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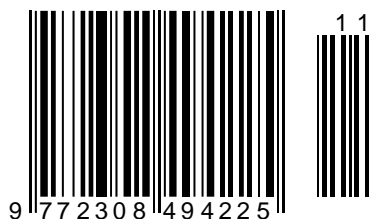
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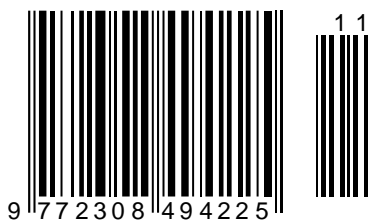
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Article



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## FEATURES OF SOCIO-ECONOMIC DEVELOPMENT AND ENSURING NATIONAL SECURITY OF THE RUSSIAN ARCTIC

**Abstract:** *in the article, the authors focus on the need to implement the foundations of the state policy of the Russian Federation in the Arctic for the period up to 2035, which will ensure outstripping all-Russian rates of growth in the quality of life and incomes of the population of the Arctic zone of the Russian Federation (AZRF), including people belonging to small nations. Today, the main trend in the development of social infrastructure facilities in the regions of the North and the Arctic of the Russian Federation is an increase in disproportions, causing a decrease in the availability of quality social services in cities that are not administrative centers, in remote and small settlements. The implementation of the Strategy is designed to respond to the main demographic challenge of the long-term development of the Russian Arctic. In conditions of rather high mobility of the population, people choose to live in those regions where they can realize their potential. The answer to this should be an appeal to the needs and capabilities of each inhabitant of the Russian Arctic and positioning the state as an assistant, the role of civil society in governance should be radically changed, mechanisms for effective feedback from residents should be established. Therefore, at the center of the Strategy are people and their problems.*

**Key words:** *support zones of the Arctic, security, population, economy, socio-economic development, national security, livelihoods, migration, unemployment, investment, regions.*

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### Introduction

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"Strategy for the development of the Arctic zone of the Russian Federation (AZRF) to ensure national security for the period up to 2035" - this Decree of the President of the Russian Federation is a strategic planning document in the field of ensuring the national security of the Russian Federation, developed with the aim of implementing the Fundamentals of the State Policy of the Russian Federation in the Arctic in the period until 2035 and defining measures aimed at fulfilling the main tasks of the development of the Arctic zone and ensuring national security, as well as the stages and expected results from the implementation of these measures (Figure 1).

The legal basis of this Strategy is the Constitution of the Russian Federation, Federal Law of June 28, 2014 No. 172-FZ "On Strategic Planning in the Russian Federation", the National Security Strategy of the Russian Federation, the Foreign Policy Concept of the Russian Federation, the Strategy for Scientific and Technological Development of the Russian Federation, Fundamentals of the state policy of regional development of the Russian Federation for the period up to 2025, Decrees of the President of the Russian Federation dated May 2, 2014 No. 296 "On the land territories of the Arctic zone of the Russian Federation", dated May 7, 2018 No. 204 "On national goals and strategic objectives development of the Russian Federation for the period up to 2024" and dated July 21, 2020 No. 474 "On the national

development goals of the Russian Federation for the period up to 2030".

In this Strategy, the concepts of the Arctic and the Arctic zone of the Russian Federation (hereinafter referred to as the Arctic zone) are used in the same meanings as in the Fundamentals of State Policy in the Arctic.

Features of the Arctic zone, which determine special approaches to its socio-economic development and ensuring national security in the Arctic, are as follows:

- extreme natural and climatic conditions, extremely low population density and the level of development of transport and social infrastructure;
- high sensitivity of ecological systems to external influences, especially in the places of residence of indigenous peoples of the Russian Federation (hereinafter - small peoples);
- climate change, which contributes to the emergence of both new economic opportunities and risks to economic activity and the environment;
- stable geographical, historical and economic connection with the Northern Sea Route;
- uneven industrial and economic development of certain territories of the Arctic zone, the focus of the economy on the extraction of natural resources, their export to industrialized subjects of the Russian Federation and export;
- high resource intensity of economic activity and life support of the population, their dependence on the supply of fuel, food and other vital goods from various constituent entities of the Russian Federation;
- growth of conflict potential in the Arctic (Figures 1 - 2).



Figure 1. Scheme of placement of macro-regions of the Russian Federation

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**Figure 2. Support zones in the Arctic**

The significance of the Arctic zone in the socio-economic development of the Russian Federation and ensuring its national security is due to the following characteristics:

The Arctic zone produces more than 80 percent of combustible natural gas and 17 percent of oil (including gas condensate) in the Russian Federation;

- the implementation of the largest economic (investment) projects in the Arctic zone ensures the formation of demand for high-tech and science-intensive products, and also stimulates the production of such products in various regions of the Russian Federation;

- The continental shelf of the Russian Federation in the Arctic (hereinafter - the continental shelf), according to experts, contains more than 85.1 trillion. cube meters of combustible natural gas, 17.3 billion tons of oil (including gas condensate) and is a strategic reserve for the development of the mineral resource base of the Russian Federation;

- the importance of the Northern Sea Route as a transport corridor of world importance, used for the transport of national and international cargo, will increase as a result of climate change;

- the likelihood of occurrence as a result of anthropogenic impact and (or) climate change in the Arctic zone of events that have adverse environmental consequences, creates global risks for the economic system, environment and security of the Russian Federation and the world as a whole;

- 19 small peoples live in the Arctic zone, there are objects of their historical and cultural heritage that

have historical and cultural value of global significance;

- objects of the strategic deterrence forces are located in the Arctic zone in order to prevent aggression against the Russian Federation and its allies.

As a result of the implementation of the Strategy for the development of the Arctic zone of the Russian Federation and ensuring national security for the period up to 2035, it is expected:

- life expectancy at birth in the Arctic increased from 70.65 years in 2014 to 72.39 years in 2018;

- the migration outflow of the population from the Arctic zone in the period from 2014 to 2018 decreased by 53 percent;

- the unemployment rate (according to the methodology of the International Labor Organization) decreased from 5.6 percent in 2017 to 4.6 percent in 2019;

- the share of the gross regional product produced in the Arctic zone in the total gross regional product of the constituent entities of the Russian Federation increased from 5 percent in 2014 to 6.2 percent in 2018;

- the share of funds from the budgets of the budgetary system of the Russian Federation in the total volume of investments in fixed assets carried out in the Arctic zone increased from 5.5 percent in 2014 to 7.6 percent in 2019;

- the volume of cargo transportation in the waters of the Northern Sea Route increased from 4 million tons in 2014 to 31.5 million tons in 2019;

- the share of households with broadband access to the Internet information and telecommunications network (hereinafter referred to as



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the Internet network) in the total number of such households in the Arctic zone increased from 73.9 percent in 2016 to 81.3 percent in 2019;

- The share of modern types of weapons, military and special equipment in the Arctic zone increased from 41 percent in 2014 to 59 percent in 2019.

The main dangers, challenges and threats that form risks for the development of the Arctic zone and ensuring national security remain:

- the main climate warming in the Arctic, occurring 2-2.5 times faster than on the planet as a whole;

- decrease in natural population growth, migration outflow and, as a result, population decline;

- lagging behind the values of indicators characterizing the quality of life in the Arctic zone from the all-Russian or average values for the constituent entities of the Russian Federation, including in terms of life expectancy at birth, mortality of people of working age, infant mortality, the share of public roads that meet regulatory requirements, the share of the emergency housing stock, the volume of commissioning of housing, the share of providing the housing stock with all types of improvement;

- low level of availability of high-quality social services and comfortable housing in settlements located in remote areas, including in places of traditional residence and traditional economic activities of small peoples;

- a high level of occupational risk due to exceeding the standards of working conditions, the complex impact of harmful and (or) dangerous production factors, adverse climatic conditions, an increased risk of the emergence and development of occupational diseases;

- the absence of a system of state support for the delivery of fuel, food and other vital goods to settlements located in remote areas, which ensures the possibility of their sale to the population and business entities at affordable prices;

- low level of development of transport infrastructure, including that intended for the operation of small aircraft and year-round air transportation at

affordable prices, the high cost of creating such infrastructure facilities;

- low competitiveness of business entities, due to significant costs, including in connection with the need to provide guarantees and compensation to persons working in the Far North and equivalent areas;

- inconsistency of the system of secondary vocational and higher education in the Arctic zone with the needs of the economy and the social sphere in qualified and highly qualified personnel;

- delay in the development of the infrastructure of the Northern Sea Route, the construction of icebreaking, rescue and auxiliary fleets from the timing of the implementation of economic projects in the Arctic zone;

- the lack of an emergency evacuation system and the provision of medical assistance to crew members of ships in the waters of the Northern Sea Route;

- low level of development of information and communication infrastructure and lack of competition in the telecommunications sector;

- a high proportion of local electricity generation based on the use of economically inefficient and environmentally unsafe diesel fuel;

- reduction in the share of value added of high-tech and knowledge-intensive sectors of the economy in the gross regional product of the Arctic zone, weak interaction between the research and development sector and the real sector of the economy, the openness of the innovation cycle;

- low level of investment in fixed capital, carried out for the protection and rational use of natural resources;

- the likelihood of highly toxic and radioactive substances entering the Arctic zone from abroad, as well as pathogens of especially dangerous infectious diseases;

- discrepancy between the pace of development of the emergency rescue infrastructure and the public safety system with the growth rate of economic activity in the Arctic zone;

- the growth of conflict potential in the Arctic, requiring a constant increase in the combat capabilities of groupings of troops (forces) of the Armed Forces of the Russian Federation, other troops, military formations and bodies in the Arctic zone (Figure 3).

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**Figure 3. Land territories of the Arctic zone of the Russian Federation**

In 2019, the public administration system was reorganized taking into account the challenges associated with the development of the Arctic zone and ensuring national security, namely:

- approved a new composition and expanded the powers of the State Commission for the Development of the Arctic;
- the Ministry of the Russian Federation for the Development of the Far East and the Arctic was established;
- a decision was made to expand the competence of the institutions for the development of the Far East to the Arctic zone.

### Main part

The purpose of the implementation of this Strategy and measures aimed at fulfilling the main tasks of the development of the Arctic zone and ensuring national security is to ensure the national interests of the Russian Federation in the Arctic zone, as well as to achieve the goals defined in the Fundamentals of State Policy in the Arctic. The main directions and objectives of the development of the Arctic zone and ensuring national security correspond to the main directions of the implementation of the state policy of the Russian Federation in the Arctic and the main tasks of the development of the Arctic zone, listed in the Fundamentals of State Policy in the Arctic. The implementation of the main tasks in the field of social development of the Arctic zone will be ensured through the implementation of the following measures:

- modernization of primary health care, including bringing the material and technical base of medical organizations providing primary health care to adults and children, their separate structural units, central district and district hospitals in line with the procedures for providing medical care, retrofitting and

re-equipping these organizations, units, hospitals with the equipment necessary to provide medical care;

- equipping medical organizations providing primary health care with road and air transport to deliver patients to medical organizations, medical workers to the place of residence of patients, as well as to deliver medicines to settlements located in remote areas, including in places of traditional residence of small peoples;
- improving the mechanisms of state financing of medical care, taking into account the low population density in settlements and their transport remoteness;
- providing priority access for medical organizations to the Internet, ensuring the possibility of providing medical care using telemedicine technologies, as well as developing outreach forms of medical care, including on the nomadic routes of small peoples;
- ensuring the approval of standards for the provision of medical care for certain diseases to citizens living in the regions of the Far North, as well as the establishment of certain norms for the number of medical workers and standards for medical organizations, their branches or divisions operating in the regions of the Far North and equivalent areas equipment based on morbidity statistics and the number of cases of medical evacuation;
- organization of medical support for navigation of vessels in the waters of the Northern Sea Route, the operation of stationary and floating offshore platforms in the waters of the Arctic Ocean;
- development of high-tech medical care;
- development of measures for the prevention of diseases, including infectious ones, and the implementation of a set of measures aimed at creating a commitment to a healthy lifestyle among citizens,

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including their motivation to switch to a healthy diet and reduce the consumption of alcohol and tobacco products;

- providing social support for medical workers in order to eliminate the shortage of personnel;

- development of schemes for the optimal placement of social infrastructure facilities, including medical organizations that are not related to primary health care, educational organizations, organizations providing services in the field of culture, physical culture and sports, in order to ensure the availability of relevant services for the population, taking into account demographic and personnel forecasts, transport accessibility of settlements and the peculiarities of the residence of small peoples, as well as the modernization of social infrastructure facilities;

- increasing the availability of high-quality general education and providing conditions for organizing additional education for children, including in settlements located in remote areas and rural settlements, the development of distance learning technologies;

- improving legal regulation in the field of education and creating conditions for education by persons belonging to small peoples;

- development, together with large and medium-sized enterprises, of a network of professional educational organizations, including the creation of advanced professional training centers and equipping workshops with modern technology in accordance with WorldSkills standards;

- support for development programs of federal universities and other educational organizations of higher education, their integration with scientific organizations and enterprises;

- establishing for the Arctic zone the peculiarities of legislation in the field of ensuring the sanitary and epidemiological welfare of the population;

- elimination of negative consequences for the environment of economic and other human activities, risks of causing harm to public health due to climate change, study and assessment of the impact of such changes on the sources of occurrence and ways of spread of infectious and parasitic diseases dependent on them;

- ensuring the preservation and promotion of cultural heritage, the development of traditional culture, the preservation and development of languages of small peoples;

- provision of state support measures aimed at stimulating visits to cultural organizations by children living in settlements located in remote areas (including in terms of paying children's travel), organizing and holding tours of creative teams and field exhibitions, ensuring the participation of local sports teams in interregional and all-Russian sports events, holding all-

Russian festivals and creative projects in the Arctic zone, as well as major sporting events;

- creating conditions for increasing the proportion of citizens systematically engaged in physical culture and sports, increasing the level of provision of the population with sports facilities, increasing the one-time throughput of such facilities;

- improvement of mechanisms for subsidizing mainline, interregional and local (within regional) air transportation;

- the formation of a modern urban environment in settlements, including through the improvement of public and courtyard spaces, taking into account the natural and climatic features of the Arctic and the introduction of advanced digital and engineering solutions;

- state support for housing construction, including wooden housing construction, construction of engineering and social infrastructure facilities in places of traditional residence of small peoples and in settlements where bodies and organizations are located that perform functions in the field of ensuring national security and (or) the functions of a base for development mineral resource centers, implementation of economic and (or) infrastructure projects in the Arctic;

- ensuring financing of expenses related to the provision of housing subsidies to citizens leaving the regions of the Far North and equivalent areas;

- stimulation of participants ensuring the implementation of the Strategy;

- ensuring financing of expenses related to the provision of housing subsidies to citizens leaving the regions of the Far North and equivalent areas;

- stimulating the participation of state corporations, companies with state participation and private investors in the creation and modernization of social, housing, communal and transport infrastructure, as well as in the development of infrastructure in places of traditional residence of indigenous peoples and their traditional economic activities;

- determination of the system of social guarantees provided to citizens of the Russian Federation who work and live in the Arctic zone;

- creation of a system of state support for the delivery of fuel, food and other vital goods to settlements located in remote areas.

The implementation of the main tasks in the field of economic development of the Arctic zone will be ensured through the implementation of the following measures:

- introduction in the Arctic zone of a special economic regime that promotes the transition to a circular economy, the implementation of private investment in geological exploration, the creation of new and modernization of existing industrial facilities, the development of science-intensive and high-tech industries, the development of new oil and gas

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provinces, deposits of solid minerals and difficult recoverable reserves of hydrocarbon raw materials, increasing the volume of deep oil refining, production of liquefied natural gas and gas chemical products;

- providing investors with state support when they make capital investments in transport, energy and engineering infrastructure, including the infrastructure of gas supply, water supply, pipeline transport and communications systems necessary for the implementation of new investment projects selected or determined in accordance with the procedures or criteria established by federal laws and other regulatory legal acts;

- development and implementation of a program of state support for the traditional economic activities of small peoples;

- simplification of the procedure for granting land plots to citizens for the purpose of carrying out economic and other activities not prohibited by law;

- development of digital services for persons who are provided with forest and fish-breeding plots for use;

- development and implementation of a program for the geological study of the Arctic zone;

- continuation of work on the preparation of materials necessary to substantiate the outer limit of the continental shelf;

- creation and development of a new model for the implementation of economic projects on the continental shelf, which provides for the expansion of the participation of private investors in such projects while maintaining state control over their implementation;

- provision of state support measures aimed at the creation and development of technologies for the development of oil and gas fields (including technologies used on the continental shelf), the production of liquefied natural gas, as well as to ensure the production of relevant industrial products;

- stimulating the use of Russian-made industrial products in the implementation of new economic projects;

- providing state support to projects for the creation and (or) modernization of fish processing complexes, enterprises of fish farms and greenhouses, livestock complexes;

- development and implementation of legal and organizational measures to prevent illegal extraction and sale of marine biological resources, as well as to stimulate the sale of legally obtained marine biological resources;

- development of a mechanism for state support for the intensification of reforestation, the development of forest infrastructure and deep processing of forest

resources, the development of a system of aviation protection of forests from fires;

- state support for the construction of Arctic ice-class cruise ships in the Russian Federation and the development of tourism infrastructure;

- bringing the system of basic professional educational programs and target figures for admission to training at the expense of the budgetary allocations of the federal budget, the budgets of the constituent entities of the Russian Federation, local budgets to educational organizations located in the Arctic zone, in line with the forecasted need for qualified and highly qualified personnel;

- systematic provision of state support measures to the economically active population of Russia, ready to move (resettle) to the Arctic zone in order to carry out labor activities.

The implementation of the main tasks in the field of infrastructure development in the Arctic zone will be ensured through the implementation of the following measures:

- comprehensive development of the infrastructure of seaports and sea shipping routes in the waters of the Northern Sea Route, the Barents, White and Pechora Seas;

- creation of a headquarters for maritime operations to manage navigation throughout the entire water area of the Northern Sea Route;

- unification of transport and logistics services provided in the waters of the Northern Sea Route, based on a digital platform designed for paperless processing of multimodal transportation of passengers and goods;

- construction of at least five universal nuclear icebreakers of project 22220, three nuclear icebreakers of the Leader project, 16 rescue and towing and rescue vessels of various capacities, three hydrographic and two pilot vessels;

- development of a system of vocational education and additional education, taking into account the need to develop the Northern Sea Route;

- development and approval of a program for the construction of cargo ships used for merchant shipping, for the implementation of economic projects and the construction of passenger and cargo ships for transportation between sea and river ports in the Arctic zone;

- construction of ports - hubs and the creation of a Russian container operator in order to ensure international and cabotage transportation in the waters of the Northern Sea Route;

- expanding the possibilities of navigation along the White Sea - Baltic Canal, the basins of the Onega, Northern Dvina, Mezen, Pechora, Ob, Yenisei,

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Lena, Kolyma and other rivers of the Arctic zone, including dredging, port and port facilities;

- expanding the use of liquefied natural gas in sea and river transport in the waters of the Northern Sea Route, as well as for power supply to settlements;

- development of a development scheme, construction (reconstruction) of airport complexes and checkpoints across the state border of the Russian Federation simultaneously with the development of the infrastructure of the Northern Sea Route and the implementation of economic projects;

- development and implementation of engineering and technical solutions that ensure the sustainable functioning of infrastructure in the face of climate change;

- construction and reconstruction of local roads, including in settlements located in remote areas;

- deployment of a highly elliptical space system providing high temporal resolution hydrometeorological data for the polar region of the Earth;

- creation and development on the basis of domestic equipment of a satellite constellation in highly elliptical orbits, providing satellite communications for users in the waters of the Northern Sea Route and in territories north of 70 degrees north latitude, as well as the required quality and speed of the automatic identification system and Earth remote sensing systems;

- creation of a trans-Arctic main submarine fiber-optic communication line with the output of local communication lines to the largest ports and settlements of the Arctic zone;

- ensuring the radiation safety of seaports when surface ships and ships with nuclear power plants, nuclear service ships and floating power units of nuclear thermal power plants enter and stay in them;

- development and implementation of a mechanism for state support for projects to improve the efficiency of electricity generation, carried out in isolated and hard-to-reach areas and involving the use of liquefied natural gas, renewable energy sources and local fuel;

- provision of small peoples in the places of their traditional residence and traditional economic activity with mobile sources of energy supply and means of communication.

The implementation of the main tasks in the development of science and technology in the interests of the development of the Arctic will be ensured through the implementation of the following measures:

- highlighting priority areas of scientific and technological development and building up activities to conduct fundamental and applied scientific research in the interests of the development of the Arctic;

- development and implementation of technologies that are critical for the development of the Arctic, including ensuring the creation of new

functional and structural materials necessary for economic activity in the Arctic, the development of ground vehicles and aviation equipment for operation in the natural and climatic conditions of the Arctic, the development technologies for preserving health and increasing the life expectancy of the population of the Arctic zone;

- carrying out comprehensive expeditionary research in the Arctic Ocean (including bathymetric and gravimetric work, acoustic profiling), performing hydrographic surveys to ensure the safety of navigation, as well as long-term hydrographic surveys, including deep-sea ones, in order to study the underwater environment;

- development of a comprehensive plan for international scientific research (including expeditionary ones) on the state of the Arctic ecosystems, global climate change and the study of the Arctic;

- development of the research fleet of the Russian Federation, including the construction of a drifting ice-resistant self-propelled platform and research vessels for the study of the Arctic;

- creation of scientific and educational centers in priority areas of fundamental and applied scientific research carried out in the interests of the development of the Arctic;

- monitoring, evaluation and forecasting of the development of science and technology in the Arctic zone.

The implementation of the main tasks in the field of environmental protection and ensuring environmental safety will be carried out through the implementation of the following measures:

- creation of specially protected natural areas, ensuring compliance with the regime of their special protection, including entering information about them in the Unified State Register of Real Estate;

- adaptation of the economy and infrastructure of the Arctic zone to climate change;

- identification, assessment and accounting of objects of accumulated harm to the environment and organization of work to eliminate the accumulated harm to the environment;

- development of a unified system of state environmental monitoring (state monitoring of the environment) using modern information and communication technologies and communication systems;

- carrying out work in the field of hydrometeorology, including increasing the density of the observation network and the technical equipment of environmental monitoring systems based on the recommendations of the World Meteorological Organization;

- minimization of emissions into the atmospheric air, discharges of pollutants into water bodies during economic and other activities in the

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Arctic zone, as well as the establishment of state support measures aimed at introducing the best available technologies in the implementation of economic and other activities in the Arctic zone;

- prevention of negative environmental consequences during the development of natural resources;

- development of a unified state system for the prevention and elimination of emergency situations in order to carry out measures to eliminate oil and oil product spills, including in the waters of the Northern Sea Route and other maritime transport corridors;

- prevention of entry into the Arctic zone from abroad of highly toxic and radioactive substances, as well as dangerous microorganisms;

- conducting a regular assessment of the environmental and socio-economic consequences of anthropogenic impact on the environment of the Arctic zone, including those caused by the transfer of pollutants from the states of North America, Europe and Asia;

- conducting a regular assessment of the impact of nuclear facilities located in the Arctic zone on the environment and the population;

- ensuring the rational use of associated petroleum gas in order to minimize its flaring;

- state support for activities in the field of waste management in the Arctic zone, improvement of the hazardous waste management system in the Arctic zone;

- creation of a system for promptly informing public authorities and the public about the occurrence or increase in the risks of harmful effects of the most dangerous pollutants and microorganisms in connection with emergency situations caused by climate change.

The implementation of the main tasks in the development of international cooperation will be ensured through the implementation of the following measures:

- implementation of multi-vector foreign policy activities aimed at preserving the Arctic as a territory of peace, stability and mutually beneficial cooperation;

- ensuring mutually beneficial bilateral and multilateral cooperation of the Russian Federation with foreign states, including on the basis of international treaties, agreements and conventions to which it is a party;

- international legal registration of the outer boundary of the continental shelf and maintaining interaction with the Arctic states in order to protect national interests and exercise the rights of a coastal state in the Arctic provided for by international acts, including those related to the exploration and development of resources of the continental shelf and the establishment of its outer borders;

- ensuring the Russian presence in the Svalbard archipelago on the terms of equal and mutually

beneficial cooperation with Norway and other states - parties to the Svalbard Treaty of February 9, 1920;

- assistance in building up the efforts of the Arctic states to create a unified regional system of search and rescue, prevention of man-made disasters and liquidation of their consequences, coordination of the activities of rescue forces, ensuring interaction between the Arctic states within the framework of the Arctic Coast Guard Forum;

- development and implementation of programs for economic and humanitarian cooperation of the constituent entities of the Russian Federation, whose territories belong to the land territories of the Arctic zone, with the regions of the Arctic states;

- active participation of Russian state and public organizations in the work of the Arctic Council and other international forums dedicated to the Arctic issues;

- ensuring the effective work of the Arctic Council under the chairmanship of the Russian Federation in 2021-2035, including the promotion of joint projects, including those aimed at ensuring the sustainable development of the Arctic and preserving the cultural heritage of indigenous peoples;

- promoting the strengthening of ties between the indigenous peoples living in the Arctic zone and the indigenous peoples living in the Arctic territories of foreign states, holding relevant international forums;

- promoting the comprehensive development of the young generation of indigenous peoples through the implementation of educational, humanitarian and cultural exchanges with the youth of other Arctic states;

- development of general principles for the implementation of investment projects in the Arctic zone with the participation of foreign capital;

- organization of events aimed at attracting foreign investors to participate in the implementation of economic (investment) projects in the Arctic zone;

- contributing to strengthening the importance of the Arctic Economic Council as one of the central forums for the sustainable development of the Arctic;

- development and implementation by Russian organizations together with foreign partners of basic and additional professional educational programs related to the development and exploration of the Arctic;

- ensuring the implementation of the Agreement to strengthen international Arctic scientific cooperation;

- creation and promotion on the Internet of a multilingual information resource dedicated to the development of the Arctic zone and Russia's activities in the Arctic.

The implementation of the main tasks in the field of ensuring the protection of the population and territories of the Arctic zone from natural and man-

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made emergencies will be carried out through the implementation of the following measures:

- identification and analysis of the risks of natural and man-made emergencies, development of ways to prevent such situations;
- development of technologies, creation of technical means and equipment for emergency rescue operations and fire fighting, modernization of the aircraft fleet, development of aviation infrastructure and aviation rescue technologies in order to ensure the protection of the population and territories, reduce the response time to emergency situations, taking into account the tasks to be solved and natural and climatic conditions of the Arctic zone;
- improvement of methods for protecting the population and territories, methods of extinguishing fires, including with the use of aviation, and the procedure for temporary accommodation in the Arctic conditions of the population and professional contingent during the elimination of natural and man-made emergencies;
- increasing the level of protection of critical and potentially dangerous facilities, ensuring the stability of their operation in emergency situations in the Arctic;
- improvement of the regulatory, legal and regulatory framework in the field of protecting the population, territories, critical and potentially dangerous facilities from natural and man-made emergencies, in the field of fire safety, taking into account the specifics of facilities that are planned to be built in the Arctic zone;
- development of systems for monitoring the situation and forecasting emergency situations in the Arctic zone, including on the basis of processing data from remote sensing of the Earth from space;
- development of an anti-crisis management system within the framework of a unified state system for the prevention and elimination of emergency situations;
- development (taking into account the tasks to be solved and natural and climatic conditions) of the Arctic integrated emergency rescue centers, including the expansion of their technical and tactical capabilities related to the prevention of emergencies and response to such situations, the improvement of their structure, composition and logistics, expansion of the home base infrastructure;
- organization of exercises and trainings to test the readiness of the forces and means of the Arctic states to eliminate natural and man-made emergencies, including those arising from the implementation of major economic and infrastructure projects, as well as participation in such exercises and trainings;
- establishing requirements for emergency equipment and means of providing assistance,

preserving life and health in the event of radiation accidents and incidents in the Arctic zone;

- ensuring the evacuation (resettlement) of citizens from settlements due to the consequences of natural and man-made emergencies.

