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Article



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ON THE IMPACT OF TRANSPORT ON THE EFFECTIVE SOCIO-ECONOMIC DEVELOPMENT OF RUSSIAN REGIONS. MESSAGE 3

Abstract: *In the article, the authors proposed a systematic approach to the study of the concept of "movement". We developed a systematic description of this concept, fundamental for the worldview, and determined a place for transport in the traffic system. Transport is a universal tool for the implementation of movement as self-movement, which serves as a sufficient argument to classify transport as a system-forming concept of worldview. It is necessary not only to correct the existing characteristics of transport associated with the limitation of transport by the function of moving goods, but also to supplement it with the function of organizing reality, which well shows its status in the reproduction of the movement of matter. Transport is a universal tool for creating spatial and temporal conditions for development in the system of the movement of matter for the spatial and social development of the regions of the Russian Federation. In the article, the authors set out: the concept of transport science, the basics of technical knowledge, the development and types of transport, the uniqueness of transport as a sphere of economic activity, the problems of transport, the current state of the development of transport in Russia, the stages of development, as well as the methodology of technical and transport sciences; considered the classical technology of research in technical sciences, the methodology of experimental research in technical sciences, in transport, including its technical operation.*

Key words: *comfort, spatial development, social development, regions of the Arctic Zone of the Far East, regions of the European part and Siberia, movement, the basis for the movement of matter, universality, organization, worldview, «public or social» transport, conceptual thinking.*

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Introduction

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There are two periods in the history of the quality problem. During the first, serious interest in what quality is was limited mainly to professional theory. Philosophers tried to define quality and its systemic position, however, in numerous philosophical disputes, the concept of "quality" was not one of the main problems. The actualization of the theory of quality turned out to be dependent on the degree of development of the system-forming philosophical concept of "being" in the context of basic concepts derived from it, i.e. those concepts that help to carry out the ascent from an extremely abstract statement of existence with the only distinguishing property to be, to exist, to a concrete understanding with an established content, thanks to answers to derivative questions, such as "What is everything from?", "Due to what does everything exist?", "Is there non-existence?", "In what systemic forms does being find its certainty?". Apparently, it was the last of these questions that brought philosophy onto the "path" of that interpretation of quality, which "hooked" not only those who "equipped" a fundamentally new type of worldview in human history. It is logical to assume that the problem of the substance of being, as the first step towards the theory of quality, was hardly of concern to anyone outside the limited community of philosophers. Everything indicates that it was interesting to those whose gaze was turned to the Cosmos, to the depths of its construction, and the vast majority of fellow countrymen - philosophers were in the grip of earthly problems. For the masses, diversity and the choice of goods were essentially not available. The plebeians demanded: "Bread and circuses!". A small aristocracy enjoyed the celebration of life in all its diversity. The problem of the quality of life was solved in accordance with the socio-cultural architecture of the society. This problem undoubtedly took place, but it could not mature into an actual one for society. The reason is simple - the lack of a sufficient level of mass demand for a quality product.

The problem of quality has acquired the scale of social relevance in the context of the transition to a mass production economy, the democratization of social relations, the development of education, the availability of education and other cultural values. In order for the question of quality to become one of the most important for a society, it was necessary for it to become relevant for the majority of those who form this society. Without the right to freedom and the purchasing power to make a choice, "quality" is not

able to be among the priorities of the mass consciousness. Elite requests for quality are developed in exclusive, non-traditional theories, the main goal of which is not to achieve the truth, but to satisfy the needs of customers.

Of course, the qualitative and quantitative characteristics of phenomena of natural and artificial origin were known long before these signs were actualized in social life and consciousness reflecting its development, but, in the light of our study, the existence of knowledge of quality de facto is not so significant. The subject of research is not the awareness of quality, but the development of an understanding of quality at different horizons of social history.

Development is the universal state of everything that exists, from the simplest material substrates to the highest forms of thinking. Both the quality and its quantitative expression were improved, the dependence of qualitative-quantitative changes was clarified. The emphasis shifted from quantity to quality. Having proved its evolutionary strength, humanity switched to the principle: "take not by number, but by skill." The struggle for survival was replaced by the desire for a quality standard of living in a wide range of interpretations. The struggle for a decent quality life began.

As history shows, having left savagery and barbarism, having laid the foundations of civilization, people have noticeably changed in the external forms of their manifestation, but civilization penetrates into the depths of human nature slowly and heavily. Biological history has laid in the nature of man an active principle, combined with a developed ability of thinking, noticeably superior to all other types of reflection. But this whole superstructure was formed over a fairly rigid animal frame, subordinated to the systemic goal of surviving the struggle. The conditions of the struggle were transformed, making adjustments to the means and forms, but the natural base itself turned out to be very inertial.

The transition from the natural egoism of the biological level to rationally active egoism, despite the well-known civilizational means of cultivation, did not meet the forecasts of either the romantics or the realists-optimists. Civilization was marked by non-civilizational forms of relations in the movement towards a quality life, which further actualized the interest in quality. To be on a par with the most important problems, quality had to appear in several functions: as an end, as a means, as a condition for the development of all social subjects at all levels of life.

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History for historians is events and participants arranged in time sequence, a kind of chronology of significant facts of social and, in part, personal life. The philosopher and the non-historian specialist see their own interests in history. Philosophical and special interest in history is dictated by the need to understand the dialectics of the process in relation to human activity. The specialist seeks to discover in the past trends ways to solve his problem, sometimes far from private.

Intuitively, even at the dawn of civilization, the term history (historia) was interpreted in the sense of the study of the desired process, as opposed to a chronological description. Among the Ionians, the story, the story of the past, was called logos (logos). Only after a while, already in the works of the founders of philosophy, the logos acquired its modern meaning - a thought, an idea. Both Herodotus and Thucydides understood history as a comprehension of the course of events of the past, necessary for "instructions in the way of life" for those who live in the present. Having passed the test of time, historicism strengthened its positions and became the ideological basis of cultural memory. ON THE. Berdyaev argued: "From the first days of Creation... man is in the historical, and the historical is in man. Diving into the depths of time is diving into oneself."¹

The past dissolves into time, leaving us, along with the memory of the past, thoughts about the present and responsibility for the future. New is always relative. Goethe was right when he said that everything clever is already known, you just need to think it over again.

History is a treasure trove of ideas, a goldmine for a thinking person, no matter what he does. A different attitude to history is the combined result of two causes: the first is the interpretation of time, the second is oneself in time. In the pre-Christian period of history, time was interpreted cyclically, representing it as the sum of repeating cycles closed on itself. With Christianity, the view of time has changed. Time appeared as an ascent to the infinite, divided into finite terrestrial and infinite extraterrestrial. The opposition between cyclical and non-cyclical consideration of time is characteristic of theological theory. We are not interested in it, however, as well as the properties of time in their abstract form.

