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## ON THE ADVANTAGE OF IMPLEMENTING A TRANSPORT STRATEGY FOR THE SOCIO-ECONOMIC DEVELOPMENT OF THE REGIONS OF THE RUSSIAN FEDERATION

**Abstract:** in the article, the authors set out: the concept of transport science, basic technical knowledge, development and types of transport, the uniqueness of transport as a sphere of economic activity, transport problems, the current state of development of transport in Russia, stages of development, as well as the methodology of technical and transport sciences; classical technology of research in technical sciences, methodologies of experimental research in technical sciences, in transport, including its technical operation, are considered. But most importantly, about the advantage of the transport strategy for the socio-economic development of the regions of the Russian Federation.

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

**Language:** English

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### Introduction

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The validity of the main provisions, conclusions and recommendations formulated as a result of the studies performed are confirmed by the use of simulation methods and research tools that correspond to the current state of science. To achieve the goal, namely, to ensure the competitiveness of products manufactured in the regions of the two districts, the

effectiveness of the use of innovative technological processes, modern technologies, mathematical models, application packages, theories of synergy, network cooperation, the concept of import substitution of light industry products through the competitiveness of enterprises and through the competitiveness of products is outlined, providing it with demand, priority and pretentiousness in order to create prerequisites for sustainable demand among consumers in the regions of the Southern Federal District and the North Caucasus

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Federal District. This is possible if manufacturers provide demand for products based on the assortment policy with social protection of the interests of consumers, guaranteeing them a stable financial position, a price niche and an efficient cash flow policy, creating stable technical and economic indicators for enterprises. A wide range of problems under consideration is dictated by the desire to draw the attention of federal, regional and municipal branches of government to revise the concept of the road map and the strategy for the development of light industry in Russia until 2035, approved by the government. Unfortunately, it does not contain the main thing - the role and significance of participation in its implementation by the authorities at all levels, without whose support both the road map and the strategy for the development of light industry are only intentions and nothing more. The absence of promises and responsible persons deprived them of the obligations for these very branches of power, and without their interested participation, it is simply impossible to achieve the declared results. Another weighty doubt is that it is not working and will not have a significant impact on the restoration of light industry enterprises in the regions and municipalities as city-forming ones in order to return social stability and security to small and medium-sized cities in Russia, that is,

The implementation of all the proposed measures presupposes the active participation of these same branches of government, but especially regional and municipal ones, in order to create new jobs in small and medium-sized towns and guarantee their population all social conditions for a decent life, providing them with funding, including work. preschool and school organizations, medical and cultural institutions, distracting young people from the street and other undesirable phenomena. And the appearance on the demand markets of demanded products with a price niche acceptable for most consumers in these regions will reduce the migration of the population from these regions precisely by financing all socially significant institutions.

Forming import substitution, regional and municipal authorities, supporting the heads of enterprises in the implementation of their tasks and filling the markets with products in demand, especially for children and socially vulnerable groups in these regions, they - these same authorities - will directly realize their promises made by them voters and create confidence among the population of these regions in their future, which, ultimately, will provide the population of small and medium-sized towns with their social security within the framework of the ASEZs. So, what should be considered as the necessary conditions for achieving a fundamental change in relation to the quality of production of a truly high-quality product - the transition from the stage of external audit to the stage of internal guarantee, which is formed through the

formation of the need to create a product of the required quality by the consumer:

- the presence of competition in the market of high-quality professional labor, so that there is a clear understanding of the need to work in accordance with the needs of the commodity market. Otherwise, the market will not allow you to take a stable place on it;

- a significant increase in purchasing power. Achieving the level that allows you to select the right product. A quality product cannot, by definition, be cheap, but it can and should be made available through market mechanisms;

- a high level of professional training of producers, provided on the basis of the formation of a professional culture and national identity.

The main thing should be the education of attitude to work as a deed that has dedicated one's life. Expanded education of consumers, their perception as subjects of a common cause:

- overcoming the feeling of conscious and unconscious alienation of the ability of the individual in labor and its products with the help of the following tools;

- a) achieving a symmetry of the quality of work and remuneration;

- b) reduction to a reasonable ratio of the difference in the amount of remuneration of managers and executors, the clarity of the grounds for such proportionality;

- c) the dependence of remuneration on the dynamics of advanced training and participation in the improvement of the production process;

- d) the full use of socio-cultural mechanisms to stimulate the individual to a general corporate movement, entry into command forms of movement.

- e) sustainability of corporate activities;

- f) priority of relations by type: "One for all, all for one". Active promotion of the command form of responsibility for the results of work;

- g) organizing a systematic competition for the quality of work;

- h) striving for national and international recognition of the quality and range of products produced;

- i) formation of labor dynasties, participation in the distribution of profits;

- j) understanding the quality of the product as a comprehensive assessment of the product;

- k) awareness of the fact that it is the "little things" that reveal the perfection of quality, therefore, the little things must be treated as a building material of quality.

The vector of modernization of the regional management approach has been determined. Time has already gone by the clock. It remains to be recalled that "Time is our living space", therefore, lost time, untimely actions inevitably lead to the loss of the advantage of an advantageous position in a competitive world - misunderstanding of this is mortally dangerous for all of Russia.

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### Main part

The nature of the new competition in the modern world economy, due to the processes of globalization, places high demands on manufacturers to increase the competitiveness of goods and enterprises. Increasing the competitiveness of enterprises and industries is one of the most important areas of real economic growth, both in Russia and in the regions of the Southern Federal District and the North Caucasus Federal District, which is reflected in the program document, namely: in the strategy for the development of light industry in Russia for the period up to 2035.

In this regard, the problem of the competitiveness of domestic footwear requires the development of conceptual foundations for theoretical, methodological and practical recommendations that are adequate to the upcoming changes in the organizational and economic mechanism of the functioning of the entire industrial complex of the country.

In modern conditions of market relations, a competitive environment and direct interaction between Russian and foreign manufacturers, solving the problem of combining state and market mechanisms for managing competitiveness becomes a strategic resource for the economy of the regions of the Southern Federal District and the North Caucasus Federal District. In the world economy, the place of price competitiveness has been taken by the competitiveness of quality levels, which will increase its relevance with Russia's entry into the WTO. The increase in the quality factor of the results of domestic production in the strategy of competition in world markets is a long-term trend.

The task of increasing competitiveness is especially urgent for shoe enterprises, which, due to external factors (increased competition due to globalization, the global financial crisis) and internal (inefficient management), have lost their competitive positions in the domestic and foreign markets. In response to negative processes in the external environment, the processes of regionalization and the creation of various network structures are intensifying, one of which is the union of commodity producers and the state.

There are three main variants of the concept of enterprise in a developed economy: neoclassical, agency (stock) and the concept of partnerships.

The concept of partnerships, or the theory of stakeholders, considers the dependence of the company's actions on the interests of a wide variety of stakeholders, which include consumers, suppliers, shareholders, managers, employees, etc. At the same time, each of the partners has certain rights to control the enterprise, therefore, the concept implies the need to make decisions taking into account their interests.

The theory of strategic management is one of the most difficult sections of management science. In a fairly short period of existence, characterized by the rapid development of a number of concepts, it managed

to turn into an independent scientific discipline with its own academic infrastructure. The most important question that the theory must answer is to determine the sources of long-term competitiveness of enterprises. These sources are determined by the strategy of the enterprise and, accordingly, raise the question of its nature.

The system concept of the enterprise can be considered as a starting point for the strategic description of enterprises at the present time, since none of the above concepts "in its pure form provides a framework for analysis that is relevant to the real situation and role of the enterprise in any economy."

Insufficient adequacy of the concept of enterprise partnerships stems from the fact that the behavior of industrial enterprises is determined to the greatest extent by the interests of only internal top management and large owners.

However, it should be noted that this situation was typical for the 90s of the last century, but recent years are characterized by changes in this area. Evidence of this is the gradual development and spread of the corporate governance system in the country, one of the principles of which directly emphasizes the role of stakeholders in enterprise management. It is impossible not to note the increased attention to the concept of social responsibility of business in recent years.

The simultaneous coexistence of several concepts that describe the decision-making mechanism in enterprise management is due to the fact that various enterprises at different stages of their activities have specific tasks.

In particular, the main consumers of stakeholder theory are not all enterprises, but only those that are interested in maintaining relationships with a wide range of partners and in managing them. For such enterprises, stakeholder theory can offer non-standard approaches to solve their specific problems.

There are certain relations between the enterprise and partners, they can be different, both competitive and collaborative. Partners can exist independently of each other, or they can interact. The set of partners, which the adherents of this theory call the "coalition of business participants" or "coalition of influence", is a force that continuously influences the organization, forcing it to evolve, change and adjust.

In the modern interpretation of stakeholder theory, partners are considered not just as groups and individuals affected by the activities of the organization, but as contributors to a certain type of resource. Stakeholders supply the enterprise with the resources necessary for its activities, because its activities allow to satisfy its needs. At the same time, satisfying the partner's requests is nothing more than receiving resources from the organization. Thus, the relationship between the enterprise and its partners is built around the resource exchange, since each seeks to create its own resource base, which would best suit the goals of the partners.

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Partners of the enterprise can be divided into two groups: external and internal. External partners include: buyers, suppliers, competitors, government agencies and organizations, municipal, regional and federal governments, financial intermediaries.

Buyers. The strategy and tactics for working with important buyers include joint meetings to identify the drivers of business change, mutual efforts to develop products and markets, increase communication links, use common areas, and joint training and service programs. Strengthening relationships with customers often brings significant benefits. Many enterprises involve strategically important suppliers in the process of product development and production. Most enterprises that use just-in-time, where components produced by suppliers are fed directly to assembly shops, bypassing the warehouse, include suppliers in their internal processes. Competitors are a complex issue, as it is often in the best interest of one competitor to falter another. However, competitors are joining forces to combat the threat of third-party product innovation, to successfully navigate life cycles, and to leap ahead with new technologies. Competing organizations form alliances to accelerate technological progress and develop new products, to enter new or foreign markets, to explore a wide range of new opportunities. Sometimes cooperation is determined by the need to develop common standards, create a common service system, etc. State institutions and organizations. Innovation centers, public-private enterprises and governments have many common goals, including the creation of favorable conditions for international trade, stable market conditions, curbing inflation, a successful economy, production of necessary goods and services. Partnership between government and business (public-private partnership) is widely practiced in foreign countries, where governments often play a more active role in the economic development of the country. Bodies of regional and municipal government. Good relationships with local and regional governments can result in beneficial local regulation or lower local taxes for businesses. Therefore, the most far-sighted leaders of commercial organizations spend some money to help the regional and municipal branches of government in their efforts to solve local problems. Sponsorship to support local social programs, assistance to comprehensive schools, cultural institutions, health care, law enforcement, etc.

Financial intermediaries are a collection of many entities that include, but are not limited to, banks, law firms, brokerage firms, investment advisors, pension funds, mutual fund companies, and other entities or individuals who may be interested in investing funds. into enterprises. Trust is especially important when dealing with creditors. Financial disclosure helps establish trust, as does timely payments. In an attempt to improve their relationship with creditors and establish a relationship of trust, many enterprises invite

their representatives to their boards of directors.

Currently, there is no generally accepted methodology for assessing the competitiveness of an enterprise. A review of existing approaches to assessing the competitiveness of an enterprise made it possible to combine them into the following groups.

The first group of academic economists includes an approach to determining the competitiveness of enterprises based on the identification of competitive advantages. This approach arose with the advent of strategic planning and the development of competition theory. It allows you to analyze the achieved competitive advantages of the enterprise, but does not give an accurate quantitative expression of the results of the assessment and therefore cannot be used for a comparative analysis of the competitiveness of enterprises, analysis of the implementation of the plan to improve competitiveness, the dynamics of the competitiveness of enterprises.

The second group of academic economists offers a competitive assessment using polygonal profiles. It is based on building vectors of competitiveness by factors: concept, quality, price, finance, trade, after-sales service, foreign policy, pre-sales preparation. However, the authors do not specify how factors such as the concept, foreign policy, pre-sales preparation and others can be evaluated by combining them into one.