The implementation of the main tasks in the field of ensuring public safety in the Arctic zone will be carried out through the implementation of the following measures:

- improving the structure and staffing of the internal affairs bodies of the Russian Federation and the troops of the national guard of the Russian Federation;
  - equipping the units of the internal affairs bodies of the Russian Federation and the troops of the National Guard of the Russian Federation stationed in the Arctic zone with modern types of weapons and ammunition for it, special and other material and technical means and equipment adapted to the Arctic conditions;
  - prevention of extremist and terrorist activities;
  - increasing the effectiveness of measures to prevent neglect, provide social assistance to minors with various forms and degrees of maladaptation, as well as their rehabilitation;
  - creation of conditions for the organization of people's squads and other law enforcement associations, the anti-drug movement, public anti-drug associations and organizations, the formation of regional segments of the system of complex rehabilitation and re-socialization of users of narcotic drugs and psychotropic substances;
  - prevention of crimes at enterprises of the fuel and energy complex, housing and communal services, as well as crimes committed using information and communication technologies;
  - implementation, development and maintenance of the systems of the law enforcement segment of the hardware and software complex "Safe City";
  - expansion (creation) of a network of rehabilitation and adaptation centers in order to provide comprehensive social assistance to persons released from places of deprivation of liberty.
- The implementation of the main tasks in the field of ensuring military security, protection and protection of the state border of the Russian Federation in the Arctic zone will be carried out through the implementation of the following measures:
- improving the composition and structure of the Armed Forces of the Russian Federation, other troops, military formations and bodies in the Arctic zone;
  - ensuring a favorable operational regime in the Arctic zone, including maintaining the level of combat readiness of groups of troops (forces) of the Armed Forces of the Russian Federation, other troops, military formations and bodies in accordance with the actual

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and predictable nature of military dangers and military threats of the Russian Federation in the Arctic;

- equipping the Armed Forces of the Russian Federation, other troops, military formations and bodies stationed in the Arctic zone with modern models of weapons, military and special equipment adapted to the Arctic conditions;

- development of the basing infrastructure, carrying out activities for the operational equipment of the territories, improving the system of logistics for the Armed Forces of the Russian Federation, other troops, military formations and bodies in order to ensure the fulfillment of tasks in the Arctic zone;

- the use of dual-use technologies and infrastructure facilities in the interests of a comprehensive solution of defense tasks in the Arctic zone.

The implementation of this Strategy will be carried out in three stages.

At the first stage of the implementation of this Strategy (in 2020-2025), it is envisaged:

- formation of mechanisms for the accelerated economic and social development of the Arctic territories, including the creation of a regulatory framework for the functioning of a special economic regime in the Arctic zone;

- modernization of primary health care, equipping medical organizations providing primary health care with road, rail and air transport, including for medical evacuation of crew members in the waters of the Northern Sea Route and the railway route;

- modernization of primary health care, equipping medical organizations providing primary health care with road and air transport, including for medical evacuation of ship crew members in the waters of the Northern Sea Route;

- improving the system of providing social guarantees to citizens of the Russian Federation living and working in the Arctic zone;

- approval of the state support program for the traditional economic activities of small peoples;

- bringing the system of vocational education and additional education in line with the predicted staffing needs of employers in the economy and social sphere of the Arctic zone, including equipping educational organizations with modern equipment and materials;

- implementation of pilot projects for the integrated development of settlements in which bodies and organizations are located that perform functions in the field of ensuring national security and (or) the functions of a base for the development of mineral resource centers, the implementation of economic and (or) infrastructure projects in the Arctic, and projects to

improve organizing the delivery of fuel, food and other vital goods to settlements located in remote areas;

- introduction of a mechanism for subsidizing local transportation in the Arctic zone;

- ensuring the application of a new model for the implementation of economic projects on the continental shelf;

- accelerating the development of the western part of the Northern Sea Route, building four universal nuclear-powered icebreakers of project 22220, 16 rescue and towing and rescue vessels of various capacities, three hydrographic and two pilot vessels;

- the beginning of the implementation of measures to replace inefficient diesel generation of electricity in isolated and hard-to-reach areas with generation based on liquefied natural gas, renewable energy sources and local fuel;

- ensuring the possibility of providing Internet access services for households in settlements with a population of 100 to 500 people;

- creation of a satellite constellation in highly elliptical orbits, providing stable uninterrupted satellite communications in the Arctic zone;

- creation of a world-class scientific and educational center that carries out research and development in the interests of the development of the Arctic;

- development of technologies for saving health and increasing life expectancy of the population of the Arctic zone;

- design and construction of research vessels and commissioning of a drifting ice-resistant self-propelled platform for integrated scientific research in the high latitudes of the Arctic Ocean;

- creation of a state system for monitoring and preventing the negative consequences of permafrost degradation;

- intensification of international economic, scientific and humanitarian cooperation on the development of the Arctic zone;

- updating the system of baselines from which the width of the territorial sea of the Russian Federation and the exclusive economic zone of the Russian Federation in the Arctic is measured.

At the second stage of the implementation of this Strategy (in 2026-2030), it is envisaged:

- ensuring an increase in the competitiveness of the sectors of the economy of the Arctic zone, taking into account the operation of a special economic regime, the needs of investors, the conditions for carrying out economic activities in the Arctic;

- ensuring the availability of services of a network of educational organizations, organizations of culture, physical culture and sports for the population of the Arctic zone, including for persons belonging to small peoples;

- completion of the formation of a competitive system of professional educational organizations,



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advanced professional training centers and educational organizations of higher education;

- full implementation of the program for the integrated development of settlements in which bodies and organizations are located that perform the functions of ensuring national security and (or) the functions of a base for the development of mineral resource centers, the implementation of economic and (or) infrastructure projects in the Arctic;

- ensuring year-round navigation throughout the entire water area of the Northern Sea Route, building an additional one universal nuclear icebreaker of project 22220 and two icebreakers of the Leader project, starting the construction of hub ports for transshipment of international container cargo;

- launch of the program for the development of shipping in the river basins of the Arctic zone;

- implementation of the program for the development of the tourist infrastructure of the Arctic zone;

- creation of a trans-Arctic main submarine fiber-optic communication line;

- creation of a highly elliptical space system providing high temporal resolution hydrometeorological data for the polar region of the Earth;

- commissioning of new models of equipment created using innovative materials, including samples of robotics, shipbuilding equipment, unmanned transport systems and portable energy sources;

- the beginning of the formation of the composition of the research fleet of the Russian Federation, necessary for the implementation of complex scientific research in the high latitudes of the Arctic Ocean;

- completion of the rehabilitation of territories where flooded and sunken objects with spent nuclear fuel and radioactive waste are located;

- improving the efficiency of functioning in the Arctic zone of a unified state system for the prevention and elimination of emergency situations.

At the third stage of the implementation of this Strategy (in 2031-2035), it is envisaged:

- progressive increase in the capacities of enterprises engaged in the production of liquefied

natural gas, gas chemical products, oil production on the continental shelf and in the land areas of the Arctic zone, deep processing of other minerals and natural resources;

- modernization of the urban environment and social infrastructure of settlements in which bodies and organizations are located that perform the functions of ensuring national security and (or) the functions of a base for the development of mineral resource centers, the implementation of economic and (or) infrastructure projects in the Arctic;

- ensuring the availability of high-quality social services for persons belonging to small peoples, and the intensive development of their traditional economic activities;

- formation on the basis of the Northern Sea Route of the national transport communication of the Russian Federation competitive in the world market, construction of hub ports for transshipment of international container cargo and an additional icebreaker of the Leader project;

- completion of the replacement of inefficient diesel power generation in isolated and hard-to-reach areas with generation based on liquefied natural gas, renewable energy sources and local fuels;

- completion of the program for the development of shipping in the river basins of the Arctic zone;

- completion of the formation of the composition of the research fleet of the Russian Federation, necessary for the implementation of complex scientific research in the high latitudes of the Arctic Ocean;

- reduction and prevention of the negative impact of economic activities on the environment.

The target indicators for the implementation of this Strategy correspond to the indicators characterizing the effectiveness of the implementation of the state policy of the Russian Federation in the Arctic, provided for by the Fundamentals of State Policy in the Arctic. The values of the target indicators based on the results of each stage of the implementation of this Strategy are given in the Appendix (Figure 4).

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**Figure 4. Territorial location of the Arctic zones of the Russian Federation**

The Government of the Russian Federation develops and approves a unified action plan for the implementation of the Fundamentals of State Policy in the Arctic and this Strategy, which should reflect all stages of the implementation of this Strategy.

The implementation of this Strategy is ensured by coordinated actions of federal government bodies, executive authorities of the constituent entities of the Russian Federation, local authorities, state academies of sciences, other scientific and educational organizations, funds for supporting scientific, scientific, technical and innovative activities, public organizations, state corporations, state companies, joint-stock companies with state participation and the business community.

To implement this Strategy, it will be necessary to make changes to the state program of the Russian Federation "Socio-economic development of the Arctic zone of the Russian Federation", other state programs of the Russian Federation, state programs of the constituent entities of the Russian Federation, as well as to the development plan for the infrastructure of the Northern Sea Route for the period up to 2035.

The solution of tasks in the field of military security, protection and protection of the state border

of the Russian Federation is ensured through the implementation of measures provided for by the state armament program within the framework of the state defense order and state programs of the Russian Federation.

General management of the implementation of this Strategy is carried out by the President of the Russian Federation.

The tasks, functions, procedure for coordinating the activities and interaction of state authorities, local authorities and organizations in the implementation of this Strategy are determined in accordance with the legislation of the Russian Federation.

The implementation of this Strategy is carried out at the expense of the budgets of the budgetary system of the Russian Federation, including at the expense of funds provided for the implementation of the state program of the Russian Federation "Socio-economic development of the Arctic zone of the Russian Federation", and extra-budgetary sources. The main targets for the implementation of the Strategy for the Development of the Arctic Zone of the Russian Federation and Ensuring National Security for the period up to 2035 are shown in Table 1

**Table 1. Target indicators as a result of the implementation of the Strategy for the development of the Arctic zone of the Russian Federation and ensuring national security for the period up to 2035**

Index	base value	Target value		
		2025	2030	2035
Life expectancy at birth in the Arctic (years)	72.39 (2018)	78	80	82

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In accordance with the Fundamentals of the State Policy of the Russian Federation in the Arctic for the period up to 2035, the main tasks in the field of social development of the Arctic zone of the Russian Federation are:

a) ensuring the availability of primary health care, quality pre-school, primary general and basic general education, secondary vocational and higher education, services in the field of culture, physical culture and sports in settlements located in remote areas, including in places of traditional residence and traditional economic activities of small peoples;

b) providing citizens with affordable, modern and high-quality housing, improving the quality of housing and communal services, improving the living conditions of persons leading a nomadic and semi-nomadic lifestyle, belonging to small peoples;

c) the accelerated development of the social infrastructure of settlements in which bodies and organizations are located that perform functions in the field of ensuring national security and (or) the functions of a base for the development of mineral resource centers, the implementation of economic and (or) infrastructure projects in the Arctic;

d) creation of a system of state support for the delivery of fuel, food and other vital goods to settlements located in remote areas in order to ensure affordable prices for such goods for citizens and business entities;

e) provision of year-round mainline, interregional and local (regional) air transportation at affordable prices;

f) ensuring that the state fulfills its obligations to provide housing subsidies to citizens leaving the regions of the Far North and equivalent areas;

g) promotion of a healthy lifestyle, including the introduction of corporate health promotion programs in the workplace. The level of development of social infrastructure significantly affects the potential of any territory and the prospects for its socio-economic development. In the regions of the North and the Arctic of the Russian Federation, "a highly developed social infrastructure is intended to be one of the forms of compensation for work and living in extremely uncomfortable conditions." However, "the current development practice is predominantly sectoral in nature, when priority is given to individual investment projects, and does not ensure the implementation of an integrated approach that involves the development of not only production, but also the social sphere, combined with the solution of demographic and environmental problems." The "Basics" gives a fundamental assessment of the processes, taking place in the Arctic territories, including in the social sphere. This is, first of all, the reduction in the population of the Arctic zone of the Russian Federation, the low level of development of the social, transport and information and communication infrastructure of the

land territories of the Russian Arctic, including in the places of traditional residence of small peoples.

The transition to a market economy, the closure of thousands of enterprises, the reduction of military infrastructure, rising unemployment, a sharp reduction in funding for Arctic projects, low wages without taking into account regional payments negatively affected the quality of life of the population, led to a reduction in life expectancy, which together led to an increase in the outflow of the population from most of the Arctic territories, which led them to desolation. For 1990–2020 The social infrastructure of the North and the Russian Arctic has undergone a number of major changes. In the 1990s government spending on its development was reduced and, in fact, reduced to the payment of wages. In the 2000s funding has increased, but still a significant part of the regional and federal budgets is directed to the development of social infrastructure, located in the administrative centers, although small settlements need it most urgently. The problem of access to quality services is currently exacerbated by the ongoing modernization (optimization) of the social infrastructure, in which small institutions are merged (some of them are being liquidated).

The level of social development also depends on the different levels of development of the territories of the Russian Arctic: old industrial (Arkhangelsk and Murmansk regions, urban districts of Vorkuta and Norilsk), relatively new industrial development (Nenets, Yamalo-Nenets and Chukotka Autonomous Okrugs), which are in a depressed state (municipal districts Republic of Sakha (Yakutia) and Taimyr (Dolgano-Nenets) municipal district of the Krasnoyarsk Territory). One of the most problematic areas at present is healthcare: the location of healthcare institutions is becoming heterogeneous, and disproportions in the distribution of resources (personnel, material, technical, financial) are clearly pronounced. Health care institutions are concentrated in the administrative centers of the constituent entities of the Russian Federation and inter-municipal medical centers. There is a significant reduction in the number of medical institutions - polyclinics, maternity homes, hospitals, antenatal clinics, feldsher-obstetric stations, etc., located in rural areas, remote settlements. In the northern and arctic regions, in the conditions of isolation of a significant part of the settlements, this makes medical care inaccessible to residents. The result of this will be a decrease in the early detection of diseases, as well as an increase in mortality (including infant mortality) and disability of the population. The share of household expenditures on medical care will increase. The impossibility of obtaining the necessary medical care at the place of residence will lead to a significant increase in the cost of its more expensive types (air ambulance, high-tech medical care, etc.), to inefficient use of resources,

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Unsatisfactory life expectancy and depopulation in the Russian North, which reduce the demographic security of the region, according to N.V. Govorova, “are associated not only with very difficult natural and climatic conditions, which cause a high level of morbidity and mortality, but also with a low quality of life due to the insufficient development of the healthcare system, a shortage of the necessary equipment, technologies and specialists to provide assistance through mobile communications, through ambulance helicopters and modern medical infrastructure. The lack of disease prevention and opportunities to lead a healthy lifestyle lead to depressing statistics in most Arctic regions on mortality of the population of working age (especially in the Chukotka Autonomous Okrug and the Republic of Karelia) and infant mortality (most of all in the Chukotka Autonomous Okrug, Yamalo-Nenets Autonomous Okrug and Republic of Karelia). The issues of education and training of personnel are acute in the Arctic region. This is due to the needs of companies operating in the Arctic. They constantly feel a shortage of labor resources.

Specialists from other regions do not always move to permanent residence in the Arctic regions. Under these conditions, it is necessary to develop a multi-stage system for training specialists for Arctic projects through cooperation between Arctic and non-Arctic universities. Currently, graduates of the Northern (Arctic) Federal University are in demand. It is important to create a mechanism for targeted training for the effective distribution of graduates in priority areas of work in the Arctic, to introduce forms of industrial training at enterprises operating in the regions of the Far North. Providing housing for the population of the Arctic territories of Russia is an extremely acute problem that requires significant capital expenditures both for new construction and for the maintenance and development of infrastructure.

The largest share of emergency houses in the housing stock is noted in the Yamalo-Nenets Autonomous Okrug (YNAO) - 43%, Allaikhoyskiy municipal district of the Republic of Sakha (Yakutia) - 27%, Anabarsky national (Dolgano-Evenki) municipal district - 17% 2 . The solution to the problem of housing within the Russian Arctic is associated with many factors: the quality of housing, cost, location, availability of amenities, the provision of the settlement with social infrastructure facilities, transport accessibility, etc. It is quite obvious that the housing problem of the Russian Arctic cannot be solved once and for all. Like any other social problem, it is dynamic and requires the constant attention of authorities at all levels, the development of new approaches to its solution. The current state regulation of the housing sector, due to a number of objective and subjective reasons, is still a non-systemic process. Given the peculiarities of the Arctic regions, associated with the need to ensure the special

reliability of infrastructure life support systems for the population, low-rise and individual housing construction, using industrial structures, as well as local building materials, can become priority areas for the development of housing construction. The NSR plays an important role in the northern delivery. Its traditions arose as early as the beginning of the 17th century, when Russian merchants supplied Yakutia with imported goods, buying furs from the indigenous population. It is curious that for several centuries, despite cardinal political changes, the economic model of the Russian Far North has not fundamentally changed:

Therefore, when studying the economic mechanism of northern delivery, special attention should be paid to agricultural production, which is poorly developed in these regions due to the harsh climate and the high cost of energy. At the same time, not only mineral resources are exported from these regions, but also food, albeit in a narrow range (mainly seafood, fish from the northern rivers and meat (venison). The current system for managing the northern delivery is incomplete, unstable, is focused on solving current problems, is not harmonized with the goals and objectives of the spatial development of the Russian Federation and needs to be improved. that a significant part of the population of the Russian Arctic territories has incomes not higher than the subsistence level, an increase in the import of food from other regions with the inclusion of transport costs in the price will only reduce its economic accessibility and reduce the range of food products supplied. One of the solutions could be the development of own production, mainly livestock, aquaculture and greenhouse vegetable production.

Own agricultural production, according to V.A. Ivanov, in the regions of the North is aimed at providing the population with meat, milk, sea, river and lake fish, eggs, vegetables, wild plants. These food products are indispensable in the rational nutrition of residents in extreme natural conditions, and are also medicines. Targeted programs of food assistance and the creation of reserves in case of interruption of communication with the central regions of the country due to weather conditions can also contribute to increasing the economic availability of food. Such programs are especially relevant for Chukotka, Yakutia, the northern territories of the Krasnoyarsk Territory and the Yamalo-Nenets Autonomous Okrug. In doing so, it must be borne in mind that own production costs (*ceteris paribus*) much more expensive due to difficult natural and climatic conditions and the poor development of transport communications and other infrastructure elements. Under these conditions, it is necessary to develop an appropriate production and transport infrastructure that ensures independence from external supplies. It is necessary to ensure the sustainable development of the indigenous peoples of the North. It should be

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stated that industrial activity in the habitat of indigenous peoples has led to a crisis in traditional industries and exacerbated social problems. providing independence from external supplies. It is necessary to ensure the sustainable development of the indigenous peoples of the North. It should be stated that industrial activity in the habitat of indigenous peoples has led to a crisis in traditional industries and exacerbated social problems. providing independence from external supplies. It is necessary to ensure the sustainable development of the indigenous peoples of the North. It should be stated that industrial activity in the habitat of indigenous peoples has led to a crisis in traditional industries and exacerbated social problems.

It should be noted that the large-scale development of the Arctic region should not violate the original way of life of the indigenous northerners, which is inextricably linked with nature. It is important to change attitudes towards the health and education of indigenous peoples. For example, summarizing the opinions, assessments and proposals of the authors on the problem of education, it should be noted that they draw attention to the need to develop special educational standards, special programs that take into account the inclusive nature of education of the indigenous peoples of the Arctic; study and dissemination of best practices in the work and functioning of small-scale nomadic and community-based kindergartens; training teachers of the native language, support for education specialists working in remote areas; preservation and transmission of traditions, culture and customs from generation to generation; development of skills and abilities necessary for conducting traditional economic activities. The issues of education and culture of indigenous peoples are most successfully resolved by the executive and legislative bodies of the Yamalo-Nenets Autonomous Okrug. Solving issues of social development, it is necessary to improve transport (air, water, land, sea).

For most of the Arctic zone, there are no alternative means of air transport. It provides year-round communication with other regions. At the same time, air communication for the population of the polar regions remains inaccessible. The reasons for this situation are the high cost of flights, the

insufficient number and outdated fleet of aircraft, the state of the airfield infrastructure that does not meet modern requirements, and small aviation is not developed. We need aircraft of a fundamentally new design and technological design, supported by innovations in the field of aircraft construction for the Arctic, as well as reasonable tariffs for air travel that are acceptable to the population. By 2035, from 80 to 135 light multi-purpose passenger aircraft with a capacity of 7 to 19 people will be required.

Development work on a family of light multi-purpose aircraft began in 2016, and deliveries are scheduled for 2025. In December 2015, the Mi-38 helicopter was certified, which is capable of operating in the Far North. The solution of social issues in the Arctic is associated with the choice of ways to develop the Arctic region. So, for example, in the territories of large-scale development of natural resources (Nenets Autonomous Okrug, YNAO, Taimyr Peninsula, uluses of the Republic of Sakha (Yakutia), Chukotka Autonomous Okrug classified as Arctic territories), it is expedient to widely develop shift camps with limiting the set of social infrastructure facilities to the level ensuring the restoration of labor resources, the ability to work. The main advantages of this approach are:

- 1) reducing the burden on local budgets in terms of the implementation of assigned social programs and obligations;
- 2) growth of the revenue side of the budget due to an increase in the taxable profit of mining enterprises;
- 3) reduction of state budget expenditures related to the need to provide support for the maintenance of social infrastructure facilities in settlements and the implementation of social programs. In our opinion, it is difficult to agree with this proposal, since it does not provide for large-scale development of the Arctic. As the main priority of the state policy of Russia in the territory of the Russian Arctic, the issues of regulating the processes of human capital development are brought to the fore, which note that the main direction of such regulation is “meeting the needs of local economies in the labor force at the expense of the population living here, adapted to the conditions of the Arctic, in the basis of a labor-saving policy.

**Table 2. Target indicators for the implementation of the Strategy for the development of the Arctic zone of the Russian Federation and ensuring national security for the period up to 2035**

No. p/p	Index	base value	Target value		
			2025	2030	2035
1.	Life expectancy at birth in the Arctic (years)	72.39 (2018)	78	80	82
2.	The coefficient of migration growth of the population of the Arctic zone	-5.1 (2018)	-2.5	0	2

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3.	Unemployment rate in the Arctic zone, calculated in accordance with the methodology of the International Labor Organization (in percent)	4.6 (2019)	4.6	4.5	4.4
4.	Number of jobs at new enterprises located in the Arctic zone (thousand)	-	30	110	200
5.	Average salary of employees of organizations operating in the Arctic zone (thousand rubles)	83.5 (2019)	111.7	158.5	212.1
6.	The share of households with broadband access to the Internet information and telecommunications network in the total number of households in the Arctic zone (in percent)	81.3 (2019)	90	100	100
7.	The share of the gross regional product produced in the Arctic zone in the total gross regional product of the constituent entities of the Russian Federation (in percent)	6.2 (2018)	7.2	8.4	9.6
8.	The share of value added of high-tech and knowledge-intensive sectors of the economy in the gross regional product produced in the Arctic zone (in percent)	6.1 (2018)	7.9	9.7	11.2
9.	The share of investments in fixed assets carried out in the territory of the Arctic zone in the total investments in fixed assets in the Russian Federation (in percent)	9.3 (2019)	11	12	14
10.	The share of internal costs for research and development, as well as the costs of organizations for technological innovations carried out in the Arctic zone, in the total internal costs for research and development, as well as the costs of organizations for technological innovations in the Russian Federation (in percent)	1 (2018)	2.5	3.5	4.5
11.	The share of investments in fixed capital, carried out for the protection and rational use of natural resources, in the total investments in fixed capital, carried out in the territory of the Arctic zone (in percent)	2.6 (2019)	4.5	6	10
12.	The share of crude oil (including gas condensate) and combustible natural gas produced in the Arctic zone in the total volume of crude oil (including gas condensate) and combustible natural gas produced in the Russian Federation (in percent):				
	crude oil (including gas condensate)	17.3 (2018)	20	23	26
	combustible natural gas	82.7 (2018)	82	81	79
13.	The volume of production of liquefied natural gas in the Arctic zone (million tons)	8.6 (2018)	43	64	91
14.	The volume of cargo transportation in the water area of the Northern Sea Route (million tons), including transit traffic	31.5 (2019)		90	130

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Regulatory documents to ensure the implementation of the Decree of the President of the Russian Federation on the development of the Arctic zone of the Russian Federation for the period up to 2035

Decree of the President of the Russian Federation "On land territories of the Arctic zone of the Russian Federation".

In order to implement the Fundamentals of the State Policy of the Russian Federation in the Arctic for the period up to 2020 and beyond, I decide:

Determine the land territories of the Arctic zone of the Russian Federation according to the appendix. Moscow, Kremlin May 2, 2014 No. 296 of the Russian Federation dated May 2, 2014 NQ 296

Land territories of the Arctic zone of the Russian Federation

1. Territory of the Murmansk region.
2. Territory of the Nenets Autonomous Okrug.
3. Territory of the Chukotka Autonomous Okrug.
4. Territory of the Yamalo-Nenets Autonomous Okrug.
5. The territory of the municipal formation of the urban district "Vorkuta" (Komi Republic).
6. Territories of the Allaikhovskiy ulus (district), Anabar national (Dolgano-Evenki) ulus (district), Bulunskiy ulus (district), Nizhnekolymskiy district, Ust-Yanskiy ulus (district) (Republic of Sakha (Yakutia)).
7. Territories of the urban district of the city of Norilsk, Taimyrskiy Dolgano-Nenetskiy municipal district, Turukhanskiy district (Krasnoyarsk Territory).
8. Territories of the municipalities "City of Arkhangelsk", "Mezenskiy Municipal District", "Novaya Zemlya", "City of Novodvinsk", "Onega Municipal District", "Primorskiy Municipal District", "Severodvinsk" (Arkhangelsk Region).
9. Lands and islands located in the Arctic Ocean, specified in the Decree of the Presidium of the Central Executive Committee of the USSR of April 15, 1926 "06 declaring the territory of the USSR of lands and islands located in the Arctic Ocean" and other acts of the USSR.

10. Federal Law "On Strategic Planning in the Russian Federation" dated June 28, 2014 N 172-FZ (last edition) Adopted by the State Duma on June 20, 2014, Approved by the Federation Council on June 25, 2014

1. This Federal Law establishes the legal framework for strategic planning in the Russian Federation, the coordination of state and municipal strategic management and budgetary policy, the powers of federal state authorities, state authorities of the constituent entities of the Russian Federation, local governments and the procedure for their interaction with public, scientific and other organizations in the field of strategic planning.

2. Strategic planning in the Russian Federation (hereinafter referred to as strategic planning) is carried out at the federal level, the level of constituent entities of the Russian Federation and the level of municipalities.

3. This Federal Law governs relations arising between participants in strategic planning in the process of goal-setting, forecasting, planning and programming of the socio-economic development of the Russian Federation, subjects of the Russian Federation and municipalities, sectors of the economy and spheres of state and municipal government, ensuring the national security of the Russian Federation, as well as monitoring and control of the implementation of strategic planning documents.

4. In terms of strategic planning in the areas of national defense, state and public security, this Federal Law is applied subject to the legislation of the Russian Federation governing relations in these areas.

5. This Federal Law applies to relations in the field of strategic planning carried out on the territory of the Russian Federation, territories or under the jurisdiction of the Russian Federation or used on the basis of international treaties of the Russian Federation, including maritime spaces.

No. 474 of July 21, 2020 "On the national development goals of the Russian Federation for the period up to 2035"

In order to implement the breakthrough development of the Russian Federation, increase the population of the country, improve the standard of living of citizens, create comfortable conditions for their living, as well as reveal the talent of each person, I decide:

1. Determine the following national development goals of the Russian Federation

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(hereinafter referred to as the national goals) for the period up to 2035:

- a) the preservation of the population, the health and well-being of people;
- b) opportunities for self-realization and development of talents;
- c) a comfortable and safe environment for life;
- d) decent, efficient work and successful entrepreneurship;
- e) digital transformation.

