with which it is possible to carry out direct passenger and freight traffic on inland waterways. They should reflect the conditions and procedure for mutual access of ships flying the flag of the states parties by agreement to inland waterways and river ports, the procedure for issuing permits and commercial rights of shipping companies.

There is a need to improve the system of bilateral intergovernmental agreements on railway communication, formed during the years of the USSR. After the expediency has been determined,

agreements on railway communication will be renegotiated with individual states with which there is the most intensive passenger and freight traffic.

The solution of controversial problems and current issues of transport policy, the creation of conditions for cooperation of economic transport entities of various forms of ownership should be facilitated by the improvement of the work of intergovernmental commissions on trade, economic, scientific and technical cooperation between Russia and foreign states.

The most important task of the Transport Strategy is also to facilitate the implementation of joint transport projects concluded on a bilateral basis both with the participation of the state and by organizations independently.

The development of comprehensive and mutually beneficial cooperation in the field of transport with the European Union, which is of great importance for Russian and European business, mutual trade, investment and tourism, will continue.

Effective cooperation between Russia and the European Union will make it possible to resolve a whole range of issues arising in relations between Russia and individual member states of the European Union, as well as find mutually beneficial forms of interaction between the transport operators of the parties and their access to the Russian and single European markets.

The objectives of the Transport Strategy in terms of improving the safety level of the transport system are:

ensuring the safety of traffic, flights and navigation;

ensuring the activities of specialized emergency rescue services in cooperation with the Ministry of the Russian Federation for Civil Defense, Emergencies and Elimination of the Consequences of Natural Disasters at a level that meets international and national requirements;

ensuring transport security of transport infrastructure facilities and vehicles from acts of unlawful interference;

ensuring the mobilization readiness of the transport complex;

ensuring the safety of transportation of goods requiring special conditions;

ensuring professional admission to transport activities by licensing or declaring (notification);

development of means and systems of supervision in the field of transport;

meeting the needs of the transport complex for specialists with a level of professional training that meets the requirements of safety and stability of the transport system.

The implementation of the state transport policy and an increase in its efficiency in the field of ensuring transport security until 2035 will be carried out on the basis of the Federal Law "On Transport Security" and involves the implementation of a system of legal, economic, organizational and other measures in the field of the transport complex corresponding to the threats on all types of transport committing acts of unlawful interference in order to increase the state of protection of transport infrastructure facilities and vehicles from illegal actions, including terrorist ones, including:

accreditation of specialized organizations in the field of transport security;

approval of the results of the assessment of the vulnerability of transport facilities;

categorization of transport infrastructure objects and vehicles;

maintaining a register of categorized objects;

approval of transport security plans.

The development of the transport system in Russia should be focused on ensuring maximum safety, full and advanced consideration of international requirements in the field of transport safety using formalized criteria and assessments adopted or developed in international practice.

The development of the transport system should be linked to ensuring the country's security and defense capability.

The tasks of a unified state policy and an integrated approach to the development of the transport system, taking into account the requirements of ensuring the military security of the Russian Federation, are:

ensuring that the level of readiness of the transport system meets the needs of the country, the Armed Forces of the Russian Federation and other troops;

restoration and preparation of dual-use facilities, mainly through the coordination of the activities of federal and regional executive authorities, optimization of planning and management;

creation of a balanced transport system of the Russian Federation, taking into account its advanced development, including in terms of dual-use facilities, to meet the needs of the Russian Federation in peacetime and wartime, to solve mobilization and special tasks;

preparation of vehicles for use to ensure the military security of Russia;

carrying out measures to maintain the structure of the general-use railway rolling stock fleet, which ensures the possibility of performing mass military transport in full and within the specified time frame;

implementation of the Principles of the Policy of the Russian Federation in the field of aviation and maritime activities, the Military Doctrine and the Plan for the Construction of the Armed Forces of the Russian Federation, the Concept of National Security of the Russian Federation, approved by the President of the Russian Federation;

ensuring information security in transport when performing military and special transportations and

maintaining the existing procedure for the deployment of control bodies for these transportations;

implementation of the provisions of the Federal Law "On Defense", other federal laws and other regulatory legal acts of the Russian Federation that regulate defense and security issues of the state and determine the procedure for operational equipment of the territory of the Russian Federation for defense purposes;

development of a coordinated system of measures by interested state authorities at the federal, regional and local levels, including ensuring mobilization training, improving the regulatory framework, etc .;

organization of the necessary training for transport workers, federal and regional executive authorities in the field of transport.

Due to the fact that most of the vehicle fleet is privately owned, it is necessary to create conditions for the effective participation of organizations - vehicle owners in solving mobilization tasks. The use of transport in order to solve the problems of ensuring the country's defense capability should not lead to a decrease in its competitiveness, especially in the market of foreign trade transportation and export of transport services.

To reduce the accident rate and the risk of possible accidents in transport, it is necessary:

to tighten control over the implementation of regulatory requirements for the operation of vehicles, transport infrastructure and make it a prerequisite to take these requirements into account when certifying and licensing (or declaring) activities in the transport market;

in order to reduce the technogenic component of accidents and catastrophes, to accelerate the decommissioning of physically obsolete and fulfilled standard service life of technical means, which can no longer provide the necessary operational reliability;

to improve organizational, technological and executive discipline in the implementation of freight and passenger transport activities;

to increase the anti-terrorist security of transport infrastructure facilities and vehicles by equipping them with modern video surveillance systems, other systems for controlling passengers and unauthorized entry of a person, and to strengthen the administrative regime approach to organizing anti-terrorist activities with the participation of law enforcement agencies and private security structures;

to ensure in difficult weather conditions a guaranteed high-precision location of vehicles affected by an accident using space systems equipped with GLONASS / GPS satellite navigation equipment, and on this basis to carry out the formation of regional specialized emergency rescue services in cooperation with the Ministry of the Russian Federation for Civil Defense, Emergencies and disaster relief;

to increase the mobilization readiness of the transport complex by creating the necessary reserves and replenishing the fleet of vehicles, which will contribute to strengthening the country's defense capability in special conditions;

it is necessary, with the participation of the Ministry of the Russian Federation for Civil Defense, Emergencies and Elimination of the Consequences of Natural Disasters, to develop more advanced programs for timely notification of natural disasters affecting transport safety to reduce the impact of natural and climatic threats;

to strengthen information monitoring during the transportation of dangerous and bulky goods, as well as in the event of a threat in order to prevent them; systematize cases of incidents with dangerous goods and crashes during the transportation of bulky goods in transport;

ensure the compliance of the supplied new vehicles carrying out international export-import transportation of goods and passengers with international standards in the field of transport safety. Failure to comply with these requirements limits the admission of domestic carriers to foreign infrastructure facilities and entails corresponding costs for the owners of rolling stock when carrying out international trade.

To ensure safety in railway transport, it is necessary to solve the following main tasks:

improving the regulatory framework for ensuring the safety of railway infrastructure facilities;

development of a set of measures for the implementation of state policy in the field of railway transport and priority areas for ensuring the security of the transport system of Russia;

development of a methodology for solving safety problems at railway transport facilities;

identification of threats to the safety of railway infrastructure facilities;

categorizing and assessing the vulnerability of railway transport facilities.

The main tasks in the field of road safety are:

ensuring the safety of road transport and pedestrians;

ensuring the activities of specialized emergency rescue services at a level that meets international and national requirements;

ensuring anti-terrorist protection of road facilities;

ensuring the mobilization readiness of the road sector;

ensuring the safety of transportation of goods requiring special conditions;

development of means and systems of supervision in the field of road sector;

identification of threats to the safety of road facilities.

To solve these problems, measures are envisaged to reorganize problem areas, primarily causing a decrease in traffic safety, including:

replacement of railway crossings with transport interchanges at different levels;

reconstruction of artificial structures in an unsatisfactory condition, the condition of which cannot be brought to the normative requirements by carrying out major repairs;

increasing the level of equipping highways with modern types of barrier fences, building pedestrian crossings at different levels, noise protection structures, avalanche galleries, and other special protective and strengthening structures;

ensuring security at transport infrastructure facilities, vehicles and road facilities;

improved lighting, markings and road network configuration;

gradual adjustment of the strength characteristics of federal highways and artificial structures on them in accordance with the requirements of national standards;

increasing the capacity of streets and highways;

bringing the right-of-way of motor roads to a standard state;

creation of a meteorological support system on federal highways;

introduction of widespread weight control on federal highways.

Ensuring safety in road transport includes solving the following tasks:

improvement of the road safety system for road transport of goods and passengers;

improvement of the road safety system at the federal and regional levels, a clear division of functions and powers of the executive authorities and the introduction of their joint responsibility in the field of road safety;

the formation of stable sources of funding for road safety activities focused on the achievement of final results;

the formation of territorial transport systems that ensure the reduction of social risk for road users;

encouraging the use of vehicles that comply with applicable international safety requirements;

development of a driver training system;

development of requirements for the qualification level of vehicle drivers, taking into account the peculiarities of managing various types of vehicles, as well as taking into account the specifics of the implementation of specific types of transportation;

improvement of requirements for professional training, retraining, advanced training of managers and specialists in the operation of vehicles and traffic safety;

inclusion of requirements for the qualifications of personnel (engineers and technicians, managers, drivers, workers) in the mandatory conditions for admission to professional activities in the road transport market (primarily passenger transport by public road transport);

expanding the scope of application of modern technical means of control over the high-speed modes of movement of vehicles, as well as the modes of work and rest of drivers (including tachographs), meaning their use not only in the implementation of international transportation of goods and passengers (in the scope of the European Agreement concerning work of crews of vehicles engaged in international transportation), but also in the implementation of intercity, suburban and urban regular transportation of passengers by buses, intercity transportation of goods by vehicles with a total weight of over 3.5 tons;

improving the requirements for roads and transport facilities in the field of road safety;

development of systems for the timely detection of road accidents and the provision of urgent medical assistance to victims;

increased responsibility for violation of traffic rules;

improving procedures for regulating the admission of road carriers to the market in terms of compliance with road safety requirements;

improvement of the system of certification and retraining of officials and specialists of road transport organizations in the field of road safety;

development of acts necessary for the implementation of the provisions of the Federal Law "On Transport Security" and determining the procedure for interaction between road transport organizations and state executive authorities in terms of ensuring safety in road transport;

identification of threats to the safety of the functioning of road transport.

Flight safety is aimed at reducing the number of accidents. The number of accidents should be reduced by about 2.5 times in relation to the flight safety indicators in the Russian Federation in 2020, which will correspond to the level of flight safety in the United States and the European Union. In 2035, the level of flight safety should not exceed 0.008 plane crashes per 100 thousand flight hours for regular flights.

Important elements of flight safety are:

improvement of the system for maintaining the airworthiness of aircraft in operation;

introduction of a new generation of on-board security systems based on computer technologies with elements of artificial intelligence;

observance by the crews of the established rules for the flights of aircraft;

introduction of modern methods of protecting aircraft from external influences;

introduction of means of ensuring the survival of passengers and crew members in case of aircraft accidents, methods of preparing crews for actions in emergency situations;

improvement of the air transport search and rescue system, airborne rescue equipment;

improving the system of medical support for flights, introducing an automated hardware and software complex for medical and psychophysiological pre-flight and pre-shift control of aviation specialists;

a significant increase in the number of aviation personnel trained by educational institutions of the Ministry of Transport of the Russian Federation, an increase in the quality of their training on the basis of equipping educational institutions and aviation training centers with a modern educational technical base;

introduction of new means of identification and control of the characteristics of operated aircraft based on flight information and ground control;

improvement of existing and development of new requirements for the marking technology of components in the process of their manufacture and the control system of their turnover in operation.

To prevent the possibility of terrorist acts, it is envisaged:

the formation in Russia of an aviation security system that meets the requirements of the International Civil Aviation Organization and is integrated into the global aviation security system;

identification of threats to the safety of air transport facilities;

bringing the equipment of Russian airports with modern technical means to a level at which 100% inspection of baggage, cargo, mail and onboard supplies is ensured; equipping international airports in Russia with modern equipment for detecting explosives, including plastic;

introduction of new design and technical solutions in the field of aviation security on civil aircraft;

introduction of integrated security systems at airports and at air traffic management facilities, systems of protection against the effects of electronic interference and interference in the operation of computer systems;

development of the aviation security information system;

improvement of interaction between federal and regional executive authorities in the field of aviation security, as well as subjects of air transport; provision of professional training for aviation security personnel;

ensuring the safety of technological processes in the implementation of civil aviation activities.

The development of air navigation services for aircraft flights involves:

reforming the Unified Air Traffic Management System of the Russian Federation, departmental services of aeronautical information, meteorological support, implementation of measures to organize a unified aerospace search and rescue system, the creation and gradual development of the Air Navigation System of Russia in accordance with the Concept of Creation and Development of the Air Navigation System of Russia, approved by the Government Russian Federation in 2020;

development of the infrastructure of the Air Navigation System of Russia, ensuring the implementation in the Russian Federation of the Global Operational Concept of Air Traffic Management, adopted by the International Civil Aviation Organization for the period up to 2025 and based on the use of digital communication technologies, satellite navigation (CNS \ ATM);

development of meteorological support for aircraft flights;

development of a unified aerospace search and rescue system in the Russian Federation.

With a view to the sustainable development of air transport in Russia, it is envisaged to conduct a state policy aimed at providing the industry with qualified personnel in all areas of its production and management activities. It is necessary to preserve in the system of the Ministry of Transport of the Russian Federation educational institutions that train specialists for engineering, flight and dispatch personnel in certified and licensed specialties.

It is envisaged to renew the fleet of aircraft in flight schools, supply new and modernize existing simulators, provide educational institutions with modern technical teaching aids, and implement international training standards.

A higher level of safety of navigation and environmental protection is ensured by:

commissioning of the required number of ships of the supporting fleet (emergency rescue, hydrographic, etc.), creation and maintenance at the proper level of coastal means of ensuring the safety of navigation, search and rescue, communications;

creating and maintaining at the proper level of systems for the surveillance of ships, participation in international cooperation in the field of global surveillance of ships;

strengthening safety requirements for the structures of sea vessels, as well as during their operation;

improvement of technical equipment for the implementation of the functions of state maritime supervision;

identification of threats to the safety of maritime transport facilities;

ensuring the protection of transport infrastructure facilities and vehicles from acts of unlawful interference by installing specialized equipment;

development of the material base for the training of qualified specialists in accordance with international standards.

Provides:

construction and reconstruction of ship traffic control systems, objects of the global disaster communications system and to ensure safety on the approaches to the seaports of the Russian Federation and on the routes of the Northern Sea Route, stations for receiving and processing information of the International Search and Rescue System (Space search system for emergency ships - satellite tracking system for search and rescue);

construction of supply vessels

(icebreakers, rescue, environmental, hydrographic), shore-based facilities of basin emergency and rescue departments, purchase of deep-sea mobile universal equipment. By 2015, 90 units of the supply fleet were built. In 2025 - 2035, it is planned to continue the construction and modernization of ships of the service fleet (nuclear and diesel electric icebreakers, rescue ships, including pontoons, environmental protection, hydrographic and other ships of the supply fleet). The need for them is 340 units.

Replenishment of the supply fleet is envisaged at the expense of:

3 nuclear icebreakers of a new type with a capacity of 60 MW to ensure year-round operation of transport vessels on the routes of the Northern Sea Route;

diesel-electric icebreakers for servicing fields on the shelves of the northern seas and solving other problems, including special-purpose icebreakers with a capacity of 20-30 MW for the protection of Russian Arctic waters with modifications for linear operation, auxiliary icebreakers with a capacity of 10-12 MW, harbor icebreakers-tugs with a capacity of 6 - 7 MW;

multifunctional rescue vessels with a capacity of 7 and 4 MW, new generation tugs, technical means of rescue from offshore oil and gas facilities in ice conditions.

Ensuring maritime security and anti-terrorist security is achieved by:

formation in the Russian Federation of a maritime security system that meets the international requirements of the International Maritime Organization and is integrated into the world maritime security system;

complete equipping of seaports and port facilities with modern innovative engineering and technical means of ensuring transport security (security);

introduction of new structural and technical solutions in the field of maritime safety on ships used for maritime navigation;

development of a maritime security information system;

increasing the level of interaction on maritime safety issues between the subjects of maritime transport activities and the federal executive authorities and the executive authorities of the constituent entities of the Russian Federation;

providing professional training for personnel directly related to maritime security.

The safety of navigation on inland waterways is ensured by:

creation of a vessel traffic control system on inland waterways based on innovative technologies;

identification of threats to the safety of objects of inland waterways and inland water transport;

increasing the level of safety of existing hydraulic structures, ensuring safety during design, construction, overhaul, commissioning, reconstruction, restoration, conservation and liquidation of hydraulic structures;

regulation and coordination of control and supervisory functions of state bodies to increase their efficiency in the context of reducing the degree of their interference in the activities of market entities;

protection of navigable hydraulic structures and aids to navigation equipment, their protection from unlawful encroachments, improving the complex of anti-terrorist measures;

updating the service fleet;

reconstruction and development of technological communication networks on inland waterways;

purchase of software and hardware for equipping laboratories with navigation information.

In inland waterway transport, it is envisaged to develop insurance for passengers and crews of ships, insurance of liability to third parties for the carriage of dangerous goods and pilotage of ships.

Security on inland waterway transport is ensured by:

the formation in the Russian Federation of a system for ensuring the safety of river transport infrastructure facilities, including navigable hydraulic structures, and vehicles, in accordance with the requirements of the Federal Law "On Transport Safety";

equipping river ports, port facilities and navigable hydraulic structures with modern innovative engineering and technical means of ensuring transport safety (security);

introduction of new constructive and technical solutions in the field of transport security on ships used for the purpose of navigating the inland waterways of the Russian Federation;

development of a system of information support for the safety of river transport infrastructure facilities and vehicles;

increasing the level of interaction in order to ensure transport safety of river transport infrastructure facilities and vehicles between the subjects of river transport activities and federal and regional executive authorities;

providing professional training of personnel directly related to ensuring the safety of river transport infrastructure and vehicles.

The objectives of the Transport Strategy in the field of reducing the harmful effects of transport on the environment are:

reducing the harmful effects of transport on human health by reducing the volume of impacts, emissions and discharges, the amount of waste on all types of transport (training and rationalization of routes);

motivation for the transition of vehicles to environmentally friendly fuels;

reduction of energy intensity of transport to the level of indicators of advanced countries.

To reduce the harmful effects of transport on the environment and the resulting damage, it is necessary:

to reduce the harmful effects of transport on the air and water environment and on human health through the use of environmentally friendly types of vehicles;

to expand the use of vehicles with high fuel efficiency, corresponding to the level of world models;

to stimulate the use of vehicles operating on alternative sources (non-oil origin) of fuel and energy resources.

In order to improve the qualifications of the personnel of transport companies and responsibility in the field of transport safety, it is necessary to organize a permanent system of training and retraining of middle and higher level personnel on the basis of commercial and state educational structures, to reduce the share of the human factor in the total number of threats through the development of educational programs and advanced training transport personnel.

To reduce the harmful effects of railway transport on the environment, it is necessary to provide:

expanding the use of electric traction;

reduction of harmful emissions on railway transport by more than 3 times;

reducing the energy intensity of railway transportation. Specific consumption

electricity for traction of trains will be reduced by 14.4 percent, fuel - by 9.1 percent.

To reduce the negative impact of the transport and road complex on the environment in the context of an increase in the number of vehicles and an increase in traffic intensity on highways, the following measures are envisaged:

development of a network of public highways and an increase in their throughput, including the construction of road bypasses for large settlements and the reconstruction of areas overloaded with traffic;

development and implementation of new ways of maintaining, especially in winter, public highways, allowing to reduce the negative impact of anti-icing materials;

development of a system of specialized hydrometeorological services, improvement of forecasting methods and operational accounting of changing meteorological conditions, which will make it possible to move from the fight against icy to its prevention;

arrangement of federal highways with modern engineering means of protecting the environment from harmful influences, including the use of artificial and plant barriers along highways to reduce the level of noise exposure and pollution of adjacent territories, the installation of noise screens and protective nets to prevent animals from entering the roadway;

development and implementation of new structures, materials, technologies that will reduce dust formation and prevent water erosion, as well as the use of constructive and technological solutions to prevent the disturbance of natural landscapes (overpasses, tunnels).

The implementation of these measures will be carried out on the basis of increasing environmental requirements for the design, construction, repair and maintenance of highways.

The main task in this area is to reduce the volume of emissions from vehicles, the amount of waste during construction, reconstruction, repair and maintenance of highways.

To reduce the harmful effects of road transport on the environment, it is necessary:

increase the use of more fuel efficient vehicles with lower fuel consumption;

ensure the environmental safety of road transport by increasing the technical level of vehicles registered for the first time in Russia, strengthening control over the technical condition of vehicles in use in terms of environmental indicators, limiting emissions of climatic gases and recycling waste from transport enterprises;

move to global environmental standards in terms of fuel consumption, ensuring the ability to operate vehicles of previous generations during the transition period;

transfer 50 percent of car fleets in large cities to alternative fuels.

Improving the environmental safety of air transport provides for the definition of a long-term state policy in the field of reducing the harmful effects of aviation on the environment, taking into account the recommendations of the International Civil Aviation Organization and includes:

systematic increase in certification requirements for newly created aircraft;

introduction of restrictions on the supply to the Russian Federation of aircraft with low environmental performance;

economic incentives for the environmental modernization of operated aircraft or their replacement;

optimization of the configuration of air routes, air corridors, planning of territories, organization of rational land use near airports;

introduction of noise-optimal piloting techniques during takeoff and landing of aircraft;

imposition of restrictions on flights of certain types of aircraft that cause the greatest harm to the environment, up to and including a ban on flights;

improvement of systems for monitoring compliance with environmental standards and norms in the operation of air transport, as well as sanitary, veterinary standards and phytocontrol requirements;

equipping ground air transport infrastructure facilities with treatment facilities and increasing their efficiency, reducing water intake due to the reuse of industrial waters, using modern technologies and methods for collecting and recycling waste, converting boiler houses to gas;

reduction of the use of harmful substances in aviation technologies, development of technologies for their utilization.

Renewal of the operated aircraft fleet will allow:

to reduce the volume of emissions of pollutants due to the reduction of fuel consumption of air transport per unit of transport work by 1.5 - 2 times;

stop after 2020 the operation on the territory of Russia of aircraft that do not meet the requirements of Chapter 3 of Annex 16 to the Convention on International Civil Aviation (Chicago, 1944) for aircraft noise, and by 2035 - aircraft that do not meet the requirements of Chapter 4 of this applications;

reduce aircraft noise and emissions during takeoff and landing.

A higher level of environmental protection in maritime transport is ensured by:

commissioning of the required number of supply vessels, including ecological ones;

orienting transport companies for the purchase of double-hulled vessels for the transportation of oil cargo with a limited service life of 15 years.

Environmental safety of inland waterway transport is ensured by:

creation of special vessels and technical means for the collection, complex processing and disposal of various types of waste generated during operation or entering the aquatic environment as a result of accidents at water transport facilities, including sunken property;

expanding the use of environmentally friendly marine energy sources and environmentally friendly transshipment technologies;

development of insurance, including insurance of liability for negative impact on the environment during the operation of water transport facilities.

The development of transport equipment, technologies and information support affects the achievement of all goals of the Transport Strategy and should be carried out in 2 directions:

achievement of general economic, general social and general transport targets stipulated by the Transport Strategy;

achievement of targets for the types of transport activities.

The development of technical support and technologies of the transport industry in order to achieve the general economic, general social and general transport targets stipulated by the Transport Strategy will be carried out through the creation of a single balanced technically compatible and technologically integrated infrastructure of all modes of transport and cargo owners to ensure the required volume and quality of transport services in the region. both freight and passenger transportation.

The main tasks in this area are:

development of the passenger rolling stock fleet comparable in technical and economic parameters with world analogues;

development of systems providing high-speed and high-speed passenger transportation;

motivation for the development of the fleet of freight rolling stock that provides the specified criteria for the volume and quality of transport services;

expanding the use of container transport technologies;

creation of an integrated system of logistics parks on the territory of the country as the basis for the formation of a modern distribution network;

creation of an interconnected integrated system of technological infrastructure for all types of transport and cargo owners, ensuring the volume and quality of transport services;

development and implementation of highly efficient technologies, ensuring the quality of transport services and increasing the productivity of the transport system;

motivation of the use of innovative logistics technologies, development of technologies for the transportation of goods (including the use of logistics parks);

development of innovative technologies for construction, reconstruction and maintenance of transport infrastructure.

The development of information support for the Russian transport system in order to achieve general economic, general social and general transport targets will be carried out through the creation of a unified information environment for the transport complex and analytical information systems to support the management of development and regulation of the processes of functioning of the transport complex.

The unified information environment of the transport complex is part of the infrastructure of the transport industry and consists of:

the management level (the information environment of the top-level management of the transport complex - the Ministry of Transport of the Russian Federation, services and agencies under its jurisdiction);

technological level (information environment of technological integration of various types of transport

and participants in the transport process, development of intelligent transport systems);

user level (information environment of transport services and customer information services).