The third group of economists offer a rating assessment of the competitiveness of an enterprise based on the following factors: product, assortment, price, image, service, packaging (design), sales volumes, market segment, supply and marketing policy, advertising and demand stimulation, that is, with the calculation of the efficiency ratio of innovative technological solutions. The advantage of this approach is that, in fact, it evaluates not only the marketing activities of the enterprise, but also takes into account other important resources of the enterprise's potential (innovations, management, finance, etc.). In the approach proposed by the authors, a more significant sum of factors is obtained, the mutual importance of which is taken into account in partnerships.

Fourth group scientists-economists propose to evaluate the competitiveness of an enterprise based on the product of the commodity weight index and the facility efficiency index. The advantage of this approach is the fact that it is a more weighty approach to assessment, since it takes into account such important factors that determine the competitive advantages of an enterprise as the level of organization and implementation of marketing in an enterprise, finance, and export potential. In addition, most authors consider it important to develop a methodology for determining the manufacturer's efficiency factor, its competitiveness, which will shape the effectiveness of these same partnerships.

The fifth group of scientists-economists offers an

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approach based on a balanced assessment of the factors of enterprise competitiveness. The integral indicator of the competitiveness of an enterprise is determined according to the rules of linear convolution (the assessment of the competitiveness factors of individual aspects of the enterprise's activities is multiplied by the weight of individual factors in the total amount), that is, something close to what is proposed by the authors of this article, namely, the calculation of the efficiency coefficient of innovative technological solutions in the implementation of the transport strategy for the socio-economic development of the regions of the Russian Federation.

So, the analysis of the theoretical and methodological aspects of the competitiveness of enterprises has revealed many methods for assessing this very competitiveness of enterprises.

In this regard, the successful operation of an enterprise will be determined by the degree of satisfaction of the interests of stakeholders, therefore, in order to increase competitiveness and performance efficiency, an enterprise must take into account not only its own interests, but also the interests of stakeholders, its business partners.

In the theory of stakeholders, the term partnership is used, which forms the conditions for ensuring the effectiveness of the results of the enterprise.

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 is over. The efforts of most countries are aimed at increasing the competitiveness of national transport and abandoning the quota system, as well as tariff and other restrictions. They are replaced by the harmonization of transport legislation, namely:

- the market of transport services began to become more complex, all segments of the transport process and logistics began 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;

- 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

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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;
- the 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 2035.

Predictive qualitative and quantitative parameters for the development of the transport system of the Russian Federations were formulated for the period up to 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;
- advanced development of transport infrastructure in the areas of export deliveries of goods, primarily the development of seaports and approaches to them;
- an increase in the volume of domestic transportation of raw materials due to an increase in coal production, the development of energy, metallurgy and oil refining;
- low dynamics of export traffic and outstripping growth of import traffic,
- the continued predominance in the import 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. At the same time, 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;
- 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 2022 and some growth in 2025-2035;
- 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.

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

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

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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 transport network capacity 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;

- it is possible to reduce the indicators of economic efficiency of transportation 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;

- mobility of the population 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 budget 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 implementation of the country's transit potential, including joint projects 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;

- an increase in the volume of transportation and the range of products of fuel processing and raw materials, as well as engineering products in connection with the increase in innovative activity in the energy, fuel and raw materials industries, 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 the organization of commodity circulation;

- growth in the volume of passenger transportation by public transport. The highest growth rates are expected in air transport, but 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

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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 strategy 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;

- 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;

- 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. Road transport will grow at a high rate.

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 within the framework of ASEZs.

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 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 of 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.

Today 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



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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;
- 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;
- activation of activities of domestic transport organizations in the world market of transport services, transnationalization of their activities, 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 qualification 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 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 equipment and technologies.

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 necessary 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

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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 control and supervision system 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 during implementation transport strategy 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, 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 the final product;

- 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;

- carrying out 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

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and the Transport Strategy in order to develop a single integrated integrated balanced transport system that meets the needs for high-quality competitive transport services.

The main targets 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.

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).

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 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.

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To form a market for competitive transport services, it is necessary to create conditions for exceeding the level of supply of transport services over demand, as well as launching 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 for motivating the use of innovative logistics technologies, developing 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 for ensuring, enabling, moving all segments of the population across the country. These standards in terms of their transport component should determine the requirements for the development of the necessary communications for all types of passenger transport, the corresponding rolling stock, indicators of the 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 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

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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 state military organization 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 of 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 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

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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 not provided with access to public transport services by 2035 to 2 percent (in 2010 - up to 10 percent);
- ensuring the affordability of transport services for all segments of the population in accordance with social standards, including through an effective flexible

state tariff policy. The air transportation accessibility factor will increase in 2021-2035 - from 1.75 to 5;

- a significant reduction in the accident rate, 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:

- reducing the level of specific transportation costs in the price of products by 30 percent by 2035;
- increasing the commercial speed of promoting goods by road up to 1400 km/day, and by rail (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;

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

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

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

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 the 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

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of international transport corridors along their entire length;

- Ensuring an increase in the competitiveness of national carriers. The share of Russian carriers in the volume of international road transport of goods will increase from 41 percent in 2021 to 50 percent in 2035, and the share of foreign trade 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 2021 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;

- comprehensive 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;

- creation of 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 for 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 2035, it is envisaged:

- construction of second tracks with a length of 2407.9 km, including 1478.6 km - on the main directions;

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

In relation to the Moscow railway junction, it is planned:

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- 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 regions 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;
  - elimination 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 stage;
- 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 2035, it is necessary to carry out:
  - reconstruction of the tunnel under the river. Cupid near the city of Khabarovsk;
  - construction of the second bridge across the river. Ob in the section Ryama - Kamen-on-Obi, in the section Sayanskaya - Koshurnikovo to reconstruct 3 tunnels - the First Dzhebsky, Krolsky and Mansky;
  - reconstruction of the Kiparisovsky, 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 Big and Small Novorossiysk tunnels;
  - reconstruction of tunnels in 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 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, Bolshoy Salym, Demyanka to increase the throughput capacity of the Tobolsk-Surgut cargo line;
    - construction of the second bridge near the city of Blagoveshchensk on the section Belogorsk - Blagoveshchensk.



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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. Implementation mechanisms of the Transport Strategy include:

improvement of the legal framework and methods of state regulation of the development of the transport system, ensuring the achievement of the goals of the Transport Strategy;

- creation of an effective system for managing the implementation of the Transport Strategy;

- advancing innovative development of the scientific, technical and technological base of the transport complex on the basis of advanced world achievements and technologies;

- development of providing the industry with labor resources;

- federal and regional targeted programs.

Improving the regulatory framework and methods of state regulation of development transport system, ensuring the achievement of goals transport strategy The main tasks in the field of improving the legal framework and methods of state regulation of the development of the transport system, ensuring the achievement of the objectives of the Transport Strategy, are:

- increasing the investment attractiveness of the transport industry, including improving the legal framework and introducing state regulation methods aimed at increasing the investment attractiveness of the industry, as well as improving economic and financial mechanisms, including public-private partnerships, aimed at increasing the investment attractiveness of the industry;

- formation of a regulatory framework for a competitive market for transport services, including the creation of a regulatory framework and methods for state regulation of the development of the transport services market, the development of a legal mechanism that ensures the fulfillment of contractual obligations in terms of the volume and quality of transport services, the development and improvement of methods and mechanisms of state regulating and motivating the development of transport activity structures in order to ensure the quality of transport services, including motivating the creation and development of national and international transport companies capable of ensuring innovative development and improving the quality and competitiveness of transport services, creating a regulatory framework that regulates

commercial admission to transport activities in the field of freight transport, as well as promoting the development of small and medium-sized businesses in the transport sector;

- state regulation of the level of specific transport costs in the price of products, including the development and implementation of state regulation methods that stimulate the reduction of total specific transport costs, as well as the development and implementation of mechanisms for state monitoring of total specific transport costs in the price of final products;

- internal Russian and international harmonization of legal support of the transport system;

- formation of a legal framework and methods of state regulation aimed at ensuring:

- a guaranteed level of accessibility and quality of transport services for the population, including the development and implementation of minimum social transport standards in relation to the possibility of moving the population across the country (communication model for all types of passenger transport, appropriate rolling stock, purchasing power, affordability, standard for the frequency of transport services for each settlement), as well as the development of a regulatory framework governing commercial admission to transport activities in the field of passenger transportation;

- Russia's integration into the global transport space and the realization of the country's transit potential, including the development of methods of legal regulation that provide assistance in increasing the share of participation of Russian transport organizations in the export-import transportation of Russian goods, as well as in the transportation of goods between third countries, integration into the world system regulatory support of transport activities, standards and technical regulations, as well as improvement of the regulatory framework aimed at expanding Russia's participation in the system of international agreements and conventions in the field of transport;

- the security and sustainability of the transport system, including the improvement of the regulatory framework aimed at ensuring security in the transport industry and the development of the transport system, taking into account the requirements for ensuring the military security of the Russian Federation, as well as improving the regulatory framework governing the harmful effects of transport on the environment and human health, including in terms of determining the conditions for the admission of companies to transport activities.

The state is one of the main participants in the transport services market, acting as a shareholder or owner of organizations operating in the industry. The systemic role of the state in matters of management and disposal of its property in the transport complex is to increase the efficiency of all aspects of state property

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management in the field of transport, as well as to create conditions that ensure the activities and legal relations of participants in the civil circulation of transport property, taking into account the goals and objectives of the Transport Strategy and state policy in the field of property relations. The main directions for improving the management of state property in transport are:

- improvement of the norms of the legislation of the Russian Federation regulating the issues of registration of ownership rights to state property of the transport industry, as well as issues of the use of land plots by organizations of the transport complex (including the improvement of the legal regulation of the procedures for reserving and withdrawing land plots for federal needs);
- improvement of the legislation of the Russian Federation, which regulates the issues of shared ownership of the property of the transport industry;
- improvement of the legislation of the Russian Federation regulating the issues of investment activities in transport;
- improvement of forms and methods of transferring state property for use by legal entities and individuals;
- improvement of the norms of the legislation of the Russian Federation in order to prevent the insolvency of the backbone organizations of the transport industry;
- carrying out the privatization of the property of the transport industry, taking into account the goals and objectives of the Transport Strategy;
- introduction of modern information technologies to solve the problems of accounting for federal property and indicators of the effectiveness of its use;
- improvement of the system of professional training and qualification of heads of state unitary enterprises and state institutions;
- improvement of the procedure for interaction between authorities in the field of state property management.

State regulation of the development and functioning of the Russian transport system should ensure the achievement of the objectives of the Transport Strategy. Subject to state regulation:

- development and technical improvement of the federal and regional transport infrastructure;
- institutional transformations in transport;
- issues of technological, transport and environmental safety of transport infrastructure facilities and vehicles;
- formation and functioning of the transport services market;
- ensuring the mobilization readiness of transport;
- international activity of transport enterprises and structures;
- social sphere and labor relations in transport.

State regulation of transport services should be aimed at creating and maintaining the competitive advantages of Russian transport organizations in the domestic and international markets, at providing consumers with high-quality competitive transport services, as well as at introducing direct action legislative norms and mechanisms that guarantee the implementation of quality indicators by transport enterprises. In the field of railway transport, for the implementation of the Transport Strategy, it is envisaged:

- development of long-term targeted programs with the timing and sources of financing measures for the development of railway transport;
- implementation of the mechanism of state participation in the development of railway infrastructure in the Russian Federation until 2035;
- improvement of the system of state regulation of the railway industry and prices (tariffs) for regulated types of products and services, deregulation of competitive sectors, taking into account the degree of development of competition in order to protect the interests of consumers of transport services, increase the efficiency of the industry and create conditions for advanced investment development of railway transport;
- implementation of the Railway Structural Reform Program and the target model of the railway transport services market at the third stage of the structural reform, including the creation of conditions for the development of competition in the field of railway transport services and the growth of private investment in the railway industry;
- ensuring legal, informational and technical interaction between the railway systems of the Russian Federation and other states, taking into account the prospects for Russia's accession to the World Trade Organization, the need to integrate the railway transport of the Russian Federation into the international transportation system and make the most efficient use of its transit potential for these purposes;
- determination of the body (bodies) of state power, the competence of which (which) includes the functions of managing mobilization preparation and civil defense in railway transport, imposing responsibilities for the implementation of individual transportation by rail and the use of rolling stock on specific owners of infrastructures, carriers and operators in cases the emergence of a threat to socio-economic stability, defense capability, security of the state and in other cases provided for by the legislation of the Russian Federation;
- removal of restrictions on the civil law turnover of railway transport property not involved in ensuring defense capability and mobilization preparation and expected to be involved in turnover in competitive market segments;

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- development of a set of measures aimed at ensuring the required level of safety of Russian railway transport facilities;

- development of a mechanism for the implementation of socially significant, military and special transportation in peacetime and special periods, the implementation of mobilization plans, the maintenance of a mobilization reserve, the implementation of measures for mobilization training in railway transport and increasing the responsibility of participants in the market of railway transport services for failure to meet the requirements of mobilization and defense tasks;

- development of corporate strategies for the development of railway transport organizations in accordance with the Transport Strategy.