2. Set the following targets characterizing the achievement of national goals by 2035:

a) within the framework of the national goal "Preservation of the population, health and well-being of people":

ensuring sustainable growth of the population of the Russian Federation;

increasing life expectancy to 78 years;

halving the poverty rate compared to 2017;

increase in the proportion of citizens systematically engaged in physical culture and sports, up to 70 percent;

b) within the framework of the national goal "Opportunities for self-realization and development of talents":

the entry of the Russian Federation into the top ten countries of the world in terms of the quality of general education;

formation of an effective system for identifying, supporting and developing abilities and talents in children and youth, based on the principles of justice, universality and aimed at self-determination and professional orientation of all students;

ensuring the presence of the Russian Federation among the ten leading countries in the world in terms of research and development, including through the creation of an effective system of higher education;

creating conditions for the education of a harmoniously developed and socially responsible personality based on the spiritual and moral values of the peoples of the Russian Federation, historical and national cultural traditions;

increase in the share of citizens engaged in voluntary (voluntary) activities or involved in the activities of voluntary (voluntary) organizations, up to 15 percent;

a threefold increase in the number of visits to cultural events compared to 2019;

c) within the framework of the national goal "Comfortable and safe environment for life":

improving the living conditions of at least 5 million families annually and increasing the volume

of housing construction to at least 120 million square meters. meters per year;

improving the quality of the urban environment by one and a half times;

ensuring the share of the road network in the largest urban agglomerations that meets regulatory requirements at a level of at least 85 percent;

creation of a sustainable municipal solid waste management system that ensures waste sorting in the amount of 100 percent and reduces the amount of waste sent to landfills by half;

halving emissions of hazardous pollutants that have the greatest negative impact on the environment and human health;

liquidation of the most dangerous objects of accumulated harm to the environment and the ecological improvement of water bodies, including the Volga River, lakes Baikal and Teletskoye;

d) within the framework of the national goal "Decent, efficient work and successful entrepreneurship":

ensuring the growth rate of the country's gross domestic product above the world average while maintaining macroeconomic stability;

ensuring the rate of sustainable growth of incomes of the population and the level of pension provision not lower than inflation;

real growth of investment in fixed assets of at least 70 percent compared to 2020;

real growth in exports of non-commodity non-energy goods of at least 70 percent compared to 2020;

increase in the number of people employed in the field of small and medium-sized businesses, including individual entrepreneurs and the self-employed, up to 25 million people;

e) within the framework of the national goal "Digital Transformation":

achievement of "digital maturity" of key sectors of the economy and social sphere, including healthcare and education, as well as public administration;

increase in the share of mass socially significant services available in electronic form, up to 95 percent;

an increase in the proportion of households that are provided with the possibility of broadband access to the information and telecommunications network "Internet", up to 97 percent;

an increase in investments in domestic solutions in the field of information technology by four times compared to 2019.

3. To the Government of the Russian Federation until October 30, 2020:

a) submit proposals to bring Decree of the President of the Russian Federation dated May 7, 2018 No. 204 "On national goals and strategic objectives of the development of the Russian



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Federation for the period up to 2024" in line with this Decree;

b) bring their acts in line with this Decree;

c) adjust (develop) with the participation of the State Council of the Russian Federation and submit for consideration by the Council under the President of the Russian Federation for Strategic Development and National Projects national projects aimed at achieving the national goals defined in paragraph 1 of this Decree and the targets established by paragraph 2 of this Decree;

d) develop and submit for consideration by the Council under the President of the Russian Federation for Strategic Development and National Projects a unified plan to achieve the national development goals of the Russian Federation for the period up to 2024 and for the planning period up to 2030.

4. To the Government of the Russian Federation:

a) annually, when drafting the federal budget for the next financial year and for the planning period, to provide, as a matter of priority, budget allocations for the implementation of the national goals defined in paragraph 1 of this Decree;

b) ensure that, as a matter of priority, the additional revenues of the federal budget generated in the course of its execution are allocated to the implementation of the national goals defined in paragraph 1 of this Decree.

5. Recognize as invalid paragraphs 1 and 16 of the Decree of the President of the Russian Federation dated May 7, 2018 No. 204 "On the national goals and strategic objectives of the development of the Russian Federation for the period up to 2024" (Sobraniye zakonodatelstva Rossiyskoy Federatsii, 2018, No. 20, art. 2817; No. 30, item 4717).

May 7, 2018 No. 204 "On the national goals and strategic objectives of the development of the Russian Federation for the period up to 2025".

In order to implement a breakthrough scientific, technological and socio-economic development of the Russian Federation, increase the population of the country, improve the standard of living of citizens, create comfortable conditions for their living, as well as conditions and opportunities for self-realization and disclosure of the talent of each person, I decide:

1. The Government of the Russian Federation shall ensure the achievement of the following national development goals of the Russian Federation for the period up to 2025:

a) ensuring sustainable natural growth of the population of the Russian Federation;

b) increase in life expectancy up to 78 years (by 2030 - up to 80 years);

c) ensuring sustainable growth of real incomes of citizens, as well as the growth of the level of pension provision above the level of inflation;

d) halving the level of poverty in the Russian Federation;

e) improvement of living conditions for at least 5 million families annually;

f) accelerating the technological development of the Russian Federation, increasing the number of organizations implementing technological innovations, up to 50 percent of their total number;

g) ensuring the accelerated introduction of digital technologies in the economy and social sphere;

h) the inclusion of the Russian Federation among the five largest economies in the world, ensuring economic growth rates higher than the world ones while maintaining macroeconomic stability, including inflation at a level not exceeding 4 percent;

i) creation in the basic sectors of the economy, primarily in the manufacturing industry and the agro-industrial complex, of a highly productive export-oriented sector, developing on the basis of modern technologies and provided with highly qualified personnel. 2. To the Government of the Russian Federation:

a) approve, by October 1, 2018, the Main Directions for the Activities of the Government of the Russian Federation for the period up to 2024 and the forecast for the socio-economic development of the Russian Federation for the period up to 2024, providing for the mechanisms and resource support for achieving the national goals defined by paragraph 1 of this Decree;

b) in accordance with the national goals defined in paragraph 1 of this Decree, develop (adjust) together with the state authorities of the constituent entities of the Russian Federation and submit before October 1, 2018 for consideration at a meeting of the Council under the President of the Russian Federation for Strategic Development and Priority Projects national projects (programs) in the following areas: demography; healthcare; education; housing and urban environment; ecology; safe and high-quality roads; productivity and employment support; the science; digital economy; culture; small and medium-sized businesses and support for individual entrepreneurial initiatives; international cooperation and export.

3. When developing a national program in the field of demographic development, the Government of the Russian Federation should proceed from the fact that in 2025 it is necessary to ensure:

a) achievement of the following goals and targets:

increase in healthy life expectancy to 67 years; an increase in the total fertility rate to 1.7; an increase in the proportion of citizens leading a healthy lifestyle, as well as an increase of up to 55 percent in the proportion of citizens systematically engaged in physical culture and sports;

b) solution of the following tasks:

introduction of a mechanism for financial support for families at the birth of children; creating conditions for the implementation of the labor activity

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of women with children, including the achievement of 100% accessibility (by 2022) of preschool education for children under the age of three; development and implementation of a program of systematic support and improvement of the quality of life of citizens of the older generation; formation of a system of motivating citizens to a healthy lifestyle, including healthy eating and giving up bad habits; creating conditions for all categories and groups of the population to engage in physical culture and sports, mass sports, including increasing the level of provision of the population with sports facilities, as well as preparing a sports reserve.

4. When developing a national project in the field of healthcare, the Government of the Russian Federation should proceed from the fact that in 2024 it is necessary to ensure:

a) achievement of the following goals and targets:

reduction in mortality rates of the working-age population (up to 350 cases per 100,000 population), mortality from diseases of the circulatory system (up to 450 cases per 100,000 population), and mortality from neoplasms, including malignant ones (up to 185 cases per 100,000 population), infant mortality (up to 4.5 cases per 1 thousand born children); elimination of personnel shortage in medical organizations providing primary health care;

ensuring coverage of all citizens with preventive medical examinations at least once a year; ensuring optimal accessibility for the population (including residents of settlements located in remote areas) of medical organizations providing primary health care; optimization of the work of medical organizations providing primary health care, reducing the waiting time in line when citizens apply to these medical

organizations, simplifying the procedure for making an appointment with a doctor; an increase in the volume of exports of medical services by at least four times compared to 2017 (up to 1 billion US dollars per year);

b) solution of the following tasks:

completion of the formation of a network of medical organizations of primary health care using a geographic information system in the healthcare sector Taking into account the need to build medical outpatient clinics, feldsher and feldsher-obstetric stations in settlements with a population of 100 to 2 thousand people, as well as taking into account the use of mobile medical complexes in settlements with a population of less than 100 people; completion of the formation of a network of national medical research centers; creation of mechanisms for the interaction of medical organizations on the basis of a unified state information system in the field of healthcare;

implementation innovative medical technologies, including an early diagnosis system and remote monitoring of patients' health; providing medical organizations of the healthcare system with qualified personnel, including the introduction of a system of continuous education of medical workers, including using distance learning technologies;

introduction of clinical recommendations and treatment protocols and their use in order to form tariffs for payment for medical care; development and implementation of programs to combat cancer, cardiovascular diseases, development of children's healthcare, including the creation of a modern infrastructure for providing medical care to children; formation of a system for protecting the rights of patients; improving the mechanism for exporting medical services (Figure 5).

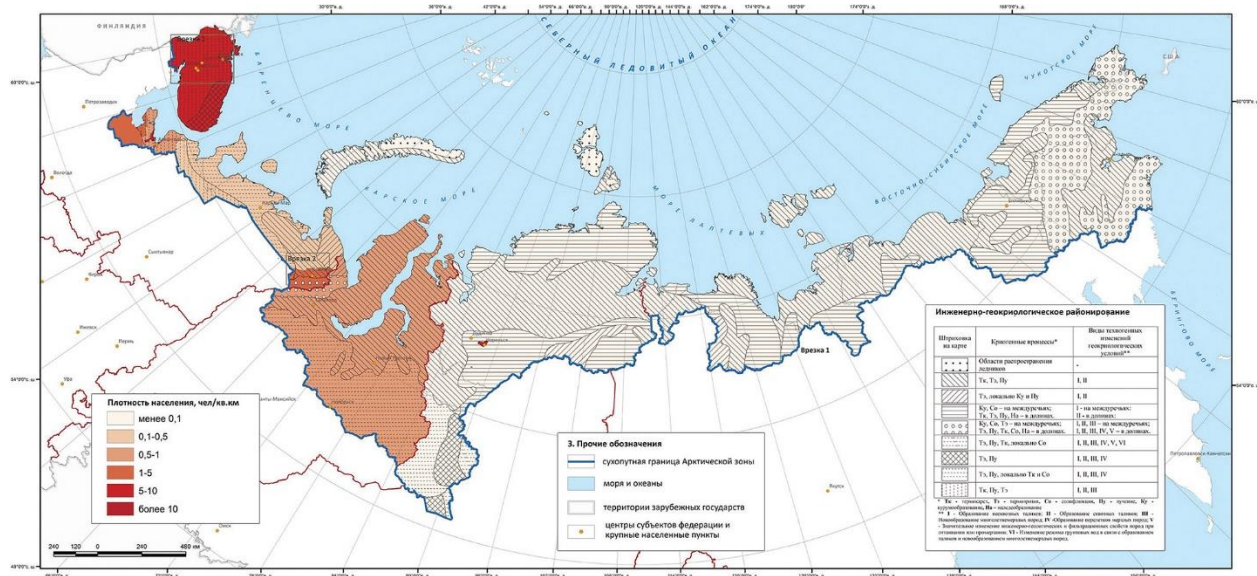


Figure 5 Characteristics of the population of the Arctic zone of the Russian Federation

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The Spatial Development Strategy of the Russian Federation for the period up to 2035 (hereinafter referred to as the Strategy) was developed in accordance with the Federal Law "On Strategic Planning in the Russian Federation", the Fundamentals of the State Policy of Regional Development of the Russian Federation for the period up to 2025, approved by Decree of the President of the Russian Federation dated 16 January 2017 No. 13 "On Approval of the Fundamentals of the State Policy for Regional Development of the Russian Federation for the period up to 2025", and national goals and strategic objectives for the development of the Russian Federation for the period up to 2024, determined by Decree of the President of the Russian Federation dated May 7, 2018 No. 204 "On the national goals and strategic objectives of the development of the Russian Federation for the period up to 2024". The strategy takes into account the main provisions of the National Security Strategy of the Russian Federation, approved by Decree of the President of the Russian Federation of December 31, 2015 No. 683 "On the National Security Strategy of the Russian Federation".

The strategy is a strategic planning document developed within the framework of goal-setting based on the territorial principle.

The terms used in the Strategy mean the following:

"agro-industrial center" - the territory of one or more municipalities, specializing in highly efficient agro-industrial production;

"geostrategic territory of the Russian Federation" - a territory within the boundaries of one or more constituent entities of the Russian Federation, which is essential for ensuring sustainable socio-economic development, territorial integrity and security of the Russian Federation, characterized by specific living conditions and business activities;

"large urban agglomeration" - a set of compactly located settlements and territories between them with a total population of 500 thousand people - 1000 thousand people, connected by the joint use of infrastructure facilities and united by intensive economic, including labor, and social ties;

"largest urban agglomeration" - a set of compactly located settlements and territories between them with a total population of more than 1,000 thousand people, connected by the joint use of infrastructure facilities and united by intensive economic, including labor, and social ties;

"mineral resource center" - the territory of one or more municipalities and (or) the water area, within which there is a set of developed and planned for development deposits and promising areas, connected by a common existing and planned infrastructure and having a single point of shipment of the extracted raw materials or products thereof enrichment into the federal transport system or the regional transport

system;

"promising economic specialization of a constituent entity of the Russian Federation" - a set of enlarged types of economic activity (industries) due to a favorable combination of competitive advantages (spatial factors in the location of types of economic activity);

"promising center of economic growth" - the territory of one or more municipalities and (or) water area that has the potential to make a significant contribution to the economic growth of the Russian Federation and (or) a constituent entity of the Russian Federation in the medium and long term (promising centers of economic growth include including a mineral resource center and an agro-industrial center);

"spatial development" - improvement of the system of settlement and territorial organization of the economy, including through the implementation of an effective state policy of regional development;

"rural territory" - the territory of a rural settlement and inter-settlement territory.

The global trends in spatial development at the beginning of the 21st century are the concentration of the population and the economy in the largest forms of settlement, among which the leading positions are occupied by the largest urban agglomerations.

About 40 large urban agglomerations and major urban agglomerations have formed in the Russian Federation, in most of which the population has been steadily growing since the early 2000s and, at present, has exceeded 73 million people.

Several large centers of economic growth have been formed in the Russian Federation, each of which provides more than one percent of the total increase in the gross regional product of the constituent entities of the Russian Federation. They include 19 large urban agglomerations and the largest urban agglomerations, as well as 4 mineral resource centers located in the Republic of Sakha (Yakutia), the Sakhalin Region, the Yamalo-Nenets Autonomous Okrug, the Khanty-Mansiysk Autonomous Okrug - Yugra.

In the constituent entities of the Russian Federation, centers of economic growth of a smaller scale have been formed, which are the administrative centers of the constituent entities of the Russian Federation, as well as individual urban settlements, agro-industrial and mineral resource centers and territories specializing in tourism. Stabilization of the population in most subjects of the Russian Federation

Against the background of the growing demographic burden on the able-bodied population and increasing migration mobility, the population is stabilizing in most subjects of the Russian Federation.

Over the past 10 years, there has been a gradual reduction in the migration outflow from Eastern Siberia and the northern regions of the European part of the Russian Federation, from the Far East.

There is a steady decline in the population of cities with a population of less than 100 thousand

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people, as well as rural areas, with the exception of most of the southern regions of the European part of the Russian Federation and territories and settlements that are part of large urban agglomerations and the largest urban agglomerations.

In the Russian Federation over the past 10 years, as a result of the ongoing state policy of regional development, there has been a reduction in interregional socio-economic disparities.

The spatial organization of the economy of the Russian Federation, starting from the 1990s, is being transformed under the influence of changing factors in the location of the economy, the conditions of international trade, and scientific and technological development. The most significant changes in the spatial organization of the economy are:

- accelerated development of the production of consumer goods in the central regions of the European part of the Russian Federation and subjects of the Russian Federation with access to the Baltic and Black Seas;

- concentration of scientific, scientific, technical and innovative activities in large urban agglomerations and the largest urban agglomerations;

- the shift of production facilities for the production of hydrocarbon raw materials to the underdeveloped territories of Eastern Siberia and the Far East and the offshore waters of the Far Eastern and Arctic basins;

- concentration of agricultural production in areas with the most favorable agro-climatic and soil conditions and an advantageous position in relation to capacious consumer markets.

There are sections with limited capacity on the main railways and roads that form the international transport corridors "West-East" and "North-South":

- on sections of federal highways in the central, southern and northwestern regions of the European part of the Russian Federation, in the Volga region, in the Urals, in the southern regions of Siberia and the Far East;

- on separate sections of the Trans-Siberian and Baikal-Amur railways;

- at the entrances to major seaports, major transport hubs and international checkpoints on the state border of the Russian Federation.

The low rates of development of the network of high-speed and high-speed traffic remain, hindering the realization of the transit potential of the Russian Federation and increasing the speed of movement between large urban agglomerations and the largest urban agglomerations and administrative centers of the constituent entities of the Russian Federation.

There are still transport and energy restrictions that prevent an increase in the scale of the economic development of the Arctic, as well as an increase in the importance of the Northern Sea Route as an international transport corridor.

A high level of centralization of air passenger

traffic remains due to the insufficient development of large hub airports. In remote and hard-to-reach areas of the Far East and in the Arctic zone of the Russian Federation, a significant number of airports and airfields remain in critical operational condition. Remote forms of labor activity are actively spreading and the spatial availability of services is increasing due to the introduction of information and telecommunication technologies. The main problems of the spatial development of the Russian Federation are:

- high level of inter-regional socio-economic inequality;

- insufficient number of economic growth centers to ensure the acceleration of the economic growth of the Russian Federation;

- an increase in the demographic burden on the able-bodied population in most constituent entities of the Russian Federation, the threat of a deterioration in the demographic situation due to a decrease in the birth rate and a decrease in the migration influx of the population from neighboring countries;

- a significant lag of inter-regional and intra-regional migration mobility of the population from the average values characteristic of developed countries, which leads to problems in regional and intra-regional labor markets;

- a significant lag in key socio-economic indicators from the average Russian level of some of the constituent entities of the Russian Federation of geostrategic importance, including a number of constituent entities of the Russian Federation located in the Far East, from which a significant migration outflow of the population continues;

- significant intra-regional differences in the level of socio-economic development, including the lag in the standard of living of a significant part of the population of rural areas from the standard of living of urban residents;

- low level of comfort of the urban environment in most cities, including most large urban agglomerations and the largest urban agglomerations;

- a high share of low-productivity and low-tech industries in the structure of the economies of the constituent entities of the Russian Federation;

- low level of entrepreneurial activity in most small and medium-sized cities, in rural areas outside large urban agglomerations and the largest urban agglomerations;

- discrepancy between the current level of development of the main transport infrastructure to the needs of the economy and the population of the constituent entities of the Russian Federation and the country as a whole, the presence of infrastructural restrictions of federal significance on the backbone transport network and in the energy sector, low transport connectivity of economic growth centers among themselves and with other territories, insufficient level of integration of various modes of

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transport and unrealized transit potential of the Russian Federation;

unrealized potential of interregional and intermunicipal cooperation;

unbalanced spatial development of large urban agglomerations and the largest urban agglomerations;

unsatisfactory state of the environment in most cities with a population of more than 500 thousand people and industrial cities, lack of green resources, fragmentation and violation of its integrity in these cities, continued accumulation and low level of processing and disposal of municipal solid waste, preservation of the unsatisfactory ecological state of river basins Amur, Volga and Ob, as well as transboundary rivers in the Asian part of the Russian Federation, degradation of some unique natural ecosystems of Altai, the Arctic, the Baikal basin, the Caspian basin, the Crimean peninsula and the North Caucasus;

the negative impact of global climate change, including the thawing of permafrost and an increase in the number of dangerous hydrometeorological phenomena, on the socio-economic development of the territories of the Russian Federation. The purpose of the spatial development of the Russian Federation is to ensure sustainable and balanced spatial development of the Russian Federation, aimed at reducing interregional differences in the level and quality of life of the population, accelerating economic growth and technological development, as well as ensuring the national security of the country. To achieve the goal of the spatial development of the Russian Federation, it is necessary to solve the following tasks:

elimination of infrastructural restrictions of federal significance and increasing the availability and quality of the main transport, energy, information and telecommunications infrastructure;

reduction in the level of interregional differentiation in the socio-economic development of the constituent entities of the Russian Federation, as well as a decrease in intra-regional socio-economic differences:

by increasing the sustainability of the settlement system through the socio-economic development of cities and rural areas;

by increasing the competitiveness of the economies of the constituent entities of the Russian Federation by providing conditions for the development of the production of goods and services in the sectors of promising economic specializations of the constituent entities of the Russian Federation, by improving the territorial organization of the provision of services to social sectors;

by strengthening inter-regional cooperation and coordinating the socio-economic development of the constituent entities of the Russian Federation within the macro-regions of the Russian Federation, by forming and developing mineral resource centers;

ensuring the expansion of geography and accelerating economic growth, scientific, technological and innovative development of the Russian Federation through the socio-economic development of promising centers of economic growth, ensuring the national security of the Russian Federation through the socio-economic development of the geostrategic territories of the Russian Federation, including through outstripping the average Russian the pace of socio-economic development of the constituent entities of the Russian Federation located on the territory of the Far East, and ensuring a sustainable increase in the number of resident population in the specified macro-region.

The strategy is aimed at ensuring coordinated actions of federal executive authorities, state authorities of the constituent entities of the Russian Federation, local governments, natural monopoly entities to implement the priorities of the spatial development of the Russian Federation.

The priorities for the spatial development of the Russian Federation until 2025 are:

advance development of territories with a low level of socio-economic development, which have their own potential for economic growth, as well as territories with a low population density and a predictable increase in economic potential;

development of promising centers of economic growth with an increase in their number and maximum dispersal throughout the territory of the Russian Federation;

social arrangement of territories with low population density with insufficient own potential for economic growth.

The principles of the spatial development of the Russian Federation are:

ensuring the territorial integrity, unity of the legal and economic space of the Russian Federation;

ensuring equal opportunities for the exercise of the constitutional rights and freedoms of citizens of the Russian Federation throughout the territory of the Russian Federation;

a differentiated approach to the directions and measures of state support for the socio-economic development of territories, taking into account the demographic situation, the characteristics of the settlement system, the level and dynamics of economic development and specific natural conditions;

an integrated approach to the socio-economic development of territories;

promoting the development of interregional and intermunicipal cooperation;

taking into account the ethno-cultural factor in ensuring the socio-economic development of the constituent entities of the Russian Federation;

ensuring guarantees of the rights of indigenous peoples, including support for their economic, social and cultural development, protection of their original

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habitat and traditional nature management and lifestyle;

rational nature management, preservation of natural and historical and cultural heritage, ensuring access to natural and cultural values;

taking into account the interests and opinions of the population and business when planning the socio-economic development of territories.

The main directions of the spatial development of the Russian Federation are:

elimination of infrastructural restrictions of federal significance and increasing the availability and quality of the main transport, energy, information and telecommunications infrastructure;

reduction in the level of interregional differentiation in the socio-economic development of the constituent entities of the Russian Federation and a decrease in intra-regional socio-economic differences;

ensuring the expansion of geography and acceleration of economic growth, scientific, technological and innovative development of the Russian Federation through the socio-economic development of promising large centers of economic growth of the Russian Federation - large urban agglomerations and major urban agglomerations;

ensuring the national security of the Russian Federation through the socio-economic development of the geostrategic territories of the Russian Federation.

The basis for ensuring sustainable transport links between the constituent entities of the Russian Federation, promising centers of economic growth, as well as for foreign economic relations is the backbone transport network of the Russian Federation - a set of main lines of communication and transport hubs.

The principles and directions for improving the core transport network and its coordinated development with the transport infrastructure of regional and municipal significance are determined in sectoral strategic planning documents, taking into account the provisions of the Strategy.

To ensure the elimination of infrastructural restrictions of federal significance and increase the availability and quality of the main transport, energy, information and telecommunications infrastructure, it is proposed:

develop the main transport infrastructure by:

development of international transport corridors "West-East" and "North-South" to ensure the effective entry of Russian enterprises and organizations to foreign markets, increase the volume of transit of goods between Asia and Europe through the territory of the Russian Federation, increase the export of transport services with the involvement of promising large centers of economic growth and centers of economic growth of the constituent entities of the Russian Federation:

due to the priority development of high-speed

transport communications, including the construction of sections of high-speed highways Moscow - Kazan and Yekaterinburg - Chelyabinsk, the Europe - Western China road route, the railway and road routes of the North - South corridor, which, among other things, provides transport connection of Iran and India, as well as other countries of the Caspian region, Western and South Asia, with the countries of Europe through the territory of the Russian Federation;

by increasing the throughput capacity of the Baikal-Amur and Trans-Siberian railways, as well as by eliminating sections with limited throughput on cargo-loaded sections of railways, including approaches to key seaports of the Azov-Black Sea, Baltic, Far Eastern, Arctic and Caspian basins;

by increasing the capacity of the seaports of the Russian Federation, including the ports of the Azov-Black Sea, Baltic, Far Eastern, Arctic and Caspian basins;

by ensuring the functioning and growth of the traffic of the Northern Sea Route as a full-fledged international transport corridor, including the development of the icebreaker fleet;

by eliminating logistical restrictions when exporting goods using rail, road and sea transport and by building (modernizing) checkpoints across the state border of the Russian Federation;

due to the growth in volumes and reduction in the time of transportation of containers, including transit, by rail, in particular from the Far East to the western borders of the Russian Federation up to 7 days;

by creating a network of nodal cargo multimodal transport and logistics centers, organizing scheduled cargo routes and high-speed routes between them;

increasing the level of economic connectivity of the territory of the Russian Federation through the expansion and modernization of the railway, aviation, road, sea and river infrastructure:

through the development of transport communications between promising large centers of economic growth and promising centers of economic growth of the constituent entities of the Russian Federation, including the construction of city bypasses and the organization of high-speed road and rail links between large urban agglomerations and the largest urban agglomerations;

due to the integrated development of large transport hubs located, including within or near promising large centers of economic growth, and the coordinated formation and development of terminal and logistics facilities near them;

through the formation of international hub airports, the creation and development of hub airports in large urban agglomerations and the largest urban agglomerations, the reconstruction of the infrastructure of regional airports and the expansion of the network of interregional regular passenger aviation routes, bypassing Moscow;

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by increasing the capacity of inland waterways, developing the Unified Deep Water System of the European part of the Russian Federation, aimed at partial unloading of roads and railways in directions where cargo can be transported by inland water transport;

by providing sustainable year-round transport links between sparsely populated and island territories of the Arctic zone, the Far East, isolated from the unified transport system of the Russian Federation, with the administrative centers of the relevant constituent entities of the Russian Federation and other constituent entities of the Russian Federation, including through the reconstruction and construction of airfields and local airports importance in sparsely populated geostrategic territories of the Russian Federation;

by ensuring coordinated planning for the development of all types of transport and transport infrastructure in the territories of the constituent entities of the Russian Federation;

develop energy infrastructure by:

organization of guaranteed provision of the territories of the Russian Federation with affordable electricity:

through the modernization and expansion of the main infrastructure with priority provision of promising large centers of economic growth and large mineral resource centers;

through the electrification of transport corridors in conjunction with the development of transport infrastructure, as well as through the provision of electricity to large projects in the field of pipeline transport in Siberia and the Far East;

through the development of centralized energy systems, including stimulating the modernization of the generating capacities of thermal, nuclear and hydroelectric power plants;

by ensuring sustainable energy supply to consumers located in the geostrategic territories of the Russian Federation, primarily the Republic of Crimea, the city of Sevastopol, the Kaliningrad region, as well as the constituent entities of the Russian Federation located in the Far East, including through the connection of the Western and Central energy regions of the Republic of Sakha (Yakutia) to the Unified Energy System of the Russian Federation;

by promoting the development of distributed generation, including based on renewable energy sources, primarily in remote and hard-to-reach areas with the necessary natural conditions and resources;

by promoting the introduction of smart grid management systems based on digital technologies;

by stimulating accelerated development and the introduction of energy-saving and energy-efficient technologies, primarily in the Arctic zone of the Russian Federation and in the Far North and equivalent areas;

ensuring the expansion, modernization and

optimization of the capacities of the Unified Gas Supply System, taking into account the need to create new export routes and further gasification of the constituent entities of the Russian Federation, the creation of gas transmission infrastructure in Eastern Siberia and the Far East with the possibility of its integration into the Unified Gas Supply System, including the implementation of a comprehensive project for development of the gas transportation infrastructure "Power of Siberia", development of infrastructure for the use of liquefied natural gas in the domestic market and its export;

ensure the expansion and modernization of the system of main oil pipelines and oil product pipelines, taking into account the need to ensure exports and the development of oil refining and petrochemical industries on the territory of the Russian Federation, including an increase in the throughput capacity of the Eastern Siberia - Pacific Ocean - I pipeline system and the Eastern Siberia - Pacific pipeline system Ocean - II";

develop information and telecommunication infrastructure by:

eliminating the "digital divide" of the constituent entities of the Russian Federation by creating an information and telecommunications infrastructure to ensure high-speed data transmission available to the population of the Russian Federation;

increasing the information and telecommunications connectivity of the territory of the Russian Federation through the widespread use of satellite communication systems in remote and hard-to-reach areas and ensuring the availability of communication services, including services providing high-speed data transmission, for the population of such areas;

ensuring the creation of a communication infrastructure for wireless data transmission on federal highways and railways, which are primarily included in the West-East and North-South transport corridors;

promoting the creation of modern communication networks and the introduction of narrow-band access for the collection and transmission of telemetry information in all major urban agglomerations and the largest urban agglomerations;

development of a network of centers for storage and processing of large data arrays (data centers) in territories with a significant electricity surplus, the availability of the necessary capacity of information and telecommunications infrastructure, special natural and climatic conditions (low average annual temperatures) and promoting the export of data processing and storage services.