A single information environment at the management level should provide effective feedback channels and fill the information bases that support the adoption of management decisions and the provision of state regulation in the field of transport.

A single information environment of a technological level should ensure effective information interaction between participants in the transport and logistics process, access to the necessary regulatory information and services. A unified information environment for the development of intelligent transport systems solves the problems of unification and standardization of the application and integration of various constituent elements of identification, navigation and positioning, telematic monitoring and video surveillance as part of intelligent transport systems.

A single user-level information environment should provide customers with access to information on transportation services and ensure the most efficient marketing of these services.

From a methodological point of view, a unified information environment is part of a new information model for managing the transport complex of the Russian Federation.

The development of analytical information systems to support development management and regulation of the processes of functioning of the transport complex will be carried out through:

optimization of the interaction processes of all participants in the transport process;

forecasting and modeling the development of the transport complex based on the use of the cargo base and the development of transport balances;

management of programs and projects for the development of the transport complex, budget planning and resource management of the management bodies of the transport complex;

management of human resources and the formation of personnel policy in the transport sector;

implementation of law-making and rule-making activities in the transport complex;

control over the activities of subordinate agencies, services and organizations of the transport complex;

monitoring the safety and stability of the transport system and managing the transport complex in emergency situations.

An important direction in the development of information and telecommunication technologies in the field of transport is the equipping of vehicles, technical means and systems with satellite navigation equipment GLONASS or GLONASS / GPS, including aircraft of state, civil and experimental aviation, sea vessels and vessels of inland river and mixed (river - sea) navigation, road and rail vehicles used to transport passengers, special and dangerous goods, and others.

In order to increase the efficiency of foreign trade transportation, it is necessary to ensure the development of a system of preliminary submission of information by cargo owners and carriers to the customs authorities in electronic form.

The solution of the problems of development of transport equipment, technologies and information support is provided for in terms of all types of transport.

In the field of railway transport, it is necessary to renew the rolling stock of public transport.

To do this, by 2025, it will be necessary to purchase 485.5 thousand freight and 10.4 thousand passenger cars, 11,675 locomotives, 8.7 thousand units of multi-unit rolling stock, in 2025 - 2035 - 510.5 thousand freight and 12, 7 thousand passenger cars, 11,722 locomotives and 15.7 thousand units of multi-unit rolling stock.

To form a railway transport system corresponding to the world level, along with the development of technical means of the industry, it is necessary to ensure the development and improvement of technological processes, including an increase in the degree of containerization, the introduction of piggyback transportation on Russian railways, the organization of driving freight trains of increased weight and length.

For the further development of containerization of cargo transportation via the railway network, it is necessary to ensure:

increasing the speed of container transportation up to 1,000 km per day;

development of the geography of route container traffic;

an increase in the number of specialized terminals and logistics centers;

transition to a qualitatively new level of infrastructure development (from container sites to modern high-tech container terminals);

increasing the degree of containerization of cargo transportation;

an increase in the range of goods transported in containers;

development of international transport corridors passing through Russia;

simplification and acceleration of customs procedures for international transit;

an increase in the fleet of modern specialized rolling stock.

For the development of container transportation in Russia, it is necessary to ensure:

development of norms of environmental law;

improvement of customs legislation;

development and certification of rolling stock;

development of optimal tariffs subject to the conditions of profitability of transportation for road and rail transport;

development of a technology for interaction of all participants in the transportation.

The increase in weight norms is one of the priority directions, allowing to ensure the increasing volumes of cargo transportation, to increase the efficiency of railways in market conditions. The main areas for the circulation of overweight trains will be the following sections with a total length of 13784 km: Kuzbass - St. Petersburg Sortirovochny, Kuzbass - Murmansk, Cherepovets - Kostomuksha, Cherepovets - Kovdor, Cherepovets - Olenegorsk, Kuzbass - Sverdlovsk - Agryz - Kuzbass - Smolensk - Syzran - ports of the Azov-Black Sea basin, Aksaraiskaya - Volgograd, Stoilenskaya - Chugun, Zaozernaya - Krasnoyarsk.

It is fundamentally important to use advanced freight cars for the transportation of primarily coal and ore with an axle load of up to 30 ton-force per axle. In this case, a train weighing up to 8-9 thousand tons can be formed on the tracks with a length of 1050 meters.

To create an effective logistics system integrated into the Russian and international transport systems, it is necessary to take the following measures:

formation and development of an effective balanced terminal and warehouse network throughout Russia through the creation of cargo handling terminals, multimodal terminal complexes for multipurpose purposes, providing a wide range of warehouse, customs and accompanying services;

introduction of modern logistics technologies for managing the transportation process;

improving the quality of transport and logistics services by integrating individual components of the transportation process into a single supply chain and providing customers with comprehensive door-to-door transportation services based on the one-stop-shop principle;

attracting investments in the development of the terminal and warehouse complex;

optimization of the use of terminal and storage facilities;

development of transport and logistics and customs brokerage activities (creation of conditions for the implementation of effective interaction of all types of transport through logistics centers, the organization of comprehensive services on railway transport, the development of customs brokerage services);

information support of the logistics system.

One of the priority areas of work related to the improvement of the information support and management system is the introduction of satellite technologies. In accordance with the outlined prospects, by 2025, it is planned to carry out a massive equipping of the Russian railway transport with satellite navigation systems integrated into a unified coordinate control system.

In the field of the road sector, in order to accelerate overcoming the problem of insufficient technical and technological equipment of organizations in the road industry, it is necessary to ensure the implementation of a targeted policy of placing government orders for the implementation of road works, stimulating the formation of powerful, well-equipped road construction companies, meaning to carry out:

introduction of long-term contracts for road maintenance (from 3 to 10 years) and repair of road sections (within 3 to 5 years with an increase in the scope of work);

increasing the qualification requirements for bidders when bidding for road works, selection of bidders based on the criteria of the greatest economic efficiency based on foreign and progressive domestic experience, departure from the minimum price criterion;

government support in the form of preferential leasing programs related to road machinery and equipment. At the same time, state leasing companies, through which this type of state support should be carried out, should be set a strict limit level of profitability of leasing operations in order to reduce the total costs of enterprises on road equipment and reduce the cost of road works.

In terms of road construction equipment, the main problem hindering the development of road facilities is the worn out fleet of asphalt mixing plants, most of which are morally and physically outdated.

One of the tasks of the Transport Strategy is to develop measures of economic incentives for the production of modern high-performance environmentally friendly asphalt mixing plants, mainly in a fast-assembly and mobile version.

Measures to improve management technologies in the road sector include:

development of innovative systems for long-term and medium-term planning of road activities based on the widespread introduction of methods of mathematical computer modeling to find optimal management decisions;

development of a monitoring system in order to assess the effectiveness of the activities of governing bodies at different levels in meeting the target indicators of the transport and operational state of the road network on the basis of a unified sectoral information system for planning and monitoring the activities of governing bodies in the field of road facilities;

expansion and modernization of automated systems for operational management of federal highways, their integration with the corporate information management system of the Federal Road Agency, unification and unification of a number of independent systems for collecting road data (for

diagnostics of roads and structures, inventory of property of highways, for road traffic accidents, on certification of roads, on accounting for traffic intensity);

introduction of intelligent systems for organizing traffic flows, communication and information systems on federal highways, including meteorological support systems to inform traffic participants and operating organizations about the condition of the roadway, as well as telematic monitoring and video surveillance systems;

introduction of feedback mechanisms between road authorities and road network users through the formation of a system of regular opinion polls, the use of other methods of revealing public opinion.

In the field of road transport, it is necessary to update and modernize the fleet of passenger vehicles in order to improve their performance, safety level, passenger transportation conditions and ensure accessibility for people with limited mobility. By 2025, the technical accessibility of the public road transport fleet for servicing passengers with disabilities will be ensured by 8 percent, by 2030 - by 25 percent, and by 2035 - by 90 percent.

The passenger car fleet will grow from 29.4 million in 2020 to 36.5 million in 2025, 43 million in 2030, 47 million in 2031 and 52 million in 2035. The number of buses will increase from 825 thousand units in 2020 to 950 thousand units in 2035.

It is planned to gradually introduce age restrictions for commercial operation of road transport using various mechanisms of legal and administrative regulation. This will reduce the average age of the shuttle bus fleet from 9 years in 2020 to 8 years in 2025 and 5-6 years in 2035.

It is planned to renew and modernize the fleet of trucks and optimize its structure on the basis of refined mechanisms, taking into account an increase in the share of specialized vehicles and the share of vehicles with increased carrying capacity by at least 1.5 times.

The truck fleet will grow from 4.9 million in 2020 to 6.5 million in 2035.

It is planned to develop terminal systems for the transportation of goods on intercity and international routes, the development of intermodal container and piggyback transportation, the creation of a network of regional and interregional transport and logistics centers in the constituent entities of the Russian Federation.

Improvement of transportation technologies based on equipping vehicles with navigation devices using satellite systems (GLONASS / GPS), primarily on intercity and international routes, contributes to an increase in the efficiency of the road transport industry by improving the performance of vehicles.

It is planned to equip at least 15 percent of the fleet of trucks engaged in intercity and international transportation of goods with navigation (on-board) systems, an increase in the share of trucks equipped with navigation systems by 2025 to 35 percent and by 2035 to 100 percent.

The implementation of electronic systems for ordering and booking travel documents for passenger road transport of intermunicipal, intercity and international communications, as well as contactless systems for payment of fares in vehicles of urban and suburban communications will be implemented.

It is planned to introduce traffic control systems installed at the driver's workplace, digital tachographs or their electronic satellite analogs, vehicle speed limiters, driver's wakefulness monitoring systems and others.

It is planned to implement projects to improve the route networks of urban agglomerations and introduce modern dispatch systems (Volgograd, Voronezh, Leningrad, Moscow, Rostov, Samara and Tver regions, the Republic of Tatarstan, Primorsky Krai, Khanty-Mansiysk Autonomous Okrug - Yugra and others).

In the field of air transport, it is necessary to make a technological leap to eliminate the lag of Russian air transport from the world level in terms of the technical, economic and environmental characteristics of the aircraft fleet, ground equipment and transport technologies, which will reduce the average fuel consumption per unit of transport products by 2035 to 0 , 27 kg / t-km and the cost of transportation by 2025 - 2035 by 15 - 25 percent.

First of all, this requires the creation of conditions for the acquisition by Russian carriers of modern aircraft that meet the requirements for it when operating on the international market, and ensure the competitiveness of the services of domestic airlines.

To update and replenish the fleet, it is necessary to purchase 1,500 modern mainline and regional aircraft by 2020. The required volume of aircraft deliveries by 2035 may amount to 2,000 - 3,000 passenger aircraft, including for providing the market for transit passenger traffic through the territory of Russia in the directions Europe - Asia and North America - Asia. The promising fleet of Russian airlines will include domestic and foreign types of aircraft in an economically viable ratio.

The re-equipment of the passenger aircraft fleet using the entire standard-size range of modern aircraft will be aimed at rationalizing the fleet structure in accordance with the conditions of transportation and, in addition to increasing the efficiency, safety and technical perfection of the fleet, will ensure that the necessary requirements for environmental friendliness of transportation are met and the commercial fleet will be updated to the level of leading countries by 2035 ...

It is envisaged to renew the fleet of cargo aircraft in accordance with the conditions of use, including the inclusion in the fleet of Russian airlines of cargo modifications of passenger aircraft that are effective for the transportation of general cargo with a large side

cargo door and a system of floor mechanization of loading and unloading operations.

Government support should be provided for further modernization of cargo ramp aircraft to ensure their compliance with the requirements of the International Civil Aviation Organization and competitiveness conditions.

Conclusion

It is planned to develop modern technologies for the transportation and handling of goods (use of intermodal door-to-door delivery technologies, ensuring control over the transportation of goods along the entire route, the use of various forms of express delivery), the creation of multimodal logistics centers based on the largest airports using the potential of packaging and containerization in the system of freight traffic.

The increase in the competitiveness of Russian airlines in the aviation market is associated with the improvement of technologies and equipment for aviation operations and the expansion of the standard and size range of operated aircraft in accordance with the demand structure, including an increase in the share of light helicopters in the aircraft fleet and ensuring that the consumer qualities of helicopters correspond to the conditions of areas of mass use.

It is planned to form a fleet of business aviation aircraft, which will include all classes of jet aircraft and high-speed turboprop aircraft.

For the implementation of information and telecommunication technologies in air transport, it is necessary to carry out the following measures:

provision of legal and technical conditions for the use of electronic documents in the implementation of public administration and in the activities of civil aviation entities;

convergence of information standards of air and other types of transport, ensuring the interaction of their information systems in order to form a single information space;

ensuring openness in the activities of state regulation bodies of civil aviation and the availability of open state information resources;

formation of a common electronic information space in civil aviation in Russia by creating a unified state information and analytical system of civil aviation;

creation of a new mechanism for the electronic provision and collection of primary information on the state of the transport system in Russia;

introduction of an information and analytical system for monitoring the airworthiness of aircraft as part of after-sales support for operation;

complex solution of information security problems in the field of air transport control, navigation, communications and surveillance based on the use of modern high-precision satellite navigation and communications (in particular, GLONASS systems). The priority area is the creation of tracking systems in the automatic dependent surveillance mode for aircraft, including the transportation of dangerous goods, as well as systems for detecting emergencies and emergencies.

In the field of maritime transport, until 2025, it is planned to replenish the transport fleet with 144 vessels with a total deadweight of 6.2 million tons, in 2025 - 2035, the delivery of 397 vessels with a total deadweight of 19.5 million tons is forecasted. By 2035, the total tonnage of the transport fleet controlled by Russia will amount to 38.9 million tons, of which 70 percent will be registered under the Russian flag.

To increase the competitiveness and carrying capacity of the sea transport fleet, it is envisaged to replenish it with new modern competitive vessels for various purposes - gas carriers, tankers, product tankers, bulk carriers, timber carriers, container carriers, ro-ro vessels, universal vessels.

To ensure the growth of freight and passenger traffic on socially significant routes, it is envisaged to build railway and car passenger ferries to ensure communication with the Kaliningrad region and the Sakhalin island, build cargo-passenger and cargo ships to deliver goods and passengers to remote regions of the Far East, build car-passenger ferries and passenger ferries. ships for the transportation of goods and passengers to the port of Sochi, the construction of high-speed passenger ships.

The development of modern information technologies in maritime transport is envisaged.

In the field of inland waterway transport for the development of the transport fleet, it is necessary to carry out the following measures:

renovation of ships, repair and modernization of the fleet;

replenishment of the fleet by purchasing mainly Russian-made ships;

accelerated decommissioning of morally and physically obsolete ships, preparation of a decision to prohibit the operation of ships that pose a threat to the safety of navigation;

creation of new types of transport vessels, including those for specialized and intermodal transportation (vessels for the transportation of liquefied gas and chemical cargo, pushed convoys of mixed (river - sea) navigation, ro-ro vessels, container ships, etc.);

construction of comfortable tourist and excursion ships, high-speed ships;

creation of high-speed passenger ships capable of operating in areas with limited track dimensions, in areas with no or insufficient development of alternative modes of transport, primarily in Siberia and the Far East. To carry out these transportation, it is planned to design and build new types of ships;

introduction of automated transport and storage systems in ports.

Until 2035, it is planned to build 87 dry-cargo and tankers, 5 small-tonnage vessels for the eastern basins, 5 passenger vessels of the new Golden Ring project with a passenger capacity of 212 people and 467 vessels of the auxiliary fleet.

In 2025 - 2035, it is envisaged to purchase 3,900 units of ships for the renewal of the cargo fleet, 285 units of passenger ships and 1,076 ships of the auxiliary fleet.

It is planned to introduce automated transport and storage systems in ports.

In the field of industrial transport, it is planned:

replenishment of rolling stock fleets with new generation wagons for operation on mainline and industrial railway transport and special-purpose wagons for international carriage of passenger cars, car-carrying wagons with a removable roof, wagons with a removable roof for the transport of metal products, wagons with a sliding roof, platforms for transporting road trains or containers, platforms for transporting semi-trailers and containers;

improvement of the traction stock of industrial railway transport, associated with the creation of a new generation of diesel locomotives with a technical level exceeding the level of modern machines in terms of efficiency, durability and reliability.

The need to renew the rolling stock of industrial transport will amount to 66700 mainline and 36730 industrial cars, 1648 new and 6180 modernized locomotives by 2025, and in 2025 - 2035 75540 mainline and 40520 industrial cars, 3270 new and 8175 modernized locomotives.

For the development of information support in industrial transport, it is necessary to carry out the following measures:

introduction of an information system for solving problems of state regulation, collection and processing of statistical information on the activities of industrial transport;

creation of a system for monitoring the condition and safe functioning of industrial transport;

creation of a unified information space for the management bodies of the transport complex, subjects and users of the transport services market in interaction with regional management bodies, transport and logistics divisions of industrial enterprises;

implementation of systems for operational planning and management of the work of intra-facility transport and on the sections of technological transportation.

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ON THE IMPORTANCE OF THE REGIONAL ASPECT OF TRANSPORT DEVELOPMENT IN RUSSIA FOR THE IMPLEMENTATION OF THE STRATEGY OF SOCIAL AND ECONOMIC DEVELOPMENT OF THE REGIONS OF THE ARCTIC ZONE OF THE RUSSIAN FEDERATION FOR THE PERIOD UP TO 2035

Abstract: *In the article, the authors pay attention to the development of the regions of the North of the European part of Russia, most of Siberia and the Far East, which have the greatest resource potential and low population density, where the need to develop new mineral deposits will provoke an increase in the quality of life of the population of these regions. Under these conditions, railway and sea transport will receive priority development, providing comically efficient development of large flows of bulk cargo, due to which an increase in reliability and a decrease in the cost of life support for remote and hard-to-reach regions of the North and the Far East will be ensured.*

Key words: *reliability, quality of life, economy, efficiency, population, migration, competitiveness, profit, resource potential, comfort, life support.*

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Introduction

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The tasks of the development of the transport complex, depending on the specific conditions of the socio - economic development of the regions, have their own specifics, focus and priorities, which are taken into account when developing the priorities of the state transport policy.

The development of the constituent entities of the Russian Federation located in the Center, in the North-West, in the Middle Volga region and in the Urals, with the greatest industrial potential and high population density, will be focused on the growth of the innovative economy and the consumer sector. At the same time, it will be necessary to ensure an improvement in the quality, reliability, rhythm, widespread availability of services, mobility, and full satisfaction of the needs for transport services. Priority development will be given to passenger and freight road transport, systems of high-speed transportation of people and goods, and the sector of integrated transport and logistics services. The development of transport infrastructure in these regions will be aimed at increasing the throughput and technical characteristics of the transport network of all types of transport, building bypasses of large cities and chord transport communications, new high-speed railways, highways, including toll roads, creating an integrated network of transport and logistics complexes, creation of large airport hubs. The role of river transport will increase in ensuring domestic and foreign trade transportation of goods, as well as passenger transportation, mainly for tourist and recreational purposes.

The development of regions in the north of the European part of Russia, most of Siberia and the Far East, which have the greatest resource potential and low population density, will be aimed at developing new mineral deposits, including on the continental shelf, and improving the quality of life of people. Under these conditions, priority development will be given to railway transport, which will ensure the economically efficient development of large flows of bulk cargo, including for export. An increase in reliability and a decrease in the cost of life support for remote and hard-to-reach regions of the country will be ensured. Also, sea transport will play an important role. The main task is to develop shipping along the Northern Sea Route. In the future, it is possible to turn it into an international transport route.

The development of the network of federal and regional highways will continue, as well as the creation of approaches from settlements to railway stations. The main problems are the problems of increasing the availability of transport services for the population, therefore, the development of inland water transport, the expansion of the regional air transport network require coordinated efforts at all levels of government.

In the Central Black Earth Region, in the North Caucasus, in the Volga region, in the southern regions of the Urals, in Siberia and in the Far East, the local road network with a hard surface will receive priority development, which in the future should connect all settlements.

The growth of the country's foreign trade and transit traffic, as well as cross-border cooperation with neighboring countries will require the development of the transport infrastructure of border checkpoints and approaches to major seaports.

Main part

The specified features of individual groups of regions of Russia predetermine the directions of transport development in the federal districts of the country.

In the Northwestern Federal District, transport plays a crucial role in the development of Russia's foreign trade relations. In the future, as traffic on the Euro-Asian transport routes North - South and East - West grows, its role in ensuring transit traffic will increase.

The priorities for the development of transport in the Northwestern Federal District are the creation and development of high-speed passenger and cargo transportation by rail and road, the modernization and construction of new port complexes in the Baltic, White and Barents Seas with an increase in cargo turnover by 2035 of the ports of the Northern Basin by 3.3 times and the ports of the Baltic basin by 2 times, the development of railway, road and pipeline approaches to them, the formation and sustainable functioning of transport links of the Kaliningrad region with other regions of Russia. The development of transport in the Komi Republic and the Nenets Autonomous Okrug will be focused on ensuring the development of mineral deposits and increasing the availability of transport services for the population of remote and hard-to-reach areas. These regions, as well as the Murmansk and Arkhangelsk regions, have the greatest need for the development of socially significant passenger air transportation. The development of inland waterway transport will focus on the use of waterways, mainly the Volga-Baltic waterway, and river ports for direct water transport using mixed navigation vessels in the direction of Northern and Western Europe. The complex development of the largest transport hubs of the district - St. Petersburg and Murmansk is envisaged.

In the period up to 2035, the main directions for the development of transport infrastructure in the Northwestern Federal District will be:

a) in the field of railway transport:

construction of a high-speed railway line St. Petersburg - Moscow, organization of high-speed traffic on the directions St. Petersburg - Moscow and St. Petersburg - Buslovskaya;

construction of technological lines Petyajärvi - Kamennogorsk, Murmashi-2 - Lavna;

construction of the second bridge over the river. Shuyu on the direction St. Petersburg - Murmansk;

reconstruction of the Mga - Gatchina - Weimarn - Ivangorod section and railway approaches to ports on the southern coast of the Gulf of Finland;

development of the St. Petersburg and Murmansk railway junctions;

construction of additional main tracks on the sections Murmansk - Petrozavodsk, Vyborg - Buslovskaya, Vyborg - Kamennogorsk, Mga - Sonkovo - Yaroslavl, Vyritsa - Batetskaya, Mga - Gatchina - Veimarn, Obozerskaya - Arkhangelsk, Tosno - Lyuban;

b) in the field of road transport and road facilities:

construction of a high-speed highway Moscow - St. Petersburg;

development of highways as part of international transport corridors, ensuring their compliance with the requirements for international highways for integration into the European network of highways, including the reconstruction of federal highways M-10 "Russia" (Moscow - St. Petersburg) and M-10 "Scandinavia" (St. Petersburg - Vyborg - border with Finland), M-8 "Kholmogory", M-18 "Kola", M-20 (St. Petersburg - Pskov - Pustoshka - Nevel - border with the Republic of Belarus);

reconstruction of road approaches to the state border of the Russian Federation on the territory of the Leningrad, Pskov and Murmansk regions, the Republic of Karelia;

construction of an entrance to the Ust-Luga sea trade port from the M-11 "Narva" highway and the Veliky Novgorod - Ust-Luga highway;

start of construction of the second long-distance bypass of St. Petersburg;

c) in the field of air transport:

construction and reconstruction of facilities at the airports of St. Petersburg, Kaliningrad, Pskov, Veliky Ustyug, Murmansk, Petrozavodsk, Arkhangelsk, Syktyvkar, Vorkuta, Naryan-Mar, Amderma, Usinsk, Ukhta;

creation of the St. Petersburg Consolidated Air Traffic Management Center and modernization of the Kaliningrad Consolidated Air Traffic Management Center;

d) in the field of maritime transport:

modernization and construction of port terminals for transshipment of coal, containers, oil and oil products in the Murmansk transport hub;

construction of a terminal for transshipment of liquefied gas in the village. Teriberka, Murmansk region;

reconstruction and construction of infrastructure facilities in the seaport of Arkhangelsk;

construction of a seaport in Belomorsk, which will include two cargo areas - a specialized coal complex and a universal complex;

development of the Northern Sea Route and the infrastructure of Arctic ports;

reconstruction of federal property objects in the seaport of St. Petersburg, including the canal, water area and port berths; construction of a sea passenger terminal on Vasilievsky Island and reconstruction of a section of the sea fairway, security systems and aids to navigation;

reconstruction of berths and dredging of the water area and approach channel for the development of the coal complex in the port of Vysotsk;

reconstruction of infrastructure facilities of the port of Vyborg;

development of the seaport of Ust-Luga, formation of the water area of its southern and northern parts, including the operating water area of the container terminal, construction of specialized berths;

construction of a deep-water port in Baltiysk;

reconstruction and construction of port terminals in the Kaliningrad transport hub;

reconstruction and construction of terminals supporting the operation of the Baltic Pipeline System and the development of offshore fields;

reconstruction and construction of objects of state ownership of the fishery complex in the seaports of Arkhangelsk, Kaliningrad, St. Petersburg;

creation of rear infrastructure of ports, including container terminals, customs warehouses and logistics centers;

e) in the field of inland water transport:

reconstruction and development of the infrastructure of the Volga-Baltic waterway, including the construction of the second line of the Nizhne-Svirsky hydroelectric complex;

reconstruction of the White Sea-Baltic Canal;

reconstruction of the Severo-Dvinskaya sluice system.