As part of the implementation of the Transport Strategy, a possible change in macroeconomic indicators of the socio-economic development of the Russian Federation should be envisaged.

In order to form clear priorities for the construction of railway lines and eliminate inefficient decisions in the preparation of specific investment programs and projects, it is necessary to ensure financial, economic and social analysis.

A specific mechanism for attracting funds from the federal budget and the budgets of the constituent entities of the Russian Federation should be implemented in accordance with the legislation of the Russian Federation.

Based on the results of monitoring the pace of socio-economic development of the country, individual regions, industries and industrial zones, it is envisaged to amend the list of new railways of the Russian Federation with the provision of their financing in accordance with the indicated principles.

In the field of road management, a phased introduction of the principle of paying for the use of roads is envisaged, including:

- introduction of tolls on federal highways for trucks with a total mass of more than 12 tons in order to compensate for the damage caused to roads by heavy vehicles, taking into account the harmonization of requirements for the characteristics of heavy vehicles with similar requirements in the states of the European Union;

- improvement of mechanisms for compensating for damage caused to roads by vehicles during the transportation of heavy and dangerous goods;

- setting tariffs and fees, as well as fees for connecting road service facilities to highways.

The collected funds are expected to be directed to the maintenance and development of road infrastructure. Large-scale attraction of extra-budgetary investments in the road sector is envisaged through:

- development of the mechanism of concessions in the construction of toll roads;

- issue of bonded loans for the purpose of construction and reconstruction of roads, as well as the use of the mechanism of public-private partnership;

- development of mechanisms for attracting the resources of organizations interested in the development of territories adjacent to highways for the construction of roads;

- income from the commercial use by specialized state structures of roadside lanes and the right of way of motor roads.

The main principles of the formation of state policy in the field of regulation of the development of road transport are:

- development of a system of supervision in relation to road transport;

- the transition from the spontaneous functioning of the motor transport services market to regulation in accordance with social and economic interests, which should be reduced to ensuring a balanced admission to professional (including commercial) activities on a contractual application basis, creating equal conditions for competition in the transport services market, monitoring compliance with established requirements and rules, including within the framework of the transfer of part of the powers to self-regulatory organizations, taking measures to reduce the negative consequences of the functioning of the transport services market, including through the development of an insurance system, as well as to ensure anti-terrorist security. The main mechanisms for implementing the Transport Strategy in the field of road transport are:

- a mechanism for admission to the market of motor transport services (including quotas for the use of motor vehicles on the territory of the Russian Federation);

- the mechanism of admission to the profession and other types of motor transport activities;

- a mechanism that stimulates the modernization and renewal of the fleet of vehicles, as well as the improvement of its structure;

- a mechanism for creating conditions for the development of efficient modern transport and logistics technologies and transportation systems, encouraging an increase in the capitalization of the road transport business, the development of terminal complexes and information support for cargo transportation;

- a mechanism that stimulates the acceleration of the decommissioning and disposal of old cars with an excess service life;

- a mechanism for paying for the use of road infrastructure, which makes it possible to compensate for the damage associated with the implementation of road transport.

For the modernization and renewal of the fleet of vehicles for all sectors of the Russian economy, it is necessary:

- development of state policy aimed at creating a rational structure of the truck fleet;

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- improvement of the depreciation policy aimed at ensuring the formation of own sources of financing for the renewal of vehicles;

- development of a mechanism for the formation of the amount of net profit necessary to ensure a given coefficient of renewal of vehicles;

- development of proposals for the use of alternative types of energy sources for vehicles;

- expanding the practice of acquiring vehicles through loans and leasing.

In addition, it is necessary to form mechanisms for the implementation by Russian car manufacturers of the requirements of the Agreement on the introduction of global technical regulations for wheeled vehicles, items of equipment and parts that can be installed and (or) used on wheeled vehicles (Geneva, 1998), and Agreements on the adoption of uniform conditions for the period of technical inspections of wheeled vehicles and on the mutual recognition of such inspections (Vienna, 1997). In 2025 - 2035, the main areas of state regulation in the field of air transport will be:

- completion of institutional transformations, formation of a regulatory and legal framework for the functioning of air transport, harmonized with international rules;

- creation of a supporting transport infrastructure for air transport, as well as the implementation of a flexible customs policy in terms of the justified removal of protective duties on foreign-made aviation equipment and spare parts for it;

- provision by the state of the availability of transport services for the population on the basis of organizing support for socially significant air transportation in local and main traffic from the budgets of all levels;

- launching a mechanism for the industry's self-development based on providing the prerequisites for achieving investment attractiveness for urgently needed capital-intensive structural transformations related to the aircraft fleet and airfield network.

The measures envisaged for implementation in these years are planned to be carried out within the framework of the federal target program "Development of the transport system of Russia (2025 - 2035)".

The state is actively involved in the structural transformation of civil aviation by subsidizing from the federal budget socially significant mainline passenger traffic and part of socially significant passenger traffic in local traffic, preventing cases of unfair competition and strengthening control over the activities of natural monopolies in the field of air transport, as well as by implementing:

- subprogram "Civil Aviation" of the federal target program "Development of the transport system of Russia (2025 - 2035)", including stimulation of the reconstruction and construction of important air transport infrastructure facilities, primarily facilities that ensure the safety of the operation of air transport,

as well as the modernization and renewal of the fleet Vehicle;

- the state program for ensuring the safety of flights of civil aviation aircraft;

- the federal target program "Modernization of the Unified Air Traffic Management System of the Russian Federation (2025 - 2035)";

- the federal target program "Improvement of the federal system of reconnaissance and control of the airspace of the Russian Federation (2025 - 2035)";

- federal target program "Global navigation system".

In 2025 - 2035, state regulation measures will be aimed at ensuring the sustainable development of civil aviation, including:

- completion of a radical renewal of the fleet of Russian airlines;

- implementation of reconstruction of facilities and re-equipment of the basic airfield network;

- introduction of new technologies of the transportation process;

- creating favorable conditions for attracting non-state capital for the construction and operation of air transport facilities;

- liberalization of the market and reduction of spheres of tariff and price regulation;

- reduction in the number of ground infrastructure facilities that are in federal ownership by involving them in civil circulation;

- ensuring funding for the maintenance and operation of state-owned facilities that ensure the safe operation of air transport;

- maximum reduction of the negative impact of air transport on the environment.

Federal executive authorities in the field of transport will take part:

- in determining priority aircraft sizes for the industry, as well as in the implementation of federal support for programs for their development and production on a competitive basis;

- to improve, on the basis of unified organizational and methodological principles, the system for monitoring the compliance of manufactured and operated aircraft and equipment with established requirements and to increase the effectiveness of such control.

In the near future, the State Program for Ensuring the Safety of Civil Aviation Flights should be implemented, which, in accordance with the recommendations of the International Civil Aviation Organization on the introduction of a systematic approach to flight safety management, determines priority goals and activities in order to improve flight safety. With state incentives for the technical re-equipment of the fleet of vehicles based on modern Russian technology, carriers should not experience any restrictions in acquiring foreign vehicles of those standard sizes that are not produced in Russia.

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State regulation of the activities of maritime and inland water transport is aimed at protecting the interests of the state and society, provided that the economic independence of enterprises in the industry is maintained. In the process of regulation, government bodies solve the following tasks:

- accelerating the economic development of maritime and inland water transport enterprises and increasing their competitiveness in the world market of transport services;
- raising the technical and organizational level of maritime and inland water transport based on the latest achievements of scientific and technological progress;
- improvement of working conditions for the crew of sea and river vessels and employees of coastal enterprises of the industry;
- increasing the level of safety of sea and river transport activities, including the safety of navigation and navigation and environmental protection;
- ensuring legal protection of Russian maritime and river transport in the field of international shipping.

Accelerating the economic development of enterprises in the industry and increasing their competitiveness is achieved through both direct investment and various indirect measures. An example of direct investment is the participation of the state in the development and implementation of federal targeted programs. Indirect measures include a wide range of measures aimed at creating port special economic zones, organizing the effective operation of the Russian International Register of Ships, pursuing a balanced tax, customs, and credit policy, as well as securing part of the cargo base of maritime transport for Russian carriers. The legal framework as the basis of state regulation of transport activities should ensure effective interaction between transport enterprises, state protection of the rights of consumers of transport services, safety of the transport process and environmental protection. Normative legal acts regulating the activities of modes of transport are developed taking into account their harmonization with international legal documents.

Legal aspects of regulation of transport activities are relevant at the level of regional and municipal government. The constituent entities of the Russian Federation must regulate the development of the means of communication under their jurisdiction. The regulatory framework should meet the new business conditions, ensure the coordination of the interests of transport enterprises with public interests, legal consolidation of the rights and obligations of transport enterprises, as well as the status of public transport enterprises (public carriers). This work should be carried out by amending the regulatory legal acts, as well as by developing new acts that provide for uniform approaches to the regulation of similar relations in the operation of various modes of transport. The specifics of the transport industry should also be properly reflected in documents of a general economic nature.

Increasing the investment attractiveness of the transport industry requires the development of a regulatory framework that regulates the use of various forms of public-private partnership at the state, interstate and regional levels, which defines issues related to the distribution of risks, the level of obligations of the public and private sectors, the duration of projects and the right ownership of the assets.

It is necessary to improve the legal framework governing the development of the transport system, taking into account the requirements for ensuring the military security of the Russian Federation, including the use, monitoring and development of the transport system of the Russian Federation, including dual-use facilities, mobilization training and military transport duties of transport enterprises, preparation and use in the interests of the country's defense of transport infrastructure facilities that are in forms of ownership other than federal, the creation of a new system for managing military and special transportation in railway transport, the introduction of changes in the procedure for the development and harmonization of standards, specifications and design estimates for dual-use facilities, reserving land for events, ensuring the operation of transport in emergency and other situations. In order to ensure the safety of transport infrastructure facilities and vehicles, it is necessary to regulate the process of equipping or retrofitting them with modern engineering and technical means of ensuring transport security (security), including within the framework of technical regulation and transport security requirements.

Priority areas for improving legal regulation in railway transport should be aimed at implementing the target model of the rail transport services market.

The key direction for improving the state tariff regulation in the field of rail transportation is the creation of a differentiated system of state tariff regulation, adapted to various conditions for the functioning of the markets for rail transport services. In addition, the state tariff policy in the field of rail transportation should be based on the principle of balancing the interests of natural monopoly entities and users of their services and ensure, on the one hand, reducing the negative impact of price increases (tariffs) on products (services) of natural monopolies on economic growth rates. (taking into account the target parameters of inflation), and on the other hand, the establishment of tariffs (prices) that ensure the efficient operation (rendering of services) of subjects of natural monopolies. In general, the improvement of the state tariff policy should be carried out at the interdepartmental level, systematically and taking into account the ongoing macroeconomic policy, which is associated with the need to develop measures of state support for certain sectors of the economy and the infrastructure complex of railway transport. One of the priority areas for improving legal regulation in the road

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<b>ISRA (India)</b>	<b>= 6.317</b>	<b>SIS (USA)</b>	<b>= 0.912</b>	<b>ICV (Poland)</b>	<b>= 6.630</b>
<b>ISI (Dubai, UAE)</b>	<b>= 1.582</b>	<b>ПИИИ (Russia)</b>	<b>= 3.939</b>	<b>PIF (India)</b>	<b>= 1.940</b>
<b>GIF (Australia)</b>	<b>= 0.564</b>	<b>ESJI (KZ)</b>	<b>= 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>

sector is the adoption or reapproval by the Government of the Russian Federation of the following regulatory legal acts necessary for the state regulation of road activities in accordance with the Federal Law "On highways and road activities in the Russian Federation and on amendments into separate legislative acts of the Russian Federation":

- a list of public roads of federal significance;
- the procedure for the formation of the register of roads and the provision of information from the register;
- a list of roads of defense significance;
- a number of normative legal acts in relation to roads of defensive importance;
- norms of land acquisition for the placement of roads and (or) road service facilities;
- normative legal acts on the payment for connecting road service facilities to public roads of federal significance, on the procedure for establishing and using right-of-ways of federal roads, on the procedure for establishing and using roadside lanes on federal roads;
- the minimum requirements for the provision of public roads with road service facilities, as well as the requirements for the list of minimum necessary services provided at such road service facilities;
- the procedure for carrying out weight and dimensional control, including the procedure for organizing weight and dimensional control points;
- the procedure for establishing a permanent route for a vehicle transporting dangerous, heavy and (or) bulky goods;
- the procedure for establishing a temporary restriction or termination of the movement of vehicles on roads;
- the procedure for compensation for damage caused by vehicles carrying heavy loads, and the procedure for determining the amount of such damage;
- rules for the provision of services for organizing the passage of vehicles on toll roads of general use of federal significance;
- the method of calculation and the maximum amount of the fare for the vehicle;
- the procedure for classifying roads and assigning them to categories of roads (categories 1, 2, 3, 4, 5) depending on the transport performance and consumer properties of roads;
- the composition of the sections of the design documentation of highways and the requirements for their content;
- the procedure for assessing the technical condition of roads.