After G. Hegel and K. Marx, what is relevant is not the idea of something in general, but immersion in a concrete-objective, or concrete-historical state of what turns out to be the object of research. In the case of time, it is important to analyze not only its universal properties, but to determine where and how it moves. What is important is that everything that exists in time can take place only if it corresponds to these objective characteristics of time. To exist in time means to have the properties of time. This position is universal both for the infinite variety of individual phenomena, and

for necessary L. Berdyaev N. The meaning of history. M. Thought. 1990, with 14 signs of being inherent in them, to which "quality" and "quantity" belong.

The standard understanding of the law of transition of quantitative changes into qualitative ones simplifies the view of their relationship. Both G. Hegel and F. Engels were far from the meaning that spread under the cover of the dialectical theory of development. Quantity does not translate directly into quality. A new quality, a qualitative state arises as a transition from the previous quality. In the changed quantitative conditions, the measure exhausts the reserve for the stability of functioning.

The measure is "qualitative quantity", it indicates the limits of quantity change without significant consequences for the given quality of the phenomenon. The output of quantitative indicators necessary for the achieved quality beyond the limits of the measure inevitably entails qualitative transformations. Simultaneously with the loss of the former quality, there is a process of birth from it, on its basis, of a new quality, commensurate with the changed quantity. The key position in the relationship between quality and quantity is the measure. On the same measure, quality specialists prefer not to talk seriously, reducing the measure to quantitative standards. As if the measure is some kind of passing state of the "quality-quantity" system. It is necessary to clearly understand the objective and functional role of the measure in the management of both quality and quantity.

"Measure" belongs to neither quality nor quantity. It expresses a systematic way of relations between quality and quantity, connects them. So, first: quantity and quality interact through the measure, the measure mediates their connection. What "benefit" will the practitioner gain from this conclusion? Mass production, including its "thrifty" variety, requires dimensional characteristics, otherwise the fairy tale story about a pot of porridge or a "seven-colored flower" has a chance of a real continuation. Chinese consumer goods are a classic example of the destruction of dialectical unity in the "quantity-quality" system.

The market, in its essence, is not capable of being a controller of a measure that regulates relations in the "quantity - quality" system. With the acquisition of wholesale forms of development, the dominance of finance capital and its natural generation - large-scale speculation and mediation, the modern market has opposed itself to production and has lost interest in the state of production. The market, using the specifics of mass production, has become saturated to the extent of its perversity and can afford to set the qualitative characteristics of goods.

The state behaves in the market like a teacher in a kindergarten. It puts the interests of the market above the interests of producers and the mass consumer. Under the "roof" of the general idea - the

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market pulls production along with it, the market and the state are merging. Quality-quantitative assessments are stamped into the zone of subjective arbitrariness.

As long as the theory of quality is not systematically built, the theory of quality management will be based on empirical principles that are not able to cover the subject of management as a whole, and are relatively significant in the limited specifics of production. In the absence of anything better, they are used, extrapolating local experience to other conditions, getting the effect due to the added adaptation measures, unfortunately, again, temporary and partial.

In the kaleidoscope of the history of changing methods of quality management, one can discern a certain logic. Life, on the other hand, requires not a "certain" logic, but logical certainty in the form of a holistic, systematically sound theory of quality as a methodological basis for building universal principles of quality management theory. The starting point here should be the idea of a systematic quality-quantity relationship within the framework of the measure of their coexistence.

Quantity helps to reveal the full quality. A quality thing can be created in one copy, but in order to reveal the qualitative potential of the manufacturer, a single copy (or work) is clearly not enough. The Faberge firm secured fame for itself with the first branded product, but it became a brand due to subsequent success in creating a collection.

An example of a systematic understanding of quality within the framework of a measure - dimensional certainty - is small series, the issue of collectible coins, medals. Quality is fixed within the boundaries of a quantitative value, which serves as a measure of its expression. The point here is not only to provide conditions of preference for the vip-consumer of products. The dependence of objective signs of quality on the number of copies produced is also significant. Mass production is objectively associated with a decrease in product quality. Measure is the frontier service of quality; going beyond the measured quantity is a crime against quality.

A mass domestic manufacturer is hardly interested in the theory of quality. She is irrelevant to him. If, nevertheless, by chance someone stumbles upon our reasoning, then, most likely, they will smile at their naivety. Trying to rebuild the Russian market with the help of theory, to give it a civilized look is classical quixoticism. First, it is necessary to organize the market space through political will, legislative initiatives and effective, rather than sham control over the legal order, to return the producer of goods to the market, removing an unmeasured number of intermediaries - speculators.

A real manufacturer is not interested in speculative transactions. For sustainable development, he needs his own consumer, who, by the

way, in turn, is not at all opposed to having his own specific and accessible producer within the framework of moral and legal relations.

A sense of national dignity is brought up by history and the existing reality. At school, you can learn from the best history textbook, but in addition to school history lessons, there is a current life that is more impressive than historical digressions. In the East they say: "how many times do not repeat halva, it will not be sweet in the mouth." Theory has always been considered the best practical guide, however, in the normalized circumstances of activity. Going into an illegal and semi-legal position, the manufacturer is alienated from quality and, naturally, from the theory of quality. Further, the quality is replaced by pseudo quality and the costs of advertising props grow.

Quality does involve serious costs, but it guarantees a stable market position. By working for quality, the manufacturer creates confidence in his own and national future. A properly built understanding of quality guarantees a perspective even in the conditions of the domestic semi-market.

We will try to formulate practically significant fundamental provisions in the order of introduction to the theory of quality:

- Quality is not reduced to the sum of properties important for the existence of a product; it is their peculiar combination, built on the basis of usually two features - more general and more specific. For example. Shoes - "clothing for the legs", a hat - "clothes for the head", muffler - "clothes for the nose and neck", etc. Therefore, the focus should be on them.

- Quality allows changes that do not lead to a loss of quality, but reduce or increase its consumer value; quality - a set of qualitative states that satisfy system-forming features to varying degrees. The "play" of quality allows you to maneuver in the process of creating a product with a given quality, depending on the specific capabilities of the manufacturer and consumer.

- Quality does not exist outside of quantity, they are dialectical opposites, their opposition is valid only within the limits of unity, from which it follows that, when creating quality, it is necessary to include quantitative expressions in qualitative characteristics both in relation to individual properties of the goods and the quantity of marketable products. A.K. Savrasov, finding himself in a difficult life situation, made several copies of his famous painting "The Rooks Have Arrived". As a rule, author's copies have a high level of craftsmanship and are well paid for. The artist was also paid. When P. Tretyakov was asked a question: would he buy copies of paintings by the artist A.K. Savrasova, what happened to the original? P. Tretyakov's answer turned out to be predictable in terms of categoricalness - no! Quality requires not only skill, but also inspiration. Inspiration with repetitions burns out.