To ensure the reduction of the level of inter-regional differentiation in the socio-economic development of the subjects of the Russian Federation and the reduction of intra-regional socio-economic differences, it is proposed:

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increase the sustainability of the settlement system through the socio-economic development of cities by:

ensuring the improvement of the quality and comfort of the urban environment through the overhaul of the housing stock, resettlement from dilapidated and dilapidated housing, modernization of communal infrastructure, development and improvement of public (public) spaces, restoration and adaptation of cultural heritage sites for modern use;

development of public transport, including lines of high-speed off-street modes of transport, suburban communication, and optimization of the route network;

ensuring a balanced development of urban areas, including through the development of abandoned and inefficiently used territories, the coordinated and integrated development of built-up and planned areas for development;

improving the state of the environment, preserving and developing the green fund of cities and suburban areas, stimulating the introduction of innovative and environmentally friendly technologies aimed at reducing the negative impact on the environment, expanding the use of environmentally friendly transport to serve the population and sectors of the economy, implementing measures to protect against noise pollution, development of a system for efficient handling of production and consumption waste, including the development of the waste treatment and disposal industry;

implementation of additional areas of socio-economic development of cities characterized by a special status of mono-profile municipalities of the Russian Federation (single-industry towns), historical settlements and science cities:

through the preservation and restoration of historical and cultural monuments and historically valuable city-forming objects in historical settlements;

through the development of a research and production complex in science cities and the formation of a favorable environment, including for attracting highly qualified personnel;

by diversifying the economy of mono-profile municipalities of the Russian Federation (single-industry towns) that have the potential for socio-economic development, or by optimizing housing and communal services, the system for providing services to social sectors, and ensuring labor mobility of the population;

increase the stability of the settlement system through the socio-economic development of rural areas, taking into account the population density, the different nature of the development and use of such territories, natural conditions, remoteness from large cities, by:

improving the living conditions of residents of

rural settlements, including by ensuring a steady reduction in the share of uninhabitable housing stock, increasing the level of improvement of rural settlements, providing communal infrastructure, including central water supply and sanitation, gas and energy supply;

promoting the development of small and medium-sized cities and large rural settlements as inter-municipal service centers for rural areas, providing the population and entrepreneurs with various types of services (social sectors, service maintenance of agricultural machinery and equipment, information and consulting services, services in the field of storage and processing of local agricultural raw materials and other services);

increasing the transport accessibility of rural areas to the nearest inter-municipal service centers through the development and bringing the network of regional and local roads to a standard state, stimulating the development of public transport;

increasing the competitiveness of the economy of rural areas, which are, among other things, promising agro-industrial centers, by promoting unique local brands, promoting the development of consumer, credit and other forms of cooperation, farming, increasing the availability of agricultural markets for small and medium-sized producers, supporting the development of specialized infrastructure storage of agricultural products, introduction of technologies and equipment for deep processing of agricultural raw materials, assistance in the development of land reclamation facilities, involvement in agricultural circulation of unused lands and arable lands in rural areas suitable for efficient agriculture;

promoting the diversification of employment and expanding support for initiatives of the population in the field of entrepreneurship, not related to agriculture;

support for activities aimed at preserving and increasing the fertility of agricultural lands, restoring forests and aquatic biological resources;

preservation of natural and cultural heritage, as well as promoting the preservation, revival and development of folk arts and crafts;

promoting the development of tourism and supporting infrastructure (transport, energy, utilities, engineering protection facilities) in rural areas and promoting their tourism resources in the domestic and international tourism markets;

ensure the improvement of the territorial organization of the provision of services to social sectors (health, education, culture, physical culture and sports, social services) by:

ensuring optimal accessibility for the population of services from social sectors that do not require narrow competencies and specialized high-tech equipment, and premises, through the use of a differentiated approach:



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in areas with high population density and good transport accessibility - the provision of the entire range of services to social sectors;

in sparsely populated territories - the development of exit (mobile) forms of services in the field of culture, health and social services;

planning a network of outpatient clinics, feldsher and feldsher-obstetric stations in settlements with a population of 100 to 2 thousand people, taking into account the demographic forecast and transport accessibility to large settlements, in settlements with a population of less than 100 people (providing primary health care -sanitary care) taking into account the use of mobile medical complexes, as well as using telemedicine technologies;

ensuring optimal accessibility of medical care to the population within the constituent entities of the Russian Federation by forming a 3-level system for organizing the provision of medical care, taking into account the specified differentiated approach, including:

the first level - medical organizations that provide the population of the municipality on whose territory they are located, primary health care, and (or) palliative care, and (or) ambulance, including emergency specialized, medical care, and (or ) specialized (except for high-tech) medical care;

the second level - medical organizations that have departments and (or) centers in their structure, providing mainly specialized (with the exception of high-tech) medical care to the population of several municipalities in a wide range of medical care profiles, as well as palliative care, and (or) dispensaries (anti-tuberculosis, neuropsychiatric, narcological and others);

the third level - medical organizations that have subdivisions in their structure that provide specialized, including high-tech medical care;

formation and development in each subject of the Russian Federation of intermunicipal (interdistrict) centers for the provision of services and support for the activities of social sectors (methodological, informational and personnel support);

increase the competitiveness of the economies of the constituent entities of the Russian Federation by realizing the competitive advantages of the constituent entities of the Russian Federation and individual territories through development, including in promising centers of economic growth of the constituent entities of the Russian Federation, which include both effective existing and potentially effective branches of economic specialization, and which are defined in the Strategy based on a combination within the constituent entities of the Russian Federation of spatial factors of the location of the economy (number and density of population, quality of human capital, transport and geographical location, infrastructure provision, climatic conditions,

natural resource potential and other factors);

ensure the formation and development of mineral resource centers by:

facilitating the creation and development of transport, energy and other infrastructure that ensures the formation of mineral resource centers, within which large and unique reserves of highly liquid and (or) scarce minerals lie, the domestic consumption of which is largely provided by imports, and there is also a long-term global and (or) domestic demand for the relevant type of mineral;

formation of minimum standards for receiving services from social sectors for citizens engaged in labor activities on a rotational basis in mineral resource centers;

stimulating the reduction of the negative consequences of technogenic impact on the environment, especially in areas of traditional nature management of indigenous peoples;

ensure the strengthening of interregional cooperation and coordination of the socio-economic development of the constituent entities of the Russian Federation within the framework of macro-regions, the main principles for distinguishing which are the neighboring position of the constituent entities of the Russian Federation, similar natural, climatic and socio-economic conditions for life and economic activity, the presence of sustainable passenger traffic within the macro-region from the constituent entities of the Russian Federation to large urban agglomerations and the largest urban agglomerations, the presence (or the need to create) large interregional facilities of social sectors of federal significance, contributing to an increase in the availability and quality of services to the population living within the macroregion, significant potential for interregional cooperation in the framework of the implementation of promising economic specializations of the constituent entities of the Russian Federation and the completion of value chains within macroregions, including for the implementation of large interregional investment projects, the availability (the need to create) objects of transport, energy, information and telecommunications infrastructure, ensuring the strengthening of economic connectivity of the subjects of the Russian Federation included in the macroregion, as well as access to international markets and (or) transport corridors "West-East" and "North-South", and within which the coordination of the socio-economic development of the subjects of the Russian Federation included in them can be carried out, including:

when developing strategies for the socio-economic development of the constituent entities of the Russian Federation;

when planning the development of transport and energy infrastructure, optimizing the placement of objects of social sectors;

in the development of industries of promising

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economic specializations of the constituent entities of the Russian Federation that are part of the macroregion, in order to prevent duplication of investment projects;

when planning and implementing large interregional investment projects;

when creating territories (investment sites) with a special regime for doing business;

ensure the improvement of the state of the environment, the conservation and restoration of the biological diversity of the Russian Federation, cultural landscapes and the reduction of the negative consequences of climate change by:

creation of new specially protected natural territories of different status on land and water surfaces, where natural complexes and objects of special environmental, scientific, cultural, aesthetic, recreational and health significance are located in order to form and develop a system of ecologically interconnected natural territories (especially protected natural territories, forest and swamp ecosystems, ecosystems of river valleys that do not have a protected status, green areas of settlements);

development of a network of historical and cultural reserves, contributing to the preservation of the ethno-cultural identity of the peoples of the Russian Federation and unique cultural landscapes;

environmental rehabilitation of water bodies, including the Volga River, and conservation of unique water systems, including Lake Baikal and Lake Teletskoye;

improvement of systems for monitoring and forecasting dangerous hydrometeorological phenomena (hurricanes, hail, mudflows, floods, droughts, natural fires, tsunamis and other dangerous hydrometeorological phenomena), including the development of a ground-based hydrometeorological network and the expansion of the use of remote monitoring and forecasting methods and technologies.

To ensure the expansion of geography and the acceleration of economic growth, scientific, technological and innovative development of the Russian Federation through the socio-economic development of promising large centers of economic growth of the Russian Federation - large urban agglomerations and the largest urban agglomerations, it is proposed:

ensure the acceleration of economic, scientific, technological and innovative development of these territories:

through priority support for high-tech and knowledge-intensive sectors of the production of goods, services, creative (creative) industries;

by facilitating cooperation between scientific institutions and educational organizations of higher education with business, including as a result of the formation of at least 15 world-class scientific and educational centers that unite the leading educational institutions of higher education in the Russian

Federation and scientific institutions, scientific centers (including mathematical and genomic), competence centers of the National Technology Initiative, as well as innovative scientific and technological centers, creation and development of advanced research and innovation infrastructure at world-class scientific and educational centers and innovative scientific and technological centers (including unique scientific installations of the "megascience" class );

develop social sectors:

by planning the development of a network of organizations of social sectors within large urban agglomerations and largest urban agglomerations, taking into account the transport accessibility of the services of these industries, the forecast of the population and labor resources of settlements that are part of large urban agglomerations and largest urban agglomerations;

through the creation and development in large urban agglomerations and the largest urban agglomerations of interregional centers for the provision of services to social sectors of federal significance through:

formation and development of multidisciplinary medical centers for specialized and high-tech medical care, including national medical research centers that carry out research and educational activities, the development and implementation of innovative medical technologies, the export of medical services, the provision of high-tech medical care;

development of leading educational organizations of higher education and use of their potential in the provision of services in the field of innovative development of large urban agglomerations and the largest urban agglomerations;

creation of interregional competence centers on the basis of leading professional educational organizations;

creation of large interregional centers for identifying, supporting and developing the abilities and talents of children and youth;

improve the quality and comfort of the urban environment:

through the development of the rental housing market, the implementation of social recruitment programs;

through infrastructural support for the implementation of renovation projects for existing urban residential areas;

by facilitating the withdrawal of large industrial enterprises from the central parts of cities, which are primarily major sources of air pollution, and the development of new functions in these territories;

through the coordinated planning and development of green spaces, which form, among other things, recreational areas of large urban agglomerations and the largest urban agglomerations;

ensure the removal of the main transport

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restrictions on socio-economic development:

through joint planning of the development of transport infrastructure, traffic and transport services to the population by municipalities that are part of large urban agglomerations and major urban agglomerations;

through the creation of transport hubs and the use of effective parking policy tools;

through the construction of city bypasses for the withdrawal of transit transport;

by expanding the radius within a 2-hour transport accessibility to major cities of large urban agglomerations and the largest urban agglomerations through the construction of highways, lines of high-speed off-street modes of transport, high-speed suburban transport;

through the introduction of intelligent transport systems;

introduce information and telecommunication technologies, platform solutions and intelligent systems for managing urban infrastructure ("smart city");

ensure a balanced spatial development of territories that are part of large urban agglomerations and major urban agglomerations by promoting inter-municipal cooperation in order to form strategic planning documents, form a unified urban policy, and solve common socio-economic problems, including infrastructure and environmental ones.

To ensure the national security of the Russian Federation through the socio-economic development of the geostrategic territories of the Russian Federation, it is proposed:

ensure the strengthening of cross-border cooperation between the border regions of the Russian Federation and neighboring countries:

by stimulating cooperation between the border regions of the Russian Federation and neighboring countries, aimed at reducing unequal interaction in terms of exports of raw materials and low value-added products from the border regions of the Russian Federation and imports of finished products;

by reducing the time it takes for goods and passengers to pass through border checkpoints;

by stimulating the development of small and medium-sized businesses participating in cross-border cooperation;

by promoting interregional cooperation with the border regions of neighboring countries in the scientific, technical, social, environmental spheres, tourism, labor market regulation, infrastructure development, emergency prevention, elimination of the consequences of catastrophes and natural disasters, the fight against epidemics and the elimination of their consequences;

by promoting interregional coordination in the field of strategic and territorial planning of border regions of the Russian Federation and municipalities with border regions of neighboring countries;

to ensure the socio-economic development of the priority geostrategic territories of the Russian Federation, the general directions of the socio-economic development of which are:

assistance in increasing the competitiveness of regional economies, taking into account the promising economic specializations of the constituent entities of the Russian Federation, centers of economic growth, international markets and the existing specialization of border areas of neighboring countries;

development of social sectors at a rate higher than the average Russian indicators;

expanding the practice of using the existing and creating a new dual-purpose infrastructure.

The main directions of socio-economic development of the constituent entities of the Russian Federation, which belong to the priority geostrategic territories of the Russian Federation, characterized by an exclave position, are:

ensuring transport, energy and information and telecommunications security;

ensuring a standard of living comparable (or higher) with the standard of living in the Russian Federation (for the Kaliningrad region - comparable (or higher) with the standard of living in the border countries of the European Union);

ensuring economic growth rates comparable (or higher) with the economic growth rates of the Russian Federation (for the Kaliningrad region - comparable (or higher) with the economic growth rates in the border countries of the European Union);

preservation of existing special regimes for doing business.

The main directions of socio-economic development of the constituent entities of the Russian Federation, related to the priority geostrategic territories of the Russian Federation, located in the North Caucasus, are:

increasing the availability of quality education at all levels of the educational process, including through the construction and reconstruction of objects of general educational organizations and the creation of new places in general educational institutions;

assistance in increasing the mobility of labor resources in order to reduce tension in local labor markets by stimulating the attraction of labor resources to the constituent entities of the Russian Federation, which are a priority for attracting labor resources;

creation of a management system in the field of tourism in the North Caucasus macroregion;

improvement of existing and creation of new development institutions, including special regimes for doing business;

assistance in the identification, preservation and development of traditional folk crafts;

assistance in increasing passenger and cargo turnover through seaports and international checkpoints across the state border of the Russian

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Federation, located in the constituent entities of the Russian Federation with access to the Caspian basin, through the expansion of interstate socio-economic cooperation with countries included in the international transport corridor "North - South" , as well as the development of appropriate port infrastructure, rail and road approaches to seaports;

increasing the efficiency of energy supply to consumers in the constituent entities of the Russian Federation located in the North Caucasus, including through the modernization of gas and electricity supply networks;

elimination of problems in the field of security of the population living in areas subject to a high risk of natural emergencies.

The main directions of socio-economic development of priority geostrategic territories of the Russian Federation located within the Arctic zone of the Russian Federation are:

infrastructure support for the development of mineral resource centers;

modernization and development of seaports that ensure the operation of the Northern Sea Route;

promoting the socio-economic development of settlements that are strategically important for the development of the Northern Sea Route and the economic development of the Arctic.

The main directions of the priority socio-economic development of the subjects of the Russian Federation, related to the priority geostrategic territories of the Russian Federation, located in the Far East, are:

promotion of socio-economic development of Vladivostok as a center of international economic cooperation with the countries of the Asia-Pacific region;

creation of conditions and incentives for reducing the migration outflow of the permanent population and attracting specialists from other subjects of the Russian Federation to territories experiencing a shortage of labor resources;

creation of new and development of existing territories of priority social and economic development, improvement of the mechanisms of state support for entrepreneurial activity established by the legislation of the Russian Federation on the free port of Vladivostok and the special economic zone in the Magadan region;

creation on Russky Island of an innovative scientific and technological center, a technology park, a unique megascience class scientific installation, engineering departments of state corporations and interested organizations implementing investment projects in the Far Eastern macroregion, as well as research and development centers;

improvement of the mechanism of social development of economic growth centers;

improvement of the mechanism of state infrastructure support for investment projects aimed at

advancing the socio-economic development of the Far East;

extension of the mechanism for equalizing prices (tariffs) for electricity to the average Russian level for individual consumers of electricity in the Far East macroregion;

implementation of a mechanism for long-term regulation of tariffs (prices) for electricity supply, gas supply, water supply and sanitation in the constituent entities of the Russian Federation that are part of the Far Eastern macroregion;

creation of infrastructure for the development of territories with a compact location of land plots provided to citizens of the Russian Federation for free use, taking into account the specifics established by the legislation of the Russian Federation for providing citizens with land plots that are in state or municipal ownership and located on the territories of the constituent entities of the Russian Federation that are part of the Far Eastern macroregion.

The implementation of the Strategy is carried out in one stage.

The Strategy provides for 2 scenarios for the spatial development of the Russian Federation - inertial and priority (target). The scenarios take into account the parameters of the demographic forecast of the Russian Federation until 2035, including for the constituent entities of the Russian Federation and municipalities, the forecast of scientific and technological development of the Russian Federation for the period up to 2035 and the forecast of the socio-economic development of the Russian Federation for 2019-2024.

The inertial scenario of the spatial development of the Russian Federation assumes the preservation of current trends in the development of the settlement system and the economy, provided that the planned measures are not implemented and the mechanisms for sustainable and balanced spatial development of the Russian Federation are not implemented.

The priority (target) scenario for the spatial development of the Russian Federation assumes a decrease in differences between the subjects of the Russian Federation in terms of the main socio-economic indicators.

Bringing the network of regional and local roads to a standard state will increase the transport accessibility of small and medium-sized cities, rural areas, which will contribute, among other things, to an increase in the economic connectivity of these cities and territories with centers of economic growth. The development of transport infrastructure in the geostrategic territories of the Russian Federation will ensure sustainable year-round transportation of such territories with the rest of the Russian Federation, and will also contribute to the activation of the socio-economic development of the geostrategic territories of the Russian Federation, including cross-border interaction.

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Increasing the transport connectivity of economic growth centers will help accelerate the economic development of the territories within which transport infrastructure facilities will be located to ensure the specified connectivity.

Increasing the throughput capacity on transport routes, increasing the speed of cargo transportation, as well as developing the container transportation market will create conditions for the outstripping growth of exports and the realization of the transit potential of the Russian Federation. By 2025, the volume of transportation of export goods carried out by all modes of transport, with the exception of pipelines, will increase by more than 30 percent. As a result, the weight of non-commodity non-energy goods in total export traffic (excluding goods transported through pipelines) will increase from 39 percent to 50 percent by 2025.

Implementation of measures for the socio-economic development of territories, increasing the availability of services from social sectors, including through the development of modern methods of providing services, improving transport accessibility and positive changes in the territorial organization of the provision of social services, as well as increasing the connectivity of economic growth centers with small and medium-sized cities, rural areas located outside large urban agglomerations and major urban agglomerations will contribute to the preservation and development of human capital.

As a result of the formation of new centers of economic growth in the constituent entities of the Russian Federation, by 2035 conditions will be provided for expanding the geography of economic growth, which will make it possible to find additional resources for the socio-economic development of the geostrategic territories of the Russian Federation, as well as small and medium-sized cities and rural areas.

The main mechanism for implementing the Strategy is its implementation plan, which is approved by the Government of the Russian Federation (hereinafter referred to as the Strategy implementation plan).

In order to coordinate, control and monitor the implementation of the Strategy, the federal executive body responsible for the development of state policy and legal regulation in the field of socio-economic development of the constituent entities of the Russian Federation and municipalities is empowered to:

to coordinate and control the activities of subjects of natural monopolies, state corporations, state companies and joint-stock companies with state participation in the integrated socio-economic development of territories;

on methodological support of spatial development;

to ensure the development of statistical tools for monitoring and evaluating the implementation of the Strategy, including at the municipal level;

to generalize and promote the best practices for the implementation of territorial development projects;

on the formation and maintenance of the functioning on a permanent basis of the center for analysis and monitoring of spatial development.

Infrastructural support for the socio-economic development of the territories is carried out as part of the implementation of a comprehensive plan for the modernization and expansion of the main infrastructure for the period up to 2024, approved by order of the Government of the Russian Federation dated September 30, 2018 No. 2101-r (hereinafter referred to as the comprehensive plan), and national projects of the Russian Federation.

The procedure for selecting projects proposed for inclusion in the comprehensive plan should take into account the parameters of long-term and medium-term forecasts of the socio-economic development of the Russian Federation, including in terms of sectoral and regional forecasts, forecasts of passenger and cargo flows along the transport network of the Russian Federation, the results of the analysis of social and economic effects from the implementation of each project.

In order to ensure synchronization in time and space of the construction or modernization of the main transport infrastructure with the construction or modernization of transport infrastructure facilities of regional and local significance, the Government of the Russian Federation determines the appropriate authorized federal executive body and the procedure for coordinating the activities of state authorities of the constituent entities of the Russian Federation and local governments for approval (adjustment) by the subjects of the Russian Federation of comprehensive plans for the development of infrastructure of regional importance.

For the purpose of mandatory inclusion of the activities of the comprehensive plan and comprehensive plans for the development of the infrastructure of the subjects of the Russian Federation in the investment programs of natural monopoly entities, the Government of the Russian Federation is developing a procedure for agreeing and approving investment programs (plans) of natural monopoly entities, which includes, among other things, the participation of executive bodies in such approval. authorities of the constituent entities of the Russian Federation.

The implementation of the Strategy will require the interested federal executive authorities to clarify the procedures for planning the placement of new or modernization of existing facilities in social sectors, meaning taking into account the parameters of the demographic forecast of the Russian Federation for macro-regions, constituent entities of the Russian Federation and municipalities, forecasting the balance of labor resources, the level of employment of the

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population and employment patterns by types of economic activity, as well as the needs of the population for relevant services, transport accessibility of facilities, the availability of qualified personnel and related infrastructure.

In order to implement the national tasks defined in the Strategy, interested federal executive authorities may develop long-term plans for the socio-economic development of certain territories, including constituent entities of the Russian Federation, their parts and cities. Priority areas for the socio-economic development of such territories are determined in the relevant strategies for socio-economic development.

In relation to urban areas, priority areas of socio-economic development are determined taking into account the urban development index (an integral assessment of the quality of human capital, the state of the economy and the comfort of the urban environment).

The composition of measures for long-term plans for the socio-economic development of cities is differentiated depending on the presence of a special status (single-profile municipality (single-industry town), science of fences, historical settlement), population and the role of the city in the settlement system. On the proposal of the state authorities of the constituent entities of the Russian Federation and local governments, the plans may include activities carried out by them within their own powers for the integrated development of the respective territories.

The implementation of the Strategy involves the development and approval of the state program of the Russian Federation in the field of integrated development of rural areas.

As part of the implementation of the Strategy, it is also planned to develop and approve a set of measures to attract the population to territories with significant economic potential, characterized by an unfavorable demographic situation, by stimulating internal and external migration, taking into account the parameters of the demographic forecast of the Russian Federation, including for the constituent entities of the Russian Federation and municipalities, and balances of labor resources:

through organizational and financial support for the social and living arrangements of citizens, including the provision of tax benefits, as well as through the accelerated development of the market for affordable rental housing;

by facilitating the voluntary resettlement of compatriots living abroad.

The stimulation of the development of promising economic specializations of the constituent entities of the Russian Federation, provided for by the Strategy, will be carried out through:

creation of a new mechanism for the development of territories (investment sites) with a special regime for doing business, taking into account the promising specializations of the constituent

entities of the Russian Federation and other features of the territories;

development and approval of the procedure for the implementation of priority investment projects, which includes, among other things, requirements for the composition and content of agreements on the implementation of such projects, the rights and obligations of project participants;

conducting an inventory of sectoral rules for granting subsidies and other targeted transfers from the federal budget to the budgets of the constituent entities of the Russian Federation and (or) economic entities for federal state support of economic sectors and introducing changes to them in terms of the mandatory consideration of promising economic specializations of the constituent entities of the Russian Federation and parameters of the demographic forecast of the Russian Federation for the subjects of the Russian Federation and municipalities;

development and approval of a methodology for assessing the effectiveness of tax incentives provided to product manufacturers in accordance with the promising economic specializations of the constituent entities of the Russian Federation, for regional and local taxes, as well as federal taxes in the part credited to regional and local budgets for the purpose of their accounting when provided from the federal budget subsidies to equalize the level of budgetary security of the constituent entities of the Russian Federation;

taking into account by federal government bodies in the implementation of state support for the sectors of the economy of each specific subject of the Russian Federation, promising economic specializations of the constituent entities of the Russian Federation bordering it and (or) included in the same macro-region with it in order to avoid duplication of state support measures;

development and approval of methodological recommendations for determining by the subjects of the Russian Federation the priorities for the innovative development of industries with promising economic specializations ("smart specialization").

The implementation of the Strategy will require the development and approval of strategies for the socio-economic development of macroregions, as well as plans for their implementation in the form of analytical programs for the territorial development of macroregions, which should ensure synchronization in time and space of the implementation of activities provided for by sectoral strategic planning documents of the Russian Federation, state programs of the Russian Federation, territorial planning schemes of the Russian Federation, investment programs for the development of subjects of natural monopolies.

The strategy provides for the development (adjustment) of mechanisms for the socio-economic development of the geostrategic territories of the Russian Federation through:

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development and approval of a set of measures to stimulate cross-border cooperation between the border regions of the Russian Federation and neighboring countries;

improving the mechanism for implementing state programs for the socio-economic development of priority geostrategic territories of the Russian Federation, developing and approving a national program for the development of the Far East for the period up to 2025 and for the future up to 2035;

inclusion in national and federal projects (programs), state programs of the Russian Federation, plans and programs for the development of companies with state participation of sections on the socio-economic development of priority geostrategic territories of the Russian Federation, including the priority socio-economic development of the Far East;

subsidizing air transport organizations in order to ensure the availability of air transportation to passengers living in the Kaliningrad region, the Far Eastern macroregion, the Arctic zone of the Russian Federation, on routes from these territories to other territories of the Russian Federation and in the opposite direction, as well as on routes within the boundaries of the Far Eastern macroregion, to passengers from other territories of the Russian Federation to the Republic of Crimea and the city of Sevastopol and in the opposite direction, to passengers living in remote and hard-to-reach territories, along routes within the constituent entities of the Russian Federation.



**Figure 6. Layout of the geostrategic territories of the Russian Federation**

The provisions of the Strategy are taken into account when developing and amending national and federal projects (programs) of the Russian Federation. Implementation of the competitive advantages of the Russian Arctic and their list are formed below:

**Republic of Karelia**

Promising economic specialization, including the following industries:

- mining;
- forestry and logging (logging);
- woodworking and production of wood products, except for furniture;

- production of paper and paper products;
- production of finished metal products, except for machinery and equipment;
- production of machinery and equipment not included in other groups;
- metallurgical production; production of other finished products; fishing and fish farming;
- tourism - activities of hotels and catering establishments, administrative activities and related additional services (activities of travel agencies and other organizations providing services in the field of tourism)

**Komi Republic**

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Promising economic specialization, including the following industries:

- mining;
- forestry and logging (logging);
- woodworking and production of wood products, except for furniture;
- production of paper and paper products;
- production of coke and oil products;
- production of machinery and equipment not included in other groups;
- production of other finished products;
- transportation and storage;
- tourism - activities of hotels and public catering establishments, administrative activities and related additional services (activities of travel agencies and other organizations providing services in the field of tourism).

An unpromising economic specialization that is critical for the economy of the Komi Republic, including the following sectors:

- food production; production of textile products;
- crop and animal husbandry, provision of relevant services in these areas

### The Republic of Sakha (Yakutia)

Promising economic specialization, including the following industries:

- mining;
- forestry and logging (logging);
- woodworking and production of wood products, except for furniture;
- production of paper and paper products;
- production of coke and oil products; production of other finished products; fishing and fish farming;
- activities in the field of information and communication;
- professional, scientific and technical activities;
- repair and installation of machinery and equipment (repair and maintenance of ships and boats);
- tourism - activities of hotels and public catering establishments, administrative activities and related additional services (activities of travel agencies and other organizations providing services in the field of tourism).