In addition, the priority areas for improving legal regulation in the road sector are:

- preparation of new documents of technical regulation - technical regulations, national standards, standards of organizations and acts of a recommendatory nature (sectoral road methodological documents). The unified system of technical regulation

of the safety and quality of materials, products, structures and services in the road sector that is being created should comply with the practice of countries with developed market economies in this area. It is planned to harmonize Russian standards in the field of road infrastructure with advanced international standards;

- development and operational implementation of new methodological documents that consolidate at the federal level the massive use of Russian technologies for road works, effective road construction materials and modern road equipment;
- improvement of the regulatory and technical base of the road sector in the field of design and survey work, including the development of new norms and rules for the design of roads and artificial structures for the widespread use of progressive designs of road pavements and structures, new materials and technologies.

Priority areas for improving legal regulation in road transport include:

- amendments to the Federal Law "On Licensing Certain Types of Activities" in the part concerning the rules for the admission of carriers to the profession and the market of motor transport services;
- introduction of amendments to the Code of Administrative Offenses of the Russian Federation in terms of establishing and, if necessary, tightening administrative liability for violations in the field of road transport;
- development and adoption of technical regulations;
- approval at the appropriate level of documents regulating the carriage of goods by road, the carriage of passengers and luggage by road and urban ground electric transport;
- development of a regulatory framework in the field of vehicle recycling.

Priority areas for improving the legal regulation in air transport include:

- introduction of amendments to the Federal Law "On Technical Regulation", taking into account international requirements in the field of civil aviation;
- amendments to the Air Code of the Russian Federation in terms of the use of airspace by business and small aviation, as well as the improvement of airport activities;
- development of administrative regulations for the execution of state functions by the federal executive body for the mandatory certification of civil aviation facilities and for the procedures for issuing certificates to aviation personnel;
- harmonization of federal aviation regulations with international standards in terms of the production and operation of aircraft and simulators, the performance of flights and their support, as well as maintaining the airworthiness of aircraft;

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- development of new rules or amendments to the federal aviation rules that determine the regulation of air transport activities in relation to flight safety;

- development of federal aviation rules for the certification of types of ground-based radio engineering (radar, radio navigation, radio communication) facilities and complexes, as well as individual subsystems (components) of automated and non-automated air traffic control systems designed to ensure aircraft flights;

- improvement of the regulatory and legal framework in the field of flight safety, tougher liability for forgery and falsification of passports and forms of aviation products, certificates of aviation personnel whose activities are related to ensuring flight safety;

- development of a normative act establishing the responsibility and procedure for interaction between authorized bodies and interested parties in the field of ensuring and maintaining the airworthiness of civil aviation equipment;

- preparation of proposals for improving the airworthiness standards of aircraft and helicopters;

- preparation of proposals for the extension until 2035 of the Target Comprehensive Program to maintain the airworthiness of civil aviation aircraft until 2010;

- development of an interdepartmental regulatory document that defines the procedure for interaction between the user and the developer of aviation equipment in terms of organizing authorized maintenance and repair centers;

- definition and consolidation in regulatory legal acts of the mechanism for implementing the norms of the Air Code of the Russian Federation in terms of establishing the classification of airspace and the notification procedure for its use;

- harmonization of the civil, tax and currency legislation of the Russian Federation in terms of air traffic management;

- legislative establishment of criteria for airlines that can be classified as socially significant and transportation, which are carried out using state support funds, as well as fixing the basic mechanisms of the system of state support for socially significant air transportation;

- improvement of legislative norms regulating the issues of registration of ownership rights to state property, as well as issues of land use by organizations of the air transport complex (including the improvement of legal regulation of the procedures for reserving and withdrawing land plots for federal needs);

- development of forms of state regulation and control adequate to the purpose and conditions for the operation of general aviation (non-commercial).

Improving the regulatory framework that establishes the legal and organizational foundations for the operation of airports in the Russian Federation includes:

- the procedure for establishing an economically acceptable level of rent for land plots that are state and (or) municipal property and occupied by airfields (airports);

- classification of airfields and airports;

- procedure for activities at aerodromes and airports of legal entities and individuals, providing for the possibility of transferring the property of airports (airfields) to the ownership of the constituent entities of the Russian Federation and vesting the constituent entities of the Russian Federation with the appropriate powers to maintain and develop it;

- a system of standards to which the aerodrome, its activities and facilities must comply, as well as the procedure for the phased introduction of relevant standards, taking into account international experience;

- a system of conducting activities for the provision of refueling services at the airport, focused on the formation of the main income of refueling complexes at airports by providing services to airlines, and not by reselling fuel;

- development of mechanisms for creating alternative refueling complexes at major airports;

- the procedure for the formation, approval, publication and publication of the aircraft schedule, as well as the mechanism for coordinating slots.

It is planned to improve the regulatory framework in terms of:

- development and harmonization of the Russian system of regulatory environmental requirements with the international system;

- improving methods for assessing the level of harmful effects of air transport on the population and the environment near airports and during en-route flights;

- establishment of balanced environmental requirements governing the activities of air transport on the territory of the Russian Federation, development of a concept and program for their gradual tightening;

- development and improvement of mechanisms for state regulation of improving the environmental safety of air transport, including those providing for the possibility of imposing restrictions on flights of aircraft that do not meet environmental requirements, and charging operators for excessive environmental impact of aircraft, establishing criteria and standards for introducing operational restrictions on the flights of aircraft that do not meet environmental requirements, as well as determining the tariffs for additional airport charges for servicing such aircraft, the rules for their collection and further spending.

In order to improve the legislative support for the accelerated development of maritime and inland water transport and overcome negative trends, it is advisable to adopt regulatory legal acts that ensure:

-fixing part of the cargo base of maritime transport for national carriers;

- reduction of the tax burden on the infrastructure and transport fleet of sea and inland water transport;

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- revision and adoption of the federal law "On direct mixed (combined) transportation of goods";

- amendments to the Law of the Russian Federation "On the organization of insurance business in the Russian Federation" in terms of possible risk insurance on the territory of the Russian Federation;

- improving the safety of navigation and navigation;

- protection of the environment from pollution from ships, including through procedures state port control and administrative measures, including the tightening of requirements for safety and environmental protection from entry into the ports of the Russian Federation of old and environmentally unsafe foreign sea vessels.

Improving legal regulation in maritime transport includes:

- development and adoption of regulatory legal acts in the field of transport use of the Northern Sea Route;

- further harmonization of the provisions of Russian legislation with provisions of international maritime treaties and conventions in which the Russian Federation participates.

The strategic direction for the development of international transportation in inland waterway transport will be the integration of inland waterways of the Russian Federation into the system of international transport communications. The most important task in this area is to create a regulatory framework for organizing transportation along international transport corridors in the context of opening the country's inland waterways for ships flying foreign flags. The main directions for improving the regulatory framework of industrial railway transport are:

- creation of equal conditions for land use and taxation for public and non-public railway transport organizations;

- improvement of the system of state regulation of tariffs for works and services provided by organizations of industrial railway transport;

- formation of a regulatory framework that defines the requirements in the field of technical and environmental safety and labor protection in industrial transport;

- determination of the legal status of industrial transport entities and the procedure for the use of vehicles and equipment by them;

- ensuring equal access of all interested persons to industrial transport services;

- application of economic measures that stimulate investment in rolling stock, modernization and development of industrial transport infrastructure;

- taking into account the peculiarities of the functioning of industrial transport in the development of tariffs for public railway transport organizations and technical regulations;

- creation of conditions that prevent discrimination and violations of the antimonopoly

legislation of the Russian Federation in relation to counterparties technologically connected with industrial transport railways;

- stimulating the creation of voluntary certification systems for industrial transport;

- improvement of the legal and economic foundations for the interaction of industrial transport organizations with serviced industries;

- coordination of programs and projects for the technical modernization of public railway transport and industrial transport;

- coordination of efforts of federal executive authorities and executive authorities of the constituent entities of the Russian Federation, representatives of business and public organizations in solving the problems of developing industrial railway transport;

- restoration of the system of statistical monitoring of the work of industrial transport.

The main directions for improving the legislative and regulatory framework governing the functioning of the transport system of the Russian Federation in terms of the development of dual-use facilities are:

- introducing changes to the procedure for the development and implementation of federal target programs and interstate target programs in which the Russian Federation participates, and to federal target programs on issues of security, defense and other special functions assigned to the state;

- amendments to the Federal Laws "On Defense" and "On Mobilization Training and Mobilization in the Russian Federation" related to the reduction of the share of the public sector in the field of transport;

- development of proposals for the preparation of regulatory legal acts that allow in practice to implement the provisions of federal laws regulating the procedure for the operational equipment of the territory for defense purposes, except for the objects of the Unified Air Traffic Management System of the Russian Federation, the procedure for solving mobilization tasks and tasks of military transport duties, as well as the planning procedure, design, construction, construction, operation and use of dual-use facilities;

- development of standards and regulations for the operation and (or) use of dual-use facilities at all stages of the life cycle of facilities, in order to make decisions on the transfer of dual-use facilities, which are under the jurisdiction of the Ministry of Transport of the Russian Federation or the Ministry of Defense of the Russian Federation, for concession, long-term lease and (or) to the jurisdiction of other authorities, and (or) to privatization;

- development of proposals for the Ministry of Economic Development of the Russian Federation on the inclusion of measures related to the technical cover of the transport network of the Russian Federation in the mobilization plan for the economy of the Russian Federation.



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The main tasks in the field of creating an effective system for managing the implementation of the Transport Strategy are:

- mutual coordination of the strategies of the constituent entities of the Russian Federation with the Transport Strategy;
- linking the Transport Strategy with resource-providing industries;
- development and adoption of an effective organizational model for the implementation of the Transport Strategy;
- development of a system of control and supervision in transport;
- development of a system of statistical accounting in transport;
- creation of a monitoring system for the implementation of federal targeted programs and strategies;
- creation and development of an information and analytical system for managing the implementation of the Transport Strategy;
- creation of a strategic planning system based on the transport and economic balance;
- creation and development of an automated information and analytical system for managing the transport complex.

An important tool for managing the implementation of the Transport Strategy is its linkage with the constituent entities of the Russian Federation. The main mechanism for implementing the Transport Strategy is federal target programs for the development of transport, regional programs for socio-economic development, as well as regional and municipal programs for the development of transport. Efficient management of the implementation of the Transport Strategy implies mutual coordination of these programs at the stage of their formation. The result should be a general strategic plan for the development of the transport system, which provides for the implementation of activities of various programs within the framework of the Transport Strategy.

At the same time, it is important to link the implementation of program activities with the territorial planning schemes of regions, regions and cities. The formation of a system of interrelated measures also implies the division of interests and responsibilities between the Russian Federation, regions and municipalities, as well as between the state and organizations. The transport industry forms a system order for a number of industries, which, on the one hand, receive an incentive for development, and on the other hand, become dependent on the rhythm of the implementation of the Transport Strategy. It is necessary to develop an agreed sequence of development of all industries involved in the implementation of the Transport Strategy.