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- Quality and quantity are linked by a measure that is most often forgotten. Meanwhile, when defining quality, one must simultaneously think about its dimensionality, both from the standpoint of market conjuncture and from the point of view of the signs of quality themselves. "Quality" is concretized in the concept of "quality". "Quality" - a concept that reflects the model image of the product, "quality" - determines the quantitative limits of reality and reasonableness of quality (the physical and moral status of the product).

- Quality and the idea of quality are stable phenomena, but time changes them too. Initially, quality was identified with meaning. The criteria of quality were the usefulness and size of the subject, relations. With the development of consciousness and practical possibilities, the grounds for comparison and choice have developed. Quality is relatively separate from quantity. The differentiation of usefulness is being made, participation is being rethought as quantitative features. The evolution of the understanding of quality is directly conditioned by the embodiment of creative potential in activity. The discrepancy in the intensity of advancement of individual skill, the interests of those who are called upon to clear the way for talent and mass consciousness complicates the understanding of quality and the process of quality management. Of particular importance is the specificity of the interpretation of quality, in particular, such a basic characteristic as objectivity. The social theory of being is built on a natural-historical basis - the canvas was laid by nature, and the historical drawing was created by man. In the natural environment, all signs, including such synthetic ones as quality, are products of spontaneous movement. In society, every phenomenon passes through activity, includes in itself and in its quality the mental and physical labor of a person. Determining the quality of phenomena created by human activity is impossible without sociocultural concretization. As a result, two questions arise: as quality - products of spontaneous movement. In society, every phenomenon passes through activity, includes in itself and in its quality the mental and physical labor of a person. Determining the quality of phenomena created by human activity is impossible without sociocultural concretization. As a result, two questions arise:

- in what status and to what extent does consciousness enter into what is traditionally called the quality of things?

The answers to both questions must be sought in the philosophical theory of alienation. The theory of alienation has no direct relation to the theory of

quality. It contains the keys to the methodology of constructing the theory of quality.

From the above reasoning, it is clear that the authors are not idealists, rather they are balancing on the verge of pessimism and optimism. They are critical of the modern pragmatic approach of market liberals to scientific and philosophically sound theory. A lighter version of the theory, when a fragment torn from the general theory is turned into the theory itself and adjusted to the design of a market distorted to please speculators, economists-theorists and suppliers of a high-quality surrogate to domestic shelves suits. How long the Russian economy will retain this configuration, we (and not only us) are not given to know, however, the world experience of economic development at various stages of economic relations shows that transition periods pass and over time economic life returns to normal.

The trajectory of the process of alienation of human creativity into something that exists outside of it must necessarily preserve and activate the ability to create. Unlike the being of nature, the being of man is not substantial. It is not self-sufficient and can take place solely due to the interchange initially with nature, and subsequently with society, through which human relations with each other and interaction with nature are built. The tool that ensures the existence of a person is labor, the highest quality of labor is manifested in activity.

The quality of activity, on the one hand, is an indicator of the quality of a person's life (it should be so!), On the other hand, high-quality activity is built into the quality of what he transforms. The quality of the "first" (natural) nature is formed by itself as a set of objectively related natural features, spontaneously. The quality of the "second" (reconstructed, adapted by man to suit his interests) nature is synthetic. It seems to be a double helix formed by the natural features of natural material (perhaps in people's relations, knowledge expressed indirectly) and the qualitative characteristics of human activity - knowledge, emotions, will, value orientation, skill. As a result, the quality of the product, as opposed to the product itself, embodies the quality of the individual.

The personality is alienated in quality, and therefore, in principle, alienation is natural and does not oppress the personality. The negative consequence of alienation is caused by the disproportionate compensation for the lost energy of activity. Having discovered the poor quality of the goods, hidden production defects, fraudulent actions of the seller, a normal buyer is upset, first of all, because of his own poor-quality solution. Other losses of the transaction are most often compensated. There is a feeling of imperfection of one's own taste and knowledge.

The quality of everything that is created by activity includes the properties of activity, both practical and spiritual in an objectified (objective or functional) expression. This leads to the conclusion

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about the need to form and direct the development of the ability of mass consciousness to qualitatively evaluate goods: certain experience in the Soviet era was and showed its effectiveness: "circles", "schools", "universities", including those initiated by television and radio. The place of systematic education of the mass consumer, professional assistance in the development of a culture of high-quality selectivity, today on the air is clogged with aggressive advertising, the quality of which is not controlled or control is not commensurate with the size of the deception. Who should be the main educator? The producer and only he, because only he, in full measure, according to the logic of the formation of understanding, should know what is quality. Taking on the production of goods without understanding the specific quality of this product means a professional failure in the market. The release of a product with fake quality is prosecuted by law, however, formally and ex post facto. Suppliers of pseudo-quality goods hope for the latter.

For the sake of objectivity, let's say: the true creators of quality products will be outcasts in our market as long as the guardians of order are confident in their own impunity for corrupt activities. However, it is necessary to move forward. The story is ugly, but still moves towards order.

Accession to the WTO did not add quality products to us and did not lower prices for quality goods. The real prospect is connected with the organization of a single economic space within the Customs Union. There is a cross control over quality, the influence of national corrupt forces on the market is weakened. As for the possibility of the growth of interethnic criminal opposition, there is a danger, but different conditions for the organization of crime and intercriminal competition should delay the degradation of the market - the main reason for high-quality national goods, and the market itself, whatever it is, will expand, procedures will be simplified. access to it.

Let's be honest - the problem of quality theoretically remains developed one-sidedly, which is not very noticeable, because there is no normal organization of production and marketing of high-quality commercial products. Current practice is satisfied with this degree of certainty in the theory of quality. The theory of quality management is simplified to the concept of control over the conditions of quality production. While there is no systematic understanding of what is the quality of a product? The market drives production. The market is ruled by speculators - intermediaries. The state strives to minimize its economic function before collecting taxes. There is no real activity aimed at giving the market a civilized form of "purchase and sale" on the principles of real freedom of competition. For signs that are essential for quality, supervision is limited to the point of being practically useless. The market

dictates order to local and regional governments. The store manager ran the defense department. Few people are interested in the culture of the producer and consumer, not up to them. But the external order begins with the internal order, with the awareness of the "political moment" due to the economic situation.

Historically, the understanding of the quality and specificity of its reality, presented in the product, reflect the economic and cultural development of society. Quality in the days of workshop production was determined by the conservatism of manufacturing techniques, but even at that time, the municipal authorities strictly checked the quality of products, as well as the ability of the candidate for the manufacturer, there was an official position approved by the authorities of the city or country. Agricultural products were controlled by the consumers themselves.