On the territory of St. Petersburg, the priority in the field of road transport and road facilities includes works on:

development of entrance highways;

the formation of a system of high-speed and continuous traffic highways due to the completion of the construction of the ring road around St. Neva and the beginning of the construction of a high-speed toll highway with a bridge across the river. Neva in alignment with st. Faienceovoy - st. Ash (eastern high-speed radius), northern exit from the central districts (from Smolnaya embankment) to the ring road with a bridge in the alignment of Arsenalnaya street;

improving the system of city highways providing approaches to high-speed highways;

development of the road network providing access to all areas of the port of St. Petersburg and the ferry and passenger terminal under construction on Vasilievsky Island;

development of connections in peripheral areas and ensuring the diversion of transit and freight transport from the zone of the historical center of the city due to the formation of a system of arc highways;

construction of new and reconstruction of existing two-level intersections of railway tracks with the city's road network.

In 2025 - 2035, the main directions for the development of transport infrastructure in the Northwestern Federal District will be:

a) in the field of railway transport:

construction of technological lines Syktyvkar - Perm (Solikamsk), Vendinga - Karpogory, Sosnogorsk - Indiga, Vorkuta - Ust-Kara;

creation of an alternative transport route from the Urals to the ports of the White and Barents Seas;

electrification of the sections Bologoye - Dno - Pechory - Pskovskie, Oredezh and Budogoshch - Yaroslavl;

construction of additional main tracks on the sections Obozerskaya - Belomorsk, Chum - Inta - Konosha, Mga - Sonkovo - Yaroslavl;

b) in the field of road transport and road facilities:

completion of the construction of the high-speed toll highway Moscow - St. Petersburg;

reconstruction of road sections on the territory of the Okrug, included in the network of federal roads, on the directions Europe - Western China (St. Petersburg - Vologda - Yoshkar-Ola - Kazan - Orenburg - border with the Republic of Kazakhstan), North-West - Siberia (St. Petersburg - Kotlas - Syktyvkar - Perm - Khanty-Mansiysk - Tomsk), North-East - Polar Ural (Syktyvkar - Vorkuta with access to Naryan-Mar);

reconstruction of the M-10 "Scandinavia" highway (St. Petersburg - Vyborg - border with Finland) with the organization of toll travel;

formation of a toll road route St. Petersburg - Pskov - border with the Republic of Belarus;

comprehensive modernization and development of the road network in the Murmansk transport hub;

construction and reconstruction of road sections forming road routes along the shortest distance, Syktyvkar - Arkhangelsk - the border of Finland, Moscow - Yaroslavl - Vologda, St. Petersburg - Pskov - border with the Republic of Belarus, Pskov - Smolensk, etc .;

modernization and development of existing border automobile checkpoints, taking into account an increase in their throughput of at least 2.5 times;

c) in the field of air transport:

development of ground infrastructure for regional transportation in the Komi Republic, Nenets Autonomous Okrug, Arkhangelsk, Vologda and Murmansk regions;

e) in the field of maritime transport:

construction of a new cargo area and reconstruction of an approach channel in the port of Arkhangelsk;

development of the ports of Murmansk, Primorsk, Vyborg, Vysotsk, Ust-Luga, Kaliningrad, Baltiysk;

development of the Northern Sea Route and the infrastructure of Arctic ports;

f) in the field of inland waterway transport:

modernization and creation of container terminals in the ports of St. Petersburg, Kaliningrad, Arkhangelsk, Podporozhye, Cherepovets, Petrozavodsk, Belomorsk, development of rail and road approaches to them.

The Central Federal District has a developed transport system, the main development tasks of which are technological modernization, increasing the competitiveness and quality of service to the population, ensuring the sustainable operation of transport in the face of growing volumes of cargo and passenger traffic. One of the most important problems of the district is the development of the Moscow transport hub - the largest in Russia.

The priorities for the development of transport in the Central Federal District are the development of high-speed passenger and cargo transportation by rail and road transport, the comprehensive development of the Moscow transport hub and the transfer of cargo work beyond its borders with the creation of the necessary infrastructure, including logistics, in the Moscow region and adjacent regions, increasing the throughput the ability of federal and regional highways, the comprehensive development of the Moscow air hub with the creation on its basis of a hub with a system of high-speed roads and railway lines connecting airports with each other and with the central part of the city, the development of local airports for intra-regional air transportation and as spare for the Moscow an air hub, the creation of a transport and logistics system for servicing the agro-industrial complex, primarily in the Central Black Earth Region, the development of cargo and passenger transportation by inland waterways.

In the period up to 2035, the main directions for the development of transport infrastructure in the Central Federal District will be:

a) in the field of railway transport:

construction of a high-speed line Moscow - St. Petersburg;

the formation of a high-speed passenger line Center - South (Moscow - Adler) with the construction of a new line Prokhorovka - Zhuravka - Chertkovo - Bataysk;

organization of high-speed traffic on the Moscow - Nizhny Novgorod line;

electrification of the Rtishchevo - Kochetovka section;

development of the Moscow railway junction;

construction of a bypass of the Yaroslavl railway junction;

reconstruction of bridges across the river. Oka on the section Zhilevo - Ozherelye, across the river. Don in the Liski - Rossosh and Lev Tolstoy - Yelets sections;

construction of additional main tracks on the sections Yaroslavl - Nerekhta, Kryukovo - Klin, Voskresensk - Ryazan, Stolbovaya - Serpukhov, Bekasovo - Nara, Moscow - Kryukovo and Mga - Sonkovo - Yaroslavl;

b) in the field of road transport and road facilities:

construction of a high-speed highway Moscow - St. Petersburg;

construction of the Central Ring Road in the Moscow Region;

construction of a new exit to the Moscow ring road from the federal road M-1 "Belarus", construction of a highway on the section of the Moscow Ring Road - Noginsk, bypassing the city of Noginsk;

construction and reconstruction of sections of highways M-1 "Belarus" (Moscow - border with the Republic of Belarus), M-2 "Crimea" (Moscow - Tula - Orel - Kursk - Belgorod - border with Ukraine), M-3 " Ukraine "(Moscow - Kaluga - Bryansk - border with Ukraine), M-4" Don "(Moscow - Voronezh - Rostov-on-Don - Krasnodar - Novorossiysk), M-5" Ural "(Moscow - Ryazan - Penza - Samara - Ufa - Chelyabinsk), M-6 "Caspian" (Moscow - Tambov - Volgograd - Astrakhan), M-7 "Volga" (Moscow - Vladimir - Nizhny Novgorod - Kazan - Ufa), M-8 "Kholmogory" (Moscow - Yaroslavl - Vologda - Arkhangelsk), M-9 "Baltia" (Moscow - Volokolamsk - border with the Republic of Latvia), A141 (Bryansk - Smolensk - border with the Republic of Belarus);

design of a new federal highway on the route Moscow - Saransk - Ulyanovsk - Yekaterinburg;

arrangement of highways with the necessary objects of transport, road and service infrastructure (motels and campings, gas stations, car service stations, guarded car parks, information support facilities);

c) in the field of air transport:

construction and reconstruction of facilities at the airports of the Moscow aviation hub (Domodedovo, Vnukovo, Sheremetyevo, Bykovo), Voronezh, Lipetsk, Bryansk, Kaluga, Kursk, Tambov;

creation of the Moscow Integrated Air Traffic Management Center;

d) in the field of inland waterway transport:

reconstruction of the Moscow Canal, Moskvoretskaya and Okskaya sluice systems.

The Moscow transport hub provides for:

reconstruction of road sections included in the system international transport corridors;

construction of sections of toll roads on a concession basis;

transformation of the radial-ring structure of the road network of the Moscow region into a network structure with the creation of chord roads providing unloading of the Moscow ring road and head sections of radial roads;

construction of new radial motorways in Moscow;

the stage-by-stage formation of the 4th transport ring in Moscow, which in the future will provide a connection between the radial inputs of federal highways;

implementation of measures aimed at improving traffic safety, including the construction of pedestrian crossings and road junctions at different levels, road lighting, replacement of railway crossings with intersections at different levels.

In 2025 - 2035, the main directions for the development of transport infrastructure in the Central Federal District will be:

a) in the field of railway transport:

construction of a deep bypass of the Moscow transport hub;

electrification of the sections Galich - Kostroma, Budogoshch - Yaroslavl, Sonkovo - Dno - Pechory - Pskovskie, Oredezh;

organization of high-speed traffic on the lines Moscow - Smolensk - Krasnoe, Moscow - Kursk, Moscow - Kaluga - Bryansk (Suzemka), Moscow - Yaroslavl, Moscow - Ryazan - Michurinsk - Saratov;

laying of additional main tracks on the sections Mga - Sonkovo - Yaroslavl, Rybnoe - Uzunovo;

b) in the field of road transport and road facilities:

completion of the construction of the high-speed toll highway Moscow - St. Petersburg;

construction and reconstruction of road sections on the territory of the Okrug, included in the network of federal roads, on the directions Center - Ural (Moscow - Saransk - Ulyanovsk - Yekaterinburg), Pskov - Smolensk, Kaluga - Tver - Vladimir - Ryazan - Tula;

construction of highways and high-speed roads in the directions Moscow - Smolensk - border with the Republic of Belarus, Moscow - Yaroslavl - Vologda, Moscow - Vladimir - Nizhny Novgorod - Kazan - Chelyabinsk - border with the Republic of Kazakhstan with a branch Chelyabinsk - Yekaterinburg, Moscow - Tambov - Volgograd - Astrakhan , Moscow - Rostov-on-Don - Novorossiysk, Moscow - Tula - Orel - Kursk - Belgorod - border with Ukraine (using public-private partnership mechanisms);

c) in the field of air transport:

further development of the airports of the Moscow hub, the airports of Yaroslavl, Ivanovo, Kostroma, Smolensk, Belgorod, Orel;

development of local airports, as well as for small aircraft;

d) in the field of inland waterway transport:

modernization of the Yuzhny port in Moscow, the port in Yaroslavl, construction of the port in Dmitrov with the creation of transport and logistics complexes;

development of port transshipment complexes in the supporting water transport points - Tver, Ryazan, Kasimov, Kolomna, Serpukhov, Murom;

reconstruction of the Northern river station in Moscow and the passenger station of the Yaroslavl port, as well as the creation of a well-equipped coastal infrastructure in the places of excursions and rest of tourists in the ports of Kimry, Uglich, Kostroma and others.

In the Southern Federal District, transport is one of the most important sectors of the economy and its development is carried out in order to solve the following main tasks:

development of the transport system of the region's regions, especially the Chechen Republic and other republics of the North Caucasus, in order to increase the rate of their socio-economic progress and increase the volume of interregional ties;

transport support for the growing volumes of the country's foreign trade and international transit. This is primarily due to the development of sea and land communications of the Euro-Asian transport direction North - South, an increase in the processing of foreign trade goods in the Russian seaports of the Black and Azov Seas, the intensification of international cooperation within the framework of the EurAsEC and the Organization of the Black Sea Economic Cooperation;

Priority areas for the development of transport in the Southern Federal District are the creation of high-speed rail and road routes, increasing the throughput of all types of transport, including strengthening approaches to seaports, the construction of new railways and highways and water transport inter-basin connections, as well as the comprehensive development of the largest Novorossiysk transport hub and the emerging agglomeration Rostov-on-Don - Aksai - Bataysk - Novocherkassk, the creation of a transport and logistics infrastructure on the territory of the Okrug, an increase in the capacity of all seaports with an increase in their cargo turnover by 2035 by 1.9 times, the development of passenger transportation by sea and river transport. It is envisaged to develop an airport in Rostov-on-Don as a hub, as well as large airports in Krasnodar, Volgograd, Mineralnye Vody. For the development of local air transportation, the airports of the centers of the constituent entities of the Russian Federation, local connecting and resort airports will be developed.

Until 2035, the main directions for the development of transport infrastructure in the Southern Federal District will be:

a) in the field of railway transport:

the formation of a high-speed passenger line Center - South (Moscow - Adler) with the construction of a new line Prokhorovka - Zhuravka - Chertkovo - Bataysk;

complex reconstruction of the section named after M. Gorky - Kotelnikovo - Tikhoretskaya - Krymskaya with a bypass of the Krasnodar railway junction;

electrification of the Trubnaya - Aksaraiskaya, Yurovsky - Temryuk - Kavkaz, Taman sections, passing the 9th km - Yurovsky - Anapa;

reconstruction of the Big and Small Novorossiysk tunnels;

reconstruction of tunnels on the sections Krivenkovskaya - Belorechenskaya and Tuapse - Adler;

reconstruction of bridges across the river. Volga in the section Aksaraiskaya - Astrakhan;

construction of additional main tracks on the sections Tuapse - Sochi - Adler, Enem - Krivenkovskaya, Timashevskaya - Krymskaya, Kotelnikovo - Tikhoretskaya, Tikhoretskaya Korenovsk, Enem - Krymskaya, Yurovsky - Gostagaevsky, Krymskaya - Yurovsky - Vyshesteblievskaya, Akhtuba - Trubnaya, Volgograd - Kotelnikov;

b) in the field of road transport and road facilities:

construction of sections of the M-27 motorway (Dzhubga - Sochi), the third stage of the bypass of the city of Sochi, the Adler - Krasnaya Polyana motorway, as well as a backup to Kurortny Prospekt and transport interchanges at its intersection with the city's road network;

construction and reconstruction of sections of the M-4 "Don" highways on the territory of the Okrug (Moscow - Voronezh - Rostov-on-Don - Krasnodar - Novorossiysk), M-6 "Caspian" (Moscow - Tambov - Volgograd - Astrakhan), M-21 (Volgograd - Kamensk-Shakhtinsky - border with Ukraine), M-23 (Rostovna-Don - Taganrog - border with Ukraine), M-29 "Caucasus" (Krasnodar - Grozny - Makhachkala - border with the Republic of Azerbaijan), A-155 (Cherkessk - Dombay), highways Alagir - Nizhniy Zaramag - border with Georgia and Astrakhan - Makhachkala;

reconstruction of road approaches to the state border with Ukraine, access to the seaport of Kavkaz, design of a bridge across the Kerch Strait;

construction of the Krasnodar - Abinsk - Kabardinka highway on a concession basis;

c) in the field of air transport:

construction and reconstruction of facilities at the airports of Volgograd, Sochi, Anapa, Mineralnye Vody, Astrakhan, Rostov-on-Don, Krasnodar, Makhachkala, Nalchik, Elista, Stavropol, Vladikavkaz, Maykop, Magas and Grozny;

creation of the Rostov Integrated Air Traffic Management Center;

d) in the field of maritime transport:

construction of terminals for transshipment of fuel oil, grain, containers, alumina, dry mineral fertilizers and timber cargo of the Novorossiysk transport hub;

reconstruction of federal property objects of the seaport of Taganrog, including

approach channel;

development of infrastructure facilities of the port of Kavkaz;

construction and reconstruction of infrastructure facilities of the port of Temryuk;

creation of a dry cargo area of the port of Taman, including construction multipurpose complexes for transshipment of coal, containers and ferry services;

reconstruction of the port of Sochi, including the reconstruction and construction of 15 sea passenger terminals in the seaport of Sochi with the creation of coastal infrastructure for the restoration of local passenger sea lines, construction of a cargo area of the port of Sochi with coastal infrastructure at the mouth of the river. Psou and infrastructure facilities at the mouth of the river. Mzymta;

construction of port terminals and infrastructure facilities of the port of Azov;

construction of a port rail yard in the port of Makhachkala;

construction of federal property objects in the seaport of Olya, including the construction of the first stage of the second cargo area;

reconstruction and construction of state property objects of the port of Astrakhan;

a) in the field of inland waterway transport:

reconstruction of the waterworks of the Volga-Don Canal, Volgogradsky and Nikolaevsky waterworks, the dam of the Kochetovsky hydrosystem, the Seversko-Donetsk and Manychskaya sluice systems, the elimination of certain limiting sections of the inland waterways of the Azov-Don and Volga basins.

In 2025 - 2035, the main directions for the development of transport infrastructure in the Southern Federal District will be:

a) in the field of railway transport:

restoration of the railway infrastructure in the Chechen Republic;

organization of intermodal communication airport Mineralnye Vody - Mineralnye Vody - Kislovodsk, with the reconstruction of railway lines;

construction of a new line Krivenkovskaya - Adler;

organization of high-speed traffic Rostov - Krasnodar, Rostov - Mineralnye Vody, Krasnodar - Mineralnye Vody, Saratov - Volgograd;

construction of the strategic line Kommunisticheskaya - Nomadovaya;

construction of a socially significant line Volgograd - Elista, construction of a load-forming line Soldatskaya - Tyrnyauz;

creation of a second approach to the Novorossiysk port;

b) in the field of road transport and road facilities:

construction of highways and high-speed highways using public-private partnership mechanisms in the directions Moscow - Tambov - Volgograd - Astrakhan, Moscow - Rostov-on-Don - Novorossiysk, Moscow - Tula - Orel - Kursk - Belgorod - border with Ukraine;

construction of a bridge across the Kerch Strait;

construction and reconstruction of highways forming a circular route around the Black Sea on the territory of the Russian Federation;

inclusion in the network of federal highways of a road providing access from the federal network of highways to the seaport of Olya;

comprehensive modernization and development of the road network in the largest transport hubs - Rostov-on-Don and Novorossiysk;

a) in the field of air transport:

further development of the largest and local airports, Yeysk, Taganrog, Kizlyar and others;

b) in the field of maritime transport:

further development of the ports of Novorossiysk, Sochi, Tuapse, Taganrog, Rostov-on-Don, Azov, Yeisk, Temryuk, Kavkaz, Olya, Makhachkala and Taman;

c) in the field of inland water transport:

construction of new berths and terminals in Volgograd and other river ports;

development of a water transport connection between the Azov-Black Sea and Caspian basins.

The development of transport in the Volga Federal District will be determined, on the one hand, by the development of its economy - the realization of the industrial and agricultural potential of the regions, the growth of the consumer sector, on the other hand, by the increase in the importance of the district's transport system for carrying out transportation in interregional, foreign trade and transit communications.

The favorable transport and geographical position of the district at the intersection of 2 Euro-Asian transport directions North - South and East - West has an extremely favorable effect on the formation of its industrial complex and trade.

The priority areas for the development of transport in the Volga Federal District are the creation of high-speed railway lines, an increase in the throughput of the main trunk lines of the transport network, including railway infrastructure, federal and regional highways, inland waterways, as well as the creation of an integrated network of transport and logistics complexes, the development of air transport infrastructure with the formation of hubs for international and domestic long-distance transportation on the basis of the airports of Samara and Ufa and the construction of a subway in Ufa.

Until 2035, the main directions for the development of transport infrastructure in the Volga Federal District will be:

a) in the field of railway transport:

organization of high-speed traffic on the Moscow - Nizhny Novgorod line;

construction of a bypass of the Saratov railway junction;

electrification of the sections Syzran - Sennaya, Kinel - Orenburg and Rtishchevo - Kochetovka;

reconstruction of the bridge over the river. The Volga on the Ulyanovsk - Akbash section, as well as the bridge on the Syzran - Bezenchuk section;

construction of a technological line Yaiva - Solikamsk;

construction of additional main tracks on the sections Chishmy - Ulyanovsk, Lyangasovo - Kotelnich, Dema - Chishmy and Kalino - Levshino;

b) in the field of road transport and road facilities:

construction and reconstruction on the territory of the Okrug of sections of highways M-5 "Ural" (Moscow - Ryazan - Penza - Samara - Ufa - Chelyabinsk), M-7 "Volga" (Moscow - Vladimir - Nizhny Novgorod - Kazan - Ufa);

reconstruction of highways M-32 (Samara - Bolshaya Chernigovka - border with the Republic of Kazakhstan), 1R 242 (Perm - Yekaterinburg), 1R 158 (Nizhny Novgorod - Arzamas - Saransk);

design of a new federal highway on the route Moscow - Saransk - Ulyanovsk - Yekaterinburg;

c) in the field of air transport:

development of airports in Samara, Nizhny Novgorod, Ufa, Perm, Penza, Saratov, Kazan, Orenburg, Ulyanovsk, Izhevsk, Kirov, Orsk, Saransk and Nizhnekamsk;

creation of the Samara Integrated Air Traffic Management Center;

d) in the field of inland waterway transport:

construction of a low-pressure hydroelectric complex on the river. Volga in the Nizhny Novgorod region;

reconstruction of elements of the Gorodetsky, Cheboksary, Samara and Saratov waterworks on the river. Volga, Tchaikovsky, Perm and Nizhne-Kamsky waterworks on the river. Kama, Pavlovsky hydroelectric complex on the river. White.

In 2025 - 2035, the main directions for the development of transport infrastructure in the district will be:

a) in the field of railway transport:

organization of high-speed traffic on the lines Moscow - Ryazan - Michurinsk - Saratov, Samara - Saransk, Samara - Penza, Samara - Saratov and Saratov - Volgograd;

construction of a bypass of the Perm railway junction;

electrification of the Kandra - Inza and Ulyanovsk - Syzran sections;

reconstruction of the bridge over the river. Kama in the Perm node;

construction of the second bridge crossings across the river. Volga on the sections Ulyanovsk - Dimitrovgrad, Anisovka - Saratov and the third bridge crossing on the section Kinel - Syzran;

creation of an alternative transport route from the Urals to the ports of the White and Barents Seas (Syktyvkar - Perm (Solikamsk));

b) in the field of road transport and road facilities:

construction and reconstruction of road sections on the territory of the Okrug,

included in the network of federal roads on the directions "Center - Ural" (Moscow - Saransk - Ulyanovsk - Yekaterinburg), Europe - Western China (St. Petersburg - Vologda - Yoshkar-Ola - Kazan - Orenburg - border with the Republic of Kazakhstan), and also the highway Kazan - Perm;

construction and reconstruction of sections of highways forming the highway route Moscow - Nizhny Novgorod - Kazan - Chelyabinsk - border with the Republic of Kazakhstan with a branch Chelyabinsk - Yekaterinburg;

comprehensive modernization and development of the road network in the largest transport hubs - Nizhny Novgorod, Kazan and Perm;

c) in the field of air transport:

further development of the largest airports and local airports of Cheboksary, Bugulma, Balakovo, Buguruslan and others;

d) in the field of inland waterway transport:

construction of new berths and terminals in the river ports of Nizhny Novgorod, Samara, Tolyatti, Kazan, Ulyanovsk, Perm, modernization of the ports of Sarapul, Kambarka, Berezniki and Levshino;

reconstruction of passenger infrastructure.

In the Urals Federal District, the transport system is designed to ensure the development of the oldest industrial region in Russia, as well as the development of promising mineral deposits. The main latitudinal communications of this district are part of the Eurasian East-West transport direction.

The priority directions of transport development in the Ural Federal District are the construction of new cargo-forming and technological railway lines, mainly within the framework of the project "Ural Industrial - Ural Polar", the organization of a high-speed railway connection between Yekaterinburg and Chelyabinsk, an increase in the throughput and highways, the development of transport communications in the direction of the Republic of Kazakhstan and China, the creation of a modern system of freight forwarding and logistics services at the points of interaction of various types of transport, primarily in the largest transport hubs - Yekaterinburg and Chelyabinsk, . Yekaterinburg a hub for international and domestic long-distance air transportation and the development of regional air transportation infrastructure in the Yamalo-Nenets Autonomous Okrug and the Khanty-Mansi Autonomous Okrug - Yugra, as well as the construction of met ropolitan in the city of Chelyabinsk. The growth of mining in the Yamalo-Nenets Autonomous Okrug will stimulate the use of the Northern Sea Route.