Unpromising economic specialization, critically important for the economy of the Republic of Sakha (Yakutia), including the following industries:

- food production;
- production of other vehicles and equipment;
- production of other non-metallic mineral products;
- crop and animal husbandry, provision of relevant services in these areas

### Krasnodar region

Promising economic specialization, including

the following industries:

- production of motor vehicles, trailers and semi-trailers (except for the production of motor vehicles);
- production of coke and oil products;
- production of computers, electronic and optical products; production of medicines and materials used for medical purposes;
- production of machinery and equipment not included in other groups;
- metallurgical production; beverage production;
- food production;
- production of other non-metallic mineral products; production of other finished products;
- production of other vehicles and equipment;
- production of rubber and plastic products; production of chemicals and chemical products; production of electrical equipment;
- crop and animal husbandry, provision of relevant services in these areas;
- activities in the field of information and communication;
- professional, scientific and technical activities;
- activities in the field of healthcare and social services (health resort organizations);
- transportation and storage;
- tourism - activities of hotels and catering establishments, administrative activities and related additional services (activities of travel agencies and other organizations providing services in the field of tourism)

### Arhangelsk region

Promising economic specialization, including the following industries:

- mining;
- forestry and logging (logging);
- woodworking and production of wood products, except for furniture;
- production of paper and paper products;
- production of finished metal products, except for machinery and equipment;
- production of machinery and equipment not included in other groups;
- food production;
- production of other non-metallic mineral products; production of other finished products;
- production of other vehicles and equipment;
- production of rubber and plastic products; production of chemicals and chemical products; production of electrical equipment;
- fishing and fish farming;
- activities in the field of information and communication;
- professional, scientific and technical activities;
- transportation and storage;
- tourism - activities of hotels and catering establishments, administrative activities and related



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additional services (activities of travel agencies and other organizations providing services in the field of tourism).

Unpromising economic specialization, which is critical for the economy of the Arkhangelsk region, including crop production and animal husbandry, the provision of relevant services in these areas

#### Murmansk region

Promising economic specialization, including the following industries:

- mining; metallurgical production; production of other finished products;
- production of other vehicles and equipment;
- production of chemicals and chemical products;
- fishing and fish farming;

- activities in the field of information and communication; transportation and storage;

- tourism - activities of hotels and catering establishments, administrative activities and related additional services (activities of travel agencies and other organizations providing services in the field of tourism)

#### Nenets Autonomous Okrug

Promising economic specialization, including the following industries:

- mining; production of other finished products;
- activities in the field of information and communication; transportation and storage.

An unpromising economic specialization that is critical for the economy of the Nenets Autonomous Okrug, including the following industries:

- crop and animal husbandry, provision of relevant services in these areas (reindeer husbandry);
- fishing and fish farming

#### Chukotka Autonomous Okrug

Promising economic specialization, including the following industries:

- mining; production of leather and leather products; production of other finished products;
- fishing and fish farming;

- crop and animal husbandry, provision of relevant services in these areas (reindeer husbandry);
- transportation and storage

#### Yamalo-Nenets Autonomous Okrug

Promising economic specialization, including the following industries:

- mining; production of petroleum products;
- production of other finished products;
- production of chemicals and chemical products;
- activities in the field of information and communication;

- transportation and storage.

An unpromising economic specialization that is critical for the economy of the Yamalo-Nenets Autonomous Okrug, including the following industries:

- forestry and logging (logging);
- woodworking and production of wood products, except for furniture;

- crop and animal husbandry, provision of relevant services in these areas (reindeer husbandry);

- fishing and fish farming.

#### Conclusion

The implementation of the Fundamentals of the State Policy of the Russian Federation in the Arctic for the period up to 2035 will ensure faster all-Russian growth in the quality of life and incomes of the population of the Arctic zone of the Russian Federation (AZRF), including people belonging to small peoples. Today, the main trend in the development of social infrastructure facilities in the regions of the North and the Arctic of the Russian Federation is an increase in disproportions, causing a decrease in the availability of quality social services in cities that are not administrative centers, in remote and small settlements. The current state of social infrastructure in the regions of the North and the Arctic of the Russian Federation does not allow it to fully perform its compensatory function and in most settlements does not provide an acceptable level of living comfort.

The implementation of the Strategy is designed to respond to the main demographic challenge of the long-term development of the Russian Arctic. In conditions of rather high mobility of the population, people choose to live in those regions where they can realize their potential. The answer to this should be an appeal to the needs and capabilities of each inhabitant of the Russian Arctic and positioning the state as an assistant, the role of civil society in governance should be radically changed, mechanisms for effective feedback from residents should be established. Therefore, at the center of the Strategy are people and their problems.

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## FEATURES OF THE IMPLEMENTATION OF THE TRANSPORT STRATEGY FOR THE RUSSIAN ARCTIC. Message 1

**Abstract:** *in the article, the authors consider the features of the implementation of the transport strategy in the Russian Arctic. At the same time, the 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. We recommend that funds from the federal budget be directed to the following purposes:*

*maintaining in working condition and reproduction of transport infrastructure facilities that are state-owned;  
reconstruction and construction of transport infrastructure facilities of great socio-economic importance, as well as ensuring the safe functioning of the transport system;  
transport security;  
the 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.*

*The implementation of the considered goals will provoke the successful implementation of the transport strategy, which the regions of the Russian Arctic need so much.*

**Key words:** *financing, transport strategy, infrastructure, socio-economic development, security, life, profitability, profit, investments, subsidies, budget, efficient TEP.*

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### Introduction

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Federal, regional and municipal authorities, having developed a strategy for the development of the

transport industry for the Russian Arctic, laying in it the following main goals and objectives:

1. Approve the attached Transport Strategy of the Russian Federation for the period up to 2035.
2. The Ministry of Transport of Russia, together with the Ministry of Economic Development of Russia,

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the Ministry of Regional Development of Russia, the Ministry of Industry and Trade of Russia, the Federal Tariff Service of Russia and with the participation of other interested federal executive bodies, ensure the implementation of the Transport Strategy of the Russian Federation for the period up to 2035.

3. Recommend to the executive authorities of the constituent entities of the Russian Federation, within their competence, when forming regional development programs, to provide for measures to implement the measures provided for by the Transport Strategy of the Russian Federation for the period up to 2035.

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

The first factor is the strengthening of global competition, covering the markets for goods, services, capital, and other factors of economic growth. A 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 the 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 staff. This fully applies to transport as an industry embarking on the path of innovative development.

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

At the same time, significant restrictions on economic growth appeared in Russia due to the 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 a significant restructuring of 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 seeks to become one of the leaders in the global economy, which requires the adoption of adequate strategic decisions on the development of the transport complex in the long term.

At a 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 dependent on transport, increase the competitiveness of the domestic transport system, strengthen innovative, social and

environmental orientation development of the transport industry.

The choice of directions for the development of the transport system is based on the draft concept of the long-term socio-economic development of the Russian Federation for the period up to 2020, the 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 that determine 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 pipelines), international transport integration, primarily within the CIS and the EurAsEC, on legislative and other regulatory legal acts in the field of defense and national security of the Russian Federation.

When forming priority directions for the development of the Russian transport system, the experience of developing and implementing 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 the 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 part 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 link 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.

A favorable geographical position 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 2020 - 27 percent), a significant share of transport services in the gross domestic product (in 2021 - 8 percent), in investments in the development of economic sectors (in 2020 - 10.4 percent) and in the number of employed workers (in 2021 - 6.3 percent), as well as in the consumption of energy resources, metal and 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 of the 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

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geographical 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 the 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.

Volumetric characteristics of transport services directly affect the completeness of the implementation of economic relations within the country and abroad, as well as the ability to move all segments of the population to meet industrial and social needs.

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

The cost characteristics of the transportation of any product (transport tariff) are reflected directly in its final price, are added to production costs, affect the competitiveness of products and their sales area. The cost of transportation in passenger traffic limits the opportunities for the population to travel, and in many cases makes these trips inaccessible for part of the population with low incomes. Reducing the cost of passenger traffic, mitigating these restrictions, is not only of great social, but also economic importance.

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 communication affects the efficiency of economic ties and the mobility of the population. The growth in the speed of delivery of goods and passengers gives 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.

Cheaper and faster transportation by main modes of transport will make it possible to bring together regions of the country remote from each other, 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 realizing the potential economic and social opportunities of each Russian region.

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

An important role in the socio-economic development of the country is played by the safety and environmental friendliness of the transport system.

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 security of the transport system determines the effective work of emergency rescue services, civil defense units and special services, and thus determines the conditions for improving 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 that have close ties with all elements of the economy and the social sphere. With the further development of the country, the expansion of its internal and external transport and economic relations, the growth of production volumes and the improvement of the living standards 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 scale of the socio-economic development of the country, as well as with global global strategic trends in the economy.

### Main part

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

Russia has all modern modes of transport, the location and structure of its transport communications generally meet the internal and external transport and economic relations of the country, but 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 paved roads (including 597 thousand km of public roads 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.

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

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The growth in the volume of cargo and passenger traffic was reflected in positive changes in the socio-economic situation of the country in recent years.

The volume of cargo transportation in 2018-2021 by all modes of transport (excluding pipelines) increased by 18.1 percent (by public transport - by 23.9 percent). Freight transportation by rail increased most rapidly (by 28.4 percent).

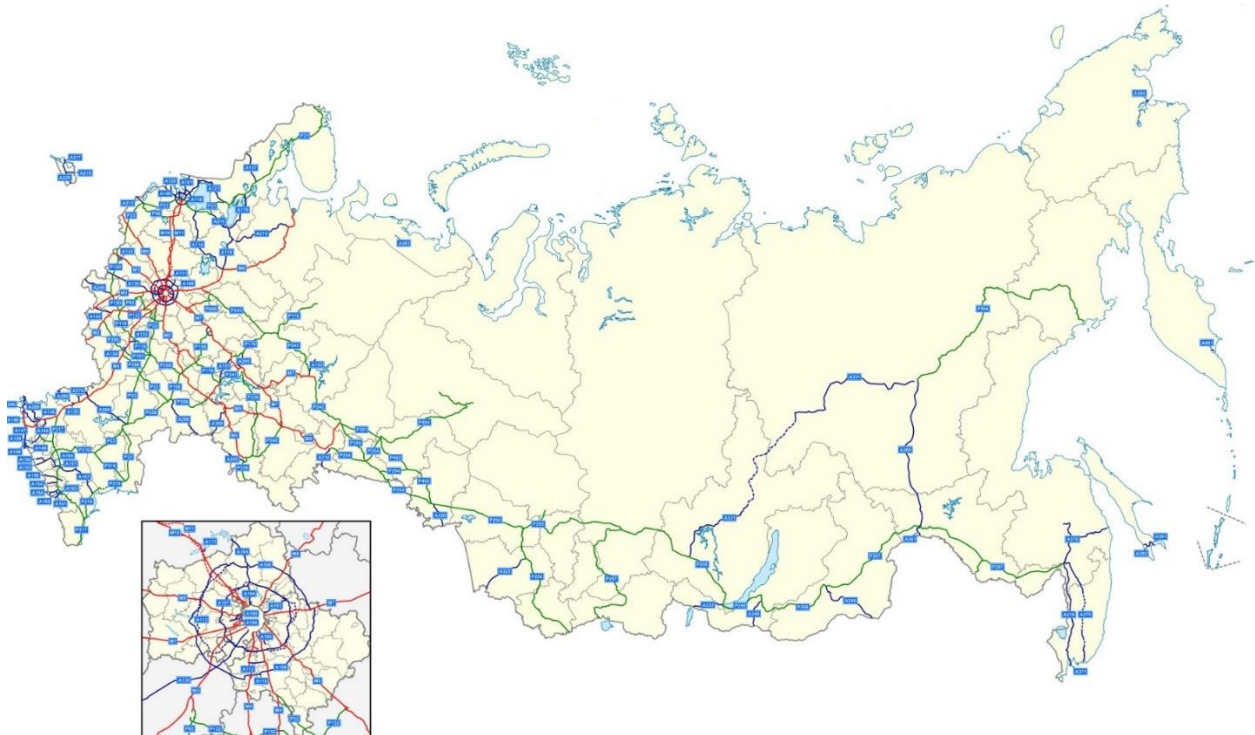
The growth in the volume of cargo transportation was influenced by the revival of the real sector of the economy, the increase in production in the main cargo-forming industries, the development of markets for goods and services, and the favorable external economic situation in the main commodity items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

Railways play an important role in the transport system. Railway transport performs 62 percent of the total volume of freight traffic carried out by public transport, or 84.3 percent of the total freight turnover

carried out by all modes of transport (excluding pipelines). Road transport accounts for 47.4 percent of the volume of commercial transportation of goods, and the share of rail transport has been declining in recent years, while road transport has been 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 in the performance of international transportation. The volume of international transportation of goods by road in 2018 reached 40.2 million tons.

The share of automobile (bus) transport in the total volume of passenger transportation by public transport is 57.8 percent. In the structure of passenger traffic, 35.4 percent is occupied by rail transport, 29.4 percent - by road transport and 22.6 percent - by air transport. (picture 1).



**Figure 1. Characteristics of the roads of the Russian Federation and the regions of the Russian Arctic**

The decrease in 2018-2021 by 42.5 percent in the volume of passenger transportation carried out by suburban rail transport, road and urban surface electric transport is associated with a decrease in the number of trips of preferential categories of passengers, a change in the accounting system as a result of the introduction of unified social travel tickets, as well as with the transition to personalized accounting.

The constant growth in the number of cars in the personal use of citizens also has an impact on the decrease in the volume of work performed by urban passenger transport. In 2018, the fleet of passenger cars amounted to 29.4 million units.

Since the start of the economic reform program, the non-state sector has dominated the transport sector. Enterprises of non-state forms of ownership currently carry out: in road transport - 94.9 percent of cargo transportation and 18.5 percent of passenger transportation, in sea transport - 88.4 percent and 97.3 percent, respectively, 90.4 percent, by air - 87.1 percent and 77.8 percent, by industrial railway - 85.6 percent of cargo transportation.

Since 2018, 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 - 2021)".

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During this period, the construction of the 1st launch complex Tommot - Kerdem of the railway line Berkakit - Tommot - Yakutsk, the border railway station Chernyshevskoye of the Kaliningrad railway, a combined bridge over the river. Lena near the city of Yakutsk. The Lagar-Aul Tunnel on the Far Eastern Railway, the Bolshoy Loop Tunnel at the 1855th kilometer of the Belorechenskaya-Tuapse section, a number of checkpoints across the state border of the Russian Federation on the main directions of transportation were put into operation. Measures were taken to modernize the railway infrastructure of Sakhalin Island.

More than 15,000 km of federal and regional roads have been built and reconstructed. More than 100,000 km of federal and regional roads have been repaired. 5,000 km of federal roads were overhauled.

The length of federal highways corresponding to the normative transport and operational indicators is 17.7 thousand km.

Construction and reconstruction of federal highways, including Chita - Khabarovsk, M-4 "Don", M-5 "Ural", M-10 "Russia", transport bypass of St. highway), as well as 4 unique out-of-class bridge crossings. Four-lane traffic was introduced 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 meeting the noise requirements of the International Civil Aviation Organization in the structure of the fleet's sold carrying capacity increased from 44 percent to 59.1 percent, the share of modern aircraft in the fleet structure 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 was completed. Aviation security equipment was purchased for 53 Russian airports.

The volume of cargo transshipment through Russian commercial sea ports increased 2.6 times and amounted to 451 million tons, which exceeded the maximum volume of cargo transshipment by the ports of the Soviet Union in 1989 by 12 percent.

With the participation of seaports, about 60 percent of Russia's foreign trade cargo turnover is carried out.

Restoration and repair work was carried out at 723 hydraulic structures. The conditions for 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 provided. In 2006, the complex of works of the first stage for the construction of the second line of the sluice 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 (2016-2021)" in 2016-2021 amounted to 1.93 trillion. rubles, including at the expense of the federal budget 0.54 trillion. rubles, or 27.7 percent.

Out of the total volume of financing, expenditures 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, the share of railway transport is 0.4 percent.

Since 2002, the implementation of 13 major infrastructure projects began on the principles of public-private partnership, including at the expense of the Investment Fund of the Russian Federation.

Transport enterprises are gradually adapting to the new business 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 state 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 vehicles and other transport equipment has led in recent years to a significant deterioration in their technical condition (age structure, increased wear, etc.) and efficiency.

At present, the length of problem areas in terms of throughput capacity is 8.3 thousand km, or about 30 percent of the length of railways, which provide about 80 percent of all freight work of railway transport.

To date, the formation of a backbone network of federal highways connecting all regions of Russia has not been completed. Only about 38 percent of federal highways meet the regulatory requirements.

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

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

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 the central farmsteads of agricultural organizations) have no connection with the country's transport network through highways with hard coated. The formation of a backbone road network in the

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regions of the North, Siberia and the Far East has not been completed.

Federal highways have exhausted their capacity. 13,000 km of roads are operated in excess of the standard load, especially on the approaches to the largest cities, which is almost 29 percent of the network length. The local road network is underdeveloped, so a significant part of local traffic is carried out on federal roads. The acceleration of motorization of 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 roads has even somewhat 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.

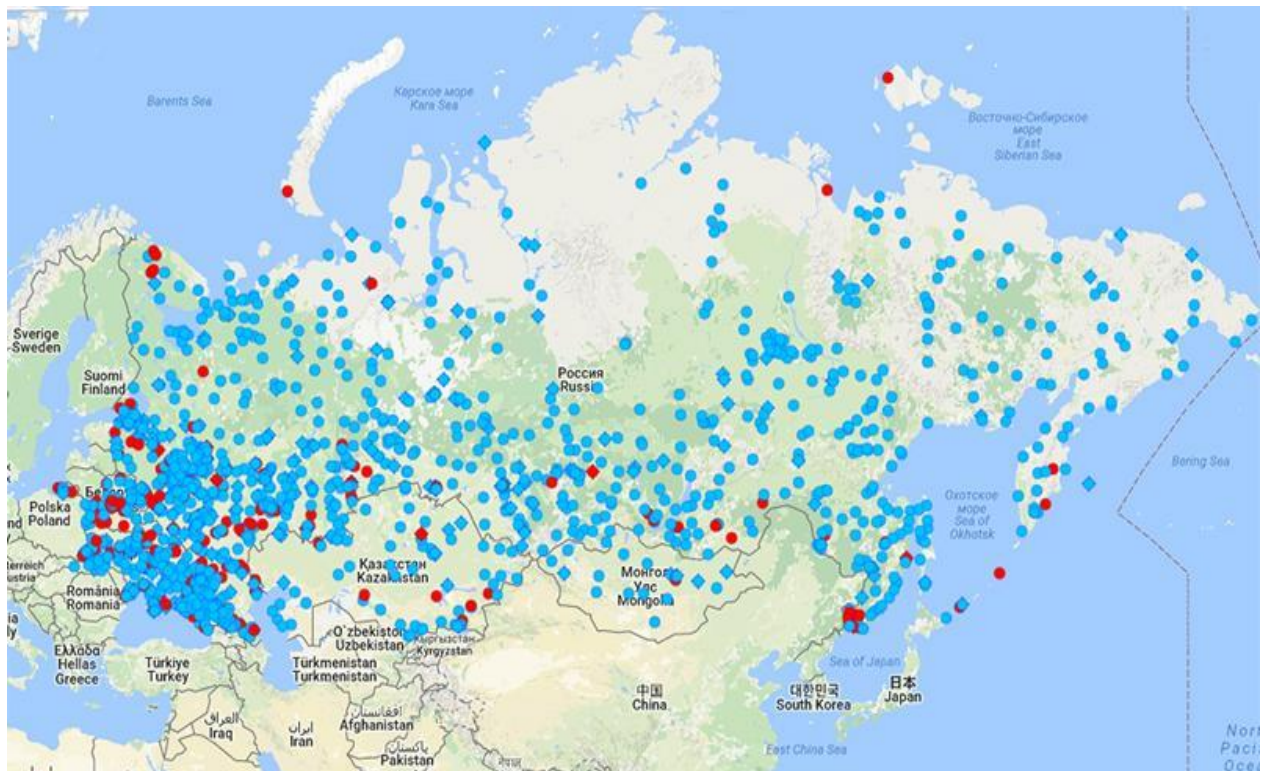
Solving the problem of bringing the length and condition of the road network in line with the needs of the economy and the population is significantly complicated by the influence of the outstripping growth of market prices for road construction materials. The rise in prices for these resources over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

The pace of development of civil aviation in Russia is currently 2-3 times higher than international indicators. Not only the international transportation

market is developing dynamically, 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 compared to rail transport in the long-distance passenger transportation market, as well as the development of consolidation and integration processes for 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). To a large extent, as a result of this, the configuration of the passenger airline network 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 the airfields of local airlines. The reduction of local traffic, the closure of airlines, the collapse of air transport infrastructure and other negative trends can become irreversible, which will lead to the complete collapse of the system of local airports operating regional aviation aircraft, and the creation of a crisis situation in many regions that are not provided with alternative modes of transport (Figure 2).



**Figure 2. Map-scheme of airports in the Russian Federation and in the regions of the Russian Arctic**



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There is a sharp backlog of airport infrastructure and equipment from the level of development of international civil aviation, a backlog 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 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 hinders the improvement of the quality of air traffic services, the dynamic implementation and development of advanced air navigation facilities and systems recommended International Civil Aviation Organization.

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

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

The share of inland waterways that limit the capacity 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 lag of the Russian transport system 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. 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 domestic transportation. There is a significant lag in the environmental parameters of transport operation.

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 of megacities.

Almost in all sectors of the transport complex, the tendencies of aging of fixed assets and their inefficient use persist. Depreciation of fixed production assets for certain groups of fixed assets has reached 55 - 70 percent and continues to grow.

At the beginning of 2018, the depreciation of fixed production assets of large and medium-sized commercial organizations amounted to: in railway transport - 58.6 percent, in sea transport - 51.2 percent, in inland water transport - 69.7 percent, in automobile transport (without road facilities) - 49 .6 percent, air - 50.3 percent.

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

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

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

the second is the insufficient development of the existing transport infrastructure, most acutely manifested in the discrepancy between the level of development of roads, 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 individual modes of transport;

the third is the territorial uneven 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 provision are becoming 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 held back.

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

In connection with the growth of transport tariffs in recent years, there have been certain restrictions on transport and economic relations. Due to the high transport component, the competitiveness of domestic products is reduced 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 economic security of the country.

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<b>ISI (Dubai, UAE)</b>	<b>= 1.582</b>	<b>ПИИИ (Russia)</b>	<b>= 3.939</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 8.771</b>	<b>IBI (India)</b>	<b>= 4.260</b>
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The mobility of the population in non-urban traffic in 1995 - 2007 decreased by 60 percent, mainly due to a reduction in trips related to recreation and tourism. For a significant part of the population, travel over long distances 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 100,000 people die every year, in the countries of the European Union this figure is 9-10 people.

The 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.

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

The current state and capabilities of the transport system in the field of ensuring the military security of Russia 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, the construction of new and the reconstruction of existing transport communications related to dual-use infrastructure facilities are not sufficiently taken into account. A negative impact is exerted by the insufficient throughput and carrying capacity of transport infrastructure facilities 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 resource intensity of transportation and the transport costs of the economy are growing. The increase in the cost of transportation, in turn, causes an increase in transport 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 bus traffic has

decreased. Due to unprofitability and the lack of state support measures, many air lines and part of river passenger routes are closed, which leads to the satisfaction of the population's demand for transportation not in full.

The complexity of the financial condition of transport is exacerbated by the outpacing growth in prices for the resources it consumes. The level of the revenue rate for transportation especially began to lag behind the growth in prices for resources after the Government of the Russian Federation made decisions to curb the indexation of railway tariffs without extending a similar procedure to industries supplying transport with material and technical resources.

Despite the multiple increase in tariffs for the transportation of passengers and goods, the financial situation of transport enterprises could not be normalized. Passenger transportation in domestic traffic on all modes of transport (with the exception of intercity bus transportation and regular air lines) is unprofitable, and the profitability of modes of transport for the carriage of goods is minimal. The share of unprofitable large and medium-sized enterprises in 2018 amounted to 32 percent. On the part of the clientele, receivables to transport organizations also increase.

The main reasons for the low profitability and unprofitability of 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 revenue rates from the growth in prices for fuel, electricity, materials and technical equipment consumed by transport. The allocated budget subsidies do not yet fully cover the losses in the income of transport companies resulting from the state regulation of tariffs for passenger transportation.

The influence of these causes affects regardless of the form of ownership of transport organizations. The main railway transport, classified as a natural monopoly industry and owned by the state, also operates with low profitability (Figure 3).

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**Figure 3. Map-scheme of the railways of the Russian Federation and in the regions of the Russian Arctic**

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

The shortage of qualified professional personnel is increasing 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 global market of transport services. This is due to both the listed problems and insufficient opportunities for domestic transport organizations to compete in the

world market, including the effective use of Russia's geopolitical advantages in international transit traffic.

The 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 more difficult situation for domestic transport companies.

An 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 strong transport positions.

World trends in the development of transport show that:

the period of patronage in relation to modes of transport and carriers has ended. 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 replaced by the harmonization of transport legislation;

The market of transport services has become more complex, all segments of the transport process and logistics have begun to be integrated. This led to the development of a new type of transport infrastructure - transport, storage and commodity transport complexes, which formed an integrated system of interaction;

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

the quality of transport services and competitiveness have reached a high level of development. In segments of the transport market, the services of which are in demand, competition has stepped over the stage of competition for the quality of transport services. It's guaranteed. The struggle is price-based. 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 achievable. 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. As restrictions, the given levels of safety and environmental friendliness of transport should act.

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

Availability territorial and structural disproportions in the development of transport infrastructure;

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

insufficient quality of transport services;

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

insufficient level of transport security;

strengthening 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 defines the main strategic directions and targets for the development of the transport system for the period up to 2030.

Predictive qualitative and quantitative parameters for the development of the transport system of the Russian Federations until 2035

Scenario options for the development of the Russian transport system for the period up to 2035 have been developed in three versions:

inertial;  
energy raw materials;  
innovative.

The inertial option for the development of the transport system involves:

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 relevant pipelines;

development of transport infrastructure that ensures the realization of the transit potential of the economy;

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

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

growth in the volume of domestic transportation of raw materials in connection with the increase in coal mining, the development of energy, metallurgy and oil refining;

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

continued dominance in imports of food and consumer goods;

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

maintaining low mobility of the population, primarily in air transport, which is due to insufficient growth in incomes 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 and raw material option involves the accelerated development of 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 exports 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) that ensure the development of mineral deposits in new mining areas, mainly in Siberia, the Far East and the continental shelf;

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diversification of directions for export deliveries of Russian hydrocarbons, including to China, and the creation of an appropriate infrastructure;

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

increase in domestic transportation of coal in connection with the development of power generating capacities and metallurgical production;

increase in transportation volumes and assortment of products of fuel processing and raw materials (petroleum products, concentrates, chemical cargoes, metals, etc.), as well as engineering products;

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

continued increase in the number of private passenger cars, with a decrease in the volume of passenger transportation by public transport (mainly by road) in the period up to 2020 and some growth in 2021-2035;

an increase in the need for the construction and reconstruction of the road network connecting new residential areas in megacities and suburban areas of large cities with places of application of the labor force.

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

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

Of decisive importance will be the specialization of seaports through the creation of so-called "layered ports" following 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 cargo, the formation of port zones that ensure the processing of incoming cargo.

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

The development of the country's transport system will become one of the main sources of economic growth. The impetus for technological development will be received by a part of the manufacturing industries associated with ensuring the development of transport.

At the same time, the implementation of the energy and raw material option will have a number of

negative consequences for the prospective socio-economic development of the country and ensuring national security, in particular:

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

a decrease in 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 exports of bulk and liquid cargoes and imports of finished products. Specialized and universal types of rolling stock will have low performance in terms of the coefficient of mileage with a load, that is, significant flows of empty stock are possible;

population mobility will grow at a slow pace, 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 traffic 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 rates of growth in real incomes of the population, a decrease in the population and a smaller scale of development of infrastructure and rolling stock of passenger transport. Lower growth in the welfare of the population will cause a slower growth in the number of personal cars;

there will be significant differentiation 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 budgetary system associated with financing the construction, repair and maintenance of roads.

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

For the innovative option, a number of features characteristic of the energy and raw material option are retained, in particular:

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

diversification of directions for export deliveries of Russian hydrocarbons;

development of transport infrastructure that ensures the realization of the country's transit potential, including joint projects within the

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framework of the Eur Az EC, as well as with other states;

increase in domestic transportation of coal in connection with the development of power generating capacities and metallurgical production;

an increase in the volume of transportation and the range of products of fuel processing and raw materials, as well as engineering products due to the increase in innovative activity in the energy, fuel and raw materials industries, and related machine-building 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 export transportation of highly processed goods, primarily products of high-tech sectors of the economy, the growth rate of which will be 2.5 times higher than the growth rate of transportation of similar imported goods;

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

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

the emergence of the need to build and reconstruct a road network connecting new residential areas in megacities and suburban areas of large cities with places of application of labor in a significant number of large and medium-sized cities due to an increase in the level of income and quality of life of the population;

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

When implementing this option, measures to develop 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 hubs will be of paramount importance.