The Industrial Revolution simplified the production process and created the conditions for mass production. Adequate quality control measures were required. As the social architectonics leveled out and the range of goods became more accessible, ideas about quality changed in the direction of its quality - quality components. At the same time, the possibility of quality falsification was formed. Further, both de facto and de jure, there was only a step to replace the brand qualities. Going beyond the limits of measure opens the way for legal violations and a moral crisis, up to lawlessness.

Were the trends in the interpretation of quality and attitudes towards quality that developed in the economy of mass production inevitable? No, they were generated by the new nature of production, reflected this nature and, to a certain extent, were an objective reflection, but, in addition to the object reflected by consciousness, there is an angle of reflection, due to the position of the consciousness of the reflecting subject, his interests as a participant in the processes taking place in objective reality.

Objective reality itself, by definition, resides outside and independent of consciousness. Its reflection is subjectivized, which, in general, looks in accordance with the theory of reflection. However, it allows, in private, and subjective distortion - involuntary - due to misunderstanding, and conscious in order to obtain a temporary gain. Competition is always a struggle, unfortunately, the struggle is not always conducted according to the rules.

Quality has been and remains the subject of manipulation in the interests of those who control the market. The consensus about the quality of the creator, producer, seller and consumer is the sweetest fairy tale. Consent is achievable between creator, consumer and producer. This "trinity" embodies the subjective mechanism for resolving the problem of alienation. The creator - the creator of the product finds satisfaction in production and consumption. He realizes in them his human power. The manufacturer

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is interested in stable relations with the creator and the consumer. The consumer is satisfied with the quality and proportionality of the price. "Shares" and "sale" do not confuse him or deceive him.

The seller stands on the way to consensus, the subject of relations, which, in essence, has nothing to do with the quality of the goods, but it is he who is the key figure in the market economy. We get everything we need from him. He is a monopolist and, as such, dictates the terms of relations through price interest and profit margins. In twenty years, not a single branded light industry enterprise has appeared in Novosibirsk, on the contrary, a lot of trade brands have appeared. Trade rows are multiplying, and consumers are assured that the production of goods is unprofitable. The culture of the organization of trade is replaced by the concept of "sales quality". The culture of trade is measured by the assortment, price and physical availability of goods, high-quality advisory support, the absence of queues, compliance with sanitary and hygienic standards, the appearance and behavior of staff, after-sales service. The "quality of trade" is determined by the proportionality of the price and quality of the goods, the conformity of the goods sold with its certificate, and the demonstration of the goods. The seller's profit should not exceed the producer's profit. Both should not wait for an increase in consumer activity only by increasing consumer wages, but create the most favored nation regime for the buyer (without colluding with another predator of the market - banks).

Only in Russia, and only liberals - marketers at every opportunity remember how bad it was for the people before the onset of true democracy - they were starving, they were ragamuffins, they lived no one knows where and how. Monitoring the quality of life - through the qualitative possibilities of consumption - is expedient within the framework of the existing time. There is only one criterion - the consumer basket is growing and due to what it is increasing?

The rate of inflation is a necessary but not sufficient indicator of the state of the quality of life. The government has taken inflation reduction as its main benchmark. The indicator is actually socially - economically significant, indicates the culture of the market and indirectly about the state of production. The disadvantage of this indicator is the lack of quality in it. The quality of life is determined through the amount of products consumed in monetary terms. The qualitative composition remains constant and one can only speculate about quality, since quality erodes quality. The quality of shoes, clothes, cereals, fish, vegetables, fruits within the common name varies quite significantly. The reserve of quality manipulation is significant. The main thing is still in understanding the quality, not the name, but the systemic characteristic of the product, reflecting the assortment,

Quality is a system of properties that are essential for a product - this is commonplace and well-known, which is actively used. Replacing properties or their consistency in a quality product. Essential properties are those that are not just inherent in the product, they determine its functionality. Such properties, as a rule, are revealed in the process of "work" of the product for its intended purpose, they are hidden from the unprofessional view of the consumer. In its "pure" form, the market is an intermediary and should not be interested in the quality of products. The task of the market in the theory of the organization of commodity production is the organization of exchange between the producer and the consumer. The development of the market stimulates the increase in production in the interests of the consumer within the infrastructural status of the market.

The monopolization of production led to the accumulation of financial capital, the latter's autonomy, and market control. As a result, the market has turned from an intermediary into a key subject, trying to replace the indicator function - to show the demand for goods - with the role of the organizer of economic activity as a whole, which distorts the economic system.

The economy of commodity production was created by the production of a product and the need for a mass product. The system-forming factor here is the production of goods as a product necessary for consumption by others, that is, the process of alienation of consumption. With natural production, the quality of the product was hardly an actual problem. Quality "dissolved" in the conservatism of technology and technology, traditional assortment. The question of quality was raised by the consumer when he got the opportunity to compare at the fair. The market, which grew out of fair gatherings, gradually enriched the representative status with the advertising business, taking control of the relationship between the producer and the consumer. Management levers - financial policy, directions - the main ones - two: the impact on quantity and quality.

The quality of the product has become relevant in commodity production. It became clear that in the understanding of quality there are sensual and rational thinking (the latter in the form of calculation). The subjective factor is objectified and fetishized. The market is not capable of influencing the objective properties of a product directly (using its own mechanisms), but it can very well influence the objectivization of subjective ideas. So the manipulation of quality was first included in the functions of the market, then became an element of economic policy.

A sound and healthy economic policy is called upon to work on improving quality in two interrelated directions: technical and technological, completed by a rigid legal block of support, and socio-cultural - to

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provide comprehensive support for the formation of conditions for the subjective perception of quality, to block the negative effect of advertising influence, which has long and thoroughly become an attribute of market speculation on the importance of quality for the buyer. The presence of choice and solvent opportunities do not serve as a basis for the indisputability of a quality acquisition.

In the existing market, price and quality are divorced even at auctions, famous for the thoroughness of the organizational culture. The buyer is turned into an expert and this grimace of the market is not so bad as illogical. The market forces the consumer to develop as a person. From a layman with a wallet, in order not to turn out to be suckers, we unwittingly try to learn more about the subject of interest, we improve our "purchasing qualifications". The term is not new, it is used by journalists, but for them it is a passing, verbal number, and for us it is no longer a new combination of common words, but the most important concept, without which the modern theory of quality does not have a systemic holistic view.

"Purchasing qualification" includes, along with certain knowledge that helps to determine the location of the store, the price range for the goods, requires basic information about the manufacturer, quality features of the product, the manufacturer's market reputation, company traditions, scale of activity. Today, in the consumer market, the naive buyer runs the risk, beyond any reasonable measure, of being the victim not only of deceit, but also of his own carelessness, and therefore without any right to compensation.