Until 2035, the main directions for the development of transport infrastructure in the district will be:

a) in the field of railway transport:

construction of a load-forming line Polunochnoye - Obskaya;

construction of technological lines Salekhard - Nadym and Payuta - Bovanenkovo;

construction of additional main tracks on the sections Chelyabinsk - Nizhnyaya - Kamensk - Uralsky, Tobolsk - Surgut, Surgut - Ult-Yagun and Kalino - Levshino;

reconstruction of the bridge over the river. Turu on the section Egorshino - Tavda;

b) in the field of road transport and road facilities:

construction and reconstruction of sections of highways M-5 "Ural" (Moscow - Ryazan - Penza - Samara - Ufa - Chelyabinsk), M-36 (Chelyabinsk - Troitsk - border with the Republic of Kazakhstan), M51, M-53, M-55 " Baikal "(Chelyabinsk - Kurgan - Omsk - Novosibirsk - Kemerovo - Krasnoyarsk - Irkutsk - Ulan-Ude - Chita);

reconstruction of road sections 1R 242 (Perm - Yekaterinburg), 1R 351 (Yekaterinburg - Tyumen), 1R 402 (Tyumen - Yalutorovsk - Ishim - Omsk);

c) in the field of air transport:

development of the airports of Yekaterinburg, Chelyabinsk, Nizhnevartovsk, Magnitogorsk, Khanty-Mansiysk, Surgut, Tyumen, Novy Urengoy, Urai, Nadym, Kogalym, Noyabrsk, Yamburg, Salekhard and Nefteyugansk;

creation of Yekaterinburg and Tyumen enlarged air traffic management centers;

d) in the field of maritime transport - the development of the Northern Sea Route and the infrastructure of Arctic ports;

e) in the field of inland water transport:

creation of a modern system of forwarding services and terminal facilities at the points of interaction of various types of transport in the river ports of Khanty-Mansiysk, Salekhard, Tyumen, Tobolsk and Surgut;

reconstruction of the infrastructure of passenger facilities.

In 2025 - 2035, the main directions for the development of transport infrastructure in the district will be:

a) in the field of railway transport:

construction of the strategic line Konovalovo - Nazyvaevskaya; organization of high-speed traffic on the Yekaterinburg-Chelyabinsk line;

construction of cargo-forming lines Russkoe - Zapolyarnaya, Muslyumovo - Techenskaya;

construction of the second bridge crossings across the Ob, Bolshoy Salym and Demyanka rivers on the Tobolsk - Surgut line;

construction of a socially significant line Khanty-Mansiysk - Salym;

construction of technological lines Vorkuta - Ust-Kara, Bovanenkovo - Kharasavey, Payuta - Novy Port, Korotchaevo - Russkoe - Igarka;

construction of additional main tracks on the sections of the northern bypass of the Sverdlovsk junction (Bogdanovich - Alapaevsk - Smychka, Asian - Chusovskaya - Levshino and Putevka - Bogdanovich);

b) in the field of road transport and road facilities:

reconstruction on the territory of the Ural Federal District of sections of highways included in the network of federal roads on the directions Center - Ural (Moscow - Saransk - Ulyanovsk - Yekaterinburg), North-West - Siberia (St. Petersburg - Kotlas - Syktyvkar - Perm - Khanty- Mansiysk - Tomsk), as well as the Tyumen - Salekhard highway;

construction of a new highway Salekhard - Novy Urengoy - Surgut;

construction and reconstruction of sections of highways forming the highway route Moscow - Nizhny Novgorod - Kazan - Chelyabinsk - border with the Republic of Kazakhstan with a branch Chelyabinsk - Yekaterinburg;

comprehensive modernization and development of the road network of the Yekaterinburg transport hub;

c) in the field of air transport:

further development of the largest and local airports Kurgan, Berezovo, Tobolsk, Kondinsk, Nyagan, Tarko-Sale, Kharasavey and others;

in the field of maritime transport - the development of the Northern Sea Route and the infrastructure of Arctic ports;

in the field of inland waterway transport - the creation of a modern system of forwarding services and terminal facilities at the points of interaction of various types of transport in the ports of Urengoy, Nadym, Sergino, Nizhnevartovsk and Nefteyugansk.

In the Siberian Federal District, the tasks of developing the transport system differ significantly depending on the region and its specialization, the level of economic and social development, as well as on geographic characteristics.

The priority directions for the development of transport in the southern regions of Siberia, where industrial and agricultural production are most developed, are the further development of railway and road communications in the strip of the Euro-Asian transport direction East-West, including the Trans-Siberian and Baikal-Amur main lines, the construction of the North-Siberian railway highways and new railway lines for the development of nearby mineral deposits, the construction of new highways to settlements, the reconstruction of highways on the approaches to the state border in the southern part of the region to provide direct connections to China, the accelerated development of transport and logistics centers, the development of passenger transport infrastructure in due to the increased mobility of the population and the development of the recreational potential of the regions, the creation of hubs on the

basis of the largest airports in the city of Novosibirsk and Krasnoyarsk for international and domestic transportation air lines, construction of subways in Omsk and Krasnoyarsk.

The priority directions for the development of transport in the northern regions of Siberia are the construction and development of meridional and latitudinal support rail and road directions, as well as the improvement of communications of the Northern Sea Route. For the coastal and insular Arctic regions of Siberia, sea transport will remain the only mode of transport. Its role in the export of the products of the Norilsk Mining and Metallurgical Combine and timber from the port of Igarka for export will remain. Along with the airports of large industrial centers, it is planned to develop the infrastructure of regional air transportation in the Republic of Buryatia and the Republic of Tyva, Krasnoyarsk Territory, Tomsk and Irkutsk regions.

Until 2035, the main directions for the development of transport infrastructure in the Siberian Federal District will be:

a) in the field of railway transport:

construction of a bypass of the Chita railway junction;

construction of a bypass of the Omsk junction (Tatarskaya - Nazyvaevskaya);

construction of the second bridge over the river. Ob in the section Ryamy - Kamen-na-Obi and reconstruction of the tunnels of the First Dzhebsky, Krolsky and Mansky in the section Sayanskaya - Koshurnikovo;

reconstruction of the Kiparisovsky, Obluchinsky, Vladivostoksky, Lagar-Aulsky tunnels on the Trans-Siberian railway;

electrification of the Ulan-Ude - Naushki, Borzya - Zabaikalsk and Karasuk (Osolodino) - Tatarskaya - Nazyvaevskaya - Konovalovo sections;

construction of a socially significant line Biysk - Gorno-Altaysk;

construction of cargo-forming lines Kyzyl - Kuragino and Naryn - Lugokan;

start of construction of the North-Siberian Railway (Nizhnevartovsk - Bely Yar - Ust Ilimsk), including the Yelchimo - Chadobets section;

construction of technological lines Karabula - Yelchimo and Konovalovo - Nazyvaevskaya;

construction of additional main tracks on the sections Tomusinskaya - Erunakovo, Ryamy - Kamen-na-Obi, Karasuk - Tatarskaya, Sayanskaya - Koshurnikovo, Karymskaya - Zabaikalsk, as well as on sections of the Baikal-Amur Mainline;

b) in the field of road transport and road facilities:

construction and reconstruction of sections of highways M-51, M-53, M-55 "Baikal" (Chelyabinsk - Kurgan - Omsk - Novosibirsk - Kemerovo - Krasnoyarsk - Irkutsk - Ulan-Ude - Chita), M-54 Yenisei "(Krasnoyarsk - Abakan - Kyzyl - border with Mongolia), "Vilyui" from the highway M53 "Baikal" (Bratsk - Ust-Kut - Mirny - Yakutsk);

reconstruction of sections of highways 1P 402 (Tyumen - Yalutorovsk - Ishim - Omsk), M52 "Chuysky tract" (Novosibirsk - Biysk - border with Mongolia);

reconstruction of road approaches to the state border with Mongolia and the Republic of Kazakhstan;

c) in the field of air transport:

development of airports in Novosibirsk, Krasnoyarsk, Omsk, Barnaul, Kemerovo, Novokuznetsk, Bratsk, Tomsk, Irkutsk, Abakan, Kyzyl, Ulan-Ude, Chita, Gorno-Altaisk, Norilsk, Novokuznetsk, Bratsk, Tura, Turukhansk, Biysktagol, Koshtagol, Agach, Ust-Koksa, Bodaibo, Ust-Kut, Kirensk, Dikson, Igarka, Shushenskoye and Yeniseisk;

creation of the Novosibirsk, Krasnoyarsk and Irkutsk integrated air traffic management centers;

in the field of maritime transport - the development of the Northern Sea Route and the infrastructure of Arctic ports;

d) in the field of inland waterway transport:

maintaining the dimensions of the fairway on the operated sections of the Ob-Irtysh and Yenisei basins and in the upper reaches of the Lena, as well as the reconstruction of the Krasnoyarsk ship lift.

In 2025 - 2035, the main directions for the development of transport infrastructure in the Siberian Federal District will be:

a) in the field of railway transport:

construction of bypasses of the Irkutsk and Novosibirsk railway junctions;

modernization of the Ulan-Ude - Naushki section;

organization of high-speed traffic on the lines Novosibirsk - Omsk, Novosibirsk - Tomsk, Novosibirsk - Kemerovo, Novosibirsk - Barnaul and Novosibirsk - Novokuznetsk;

creation of the North-Siberian railway on the route Nizhnevartovsk - Bely Yar - Ust-Ilimsk;

construction of load-forming lines Novaya Chara - Ansatskaya, Novaya Chara - China, Lena - Nepa - Lensk, Priargunsk - Berezovskoye, Chadobets - Chadobetsky ore mining and processing plant and Chadobets - Koda;

construction of technological lines Russkoe - Igarka - Norilsk, Mozgon - Novy Uoyan and Karabula - Yelchimo;

construction of additional main tracks on the Taishet - Sayanskaya, Sayanskaya - Koshurnikovo sections, as well as on the sections of the Baikal-Amur Mainline;

b) in the field of road transport and road facilities:

reconstruction on the territory of the Siberian Federal District of sections of highways included in the network of federal roads on the North-West -

Siberia direction (St. Petersburg - Kotlas - Syktyvkar - Perm - Khanty-Mansiysk - Tomsk);

reconstruction of road sections on the territory of the Okrug, included in the network of federal roads, on the directions Kazan - Perm, Abakan - Gorno-Altaisk - Barnaul;

in the field of air transport - further development of the largest and local airports Chara, Khatanga, Norilsk, Achinsk, Dudinka, Ust-Ilimsk, Kolpashevo, Severo - Yeniseisk and others;

in the field of maritime transport - the development of the Northern Sea Route and the infrastructure of Arctic ports;

in the field of inland waterway transport - creation of multimodal multi-purpose terminal complexes on the basis of river ports in Novosibirsk, Irkutsk, Tomsk, Omsk, Barnaul, Kemerovo, Biysk, Krasnoyarsk and Osetrovo.

In the Far Eastern Federal District, the main task in the field of transport is the large-scale development of transport infrastructure in order to ensure the socio - economic progress of the regions of the district, to improve the transport balance of the regions of this district with each other and with the rest of the country, to realize favorable opportunities for the development of international trade and social relations, first of all with the countries of the Asia-Pacific region.

Under these conditions, in most regions of the Far Eastern Federal District, the tasks of transport support for the development of mineral deposits, including on the continental shelf, maintenance of vital activity in remote and hard-to-reach areas, as well as ensuring the availability of transport services for the population are brought to the fore. In the southern regions of this district, the main task in the development of the transport system is to improve the quality and availability of its services for the population and business entities.

The priority areas for the development of transport in the Far Eastern Federal District are the completion of the formation of the backbone railway network by strengthening the Trans-Siberian Railway, completion of the construction of the Baikal-Amur Mainline, the Amur-Yakutsk Mainline and connecting lines, construction of new railway lines, development of transportation along international transport corridors ("Transsib" , "Primorye-1", "Primorye-2"), the continuation of the formation of the backbone highway network, the development of transshipment capacities of the main mainland ports and ports on Sakhalin Island with an increase in their total cargo turnover by 2035 by 3.1 times, mainly due to the growth oil and cargo export, development of international border crossings, systems of transport and logistics services, development of the Yakutsk river port as a base for ensuring the northern delivery in the Republic of Sakha (Yakutia), intensive development of the airport network, including infrastructure cheers to provide regional air transportation in the Republic of Sakha (Yakutia), the Chukotka Autonomous District, the Kamchatka and Khabarovsk Territories, as well as in the Magadan and Sakhalin Regions.

Until 2035, the main directions for the development of transport infrastructure in the Far Eastern Federal District will be:

a) in the field of railway transport:

construction of the strategic line Berkakit - Tommot - Yakutsk;

construction of a combined bridge over the river. Lena in the area of Yakutsk;

construction of the production line Izvestkovaya - Chegdomyn;

construction of additional main tracks on the sections of the Baikal-Amur Mainline Komsomolsk - Volochaevka and Khabarovsk - Volochaevka;

reconstruction of the tunnel under the river. Cupid near the city of Khabarovsk;

construction of a bypass of the Kuznetsovsky tunnel Leninsk - State border with a bridge crossing and reconstruction of the Birobidzhan - Leninsk section;

reconstruction of bridges across the Zeya, Bureya rivers and a bridge on the Uglovaya - Nakhodka section;

the creation of logistics centers at the junction points of lines with different gauge widths and in the seaports of the Far East to ensure Russian trade with Japan, the Republic of Korea and other countries of the Asia-Pacific region, as well as for Euro-Asian relations;

b) in the field of road transport and road facilities:

construction and reconstruction of sections of highways M-60 "Ussuri" (Khabarovsk - Vladivostok), M-56 "Lena" (Never - Yakutsk), "Vilyui" from the highway M-53 "Baikal" (Bratsk - Ust-Kut - Mirny - Yakutsk);

reconstruction of the A-165 highway (Ulan-Ude - Kyakhta - border with Mongolia);

construction of the Kolyma highway (Yakutsk - Magadan);

construction and reconstruction of road approaches to Blagoveshchensk from the Amur highway, to the airport in Anadyr and to the airport in Petropavlovsk-Kamchatsky;

c) in the field of air transport:

development of airports in Khabarovsk, Blagoveshchensk, Vladivostok, Yuzhno-Sakhalinsk, Magadan, Yakutsk, Komsomolsk-on-Amur, Pevek, Tynda, Okha, Magan, Udachny and Zhigansk, the villages of Ust-Nera, Cape Shmidta, Zonalnoe, Markovo and Providence, as well as with. Lawrence;

creation of Yakutsk, Khabarovsk and Magadan enlarged air traffic management centers;

d) in the field of maritime transport:

modernization and construction of port terminals at the Vostochny - Nakhodka transport hub;

construction and reconstruction of infrastructure facilities in the port of Vanino and in the Muchka Bay;

reconstruction and construction of terminals supporting the operation of the Eastern Siberia - Pacific Ocean pipeline system and the development of shelf deposits;

reconstruction of federal property objects in the port of Petropavlovsk-Kamchatsky with an increase in their seismic resistance;

reconstruction and construction of state property objects in the ports of Kholmsk, Magadan, Anadyr, Vanino, Nakhodka, port points of the Kamchatka Territory and Sakhalin Region;

development of the Northern Sea Route and the infrastructure of Arctic ports;

reconstruction and construction of objects of state ownership of the fishery complex in the seaports of Nevelsk, Petropavlovsk-Kamchatsky, Magadan and Nakhodka;

in the field of inland water transport - complex reconstruction of hydraulic structures and inland waterways of the Amur and Lena basins.

In 2025 - 2035, the main directions for the development of transport infrastructure in the district will be:

a) in the field of railway transport:

construction of strategic lines Yakutsk (Nizhny Bestyakh) - Moma - Magadan, Selikhin - Sergeevka and Suklai - Samarga;

construction of load-forming lines Lena - Nepa - Lensk, Shimanovskaya - Gar - Fevralsk, Yakutsk - Kangalassy, Megino - Aldan - Dzhebariki-Khaya, Ulak - Elga, Khani - Olekminsk and Ilyinsk - Uglegorsk;

construction of technological lines Novochuguevka - Olga Bay, Rudnaya Pristan, Uglegorsk - Smirnykh;

construction of socially significant lines Tygda - Zeya and Selikhin - Nysh;

construction of additional main tracks on sections of the Baikal-Amur Mainline;

modernization of the Ussuriisk - Grodekovo section;

construction of the second bridge crossing near the city of Blagoveshchensk on the section Belogorsk - Blagoveshchensk;

organization of high-speed traffic on the lines Ussuriisk - Vladivostok and Vladivostok - Khabarovsk;

b) in the field of road transport and road facilities:

reconstruction on the territory of the district of sections of highways included in the network of federal roads, on the directions Khabarovsk - Nikolaevsk-on-Amur with an approach to Komsomolsk-on-Amur, Yuzhno-Sakhalinsk - Tymovskoe - Okha - Moskalvo port, access from the federal network of Russia to the seaports of Vladivostok, Vanino, Vostochny;

modernization of existing and construction of new roads "Kolyma", "Lena" and "Vilyui" in the regions of the North and new development;

extension of the Kolyma highway to the port of Anadyr and construction of a branch of the highway to Kamchatka, construction of a new section Sobolevo - Petropavlovsk-Kamchatsky and reconstruction of the Ust-Kamchatsk - Petropavlovsk-Kamchatsky highway;

comprehensive modernization and development of the road network in the Vladivostok transport hub;

c) in the field of air transport:

further development of the largest airports and airliners of local significance Okhotsk, Neryungri, Yuzhno-Kurilsk, Zeya, Sovetskaya Gavan, Nikolaevsk-on-Amur and others;

d) in the field of maritime transport:

development of the ports of Vladivostok, Posiet, Vostochny, Vanino, Petropavlovsk-Kamchatsky, Nakhodka, Kholmsk, Magadan and others;

development of the Northern Sea Route and the infrastructure of Arctic ports;

e) in the field of inland water transport:

development of the Yakutsk port as a base for the organization of the northern delivery of goods and transportation of passengers;

development and technical re-equipment of the ports of Khabarovsk, Blagoveshchensk and Poyarkovo with the creation of terminal complexes and logistics centers;

development of the ports of Pokrovka, Zeya, Svobodny, Osetrovo, Olekminsk, Lensk and Belogorsk;

construction of estuarine transshipment complexes in the area of the mouths of the Lena, Yana, Indigirka and Kolyma rivers.

The mechanisms for implementing the Transport Strategy include:

improving the regulatory framework and methods of state regulation of the development of the transport system, ensuring the achievement of the objectives of the Transport Strategy;

creation of an effective management system for the implementation of the Transport Strategy;

advanced innovative development of the scientific, technical and technological base of the transport complex based on advanced world achievements and technologies;

development of providing the industry with labor resources;

federal and regional target programs.

Improving the regulatory framework and methods of state regulation of development transport system, ensuring the achievement of goals Ttransport strategy

The main tasks in the field of improving the regulatory framework and methods of state regulation

of the development of the transport system, ensuring the achievement of the goals of the Transport Strategy, are:

increasing the investment attractiveness of the transport industry, including improving the regulatory framework and introducing state regulation methods aimed at increasing the investment attractiveness of the industry, as well as improving economic and financial mechanisms, including public-private partnerships, aimed at increasing the investment attractiveness of the industry;

the formation of a regulatory and legal framework for a competitive market for transport services, including the creation of a regulatory framework and methods of state regulation of the development of the transport services market, the development of a regulatory mechanism that ensures the fulfillment of contractual obligations in the volume and quality of transport services, the development and improvement of methods and mechanisms of state regulation and motivating the development of transport activity structures in order to ensure the quality of transport services, including motivating the creation and development of national and international transport companies capable of ensuring innovative development and improving the quality and competitiveness of transport services, creating a regulatory framework regulating commercial admission to transport activities in the field freight traffic, as well as promoting the development of small and medium-sized businesses in the transport sector;

state regulation of the level of unit transport costs in the price of products, including the development and implementation of methods of state regulation that stimulate the reduction of total unit transport costs, as well as the development and implementation of mechanisms for state monitoring of the total unit transport costs in the price of final products;

domestic and international harmonization of the regulatory framework of the transport system;

formation of a regulatory framework and methods of state regulation aimed at ensuring:

guaranteed level of accessibility and quality of transport services for the population, including the development and implementation of minimum social transport standards in relation to the possibility of movement of the population across the country (model of communications for all types of passenger transport, appropriate rolling stock, purchasing power, affordability, each settlement), as well as the development of a regulatory framework governing commercial admission to transport activities in the field of passenger transportation;

integration of Russia into the global transport space and the implementation of the country's transit potential, including the development of methods of legal regulation, ensuring the promotion of an increase in the share of participation of Russian transport organizations in the export-import transportation of Russian goods, as well as in the transportation of goods between third countries, integration into the global regulatory system. ensuring transport activities, standards and technical regulations, as well as improving the regulatory framework aimed at expanding Russia's participation in the system of international agreements and conventions in the field of transport;

safety and sustainability of the transport system, including improving the regulatory framework aimed at ensuring security in the transport industry and developing the transport system, taking into account the requirements for ensuring the military security of the Russian Federation, as well as improving the regulatory framework regulating the harmful effects of transport on the environment and human health, including in terms of determining the conditions for admitting companies to transport activities.

The state is one of the main participants in the transport services market, acting as a shareholder or owner of organizations operating in the industry. The systemic role of the state in the management and disposal of property belonging to it in the transport complex is to increase the efficiency of all aspects of state property management in the field of transport, as well as to create conditions that ensure the activities and legal relations of participants in the civil turnover of transport property, taking into account the goals and objectives of the Transport Strategy and state policy in the field of property relations.

The main directions of improving the management of state property in transport are:

improvement of the norms of the legislation of the Russian Federation governing the issues of registration of property rights to state property in the transport industry, as well as the use of land plots by organizations of the transport complex (including the improvement of legal regulation of the procedures for reserving and withdrawing land plots for federal needs);

improving the legislation of the Russian Federation regulating the issues of shared ownership of property in the transport industry;

improvement of the legislation of the Russian Federation regulating the issues of investment activities in transport;

improving the forms and methods of transferring state property for use by legal entities and individuals;

improving the norms of the legislation of the Russian Federation in order to prevent the insolvency of the backbone organizations of the transport industry;

carrying out the privatization of property in the transport industry, taking into account the goals and objectives of the Transport Strategy;

introduction of modern information technologies to solve the problems of accounting for federal property and indicators of the effectiveness of its use;

improving the system of professional training and qualifications of heads of state unitary enterprises and state institutions;

improving the order of interaction between authorities in the field of state property management.

State regulation of the development and functioning of the transport system in Russia should ensure the achievement of the objectives of the Transport Strategy.

The following are subject to state regulation:

development and technical improvement of federal and regional transport infrastructure;

institutional transformations in transport;

issues of technological, transport and environmental safety of transport infrastructure facilities and vehicles;

formation and functioning of the transport services market;

ensuring mobilization readiness of transport;

international activity of transport companies and structures;

social sphere and labor relations in transport.

State regulation of transport services should be aimed at creating and maintaining the competitive advantages of Russian transport organizations in the domestic and international markets, at providing consumers with high-quality competitive transport services, as well as at introducing direct legislative norms and mechanisms that guarantee the performance of quality indicators by transport enterprises.

In the field of railway transport, the implementation of the Transport Strategy provides for:

development of long-term targeted programs with the definition of terms and sources of financing for measures to develop railway transport;

implementation of the mechanism of state participation in the development of railway infrastructure in the Russian Federation until 2035;

improvement of the system of state regulation of the railway industry and prices (tariffs) for regulated types of products and services, deregulation of competitive sectors, taking into account the degree of development of competition in order to protect the interests of consumers of transport services, increase the efficiency of the industry and create conditions for the advanced investment development of railway transport;

implementation of the Railway Structural Reform Program and the target model of the railway transport services market at the third stage of structural reform, including the creation of conditions for the development of competition in the field of railway transport services and the growth of private investment in the railway industry;

ensuring legal, informational and technical interaction between the railway systems of the Russian Federation and other states, taking into account the prospects for Russia's accession to the World Trade Organization, the need to integrate the railway transport of the Russian Federation into the international transport system and the most efficient use of its transit potential for this purpose;

determination of the body (bodies) of state power, whose competence (which) includes the functions of guiding mobilization training and civil defense in railway transport, assigning responsibilities for the implementation of certain railway transportations and the use of rolling stock to specific owners of infrastructures, carriers and operators in cases of occurrence threats to social and economic stability, defense capability, state security and in other cases stipulated by the legislation of the Russian Federation;

removal of restrictions on the civil law turnover of railway transport property that is not involved in ensuring defense capability and mobilization training and is expected to be involved in turnover in competitive market segments;

development of a set of measures aimed at ensuring the required level of safety of railway transport facilities in Russia;

development of a mechanism for the implementation of socially significant, military and special transportations in peacetime and special periods, the implementation of mobilization plans, the maintenance of a mobilization reserve, the implementation of measures for mobilization training in railway transport and increasing the responsibility of participants in the railway transport services market for failure to meet the requirements of mobilization and defense tasks;

development of corporate strategies for the development of railway transport organizations in accordance with the Transport Strategy.

As part of the implementation of the Transport Strategy, a possible change in macroeconomic indicators of the socio-economic development of the Russian Federation should be envisaged.

For the formation of clear priorities for the construction of railway lines and the elimination of ineffective decisions in the preparation of specific investment programs and projects, it is necessary to ensure the conduct of financial, economic and social analysis.

A specific mechanism for attracting funds from the federal budget and the budgets of the constituent entities of the Russian Federation should be implemented in accordance with the legislation of the Russian Federation.

Based on the results of monitoring the rates of socio-economic development of the country, individual regions, industries and industrial zones, it is envisaged to amend the list of new railways of the Russian Federation with ensuring their financing in accordance with the indicated principles.