Along with the South of Russia, Siberia, the Far East and the Arctic zone, the Volga and Ural macroregions will become zones of priority transport development. Spatial development will become multipolar, not rigidly tied to the established energy and raw materials and financial centers.

Regional aspects of the development of the country's transport system will be related to:

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 computer science and telecommunications), with the concentration of such clusters in urbanized regions;

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

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

The development of railway and maritime transport, along with the tasks of ensuring the transportation of bulk cargo, including export ones, will increasingly focus on improving the quality of transport services for cargo owners and strengthening interaction in the framework of ensuring efficient 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 an appropriate infrastructure on the northern coast of Russia.

Measures to increase the competitiveness of maritime transport will significantly increase the share of the fleet flying the State Flag of the Russian Federation in the world's 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 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.

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

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 transportation, all types of air transportation, urban and suburban transport.

When implementing this option, the country's transport system should develop at a faster pace than the sectors of the economy and the social sphere in order to remove the infrastructural restrictions on the

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country's future socio-economic development, which depend on transport.

The implementation of an innovative option for the development of the transport system will solve 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;

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

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

the growth of 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.

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

When moving to an innovative option, the requirements for the nature and directions of development of the transport system are most determined by the following fundamental factors:

strengthening of 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, an increase in the 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 the requirements for the quality of transport services;

exhaustion of sources of export-raw material type of development, based on increasing fuel and raw material 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 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 entry into the World Trade Organization. This factor causes an increase in 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 for the growth of the national economy.

When switching 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 transportation and transportation of finished products in the overall 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 organizing the transport process and interaction between modes of transport;

multiple increase in labor productivity and energy efficiency in transport;

revitalization 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 transport system of Russia 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, a radical 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;

increase in the level of professional training and qualifications of transport workers, improvement of their material and social security, creation of 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 transport accidents;

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

improvement of the investment climate in the transport industry.

At a 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 concerns, first of all, improving the quality of transport services, reducing the total costs of society dependent on transport, increasing the competitiveness of the domestic transport system, strengthening the innovative, social and

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environmental orientation of the development of the transport industry.

Based on this, the goals, priorities and objectives of the strategic development of transport are formulated.

The main task of the state in the field of 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, turning 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 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 engineering and technology, increased attention to social and environmental factors, and an increase in the national, economic and other types of security of the country, depending on transport.

To create an efficient competitive transport system, 3 main components are needed:

competitive high quality transport services;

high-performance, safe transport infrastructure and vehicles, which are needed to the extent that they will 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 the elements of technologies, the 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 increase the rhythm and speed up the movement of goods, reduce transport costs, increase the availability of transport services, improve the investment climate and develop market relations. This will have a positive impact on the external competitiveness and realization of the country's transit potential.

Creating 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 engineering and technology that provides standards of safety, environmental friendliness, efficiency and quality of transport services.

The most important strategic direction in 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, developing a statistical accounting system, building a transport and economic balance, predicting the dynamics of the cargo base, analyzing models of transport development. systems in order to select 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 standards for the quality of 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 allow developing competition in the main directions of freight and passenger traffic.

Of particular importance for the transport strategy is the improvement of the system for 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 transport development by increasing the efficiency of state regulation and management methods, and developing 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,



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priorities, tasks and implementation mechanisms is being formed.

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

General social guidelines are:

the mobility of the population and the availability of transport services;

reduction of accident rate, risks and security threats by means of transport;

reducing the share of transport in environmental pollution.

General economic guidelines are:

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

competitive level of specific transport costs in the price of final products;

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

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

implementation of an effective state tariff policy;

use of modern mechanisms for the development of an 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;

reduction of energy intensity;

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

innovative commodity transport technologies corresponding to the best world achievements;

preparation for transportation of high-tech products;

formation of the necessary conditions for investing in the transport industry, ensuring its development at a faster pace;

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

By type of transport activity, the guidelines are:

until 2035 - addressing issues related to the elimination of "bottlenecks", the development of throughput and transportation capabilities in accordance with federal targeted programs, as well as strategies and concepts for the development of various types of transport;

from 2024 - adjustment of these strategies and concepts, development of federal targeted programs in accordance with the results achieved, new conditions and the Transport Strategy in order to develop a single comprehensive integrated balanced transport system that meets the needs for high-quality competitive transport services.

The main targets by types of transport activities for the period 2024-2035 are determined by the federal target program "Development of the transport system of Russia (2024-2035)" and its subprograms by 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 2024, taking into account the results achieved and new features of transport development. The objectives of the development 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 ensure 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, the 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 for all modes of transport and cargo owners, the use of uniform standards for the technological compatibility of various modes of transport that optimize their interaction, uniform standards for the technical compatibility of various modes of transport and vehicles, as well as create a unified information environment for the technological interaction of various modes of transport.

Thus, within the framework of this goal, the development of transport infrastructure refers not only to the development of transport communications and hubs. A qualitatively new level of system 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 modes of transport.

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Within the framework of this goal, at the first stage of the implementation of the Transport Strategy, 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" of the transport network, including in the Asian parts of Russia. The development of transport approaches to border checkpoints and large

transport hubs will be ensured, their comprehensive development in the main directions of transportation will be ensured. Infrastructural conditions will be created for the development of potential points of economic growth, including the integrated development of new territories and the development of mineral deposits, primarily in Siberia and the Far East (Figure 4).



**Figure 4. Characteristics of river transport routes of the Russian Federation and the regions of the Russian Arctic**

At the next stage of the implementation of the Transport Strategy, within the framework of this goal, a transition to the formation of a single transport space in Russia will be ensured. Based on the differentiated development of communication routes for all types of transport, the creation of a single balanced system of transport communications of the country will be ensured. The throughput and speed parameters of the transport infrastructure will be raised to the level of the best world achievements, the share of high-speed communications 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 for all types of transport and cargo owners, an integrated system of logistics parks will be created on the territory of the country, as well as a unified information environment

for the technological interaction of various modes of transport and participants in the transport process. During the development of the transport system, innovative technologies for the construction, reconstruction and maintenance of infrastructure 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 the innovative development of the country's economy.

Achieving this goal will make it possible 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 transport

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services of social and economic significance of proper quality and at affordable prices.

Achieving this goal involves, 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 should define the parameters of the quality of transport services, the framework of quality standards for various categories of goods and sectors of the economy, the requirements for the development of the regulatory framework in the field of transport services and technological models for ensuring the quality of transport services.

In order to form 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 launch the "price - quality" mechanism, which will ensure the formation of a competitive environment and the growth of competitiveness.

Motivation mechanisms for the structural modernization of existing transport systems should be developed and put into effect in order to ensure the quality of transport services, leading, in particular, to the creation of national and international competitive transport companies.

Realization 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 economy of the country is expected to reduce the costs of circulation of goods, expressed in large volumes of working capital, as well as in significant amounts of crediting goods in transit and in stock. In seaports and checkpoints across the state border of the Russian Federation, as well as in the entire terminal network, the time for processing consignments of goods will be reduced to the level of the best world achievements.

To do this, it is necessary to introduce mechanisms to motivate the use of innovative logistics technologies, develop a system of related services and fleets of freight rolling stock that provide the specified criteria for the volume and quality of transport services at the level necessary for the implementation of the Transport Strategy. It is necessary to develop and experimentally develop highly efficient commodity transport technologies that provide quality criteria for the entire range of transport services and increase the productivity of the transport system. 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.

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 for 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 of social importance.

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

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

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 throughout 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 affordability 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 involves the fixing of minimum social transport standards at the legislative level and the use of mechanisms to compensate for losses in the income of transport companies resulting 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 to the population.

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

Achieving this goal will mean laying a solid foundation for Russia's successful integration into the global transport system, expanding the access of Russian transport service providers to foreign markets, strengthening Russia's role 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 involves, first of all, the development of technical and technological parameters of international transport corridors that ensure their competitiveness at the level of world analogues. This requires monitoring the market for the export of transport services, studying the advantages

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of competitors, developing a set of measures to improve the technical and technological parameters of international transport corridors, planning their development and harmonizing 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 involves the development of international cooperation with other international transport organizations and other trading partners of Russia, the expansion of participation in the system of international agreements and conventions in the field of transport, as well as in major international transport projects. It is also expected to develop and put into effect appropriate mechanisms of state regulation, motivating the creation of national and international competitive transport companies.

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, requires the development and implementation of appropriate legislative and other regulatory methods that ensure the competitiveness of Russian transport.

In order to increase the receipt of foreign exchange funds from the export of transport products, taking into account international experience and economic interests in the protection of transport services in the national and international markets, it is planned to develop legislative standards that provide 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 in Russia, as well as in the development of raw materials, including those developed in accordance with the Federal Law "On Production Sharing Agreements".

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

The implementation of this goal will improve the safety of traffic, flights and navigation, ensure the efficient operation of emergency rescue 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 reduction of terrorist risks.

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

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

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

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

The implementation of measures to ensure the military security of the Russian Federation in order to timely meet 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), stocks of 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 of direct 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 safety of the transport system within the framework of this goal will be increased through the development of systems for 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 for the safety and stability of the transport system.

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

Achieving this goal will contribute to creating 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.

To this end, it is planned to develop and put into effect mechanisms of state regulation that provide motivation for the transfer of vehicles to environmentally friendly fuels, as well as a decrease

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in 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 traffic routes.

The implementation of these goals involves the implementation of a set of research subprograms that ensure the development of new models, methods, technologies, tools and systems. These works form the scientific support of the Transport Strategy. The introduction of developments, the implementation of projects and activities is provided for 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 development subprograms by modes of transport and subprograms aimed at putting into operation the main mechanisms for the implementation of the Transport strategies.

Goals for the development of the Russian transport system for the period up to 2035 and the values of the indicators for the implementation of the Transport Strategy, for which statistical information is currently available.

In addition, it is planned to carry out 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 type of transport in the main directions of freight 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;

specific transportation costs in the final price of products;

ensuring the affordability of transport services for the population;

the level of security of the state of transport infrastructure facilities;

reducing the energy intensity of the transport system.

The implementation of the goals of the Transport Strategy will ensure the satisfaction of the needs of the innovative socially oriented development of the Russian economy and society in high-quality competitive transport services. The main expected results of the implementation of the Transport Strategy were 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;

increasing the mobility of the population to 13.2 thousand km per person per year, which is 2.2 times higher than in 2018 (the current level of developed countries is more than 10,000 km);

ensuring a permanent year-round connection of all rural settlements with development prospects via paved roads with a network of public roads;

reducing the proportion of the population without access to public transport services to 2 percent by 2035 (up to 10 percent in 2010);

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 coefficient of availability of air transportation will increase in 2010 - 2035 - from 1.75 to 5;

a significant reduction in accidents, risks and security threats for all modes of transport. The number of deaths per year in road traffic accidents per 100 thousand people will be reduced from 23.5 people to 8 people, that is, almost 3 times. The number of air crashes per 100,000 flight hours on regular flights in 2035 will decrease from 0.18 to 0.008 (0.01 in the USA);

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

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

reduction in the level of specific transportation costs in the price of products by 2035 by 30 percent;

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

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

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;

providing incentives for 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 operation of transport.

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

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

increasing the return on assets of transport infrastructure and increasing profitability;

reduction by 30 percent of the level of energy intensity of transport;

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

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

ensuring the increase of 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 transportation by ships under the Russian flag will increase from 6 to 40 percent. The share of Russian-flagged ships in the total deadweight of the Russian-controlled sea transport fleet will increase from 38.5 percent in 2021 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 2018 to 29 percent in 2035;

introduction of innovative commodity transport technologies that correspond 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 time of goods in multimodal (mixed) traffic will be reduced by 25 percent compared to 2017;

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

The transport industry at the turn of 2035 will become a backbone industry, growing at a rate that outpaces the growth rate of the national economy. The industry will come to a competitive position in terms of the level of specific transport costs, safety, environmental friendliness and quality of transport services. The level of developed countries will be reached in terms of commercial speed and timeliness of delivery of goods, availability of transport services for the population. The formation of a unified transport system in Russia, its integration into the world transport system will ensure an increase in the

efficiency of transport services within the country, the growth of their exports, a more complete realization of the transit potential, and the satisfaction of the needs of the economy and society in high-quality and competitive transport services. Tasks for the development of the transport system Russian Federation for the period up to 2035.

1. Formation of a single transport space Russia on the basis of balanced development of effective transport infrastructure.

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

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, year-round accessible to the population and business entities;

creating conditions for economic growth, including the integrated 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 on the basis of a differentiated development of communication routes for all types of transport;

increasing the capacity 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 communications;

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

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

development of innovative technologies for the 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 the infrastructure is supposed to be carried out in relation to all modes 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 2407.9 km, including 1478.6 km on the main routes;

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

development of railway approaches to seaports and border stations;

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

electrification of sections with a length of 3918 km (including the sections Syzran - Sennaya, Trubnaya - Aksaraiskaya, Rtishchevo - Kochetovka, Yurovsky - Temryuk - Kavkaz - Taman, etc.);

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

development of stations and nodes;

reconstruction of the Ulaanbaatar railway, including the electrification of the main passage with the equipment of an automatic blocking system, the laying of second tracks (100 km) and other activities.

In relation 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 transportation of passengers in luxury trains in all radial directions in communication with the regional centers of the Moscow region and neighboring subjects 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, the creation of a network of container terminals and transport and distribution centers that provide the supply of Moscow and the Moscow Region with goods and the formation of network cargo flows;

organization of railway communication between the airports of the Moscow Aviation Hub and the railway stations of 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 3055.6 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 Kandra - Inza, Ulyanovsk - Syzran, Sonkovo - Dno - Pechory-Pskov, etc.);

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

strengthening and reconstruction of railway lines and sections;

liquidation of restrictions on the capacity of network sections caused by the defectiveness of large

artificial structures, through their reconstruction and construction of new ones;

replacement and modernization of power supply facilities equipment for 50.9 thousand km of the extended length of the contact network, for 40.7 thousand km of main directions, including the modernization and reconstruction of 763 traction substations, modernization of the automatic blocking system with a length of 1171.4 km;

equipment of double-track and multi-track hauls on the main directions with a length of 11,515 km with permanent devices for organizing traffic along the "wrong" track according to the signals of a locomotive traffic light;

modernization and increase in the capacity of the digital technological communication network at the 12,600 km test site;

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

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

modernization of the section Ussuriysk - Grodekovo with laying of second tracks 48 km long on the limiting section;

modernization of the section Ulan-Ude - Naushki 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 a second bridge across the river. Ob in the section Ryama - Kamen-on-Obi, in the section Sayanskaya - Koshurnikovovo to reconstruct 3 tunnels - the First Dzhebsky, Krolsky and Mansky;

reconstruction of the Kiparisovskiy, Obluchinsky, Vladivostok, Lagar-Aulsky tunnels on the Trans-Siberian Railway;

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

reconstruction of the Bolshoi and Maly Novorossiysk tunnels;

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

reconstruction of bridges across the river. Volga in the section Aksaraiskaya - Astrakhan, across the river. Kamu in the Perm Knot;

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

reconstruction of the bridge over the river. the Volga in the Ulyanovsk-Tsentralny - Akbash section

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**OAJI (USA) = 0.350**

of the Bugulma passage, as well as the bridge in the Syzran - Bezenchuk section due to the heavy load of the Kropachevsky passage;

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

reconstruction of bridges across the river. Oka on the section Zhilevo - Necklace, 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 over the river. the Volga in the Ulyanovsk - Dimitrovgrad, Anisovka - Saratov sections and the third bridge crossing in the Kinel - Syzran section;

construction of the second bridge crossings across the rivers Ob, Bolshoi Salym, Demyanka to increase the throughput 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 to implement 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 installation of fences are envisaged.

In addition, it is necessary to create reserves for the capacity of railway checkpoints to ensure the stable operation of railway transport in the face of fluctuations in freight traffic, which may be caused by market changes in world commodity markets.

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

The solution of the problem of improving the efficiency of the functioning of railway border crossings should be carried out until 2030 as part of the implementation of federal targeted programs for the development of the state border of the Russian Federation for the relevant periods.

As part of the implementation of international activities by the open joint-stock company Russian Railways, the following major projects are expected to be implemented:

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

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

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

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.

The priority areas for organizing high-speed and high-speed traffic until 2015 include Moscow - St. Petersburg (with a maximum speed of 200 km/h at the first stage, and later 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 2025, it is planned to organize high-speed traffic (140 - 160 km / h) in the directions Moscow - Smolensk - Krasnoye, 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, Ussuriysk - Vladivostok, Vladivostok - Khabarovsk.

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

To meet the growing needs of the population in 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 Urals Federal District, the Biysk - Gorno-Altaysk 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 to develop railway infrastructure facilities that ensure the functioning of the passenger complex (primarily railway stations and railway stations), in order to ensure high-quality train preparation, passenger traffic safety 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 meet the growing demand for passenger transportation to the southern regions of the country,



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it is planned to carry out a phased modernization of the infrastructure of the main directions of the Russian railway network to organize the regular circulation of passenger trains up to 22-24 wagons in length.

The priority directions for running passenger 2-deck cars include 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 motorways and express roads, primarily in the directions of international transport corridors;

- construction of new and reconstruction of existing roads to increase the capacity of the road network, taking into account the predicted traffic intensity;

- development of motor roads of federal importance on the approaches to international automobile checkpoints on the state border of the Russian Federation, to sea and river ports, airports, major transport hubs;

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

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

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

- development of the road network in large transport hubs;

Arrangement of sites for service and repair of vehicles, parking lots and rest areas for drivers.

The development of a network of federal highways that are part of international transport corridors will be focused on ensuring free passage of vehicles with a load on the drive axle 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 public roads of federal significance, 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 express roads, including the Moscow-St. Petersburg express highway, the Central Ring Road in the Moscow Region, the M-4 "Don" highway Voronezh region);

- construction and reconstruction of 190 km of roads at the entrances to 32 automobile checkpoints;
- conducting 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 10,000 km of regional roads with co-financing from the federal budget;

  - providing 3.3 thousand rural settlements with hard-surfaced entrances (all settlements with a permanent population of more than 125 people and the absence of a year-round connection with the network of public roads over the shortest distance of no more than 5 km);

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

The formation of a promising road network in Russia in 2016 - 2035 provides for the inclusion in the network of federal roads:

- new directions of highways that are part of the routes of federal importance, providing interregional communication and allowing the integration of a disconnected road network of individual regions into a single 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 Urals" (Syktyvkar - Vorkuta with an entrance to Naryan-Mar);

  - "Ural Industrial - Ural Polar" (Tyumen - Salekhard);

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

  - regional highways that are part of international transport corridors and provide access to automobile checkpoints "Mamonovo-2", "Ubylinka", "Krupets", "Ozinki", "Karaozek" and others;

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

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

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

Modernization of existing and construction of new roads in the regions of the North and new development of Kolyma, Lena, Vilyuy, Salekhard - Novy Urengoy - Surgut are envisaged, which will help ensure Northern delivery and improve the socio-economic situation in the region.

A comprehensive modernization and development of the road network is planned in the largest transport hubs in Russia - the cities of Nizhny Novgorod, Kazan, Yekaterinburg, Perm, Rostov, Novorossiysk, Murmansk, Vladivostok and others.

It is planned to build and reconstruct in 2016-2035 more than 7,000 km of roads that form a system of toll highways and express roads, including:

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

reconstruction of the highway M-10 "Scandinavia" on the section St. Petersburg - Vyborg - the border of Finland with the organization of paid 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 that form the road route, Moscow - Nizhny Novgorod - Kazan - Chelyabinsk - the 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 that form the road route St. Petersburg - Pskov - the border with the Republic of Belarus (automobile checkpoint "Lobok").

The implementation of measures to develop the road sector in 2025 - 2035 will achieve the following results:

increase in the density of the public road network from 5.1 km per 1000 people in 2021 to 10 km per 1000 people in 2030 and from 42.6 km per 1000 sq. km in 2021 to 79 km per 1000 sq. km in 2035;

an increase in the length of public roads of federal significance that meet the 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 roads of the highest categories (I and II) in the total length of federal roads from 47.8 percent in 2021 to 80 percent in 2035;

an increase in the length of public roads of federal significance serving traffic in the overload mode will increase from 12.8 thousand km in 2021 to 14.2 thousand km in 2035 (from 27.3 percent to 15 percent of the total length of federal roads values);

providing about 20 thousand prospective rural settlements with permanent year-round communication with the network of public roads on paved roads by 2035;

transformation of the configuration of the federal highway network from radial to network, which will create additional bandwidth reserves.

In the field of road transport, it is necessary to carry out measures to develop the infrastructure for passenger transportation, 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, interchange nodes, 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, development and implementation of pilot projects will be carried out to separate traffic flows and bus transport in space by allocating special lanes and streets for the movement of fixed-route passenger transport, as well as to separate these flows in time through the use of 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 for Russia projects for the construction of route bus routes.

The main projects for the construction of new interchange hubs integrated into the transport communications of other modes of transport (railway, air, water) will be implemented by 2020. 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 expand.

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

In the field of air transport, it is planned to increase the number of operating airports to 357 by 2020, if by 2025 it is possible to reverse 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

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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 backbone network of airfields, consisting of airfields of international and domestic hub airports and non-hub airports that ensure network connectivity, strategic unity and security of aviation communications. It is envisaged to form a three-level network of airfields according to the types of served lines, including airfields of federal, regional and local significance.

The organization of air transportation on the basis of hub airports, which ensure the concentration and distribution of passenger and cargo flows, will allow optimizing the route network, increasing the efficiency of transportation, and specializing airports. Regional and local airports are an integral part of the nodal scheme for servicing air transportation.

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 implement:

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

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

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

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

It is necessary to implement systematic 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 them with technological equipment for processing air ships with anti-icing fluids that ensure 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 justified reserves to ensure the increasing volumes of cargo transshipment.

Until 2035, it is planned to implement:

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 federally 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 complexes 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 - the completion of the infrastructure facilities of the port of Olya, the development of the ports of Makhachkala and Astrakhan;

in the Far East 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 pipeline system, Eastern Siberia - the Pacific Ocean.

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

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<b>ISI (Dubai, UAE)</b>	<b>= 1.582</b>	<b>ПИИИ (Russia)</b>	<b>= 3.939</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 8.771</b>	<b>IBI (India)</b>	<b>= 4.260</b>
<b>JIF</b>	<b>= 1.500</b>	<b>SJIF (Morocco)</b>	<b>= 7.184</b>	<b>OAJI (USA)</b>	<b>= 0.350</b>

In 2016 - 2035, the development of seaports in all sea basins of the country continues. New transshipment complexes are being built, primarily in the North and Far East of the country in connection with the development of hydrocarbon deposits, including those on the continental shelf, and their export to foreign countries.

To increase the efficiency of work and increase the throughput of seaports, it is planned to link their development with the creation of a logistics system, which includes both port terminals for various purposes and terminals in large 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 water transport, the reconstruction of river ports and the reform of port activities will be carried out by:

- improving 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 handling 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 cargoes 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 automobile access roads.

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

- elimination of limiting sections of the throughput capacity of inland waterways of the Unified deep-water system of the European part of the Russian Federation;

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

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

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

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

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

- development of communication and navigation through the modernization of existing and the introduction of new means of communication, 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 the federal railway transport with increased carrying capacity and axle loads and to improve the technology for transporting rock mass from deep pits.

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 for 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 ;

- providing 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 admission 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 working capital, as well as in significant amounts of crediting goods in transit and in stock;

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

- motivation for the use of innovative logistics commodity transport technologies, development of technologies for the transportation of goods, including the use of logistics parks;

- development of 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

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entire range of transport services and the productivity of the transport system;

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 define 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 the 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 mechanism "price - quality" will stimulate market participants to study the demand for various categories of services and analyze the level of competitors, improve the quality of transport services provided, and find the optimal balance between their price and quality.

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 (notice 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 traffic, which could provide competitive transport services in the field of freight and passenger traffic. 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 state support for increasing 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.

The 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 policy 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 of transport services of railway transport, the regulatory legal framework for its functioning. This stage is an investment and innovative stage of transformations in the field of railway transport.

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

maintaining the network carrier as a single economic entity providing services in terms of infrastructure and transportation services;

presence in the rail transportation market of local carriers that carry out transportation on the terms of a public contract in certain segments of the rail transportation market;

separation of services for the provision of wagons and containers for the implementation of rail transportation from the complex service for rail 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;

formation of the institution of owners of railway rolling stock (locomotives, wagons, containers, etc.) and determination 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 possibility for business entities to carry out certain works and services at the request of infrastructure owners, carriers, owners of cargo 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,

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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;

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

As new railways of general and non-public use 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 infrastructures of general and non-public use.

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

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

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

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

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

completion of the separation from the market of air transport transportation and airport services, which have different characteristics and strategies for the development of competition;

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

improving 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;

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

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

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

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

regulation of the activities of refueling companies of all airports to prevent discrimination in

the service of airlines and other fuel owners, as well as to ensure transparency in the formation of aviation fuel prices and their reduction by organizing purchases through auctions involving at least 3 suppliers.

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

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 cargo-intensive 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 vehicle downtime at loading and unloading points, increase the utilization rate of vehicle load capacity (by 2030, these transportations should account for up to 40 percent of intra-hub traffic 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 transportation of goods in the total volume of transportation of goods by road by 2035 should double, or up to 60 percent.

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

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

improvement of mechanisms for financing road safety activities.

In the field of maritime transport, in order to develop a competitive market for transport services, it is necessary to:

to increase the throughput capacity of Russian seaports and the carrying capacity of the marine transport fleet, which will make it possible to satisfy the predicted quantitative and qualitative demand for 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 exports of transport services ;

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

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

In the field of inland water transport, in order to improve the quality of transport services, improve 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 transportation (container ships, ro-ro ships, universal barge towing trains).

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

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

reduction of tariffs for the transportation of bulk cargo through the use of route technologies;

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

solution of issues related to regional (territorial) differentiation.

In the field of multimodal transportation, it is necessary 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 the adoption of regulatory legal acts regulating the implementation of mixed (combined) cargo transportation.

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

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

ensuring the transportation of passengers on socially significant routes, the affordability of transport services, including in the regions of the Far North, in the Kaliningrad region, the Far East and Transbaikalia, the development and implementation of agreed schemes for the development of air transport and motor 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 throughout the country, ensuring their implementation on a progressive scale, taking into account the improvement of conditions for transport services to the population;

development of urban and suburban passenger transport systems;

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

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

development of systems that provide high-speed and high-speed transportation of passengers.

In the field of railway transport in the field of long-distance passenger transportation, a decision was made to stop their cross-subsidization at the expense of freight traffic 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 the legislative provision for compensation for losses in income arising from the state regulation of tariffs for passenger transportation. At the same time, the formation of an appropriate mechanism for compensating 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 sectional speed of long-distance passenger trains will increase on the main routes up to 72 km/h, or by 18.6 percent.

Improving 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 in large cities of the subway and ground passenger transport during peak hours, which requires an increase in the number of suburban trains for radial directions in order to reduce intervals and reduce the occupancy of electric train cars during peak hours, the development of intracity transportation by intensifying the use of diametrical directions and increasing their number in the future, increasing the number of compact interchange nodes, developing interregional transportation by trains of increased comfort of the "express" type, organization of passenger transportation between megacities and large regional centers using trains of the "satellite" type, organization of intermodal transportation of passengers by specialized rolling stock to airports;

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

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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 in 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.

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

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

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

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

By 2035, new infrastructure and technological solutions will reduce the time spent by passengers on public passenger road transport by 25-30 percent compared to 2021.

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

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 transport services to the population;

determination and use of mechanisms to compensate for shortfalls in the regulation of tariffs (for example, on the basis of social state contracts for the provision of transportation on socially significant routes).

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

improving the quality of the transportation process, including the 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 cost of an air ticket by updating the aircraft fleet and developing competition between airlines, creating aviation alliances (including participation in international ones) and low-cost airlines, equipping aircraft and airfields with equipment that enables operation in adverse weather conditions, introducing an efficient system for the maintenance and repair of new generation aircraft, which are characterized by reduced downtime when troubleshooting and troubleshooting, introducing modern passenger service technologies, including electronic ones, reducing the duration of the passenger's ground transfer 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 among air transport operators;

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

market liberalization and improvement of mechanisms for certification, licensing and confirmation of compliance of airlines 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, differentiation of certification requirements for airlines, operators and aviation fuel supply organizations of various levels, a gradual transition to softer and more general forms of regulation, the creation of a nationwide system for regulating the time intervals of 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 the 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 tightening the requirements for the quality of the work of operators, maintaining the exclusive right for Russian air carriers to perform domestic air transportation until 2020. In 2021-2035, the issue of granting foreign airlines on the territory of Russia broader commercial rights (degrees of freedom of air) may be considered.