The buyer in Russia is formally protected. In real life, one has to be guided by the famous rule "saving the drowning ("buying") is the work of the drowning themselves, read "buying". Raising the "purchasing qualifications", if there is a desire, is a mutually beneficial matter for the state, activating the cultural national heritage and the patriotic mood of the mass consumer. Although there is another way, tested under Mao in China - "the worse, the better."

Imported consumer goods - not Chinese - in the 1980s-90s. we had a bang! The assortment, packaging, external features of the product were impressive. And what is the result? After 10 years, the manufacturer returns Soviet brands, naturally in the absence of effective control, not of Soviet quality.

We know how to make high-quality products and are quite able to regain "our" market. The question is not even the price, the problem is the loss of control over the consumer (and not only consumer, judging by failures in rocketry, aircraft operation, etc.) market. They explain to us: we need economic measures. True, however, it is a half-truth. If you need it, then take it. The government should have power that is not nominal. It's time to understand that economics has

always been politics, economics has always been political economy.

Economic movement is self-movement, but it does not take place in a vacuum. The economy is the basis of social movement. Society provides the conditions for economic movement, and the state has the right to actively engage in the mechanisms of economic self-propulsion, directing the development of the economy in the interests of society.

An amazing thing. When it comes to the future of technological progress, futurologists of various stripes moan that the autonomization of the movement of technology will lead to the dominance of robots over humans, and it is better not to interfere in the development of the economy. For whom is it better? There is only one conclusion: do not disturb the self-movement of the economy in the interests of those who have privatized the economy and in whose service are the "border guards" who prohibit controlling economic processes through politics.

None of the convertible currencies is backed by a high-quality commodity equivalent, and the "free" movement of the currency continues under the guise of politics. Financial self-movement creates favorable opportunities for chaos in the consumer market. The state sluggishly protects the legitimate interests of the national producer, even when the product is a product of interethnic integration. There is no political aggressiveness, politics is dragged along in the wagon train of the economy instead of being ahead of its development on the basis of objective socio-economic trends. I would like to believe the explanations of politicians regarding the duration of entry into the WTO. It's good that they bargained, creating a legal "airbag" for the domestic manufacturer of consumer goods. The problem is: how will they take advantage of the concessions from the WTO?

The time for political action—not decisions — is most propitious. The dope of the nineties and zero seemed to be on the decline. Awareness of the qualitative advantages of many Soviet products of the light and food industries is returning. There is a revival in consumer cooperation, which can stimulate the production of agricultural products in the countryside. There is a growing distrust of consumer imports, including due to their mass production in China. Migration flows are stabilizing.

A harsh assessment of the socio-economic situation and a direct indication of the government's responsibility for non-fulfillment of presidential instructions in 2012. in the Message of V.V. Putin are associated with the determination to "tighten the screws" to keep the movement on track. A clear activation in interethnic economic relations within the Customs Union, a reset of strategic relations with an emphasis on China, India, Iran, and Latin America. The real possibility of full-scale cooperation with Egypt, Syria and Iran, for example, the key states of the Middle East and the African North, all this is a

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unique international sphere for restoring balance in the domestic market of consumer goods.

Main part

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:

the introduction of a toll on federal roads 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;

issuance 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 of roadside lanes and the right of way of motor roads by specialized state structures.

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;

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 transferring 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 decommissioning and recycling 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 a state policy aimed at creating a rational structure of the truck fleet;

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

development of a mechanism for generating 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

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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 reforms, formation of a regulatory and legal framework for the functioning of air transport, harmonized with international rules;

the 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 routes from the budgets of all levels;

launching a mechanism for self-development of the industry 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 stimulating 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 of transport funds;

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

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

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;

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 their development and production programs on a competitive basis;

in improving, 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 in increasing 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.

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;

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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 sea and river transport in the field of international shipping.

Accelerating the economic development of enterprises in the industry and increasing their competitiveness is achieved through both direct investment and various indirect measures.

An example of direct investment is the participation of the state in the development and implementation of federal 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 sector is the adoption or reapproval by the Government of the Russian Federation of the following regulatory legal acts

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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;

- list of roads of defense significance;
- a number of regulatory legal acts in relation to roads of defense significance;

- 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 of a vehicle carrying 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 (industry 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 prompt 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 relating to the rules for the admission of carriers to the profession and the market of motor transport services;

- amendments to the Code of Administrative Offenses of the Russian Federation in terms of establishing and, if necessary, tightening administrative responsibility 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:

- 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;

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

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development of federal aviation rules for the certification of types of ground-based radio engineering (radar, radio navigation, radio communications) 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 determines the procedure for interaction between the operator and the developer of aviation equipment in terms of organizing authorized maintenance and repair centers;

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

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

legislative establishment of criteria for airlines that can be classified as socially significant and transportation, 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 property 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;

the 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 that an aerodrome, its activities and facilities must comply with, as well as the procedure for the phased introduction of relevant standards, taking into account international experience;

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

development of mechanisms for the creation of alternative refueling complexes at major airports;

the procedure for the formation, approval, publication and publication of the 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 for 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:

assigning part of the cargo base of maritime transport to national carriers;

reducing the tax burden on the infrastructure and transport fleet of maritime and inland water transport;

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

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

improving the safety of navigation and 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 organizations of railway transport of general and non-public use;

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:

introduction of changes in the procedure for the development and implementation of federal target programs and interstate target programs in which the Russian Federation participates, and in federal target programs on issues of ensuring 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 in the share of the public sector in the field of transport;

development of proposals for the preparation of regulatory legal acts that allow in practice to implement the provisions of federal laws regulating the procedure for 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 duty, as well as the procedure for planning, designing, design, 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 that 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 to include measures related to the technical cover of the transport network of the Russian Federation in the

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mobilization plan for the economy of the Russian Federation.

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 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 resource allocation by types of work performed;

improvement of competitive procedures and implementation of a flexible pricing policy;

use of mechanisms to stimulate the development of transport industry enterprises 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

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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 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 state 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-targeted 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;

improvement of 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

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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 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 the implementation of the Transport Strategy, including the development of scientific support for the transport complex;

a block of scientific support for subprograms aimed at achieving 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.

When implementing the subprograms, scientific, methodological and information technology support should be provided for the implementation of the measures of the Transport Strategy in accordance with Decree of the Government of the Russian Federation

of December 25, 2007 N 931 "On some measures to ensure information interaction between state bodies and local governments in the provision of public services to citizens and organizations", by order of the Government of the Russian Federation dated May 6, 2008 N 632-r, which approved the Concept for the formation of e-government in the Russian Federation until 2010, other legislative and regulatory documents regulating interaction with public authorities and other departments, as well as with requirements for software, information, telecommunications, navigation and scientific and methodological support for the implementation of the Transport Strategy.