In the field of road facilities, a phased introduction of the principle of toll road use is envisaged, including:

introduction of tolls on federal highways for freight

vehicles with a total mass of over 12 tons in order to compensate for damage caused to roads by heavy vehicles, taking into account the harmonization of requirements for the characteristics of heavy vehicles with similar requirements in the states of the European Union;

improvement of mechanisms for compensation for damage caused to roads by vehicles during the transport of heavy and dangerous goods;

setting tariffs and fees, as well as fees for connecting road service facilities to highways.

The collected funds are supposed to be directed to the maintenance and development of the road infrastructure.

A large-scale attraction of off-budget investments in the road sector is envisaged through:

development of a concession mechanism for the construction of toll roads;

issue of bonded loans for the construction and reconstruction of highways, as well as the use of the mechanism of public-private partnership;

development of mechanisms for attracting resources of organizations interested in the development of territories adjacent to highways for the construction of highways;

income from commercial use by specialized government agencies of roadside and right-of-way of motor roads.

The main principles of the formation of state policy in the field of regulation of the development of road transport are:

development of a road transport supervision system;

transition from the spontaneous functioning of the road transport services market to regulation in accordance with social and economic interests, which should be reduced to ensuring a balanced admission to professional (including commercial) activities on a contractual application basis, creating equal conditions for competition in the transport services market, monitoring compliance with established requirements and rules, including as part of the transfer of some powers to self-regulatory organizations, to take measures to reduce the negative consequences of the functioning of the transport services market, including through the development of the insurance system, as well as to ensure anti-terrorist security.

The main mechanisms for the implementation of the Transport Strategy in the field of road transport are:

mechanism of admission to the market of motor transport services (including quotas for the use of motor vehicles on the territory of the Russian Federation);

mechanism of admission to the profession and other types of road transport activities;

a mechanism stimulating the modernization and renewal of the vehicle fleet, as well as the improvement of its structure;

a mechanism for creating conditions for the development of effective modern transport and logistics technologies and transportation systems, encouraging an increase in the capitalization of the road transport business, the development of terminal complexes and information support for the transportation of goods;

a mechanism that stimulates the acceleration of decommissioning and recycling of old vehicles with excess service life;

a mechanism for paying for the use of road infrastructure, which makes it possible to compensate for the damage associated with the implementation of road transport.

To modernize and renew the fleet of vehicles in all sectors of the Russian economy, it is necessary:

development of state policy aimed at creating a rational structure of the truck fleet;

improvement of the depreciation policy aimed at ensuring the formation of own sources of financing for the renewal of vehicles;

development of a mechanism for the formation of the amount of net profit required to ensure a given coefficient of renewal of vehicles;

development of proposals for the use of alternative types of energy sources for vehicles;

expanding the practice of purchasing vehicles through credit and leasing.

In addition, it is necessary to form mechanisms for Russian car manufacturers to implement the requirements of the Agreement on the introduction of global technical rules for wheeled vehicles, items of equipment and parts that can be installed and / or used on wheeled vehicles (Geneva, 1998), and Agreements on the Adoption of Uniform Conditions for the Period of Technical Inspections of Wheeled Vehicles and on the Mutual Recognition of Such Inspections (Vienna, 1997).

In 2025 - 2035, the main directions of state regulation in the field of air transport will be:

completion of institutional transformations, formation of a regulatory and legal framework for the functioning of air transport, harmonized with international rules;

creation of a backbone transport infrastructure for air transport, as well as a flexible customs policy in terms of the justified removal of protective duties on foreign-made aviation equipment and spare parts for it;

ensuring the availability of transport services for the population by the state on the basis of organizing

support for socially significant air transportation in local and main traffic from the budgets of all levels;

launching a mechanism for self-development of the industry based on ensuring the prerequisites for achieving investment attractiveness of the urgently needed capital-intensive structural reforms related to the aircraft fleet and the airfield network.

The measures envisaged for implementation in these years are planned to be carried out within the framework of the federal target program "Development of the transport system of Russia (2025 - 2035)".

The state actively participates in the structural transformations of civil aviation by subsidizing socially significant mainline passenger traffic and part of socially significant passenger traffic in local traffic from the federal budget, preventing cases of unfair competition and strengthening control over the activities of natural monopolies in the field of air transport, as well as by implementing:

subprogram "Civil Aviation" of the federal target program "Development of the transport system of Russia (2025 - 2035)", including stimulating the reconstruction and construction of important infrastructure for air transport, primarily facilities that ensure the safety of the functioning of air transport, as well as the modernization and renewal of the transport fleet funds;

the state program for ensuring the safety of flights of civil aviation;

federal target program "Modernization of the Unified Air Traffic Management System of the Russian Federation (2025 - 2035)";

the federal target program "Improvement of the federal system of reconnaissance and control of the airspace of the Russian Federation (2025 - 2035)";

Federal Target Program "Global Navigation System".

In 2025 - 2035, government regulation measures will be aimed at ensuring sustainable development of civil aviation, including:

completion of a radical renewal of the fleet of Russian airlines;

reconstruction of facilities and re-equipment of the support airfield network;

introduction of new technologies of the transportation process;

creation of favorable conditions for attracting non-state capital for the construction and operation of air transport facilities;

market liberalization and reduction of the areas of tariff and price regulation;

reduction of the number of objects of ground infrastructure, which are in federal ownership, due to their involvement in civilian circulation;

provision of financing for the maintenance and operation of state-owned facilities that ensure the safe operation of air transport;

maximum reduction of the negative impact of air transport on the environment.

Federal executive authorities in the field of transport will take part:

in determining priority aircraft types for the industry, as well as in the implementation of federal support for programs for their development and production on a competitive basis;

to improve, on the basis of unified organizational and methodological principles, the control system for the conformity of manufactured and operated aircraft and equipment to the established requirements and to increase the effectiveness of such control.

In the near future, the State Program for the Safety of Civil Aviation Aircraft should be implemented, which, in accordance with the recommendations of the International Civil Aviation Organization on the implementation of a systematic approach to flight safety management, determines the priority goals and measures to improve flight safety.

With the state stimulation of the technical re-equipment of the fleet of vehicles based on modern Russian technology, carriers should not experience any restrictions in purchasing foreign vehicles of those standard sizes that are not produced in Russia.

State regulation of the activities of sea and inland water transport is aimed at protecting the interests of the state and society, provided that the economic independence of the enterprises of the industry is preserved. In the process of regulation, government bodies solve the following tasks:

accelerating the economic development of enterprises of sea and inland water transport and increasing their competitiveness in the world market of transport services;

improving the technical and organizational level of maritime and inland waterway transport based on the latest achievements of scientific and technological progress;

improvement of working conditions for sea and river vessels and workers of coastal enterprises of the industry;

increasing the level of safety of maritime and river transport activities, including the safety of navigation and navigation and environmental protection;

ensuring legal protection of Russian sea and river transport in the field of

international shipping.

Accelerating the economic development of enterprises in the industry and increasing their competitiveness is achieved through both direct investment and various indirect measures.

An example of direct investment is the participation of the state in the development and implementation of federal target programs.

Indirect measures include a large range of measures aimed at creating port special economic zones, organizing the effective operation of the

Russian International Register of Ships, conducting a balanced tax, customs, credit policy, as well as securing a part of the cargo base of sea transport for Russian carriers.

The regulatory framework as the basis for state regulation of transport activities should ensure effective interaction of transport enterprises, state protection of the rights of consumers of transport services, safety of the transport process and environmental protection.

Normative legal acts governing the activities of modes of transport are developed taking into account their harmonization with international legal documents.

The legal aspects of the regulation of transport activities are relevant at the level of regional and municipal government. The constituent entities of the Russian Federation should regulate the development of communication lines under their jurisdiction.

The legal framework must meet the new economic conditions, ensure that the interests of transport companies are aligned with the public interest, that the rights and obligations of transport companies are legally enshrined, as well as the status of public transport enterprises (public carriers).

This work should be carried out by amending regulatory legal acts, as well as by developing new acts providing for uniform approaches to regulating similar relations in the operation of various modes of transport.

The specifics of the transport industry should be properly reflected in documents of a general economic nature.

Increasing the investment attractiveness of the transport industry requires the development of a regulatory framework that regulates the use of various forms of public-private partnerships at the state, interstate and regional levels, within which issues are determined regarding the distribution of risks, the level of obligations of the public and private sectors, the duration of projects and the law. ownership of assets.

It is necessary to improve the regulatory and legal framework governing the development of the transport system, taking into account the requirements for ensuring the military security of the Russian Federation, including the use, monitoring and development of the transport system of the Russian Federation, including dual-use facilities, mobilization training and military transport obligations of transport enterprises, preparation and use in the interests of the country's defense of transport infrastructure facilities that are in other, except for the federal, forms of ownership, the creation of a new management system for military and special transportations on railway transport, amending the procedure for the development and approval of standards, technical conditions and design estimates for dual-use facilities, land reservation for measures to ensure the operation of transport in emergency and other situations.

In order to ensure the safety of transport infrastructure facilities and vehicles, it is necessary to regulate the process of equipping them or retrofitting them with modern engineering and technical means of ensuring transport safety (security), including within the framework of technical regulation and requirements for ensuring transport safety.

The priority directions of improving the regulatory legal regulation in railway transport should be aimed at implementing the target model of the railway transport services market.

The key direction of improving the state tariff regulation in the field of railway transportation is the creation of a differentiated system of state tariff regulation, adapted to the different conditions of the functioning of the markets of railway transport services.

In addition, the state tariff policy in the field of railway transportation should be based on the principle of maintaining a balance of interests of subjects of natural monopolies and users of their services and ensure, on the one hand, a decrease in the negative impact of price increases (tariffs) on products (services) of natural monopolies on the rate of economic growth. (taking into account the target parameters of inflation), and on the other hand, the establishment of tariffs (prices) that ensure the efficient operation (provision of services) of natural monopoly entities.

In general, the improvement of the state tariff policy should be carried out at the interdepartmental level, systematically and taking into account the current macroeconomic policy, which is associated with the need to develop measures of state support for individual sectors of the economy and the infrastructure complex of railway transport.

One of the priority areas for improving legal regulation in the road sector is the adoption or re-approval by the Government of the Russian Federation of the following regulatory legal acts necessary for state regulation of road activities in accordance with the Federal Law "On Roads and Road Activities in the Russian Federation and on Amendments into separate legislative acts of the Russian Federation ":

a list of federal highways for general use;

the procedure for the formation of the register of highways and the provision of information from the register;

list of highways of defense significance;

a number of normative legal acts in relation to roads of defense importance;

norms of land allotment for the placement of highways and (or) road service facilities;

regulatory legal acts on fees for connecting road service facilities to public highways of federal importance, on the procedure for establishing and

using right-of-way for federal highways, on the procedure for establishing and using roadside strips for federal highways;

the minimum requirements for servicing road users for the provision of public highways with road service facilities, as well as requirements for the list of minimum necessary services provided at such road service facilities;

the procedure for carrying out weight and dimensional control, including the procedure for organizing points of weight and dimensional control;

the procedure for establishing a permanent route for a vehicle carrying out the transportation of dangerous, heavy and (or) bulky goods;

the procedure for establishing a temporary restriction or termination of the movement of vehicles on motor roads;

the procedure for compensation for damage caused by vehicles transporting heavy cargo, and the procedure for determining the amount of such damage;

rules for the provision of services for organizing the passage of vehicles for paid federal highways of general use;

calculation methodology and maximum amount of vehicle fare;

the procedure for the classification of highways and their assignment to the categories of highways (first, second, third, fourth, fifth categories) depending on the transport performance and consumer properties of highways;

the composition of the sections of the design documentation for highways and the requirements for their maintenance;

the procedure for assessing the technical condition of highways.

In addition, the priority areas for improving legal regulation in the road sector are:

preparation of new documents of technical regulation - technical regulations, national standards, standards of organizations and acts of a recommendatory nature (industry road methodological documents). The created unified system of technical regulation of safety and quality of materials, products, structures and services in the road sector should correspond to the practice of countries with developed market economies in this area. It is envisaged to harmonize Russian standards in the field of road facilities with advanced international standards;

development and prompt implementation of new methodological documents that consolidate at the federal level the massive use of Russian technologies for road works, effective road building materials and modern road equipment;

improving the regulatory and technical base of the road sector in the field of design and survey work, including the development of new rules and regulations for the design of highways and artificial structures for the widespread use of progressive designs of road pavements and structures, new materials and technologies.

Priority areas for improving legal regulation in road transport include:

amendments to the Federal Law "On Licensing Certain Types of Activities" in the part concerning the rules for admitting carriers to the profession and the market of motor transport services;

amendments to the Code of Administrative Offenses of the Russian Federation in the part concerning the establishment and, if necessary, toughening of administrative liability for violations in the field of road transport;

development and adoption of technical regulations;

approval at the appropriate level of documents regulating the carriage of goods by road, the carriage of passengers and luggage by road and urban land electric transport;

development of a regulatory framework in the field of vehicle recycling.

Priority areas for improving the regulatory framework for air transport include:

amendments to the Federal Law "On Technical Regulation", taking into account international requirements in the field of civil aviation;

amendments to the Air Code of the Russian Federation in terms of the use of airspace by business and small aircraft, as well as improving airport activities;

development of administrative regulations for the execution of state functions by the federal executive body for the mandatory certification of civil aviation facilities and for the procedures for issuing certificates to aviation personnel;

harmonization of federal aviation rules with international standards in terms of the production and operation of aircraft and simulators, flight operations and their support, as well as maintaining the airworthiness of aircraft;

development of new rules or amendments to federal aviation rules governing the regulation of air transport in relation to flight safety;

development of federal aviation rules for the certification of types of ground radio engineering (radar, radio navigation, radio communication) facilities and complexes, as well as individual subsystems (components) of automated and non-automated air traffic control systems designed to support aircraft flights;

improvement of the regulatory and legal framework in the field of flight safety, toughening of liability for forgery and falsification of passports and forms of aviation products, certificates of aviation personnel whose activities are related to ensuring flight safety;

development of a regulatory act establishing the responsibility and procedure for interaction between

authorized bodies and stakeholders in the field of ensuring and maintaining the airworthiness of civil aviation equipment;

preparation of proposals for improving the airworthiness standards of aircraft and helicopters;

preparation of proposals for the extension until 2035 of the Target Comprehensive Program for maintaining the airworthiness of civil aviation aircraft until 2010;

development of an interdepartmental regulatory document defining the procedure for interaction between the operator and the developer of aviation equipment in terms of organizing authorized maintenance and repair centers;

determination and consolidation in regulatory legal acts of the mechanism for implementing the norms of the Air Code of the Russian Federation in terms of establishing the classification of airspace and the notification procedure for its use;

harmonization of the civil, tax and currency legislation of the Russian Federation in terms of air traffic management;

legislative establishment of criteria for airlines that can be classified as socially significant and transportation for which they are carried out using state support funds, as well as consolidating the basic mechanisms of the state support system for socially significant air transportation;

improvement of legislative norms governing the registration of property rights to state property, as well as the use of land plots by organizations of the air transport complex (including the improvement of legal regulation of the procedures for reserving and withdrawing land plots for federal needs);

development of forms of state regulation and control adequate to the purpose and conditions of operation of general aviation (non-commercial).

Improving the regulatory framework that establishes the legal and organizational framework for the functioning of the airports of the Russian Federation includes:

the procedure for establishing an economically acceptable level of rent for land plots that are state and (or) municipal property and occupied by airfields (airports);

classification of aerodromes and airports;

the procedure for activities at aerodromes and at airports of legal entities and individuals, providing for the possibility of transferring property of airports (aerodromes) to the ownership of the constituent entities of the Russian Federation and vesting the constituent entities of the Russian Federation with the appropriate powers to maintain and develop it;

a system of standards that an aerodrome, its activities and facilities must comply with, as well as the procedure for the phased introduction of relevant standards, taking into account international experience;

a system of conducting activities for the provision of refueling services at the airport, focused on the formation of the main income of refueling complexes at airports through the provision of services to airlines, and not through the resale of fuel;

development of mechanisms for the creation of alternative refueling complexes at major airports;

the procedure for the formation, approval, publication and publication of the timetable for the movement of aircraft, as well as the mechanism for coordinating slots.

It is envisaged to improve the regulatory framework in terms of:

development and harmonization of the Russian system of environmental regulatory requirements with the international system;

improving methods for assessing the level of harmful effects of air transport on the population and the environment near airports and during en-route flights;

establishing balanced environmental requirements governing the activities of air transport on the territory of the Russian Federation, developing a concept and a program for their gradual tightening;

development and improvement of mechanisms for state regulation of improving the environmental safety of air transport, including those that provide for the possibility of imposing restrictions on flights of aircraft that do not meet environmental requirements, and charging operators for excess aircraft impact on the environment, establishing criteria and standards for the introduction of operational restrictions on flights of aircraft that do not meet environmental requirements, as well as the determination of tariffs for additional airport charges for servicing such aircraft, the rules for their collection and further spending.

In order to improve the legislative support for the accelerated development of sea and inland water transport and overcome negative trends, it is advisable to adopt regulatory legal acts that ensure:

assignment of a part of the cargo base of sea transport to national carriers;

reducing the tax burden on the infrastructure and transport fleet of sea and inland waterway transport;

finalization and adoption of the federal law "On direct mixed (combined) transportation of goods";

amendments to the Law of the Russian Federation "On the organization of insurance business in the Russian Federation" in terms of possible risk insurance on the territory of the Russian Federation;

improving the safety of navigation and shipping;

protection of the environment from pollution from ships, including through state port control procedures and administrative measures, including stricter requirements for safety and environmental protection from entry into ports of the Russian Federation by old and environmentally unsafe foreign ships.

Improving legal regulation in maritime transport includes:

development and adoption of regulatory legal acts in the field of transport use of the Northern Sea Route;

further harmonization of the provisions of Russian legislation with provisions of international maritime treaties and conventions to which the Russian Federation participates.

Integration of the inland waterways of the Russian Federation into the system of international transport communications will become a strategic direction for the development of international transport by inland waterway transport. The most important task in this area is the creation of a regulatory framework for the organization of transportation along international transport corridors in the context of the opening of the country's inland waterways for ships under foreign flags.

The main directions of improving the regulatory framework for industrial railway transport are:

creation of equal conditions for land use and taxation for public and non-public railway transport organizations;

improvement of the system of state regulation of tariffs for works and services rendered by organizations of industrial railway transport;

formation of a regulatory framework that defines the requirements in the field of technical and environmental safety and labor protection in industrial transport;

determination of the legal status of subjects of industrial transport and the procedure for their use of vehicles and equipment;

ensuring equal access for all interested parties to industrial transport services;

application of economic measures to stimulate investment in mobile composition, modernization and development of industrial transport infrastructure;

taking into account the peculiarities of the functioning of industrial transport in the development of tariffs for public railway transport organizations and technical regulations;

creation of conditions that prevent discrimination and violations of the antimonopoly legislation of the Russian Federation in relation to counterparties technologically related to the railway lines of industrial transport;

stimulating the creation of voluntary certification systems for industrial transport;

improvement of the legal and economic foundations for the interaction of industrial transport organizations with serviced industries;

coordination of programs and projects for the technical modernization of public railway transport and industrial transport;

coordination of efforts of federal executive authorities and executive authorities of the constituent entities of the Russian Federation, representatives of business and public organizations in solving the problems of developing industrial railway transport;

restoration of the system of statistical monitoring of the work of industrial transport.

The main directions of improving the legislative and regulatory framework governing the functioning of the transport system of the Russian Federation in terms of the development of dual-use facilities are:

amendments to the procedure for the development and implementation of federal target programs and interstate target programs, in the implementation of which the Russian Federation participates, and into federal target programs on security, defense and other special functions assigned to the state;

amendments to the Federal Laws "On Defense" and "On Mobilization Preparation and Mobilization in the Russian Federation" related to a reduction in the share of the public sector in the field of transport;

development of proposals for the preparation of regulatory legal acts that allow in practice to implement the provisions of federal laws regulating the procedure for operational equipment of the territory for defense purposes, except for the objects of the Unified Air Traffic Management System of the Russian Federation, the procedure for solving mobilization tasks and tasks of military transport duty, as well as the planning and design procedure , design, construction, operation and use of dual-purpose facilities;

development of standards and regulations for the operation and (or) use of dual-use facilities at all stages of the life cycle of facilities, in order to make decisions on the transfer of dual-use facilities, which are under the jurisdiction of the Ministry of Transport of the Russian Federation or the Ministry of Defense of the Russian Federation, for concession, long-term lease and (or) under the jurisdiction of other authorities, and (or) for privatization;

development of proposals for the Ministry of Economic Development of the Russian Federation to include measures related to the technical cover of the transport network of the Russian Federation in the mobilization plan of the economy of the Russian Federation.

The main tasks in the field of creating an effective management system for the implementation of the Transport Strategy are:

mutual coordination of the strategies of the constituent entities of the Russian Federation with the Transport strategy;

linking the Transport Strategy with resource-supplying industries;

development and adoption of an effective organizational model for the implementation of the Transport Strategy;

development of the transport control and supervision system;

development of a system of statistical accounting in transport;

creation of a monitoring system for the implementation of federal target programs and strategies;

creation and development of an information and analytical management system for the implementation of the Transport Strategy;

creation of a strategic planning system based on the transport and economic balance;

creation and development of an automated information and analytical system for managing the transport complex.

An important tool for managing the implementation of the Transport Strategy is its linking with the constituent entities of the Russian Federation. The main mechanism for the implementation of the Transport Strategy are federal target programs for the development of transport, regional programs for socio-economic development, as well as regional and municipal programs for the development of transport. Effective management of the implementation of the Transport Strategy presupposes the mutual coordination of these programs at the stage of their formation. The result should be a general strategic plan for the development of the transport system, providing for the implementation of activities of various programs within the framework of the Transport Strategy.

At the same time, it is important to link the implementation of program activities with territorial planning schemes for regions, oblasts and cities.

The formation of a system of interrelated measures also presupposes the division of interests and responsibilities between the Russian Federation, regions and municipalities, as well as between the state and organizations.

The transport industry forms a systemic order for a number of industries, which, on the one hand, receive an incentive for development, and on the other hand, become dependent on the rhythm of the implementation of the Transport strategy. It is necessary to work out an agreed sequence for the development of all industries involved in the implementation of the Transport Strategy.

It is necessary to develop a program for the development of Russian production of materials, machinery and equipment for the transport system of the Russian Federation, which provides for measures for state support of their manufacturers through preferential leasing of the necessary equipment and allows for the creation of production of new materials with the involvement of public investment.

An effective organizational model for managing the implementation of the Transport Strategy should be developed and adopted, which will include a set of administrative and economic methods to motivate the achievement of goals. The creation of this model will require complex systemic research and development.

Within the framework of the organizational model for managing the implementation of the Transport Strategy, appropriate regulatory and methodological support should be formed.

It is advisable to improve the management system for the implementation of the Transport Strategy in the following areas:

attraction of extra-budgetary funds along with state funding to solve problems related to the implementation of the Transport Strategy;

the use of modern financial instruments and the provision of greater flexibility in choosing schemes for the implementation of investment projects;

implementation of long-term contracts;

establishing a feedback mechanism to assess the extent to which user needs are being met;

optimization of resource allocation by type of work performed;

improvement of tender procedures and a flexible pricing policy;

the use of mechanisms to stimulate the development of enterprises in the transport industry and the development of new materials and technologies;

attraction of highly qualified specialists in the field of finance, management and personnel motivation;

improving the efficiency and efficiency of management decision-making.

It is necessary to form an effective system of economic management of objects and property that remain in state ownership, and to resolve issues related to the improvement of the territorial level of transport and transport activities management, the creation of territorial governing bodies and the delineation of powers between them and the federal transport governing bodies with the gradual transfer of a significant part of the governing functions. to the regional level.

The innovative nature of the Transport Strategy determines the need to include special mechanisms and management tools for innovative development in the organizational model of managing its implementation. These mechanisms will ensure the creation of technical, financial, regulatory and organizational conditions for the innovative renewal of the industry in all areas of activity. One of such mechanisms is the creation of a network of innovation and implementation centers that would solve the problems associated with the collection and systematization of information on innovations in transport with their expertise, certification and implementation of the best innovative solutions in the development of the transport system.

The development of the system of control and supervision in transport presupposes, in addition to the implementation of the functions of the relevant service, the solution of functional tasks related to the new goals and objectives of the Transport Strategy.

These include the tasks of supervision and control over the quality of transport services, the quality of implementation of the Transport Strategy measures, the efficiency of the transport system, the operation of paid service systems, the safety and environmental friendliness of the transport system.

The mechanism of strengthening state control and supervision in the field of road transport is of great importance, taking into account the delineation of powers of various control and supervisory bodies to ensure that all subjects of the road transport services market comply with the requirements of regulatory legal acts.