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

meeting the demand by expanding the range and geography of air transport services, developing the fleet of modern aircraft, bringing the structure of the



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supply of air transportation and aviation work to the structure of demand for them;

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

ensuring the availability of air transport services for the main part of the population;

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

Increasing the affordability of air transportation will be carried out through:

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 charges and ground handling rates for airlines by increasing the additional income of airports from non-aeronautical 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.

The priority is the development of commercial air transport and operations, which should meet the main demand for air transport services.

Within this market segment, the priorities of the state policy are determined on the basis of providing 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 main airlines that ensure the transport integrity of the state, as airlines connecting the Kaliningrad region, regions of the Far North, Siberia and the Far East with the center of the country. By 2020, the growth rate of this market segment should surpass the development of the international transportation segment of Russian airlines operating in connection with the country's airports.

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

limiting tariff limits in order to ensure the availability of services for the majority of potential consumers, preventing short-term sales of air transport and air navigation services below cost in order to obtain competitive advantages (dumping) and long-term use of low prices, which deliberately exclude the possibility of quality service and ensuring the safety of air transportation or providing aviation services;

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

ensuring reasonable tariff stability for the benefit of air transport service users;

gradual reduction in the scope 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 due to:

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

improving the system of control and financial audit of aviation enterprises engaged in airport activities and organizations of the air navigation service system;

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

increasing the investment attractiveness of airports.

Tariff regulation in the field of socially significant air transportation provides for state support for transport market entities (allowed only in cases where market mechanisms cannot ensure a sufficient level of supply of aviation services or a socially acceptable level of tariffs for them), privileged categories of passengers, socially significant 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 coordinated at the expense of budgets at all levels.

In the field of maritime transport, in order to increase the availability of transport complex services for the population, it is required to ensure the growth of transportation of goods and passengers on socially significant routes, which will significantly increase the level of transport provision of 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 to ensure the predicted 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 planned to improve the organization of the transport process, the condition of the used inland waterways, navigable hydraulic structures and ships, and increase the comfort and level of service.

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

To increase the availability of transport services in the field of inland water transport, the following measures should be taken:

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

reconstruction of hydraulic structures;

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

The main objectives of the Transport Strategy in the framework of integration into the global transport space and the realization of the country's transit potential are:

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 methods of regulation that provide assistance in increasing 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 trading partners of Russia, the 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 major 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 sustainable 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 made in these organizations.

The development of technical and technological parameters of international transport corridors, ensuring their competitiveness at the level of world analogues, requires the implementation of a set of measures to monitor the market for the export 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 along transport corridors.

The expansion of exports of Russian transport services will be of great importance.

The main directions for solving the problems of integration into the global transport space and the realization of the country's transit potential are:

regional transport integration;

increasing the competitiveness of Russian suppliers of transport services in the world markets and the growth of exports of transport services;

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

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

protection of Russian interests within 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 Russia-European Union free trade zone being created.

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 direction 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 to form a single transport space of the EurAsEC, the most important will be:

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

elimination of any discrimination of transport service providers from some EurAsEC member states to other EurAsEC member states, as well as in the field 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 national regime;

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

transition within the framework of the EurAsEC to the conclusion of multilateral agreements on air traffic (open skies), international road traffic,

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navigation on inland waterways and other international acts;

maximum use of the positive experience in the 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 effectively serve their population and economy, as well as ensure full transport safety and environmental protection;

unification of the principles of tariff policy formation;

unification of the terms of compulsory insurance of civil liability of carriers to passengers of aircraft and owners of vehicles to third parties;

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

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

Increasing the competitiveness of Russian suppliers of transport services in the world markets and the growth of exports of transport services are among the priorities of the Transport Strategy.

The development of the export of transport services is just 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 by 6.8 times (up to 80 billion US dollars) compared to 2021.

The growth in exports of transport services should occur both by increasing the physical volumes of passenger and cargo transportation by Russian transport companies, and by increasing their competitiveness in the domestic and foreign markets for transport services and expanding 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 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 carried out in the following areas:

establishment and support within the framework of trade and transport policy of the state of favorable conditions for Russian exporters of transport services;

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

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

creation of conditions for the acquisition by Russian carriers of modern transport equipment, which ensures not only competitiveness in international markets, but also the fundamental accessibility of these markets for Russian operators;

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

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

Participation in international projects and programs aimed at developing interregional, including Euro-Asian, transport links, developing international transport corridors and increasing the scale of transit traffic is envisaged.

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:

attracting cargo for transportation via land transport communications (railways and roads) 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;

use of Russian airspace for organizing transit flights of third-country airlines on 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 and cargo flows through the international hub airports of the Russian Federation.

The volume of transit traffic by rail, road and inland water transport through the territory of Russia by 2035 will increase by 3.6 times and reach 100 million tons per year.

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

improvement of the regulatory and legal framework in order to ensure the effective development of transit traffic;

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

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planning the modernization of transport infrastructure, taking into account the increase in transit cargo flows;

support for 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 processing 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.

The expansion of 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. The most important for Russia is participation in agreements and conventions regulating:

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

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

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

Much work remains to be done to join a number of agreements and conventions that largely determine the modern face of a safe and efficient global transport system. Non-participation in them threatens to isolate and reduce the competitiveness of Russian transport communications and carrier companies in the global transport services market.

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 appropriate policies 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 implemented, international agreements and conventions are being developed and adopted, therefore, the active role of Russia in these organizations allows us 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 UN Economic Commission for Europe, the UN 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 States.

The largest Russian transport companies and their associations take part in the work of international non-governmental organizations, therefore their platform serves to implement a strategy for 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 Airports Council, the International Road Transport Union, the International Union of Railways, the International Federation of Forwarding Associations and other international non-governmental organizations.

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

in the north-west of Russia - within the framework of the Council of the Barents Euro-Arctic Region 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 concrete 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.

It is envisaged to expand bilateral cooperation in the field of transport between Russia and foreign states, the basis of which are 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 transportation 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 into line with the realities of the current stage of development of the world aviation market, standards

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and recommended practices of the International Civil Aviation Organization. Work should begin on open skies agreements giving designated air carriers additional commercial rights to operate international air services. Open skies agreements will be used in 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 the conclusion of new bilateral intergovernmental agreements and the renegotiation of agreements signed during the years of the USSR and containing outdated norms. Work to improve the system of bilateral intergovernmental agreements should be carried out in conjunction with the multilateral negotiation process on the liberalization of international maritime transport within 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 fixing the norms that contribute to the realization of the advantages of road transport in the field of international passenger and freight transport (ensuring freedom of transit, eliminating quotas for the number of permits issued, etc.). Revision of bilateral intergovernmental agreements on international road transport with the member states of the EurAsEC 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 transport by 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 the commercial rights of shipping companies.

The system of bilateral intergovernmental agreements on railway communication, formed during the years of the USSR, will be improved. After determining the feasibility of the agreement on railway communication will be renegotiated with individual states with which there is the most intensive passenger and freight exchange.

The solution of controversial problems and current issues of transport policy, the creation of conditions for cooperation between 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 promote the implementation of joint transport projects concluded on a bilateral basis, both with the participation of the state and 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 Russia's relations with individual member states of the European Union, as well as to find mutually beneficial forms of interaction between the parties' transport operators and their access to the Russian and single European markets.

The objectives of the Transport Strategy in terms of improving the safety 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, Emergency Situations and Elimination of 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 access to transport activities by licensing or declaring (notifying);

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

- ensuring the needs of the transport complex in specialists with a level of professional training that meets the requirements of the safety and stability of the transport system.

Implementation of the state transport policy and improvement of 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 that correspond to threats on all modes of transport committing acts of unlawful interference, to improve the state of protection of transport infrastructure facilities and vehicles from illegal actions, including terrorist activities, including:

- accreditation of specialized organizations in the field of transport security;

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

carrying out categorization of objects of transport infrastructure and vehicles;

maintaining a register of categorized objects;

approval of transport security plans.

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

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

The tasks of a unified state policy and an integrated approach to the development of the transport system, taking into account the requirements for 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 by coordinating the activities of federal and regional executive authorities, optimizing 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, solving 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 public railway rolling stock fleet, which ensures the possibility of carrying out mass military transportation in full and on time;

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

ensuring information security in transport during the performance of military and special transportation and maintaining the existing procedure for the placement of management 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 issues of defense and security 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 the concerned state authorities of the federal, regional and local levels, including the provision of mobilization training, improvement of the regulatory framework, etc.;

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

Due to the fact that most of the fleet of vehicles is privately owned, it is necessary to create conditions for the effective participation of organizations - owners of vehicles in solving mobilization tasks. The use of transport in order to solve the problems of ensuring the country's defense 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 compliance with the regulatory requirements for the operation of vehicles, transport infrastructure and make it a mandatory condition 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 disasters, accelerate the write-off of physically obsolete and obsolete technical equipment that can no longer provide the necessary operational reliability;

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

increase the anti-terrorist protection 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 strengthening 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 that have crashed using space systems equipped with GLONASS / GPS satellite navigation equipment, and on this basis to form regional specialized emergency rescue services in cooperation with the Ministry of the Russian Federation for Civil Defense and Emergencies and elimination of consequences of natural disasters;

increase the mobilization readiness of the transport complex by creating the necessary reserves and replenishing vehicle fleets, which will help strengthen the country's defense capability in special conditions;

it is necessary, with the participation of the Ministry of the Russian Federation for Civil Defense,

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Emergencies and Disaster Relief, to develop more advanced programs for timely warning of natural disasters affecting transport safety in order to reduce the impact of natural and climatic threats;

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

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

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

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

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

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

determination of threats to the safety of railway infrastructure facilities;

carrying out categorization and vulnerability assessment of railway transport facilities.

The main tasks in the field of ensuring safety in the road sector 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 sphere of road economy;

determination of threats to the safety of road facilities.

To solve these problems, measures are provided for the reconstruction of problem areas, primarily causing a decrease in traffic safety, including:

replacement of railway crossings with transport interchanges at different levels;

reconstruction of unsatisfactory artificial structures, the condition of which cannot be brought

up to regulatory requirements by means of major repairs;

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

ensuring security at transport infrastructure facilities, means of road transport and road facilities;

improvement of lighting, marking and configuration of the road network;

step-by-step bringing the strength characteristics of federal highways and artificial structures on them in line with the requirements of national standards;

increasing the capacity of streets and main roads;

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

creation of a meteorological support system on federal highways;

introduction of universal weight control on federal highways.

Ensuring safety in road transport includes solving the following tasks:

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

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

formation of stable sources of financing for road safety activities focused on achieving the final results;

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

promotion of the use of vehicles that comply with current international safety requirements;

development of a driver training system;

development of requirements for the level of qualification of drivers of vehicles, taking into account the peculiarities of driving various types of vehicles, as well as taking into account the peculiarities 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 qualification of personnel (engineering and technical workers, managers, drivers, workers) in the mandatory conditions for admission to professional activities in the road transport market (primarily passenger transport by public road transport);

expansion of the scope of application of modern technical means of controlling the speed regimes of vehicles, as well as the modes of work and rest of drivers (including tachographs), meaning their use not only in the international transport of goods and passengers (within the scope of the European

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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 more than 3.5 tons;

improvement of 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 emergency medical care to victims;

strengthening responsibility for violation of traffic rules;

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

improving the system of certification and retraining of officials and specialists of road transport organizations in the field of ensuring 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 organizations of road transport and state executive authorities in terms of ensuring safety in road transport;

determination of threats to the safety of the operation of road transport.

Flight safety is aimed at reducing the number of aviation accidents. The number of aviation accidents should be reduced by about 2.5 times in relation to the flight safety indicators in the Russian Federation in 2007, which will correspond to the level of flight safety in the USA and the countries of the European Union. In 2030, the level of flight safety should not exceed 0.008 air crashes per 100,000 hours of flight during regular flights.

Important elements of flight safety are:

improvement of the airworthiness maintenance system for aircraft in operation;

introduction of a new generation of onboard security systems based on computer technology with elements of artificial intelligence;

compliance by crews with the established rules for aircraft flights;

introduction of modern methods of protecting aircraft from external influences;

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

improvement of the search and rescue system in air transport, on-board emergency equipment;

improvement of the system of medical support for flights, the introduction of 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, improving the quality of their training based on 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 technology of marking components in the process of their manufacture and the system for monitoring their turnover in operation.

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

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;

determination of threats to the security of air transport facilities;

bringing the equipment of Russian airports with modern technical means to a level that ensures 100% inspection of luggage, cargo, mail and on-board stores; equipping Russian international airports with modern equipment for detecting explosives, including plastic ones;

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

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

development of the information support system for aviation security;

improving the interaction between federal and regional executive authorities in the field of aviation security, as well as air transport entities; providing 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, implementing measures to organize a unified system of aerospace search and rescue, the creation and gradual development of the Air Navigation System of Russia in accordance with the Concept for the Creation and Development of the Air Navigation System of Russia, approved by the Government Russian Federation in 2018;

development of the infrastructure of the Air Navigation System of Russia, which ensures the implementation in the Russian Federation of the Global Operational Concept for Air Traffic Management, adopted by the International Civil



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Aviation Organization for the period up to 2035 and based on the use of digital communication technologies, satellite navigation (CNS\ATM);

development of meteorological support for aircraft flights;

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

For the purposes of the sustainable development of air transport in Russia, it is envisaged to carry out 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 dispatching personnel in certified and licensed specialties.

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

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

putting into operation the required number of ships of the supporting fleet (rescue, hydrographic, etc.), creating and maintaining at the proper level coastal means of ensuring the safety of navigation, search and rescue, communications;

creation and maintenance of ship surveillance systems at the proper level, participation in international cooperation in the field of global surveillance of ships;

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

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

determination 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.

Provided:

construction and reconstruction of ship traffic control systems, objects of the global disaster communication 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 ships of the support fleet (icebreakers, rescue, environmental, hydrographic),

shore-based facilities for basin emergency rescue departments, purchase of deep-sea mobile universal equipment. Until 2035, 90 support fleet units will be 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 support fleet). The need for them is 340 units.

Replenishment of the supporting fleet is provided for by:

3 nuclear icebreakers of a new type with a capacity of 60 MW to ensure year-round operation of transport ships 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, port icebreakers-tugs power 6 - 7 MW;

multifunctional emergency 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 protection is achieved by:

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

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

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

development of the information support system for maritime security;

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

ensuring professional training of 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;

determination of threats to the security of inland waterways and inland water transport;

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

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

protection of navigable hydraulic structures and navigational equipment, their protection against illegal encroachments, improvement of a set of anti-terrorist measures;

servicing fleet upgrades;

reconstruction and development of technological communication networks on inland waterways;

acquisition of software and hardware to equip navigation information laboratories.

In inland water transport, it is envisaged to develop insurance for passengers and crews of ships, third-party liability insurance for the transport of dangerous goods and pilotage of ships.

Safety in inland water transport is ensured by:

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

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

introduction of new design and technical solutions in the field of transport security on ships used for navigation on 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 the transport security of river transport infrastructure facilities and vehicles between the subjects of river transport activities and federal and regional executive authorities;

ensuring professional training of personnel directly related to ensuring the safety of river transport infrastructure facilities and vehicles.

### Conclusion

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 extrabudgetary sources.

Funds from the federal budget are directed to the following purposes:

maintaining in working condition and reproduction of transport infrastructure facilities that are state-owned;

reconstruction and construction of transport infrastructure facilities of great socio-economic importance, as well as ensuring the safe functioning of the transport system;

transport security;

the 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, state support can be provided in the following forms:

co-financing on contractual terms of investment projects with the registration of property rights of the Russian Federation, including financing the costs of managing investment projects and developing project documentation;

granting subsidies to the budgets of the constituent entities of the Russian Federation for the development of transport infrastructure;

providing subsidies to transport organizations engaged in socially significant transportation;

subsidizing interest rates on attracted loans to transport organizations to finance the 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 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;

allocation of funds to the authorized capital of legal entities;

development and implementation of economic mechanisms that stimulate the accelerated renewal of the fleet of vehicles, including assistance in the development of leasing modern vehicles, insurance and lending to carriers;

provision of benefits when establishing the conditions for the lease of state property, land allocation and land use.

The total volume of capital investments in the Transport Strategy is calculated in the prices of the corresponding years, taking into account the 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 investments in fixed capital in Russia's total investments for 2020-2025 will be 12.7 percent and for the period 2025-2035 - 10 percent.

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Article



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## ASPECTS OF THE DEVELOPMENT OF THE INSTITUTION OF BANKRUPTCY IN THE EXAMPLE OF ECONOMIC MODERNIZATION

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### Introduction

In the context of Uzbekistan, the impact of the Institute of Bankruptcy on the state and development of the economy is very uncertain, especially in relation to the activities of industrial enterprises. An analysis of the state of the industry and development trends shows that the share of loss-making enterprises in most sectors remains much higher. The main result of the global economic crisis was a significant deterioration in the financial and economic situation of most Uzbek enterprises. At the same time, despite the legal possibilities of expanding the mechanisms of doing business and restoring the solvency of business entities, provided by the legislation on bankruptcy, most bankruptcy cases end with the liquidation of the debtor and the sale of his property.

One of the important conditions for the development of the national economy is the formation of the mechanism of bankruptcy of insolvent businesses. Bankruptcy applies not only to budgetary organizations, but also to all business entities.

The Institute of Bankruptcy provides an opportunity to liquidate the commercial activities of insolvent debtors and to restructure the economically insolvent business entities and restore their solvency. This, in turn, will lead to a healthier economy.

In this regard, it is necessary to emphasize the importance of the Law "On Bankruptcy". As it is the only piece of legislation that legally analyzes the economic insolvency of business entities in a market economy formed.

It is noteworthy that after the adoption of this law, a lot of work has been done in the economic courts of the country in connection with the bankruptcy process.

If we look at the international experience in this regard, scientific research will focus on various measures to rehabilitate bankrupt enterprises. Most researchers have noted that there are about 30 types of enterprise rehabilitation.

The practice of enforcing bankruptcy procedures shows that there is a set of serious problems associated

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with changing competitive conditions. In particular, the integration of Uzbekistan into the world economy requires more effective work of local organizations. The path of economic modernization announced by the country's leadership requires the improvement of the Institute of Bankruptcy and its transition to a more systematic application.

In a competitive economy, the bankruptcy of business entities has a positive impact, as the liquidation of non-competitive market entities, as well as measures are being taken to restore the solvency of organizations facing temporary financial difficulties, which will help to restore their operations and increase their efficiency. In the conditions of imperfect competition in Uzbekistan, the insolvency of business entities is due to the underdevelopment and even inefficiency of market institutions and their mechanisms. Deficiencies in the regulation of insolvency relations lead to the instability of economic relations, the unhealthy position of business entities, the unreliability of the participants in the turnover or inconsistency of their requirements.

One of the main tasks of the Bankruptcy Institute is the timely identification of enterprises in dire financial straits, the prevention of their bankruptcy and the financial recovery of insolvent organizations. There are no effective solutions to this problem, which is macroeconomic and in many respects crucial for the economy of our country. Statistics show all participants in business activities are unsatisfactorily working on the financial recovery of enterprises, including the bankruptcy procedure, as well as the problems of the institutional environment in which the Bankruptcy Institute operates.

The majority of debtor organizations are currently in the process of bankruptcy proceedings, which characterizes the fact that the implementation of bankruptcy procedures is mainly competitive. However, the liquidation of an enterprise and the sale of its assets are not always justified in terms of the efficient functioning of the national economy and should in fact indicate that the opportunities associated with the use of the assets within the existing assets are exhausted. This process is often accompanied by the irreversible destruction of accumulated production capital. In addition, not every insolvent business goes through formal bankruptcy proceedings, and not every business that declares bankruptcy is actually insolvent. We are talking about the illegal use of the Institution of Bankruptcy as a means of redistribution of property.

Bankruptcy (bankruptcy) legislation focuses on a developed market economy with a relatively small share of business entities that need to apply bankruptcy procedures. The Uzbek economy is characterized by a small number of successful enterprises that can compete in accordance with international standards, most of which are inefficient and unprofitable. Therefore, the way out of the crisis

should be a differentiated approach to bankrupt enterprises. In this regard, the urgent task of economics is to improve the existing mechanisms of public administration, methods and technologies of management of insolvent industrial enterprises, to restore their solvency and increase their competitiveness by the effective use of the Institute.

The economic rationale for improving bankruptcy legislation can be substantiated in the following areas:

- increase the effectiveness of rehabilitation (financial rehabilitation) procedures and the introduction of judicial protection of creditors' agreements, which gives the debtor time to resolve financial problems;
- expansion of opportunities for debt restructuring of enterprises and introduction of opportunities to consolidate cases of bankruptcy of a group of companies;
- extension of the moratorium on debt collection and the national regime of bankruptcy proceedings on foreign assets of enterprises (cross-border bankruptcy).

Other socio-economic areas should be taken into account in the development of bankruptcy legislation:

- development of specific criteria by the state for the declaration of bankruptcy of indebted enterprises, which affect only a limited part of industrial enterprises and, accordingly, can be strictly applied in practice. At present, the principles governed by the state (its governing bodies) in initiating bankruptcy proceedings are "unclear" not only for market participants, but also for the governing bodies themselves, this dramatically increases investment risks because the application of bankruptcy is unpredictable;

- of large, economic and social importance, as well as the conduct of business of strategic enterprises. One of the most effective mechanisms for conducting business of large enterprises may be the exchange of corporate debts for shares issued to creditors in the bankruptcy proceedings. The previous law on insolvency does not address the issue of additional issuance of shares. However, this mechanism has been used in practice;

- to determine the characteristics of the bankruptcy of enterprises and revise the criteria for classifying enterprises into urban enterprises - in these cases, it is advisable to use such criteria as the share of the enterprise in total taxes. Taxes levied on the relevant calculation, the presence of a dominant position of the enterprise in the commodity market.

In short, one of the most important institutions of a market economy, the effective use of bankruptcy, is of great importance. Because bringing economically insolvent business entities out of the crisis or liquidating their unpromising ones and creating a healthy property sector instead is carried out exactly with the help of the Institution of Bankruptcy. It is

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important for the economy as a whole to take timely measures to rehabilitate or liquidate economically insolvent enterprises.

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## INTELLECTUAL FACTOR IN THE EVOLUTION OF MODERN SOCIO-POLITICAL SYSTEMS. PART 1. Transformation of Socio-Economic Models

**Abstract:** The evolutionary processes of the functioning of modern socio-political systems are considered. The dominance of development models based on the principle of maximum satisfaction of the needs of members of the society within the framework of the economic-centric concept is shown. The presence of effective components of economic centrism, which contribute to the development of the intellectual potential of all employees, regardless of professional training and social status, is noted. The trends in the transformation of the middle class and the increase in the share of the "typical proletariat" in the development of practical applications of NBIC technologies that contribute to robotization and automation of the main processes are considered. The necessity of developing the intellectual component in all institutional components of socio-political systems is substantiated.

**Key words:** intellect, post-industrial economy, society, development models, technological hysteresis, economic centrism, precariat.

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### ИНТЕЛЛЕКТУАЛЬНЫЙ ФАКТОР ЭВОЛЮЦИИ СОВРЕМЕННЫХ СОЦИАЛЬНО-ПОЛИТИЧЕСКИХ СИСТЕМ. Ч. 1 Трансформирование социально-экономических моделей

**Аннотация:** Рассмотрены эволюционные процессы функционирования современных социально-политических систем. Показано доминирование моделей развития, основанных на принципе максимального удовлетворения потребностей членов социума в рамках экономоцентричного концепта. Отмечено наличие эффективных составляющих экономоцентризма, способствующих развитию интеллектуального потенциала всех работников, независимо от профессиональной подготовки и социального статуса. Рассмотрены тенденции трансформирования среднего класса и увеличение доли «типичного пролетариата» при развитии практических приложений NBIC-технологий, которые способствуют роботизации и автоматизации основных процессов. Обоснована необходимость развития интеллектуальной составляющей во всех институциональных компонентах социально-политических систем.

**Ключевые слова:** интеллект, постиндустриальная экономика, социум, модели развития, технологический гистерезис, экономоцентризм, прекариат.

#### Введение

Нынешняя стадия функционирования социально-политических систем различного уровня характеризуется приоритетным развитием институциональных составляющих при увеличивающейся роли интеллектуальных ресурсов с определённым содержанием и функциональным назначением в производственной, менеджерской и социальной деятельности субъектов хозяйствования как в региональных государственных, так и в надгосударственных комплексах. Об этом свидетельствует понятийный терминологический аппарат, используемый для характеристики тенденций экономического развития современного периода, включающей характерные понятия: «инновационная экономика», «постиндустриальная экономика», «экономика знаний», «интеллектуальная экономика» и др.

Вместе с тем, характерной особенностью развития современных социально-политических систем является увеличение нестабильности в различных видах институциональной деятельности, о чём справедливо указано в ряде исследований [1–10]. Например, в [10] отмечено: «Мир, в котором мы живём, вступил сегодня в ситуацию неопределённости, нарастающих рисков, чреват угрозами и вызовами самого разного рода» (выделено нами – авторы). Нестабильность функционирования институциональных составляющих современных социумов характерна и для государств с высоким уровнем технологического развития [10], и для государств постсоветского пространства, в деятельности которых распространены технологии IV и V укладов [11],

Цель настоящей работы состоит в оценке основных составляющих эволюционных процессов, формирующих тенденции развития

социально-политических систем различного уровня.

#### Результаты и обсуждение.

Не рассматривая политические аспекты развития глобального комплекса, характеризуемого как цивилизация, отметим исторически сложившийся приоритет функционирования государственных социумов Европы, Северной Америки, Азии с использованием методологических принципов, позиционируемых как капиталистическая организация деятельности всех институциональных составляющих – производственных, административных, культурных, социальных [1, 2, 6, 9]. Сформированные государственные структуры на базе социалистических принципов функционирования и развития на территории России, Восточной Европы и Южно-Азиатского регионов на протяжении относительно длительного периода претворяли подходы функционирования, основанные на превалировании принципов социальной справедливости, гуманизма, равенства возможностей всех членов общества при выраженном распределении результатов хозяйственной деятельности на общественное развитие. Вместе с тем доминирование государственных и партийных структур в системе управления всеми институциональными составляющими государств социалистической ориентации привело к нарастанию негативного эффекта гистерезиса (запаздывания) в практической реализации перспективных проектов по устойчивому экономическому и социально-политическому развитию, как отдельных государств, так и надгосударственных организаций, который проявился в технологическом отставании по ведущим



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отраслям промышленного производства, определяющих потенциал развития и уровень благосостояния членов социумов.

Характерной особенностью капиталистической модели функционирования социально-политических систем является конкурентное развитие технологий различного функционального назначения, обеспечивающих экономическое, а затем социальное и политическое доминирование не только на уровне региона, отрасли, государства, но и на уровне надгосударственных структур. При этом опыт исторического развития свидетельствует об одновременном усилении потребительской составляющей в комплексе критериев оценки успешности и социального статуса индивидуума [12]. Профессор Кирвель Ч.С. указывает, что «*Вся проблема состоит в том, что в сформировавшейся ныне модели развития социума каждый человек и все сферы его жизнедеятельности, культура, наука, образование направлены только на получение прибыли, на безостановочное прокручивание капитала*» [10] (выделено нами – авторы).

Отметим, что в модели развития социума, где каждый его участник ориентирован на «получение прибыли» и «на безостановочное прокручивание капитала» заложен базовый принцип долгосрочного функционирования, основанный на эффективном управлении имеющимся потенциалом, включающим материально-технические, технологические, управленческие, кадровые и другие составляющие, при обеспечении его перманентного развития. Нарушение этого принципа приводит к замедлению темпов развития и стагнации функциональной деятельности вплоть до её прекращения. Принципиальный вопрос состоит в сущности получаемой «прибыли», то есть в результатах практического воплощения полученных во всех «сферах жизнедеятельности, культуре, науке, образовании» [10], продуктов интеллектуальной, в том числе креативной, деятельности членов социумов. При этом критерии оценки этих результатов могут быть как экономическими, определяемыми по разработанным методикам, так и социальными, определяемыми по совершенствованию систем образования, здравоохранения, комфортной и безопасной жизнедеятельности, развитию литературного, музыкального, изобразительного и др. творчества. *Сам принцип гармоничного развития человека и его совершенствования в рамках концепции перманентного образования основан на генерировании прибыли в различных формах её проявления.* Поэтому деятельность хозяйственных систем на глобальном, государственном, региональном и субъектном уровнях обосновано оценивается по критерию

«прибыли», при системном понимании этого элемента функционирования и развития.