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 modes 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 network bandwidth reserves 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;

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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;

carrying out 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 simulation models of transport 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, requirements for the regulatory framework of the transport services market, economic characteristics of the market model, means quality control and technological models for ensuring the quality of transport services;

research, development and experimental testing of highly efficient 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 means 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 the market

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economy, including an analysis of the compliance of the existing technology with the new requirements of the market economy - ensuring dynamic economic ties with reliable and efficient transport links, the development of economic foundations, criteria and performance indicators for various modes of transport, corresponding new main task, the development of scientific foundations for flexible forms of organizing the work of transport (for railway transport - a variant plan for the formation, 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, consistent with the regime their work;

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 market for competitive transport services.

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 improvement of the conditions for transport services to the population, including in the development of urban and suburban passenger transport, as well as regions of the Far North and equivalent territories;

development and scientific substantiation of 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 equipment 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 development of systems that provide high-speed and high-speed passenger transportation.

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 means 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;

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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 sustainability 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:

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

research and development of methods and mechanisms for state monitoring of specific total transport costs in the cost of national goods and stimulation of 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 harmonization 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 of 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

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

development and scientific substantiation of the methodological foundations for providing transport 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 specialists-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 replication of their results.

The development of transport corridors provides for:

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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 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 uniting 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

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create seasonal reserve capacities, as well as a reduction in injuries and environmental impact on the environment.

A pilot project is recommended to be carried out in the Volga basin as one of the highways of the international transport corridor "North - South".

Containerization of the transport system along intra-regional and inter-regional traffic flows is carried out to meet the domestic needs of production and trade based on the use of containers of various types and provides for:

determination on the basis of the transport balance of the type and volume of the need for a container fleet for industrial hubs of regional and interregional commodity flows;

development of regulatory and methodological documents that ensure the functioning of the container system at the federal and regional levels;

development of mechanisms to motivate the production and repair of a container fleet of the required type in the required volumes;

formation of basic requirements for specialized structures for leasing or renting containers;

development of requirements for technical and technological conditions of nodal distribution container terminals and container terminals of cargo owners.

The project should provide an increase in the productivity of transport systems up to 5 times and a corresponding reduction in the costs of the cost of goods.

Pilot projects are expected to be invested on a one-time basis at the expense of federal funds, as well as on the basis of public-private partnership and combined partnership mechanisms at the federal, regional and municipal levels.

Upon reaching the goals of the pilot project, it is assumed that the shares will be sold on the market.

The development of scientific support for the Transport Strategy by means of transport involves the advanced innovative development of their scientific, technical and technological base on the basis of advanced world achievements and breakthrough technologies.

Scientific research in the field of railway transport, the implementation of which, among other sources, provides for financing from the funds of the scientific and technical development plan of the Russian Railways Open Joint Stock Company, provides for:

promising areas of scientific and technical development of railway transport in the Russian Federation, including the development of a set of technical regulations containing requirements for ensuring safety and environmental protection for objects of technical regulation in railway transport, the development of a regulatory and methodological framework for calculating the parameters of operational readiness, strength, safety, resource and

risk, development of new technical requirements for serially supplied products and a regulatory framework for interaction with suppliers based on the principles of quality management;

ensuring the development of infrastructure;
development of the train traffic control and safety system;

creation of a maintenance system for high-speed and high-speed infrastructure and rolling stock;
implementation of transport logistics;
organization of production of a new generation of rolling stock.

The areas, the implementation of which provides for preferential financing at the expense of the investment program of the Russian Railways Open Joint Stock Company, include:

ensuring the development of infrastructure;
development of the train traffic control and safety system;

commissioning of high-speed electric trains and infrastructure for speeds up to 250 km/h and up to 350 km/h;

implementation of transport logistics.

Areas, the implementation of which provides for preferential financing at the expense of railway equipment manufacturers, include:

promising areas of scientific and technical development of railway transport in the Russian Federation, including the development of new types and models of rolling stock and infrastructure elements that ensure an increase in the reliability and safety of operation and comply with the requirements of international agreements to which the Russian Federation has acceded; development of fundamentally new integrated systems for diagnosing and monitoring infrastructure and rolling stock, as well as the use of high-precision systems for modeling infrastructure elements and rolling stock;

ensuring the development of infrastructure;
development of a train traffic control and safety system, which provides for the creation of an "intelligent" train with a built-in automatic guidance and self-diagnosis system;

target parameters for the implementation of transport logistics, which provide for the introduction of a positioning system and automated control of the safety of goods along the route;

organization of production of passenger and freight rolling stock of a new generation with increased axle loads, with a decrease in the tare weight of a freight car, using an asynchronous traction drive, a reduction in the specific fuel and electricity consumption for train traction and other progressive technical characteristics, including suitability for servicing disabled passengers .

The areas, the implementation of which provides for preferential financing from the federal budget, include:

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promising areas of scientific and technical development of railway transport in the Russian Federation, including the creation of a system for the formation and control of regulatory requirements for vehicles and equipment that are developed, manufactured in the Russian Federation or imported into the Russian Federation, the development and application of the metric system of measures, as well as development and implementation of a set of special standards (regulatory framework for voluntary certification systems) for transport industry facilities that are not subject to the main technical regulations; production of new generation rolling stock.

Directions, the implementation of which provides for mixed financing at the expense of the open joint-stock company "Russian Railways", manufacturers of railway equipment and the federal budget, include:

organization of high-speed traffic in selected directions at speeds up to 300 - 350 km/h and the development of domestic production of the main elements of infrastructure and rolling stock;

organization of mixed suburban - urban passenger traffic in large transport hubs.

The main directions for the development of scientific support in the road sector are:

search and fundamental research to improve the design of roads and the theory of designing road networks, the development of mathematical modeling methods in the design of roads, the improvement of methods for improving the reliability and durability of road structures and artificial structures, the improvement of the operation of roads, including methods for predicting the service life of road and bridge structures, and methods for designing the life cycle of roads and artificial structures, as well as economics and planning activities in the road sector, primarily methods for long-term and medium-term planning of activities in the road sector based on cost optimization during the life cycle of the road and the creation of fundamentally new materials, structures and technologies for road works competitive in the world market;

applied scientific research within the framework of long-term and medium-term programs, formed taking into account the results of fundamental research, to improve road structures and work production technologies, ensuring an increase in the overhaul life of roads and road structures, the development of energy-saving and resource-saving technologies, improving the quality of road construction materials, primarily bitumen-containing binders and asphalt concrete, in order to increase the durability of road surfaces, as well as improve methods for monitoring technical parameters and the transport and operational condition of roads, methods for automating the collection and processing of road data for use in computer-aided design of roads and

artificial structures and for planning and managing road activities;

improvement of indicators of the transport and operational condition of roads and road safety;