The creation of a developed system of statistical accounting in transport is a prerequisite for effective management of the implementation of the Transport Strategy. The coordinated development of all elements of the transport infrastructure requires a comprehensive analysis of statistics and forecasting the needs of sectors of the economy and the population in transport services. For this, first of all, it is necessary to create a statistical accounting system, which should include monitoring the parameters that are essential for assessing the indicators and indicators of the Transport Strategy. The creation of such a system will make it possible to organize effective feedback. The statistical accounting system should ensure the development and monitoring of the transport and economic balance, as well as forecasting changes in the cargo base and traffic flows. On this basis, estimates can be formed that are necessary for making operational decisions on various options for the development of the transport system. The means of forming such assessments should become the basis for creating a strategic planning system based on the transport and economic balance and mathematical modeling.

The planning system should provide for the creation of a system of long-term contracts focused on achieving regulatory indicators of the transport operational state of transport infrastructure facilities, as well as a system for long-term planning of road activities.

In the field of road facilities, during the period of the Transport Strategy, the development of the main network of federal highways should be completed and a gradual transition to the priority development of regional and local roads, which make up the dominant part of the network of public highways of the Russian Federation, should be carried out. Thus, one of the most important organizational tasks is the extension of long-term program-target planning to the regional and local levels of government. The system of target indicators and indicators of the transport and operational state of roads and the development of the road network should be implemented at all levels of road management.

Measures to improve the efficiency of road planning include 4 main blocks:

development of a system of long-term program-target planning, focused on achieving target indicators of the transport and operational state of highways and indicators of the development of the road network;

introduction of an innovative planning method based on the variant design of the road life cycle into the system of target-oriented road planning;

introduction of a system of long-term contracts aimed at achieving regulatory indicators of the transport and operational state of highways;

improvement of monitoring of the technical and transport-operational state of the road network, primarily at the regional and local levels of government.

The creation of a monitoring system for the implementation of federal target programs and projects involves the introduction of principles and modern means of project management. It is necessary to create a vertically integrated system of scheduling, accounting, control and management of the system of projects and programs that ensure the implementation of the Transport Strategy, the ability of the upper level of management to control the integral indicators of the implementation of projects and programs in real time with detailing of specific objects.

The next step to improve management efficiency is the creation and development of an information and analytical management system for the implementation of the Transport Strategy. This system should ensure the construction of analytical information in various forms on indicators and indicators, as well as transport development programs, both in territorial and in time sections, broken down by objects, nodes, directions and corridors with their characteristics.

Information and analytical support of all the specified management functions should be provided by a unified automated information and analytical system for managing the transport complex. In the context of the increasing complexity of the tasks facing the industry, improving management efficiency requires the use of modern information and telecommunication technologies, and increasing the controllability and controllability of transport development requires a fundamental improvement in information support and raising the level of automation of management tasks, primarily to the level of control bodies of the transport complex. A unified automated information and analytical system for managing the transport complex should ensure an increase in the completeness and quality of analysis of the effectiveness of the development of transport infrastructure, control over the development of the market for transport services and their quality, over the development of export of transport services and the implementation of transit potential, as well as improving the efficiency of program and project management, reducing the costs of interaction between the management bodies of the transport complex with organizations whose activities are

related to transport, to ensure monitoring of the safety and stability of the transport system and management in emergency and crisis situations.

The transport strategy is innovative in nature. In this regard, its implementation requires an outstripping intensive innovative development of the scientific, technical and technological base on the basis of advanced world achievements and breakthrough technologies.

Scientific support of the Transport Strategy should be aimed at the implementation of its main goals and objectives and cover all key areas of development of the transport complex. In this regard, the scientific support of the Transport strategy is presented in the form of 3 blocks of scientific subprograms corresponding to 3 blocks of subprograms for the implementation of the Transport strategy, including:

a block of scientific support for subprograms aimed at achieving general economic, general social and public transport, the main strategic targets of the Transport Strategy, including subprograms of an integrated nature and aimed at implementing several goals and mechanisms;

a block of scientific support for subprograms aimed at putting into operation the main mechanisms for the implementation of the Transport Strategy, including the development of scientific support for the transport complex;

a block of scientific support for subprograms aimed at achieving strategic targets of the Transport Strategy for certain modes of transport.

Scientific support for the implementation of the Transport Strategy provides for research and development work on the development of the transport complex, the implementation of experimental pilot projects that ensure the development of methods, mechanisms of regulatory, technical, technological and information support for scientific work, as well as the implementation of work on scientific support embedded results.

Each scientific subprogram included in the corresponding block is either aimed at achieving a certain strategic goal or a certain mechanism for implementing the Transport Strategy, or is complex, aimed at implementing a group of goals and mechanisms.

When implementing the subprograms, scientific, methodological and informational and technological support for the implementation of the Transport Strategy measures should be provided in accordance with the Decree of the Government of the Russian Federation of December 25, 2007 N 931 "On some measures to ensure information interaction between state bodies and local governments in the provision of public services citizens and organizations ", by the order of the Government of the Russian Federation of May 6, 2008 N 632-r, which approved the Concept for the formation of electronic government in the Russian Federation until 2035, other legislative and regulatory documents regulating interaction with government bodies and other departments, as well as with the requirements for software, information, telecommunications, navigation and scientific and methodological support for the implementation of the Transport Strategy.

The block of scientific support of subprograms aimed at achieving general economic, general social and public transport main strategic targets of the Transport Strategy, including subprograms of an integrated nature and aimed at implementing several goals and mechanisms, includes scientific developments on all 6 goals of the Transport Strategy ...

Scientific support for the formation of a single transport space in Russia based on the balanced development of an efficient transport infrastructure will be carried out in the following areas:

development of technical, infrastructural and regulatory principles and models for the integration of transport communications of the country based on the differentiated development of communication routes of all types of transport and combining them into a single balanced system that provides the necessary throughput, volume and quality of transport services;

development of technological and regulatory principles and models for integrating the goods transport technological infrastructure of all types of transport and cargo owners into a single system that ensures the required volume and quality of transport services;

development of scientifically substantiated requirements for increasing the capacity and speed parameters of transport infrastructure to the level of the best world indicators, as well as scientific substantiation of the creation of reserves of network capacity in various directions;

development of projects for the integrated development of transport hubs, approaches to them and transport corridors in the main directions of transportation, the creation of an integrated system of logistics parks in the country as the basis for the formation of a modern distribution network;

development of scientific foundations for building a unified transport system of the country in a market economy, including the analysis and classification of technical, technological, economic and legal inconsistencies in interacting modes of transport, as well as losses at the junctions of interacting modes of transport and the reasons that cause them;

development of scientific foundations for the coordinated development of the infrastructure of interacting modes of transport, the construction of coordinated technologies for interacting modes of transport (by type of interaction), as well as end-to-end management of freight flows, in the passage and

processing of which several modes of transport are involved;

development of a methodology for building a unified transport network;

development of principles and methodological approaches to harmonize state priorities and economic interests of private participants to build a harmonious transport process within a single transport system;

development of scientific foundations of transport development of new territories (developing regions), including the creation of a theoretical model for building an effective transport network of the "arteries - veins - capillaries" type, adaptation of the theoretical model to the conditions of specific developing regions and the development of methodological foundations for building an effective transport network in industrial development areas;

carrying out an imitation examination of investment projects for the development of transport infrastructure (especially projects for the development of large transport hubs), including the development of a methodology for conducting an imitation examination, the creation of simulation systems that allow simulating systems of various types of transport, the development of detailed models of projected transport systems, the development of dynamic simulation models of transport flows to assess the effectiveness of options for the development of transport infrastructure, a comprehensive study on the models of the functioning of the projected transport facilities with the issuance of their real capacity, bottlenecks and performance indicators, as well as the development of proposals for adjusting projects based on simulation expertise;

development of navigation systems and systems for telematic monitoring of traffic flows, traffic control systems and intelligent transport systems;

research, adaptation and development of innovative technologies for the construction and reconstruction of transport infrastructure;

development and creation of effective systems for monitoring the condition and managing the maintenance of transport infrastructure objects;

development and creation of a unified information environment for the technological interaction of various types of transport and participants in the transport process.

Scientific support for the development of the availability, volume and competitiveness of transport services according to quality criteria for cargo owners at the level of the needs of intensive and innovative development of the country's economy will be carried out in the following areas:

development, monitoring, analysis and development of a transport services market model for the needs of all sectors of the economy, including the quality parameters of transport services, the structure of quality standards for various categories of goods and sectors of the economy, requirements for the regulatory framework of the transport services market, economic characteristics of the market model, means quality control and technological models for ensuring the quality of transport services;

research, development and experimental testing of highly efficient transport technologies that provide quality criteria for the entire range of transport services and increase the productivity of the transport system;

development of methodological foundations, regulations and automated information systems for statistical accounting in transport, including the creation of a statistical data bank that ensures the development and monitoring of the transport and economic balance;

development, scientific support and monitoring of the transport and economic balance;

development of methods and mechanisms for motivating the structural modernization of transport systems in order to ensure the quality of transport services and the creation of competitive transport companies;

development of methods and tools for monitoring and controlling the quality of transport services provided, as well as methods and mechanisms for improving the quality of transport services, including selective statistical monitoring of the fulfillment of contractual obligations for the quality of transport services, as well as monitoring the effectiveness of sanctions for violations of contractual obligations;

development of methods and tools for monitoring the time of movement of goods in transit, as well as the time of processing consignments of goods in the terminal network, including in seaports and checkpoints across the state border of the Russian Federation;

development of scientifically grounded methods and tools for monitoring the level of development of logistics technologies, providing them with a production and technical base and developing a system of related services;

development and improvement of container transportation technologies, as well as a comparative analysis of various technologies for regional and interregional transportation, transportation for small and medium-sized businesses and scientific justification for the choice of the best technologies;

the development of a fundamentally new, adaptive technology for the operation of transport, corresponding to the high dynamics of the market economy, including the analysis of the compliance of the existing technology with the new requirements of the market economy - ensuring dynamic economic relations with reliable and efficient transport links, the development of economic foundations, criteria and indicators of the operation of various types of transport, corresponding a new main task, the development of scientific foundations for flexible

forms of organizing the work of transport (for railway transport - a variant formation plan, a flexible schedule of train movements, variant technological processes), as well as the development of a methodology for the delivery of goods to seaports, border crossings and large enterprises, consistent with the regime their work;

development of scientifically grounded methods and means of monitoring the existing structure of the freight rolling stock fleet and meeting the needs for rolling stock in order to achieve the specified criteria for the volume and quality of transport services;

development and experimental development of effective information and telecommunication technologies and navigation services to meet the needs of the market for competitive transport services.

Scientific support for the development of the availability and quality of transport services for the population will be carried out in the following main areas:

development and scientific substantiation of minimum social transport standards to ensure the possibility of movement of all segments of the population throughout the country, development and scientific support of the program for the implementation of minimum social transport standards on a progressive scale, taking into account the gradual improvement of the conditions of transport services for the population, including in the development of urban and suburban passenger transport, as well as regions of the Far North and equivalent territories;

development and scientific substantiation of the parameters of market regulation in terms of admission to commercial activities in the field of passenger transportation;

research and scientific substantiation of the structure of the ratio of public and private passenger transport in the model of the transport services market that ensures minimum social transport standards, development of mechanisms for ensuring the implementation of these standards on the basis of social investment government contracts at the federal, regional and municipal levels;

research and development in the field of development of production and equipping of passenger rolling stock fleets, comparable in technical and economic parameters with the world level, determination of the need for fleets, the possibility of producing appropriate rolling stock and implementation of minimum social transport standards on its basis;

research and development in the field of development of systems that provide high-speed and high-speed passenger transportation.

Scientific support for the development of Russia's integration into the world transport space and the implementation of the country's transit potential will be carried out in the following main areas:

development and scientific substantiation of regulatory and other state regulation methods that facilitate an increase in the share of participation of Russian transport organizations in the transportation of domestic export and import cargo, as well as cargo between third countries;

developing and scientifically substantiating technological and regulatory models for Russia's integration into a single international transport space, developing participation in the system of international agreements and conventions in the field of transport, as well as expanding cooperation in international transport organizations and with Russia's trading partners;

development of methods and means for monitoring technical and technological parameters of international transport corridors and development and scientific substantiation of the development of these parameters, ensuring the competitiveness of international transport corridors at the level of world analogues;

development and scientific substantiation of mechanisms to motivate the creation of national and international transport companies that are competitive with world companies, as well as expanding the participation of the Russian transport business in large international transport projects.

Scientific support for increasing the level of safety of the transport system will be carried out in the following main areas:

research and development in the field of development of means, technologies and systems for ensuring the safety of traffic, flights and navigation;

development of technological models for increasing the efficiency of specialized emergency rescue services in cooperation with the Ministry of the Russian Federation for Civil Defense, Emergencies and Elimination of the Consequences of Natural Disasters in order to achieve a level that meets international and national requirements;

research and development in the field of ensuring transport security of transport infrastructure objects and vehicles from acts of unlawful interference;

research and development in the field of increasing the mobilization readiness of the transport complex;

research and development in the field of improving the safety of transportation of goods requiring special conditions;

development and scientific substantiation of the parameters of the system of regulation of professional admission to transport activities;

scientific and technical support for the development of means and systems of supervision in the field of transport;

development of methods and means of monitoring the level of professional training of transport complex specialists from the point of view

of ensuring the safety and stability of the transport system.

Scientific support for reducing the harmful effects of transport on the environment will be carried out in the following areas:

research and development in the field of reducing the harmful effects of transport on human health by reducing the volume of impacts, emissions and discharges, as well as the amount of waste in all modes of transport, including issues of professional training of personnel and rationalization of routes;

development and scientific substantiation of technological and regulatory models of motivation for the transition of vehicles to environmentally friendly fuels;

selection and scientific substantiation of indicators and criteria for assessing the environmental friendliness of transport, taking into account the level of costs and the development of recommendations for their optimization;

research and development in the field of reducing the energy intensity of transport and achieving the level of indicators of advanced countries.

Scientific support for improving the regulatory framework and methods of state regulation of the development of the transport system, ensuring the achievement of goals and indicators of the Transport Strategy, will be carried out in the following main areas:

development and scientific substantiation of the regulatory framework and methods of state regulation of the competitive market of transport services in the field of cargo transportation (including the substantiation of the parameters of admission to commercial transport activities);

research and development of methods and mechanisms for state monitoring of specific aggregate transport costs in the cost of national goods and stimulating their reduction;

development and scientific substantiation of the legal framework and methods of state regulation to ensure a guaranteed level of accessibility and quality of transport services for the population in accordance with minimum social standards (including justification of the parameters of admission to commercial transport activities in the field of passenger transportation);

research and development of the legal framework and methods of state regulation aimed at increasing the investment attractiveness of the transport industry, including improving the legal, economic and financial mechanisms of public-private partnership;

development and scientific substantiation of the legal framework and methods of state regulation to ensure the integration of Russia into the world transport space and the implementation of the country's transit potential;

development and scientific substantiation of the legal framework and methods of state regulation to ensure the safety and stability of the transport system, including admission to professional activity;

development and scientific substantiation of the regulatory framework in the field of regulation of the harmful effects of transport on the environment and human health;

research and development in the field of Russian and international harmonization of the regulatory framework of the transport system and the creation of a unified transport code.

Scientific support for the creation of an effective management system for the implementation of the strategy and the development of the transport complex will be carried out in the following main areas:

development and scientific support of a strategic planning system for the development of the transport industry based on mathematical models and transport and economic balance;

development and scientific substantiation of an effective organizational model for managing the implementation of the strategy;

development of methodological foundations and regulations for the coordination of the Transport strategy with the constituent entities of the Russian Federation and its coordination with regional transport strategies and programs, with schemes for territorial planning of regions, regions and cities;

development of methodological foundations and regulations for the coordination of the Transport Strategy with resource-providing industries;

development, scientific support and development of an automated information and analytical system for the management of the transport complex and other analytical and control systems of the transport complex, including the creation of classes of automated analytical systems for various types of transport and the transport complex in general, as well as the development of methodological foundations for the use of analytical systems in transport, development of a methodology for automated control of flows and processes in transport, creation of new and adaptation to new tasks of transport of existing automated control systems (decision support systems) and adaptation of transport technological processes to the use of automated control systems;

research and development in the field of development of systems for monitoring and assessing the state of the transport complex, control and supervision systems in transport;

research and development of analytical systems and mathematical models that support decision-making on the regulation of the functioning and management of the development of the transport complex;

development, scientific support and development of an automated monitoring and project

management system for the implementation of federal target programs and strategies, creation and development of an information and analytical management system for the implementation of the Transport Strategy.

The development of scientific support for the transport complex will be carried out in the following main areas:

organization and implementation of works on scientific and methodological support of the transport complex;

creation of a scientific base (infrastructure) for scientific support of the transport complex;

training and attracting personnel for scientific research in the transport sector, development and implementation of innovative transport technologies (primarily through the development of the transport scientific and educational complex);

assistance to the development of scientific schools of the transport complex.

Scientific support for the training and development of labor resources of the transport complex will be carried out in the following main areas:

development and scientific substantiation of methodological foundations and mechanisms of state regulation in the field of staffing of modes of transport, aimed at training, attracting and retaining qualified personnel in the transport industry, as well as scientific research and development in the field of creating competitive conditions for attracting and retaining personnel in the transport industry;

development and scientific substantiation of the methodological foundations for the provision of transport with professionally trained workers of mass professions, specialists and managers focused on long-term labor relations and the development of a professional career;

development and scientific substantiation of the methodological foundations of training managers of a wide profile and the development of a high level of competence among personnel of all types of transport to work in a unified transport system, active interaction of modes of transport, logistics complexes, unified technological chains and high quality standards;

research and development in the field of creating corporate personnel management systems focused on motivated and effective work of employees, improving the quality and productivity of labor, as well as stimulating the active participation of personnel in the technical modernization and innovative development of transport;

scientific research and development in the field of creating the image of transport professions.

Experimental pilot projects are aimed at working out mechanisms, methods, regulatory, technical, technological, informational and personnel support for achieving the goals and solving problems of the Transport Strategy. Until 2015, it is necessary to implement a number of pilot projects aimed at developing and implementing highly efficient logistics technologies. Such projects are an important part of the development of a competitive market for transport services and a catalyst for the development of highly efficient freight transport logistics technologies in Russia.

The following projects are envisaged at the federal, regional and municipal levels:

creation of a federal research and development center for complex transport projects and a network of regional research and development centers;

development of transport corridors;

organization of interregional motor transport conveyors;

development of transport corridors and road transport conveyors at the regional level;

rationalization of the movement of commodity masses at the municipal level;

development of transport and logistics systems at the junctions between modes of transport;

containerization of the transport system for intraregional and interregional transport flows.

The creation of a federal research and development center for complex transport projects and a network of regional research and development centers is the main project of state protection in the creation of transport and logistics systems in order to optimize the provision of commodity flows. The system of centers should provide:

development and monitoring of regional transport balances and, on their basis, the federal transport and economic balance;

strategic research, forecasting and integrated modeling of commodity flows and their provision with transport resources;

development of projects for highly efficient competitive logistics technologies, as well as technological infrastructure to ensure the logistics of commodity flows, including in interregional and international traffic;

jointly with the administrations of regions and municipalities, the development and implementation of pilot projects and ensuring the replication of their results.

The development of transport corridors provides for:

development of a classification of transport corridors throughout the territory of the Russian Federation, including international ones;

development of technical, technological and information standards for each type of transport operating in this corridor, meeting the high technical requirements of transport corridors, service and technological infrastructure, ensuring the use of highly efficient transport and passenger transport logistics technologies;

creation of competitive conditions for safety, speed and time of movement of goods and passengers, as well as their service.

This project is supposed to be implemented on the territory of the Russian Federation within the boundaries of the North-South international transport corridor.

The organization of interregional motor transport conveyors provides for:

motivation for the creation of national or interregional freight forwarding and transport companies for the implementation of road transport conveyors;

development and development of a methodological, regulatory and legal framework to ensure the availability, volume and competitiveness of transport services according to quality criteria for cargo owners at the level of the needs of the innovative development of the country's economy;

creation of transport and logistics infrastructure, including terminals for logistics parks of various types on the principles of public-private partnership.

This project should ensure an increase in the commercial speed of goods in interregional traffic up to 1000 - 1500 km per day with guaranteed rhythm, productivity of road transport systems by 3 - 4 times and, accordingly, profitability, as well as a proportional reduction in the costs of cargo owners for crediting goods in transit and at the warehouse.

At the regional level, the project is supposed to be implemented through regional research and development centers in conjunction with the federal research and development center based on its methods.

The development of transport corridors and road transport conveyors at the regional level presupposes the formation of rational routes for both modal and multimodal transport for each distribution chain of goods.

The project should reduce the costs of cargo owners for lending goods in transit by increasing the commercial speed of consignments from the sender to the consumer by 2 - 3 times and the speed of cargo handling at terminals, increasing the productivity and profitability of road transport systems by 2 - 3 times by organizing the delivery of goods on circular routes, providing an increase in the mileage with a load and the utilization of the carrying capacity by 2 - 2.5 times and the use of rolling stock up to 20 hours a day.

Rationalization of the movement of commodity masses at the municipal level provides for the choice of the shortest route, subject to the maximum possible load and run with cargo, and the use of circular and pendulum routes and technologies for transferring from board to board vehicles. Such rationalization should be carried out by regional research and development centers together with the federal research and development center.

The project should ensure an increase in the utilization factor of the carrying capacity and the utilization factor of the mileage at least 2 times, as well as an increase in the productivity of motor transport systems up to 4 times and a proportional reduction in the costs of commodity producers.

The development of transport and logistics systems at the junctions between modes of transport should ensure the optimization of goods movement.

In railway transport, an experimental project is envisaged for the introduction of freight transport technologies for the delivery of goods from the sender to the consumer in a multimodal version that meets the best world analogues. The goal of the project is to provide the possibility of providing on the territory of the country at all railway stations delivery to any cargo owner from the sender to the consumer of any consignment of cargo, which is carried out in a multi-modal version.

The project should ensure a 2.5-fold reduction in transport costs for freight owners, a 4-fold reduction in the idle time of wagons under cargo operations, a 10-fold loss and damage to cargo, a 2.5-fold reduction in the cost of cargo handling, and a 2-fold increase in the productivity of vehicles and workers. and a corresponding increase in the cost-effectiveness of road transport systems.

In inland waterway transport, in order to be in demand on the market, it is necessary to guarantee the cargo owners the predictability, rhythm and reliability of the functioning of the commodity flows provided by river transport. It is supposed to work out the mechanisms:

motivating the creation of joint-stock forwarding and transportation companies for basin and inter-basin mainline transportation, capable of guaranteeing, together with road and rail transport, the delivery of goods of any consignment on time from the sender to the consumer;

creation of holdings that unite ports into a terminal - transport network, coordinated by a single information and dispatch system.

The project should ensure an increase in river transport by 10 - 12 percent of the volume of all freight traffic (the level of the European Union countries), compensation due to the river fleet for the increase in seasonal traffic volumes in the spring-summer-autumn period, a decrease in the need for carrying and carrying capacity of road and rail transport and a corresponding reduction in the need to create seasonal reserve capacities, as well as a decrease in injuries and environmental burden on the environment.

The pilot project is recommended to be carried out in the Volga basin as one of the highways of the international transport corridor "North - South".

Containerization of the transport system for intra-regional and inter-regional transport flows is carried out to meet the internal needs of production

and trade based on the use of containers of various types and provides for:

determination on the basis of the transport balance of the type and volume of needs of the container fleet for industrial hubs of regional and interregional commodity flows;

development of regulatory and methodological documents to ensure the functioning of the container system at the federal and regional levels;

development of mechanisms to motivate the production and repair of a container fleet of the required type in the required volumes;

formation of basic requirements for specialized structures for leasing or leasing containers;

development of requirements for technical and technological conditions of nodal distribution container terminals and container terminals of cargo owners.

The project should ensure an increase in the productivity of transport systems up to 5 times and a corresponding reduction in the cost of goods cost.

Investment in pilot projects is expected on a one-off basis at the expense of federal funds, as well as on the basis of public-private partnerships and combined partnerships at the federal, regional and municipal levels.

Upon achievement of the objectives of the pilot project, the possibility of selling shares on the market is expected.

The development of scientific support of the Transport Strategy by modes of transport presupposes the outstripping innovative development of their scientific, technical and technological base on the basis of advanced world achievements and breakthrough technologies.

Scientific research in the field of railway transport, the implementation of which, among other sources, provides for financing from the funds of the scientific and technical development plan of the open joint-stock company "Russian Railways", provide for:

promising areas of scientific and technical development of railway transport in the Russian Federation, including the development of a set of technical regulations containing requirements for ensuring safety and environmental protection for objects of technical regulation in railway transport, the development of a regulatory and methodological base for calculating the parameters of operational readiness, strength, safety, resource and risk, development of new technical requirements for serially supplied products and a regulatory framework for interaction with suppliers based on the principles of quality management;

provision of infrastructure development;

development of a train traffic control and safety system;

creation of a maintenance system for high-speed and high-speed infrastructure and rolling stock;

introduction of transport logistics;

organization of production of new generation rolling stock.