Наблюдаемая в настоящее время тенденция использования прибыли преимущественно для развития и расширения производственной сферы без выраженного обеспечения деятельности основных институциональных составляющих социально-политических систем – образования, здравоохранения, науки и др., направлена на дальнейшее разделение по уровню технологического развития и формирование системы управления глобальным экономическим комплексом несколькими транснациональными корпорациями с использованием технологий с выраженным компонентом эконоцентризма [17], увеличивающих факторы нестабильности. В этом аспекте справедливо утверждение о том, что «...эконоцентричная парадигма эволюции общества, которая утвердилась в Западной Европе в эпоху Нового времени, оказалась нежизнеспособной ни социально, ни экономически» [10].

При этом необходимо отметить, что эконоцентричная парадигма «эволюции общества» в сущностном понимании предполагает обоснованное функционирование социально-политических систем в реально складывающихся условиях на базе экономических факторов, учитывающих материально-технические, технологические, экологические, кадровые, социальные и др. аспекты. При оптимальной реализации данной парадигмы формируются условия для гармоничного развития социума, в котором сбалансированы потребительские ожидания и технологические возможности производства при безусловном обеспечении минимального негативного воздействия на окружающую среду на всех стадиях жизненного цикла продукции различного функционального назначения в рамках принципа безопасной и комфортной жизнедеятельности. Поэтому с точки зрения стратегии устойчивого социально-экономического развития экономические критерии позволяют обосновать целесообразность формирования производственной инфраструктуры в оптимальном взаимодействии с другими институциональными составляющими социально-политических систем, и «эконоцентричная парадигма» функционально обоснована.

Складывающиеся в определённой социально-политической системе экономические параметры функционирования прямым и опосредованным образом влияют на все институциональные составляющие – научные, образовательные, менеджерские (управленческие), инфраструктурные и др., которые формируют культуру социума. Эконоцентризм в идеальном воплощении

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обеспечивает культуру социума с гармоничным взаимодействием институциональных составляющих в рамках концепции «всеобщего благоденствия», базирующейся на нравственных критериях, сформированных национальными, религиозными, образовательными и др. традициями.

В первоначальном понимании термина «экономика» [13, с. 1357] (от греч. *oikonomike* – *oikonomia*) с учётом его этимологии однозначно выделяется составляющая *oikos* (греч. – дом, родина), которая формирует представление об этой стороне деятельности социумов как системе гармоничного управления «производственными отношениями, соответствующими определённой ступени развития производительных сил общества» [10] для обеспечения его обоснованных (разумных) потребностей. Поэтому «экономическая парадигма эволюции общества» при сохранении первоначальной сущности термина «экономика» не противоречит стратегическим целям цивилизационного развития.

Понимание экономики (*economics*) как системы «наиболее эффективного использования имеющихся факторов производства с целью максимального удовлетворения неограниченных потребностей общества в товарах и услугах» [14] трансформирует сущность этого основополагающего понятия вследствие введения неопределённого критерия «максимального удовлетворения», не имеющего однозначных параметров, характеризующих его достижение в реально функционирующих социально-политических системах.

В практической реализации экономика выделила в качестве приоритетных целей увеличение доходов от реализации результатов производственной, управленческой, финансовой и др. видов деятельности.

Характерной тенденцией функционирования нынешней экономики на глобальном, государственном, региональном и субъектном уровнях является выраженное стремление получить дивиденды (доход) не только от процессов производства и потребления функциональных продуктов различного вида и назначения, которые составляли основные ресурсы для осуществления и развития социумов, но и от процессов научной, образовательной, медицинской и др. видов деятельности, которые в своём изначальном понимании не связаны с созданием и накоплением материальных благ, оцениваемых по экономическим критериям. Гармоничная экономика социума обеспечивала функционирование и развитие этих институциональных элементов, которые формируют интеллектуальный потенциал, обеспечивают комфортность и безопасность

жизнедеятельности, развивают креативное мышление, формируют гармоничное восприятие окружающей среды и своего места в нём на базе нравственных критериев, сформированных национальными, культурными, религиозными и др. традициями.

Поэтому экономоцентризм в оптимальной стратегии реализации представляется как прогрессивная концепция с преобладающим гуманистическим компонентом [15]. Реальное воплощение концепции экономоцентризма при доминировании экономически критериев оценки эффективности функционирования социумов на различных структурных уровнях привело к трансформированию первоначального содержания в системные действия, не отвечающие «жизнеспособности, социальности, экологичности» [10]. Поэтому очевидно, что «...человечество вступает в новую большую эпоху – эпоху смены моделей развития, в эпоху, сопоставимую с процессом трансформации античности в средневековье, средневековья в Новое время» [10].

При этом необходимо подчеркнуть, что «модель развития», которая разрабатывается технологически развитыми странами и транснациональными корпорациями, базируется на создании на основе интеллектуальных продуктов приоритетного уровня, составляющих конвергентные NBIC-технологии, методологии и технических средств управления интеллектуальной деятельностью субъектов хозяйствования различного вида и функционированием социальных структур путем управления когнитивным (мыслительным) процессом на каждого члена институционального компонента социумов – производственного, образовательного, менеджерского, художественного и др.

При всей привлекательности технологий управления когнитивной деятельности индивидуумов, ориентированной на возможность использования всего потенциала мозга и индивидуальных личностных особенностей, сформированных на генном уровне, неоднозначным является вопрос: «Кому принадлежат данные технологии и каковы критерии оценки действительности индивидуумами с управляемой когнитивной деятельностью?», так как управление мышлением может быть основано на формировании виртуальной действительности с низким уровнем адекватности реальности.

Отсутствие в настоящее время однозначных и действенных методов контроля за разработками в области когнитивной деятельности не только на государственном, но и на надгосударственном уровнях создаёт предпосылки для образования элитарного социума, управляющего мировой

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цивилизацией на основе собственных критериев социально-политического развития и представлений о сущности общечеловеческих ценностей.

Трансформирование традиционных механизмов экономического развития приводит к изменению социальной структуры в государствах с различным уровнем технологического развития. В работе Р. Коллинза отмечается *«процесс быстрого превращения в современных развитых капиталистических странах части среднего класса в «типичный пролетариат» [2]*. Наблюдаемый процесс такого «быстрого превращения» характерен не только для «современных развитых капиталистических стран», но и постсоветских государств, в которых превалирует экономика переходного периода, признаком которой является увеличение бифуркаций в различных формах их проявления [10]. Значительная часть социумов, характеризующаяся как «средний класс», обладает выраженным интеллектуальным потенциалом, сформированным эффективной системой образования и научной деятельности, и в значительной мере определяет стратегию инновационного развития как государства, так и региональных и субъектных комплексов.

Поэтому наметившаяся неблагоприятная тенденция снижения доли наиболее интеллектуально развитой части социумов создаёт предпосылки для *деинтеллектуализации общества* и расширения возможности манипулирования его сознанием, в том числе с использованием современных информационных технологий.

Составляющая социумов, характеризующаяся как «типичный пролетариат», обладает необходимыми прогрессивными навыками для выполнения роли в соответствии с их компетенциями в различных сферах производственной деятельности, обеспечения безопасного и комфортного проживания. В силу своих компетенций, основанных на уровне образования, полученного в школах и различных курсах повышения квалификации «типичный пролетариат» выполняет функцию исполнителя разработанных стратегий функционирования и устойчивого развития субъектов хозяйственной деятельности, не обладая интеллектуальным потенциалом для их совершенствования с учётом современных тенденций экономического и социально-политического развития. Недостаточный образовательный ресурс, основанный преимущественно на упрощённых модельных представлениях о многофакторных процессах экономического, социального, политического развития, а также методологии научно-исследовательской и инновационной деятельности приводит к формированию у

«типичного пролетариата» выраженного неприятия стратегии устойчивого социально-экономического развития в различных формах её практического воплощения.

На протяжении всей истории цивилизационного развития часть социума, характеризующаяся как пролетариат, представляла собой потенциальную угрозу действующей социально-политической и административной системе вследствие сформированного внутреннего убеждения о своей главенствующей роли в обеспечении деятельности всех институциональных составляющих общества. При возникновении локальных бифуркаций различного вида пролетариат способствовал интенсификации конфликтных ситуаций, предпочитая элементы насилия в поиске методов устранения неблагоприятных процессов и их последствий над элементами конструктивного взаимодействия. В современных государственных социумах с низким уровнем технологического развития, обусловленным преимущественно недостаточной эффективностью функционирования системы образования, «типичный пролетариат» с навыками обращения с техническими средствами коммуникативного общения и использования информационных ресурсов в управляемом медиaprостранстве, представляет средство для манипулирования процессами социально-экономического развития по сценариям, разработанным ведущими игроками глобального рынка.

Характерной особенностью функционирования постсоветских государств является неэффективное образование на различных стадиях реализации, которое, в частности, проявилось в увеличении числа учебных заведений со статусом «университет» при отсутствии соответствующей кадровой, материально-технической и научно-исследовательской базы. Замена полноценного образования на систему предоставления «образовательных услуг» с доминированием экономического фактора привело к возникновению в социумах значительного числа работников с уровнем интеллектуального развития, неадекватным компетенциям (полномочиям). Этот менеджерский корпус, не обладая потенциалом для разработки креативных решений производственного, экономического, менеджерского характера, ориентирован на выполнение инструкционных указаний без анализа их эффективности, что усугубляет стагнацию не только экономического, но и социального развития субъектов хозяйствования, отраслей промышленности и системы жизнеобеспечения. Поэтому отмеченная Р. Коллинзом тенденция трансформирования

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части среднего класса в «типичный пролетариат» [2] требует разработки новой методологии реализации образовательного процесса на всех уровнях его функционирования.

Характерным признаком развития постиндустриальной экономики, основанной на интеллектуальном ресурсе высокого уровня («экономики знаний»), является совершенствование технических средств для осуществления производственной, менеджерской и др. видов деятельности. В связи с этим считают, что «массовое внедрение в производство робототехники, широкое использование искусственного интеллекта, 3D-печати и т.п. ломают судьбу не только *неквалифицированным работникам, но и представителям среднего класса («синим воротничкам»)*» [10] (выделено нами – авторы).

Как нами ранее отмечено [16], процесс образования личности является перманентным и реализуется на протяжении всего жизненного периода. В наибольшей степени его характеризует принцип «образование через всю жизнь», хотя он рассматривает преимущественно составляющую интеллектуального развития, связанную с профессиональной деятельностью, а не формирование гармоничной личности с разумным и адекватным восприятием окружающего мира в соответствии с собственными представлениями о различных аспектах его существования – научных, творческих, коммуникативных, материально-технических, экологических, религиозных, социальных и др. Поэтому «массовое внедрение в производство» и сферу жизнедеятельности информационных технологий в различных формах проявления и других базовых технологий с высоким уровнем научного содержания (нано-, био-, когно-) способствует интеллектуальному развитию всех членов социально-политических систем, независимо от уровня их первоначальной подготовки через традиционную инфраструктуру образовательных учреждений. При этом реализуется элемент «интеллектуального насилия» [16], который инициирует необходимость освоения каждым членом социума основ современных технологий, определяющих эффективность инновационного развития хотя бы на уровне пользователя простейшими техническими устройствами. Усматривание в этом процессе «ломку судьбы» членов социально-политических и производственных структур, в том числе «неквалифицированных работников и представителей среднего класса» [10], на наш взгляд, представляется недостаточно обоснованным, так как некоторая часть технических элементов увеличивает предпосылки безопасной и комфортной жизнедеятельности, снижая долю опасной трудовой деятельности на

предприятиях горно-добывающей, химической, энергетической промышленности, строительной индустрии, специализирующихся на рециклинге остаточных продуктов, различного вида и сферы образования при выполнении действий в условиях чрезвычайных, аварийных ситуаций, военных конфликтов и т.п.

Принципиальный вопрос состоит не в использовании современных информационных, когнитивных, биологических и материально-технических воплощений процесса интеллектуализации общества на основе результатов системной научно-исследовательской деятельности, а в нахождении новых форм общественных взаимоотношений, в которых ни одна составляющая социально-политической системы, в том числе «неквалифицированные работники и представители среднего класса (синие воротнички)» не будет испытывать социальный дискомфорт в различных формах проявления вследствие недостаточности интеллектуального развития – негармоничности образования. Гармоничная социально-политическая система *a priori* формирует комфортные ресурсы для жизнедеятельности всех членов социумов с различным интеллектуальным потенциалом с учётом их внутренних потребностей («мотиваций»). Безусловно, подобная гармонизация возможна только при иной методологии экономического развития, исключающей разделение членов социума по имущественному, образовательному, административному, национальному и др. признакам.

Быстрое распространение технологий, позволяющих организовывать функционирование не только промышленных отраслей, но и системы менеджмента в различных проявлениях, приводит к высвобождению значительного числа персонала, выполняющего традиционные (рутинные) действия в рамках своих компетенций. Этот аспект функционирования социальных систем требует разработки адекватных методологий по реализации фундаментального компонента – права на труд каждого члена сообщества, независимо от его профессиональных навыков и статуса.

Рассматриваются различные подходы и решения этой глобальной проблемы цивилизационного развития. Так, Бил Гейтс выдвигает предложение о «налогообложении роботов» [17], которое, как считают в [10], является «контрпродуктивным и даже реакционным», так как «... *конечная цель научно-технического прогресса состоит в том, чтобы развивать и совершенствовать все человечество, а, отнюдь, не сводится к тому, чтобы «спасть рабочие места», потерянные в силу роботизации и автоматизации*» (выделено нами – авторы).

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Предложение по налогообложению роботов, на наш взгляд, является одной из форм создания финансовой базы для организации образовательных технологий, ориентированных на интеллектуальное развитие работников с начальным уровнем профессиональной подготовки, не соответствующей технологиям нового поколения, на основе которых разработаны роботизированные производства с минимальной долей неквалифицированного труда. Это предложение в своей сущности не является попыткой «откупиться» от социумов элит, контролирующих основные виды производственной деятельности, так как не направлено на «спасение рабочих мест», а скорее на разработку новых принципов социальных отношений в инфраструктуре социально-политических систем, что соответствует политике «научно-технического прогресса как формы развития и совершенствования» [10] всех членов социумов, независимо от их интеллектуального потенциала, сформированного образовательным процессом в различных формах его реализации. При таком понимании предложение о специальном налогообложении роботизированных автоматизированных производств не представляется «контрпродуктивными и реакционным».

В работе [5] рассматривается концепт «безусловного дохода», который предполагает финансовую поддержку всех членов социально-политических групп. Отмечается, что «сумма ... должна быть небольшой: достаточной, чтобы свести концы с концами, но не настолько большой, чтобы чувствовать себя комфортно» (выделено нами – авторы).

Концепция «безусловного дохода», на наш взгляд, имеет выраженный социальный характер, так как основана на принципе распределения совокупного дохода между членами социума. Заслуживает внимание и принцип распределения этого дохода, согласно которому объём получаемых средств должен инициировать процесс повышения своих профессиональных навыков или даже полной смены профессии на базе освоенных современных технологий каждым членом инфраструктуры, что обеспечивает эффективное и устойчивое функционирование социально-политической системы на разных уровнях её организации. Этот принцип коррелирует с концепцией «интеллектуального насилия», предложенной нами в [16], который предполагает осуществление системных целенаправленных действий административных, хозяйственных, образовательных и др. структур по развитию интеллектуального потенциала всех членов социального общества при адекватном восприятии ими их обоснованности и необходимости.

Эта концепция в различных вариантах реализации воплощена в деятельности многих технологических развитых стран Европы, Северной Америки, Южно-Азиатского региона в виде социальных выплат категориям населения с низким уровнем дохода. Однако отсутствие действенных социальных и административных механизмов влияния на формирование осознанной потребности в интеллектуальном развитии членов социальных групп, получающих социальные выплаты, снижает эффективность практической реализации концепта «безусловного дохода». Поэтому нам представляется недостаточно обоснованным опасение Давыдова Д.А. о том, что «приемлемо ли с гуманистической точки зрения признание естественным разделением общества на «полезных» творческих и никудышных, ни на что неспособных прожигателей жизни?» [18] (выделено нами – авторы).

Все члены «общества» различаются по уровню интеллектуального развития и способности реализовать свой потенциал, однако «творческий процесс» характерен для любых видов деятельности, даже противоправных и антигуманных.

В работе [10] утверждается, что «... в наше время возникло противоречие, конфликт между техническим прогрессом и гуманизмом, набирает силу тенденция дегуманизации общественных отношений, так как уничтожается сам экономический фундамент гуманизма: человек вместо того, чтобы приносить прибыль, как это было в прежние эпохи, становится ныне источником издержек» (выделено нами – авторы).

На наш взгляд, необходимо отметить, что в классическом понимании термин «гуманизм» (лат. *hummanus* – человеческий, человечный) определяет «признание ценности человека как личности, его права на свободное развитие и проявление своих способностей» [13, с. 346]. Это светское представление коррелирует с базовым догматом религиозных учений о свободе выбора человеком направления своих действий.

Развитие научных представлений о материальном и нематериальном мире, реализованных в технических средствах различного функционального назначения, интенсифицировало становление концепции «человекообразности» в его одностороннем понимании как основания для подчинения мироздания желаниям человека во всех формах их проявления. Интенсивное развитие технического компонента в обеспечении производственной и социальной деятельности человека без его адекватного интеллектуального развития и приводит к нарастанию противоречия между «техническим прогрессом и гуманизмом» [10],

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основанного на проявлении преимущественно эгоистических представлений о преобладающей роли собственной личности над другими членами социума. При этом экономический фактор обладания материальными и финансовыми ресурсами частью социума, относящей себя к «элите», усиливает рост эгоцентризма и «дегуманизацию общественных отношений».

«Экономический фундамент гуманизма» состоит не в том «... чтобы приносить прибыль» [10], а в том, чтобы иметь предпосылки (в том числе экономические) для свободного развития личности в соответствии со своим интеллектуальным потенциалом в гармоничном взаимодействии с другими членами социума и окружающей природной средой.

В социально ориентированном обществе человек всегда является «источником издержек» [10], так как гуманизм предполагает «утверждение блага человека как критерия оценки общественных отношений» [13, с. 349], что позволяет каждому члену социума участвовать в разработке принципов покрытия издержек на его существование и развитие из средств, сформированных в том числе и с его участием. Поэтому в гуманном социуме человек, «приносящий прибыль» в различных формах, является её потребителем («источником издержек») в соответствии с уровнем своего интеллектуального развития.

В уже цитированной работе [18] считают, что *«сделать «лишних» людей вновь полезными сможет только общество, активно создающее общественные блага, а в современных социальных и технологических условиях такое общество может быть только социалистическим»* (выделено нами – авторы).

Отметим, что «капиталистическая модель эволюции социума» [10] базируется на получении доходов от реализации товаров или услуг членам социума. Отсутствие рынка сбыта внутри государства или за его пределами приводит к разрушению предпосылок формирования и развития любого вида хозяйственной деятельности. Поэтому производители товаров и услуг заинтересованы в повышении социального статуса членов социумов, проявившегося в расширении потребления ими товарной продукции, а также медицинских, образовательных, менеджерских и др. услуг. Этот аспект предполагает поиск новых методологических подходов для реализации системной деятельности в рамках глобальной экономики, расширяющей границы производства и реализации продукции различного вида и функционального назначения.

Базовой концепцией «социалистического» общества является распределение благ в материальной и нематериальной форме

проявления в соответствии с трудовыми затратами каждого члена социума по принципу: «От каждого по способностям – каждому по труду». Практическая реализация этого принципа в союзном пространстве на протяжении длительного периода привела к переходу политического доминирования рабочего класса («пролетариата») над остальными социальными группами (прежде всего «интеллигенцией») в экономическое, при котором наблюдалось существенное превышение доходов работников, занятых преимущественно физическим трудом, над доходами работников сферы научной деятельности, образования, медицинского обслуживания, художественного творчества и др. (за исключением, пожалуй, номенклатурной «верхушки»).

Разрушительное многолетнее действие такого политизированного распределения благ материального и нематериального характера в социалистической системе хозяйственной деятельности привело к разрушению политического устройства и исчезновению одного из классических государств, построенных по принципам социальной справедливости, равноправия, демократизации и др. В результате единый социум, функционирующий в хозяйственной системе с преимущественным развитием в каждой инфраструктурной единице характерных для её отраслей экономики при возможности целенаправленного взаимодействия всех структурных единиц в рамках единого хозяйственного механизма, был разрушен в течение непродолжительного периода («перестройка»), что привело к формированию технологического гистерезиса (запаздывания) в развитии, последствия которого усугубляются вследствие расширения использования технологий нового поколения, в том числе NBIC-технологий, в экономике «несоциалистических» методов управления.

Принцип предпочтительного финансирования работников, не связанных с разработкой интеллектуальных ресурсов нового поколения (персонала, обслуживающего технологические процессы со сроком эксплуатации 30 и более лет, отнесенные к III и IV технологическому укладу [11], работников административной системы, силовых структур), над работниками сферы научно-исследовательской, образовательной, творческой деятельности, в значительной мере сохранился в настоящей системе хозяйственной деятельности большинства постсоветских государств. Этот аспект приводит к низкой доле работников нового типа – «работников знаний» в социальных системах суверенных государств и сохранению тенденции технологического гистерезиса в основных отраслях, определяющих

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экономическую стабильность и перспективы инновационного развития [16].

Проблема распределения «благ» между членами социумов является фундаментальной проблемой цивилизационного развития, от решения которой в значительной мере зависит само сохранение сформированного мирового сообщества. В этом аспекте обосновано утверждение профессора Кирвеля Ч.С. о том, что «... государству предстоит реализовать себя в развитии инфраструктуры, обеспечении необходимого материального достатка, воспитании и образовании человека, в развертывании творческой и научно-исследовательской деятельности» [10] (выделено нами – авторы).

Вместе с тем, требует многофакторного анализа заключение о том, что «...Только социалистическое государство может быть в полной мере ориентированным на производство общественных, а не частных благ и быть при этом самодостаточным и независимым от глобальных монополий и капризов рынка. При соответствующем уровне организации в таком государстве места и дел хватит всем» [10] (выделено нами – авторы).

Необходимо отметить, что характерной особенностью «рыночного образа распределения жизненных благ» является возможность проявления индивидуумом креативных действий, обеспечивающих реализацию его интеллектуального потенциала с получением адекватного количества «жизненных благ», и активное его участие в формировании экономики социума путём отчисления налогов с получаемого дохода. Эффективность рыночной экономики, независимо от модели развития государства («капиталистической» или «социалистической») доказана всей историей цивилизационного развития. Вместе с тем опыт построения социалистической модели государственного функционирования показал выраженную ориентацию аппарата управления на использование финансовых, материальных, кадровых и др. ресурсов без учёта требований членов общества в обеспечении их потребности в образовании, медицинском обслуживании, комфортной и безопасной жизнедеятельности. Социалистическая модель построения государства при противопоставлении сложившейся модели капиталистического развития является предметом противостояния в различных областях межгосударственных отношений, что приводит к вынужденному увеличению затрат на противодействие путём укрепления армии, силовых структур. Социалистическая система, декларируя принцип «от каждого по способностям, каждому по труду», ориентирована на усредненное распределение

«жизненных благ» между всеми членами социума без учёта их интеллектуального потенциала, творческих способностей, эффективности деятельности.

Опыт построения социалистической модели государственного устройства и развития в СССР и др. странах «социалистического лагеря» свидетельствует о сохранении базовой концепции социализма о превалирующей роли членов, занятых производством товарной продукции с преобладанием преимущественно физического труда («пролетариата») над социальной группой работников, разрабатывающих интеллектуальное обеспечение всех видов деятельности («интеллигенции»).

Построение социалистического государства на превалировании («диктатуре») одной части социума над другой изначально создавало предпосылки для неадекватного распределения «жизненных благ» при сохранении противостояния между социальными группами с различным уровнем интеллектуального развития. Подобный опыт построения социализма был перенесён и на другие страны «соцлагеря» без учёта национальных, культурных, религиозных и др. особенностей, что и послужило основанием для мгновенного (по историческим меркам) разрушения системы социализма и формирования выраженного противостояния государств, ранее входивших в единые блоковые структуры. Очевидно, что рыночная модель в её расширенном понимании увеличивает степень независимости члена социума с высоким интеллектуальным развитием от формализованных действий административного аппарата при наличии реальной системы законодательного обеспечения всех видов деятельности и защиты прав человека. Эта независимость в значительной мере позволяет реализовать индивидуальный потенциал личности с высоким интеллектуальным содержанием при превалировании высоконравственных и гуманных составляющих.

«Общественные блага» складываются из «частных благ», и каждый член социума должен иметь возможность для развития и реализации собственного интеллектуального потенциала без ожидания распределения их по очередной формализованной модели с ориентацией на разработанные критерии «минимального прожиточного минимума», «ставок по разрядам», «должностные оклады» и т.п. Противопоставление «частных благ» как вторичных «общественным благам» как первичным формирует условия для противостояния отдельных социальных групп так называемым «государственным интересам».

Независимо от выбранной модели построения и функционирования («капиталистической» или «социалистической»)

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социум любого вида интегрирован в мировую хозяйственную систему и взаимодействует с другими социумами в рамках сложившегося международного права. Поэтому надежды на то, что «социалистическое государство может быть в полной мере ориентированным на производство общественных, а не частных благ и может быть самодостаточным и независимым от глобальных монополий и капризов рынка» [10], нам представляются необоснованными и недостижимыми.

Задача государственной системы управления, независимо от модели развития, состоит не только в «развитии инфраструктуры», но и в обеспечении эффективной деятельности системы образования, научно-исследовательской, художественной и иной деятельности, основанной на интеллектуальных ресурсах высокого уровня, способствующей формированию образа человека с выраженной гармонизацией социального поведения.

Важнейшую роль в институциональном развитии социумов играет образование во всех формах его реализации. Справедливым является мнение профессора Кирвеля Ч.С. о том, что «...у глобального правящего класса (глобократии) сложились весьма специфические, нетрадиционного характера отношения к образованию, своего рода алгоритм: с одной стороны – *понижение до предельного уровня всякого массового образования с целью формирования однообразной массы ориентированных на гедонизм и телесные удовольствия эгоистических индивидов-потребителей...*» [10] (выделено нами – авторы).

О негативном трансформировании образовательного процесса указывают и в [7], а в [18] подчеркивается, что наблюдается «концентрация элитарного образования в 2 процентах учебных заведений Запада, где запрещена тестовая система, где нет никаких упрощений» (выделено нами – авторы).

Не рассматривая всех аспектов образовательного процесса подготовки специалистов для «экономики знаний», изложенных в ряде исследований [16], отметим, что наряду с упрощением образовательного процесса при использовании различных технологий формирования «симулякров и

имитаций» и примитивных представлений о тенденциях развития социумов в условиях нарастающих кризисных явлений, характеризующих несостоятельность базовых экономических моделей функционирования систем производства и потребления товарной продукции и услуг, отчётливо проявляется тенденция его «денационализации» путём разработки близких программ обучения в рамках различных Европейских и Азиатских структур.

Действующие системы образования, сформированные ещё в средневековье, сохраняют свою индивидуальность, исключительность и высокий статус в мировом рейтинге. Высшие учебные заведения развивающихся стран с выраженным гистерезисом технологического развития реализуют образовательный процесс рутинного вида и содержания, не позволяющий формировать собственную элиту с высоким потенциалом. При этом интеграционные взаимодействия в рамках различных объединений (например, «Болонский процесс») приводит к снижению национального акцента в образовании и формированию специалистов с выраженной долей прекариатства. Подготовка отдельных представителей развивающихся стран в ВУЗах элитарного уровня, как правило, приводит к их зависимости от модели развития доминирующих стран и проведению зависимой политики в собственных государствах, ориентированной на действие крупнейших транснациональных корпораций, управляемых США, Великобританией, Канадой и др. странами так называемой «восьмёрки». Поэтому образовательный процесс в сложившейся иерархии национальной элиты и обслуживающего компонента приводит к подготовке специалистов с низким уровнем национального сознания, ориентированных на действие стран, относящихся к технологической элите. При этом значительная часть молодого поколения, относящегося к элите, продолжает обучение не в отечественных ВУЗах.

Многоаспектное влияние интеллектуального компонента на функционирование и развитие социально-политических систем различного уровня проявляется и в трансформировании традиционной структуры социумов. Этот вопрос является предметом исследований, результаты которых изложены в части 2 настоящей статьи.

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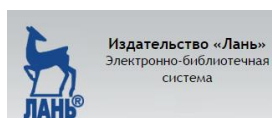
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