development of methods and computer programs for automated planning of road activities based on variant mathematical modeling of indicators of the transport and operational state of the road and the road network as a whole;

development of programs and schemes for the development of highway networks in the Russian Federation and regions;

development of various scientific and technical programs for the development of the road sector;

improvement of the road management system, including scientific support for the development of the legal and regulatory framework for the road sector, methods for competitive selection of contractors according to the criteria of the most cost-effective proposal, aimed at improving the quality of road works and ensuring the effectiveness of public-private partnership mechanisms and the regulatory framework for the widespread introduction of a system of long-term contracts aimed at achieving the normative indicators of the transport and operational condition of roads;

development of technical regulation in the road sector, aimed at improving the basic technical and environmental requirements that ensure high consumer properties of roads, the reliability and durability of road structures, the operability of the road network and the safety of road users, as well as stimulating the introduction of energy and resource-saving technologies in the implementation of road works;

experimental design work involving the development of new equipment for diagnosing the transport and operational condition of roads, devices for laboratory and field quality control of construction, repair and maintenance of roads and bridges in order to increase the reliability of information and the quality of these works, at the same time creating a system organizational and economic measures to stimulate the development and mass production of new road machinery, equipment for the production of high-quality road building materials by enterprises in the engineering industries.

To conduct experimental research and test new developments, it is necessary to create experimental test sites in different regions of the country and various climatic zones that would be available for testing by various research organizations.

The main directions for the development of scientific support in road transport are:

development of transport balances at the national and regional levels, their coordination with federal programs for the development and modernization of road infrastructure and infrastructure of other modes of transport;

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determination of rational areas for the use of road transport and directions (mechanisms) of its interaction with other modes of transport in order to minimize transport costs and ensure the sustainable development of the transport system;

study of the effectiveness of legal, economic and administrative mechanisms for regulating the market of motor transport services;

marketing researches of the market and monitoring of its condition, forecasting of tendencies of development of the market of motor transportation services;

development of proposals to improve the availability and quality of motor transport services for consumers and increase the mobility of the population;

creation of modern transport and logistics technologies based on the achievement of complexity and high quality standards of transport services.

The main directions for the development of scientific support in air transport are:

scientific and methodological support and monitoring of the implementation of the Transport Strategy in terms of the development of air transport within the framework of the subprogram "Civil Aviation" of the federal target program "Development of the transport system of Russia (2020 - 2025)", other federal and industry target programs, general schemes and strategic development plans air transport until 2025, 2030 and 2035;

scientific and methodological support, analysis of problematic issues and forecasting the implementation of the goals of the Transport Strategy in terms of the development of air transport, based on monitoring the state of the market and studying the relationship between the development of its segments, subsystems, information and resource support for air transport;

scientific and applied research on the content and forms of an innovative model for ensuring the competitiveness of air transport, including in terms of the material and technical base, technology of the air transportation process, information technology and management;

marketing research of the air transportation market, monitoring its state and forecasting development trends, providing for an increase in the availability and quality of air transport services and population mobility, including within the region;

scientific support of issues of state regulation of the development of air transport, ensuring the competitiveness of services, expanding their accessibility to the population and the necessary supplies of a fleet of modern aircraft;

scientific and methodological developments in the field of air transport pricing in order to reduce the growth rate of the cost of services and tariffs for air transportation, as well as increase the availability of air transportation;

development of a regulatory framework that regulates the activities and protection of the interests of Russian air carriers on the international market, including in the context of the Russian Federation's entry into the World Trade Organization;

scientific research of the market of socially significant air transportation, as well as the development of proposals for improving the mechanism of their state support within the constituent entities of the Russian Federation;

scientific research in the field of integrated safety and ecology of civil aviation in order to form a long-term policy of the Russian Federation, harmonized with the requirements of the International Civil Aviation Organization and the European Union;

study of the situation and specification of forecasts for the development of the air transportation market and the aircraft fleet of the Russian Federation for 20 years;

scientific and methodological support for the development and maintenance of the operation of a unified state information and analytical system for civil aviation;

scientific substantiation of criteria, standards and procedures that contribute to the development of justified competition, the growth of business activity, labor productivity and the introduction of innovations by the subjects of the air transport market.

The main directions for the development of scientific support in maritime transport are:

analysis of the current state and forecast of changes in the cargo base of maritime transport in the medium and long term;

analysis of the world freight market and international maritime shipping;

development of sectoral targeted programs, general schemes and strategic plans for the development of seaports;

determination of the boundaries of territories and water areas of seaports in order to prepare relevant documents for submission to the Government of the Russian Federation;

determination of the structure of the marine transport fleet and its composition for the future;

determination of the need for ships of the supporting fleet for various purposes;

development of proposals for strengthening the interaction of maritime transport with adjacent modes of transport and cargo owners within the framework of intersectoral transport coordination, developing the principles of logistics in managing cargo flows and ensuring transportation along international transport corridors passing through the territory of Russia;

development of proposals for the development of progressive transport and technological systems (container, package, ro-ro, ferry, lighter, etc.);

development of a set of technical, economic, legal and other measures related to the development of transportation along the Northern Sea Route;

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development of a set of measures to increase the competitiveness of domestic maritime transport, especially taking into account Russia's entry into the World Trade Organization;

development of proposals on measures of state support for maritime transport;

development of proposals for increasing the number of ships registered under the Russian flag, reserving the cargo base for domestic maritime transport and building ships mainly at Russian shipyards;

preparation of proposals in the field of pricing in maritime transport, in particular, the development of a system of tariffs and port dues;

development of proposals and preparation of documentation for the creation and effective functioning of special port economic zones;

development of measures to improve the level of safety of maritime transport activities and environmental protection;

development of a regulatory framework that regulates the activities of maritime transport and ensures the protection of its interests in the field of international maritime navigation;

improving the forms and methods of training specialists in maritime higher and secondary educational institutions;

development of automated control systems for technological and information processes;

development of proposals for improving statistical reporting in maritime transport;

monitoring the functioning of maritime transport, the implementation of the adopted management decisions and the effectiveness of the measures taken.

The main directions for the development of scientific support in inland water transport are:

development and scientific and analytical support for the implementation of federal targeted programs for the development of the industry;

forecasting the socio-economic development of river transport in general and in individual regions;

scientific and technical support for the development of the transport and support fleet;

prospective development of river ports, shipbuilding and ship repair enterprises and other facilities;

development of intersectoral and transport coordination, logistics systems and intermodal transportation;

research in the field of legal and regulatory support for river transport;

research in the field of safe operation of the river fleet, environmental protection, as well as safety measures for the operation of the river fleet and its enterprises;

development of means of communication and information technologies in transport.