It is necessary to develop a program for the development of the Russian production of materials, machinery and equipment for the transport system of

the Russian Federation, which provides for measures for state support of their manufacturers through preferential leasing of the necessary equipment and allows for the creation of the production of new materials with the involvement of state investments. An effective organizational model for managing the implementation of the Transport Strategy should be developed and adopted, which will include a set of administrative and economic methods for motivating the achievement of goals. The creation of this model will require complex systematic research and development. As part of the organizational model for managing the implementation of the Transport Strategy, appropriate regulatory and methodological support should be formed. It is advisable to improve the management system for the implementation of the Transport Strategy in the following areas:

- attracting extra-budgetary funds along with state funding to solve problems related to the implementation of the Transport Strategy;
- the use of modern financial instruments and the provision of greater flexibility in the choice of schemes for the implementation of investment projects;
- introduction of long-term contracts;
- creation of a feedback mechanism to assess the degree of satisfaction of user needs;
- optimization of the distribution of resources by type of work performed;
- improvement of competitive procedures and implementation of a flexible pricing policy;
- the use of incentive mechanisms for the development of enterprises in the transport industry and the development of new materials and technologies;
- attracting highly qualified specialists in the field of finance, management and staff motivation;
- increasing the efficiency and efficiency of managerial decision-making.

It is necessary to form an effective system of economic management of objects and property remaining in the ownership of the state, and to resolve issues related to the improvement of the territorial link in the management of transport and transport activities, the creation of territorial governing bodies and the delimitation of powers between them and the federal transport authorities with the gradual transfer of a significant part of the management functions to the regional level. The innovative nature of the Transport Strategy determines the need to include special mechanisms and means of managing innovative development in the organizational model for managing its implementation. These mechanisms will ensure the creation of technical, financial, regulatory and organizational conditions for innovative renewal of the industry in all areas of activity. One of such mechanisms is the creation of a network of innovation and implementation centers that would solve problems related to the collection and systematization of information on innovations in transport with their

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expertise, certification and implementation of the best innovative solutions in the development of the transport system.

The development of the system of control and supervision in transport involves, in addition to the implementation of the functions of the relevant service, the solution of functional tasks related to the new goals and objectives of the Transport Strategy. These include the tasks of supervision and control over the quality of transport services, the quality of the implementation of the measures of the Transport Strategy, the efficiency of the functioning of the transport system, the operation of paid services systems, the safety and environmental friendliness of the transport system. Of great importance are the mechanisms for strengthening state control and supervision in the field of road transport, taking into account the delineation of powers of various control and supervisory bodies to ensure that all subjects of the market for road transport services comply with the requirements of regulatory legal acts. The creation of a developed system of statistical accounting in transport is a prerequisite for effective management of the implementation of the Transport Strategy. The coordinated development of all elements of the transport infrastructure requires a comprehensive analysis of statistics and forecasting the needs of sectors of the economy and the population in transport services. To do this, first of all, it is necessary to create a system of statistical accounting, which should include monitoring the parameters that are essential for assessing the indicators and indicators of the Transport Strategy. The creation of such a system will allow organizing effective feedback. The statistical accounting system should ensure the development and monitoring of the transport and economic balance, as well as forecasting changes in the cargo base and traffic flows. Based on this, assessments can be made necessary for making operational decisions on various options for the development of the transport system. The means of forming such estimates should become the basis for creating a strategic planning system based on the transport and economic balance and mathematical modeling.

The planning system should provide for the creation of a system of long-term contracts aimed at achieving the normative indicators of the transport and operational condition of transport infrastructure facilities, as well as a system for long-term planning of road activities. In the road sector, during the period of the Transport Strategy, the development of the main network of federal highways should be completed and a gradual transition to the priority development of regional and local roads, which make up the dominant part of the public highway network of the Russian Federation, should be carried out. Thus, one of the most important organizational tasks is the extension of long-term program-targeted planning to the regional and local levels of government. The system of targets and indicators of the transport and operational condition of

roads and the development of the road network should be introduced at all levels of road management. Measures to improve the efficiency of road planning include 4 main blocks:

- development of a system of long-term program-target planning focused on achieving target indicators of the transport and operational state of roads and indicators of the development of the road network;

- introduction of an innovative planning method into the system of program-targeted planning of road activities, based on the variant design of the life cycle of a highway;

- introduction of a system of long-term contracts aimed at achieving standard indicators of the transport and operational condition of roads;

- improving the monitoring of the technical and transport-operational state of the road network, primarily at the regional and local levels of government.

Creation of a system for monitoring the implementation of federal targeted programs and projects involves the introduction of principles and modern means of project management. It is necessary to create a vertically integrated system of scheduling, accounting, control and management of a system of projects and programs that ensure the implementation of the Transport Strategy, the ability of the upper level of management to control the integral indicators of the implementation of projects and programs in real time with details of specific objects. The next step in improving management efficiency is the creation and development of an information and analytical system for managing the implementation of the Transport Strategy. This system should ensure the construction of analytical information in various forms on indicators and indicators, as well as transport development programs, both in territorial and time sections, broken down by objects, nodes, directions and corridors with their characteristics. Information-analytical support of all these management functions should be provided by a single automated information-analytical system for managing the transport complex. In the context of the increasing complexity of the tasks facing the industry, increasing the efficiency of management requires the use of modern information and telecommunication technologies, and increasing the manageability and controllability of transport development requires a fundamental improvement in information support and raising the level of automation of management tasks, primarily at the level of transport complex management bodies. A unified automated information and analytical system for managing the transport complex should provide an increase in the completeness and quality of analysis of the effectiveness of the development of transport infrastructure. The transport strategy is innovative in nature. In this regard, its implementation requires advanced intensive innovative development of the scientific, technical and technological base based

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on advanced world achievements and breakthrough technologies.

The scientific support of the Transport Strategy should be aimed at the implementation of its main goals and objectives and cover all key areas of development of the transport complex. In this regard, the scientific support of the Transport Strategy is presented in the form of 3 blocks of scientific subprograms corresponding to 3 blocks of subprograms for the implementation of the Transport Strategy, specified in subsection 5 of section VI, and includes:

- a block of scientific support for subprograms aimed at achieving general economic, general social and general transport main strategic targets of the Transport Strategy, including subprograms that are complex in nature and aimed at the implementation of several goals and mechanisms;

- a block of scientific support for subprograms aimed at putting into operation the main mechanisms for implementing the Transport Strategy, including the development of scientific support for the transport complex;

- a block of scientific support for subprograms aimed at achieving the strategic targets of the Transport Strategy for individual modes of transport.

Scientific support for the implementation of the Transport Strategy provides for research and development work on the development of the transport complex, the implementation of experimental pilot projects that ensure the development of methods, mechanisms for regulatory, technical, technological and information support for scientific work, as well as the performance of work on scientific support implemented results.

Each scientific subprogram included in the corresponding block is either aimed at achieving a specific strategic goal or a specific mechanism for implementing the Transport Strategy, or is complex, aimed at implementing a group of goals and mechanisms.

The block of scientific support for subprograms aimed at achieving the general economic, general social and general transport main strategic targets of the Transport Strategy, including subprograms that are complex in nature and aimed at the implementation of several goals and mechanisms, includes scientific developments for all 6 goals of the Transport Strategy. Scientific support for the formation of a single transport space in Russia based on the balanced development of an efficient transport infrastructure will be carried out in the following areas:

- development of technical, infrastructural and regulatory principles and models for integrating the country's transport communications based on the differentiated development of communication routes for all types of transport and combining them into a single balanced system that provides the necessary capacity, volume and quality of transport services;

- development of technological and regulatory principles and models for integrating the commodity transport technological infrastructure of all types of transport and cargo owners into a single system that provides the necessary volume and quality of transport services;

- development of scientifically substantiated requirements for increasing the throughput capacity and speed parameters of the transport infrastructure to the level of the world's best indicators, as well as scientific justification for creating reserves of network throughput in various directions;

- development of projects for the integrated development of transport hubs, approaches to them and transport corridors in the main directions of transportation, the creation of an integrated system of logistics parks in the country as the basis for the formation of a modern commodity distribution network;

- development of scientific foundations for building a unified transport system of the country in a market economy, including analysis and classification of technical, technological, economic and legal inconsistencies in interacting modes of transport, as well as losses at the junctions of interacting modes of transport and the reasons that cause them;

- development of scientific foundations for the coordinated development of the infrastructure of interacting modes of transport, the construction of agreed technologies for interacting modes of transport (by types of interaction), as well as end-to-end management of cargo flows, in the passage and processing of which several modes of transport are involved;

- development of a methodology for building a unified transport network;

- development of principles and methodological approaches to harmonize state priorities and economic interests of private participants in order to build a harmonious transport process within a single transport system;

- development of scientific foundations for the transport development of new territories (developing regions), including the creation of a theoretical model for building an effective transport network such as "arteries - veins - capillaries", adapting the theoretical model to the conditions of specific developing regions and developing methodological foundations for building an effective transport network in areas of industrial development ;

- conducting a simulation examination of investment projects for the development of transport infrastructure (especially projects for the development of large transport hubs), including the development of a methodology for conducting simulation examinations, the creation of simulation systems that allow modeling systems of various modes of transport, the development of detailed models of transport systems being designed, the development of dynamic

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simulation models traffic flows to assess the effectiveness of options for the development of transport infrastructure, a comprehensive study on the models of functioning of the designed transport facilities with the issuance of their real capacity, "bottlenecks" and performance indicators, as well as the development of proposals for adjusting projects based on simulation expertise;

- development of navigation systems and systems for telemetric monitoring of traffic flows, traffic management systems and intelligent transport systems;
- research, adaptation and development of innovative technologies for the construction and reconstruction of transport infrastructure;
- development and creation of effective systems for monitoring the condition and managing the maintenance of transport infrastructure facilities;
- development and creation of a unified information environment for the technological interaction of various types of transport and participants in the transport process.

Scientific support for the development of accessibility, volume and competitiveness of transport services according to quality criteria for cargo owners at the level of the needs of intensive and innovative development of the country's economy will be carried out in the following areas:

- development, monitoring, analysis and development of a model of the transport services market for the needs of all sectors of the economy, including the parameters of the quality of transport services, the structure of quality standards for various categories of goods and sectors of the economy, the requirements for the regulatory framework of the transport services market, the economic characteristics of the market model, quality control tools and technological models for ensuring the quality of transport services;
- research, development and experimental testing of highly efficient commodity transport technologies that provide quality criteria for the entire range of transport services and increase the productivity of the transport system;
- development of methodological foundations, regulations and automated information systems for statistical accounting in transport, including the creation of a statistical data bank that ensures the development and monitoring of the transport and economic balance;
- development, scientific support and monitoring of the transport and economic balance;
- development of methods and mechanisms to motivate the structural modernization of transport systems in order to ensure the quality of transport services and create competitive transport companies;
- development of methods and tools for monitoring and controlling the quality of transport services provided, as well as methods and mechanisms for improving the quality of transport services,

including selective statistical monitoring of the fulfillment of contractual obligations on the quality of transport services, as well as monitoring the effectiveness of sanctions for violations of contractual obligations;

- development of methods and tools for monitoring the time of movement of goods in transit, as well as the time of processing consignments of goods in the terminal network, including at seaports and checkpoints across the state border of the Russian Federation;

- development of evidence-based methods and tools for monitoring the level of development of logistics technologies, providing them with a production and technical base and developing a system of related services;

- development and improvement of container transportation technologies, as well as a comparative analysis of various technologies for regional and interregional transportation, transportation for small and medium-sized businesses and scientific justification for choosing the best technologies;

- development of a fundamentally new, adaptive technology for the operation of transport, corresponding to the high dynamics of a market economy, including an analysis of the compliance of existing technology with the new requirements of a market economy - ensuring dynamic economic ties with reliable and efficient transport links, developing economic foundations, criteria and performance indicators for various modes of transport, corresponding to the new main task, the development of scientific foundations for flexible forms of organizing the work of transport (for railway transport - a variant formation plan, a flexible train schedule, variant technological processes), as well as the development of a methodology for delivering goods to seaports, border crossings and large enterprises, agreed with their mode of operation;

- development of scientifically based methods and means of monitoring the existing structure of the fleet of freight rolling stock and the provision of needs for rolling stock in order to achieve the specified criteria for the volume and quality of transport services;

- development and experimental development of effective information and telecommunication technologies and navigation services to meet the needs of the competitive transport services market.