Areas, the implementation of which provides for preferential financing at the expense of the investment program of the open joint stock company "Russian Railways", include:

provision of infrastructure development;

development of a train traffic control and safety system;

commissioning of high-speed electric trains and infrastructure for speeds up to 250 km / h and up to 350 km / h;

introduction of transport logistics.

Areas, the implementation of which provides for preferential financing from the funds of railway equipment manufacturers, include:

promising areas of scientific and technical development of railway transport in the Russian Federation, including the development of new types and samples of rolling stock and infrastructure elements that ensure an increase in the reliability and safety of operation and meet the requirements of international agreements to which the Russian Federation has joined; development of fundamentally new comprehensive systems for diagnostics and monitoring of infrastructure and rolling stock, as well as the use of high-precision systems for modeling infrastructure elements and rolling stock;

provision of infrastructure development;

development of a train traffic control and safety system, which provide for the creation of an "intelligent" train with a built-in system of automatic guidance and self-diagnostics;

target parameters for the implementation of transport logistics, which provide for the introduction of a positioning system and automated control of the safety of goods along the route;

organization of production of new generation passenger and freight rolling stock with increased axle loads, with a decrease in the tare weight of a freight car, with the use of an asynchronous traction drive, a reduction in the specific fuel and electricity consumption for train traction and other progressive technical characteristics, including the suitability for servicing disabled passengers ...

Areas, the implementation of which provides for preferential financing from the federal budget, include:

promising areas of scientific and technical development of railway transport in the Russian Federation, including the creation of a system for the formation and control of regulatory requirements for vehicles and equipment that are developed, produced in the Russian Federation or imported into the Russian Federation, the development and application of the metric system of measures, as well as development and implementation of a set of special standards (normative base of voluntary certification systems) for

objects of the transport industry that are not subject to the main technical regulations;

production of new generation rolling stock.

The directions, the implementation of which provides for mixed financing at the expense of the funds of the open joint stock company "Russian Railways", manufacturers of railway equipment and the federal budget, include:

organization of high-speed traffic in designated directions with speeds of up to 300 - 350 km / h and the development of domestic production of the main elements of infrastructure and rolling stock;

organization of mixed suburban-urban passenger traffic in large transport hubs.

The main directions of development of scientific support in the road sector are:

exploratory and fundamental research to improve the design of highways and the theory of design of road networks, the development of methods of mathematical modeling in the design of highways, improvement of methods for increasing the reliability and durability of road structures and artificial structures, improvement of the operation of highways, including methods for predicting the service life of road and bridge structures , and methods of designing the life cycle of roads and artificial structures, as well as economics and planning of activities in the road sector, primarily methods of long-term and medium-term planning of activities in the road sector based on cost optimization during the life cycle of the road and the creation of fundamentally new materials, structures and technologies for road works, competitive in the world market;

applied scientific research within the framework of long-term and medium-term programs, formed taking into account the results of fundamental research, to improve road structures and work technologies that ensure an increase in the time between repairs of roads and road structures, the development of energy-saving and resource-saving technologies, an improvement in the quality of road building materials, first of all, bitumen-containing binders and asphalt concrete, in order to increase the durability of road surfaces, as well as improve methods for monitoring technical parameters and transport and operational state of highways, methods for automating the collection and processing of road data for use in computer-aided design of roads and artificial structures and for planning and road management;

improvement of indicators of the transport and operational state of highways and road safety;

development of methods and computer programs for automated planning of road activities based on variant mathematical modeling of indicators of the transport operational state of the road and the road network as a whole;

development of programs and schemes for the development of road networks in the Russian Federation and the regions of the Russian Arctic;

development of various scientific and technical programs for the development of road facilities;

improvement of the road management system, including scientific support for the development of the regulatory framework of the road sector, methods of competitive selection of contractors according to the criteria of the most cost-effective proposal, aimed at improving the quality of road works and ensuring the effectiveness of public-private partnership mechanisms and the regulatory framework for the widespread introduction of a system of long-term contracts aimed at achieving the normative indicators of the transport and operational state of the roads;

development of technical regulation in the road sector, aimed at improving the basic technical and environmental requirements that ensure high consumer properties of highways, the reliability and durability of road structures, the operability of the road network and the safety of road users, as well as stimulating the introduction of energy and resource saving technologies when performing road works;

experimental design work, providing for the development of new equipment for diagnosing the transport and operational state of highways, instruments for laboratory and field quality control of construction, repair and maintenance of roads and bridges in order to increase the reliability of information and the quality of these works, at the same time creating a system organizational and economic measures to stimulate the development and serial production of new road machinery, equipment for the production of high-quality road-building materials by enterprises of machine-building industries.

To conduct experimental research and approbation of new developments, it is necessary to create experimental test sites in different regions of the country and in various natural and climatic zones, which would be available for testing on them by various research organizations.

The main directions of development of scientific support in road transport are:

development of transport balances at the national and regional levels, their coordination with federal programs for the development and modernization of road infrastructure and infrastructure of other types of transport;

determination of rational areas of use of road transport and directions (mechanisms) of its interaction with other modes of transport in order to minimize transport costs and ensure sustainable development of the transport system;

study of the effectiveness of legal, economic and administrative mechanisms for regulating the market of road transport services;

marketing research of the market and monitoring of its condition, forecasting development trends in the market of motor transport services;

development of proposals to improve the availability and quality of road transport services for consumers and increase the mobility of the population;

creation of modern transport and logistics technologies based on the achievement of complexity and high quality standards of transport services.

The main directions of development of scientific support in air transport are:

scientific and methodological support and monitoring of the implementation of the Transport Strategy in terms of the development of air transport within the framework of the Civil Aviation subprogram of the federal target program Development of the Russian Transport System (2020 - 2025), other federal and sectoral target programs, general schemes and strategic development plans air transport until 2025, 2030 and 2035;

scientific and methodological support, analysis of problematic issues and forecasting the implementation of the goals of the Transport Strategy in terms of the development of air transport, based on monitoring the state of the market and studying the relationship between the development of its segments, subsystems, information and resource support of air transport;

scientific and applied research of the content and forms of an innovative model for ensuring the competitiveness of air transport, including in terms of the material and technical base, technology of the air transportation process, information technology and management;

marketing research of the air transport market, monitoring its state and forecasting development trends, providing for an increase in the availability and quality of air transport services and mobility of the population, including within the region;

scientific support of issues of state regulation of the development of air transport, ensuring the competitiveness of services, expanding their accessibility to the population and the necessary supplies of a fleet of modern aircraft;

scientific and methodological developments in the field of pricing of air transport in order to reduce the growth rate of the cost of services and tariffs for air transportation, as well as to increase the availability of air transportation;

development of a legal framework governing the activities and protection of the interests of Russian air carriers in the international market, including in the context of the entry of the Russian Federation into the World Trade Organization;

scientific research of the market for socially significant air transportation, as well as the development of proposals for improving the mechanism of their state support within the constituent entities of the Russian Federation;

scientific research in the field of integrated safety and ecology of civil aviation in order to form a long-term policy of the Russian Federation, harmonized with the requirements of the International Civil Aviation Organization and the European Union;

research of the situation and clarification of forecasts for the development of the air transportation market and the aircraft fleet of the Russian Federation for 20 years;

scientific and methodological support for the development and maintenance of the operation of the unified state information and analytical system of civil aviation;

scientific substantiation of criteria, standards and procedures that contribute to the development of justified competition, the growth of business activity, labor productivity and the introduction of innovations by the subjects of the air transport market.

The main directions of development of scientific support in maritime transport are:

analysis of the current state and forecast of changes in the cargo base of sea transport in the medium and long term;

analysis of the world freight market and international maritime shipping;

development of sectoral target programs, general schemes and strategic plans for the development of seaports;

determination of the boundaries of the territories and water areas of seaports in order to prepare the relevant documents for submission to the Government of the Russian Federation;

determination of the structure of the sea transport fleet and its composition for the future;

determination of the need for ships of the supporting fleet for various purposes;

development of proposals for strengthening the interaction of maritime transport with related modes of transport and cargo owners within the framework of intersectoral transport coordination, the development of logistics principles in managing freight flows and ensuring transportation along international transport corridors passing through the territory of Russia;

development of proposals for the development of progressive transport and technological systems (container, batch, ro-ro, ferry, lighter, etc.);

development of a complex of technical, economic, legal and other measures related to the development of transportation along the routes of the Northern Sea Route;

development of a set of measures to increase the competitiveness of domestic maritime transport, especially taking into account Russia's accession to the World Trade Organization;

development of proposals on measures of state support for maritime transport;

development of proposals for increasing the number of ships registered under the Russian flag, reserving a cargo base for domestic maritime transport and building ships mainly at Russian shipyards;

preparation of proposals in the field of pricing in maritime transport, in particular, the development of a system of tariffs and port dues;

development of proposals and preparation of documentation for the creation and effective

the functioning of special port economic zones;

development of measures to improve the safety of maritime transport activities and environmental protection;

development of a legal framework regulating the activities of maritime transport and ensuring the protection of its interests in the field of international maritime navigation;

improving the forms and methods of training specialists in maritime higher and secondary educational institutions;

development of automated control systems for technological and information processes;

development of proposals for improving statistical reporting on maritime transport;

monitoring of the functioning of maritime transport, the implementation of the adopted management decisions and the effectiveness of ongoing activities.

The main directions of development of scientific support in inland water transport are:

development and scientific and analytical support for the implementation of federal target programs for the development of the industry;

forecasting the socio-economic development of river transport in general and in individual regions;

scientific and technical support for the development of the transport and support fleet;

prospective development of river ports, shipbuilding and ship repair enterprises and other facilities;

development of intersectoral and transport coordination, logistics systems and intermodal transport;

research in the field of legal and regulatory support of river transport;

research in the field of safety of operation of the river fleet, environmental protection, as well as safety measures for the operation of the river fleet and its enterprises;

development of communications and information technologies in transport.

The main directions of development of scientific support in industrial transport are:

development of a normal range of diesel locomotives, electric locomotives and traction units of dump trucks for industrial rail and road transport;

development of the type of loading and unloading machines and complexes for bulk, packaged cargo and containers;

reducing the transport capacity of products, in particular, products of the metallurgical industry;

development of alternative modes of transport that allow efficient use of land, reduce the burden on the environment, increase the productivity and efficiency of production units;

optimization of the repair base for industrial transport.

The implementation of the directions of scientific support for the development of the transport system of Russia until 2035 will require adequate development of the system of scientific and design organizations of the industry, their material base and staffing.

One of the priorities for the development of scientific support is the recreation of the system of scientific organizations (or their specialized subdivisions), whose activities are focused on the development of problems of the future development of the country's transport complex, collection, examination, certification and implementation of the best innovative solutions in the development of the transport system.

The development of an effective state system of long-term planning requires the creation of a system of innovation, scientific and implementation centers for each of the modes of transport and in the road sector in the existing industry institutes. In addition, a public transport innovative experimental and implementation center with regional branches should be developed, ensuring the complexity of the development of transport as a single system, technological, economic, legal and organizational interconnection of related modes of transport.

The tasks of developing the transport system of Russia until 2035 can be solved only if the industry is provided with a sufficient number of highly professional specialists. To implement the strategic goals of the development of the transport system of Russia until 2035, it is necessary to provide training of specialists and labor resources for the transport complex in the following areas:

development of provision of labor resources in the field of design and implementation of projects for the development of transport systems;

development of provision of labor resources in the field of operation of transport infrastructure and vehicles created in the process of implementing the strategy;

development of the provision of labor resources in the field of the provision of transport and logistics services and other transport services;

development of provision of labor resources in the field of transport complex management;

development of technical, technological and other types of knowledge of labor resources to a level that ensures the implementation of the objectives of the Transport Strategy.

State regulation in the field of staffing of modes of transport is aimed at training, attracting and retaining qualified personnel and includes:

improvement of the system of training, retraining and advanced training of personnel in educational institutions of the transport complex;

improving the training program in accordance with changing market requirements and improving the quality of training;

improvement of training programs and advanced training of personnel, as well as the widespread use of specialized simulators for training specialists of various types of transport;

improving the system of state quality control of personnel training for various types of transport;

development of normative legal acts governing the labor and financial relationships of a trained specialist with a future employer who paid for his training, and state executive authorities in the field of transport if training is paid for from the federal budget;

creation of a system of mentoring, continuity and accumulation of unique experience in the field of transport;

the formation of management personnel in organizations, motivated to achieve corporate strategic goals;

assistance in strengthening and developing social partnership.

The main activities in the field of human resource development are:

provision of transport at all levels with professionally trained workers of mass professions, specialists and managers focused on long-term labor relations and development of a professional career in railway transport;

training of managerial specialists of a wide profile and development of a high level of competence among personnel of all types of transport to work in a unified transport system, active interaction of modes of transport, logistics complexes and unified technological chains and high quality standards;

promoting the creation of corporate personnel management systems focused on motivated and effective work of employees, improving its quality, labor productivity and active participation in the technical modernization and innovative development of transport;

creation of effective models of educational institutions that introduce science and production into the education process;

improvement of the material and technical base of educational institutions, including the acquisition of training aircraft, sea and river vessels, simulators, construction and reconstruction of buildings and structures.

To carry out these activities, you must:

switch to long-term long-term planning for the training of specialists, including in new areas of training (specialties) in the field of logistics, transport services, inter-transport interaction and other areas;

ensure the development and implementation of mechanisms for long-term cooperation between the Ministry of Transport of the Russian Federation, the Federal Service for Supervision in the Field of Transport, federal agencies, transport companies and educational institutions in the field of training and advanced training of personnel, in particular, to expand the scope of application of state orders, target agreements in the format of state -private partnership, including with the use of new financial and credit schemes, and science, in particular, to ensure technical and technological modernization, the subsequent innovative development of transport through fundamental, exploratory and applied research, primarily on the basis of university complexes, by strengthening their social, material and technical, scientific and laboratory base, the creation of research and production, innovation and implementation centers, technology parks, the transfer of the latest models of equipment, technology and software to them I am;

to stimulate the concentration of intellectual and material resources in large university complexes of federal and regional significance, which have a wide network of territorial branches, allowing to provide a full educational cycle, starting with the training of skilled workers and workers with secondary vocational education, and all types of continuous education;

to provide training of specialists in mobilization training for each type of transport;

to expand the practice of providing jobs for undergoing industrial and pre-graduation practice for students of educational institutions and to consolidate its legal basis for greater adaptation of graduates to real working conditions and production requirements;

to develop a system of scientific internships and postgraduate training of employees, practical internships for research workers of educational institutions, as well as stimulate the reproduction of scientific and pedagogical personnel and improve their qualifications;

to strengthen ties between employers and educational institutions (corporate programs and other forms of coordination of interests and requirements for the selection of students, monitoring by the customer of educational services of the educational process, the quality of training, final control of knowledge while expanding the system of guaranteed employment of successful graduates in the specialty and predetermined position, as well as adaptation of bachelor graduates to the requirements of employers in the course of additional professional education in transport universities, combining training in higher and secondary specialized educational institutions with practical work in working positions);

to develop a system of professional training for workers of mass professions, technicians, foremen and other specialists on the basis of preserving and strengthening the system of primary and secondary vocational education as part of university complexes;

expand cooperation with educational institutions of the Ministry of Education and Science of the Russian Federation and foreign educational institutions in training specialists in the field of transport;

introduce integrating educational technologies (unified information networks for advanced training in the field of issues related to state regulation) with the participation of major companies and educational institutions and taking into account their financial interests (issues of integrated transport, environmental and industrial safety);

to pursue an effective coordinated youth policy aimed at stimulating the employment of graduates of educational institutions in their specialty and establishing long-term stable labor relations with them, as well as motivating the acquisition of high-quality knowledge and practical skills, which will shorten the period of adaptation of young specialists to working conditions;

to pursue a coordinated long-term policy aimed at increasing the prestige of the transport professions;

to define and develop appropriate monitoring, analysis and decision-making mechanisms, control tools and targets, allowing to impart a systematic and more efficient (in terms of costs) nature of human resource management activities in transport.

The main activities in the field of social policy in transport are:

strengthening the economic position of transport enterprises, increasing their competitiveness and economic efficiency of activities as a necessary condition for increasing the potential to increase wages and fill the social package provided to the personnel of transport enterprises;

ensuring social guarantees fixed in labor legislation, expanding and improving corporate social packages on the basis of temporary tripartite agreements (bilateral - for federal state unitary enterprises, federal state institutions and state enterprises), reflecting the current balance of interests of employers, industry workers and the state;

compliance with the differentiation of wages depending on its complexity (employee qualifications);

promotion of social responsibility of business, as well as the use of social partnership agreements to develop human resources.

The sectoral social standard should play a significant role in increasing the prestige and level of wages in transport, including the minimum. The main components of social standards can be considered:

working conditions and remuneration (amount of remuneration, conditions of employment and working hours);

social package (pension benefits, the amount of paid leave, medical care, the duration of rest, the possibility of improving health (playing sports, organizing recreation) and solving the housing issue and education);

employee protection within the framework of labor relations (labor conditions and safety, conditions for the release of employees and insurance).

The main direct mechanisms for the implementation of the Transport Strategy are federal and regional target programs. The composition and structure of these programs must meet the main target guidelines, formed goals, objectives and mechanisms for the implementation of the Transport Strategy.

At the first stage of the Transport Strategy (until 2025), the federal target program "Development of the transport system of Russia (2020 - 2025)" should be implemented, which includes 5 subprograms formed according to the sectoral principle ("Railway transport", "Highways", "Sea transport "," Inland waterway transport "and" Civil aviation "), and the functional subprogram" Development of export of transport services ".

At the second stage (2025 - 2035), the main mechanism for implementing the Transport Strategy will be federal target programs for the development of the transport system for 5-year periods.

At the same time, it is advisable to combine their subprograms in 3 directions (two functional and one industry-specific):

subprograms aimed at achieving general economic, general social and general transport main strategic targets of the Transport Strategy;

subprograms aimed at putting into effect the main mechanisms for the implementation of the Transport Strategy;

subprograms aimed at achieving the strategic targets of the Transport Strategy by type of transport activity - road, rail, inland waterway, sea and air transport.

Within the framework of these subprograms:

a single transport space of the country is being formed, as well as comprehensive projects for the development of transport hubs and control centers of transportation are being implemented, which ensure the operation of transport corridors;

a new type of transport infrastructure is being created - integrated transport, storage and freight transport complexes, which form a unified system of interaction, including cargo owners, and the integration of all segments of the transport process and logistics is ensured and a unified transport system of the country is formed, on the basis of which integration into the global transport space and realization of the transit potential of Russia;

the development of technical and technological parameters of international transport corridors to a level competitive with world analogues is ensured, their development is planned and coordinated within the framework of international cooperation, conditions are created for expanding the access of Russian transport service providers in all modes of transport to foreign markets, and measures are being taken to strengthen the role Russia in the formation of international transport policy;

the development and implementation of minimum social transport standards to ensure the possibility of movement of all segments of the population by various modes of transport throughout the country, as well as the development and implementation of quality standards for passenger service in all modes of transport;

due to a systemic set of measures, a safety level is achieved in all types of transport that meets international and national requirements, and a single set of measures is carried out to stimulate a decrease in the level of man-made impact of all types of transport on the environment and human health and the achievement of international environmental standards in all types of transport ;

unified integrated models, technologies, standards, legal framework and methods of state regulation, which are common for various modes of transport, are being developed and put into effect.

On the basis of these complex measures and projects, common models and integration technologies, standards and legislative regulations, as well as general methods of regulation that have a general social, general economic and general transport orientation, within the framework of programs aimed at achieving strategic guidelines of the Transport Strategy, subprograms are developed and implemented for modes of transport, taking into account the specifics of the development of each mode of transport, as well as the needs of the economy and society in relation to these specific modes of transport.

Thus, from 2020 to 2035, federal target programs, consisting of these subprograms and developed for the implementation of the Transport Strategy, should be formed in the following areas:

the formation of a single transport space in Russia based on the balanced development of an efficient transport infrastructure;

ensuring the availability, volume and competitiveness of transport services according to quality criteria for cargo owners at the level of the needs of the innovative development of the country's economy;

ensuring the availability and quality of transport services for the population in accordance with social standards;

integration into the global transport space and implementation of the country's transit potential;

increasing the level of safety of the transport system;

reducing the harmful effects of transport on the environment;

improving the regulatory framework and methods of state regulation of the development of the transport system, ensuring the achievement of the goals and indicators of the Transport Strategy;

preparation and development of the personnel potential of the transport complex;

creation of an effective management system for the implementation of the Transport Strategy;

advanced development of the scientific, technical and technological base of the transport complex;

highways and road transport;

railway transport;

inland waterway transport;

sea transport;

civil Aviation;

air navigation.

Implementation of the Transport Strategy is fraught with risks that can impede the achievement of planned results. These risks include macroeconomic, geopolitical, operational, social, technological and environmental risks.

Macroeconomic risks are associated with the possibility of a decrease in economic growth rates and the level of investment activity, a crisis in the banking system and the emergence of a budget deficit.

The sources of such risks are:

lack of financial resources due to the outstripping growth in prices in the sectors of the economy that supply products for railway transport;

a decrease in the volume of freight traffic due to insufficient development of the transport infrastructure;

a decrease in the volume of freight traffic due to a change in their structure and an increase in the share of high-tech goods;

a decrease in the volume of transit freight traffic due to the development of alternative foreign routes bypassing the territory of the Russian Federation;

lack of capacity and low technical level of development of domestic engineering;

unbalanced development of the infrastructure of related modes of transport (shortage of port facilities, warehouse terminals, etc.);

inconsistency of the allocated investments in construction and technical base of transport with the requirements of the Transport Strategy to the level of infrastructure development and the quality of transport services.

An unfavorable scenario for the development of the Russian economy will lead to the actual conservation of the technical backwardness of the transport infrastructure for a fairly long period of time. In practice, this means a breakdown in the

implementation of the Transport Strategy and a stagnation in the transport industry.

Geopolitical risks are relevant for all types of transport. In the field of navigation, they lead to restriction of shipping and restraining the further development of Russian port facilities. The instability of the international situation may have a negative impact on the implementation of projects to create a network of hubs.

The successful integration of the Russian Federation into the international transport system largely depends on a stable political situation in neighboring regions. The deterioration of the international situation may lead to a decrease in the attractiveness and competitiveness of the Russian transport system.

Operational risks are associated with deficiencies in systems and procedures for management, support and control over the implementation of the Transport Strategy, including deficiencies in their regulatory framework.

Operational risks include risks associated with negligent or incompetent actions of personnel, as a result of which material damage may be caused, transaction risks, risks of operational control, risks of support systems, technological risks, insurance risks and others.

The unfavorable factors that increase these risks include the absence of a number of fundamental regulatory and strategic documents necessary for the implementation of the Transport Strategy, such as a promising layout of productive forces, the main provisions of the demographic and migration policy of the Russian Federation, the strategy for the development of foreign trade of the Russian Federation, and other documents, as well as the lack of transport balance as the main tool for identifying imbalances in the forecasting process and balancing the demand for transport services and their supply, and many other factors.

The emergence of social risks is determined by:

a worsening demographic situation and a decrease in demand for passenger and freight traffic;

a shortage of skilled labor, an outflow of highly qualified personnel to other sectors of the economy due to lower wages in transport;

lack of labor resources for the implementation of infrastructure transport projects in remote regions, primarily in the regions of Siberia and the Far East.

Technogenic and environmental risks are caused by a high degree of physical wear and tear of technical equipment, human factors, natural phenomena, as well as vandalism and terrorist actions. Elimination of their consequences requires serious additional investment and will lead to the diversion of funds from other objects of the transport system.

The main such risks include:

disruptions in the organization of traffic due to accidents at industrial facilities related to ensuring the operation of transport;

disruptions in the organization of the movement of vehicles due to man-made accidents on adjacent modes of transport, in the waters of seaports, on main highways and in the immediate vicinity of railways;

temporary suspension of transport operations due to fires and natural disasters;

decrease in the environmental safety of transport due to the occurrence of man-made accidents at transport facilities.

Among the side effects of such incidents, one can expect a decrease in investment attractiveness and the rating of confidence in the transport industry on the part of credit institutions and international financial institutions.

The direct consequences of these risks is the incomplete achievement of the objectives of the Transport Strategy.

The mechanisms and implementation plans proposed in the Transport Strategy are formed in such a way as to minimize the possible negative consequences of these risks during its implementation.

The implementation of the Transport Strategy will take place in two stages:

the first stage (until 2025) - the completion of the modernization of the transport system using targeted investment methods and the elimination of bottlenecks and the transition to its systemic integrated development in all key areas;

the second stage (2025 - 2035) - intensive innovative development of the transport system in all directions to ensure an innovative socially oriented way of development of Russia.