Scientific support for the development of accessibility and quality of transport services for the population will be carried out in the following main areas:

- development and scientific substantiation of minimum social transport standards to ensure the possibility of movement of all segments of the population throughout the country, development and scientific support of the program for the implementation of minimum social transport standards on a progressive scale, taking into account the gradual

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

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**ПИИИ (Russia) = 3.939**  
**ESJI (KZ) = 8.771**  
**SJIF (Morocco) = 7.184**

**ICV (Poland) = 6.630**  
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improvement of the conditions for transport services to the population, including in the development of urban systems and suburban passenger transport, as well as regions of the Far North and territories equivalent to them;

- development and scientific substantiation of market regulation parameters in terms of admission to commercial activities in the field of passenger transportation;

- research and scientific substantiation of the structure of the ratio of public and private passenger transport in the model of the transport services market, which provides minimum social transport standards, the development of mechanisms for ensuring the implementation of these standards on the basis of social investment state contracts at the federal, regional and municipal levels;

- research and development in the field of development of production and equipping of fleets of passenger rolling stock, comparable in terms of technical and economic parameters with the world level, determining the need for fleets, the possibility of producing the corresponding rolling stock and implementing minimum social transport standards on its basis;

- research and development in the field of development of systems that provide high-speed and high-speed transportation of passengers.

Scientific support for the development of Russia's integration into the global transport space and the implementation of the country's transit potential will be carried out in the following main areas:

- development and scientific substantiation of regulatory and other state methods of regulation that provide assistance in increasing the share of participation of Russian transport organizations in the transportation of domestic export and import cargo, as well as cargo between third countries;

- development and scientific substantiation of technological and regulatory models for integrating Russia into a single international transport space, developing participation in the system of international agreements and conventions in the field of transport, as well as expanding cooperation in international transport organizations and with Russia's trading partners;

- development of methods and tools for monitoring the technical and technological parameters of international transport corridors and the development and scientific justification for the development of these parameters that ensure the competitiveness of international transport corridors at the level of world analogues;

- development and scientific substantiation of mechanisms for motivating the creation of national and international transport companies that are competitive with world companies, as well as expanding the participation of the Russian transport business in major international transport projects.

Scientific support for increasing the level of safety of the transport system will be carried out in the following main areas:

- research and development in the field of development of means, technologies and systems for ensuring the safety of traffic, flights and navigation;

- development of technological models for improving the efficiency of specialized emergency services in cooperation with the Ministry of the Russian Federation for Civil Defense, Emergencies and Disaster Relief in order to achieve a level that meets international and national requirements;

- research and development in the field of ensuring transport security of transport infrastructure facilities and vehicles from acts of unlawful interference;

- research and development in the field of increasing the mobilization readiness of the transport complex;

- research and development in the field of improving the safety of transportation of goods requiring special conditions;

- development and scientific substantiation of the parameters of the system for regulating professional admission to transport activities;

- scientific and technical support for the development of means and systems of supervision in the field of transport;

- development of methods and means of monitoring the level of professional training of specialists in the transport complex in terms of ensuring the safety and stability of the transport system.

Scientific support for reducing the harmful effects of transport on the environment will be carried out in the following areas:

- research and development in the field of reducing the harmful effects of transport on human health by reducing the volume of impacts, emissions and discharges, as well as the amount of waste in all modes of transport, including issues of professional training of personnel and rationalization of routes;

- development and scientific substantiation of technological and regulatory models for motivating the transition of vehicles to environmentally friendly fuels;

- selection and scientific substantiation of indicators and criteria for assessing the environmental friendliness of transport, taking into account the level of costs and development of recommendations for their optimization;

- research and development in the field of reducing the energy intensity of transport and achieving the level of indicators of advanced countries.

Scientific support for the improvement of the legal framework and methods of state regulation of the development of the transport system, ensuring the achievement of the goals and indicators of the Transport Strategy, will be carried out in the following main areas:

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- development and scientific substantiation of the regulatory framework and methods of state regulation of the competitive market of transport services in the field of cargo transportation (including the substantiation of parameters for admission to commercial transport activities);

- research and development of methods and mechanisms for state monitoring of specific total transport costs in the cost of national goods and stimulating their reduction;

- development and scientific substantiation of the legal framework and methods of state regulation to ensure a guaranteed level of accessibility and quality of transport services for the population in accordance with minimum social standards (including the rationale for the parameters of admission to commercial transport activities in the field of passenger transportation);

- research and development of the legal framework and methods of state regulation aimed at increasing the investment attractiveness of the transport industry, including improving the legal, economic and financial mechanisms of public-private partnership;

- development and scientific substantiation of the legal framework and methods of state regulation to ensure the integration of Russia into the global transport space and the realization of the country's transit potential;

- development and scientific substantiation of the legal framework and methods of state regulation to ensure the safety and sustainability of the transport system, including admission to professional activities;

- development and scientific substantiation of the regulatory framework in the field of regulation of the harmful effects of transport on the environment and human health;

- research and development in the field of Russian and international harmonization of the legal support of the transport system and the creation of a unified transport code.

Scientific support for the creation of an effective management system for the implementation of the strategy and the development of the transport complex will be carried out in the following main areas:

- development and scientific support of the system of strategic planning for the development of the transport industry based on mathematical models and transport and economic balance;

- development and scientific substantiation of an effective organizational model for managing the implementation of the strategy;

- development of methodological bases and regulations for the coordination of the Transport Strategy with the constituent entities of the Russian Federation and its coordination with regional transport strategies and programs, with territorial planning schemes for regions, regions and cities;

- development of methodological bases and regulations for the coordination of the Transport Strategy with resource-providing industries;

- development, scientific support and development of an automated information and analytical system for managing the transport complex and other analytical and control systems for the transport complex, including the creation of classes of automated analytical systems for various types of transport and the transport complex as a whole, as well as the development of methodological foundations for the use of analytical systems in transport, development of a methodology for automated control of flows and processes in transport, the creation of new and adaptation to new tasks of transport of existing automated control systems (decision support systems) and the adaptation of technological processes of transport to the use of automated control systems;

- research and development in the field of development of systems for monitoring and assessing the state of the transport complex, control and supervision systems in transport;

- research and development of analytical systems and mathematical models that provide support for decision-making on the regulation of the functioning and management of the development of the transport complex;

- development, scientific support and development of an automated system for monitoring and project management of the implementation of federal target programs and strategies, creation and development of an information and analytical system for managing the implementation of the Transport Strategy.

The development of scientific support for the transport complex will be carried out in the following main areas:

- organization and performance of works on scientific and methodological support of the transport complex;

- creation of a scientific base (infrastructure) for the scientific support of the transport complex;

- training and attraction of personnel for scientific research in the transport complex, development and implementation of innovative transport technologies (primarily through the development of the transport scientific and educational complex);

- assistance to the development of scientific schools of the transport complex.

Scientific support for the training and development of labor resources of the transport complex will be carried out in the following main areas:

- development and scientific substantiation of the methodological foundations and mechanisms of state regulation in the field of staffing modes of transport, aimed at training, attracting and retaining qualified personnel in the transport industry, as well as scientific research and development in the field of creating competitive conditions for attracting and retaining personnel in the transport industry;

- development and scientific substantiation of the methodological foundations for providing transport

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with professionally trained workers of mass professions, specialists and managers focused on long-term employment relationships and professional career development;

- development and scientific substantiation of the methodological foundations for the training of specialist managers of a wide profile and the development of a high level of competence among personnel of all types of transport to work in a unified transport system, active interaction between modes of transport, logistics complexes, unified technological chains and high quality standards;

- research and development in the field of creating corporate personnel management systems focused on motivated and efficient work of employees, improving the quality and productivity of labor, as well as stimulating the active participation of personnel in the technical modernization and innovative development of transport;

- scientific research and development in the field of creating the image of transport professions.

Experimental pilot projects are aimed at developing mechanisms, methods, regulatory, technical, technological, information and personnel support to achieve the goals and solve the problems of the Transport Strategy. Until 2015, it is necessary to implement a number of pilot projects aimed at testing and introducing highly efficient logistics technologies. Such projects are an important part of the development of a competitive market for transport services and a catalyst for the development of highly efficient commodity transport logistics technologies in Russia. The following projects are envisaged at the federal, regional and municipal levels:

- creation of a federal research and development center for integrated transport projects and a network of regional research and development centers;

- development of transport corridors;

- organization of interregional motor transport conveyors;

- development of transport corridors and motor transport conveyors at the regional level;

- rationalization of the movement of commodity masses at the municipal level;

- development of transport and logistics systems at the junctions between modes of transport;

- containerization of the transport system according to intra-regional and interregional traffic flows.

The creation of a federal research and development center for integrated transport projects and a network of regional research and development centers is the main project of state patronage in the creation of transport and logistics systems in order to optimize the provision of commodity flows. The system of centers should provide:

- development and monitoring of regional transport balances and, on their basis, the federal transport and economic balance;

- strategic research, forecasting and complex modeling of commodity flows and providing them with transport resources;

- development of projects of highly efficient competitive logistics technologies, as well as technological infrastructure to ensure the logistics of commodity flows, including in interregional and international traffic;

- together with the administrations of regions and municipalities, the development and implementation of pilot projects and ensuring the replication of their results.

The development of transport corridors provides for:

- development of a classification of transport corridors throughout the Russian Federation, including international ones;

- development of technical, technological and information standards for each type of transport operating in this corridor, meeting the high technical requirements of transport corridors, service and technological infrastructure, ensuring the use of highly efficient goods and passenger transport logistics technologies;

- creation of competitive conditions for safety, speed and time of movement of goods and passengers, as well as their service.

This project is supposed to be implemented on the territory of the Russian Federation within the borders of the international transport corridor "North - South". The organization of interregional motor transport conveyors provides for:

- motivation for the creation of national or interregional forwarding and transport companies for the implementation of motor transport conveyors;

- development and development of a methodological, regulatory and legal framework to ensure the availability, volume and competitiveness of transport services according to quality criteria for cargo owners at the level of the needs of the innovative development of the country's economy;

- creation of transport and logistics infrastructure, including terminals of various types of logistics parks on the principles of public-private partnership.

This project should ensure an increase in the commercial speed of goods in interregional traffic up to 1000 - 1500 km per day with guaranteed rhythm, performance of motor transport systems by 3 - 4 times and, accordingly, profitability, as well as a proportional reduction in the costs of cargo owners for crediting goods in transit and in the warehouse. At the regional level, the project is supposed to be implemented through regional research and development centers together with the federal research and development center based on its methods. The development of transport corridors and road transport conveyors at the regional level implies the formation of rational routes for each distribution chain of goods for both modal and multimodal transportation. The project should reduce

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the costs of cargo owners for crediting goods in transit by increasing the commercial speed of consignments from the sender to the consumer by 2-3 times and the speed of cargo handling at terminals, increasing the productivity and profitability of motor transport systems by 2-3 times due to the organization of cargo delivery on ring routes, providing an increase in the coefficient of mileage with cargo and the coefficient of utilization of load capacity by 2 - 2.5 times and the use of rolling stock up to 20 hours a day.

The rationalization of the movement of commodity masses at the municipal level provides for the choice of the shortest route, subject to the maximum possible load and mileage with cargo, and the use of ring and pendulum routes and technologies for reloading from side to side of vehicles. Such rationalization should be carried out by regional research and development centers together with the federal research and development center. The project should ensure an increase in the load capacity utilization factor and the mileage utilization rate by at least 2 times, as well as an increase in the productivity of motor transport systems up to 4 times and a proportional reduction in the costs of commodity producers. The development of transport and logistics systems at the junctions between modes of transport should ensure the optimization of commodity circulation. In railway transport, an experimental project is envisaged for the introduction of commodity transport technologies for the delivery of goods from the sender to the consumer in a multimodal version that meets the best world analogues. The aim of the project is the possibility of providing delivery to any cargo owner from the sender to the consumer of any consignment of goods in the country at all railway stations, which is carried out in a multimodal version. The project should ensure a 2.5-fold reduction in transport costs for cargo owners, a 4-fold reduction in wagon downtime under cargo operations, a 10-fold loss and damage to cargo, a 2.5-fold increase in the cost of cargo handling, and a 2-fold increase in the productivity of vehicles and workers. and a corresponding increase in the cost-effectiveness of road transport systems. In inland water transport, in order to be in demand on the market, it is necessary to guarantee the predictability, rhythm and reliability of the functioning of commodity flows provided by river transport to cargo owners. The following mechanisms are expected to be worked out:

- motivation for the creation of joint-stock forwarding and transportation companies for basin and inter-basin trunk transportation, capable of guaranteeing, together with road and rail transport, the delivery of goods of any batch just in time from the sender to the consumer;

- creation of holdings that unite ports into a terminal and transport network, coordinated by a single information and dispatching system.

The project should ensure an increase in river transport by 10-12 percent of the volume of all freight traffic (the level of the countries of the European Union), compensation at the expense of the river fleet for an increase in seasonal traffic in the spring-summer-autumn period, a decrease in the need for transport and throughput capacity of road and rail transport and a corresponding reduction in the need to create seasonal reserve capacities, as well as a reduction in injuries and environmental impact on the environment. Indicative in this regard was 2017, when the farmers of Western Siberia gathered a record harvest, but faced difficulties in exporting grain. There were simply not enough wagons. Moreover, there is no objective need to drive Siberian grain to distant lands to overloaded Azov-Black Sea or Baltic ports, when the Asia-Pacific region with its largest importers (Indonesia, Japan, China, South Korea) is nearby. Therefore, "it is very promising for us to increase the volume of transportation [to the Far East] by rail," emphasizes Gleb Popovtsev, deputy of the Legislative Assembly of the Novosibirsk Region. The same situation with coal. Today, the Kemerovo region, which produces 60% of Russian coal, and the south of Yakutia, where coal deposits of coking grades are located, are limited in its transportation to the Asia-Pacific region, where the largest world importers (China, India and Japan) are concentrated. "If the capacity [of the railway] increases, [then] coal production will increase, the taxable base will increase. This is an impetus to the further development of the coal industry and the economy of Kuzbass as a whole," Oleg Tokarev, head of the Department of the coal industry of the region, is sure. Infrastructure is also needed not only for commodities, but also those subject to containerization.

The second tempting prospect is to become a key transit link in Chinese-European trade by land, which primarily, of course, concerns rail container traffic. So far the dynamics are good. "A few years ago, we could only assume that almost 600,000 containers would go through Russia. To date, this result has been achieved. We see an increase of an additional 30% compared to the previous year," said Oleg Belozorov, Chairman of the Board of Russian Railways, speaking at the International Railway Congress in Vienna.

But you can't stop there. "Now it is very important for us that we make the following decision, move forward, continue construction, develop BAM and the Trans-Siberian Railway. This will give us a job, give us the opportunity to move faster, give a new impetus to the Russian economy," said the head of the Ministry of Transport, Yevgeny Dietrich. By the way, if the composition from China to the EU is full, then in the opposite direction it is half empty, which gives additional opportunities to domestic producers.

Let us recall the milestones of the large-scale modernization of the BAM and the Trans-Siberian Railway, which were determined by V. Putin - an increase in their throughput in 2025 to over 200 million



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tons of cargo per year. To achieve such a result, it is necessary not only to build additional tracks, tunnels and interchanges, but also to increase the speed of movement. "Containers will be delivered from Vladivostok to the western border of Russia in 7 days," the president said in his last year's address to the Federal Assembly, and in his May decree he set the task of increasing the volume of transit container traffic by 4 times by 2025. Without a doubt, it will not be possible to do this without a large-scale modernization of the two Siberian railway arteries, but the investments will pay off with interest.

The first stage of the project (2013-2020) worth 562.4 billion rubles. (reduced as a result of the audit to 520.5 billion rubles) provides for an increase in the carrying capacity of the BAM and the Trans-Siberian Railway in the direction of seaports and border crossings of the Far East to 124.9 million tons (+66.8 million tons compared to 2012) . This year alone, Russian Railways will spend 30 billion rubles on the development of the Eastern railway range. "In order to increase cargo traffic, it is planned to put into operation more than 45 km of new second tracks on the BAM sections. Open traffic on the stages Lena Vostochnaya - Predlensky and Delbichinda - Daban. It is also planned to reconstruct three stations: Vikhorevka, Bayronovka and Meget," the press service of the East Siberian Railway (VSZhD) notes. True, it will be difficult to meet the deadlines due to the accumulated backlog. "At the end of 2020, Russian Railways did not complete a number of facilities. For example, in accordance with the passport of the project "Development of the BAM and the Trans-Siberian Railway", 11 sidings and 78 km of additional tracks were built in 2020. At the end of the year, only one object was accepted (reconstruction of the subgrade at the section of the western BAM "Khani – Tynda")," the Accounts Chamber concluded following the results of the audit. However, the head of Russian Railways, O. Belozеров, assures that the project will be completed on time.

At the second stage (2021-2025), it is necessary to build 1,310 km of additional main tracks, 32 sidings and reconstruct 29 stations, as a result of which cargo transportation along highways will increase to 182 million tons, and by 2025, according to the new order of the President, up to 200 million tons. In total, it is planned to spend about 493.2 billion rubles for these purposes.

Russian Railways has already begun developing project documentation for the construction and modernization of a total of 84 facilities as part of the second stage of the modernization of BAM and the Trans-Siberian Railway. Particular attention is paid to the 15-kilometer Severomuysky tunnel. Today, it can only pass 16 trains per day (22 including detours). By reducing the interval and strengthening the traction power supply at the mountain pass section, it is possible to get on 27 pairs of trains weighing up to 6300 tons.

This is the maximum, but it is too little. The introduction of digital technologies, for example, interval control of train traffic, which are successfully used on the Moscow Central Circle, can expand the "bottleneck" of BAM by 15-20%.

But only the construction of a new tunnel can radically solve the problem. Moreover, state finance may not even be needed here. "We intend to implement this project at our own expense, and we take all the risks," said Mikhail Umrikhin, a representative of the Sibanthracite company, and estimated its cost at 60 billion rubles, and the timeframe at 5 years.

One way or another, without a modern infrastructure, neither "sew" the country, nor unleash the economic potential of Siberia and the Far East, nor diversify foreign economic relations for sure. In addition, by increasing the capacity of the railways, "we will build the largest transport corridor from the Asia-Pacific countries to the EU states. Russia will take a key place in the global traffic flows," Viktor Zubarev, State Duma deputy from the Krasnoyarsk Territory, justifiably emphasizes.

Today, every educated person understands that the Arctic is not just Russia's tomorrow, it is its future, its chance to remain a great maritime power, using its geographical and strategic position to extract economic benefits and increase its influence in the world. And scientists, specialists in the transport industry have a great responsibility to determine specific scientifically based directions for the economic development of Russia and the use of its Arctic resources, including transport.

Now the country enjoys the fruits of their labor, loading the Far Eastern ports with Siberian products, the cargo turnover of which is growing by leaps and bounds due to the reorientation of business to the Asia-Pacific region (APR). Since 2008, "the busy North-West began to lose traffic volumes, which turned around 180 and began to load the Trans-Siberian and BAM. The Far East was not ready for such growth, and in just a few years, the throughput and carrying capacity reached the maximum limit values, "says Pavel Ivankin, chairman of the expert council of the Institute for the Study of Railway Transport Problems.

From 2004 to 2020, the volume of transshipment in the Far Eastern ports really increased by almost 3 times (from 70 million to 200 million tons), and this is far from the limit. But the problem is that further growth will hit the "bottlenecks" of the railway. Today, "we have a surplus of port facilities and a shortage of infrastructure," concludes the deputy. General Director of the Managing Port Company Irina Olkhovskaya.

But you can't stop there. "Now it is very important for us that we make the following decision, move forward, continue construction, develop BAM and the Trans-Siberian Railway. This will give us a job, give us the opportunity to move faster, give a new impetus to the Russian economy," said the head of the Ministry of Transport, Yevgeny Dietrich. By the way, if the

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composition from China to the EU is full, then in the opposite direction it is half empty, which gives additional opportunities to domestic producers.

### Conclusion

Implementation mechanisms of the Transport Strategy include:

- improvement of the legal framework and methods of state regulation of the development of the transport system, ensuring the achievement of the goals of the Transport Strategy;

- creation of an effective system for managing the implementation of the Transport Strategy;

- advancing innovative development of the scientific, technical and technological base of the transport complex on the basis of advanced world achievements and technologies;

- development of providing the industry with labor resources;

- federal and regional targeted programs.

Improving the regulatory framework and methods of state regulation of development transport system, ensuring the achievement of goals Transport strategy The main tasks in the field of improving the legal framework and methods of state regulation of the development of the transport system, ensuring the achievement of the objectives of the Transport Strategy, are:

- increasing the investment priority of the transport industry, including improving the regulatory framework and introducing methods of state regulation aimed at increasing the investment attractiveness of the industry, as well as improving economic and financial mechanisms, including public-private partnerships, aimed at increasing the investment priority of the industry;

- formation of a regulatory framework for a competitive market for transport services, including the creation of a regulatory framework and methods for state regulation of the development of the transport services market, the development of a legal mechanism that ensures the fulfillment of contractual obligations in terms of the volume and quality of transport services, the development and improvement of methods and mechanisms of state regulating and motivating the development of transport activity structures in order to ensure the quality of transport services, including motivating the creation and development of national and international transport companies capable of ensuring innovative development and improving the quality and competitiveness of transport services, creating a regulatory framework that regulates commercial admission to transport activities in the field of freight transport, as well as promoting the development of small and medium-sized businesses in the transport sector;

- state regulation of the level of specific transport costs in the price of products, including the development and implementation of state regulation

methods that stimulate the reduction of total specific transport costs, as well as the development and implementation of mechanisms for state monitoring of total specific transport costs in the price of final products;

- internal Russian and international harmonization of legal support of the transport system;

- formation of a legal framework and methods of state regulation aimed at ensuring;

- a guaranteed level of accessibility and quality of transport services for the population, including the development and implementation of minimum social transport standards in relation to the possibility of moving the population across the country (communication model for all types of passenger transport, appropriate rolling stock, purchasing power, affordability, standard for the frequency of transport services for each settlement), as well as the development of a regulatory framework governing commercial admission to transport activities in the field of passenger transportation;

- Russia's integration into the global transport space and the realization of the country's transit potential, including the development of methods of legal regulation that provide assistance in increasing the share of participation of Russian transport organizations in the export-import transportation of Russian goods, as well as in the transportation of goods between third countries, integration into the world system regulatory support of transport activities, standards and technical regulations, as well as improvement of the regulatory framework aimed at expanding Russia's participation in the system of international agreements and conventions in the field of transport;

- the security and sustainability of the transport system, including the improvement of the regulatory framework aimed at ensuring security in the transport industry and the development of the transport system, taking into account the requirements for ensuring the military security of the Russian Federation, as well as improving the regulatory framework governing the harmful effects of transport on the environment and human health, including in terms of determining the conditions for the admission of companies to transport activities.

The state is one of the main participants in the transport services market, acting as a shareholder or owner of organizations operating in the industry. The systemic role of the state in matters of management and disposal of its property in the transport complex is to increase the efficiency of all aspects of state property management in the field of transport, as well as to create conditions that ensure the activities and legal relations of participants in the civil circulation of transport property, taking into account the goals and objectives of the Transport Strategy and state policy in the field of property relations. The main directions for

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**SJIF (Morocco) = 7.184**

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**OAJI (USA) = 0.350**

improving the management of state property in transport are:

- improvement of the norms of the legislation of the Russian Federation regulating the issues of registration of ownership rights to state property of the transport industry, as well as issues of the use of land plots by organizations of the transport complex (including the improvement of the legal regulation of the procedures for reserving and withdrawing land plots for federal needs);

- improvement of the legislation of the Russian Federation, which regulates the issues of shared ownership of the property of the transport industry;

- improvement of the legislation of the Russian Federation regulating the issues of investment activities in transport;

- improvement of forms and methods of transferring state property for use by legal entities and individuals;

- improvement of the norms of the legislation of the Russian Federation in order to prevent the insolvency of the backbone organizations of the transport industry;

- carrying out the privatization of the property of the transport industry, taking into account the goals and objectives of the Transport Strategy;

- introduction of modern information technologies to solve the problems of accounting for federal property and indicators of the effectiveness of its use;

- improvement of the system of professional training and qualification of heads of state unitary enterprises and state institutions;

- improvement of the procedure for interaction between authorities in the field of state property management.