The first stage of the implementation of the Transport Strategy is based on the results of the implementation of the federal target program "Modernization of the transport system of Russia (2002 - 2010)" and is focused on solving the tasks set in the framework of the federal target program "Development of the transport system of Russia (2020 - 2025)" and others existing programs, and includes the development of a modern and efficient transport infrastructure that provides the necessary throughput in the main directions of transportation, the renewal of vehicle fleets, the composition of the sea, river and air fleets, and the improvement of technological processes. These tasks are aimed at accelerating the movement of goods and reducing transport costs in the economy, increasing the availability of transport services for the population, increasing the competitiveness of the Russian transport system and realizing the country's transit potential, increasing the integrated safety and sustainability of the transport system.

At this stage, in the development of transport infrastructure, the main attention will be paid to the

formation of a single road network that is accessible all year round for the population and economic entities, the elimination of existing gaps and bottlenecks in the transport network, including in the Asian part of Russia, as well as the development of large transport hubs in main directions of transportation, transport approaches to checkpoints across the state border of the Russian Federation and transport hubs. On this basis, infrastructural conditions will be created for the development of potential points of economic growth, including the comprehensive development of new territories and the development of mineral deposits, primarily in Siberia and the Far East.

The main directions of development in the sectoral context at the first stage are characterized by:

in the field of railway transport - modernization of rolling stock, permanent devices and structures, increasing the capacity of sections of the railway network, the formation of directions of the railway network with the circulation of trains with increased weight and axle load, the construction of railway lines in areas of new development and for organizing high-speed and high-speed passenger traffic , the development of the railway network on the directions of international transport corridors, the construction of bypasses of major railway junctions, the provision of non-discriminatory access to infrastructure services for all carriers, equal conditions for competition and uniform safety requirements;

in the field of road facilities - increasing the accessibility of the road network for the population, the beginning of the formation of a network of highways and express roads along the directions of international transport corridors, the construction and reconstruction of highways in the regions of Siberia and the Far East, ensuring the development of natural resources and the connection of settlements with the backbone transport network, as well as the construction of bypasses of the largest cities;

in the field of air transport - the development of international hub airports (hubs), a network of domestic hub airports and regional airport networks that ensure the connectivity of the core airport network, a radical renewal of the aircraft fleet, the development of the Russian air navigation system and the creation of enlarged air traffic control centers;

in the field of maritime transport - increasing the throughput of Russian seaports and the carrying capacity of the domestic transport fleet, renewing the marine fleet, ensuring the growth of cargo and passenger traffic on socially significant routes;

in the field of inland waterway transport - the elimination of sections limiting the capacity of the Unified Deep-Water System of the European Part of the Russian Federation, the development of port infrastructure on inland waterways of international importance, an increase in the length of inland waterways with guaranteed dimensions of ship passages and illuminated conditions, reconstruction of hydraulic structures, reconstruction of passenger railway stations and improving the quality of passenger service, as well as the construction of cargo and passenger fleets.

The second stage of the Transport Strategy implementation includes:

creation of a market for competitive transport services to meet the needs of intensive innovative development of the economy and improve the quality of life of the population, increase the competitiveness, productivity and profitability of transport systems;

reaching the world level of technological and technical development of transport;

creation of reserves necessary to ensure the accelerated development of the transport system and increase its competitiveness, the efficiency and quality of transport services, the creation of infrastructural conditions for the development of new "points" of economic growth in the country;

expansion of the backbone transport network;

implementation of the country's transit potential, including joint projects within the EurAsEC and with other states;

diversification of directions of export supplies of Russian hydrocarbons;

increasing the role of transport and logistics infrastructure in organizing goods movement, as well as turning logistics transport centers into control elements of the goods distribution system.

At this stage, a transition to the systemic development of the country's transport system will be ensured on the basis of the formation of a single transport space in Russia, which includes:

creation of a unified balanced system of transport communications of the country based on the differentiated development of communication routes of all types of transport;

an increase in throughput and achievement of the best world indicators in terms of speed parameters of transport infrastructure, as well as an increase in the share of high-speed communication lines;

creation of an interconnected integrated system of goods transport technological infrastructure of all types of transport and cargo owners, an integrated system of logistics parks, as well as a unified information environment for the technological interaction of various types of transport and participants in the transport process to form a modern distribution network that ensures the volume and quality of transport services in the country;

development of innovative technologies for construction, reconstruction and maintenance of infrastructure.

At this stage, the transport system must reach a level that ensures the absence of infrastructural restrictions on the country's long-term socio-economic development.

The balanced development of the country's transport system will increase the competitiveness of domestic goods and services in world markets, bring population mobility indicators closer to the level of developed countries, which will be one of the most important factors in improving the quality of human capital in the country, as well as reduce differentiation in the availability of transport services for different regions and social groups of society.

It is envisaged to provide the population with high-quality transport services in accordance with the minimum social transport standards. It is supposed to ensure a gradual increase in the level of these standards on a progressive scale.

The development of all types of transport will continue. Particular attention will be paid to the integrated development of large transport hubs and the creation of transport and logistics infrastructure.

The main directions of development at the second stage are characterized by:

in the field of railway transport - the development of the main trunk routes, the construction of bypasses of large junctions, the formation of a deep bypass of the Moscow junction, the construction of second and third bridge crossings across the river. Volga, r. Ob, r. Amur and others, as well as a significant expansion of the high-speed traffic range;

in the field of air transport - the expansion of the airfield network as a result of the development, mainly of the regional air transport infrastructure, the development of the infrastructure of airports, including those not included in the core network, maintenance of the core network airports in operational serviceability and ensuring the balanced development of the entire air transport infrastructure;

in the field of road facilities - the development of new directions of highways that are part of the federal routes, not only providing interregional connections, but also allowing the integration of the fragmented road network of individual regions into the unified transport system of Russia, highways connecting the administrative centers of the constituent entities of the Russian Federation along the shortest distance, regional highways that are part of international transport corridors and provide access to road checkpoints, highways that provide road transport connections of subjects located in the north-east of the country with the road network of Russia, highways that provide access from the federal road networks of Russia to seaports, and highways that provide unloading of large transport hubs, as well as the modernization of existing and construction of new roads in the North zone and areas of new development, complex modernization the development and development of the road network in the largest transport hubs in Russia, the construction and reconstruction of highways that form a system of toll highways and high-speed roads;

in the development of public passenger transport - the development of dedicated infrastructure for public passenger transport, urban off-street transport systems, as well as the development of intermodal passenger transport systems, modernization and growth of rolling stock fleets;

in the field of maritime transport - increasing the capacity of seaports and increasing the efficiency of their work in coordination with the creation of a logistics system, including both port terminals for various purposes and terminals in major transport hubs of the country, including dry ports, as well as an increase in the deadweight of sea transport a fleet registered under the Russian flag;

in the field of inland water transport - the development of infrastructure of inland waterways and river ports to ensure transportation along international transport corridors, including the development of a water transport connection between the Azov-Black Sea and Caspian basins, as well as the development of the tourism business.

Conclusion

A prerequisite for the implementation of the Transport Strategy at all stages is the improvement of the investment climate and the development of market relations in transport based on the formation and development of investment management mechanisms, including on the basis of public-private partnership.

Assessment of the necessary resource support for development transport system

The implementation of the Transport Strategy is ensured by a stable and reliable financing system that takes into account the specifics of transport as an infrastructure industry.

Financing of the Transport Strategy is envisaged to be carried out at the expense of the federal budget, the budgets of the constituent entities of the Russian Federation and extra-budgetary sources.

Funds from the federal budget are allocated for the following purposes:

maintenance in working order and reproduction of objects of transport infrastructure, which are in state ownership;

reconstruction and construction of transport infrastructure facilities of great social and economic importance, as well as ensuring the safe functioning of the transport system;

ensuring transport safety;

implementation and stimulation of measures to maintain the mobilization readiness of means, transport facilities and means of communication, as well as measures carried out in the interests of national security;

ensuring the functions of state regulation and management in the transport industry;

conducting fundamental scientific research and implementing innovative scientific and technical projects of national and industry-wide importance.

Along with direct budget financing, the provision of state support can be carried out in the following forms:

co-financing on contractual terms of investment projects with the registration of property rights in the Russian Federation, including financing the costs of managing investment projects and developing project documentation;

the provision of subsidies to the budgets of the constituent entities of the Russian Federation for the development of transport infrastructure;

provision of subsidies to transport organizations engaged in socially significant transportation;

subsidizing interest rates on loans attracted to transport organizations to finance costs associated with the purchase of vehicles;

providing, in accordance with the program of state external borrowings of the Russian Federation and the program of state internal borrowings of the Russian Federation and the constituent entities of the Russian Federation, state guarantees for loans attracted by domestic organizations in order to implement the most significant investment projects in the field of transport;

directing funds to the authorized capital of legal entities;

development and implementation of economic mechanisms stimulating the accelerated renewal of the vehicle fleet, including assistance in the development of leasing of modern vehicles, insurance and lending to carriers;

provision of privileges in establishing the conditions for the lease of state property, land acquisition and land use.

The total volume of capital investments in the Transport Strategy is calculated in prices of the corresponding years, taking into account value added tax, and is estimated at 170.6 trillion. rubles.

The share of total capital investments for the implementation of the Transport Strategy in relation to the total gross domestic product of Russia will average 3.97 percent.

The share of total investment in fixed assets in total investment in Russia for 2020 - 2025 will be 12.7 percent and for the period 2025 - 2035 - 10 percent.

Capital investments in 2010 - 2015 are taken into account in the implementation of the federal target programs approved by the Government of the Russian Federation "Development of the transport system of Russia (2010 - 2015)", "Economic and social development of the Far East and Transbaikalia for the period up to 2013", "Modernization of the Unified System air traffic management of the Russian Federation (2009 - 2015) "," Improvement of the federal system of reconnaissance and control of the airspace of the Russian Federation (2007 - 2010) "," Global navigation system", programs for the construction of Olympic facilities and the development of Sochi as a mountain climatic resort and other programs.

State capital investments from the federal budget are envisaged to be allocated primarily for the implementation of the following measures:

construction and reconstruction of federal highways, the provision of subsidies for the construction and reconstruction of public highways of regional and intermunicipal importance;

reconstruction and construction of federal civil aviation infrastructure facilities;

reconstruction and construction of federal facilities in sea and river ports, construction of sea and river vessels for the supplying fleet;

reconstruction of inland waterways and hydraulic structures on them.

Funds from regional budgets are envisaged to be directed primarily to the development of regional highways, the suburban passenger complex of railway transport, the construction of new railway lines that are of great social and economic importance for the regions, as well as the development of air transport infrastructure facilities.

Extra-budgetary funds are planned to be used primarily to finance commercial projects for the development of the infrastructure of transport hubs, the formation of transport systems in the territorial-production clusters created in the regions, as well as the organization of transport and logistics centers in the largest transport hubs, the creation of toll and high-speed highways and highways.

For the development of domestic production of materials, machinery and equipment for the transport system of the Russian Federation, it is advisable to envisage measures for state support of their manufacturers, stimulating the transition to an innovative development model and attracting private investment both in the transport industry and in the industry segments engaged in the manufacture of modern materials, machinery and equipment for the transport system. Such measures can be customs and tariff regulation aimed at reducing import duties on equipment, as well as subsidizing the interest rate on loans for enterprises manufacturing modern equipment and purchasing it for use in the transport sector.

The costs of scientific support for the implementation of the Transport Strategy will amount to 1.26 trillion in 2025-2035. rubles in the prices of the corresponding years.

The specific composition and scope of scientific support for the implementation of the Transport Strategy is planned to be determined in detail during the development of federal target programs that ensure the implementation of the Transport Strategy for the relevant periods.

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LITERAL SKILLS IN STORIES BY KARAMATDIN SULTANOV

Abstract: *In this article were explored the use of artistic manners in the stories of the twentieth century of Karakalpak writer K.Sultanov. At the same time, the author K.Sultanov uses in the article above mentioned methods to characterize the hero in the stories, along with poetic methods, attempts were made to reveal the character of the protagonists in the face of conflicts, which were discussed by giving examples from the stories.*

Key words: *writer, artistic manners, story, artistic portrait.*
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Introduction

One of outstanding writers in karakalpak literature K.Sultanov contributed notably to the development of karakalpak prose with his large works. Writer's novels called "Akdarya", "Ajiniyaz", prosaic works such as "My villagers", "Life book" have been attracting the readers' attention. Writer's collection of story and essays which he made in prose called "My villagers" is valuable and it includes his several works. It is favorably regarded in karakalpak literature that the writer's works in this collection were highly valued and acknowledged by the society during its period. Therefore, in this article, we aimed to research literal skills issues in stories by the writer K.Sultanov.

The writer describes some characters in the process of plot and conflicts, what is more, it is represented that story and arguments are the main aspect to define characters including essentialfeatures in the novel . This way illustrates not only unmodified individuals, but also several opposing viewpoints, deficiencies, achievements, psychology.

If we pay attention to the skills on making works in the collection called "My villagers" by K.Sultanov, honorable people of his time, his observation in his daily life, description to the character, sensitivity, skills on depicting the events and actions of character can easily be recognized in writer's works. The basis of this skill is noted in his effective usage of artistic manners on depicting the events consecutively and portraying the characters with words.

Certainly, the writer compares the thing which is being depicted with another thing in order to note it particularly, attract the readers' attention and remain it on their mind. Thus, the word which was taken to be compared shouldn't be taken as its original shape, but should be meaningful which can describe sensitively the object of the writer.

At the beginning of the work "People of village Aral" by K.Sultanov, the main character Akhantay's way of life, appearance were comparatively complicatedly described. For example: "Well, it has been about thirty years since that. The stream of life flowed as a river, made Akhantay's face old. Akhantay's beard grayed, wrinkles appeared on his reddish face as an apple and straight as a mirror when he was a young guy, while artel has begun walking with ardor and became stout as spirit of spring." The writer indicates time and the life which Akhantay experienced with "the stream of life flowed as a river", and his appearance with "red as an apple, straight as a mirror" and artel's ardor with a comparison "as spirit of spring". With the help of this description the writer's purpose what he thought was literally magnificently depicted.

In an extract of this work "girl like a bazaar settled on a shore of fish factory in an island as a hill in the middle of beautiful blue view", the comparisons such as "as a hill", "like a bazaar" has provided the

attractive literal meaning of the work by comparing one thing with another. By this description, work effectiveness is exceeded.

Due to the fact that the one thing which enriches the literal work by describing sensitively is nature, comparisons are used skillfully in landscape.

For example: “Autumn came with loud sounds of needs in the lakes. The river narrowed and two sides of the river became as a human tallness. The streams which flowed as pot boils, now, flowed as silk straggles”.

In these examples, the writer described the width of the river with human tallness and the stream with comparisons like “as pot boils”, “as silk straggles”.

The metaphor is used in this writer’s collection of works as an only literal manner and describes the literal peculiarity of the work. For example: “In summer, Akhantay had luck. He caught fish more than others. He was chosen as a brigadier by artel and twenty fishermen were given under his control. In these years, artel had all his necessities and rich household with his around hundred workers ”. Here, by metaphor “rich household” was compared that after Akhantay had joined artel and became among rich households. We can see that the writer used metaphors skillfully when portraying nature in some parts of collection: “ After snowman left his settlement following cold winter, strong wind, snowy storm, spring came covering the ground with satin carpet and smooth wind”. In this description, changes of seasons were portrayed sensitively, it enriched literal peculiarity of the work by altering blossom of nature with the metaphor “satin carpet”.

The author's works in this collection are rich in literary description and he used metonymies appropriately by replacing the word with another indicating what the writer intended to say or what he wanted to convey: “Once, my gaffer said that they encountered to a seal at night and made it weak with his seven-eight fellows. Of course, no matter how “sea calf” tries forward, it cannot go farther”.

In this example the word “seal” is replaced with the word “sea calf” and it rather changed the literal peculiarity of the work.

An exaggerated description of events or some incidents are found in this collection of works. For instance: “The fishermen’s dream came true a few years later after Stakhonov’sslet in Moscow when large boats came to the village and a war with fire started on the ground ” given the hyperbolism of the power of war. On the other hand, the author’s aims became to draw attention to his idea and indicate it effectively by describing “the power of the country is as overflowing and high as mountains”. During the description of events in the works, especially, expressing of war events, the author used more hyperbolism: “The bomb as from the sky dropped rain was a day of struggle for a living which on the ground becoming a victim to enemy as a covered with snow, fighting liberating the city from the enemy resting and regaining power ”. Here the hyperbolic imagery is important for the artistic side of work.

In the works of the collection the most commonly used form of artistic writing epithet is used appropriately. For instance: author “Silence. On the right side a tanned, young stalwart man is weaving “mardan” and at the fireplace side a lovely charming woman is making willow. When she acts her “shashbaw” which linked to her plaited hair resounds astonishingly” used epithets, describing by heroes of the work Khalmurat and Arukhan’s portrait with the words tanned, stalwart, lovely and etc.

Such a feature is also found the author’s novels. The events of the world war and realities of the epoch, a basis for the plot of the novel "Akdarya", find their artistic expression. In the novel, the author uses the contradictions of the realities of life as a basis for conflict, and assimilates those conflicts into the whole plot-compositional integrity of the work. It is clear that they, along with the provision of compositional integrity, also play a poetic role in the development and maturation of the story.

Meanwhile the writer has ability to reveal psychological characters of heroes in the composition and also he managed to reflect some secondary characters especially negative heroes in theinterrelationships and conflicts that’s why it is considered capability of thewriter.

To sum up, the author K.Sultanov used more literal features in his works. We consider that in the author’s works literal skill issues should specially be researched.

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COMPOSITIONAL FUNCTIONS OF PARALLELISMS

Abstract: *In lyrical works, the composition includes a sequence of lines and stanzas, the principle of rhyming, repetitions and parallelisms. In this article, the composition of a lyrical work is considered on the basis of its context. Most often, the composition of lyrical works uses a compositional technique - parallelism. Parallelisms differ in the performance of functions in the stanza, meaning, style in the composition of a lyrical work.*

Key words: *compositional functions, compositional structure, rhythmic-intonational parallelisms, lexical-semantic parallelism, compositional-stylistic parallelisms.*

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Introduction

The composition of a lyrical work is a complex artistic whole. Depending on the external and internal characteristics of the form, the problem of its compositional structure has its own characteristics. Lyrical works differ from other genres of literature in some features. In turn, the difference in the composition of lyrical works in comparison with the composition of epic and dramatic works is one of the difficult problems. Most of the angles we have highlighted retain their meaning there, but at the same time the lyrical work also has its own specifics. Lyrical images are constructed and grouped in a different way than epic and dramatic ones. In lyrical works, the composition includes a sequence of lines and stanzas, the principle of rhyming, sound repetitions and repetitions of expressions, lines or stanzas, contrasts between different verses or stanzas. In this article, using the example of poems by Karakalpak poets, we will consider some aspects of the problem of the composition of lyrical works, as well as its features in connection with the artistic nature of one of the techniques of artistic depiction – parallelisms. Because, parallelism as a compositional technique can be found in any lyrical work, because lyrics cannot do without parallelisms. It allows you to give a lyrical work a compositional harmony. Especially interesting is the ambey composition, consisting in such a construction of a speech unit in which <the second part mirrors the first> [8. p. 35-36], such a composition carries a certain artistic meaning, which must be reflected in the analysis of a lyrical work.

In literary science, there are many studies about parallelisms and their classification [2; 4; 1; 6]. There are also several studies in Karakalpak literary studies that briefly outline some aspects of the problem of parallelisms. But the problem of the function they perform in the composition of lyrical poems has hardly been considered.

In the external structure of the composition of a lyrical work, the main unit is a stanza, in the creation of which the leading role belongs to rhythmic-syntactic parallelisms. Due to the mutual parallel arrangement of similar syntactic units (predicative parts) for certain purposes, place and size, rhythmic-syntactic parallelisms create a poetic rhythm. In turn, having the same syntactic structure, parallel consonant parts, connected in content and taking a certain form, make up an entire stanza. For example:

Neither nationality nor people are considered different,
Not considering either the terrain or the edge far away,
That's so independent, free of charge
A person relies on a person [5. p. 96].

The connection between the lines in the first three lines of the poem, as well as in the end, an equal number of syllables, and even the use of parallel words in meaning ensures a uniform reading of the lines. The interconnected and consonant system of words created a significant compositional whole stanza. This feature is the basis of the work of Karakalpak poets, because Karakalpak poetry, like poetry of other Turkic-speaking peoples, is created in syllabic size. Also, poetic repetitions or intonation repetitions of consonant syntactic units in the stanza of a lyrical work help to reveal the nature of the rhymes of the composition of the poem. For example:

He looks down from the stone wall –
Maybe he is the heart of the stone wall.
He walks in step with others –
Maybe it's the desire for a stone wall... [3. p. 49]

In this verse, the phrase "tas diyaldyn" ("stone wall") is repeated three times, "taslar ol" ("he throws") and "shygar" ("can") – twice and, thus, a rhythmic and intonational consonance is created. Therefore, the composition of a lyrical work requires an analysis of rhythmic-syntactic, intonational parallelisms in connection with genre, metric and rhythmic features of a lyrical poem.

In the compositional structure of a lyrical work, not only the external structure is important, but also compliance with the content. The function of organizing meaning, which parallelisms perform in Karakalpak lyrics, creates a certain compactness, order and logical correspondence of significant parts in the compositional structure of the poem.

In modern specialized literature, parallelism is usually considered in four aspects [8. p. 31]: 1) grammatical (syntactic parallelism, morphological repetition); 2) lexical (lexico-syntactic repetition); 3) semantic (figurative parallelism), 4) phonological (sound parallelism, paronomasia, rhythmic parallelism).

In Karakalpak lyrics, lexico-morphological and phonetic parallelisms as the basis of the composition of lyrical poems, defining their semantic and syntactic structure, provide disclosure of the character of the lyrical hero, link the artistic parts of the text together for specific ideological and artistic purposes. For example:

Do you feel that a flexible, thin birch
So patient, life-loving;
(despite) the difficulties of fate, a woman
She is also caring, truth-loving [7. pp. 44-45].

In the first lines, "flexible, thin birch" in the third line is placed parallel to the meaning of the phrase "female destiny", and "patient, life-loving" in the second line – respectively, "caring, truth-loving" of the fourth line. Russian Russian girl's character is thus figuratively described by a parallel comparison with a birch tree growing on Russian soil. Through such an organization of internal unities of form (content), we have identified the following compositional functions of parallelisms:

a) the transmission of the inner psychological state of the lyrical hero;

b) (ensuring) disclosure of the character of the lyrical hero;

c) deepening the image;

d) linking together several real images, etc.

The composition of lyrical works is directly related to the creative skill of the poet and, starting with the title of the work and ending with its last final lines, even the last punctuation mark, forms a complex system of choosing the content and structure of the text of the poem and the location of each of its significant parts (word, phrase).

Thus, the composition of a lyrical work directly depends on the author's style and his creative idea. parallelisms that play an important role in the composition of a lyrical work are individually created in the creative laboratory of each poet to convey a state similar in content or a poetic representation of an event. The work of each poet is a mirror reflecting his intellect, artistic skill, creative search. For example, in the following lines of poetry by B.Genzhemuratov, through the repetition of the redirect "renounce monotony" and the use of the words "day and night" in the same row opposite in meaning, the greatest emotional impact on the reader was achieved: Tallardan

Leaves fall from willows - years
Tired of the monotony of days
I renounce the monotony of nights…
Roads are burning in the fire of August... [3. p. 49].

When transmitting a thought, the poet assigns the main organizing task to repetitive redific (second, third lines) and content-rhythmic (first, fourth lines) parallelisms.

When studying the connection of parallelisms with the creative search and disclosure of the individual features of the author's style in the composition of lyrical works of Karakalpak poets, we found out the following features:

a) in the composition of lyrical works, parallelisms perform a compositional and stylistic function;

b) the compositional and stylistic function of parallelisms is performed by thematic-psychological (figurative) parallelisms;

c) the compositional and stylistic function of parallelisms consists in the parallel transmission of the emotional experiences of the lyrical hero and the description of nature;

d) the use of parallelisms in animation (transfer of human character properties to natural phenomena), allegories (parallel concepts convey a hidden or figurative thought), antithesis (transfer of the opposite opinion in parallel lines), etc. perform a compositional and stylistic role, etc.

As a result of studying the functions of parallelisms in the composition of lyrical works of Karakalpak poets, we came to the following conclusions:

1. Parallelisms participate in the organization of the form of a lyrical poem. Here rhythmic-syntactic and intonational parallelisms play a leading role.

2. Parallelisms (lexico-morphological and phonetic parallelisms) provide symmetrical harmony of artistic parts (words, phrases, sentences, punctuation marks, etc.) of a lyrical work.

3. Parallelisms perform a compositional and stylistic function. This can be observed in the transmission of thematic and psychological parallelisms of artistic skill, individual style and method of the author.

The problem of artistic functions of parallelisms requires further study for a comprehensive study of the composition of a lyrical work.

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