State regulation of the development and functioning of the Russian transport system should ensure the achievement of the objectives of the Transport Strategy. Subject to state regulation:

- development and technical improvement of the federal and regional transport infrastructure;

- institutional transformations in transport;

- issues of technological, transport and environmental safety of transport infrastructure facilities and vehicles;

- formation and functioning of the transport services market;

- ensuring the mobilization readiness of transport;

- international activity of transport enterprises and structures;

- social sphere and labor relations in transport.

State regulation of transport services should be aimed at creating and maintaining the competitive advantages of Russian transport organizations in the domestic and international markets, at providing consumers with high-quality competitive transport services, as well as at introducing direct action legislative norms and mechanisms that guarantee the

implementation of quality indicators by transport enterprises. In the field of railway transport, for the implementation of the Transport Strategy, it is envisaged:

- development of long-term targeted programs with the timing and sources of financing measures for the development of railway transport;

- implementation of the mechanism of state participation in the development of railway infrastructure in the Russian Federation until 2035;

- improvement of the system of state regulation of the railway industry and prices (tariffs) for regulated types of products and services, deregulation of competitive sectors, taking into account the degree of development of competition in order to protect the interests of consumers of transport services, increase the efficiency of the industry and create conditions for advanced investment development of railway transport;

- implementation of the Railway Structural Reform Program and the target model of the railway transport services market at the third stage of the structural reform, including the creation of conditions for the development of competition in the field of railway transport services and the growth of private investment in the railway industry;

- determination of the body (bodies) of state power, the competence of which (which) includes the functions of managing mobilization preparation and civil defense in railway transport, imposing responsibilities for the implementation of individual transportation by rail and the use of rolling stock on specific owners of infrastructures, carriers and operators in cases the emergence of a threat to socio-economic stability, defense capability, security of the state and in other cases provided for by the legislation of the Russian Federation;

- removal of restrictions on the civil law turnover of railway transport property not involved in ensuring defense capability and mobilization preparation and expected to be involved in turnover in competitive market segments;

- development of a set of measures aimed at ensuring the required level of safety of Russian railway transport facilities;

- development of a mechanism for the implementation of socially significant, military and special transportation in peacetime and special periods, the implementation of mobilization plans, the maintenance of a mobilization reserve, the implementation of measures for mobilization training in railway transport and increasing the responsibility of participants in the market of railway transport services for failure to meet the requirements of mobilization and defense tasks;

- development of corporate strategies for the development of railway transport organizations in accordance with the Transport Strategy.

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A world-famous quality specialist E. Deming, who at one time was a scientific consultant to the Japanese government and led Japan out of the economic crisis, in his book "Out of the Crisis" says: "... managing paper money, not a long-term production strategy - the path to the abyss. Regarding whether the state should pursue an industrial policy, one can cite the statement of the outstanding economist of the past, Adam Smith, who 200 years ago laid the foundations for the scientific analysis of the market economy. About the role of the state, he said: "... only it can, in the interests of the nation, limit the greed of monopolists, the adventurism of bankers and the egoism of merchants," you can't say more precisely. What are the results of economic activity today, what are the achievements in this area? The growth of gold and foreign exchange reserves, the decline in inflation, budget surplus and other financial and economic achievements. And what, is this really the end result of public administration, and not the quantity and quality of goods and services sold in the domestic and foreign markets and the population's ability to pay to purchase these goods and services? And, ultimately, not the quality of life of the population of the country? Therefore, it is quite natural today that the task is set for all levels of the executive and legislative authorities - to improve the quality of life of Russian citizens.

Positive changes in the quality of goods require qualitative changes in engineering, technology, organization and management of production. Production must improve, which does not mean becoming more costly. Absolutely right, attention was drawn to one phenomenon that usually slips away in the bustle of the problem - the historicity of the economy. The way it is perceived now, the economy has not always been and will never remain. Economic life changes over time, which forces one to tune in to its changing existence. The modern economy is built on a market foundation and the laws of the market dictate its own rules. In the foreground are profit, competition, efficiency, unity of command. How long will this continue? Analysts say the symptoms of a new economic order are already on the rise. The next turn of the economic spiral will also spin around the market core, but the significance of the market will not remain total. The priority of market competition, aggressively marginalizing the "social sector", is not compatible with the prospect of economic development, as evidenced by the steady desire of social democracy in the West to turn the economy on the front for social security, a fair distribution of profits. The new economy is called temporarily "prudent". The current principle: "survival of the strongest, most adapted", will replace "social production partnership - the manager and the manufacturer will become members of the same team. Mass production will give way to an organization corresponding to the implementation of the principle - "the manufacturer makes exactly what the consumer needs." A "thrifty" economy will be

focused on resource-saving technologies and environmental friendliness of production. She demanded a new look at the root concepts. Therefore, the philosophy of quality must also change. We must be prepared for the coming events.

The most significant and global in nature are international standards for quality management. The use of modern methods in them allows us to solve not only the problem of improving quality, but also the problem of efficiency and productivity. That is, today the concept of "quality management" is moving into the concept of "quality management".

Thus, solving the problem of increasing the efficiency and competitiveness of the economy, and, ultimately, the quality of life, is impossible without the implementation of a well-thought-out and competent industrial policy, in which innovation and quality should become a priority.

The results of studies conducted under the UN Development Program made it possible to measure the share of the "human factor" in national and global wealth: 65% of the wealth of the world community is the contribution of human potential, and only a third of the world's wealth comes from natural resources and the production structure. A quality-oriented strategy undoubtedly contributes to the growth of the very role of the subjective factor in the development of production, and to a more complete and comprehensive satisfaction of human needs themselves. The desire to "live according to reasonable needs", as well as the need to "work according to the possibilities", together with the communist ideal, no one dared to openly and officially cancel, realizing the absurdity of denying the essential forces of man. In the "hot" state, the problem of quality is sustainably supported by both the internal forces of active consciousness and external life factors. The highest function of consciousness is cognitive.

It is believed that by knowing nature, its quality, state of quality, quality levels are revealed, embodying new knowledge in production. Post-classical economic thought shifted quality towards consumption, trying to give production a "human face" - a person alienates himself in the production process, but this measure is forced and, in a systemic sense, is temporary, conditional. Labor is a kind of "terrible cauldrons" that Vanya the Fool had to overcome in order to turn into Ivan Tsarevich. And here it is absolutely justified to believe that the main thing in production is the result, not the process. Consumption regulates the market. Therefore, the demands of the market must dominate production. The task of society is to contribute to the development of demand in the market worldwide: to maintain a range of goods, to stimulate price stability, increase purchasing power, improve the quality of goods. E. Deming, calling the "network of deadly diseases" of modern production, puts in the first place "production planning that is not focused on such goods and services for which the market is in demand." Try to answer him. Production in the transition from industrial

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<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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to post-industrial society of mass consumption is conceived as a function of the market.

The destruction of small and medium-sized towns, which is observed in the regions of the Southern Federal District and the North Caucasus Federal District, is also characteristic of other regions of Russia. Migration, lack of jobs, social problems provoke a deepening crisis and the federal authorities urgently need to change this attitude towards their regions, forming a new economic and geographical approach to their strategic management, highlighting three vectors of priority development for such regions, namely:

- leveling (due to the redistribution of resources to equalize the living standards of the population, especially in small towns);

- stimulating (creation of conditions in the regions with specific advantages of the formation of social living conditions);

- geo-economic (providing security through the costly development of these regions, taking into account border and strategically important ties with other regions).

Planning belongs to the fundamental features of the history of human life, characterizes the essence of rationality in the form of consciousness. Man, in order to become homo sapiens, has gone through an evolutionary path of 2.5 million years. Our ancestors were homo habilis, homo erectus, immediate predecessors who failed to take advantage of intelligence, African homo sapiens, Neanderthals, Cro-Magnons, the Altaic form of homo sapiens, and perhaps many other forms. Reasonableness is not only the main sign of the quality of modern man, it indicates the vector of development of the species. Labor, sociality arose in the process of natural changes, so it is not surprising that once upon a time "skillful people" lived, who were replaced by "upright people" who assimilated the stable characteristics of "skillful people" is not necessary. The merit of homo sapiens is that, developing his rationality, he was able to give the development of labor the form of labor activity, and social ties the quality of social life. Labor activity has become the basis of human history, society - the form of its organization, rationality - the driving force. Being reasonable is not enough, you need to be aware of the total significance of the mind as the ability to cognize and control activity. All crises in history are the product of a crisis in the rationality of consciousness, its cognitive ability and social responsibility. The concepts of "consciousness" and "intelligence" are different. Intelligence is a sign of a species, consciousness is a sign of a social subject, which can be a person, community - marriage, family, social group, historical form of community. At the same time, consciousness and rationality differ only within the framework of their historically established unity, they define the dualism of human nature, protect man as a product of evolution and serve as an instrument for his

further development. Reason is the power of our cognition, consciousness is a means of managing knowledge, it directs and limits activities in the mutual interests of social subjects and the natural conditions for the implementation of activities, therefore science is both a special form of cognition and a social means of regulating the possibilities of applying knowledge. The necessity of science is conditioned by developing labor. Labor in the world of living beings before the human formation remains unchanged and is regulated by instincts, conditioned reflexes. The highest achievement of knowledge at this level is ingenuity. Understanding, which opens access to knowledge of the laws of relations and changes, has become relevant with the possibility of sustainable transformation of the habitat. Science ensures the effectiveness and safety of human participation in the development of reality, both natural and social. Together with philosophy, it is called upon to build human reality into the logic of world development.

Activity management is the initial requirement for the sustainability of human existence in the developing world. Planning is a universal function of activity management. Conflicts in understanding the significance of activity planning are explained by the interpretation of the concept itself, and are primarily of verbal origin. Even Plato and Aristotle realized the epistemological peculiarity of the concept as a form of human knowledge. The concept, in contrast to figurative thinking - ingenuity - generalizes the range of specific phenomena, therefore it also implies its own characteristic expressiveness. Only the word can form the concept. It is with the verbal expression of the concept that numerous difficulties in achieving understanding are associated. We define a general phenomenon not directly, but indirectly through the concept created by consciousness. The concept is revealed with the help of words. The significance of the verbal instrument in scientific knowledge prompted well-known thinkers in the 1920s-30s to organize a special study of the possibilities of the word as a way of formalizing scientific understanding. The linguistic direction in positivism could not solve the stated problem, but made it possible to comprehend its significance for science. The transformation of science into a direct productive force in the process of scientific and technical revolution of the mid-twentieth century showed that the correct interpretation of the content of the concept in words is also significant for managing the practical application of scientific creativity in economic activity. The linguistic direction in positivism could not solve the stated problem, but made it possible to comprehend its significance for science. The transformation of science into a direct productive force in the process of scientific and technical revolution of the mid-twentieth century showed that the correct interpretation of the content of the concept in words is also significant for managing the practical application of scientific creativity in economic activity.

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The scale, content, forms and significance of competition have put it among the global problems of human development with one important clarification: it is not humanity itself that benefits from achievements in the competitive struggle, but individual subjects of human activity, starting with the personality of the performer and manager, and up to those states in whose interests they work. Therefore, the organization of effective participation in competition should be considered as a leading indicator of professional competence, spiritual maturity and political consciousness, bearing in mind, of course, economic policy.

A special place in this struggle, there is no other way to call it, is occupied by the mood of self-consciousness, the system-forming factor of which is professional culture. If human capital determines the growth of production, then the quality of education lays the foundation of human capital. Competences are not effective on their own, they are valid when they are

formed as the needs of an individual, developed diversified and in harmony with their own, national and universal interests.

The formula for the harmony of the interests of the individual is extremely simple. It was discovered 2500 years ago by Confucius, and clarified by I. Kant, giving a rational look "the other person should not be a means for you." Summing up the thoughts of our great ancestors, let's say: the only reliable effective means of sustainable development of all manifestations of human life will be the achievement of mutually interested coexistence of people. With regard to the production in general and consumer goods, in particular, the conclusion is even more simplified to the creation of technical, economic and humanitarian (sociocultural and psychological) conditions in a particular production, aimed at a high-quality, popular and affordable product. The organization of production can be considered reasonable only if it is subordinated to a single goal - the satisfaction of the consumer's needs. Unfortunately,

Where are the reasons for such an anomaly, in what? Is this due to objective factors, whose resistance we have not yet been given to overcome, or are the braking forces still of inertial nature, inherited from us, introduced in the course of modernization and we are able to deal with them, and not with the consumer on the market? What are our reserves?

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