The main directions for the development of scientific support in industrial transport are:

development of a normal range of diesel locomotives, electric locomotives and traction units of dump trucks for industrial railway and road transport;

development of the type of loading and unloading machines and complexes for bulk, packaged cargo and containers;

reduction in the transport intensity of products, in particular, products of the metallurgical industry;

development of alternative modes of transport that allow efficient use of land, reduce the burden on the environment, increase the productivity and efficiency of production units;

optimization of the repair base of industrial transport.

The implementation of the directions of scientific support for the development of the transport system of Russia until 2035 will require an adequate development of the system of scientific and design organizations in the industry, their material base and staffing.

One of the priorities in the development of scientific support is the reconstruction of the system of scientific organizations (or their specialized divisions), whose activities are focused on the development of problems for the future development of the country's transport complex, the collection, examination, certification and implementation of the best innovative solutions in the field of development of the transport system.

The development of an effective state system of long-term planning requires the creation of a system of innovation-scientific and implementation centers for each type of transport and in the road sector in existing sectoral institutions. In addition, a general transport innovative experimental and innovative center with regional branches should be developed, which ensures the complexity of the development of transport as a single system, technological, economic, legal and organizational interconnection of adjacent modes of transport.

The tasks of developing the transport system of Russia until 2035 can be solved only if the industry is provided with a sufficient number of highly qualified specialists. In order to achieve the strategic goals of the development of the transport system of Russia until 2035, it is necessary to ensure the training of specialists and labor resources for the transport complex in the following areas:

development of the provision of labor resources in the field of design and implementation of projects for the development of transport systems;

development of labor resources in the field of operation of transport infrastructure and vehicles created in the process of implementing the strategy;

development of the provision of labor resources in the field of providing transport and logistics services and other transport services;

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development of labor resources in the field of transport complex management;

development of technical, technological and other types of knowledge of labor resources to a level that ensures the implementation of the objectives of the Transport Strategy.

State regulation in the field of staffing of modes of transport is aimed at training, attracting and retaining qualified personnel and includes:

improvement of the system of training, retraining and advanced training of personnel in educational institutions of the transport complex;

improving the training program in accordance with changing market requirements and improving the quality of training;

improvement of programs for training and advanced training of personnel, as well as the widespread use of specialized simulators for training specialists of various types of transport;

improvement of the system of state control over the quality of personnel training for various modes of transport;

development of normative legal acts regulating the labor and financial relations of a trained specialist with a future employer who paid for his training, and state executive authorities in the field of transport if the training is paid for from the federal budget;

creation of a system of mentorship, succession and accumulation of unique experience in the field of transport;

formation in organizations of managerial personnel motivated to achieve corporate strategic goals;

assistance in strengthening and developing social partnership.

The main activities in the field of human resource development are:

providing transport at all levels with professionally trained workers of mass professions, specialists and managers focused on long-term employment relationships and the development of a professional career in railway transport;

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

promoting the creation of corporate personnel management systems focused on motivated and efficient work of employees, improving its quality, labor productivity and active participation in technical modernization and innovative development of transport;

creation of effective models of educational institutions that introduce science and production into the education process;

improvement of the material and technical base of educational institutions, including the acquisition

of training air, sea and river vessels, simulators, construction and reconstruction of buildings and structures.

To carry out these activities, you must:

switch to long-term planning for the training of specialists, including in new areas of training (specialties) in the field of logistics, transport services, inter-transport interaction and other areas;

ensure the development and implementation of mechanisms for long-term cooperation between the Ministry of Transport of the Russian Federation, the Federal Service for Supervision in the Sphere of Transport, federal agencies, transport companies and educational institutions in the field of training and advanced training of personnel, in particular, to expand the scope of the state order, targeted contracts in the format of state-private partnerships, including using new financial and credit schemes, and science, in particular, to ensure technical and technological modernization, the subsequent innovative development of transport through fundamental, exploratory and applied research, primarily on the basis of university complexes, by strengthening their social, material and technical and scientific and laboratory base, creation of research and production, innovation and implementation centers, technology parks, transfer of the latest models of equipment, technology and software to them;

stimulate the concentration of intellectual and material resources in large university complexes of federal and regional significance, which have a wide network of territorial branches, allowing them to provide a full educational cycle, starting with the training of skilled workers and workers with secondary vocational education, and all types of lifelong learning;

to ensure the training of specialists in mobilization training for each mode of transport;

expand the practice of providing jobs for students of educational institutions for industrial and undergraduate practice and consolidate its legal foundations for greater adaptation of graduates to real working conditions and production requirements;

to develop a system of scientific internships and postgraduate training of employees, practical internships for scientific employees of educational institutions, as well as to stimulate the reproduction of scientific and pedagogical personnel and the improvement of their qualifications;

to strengthen ties between employers and educational institutions (corporate programs and other forms of coordination of interests and requirements for the selection of students, monitoring by the customer of educational services of the educational process, the quality of training, the final control of knowledge while expanding the system of guaranteed employment of successful graduates in their specialty and a predetermined position, as well as adaptation of bachelor graduates to the requirements of employers

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in the course of additional professional education in transport universities, combining education in higher and secondary specialized educational institutions with practical work in working positions);

to develop a system of vocational training for workers of mass professions, technicians, craftsmen and other specialists on the basis of maintaining and strengthening the system of primary and secondary vocational education as part of university complexes;

expand cooperation with educational institutions of the Ministry of Education and Science of the Russian Federation and foreign educational institutions in the preparation of specialists in the field of transport;

introduce integrating educational technologies (unified information networks for advanced training in the field of issues related to state regulation) with the participation of the largest companies and educational institutions and taking into account their financial interests (issues of integrated transport, environmental and industrial safety);

to pursue an effective coordinated youth policy aimed at stimulating the employment of graduates of educational institutions in their specialty and establishing long-term stable labor relations with them, as well as motivating the acquisition of high-quality knowledge and practical skills that will shorten the period of adaptation of young specialists to working conditions;

pursue a coordinated long-term policy aimed at increasing the prestige of transport professions;

identify and develop appropriate mechanisms for monitoring, analysis and decision-making, control tools and targets to make the activities of human resource management in transport more systematic and more efficient (in terms of cost).

The main activities in the field of social policy in transport are:

strengthening the economic position of transport enterprises, increasing their competitiveness and economic efficiency as a necessary condition for increasing the potential for increasing wages and filling the social package provided to the personnel of transport enterprises;

ensuring the social guarantees fixed in the labor legislation, expanding and improving corporate social packages on the basis of temporary tripartite agreements (bilateral - for federal state unitary enterprises, federal state institutions and state-owned enterprises), reflecting the current balance of interests of employers, industry workers and the state;

observance of the differentiation of remuneration depending on its complexity (qualification of the employee);

promotion of social responsibility of business, as well as the use of social partnership agreements in the interests of developing human resources.

The sectoral social standard should play a significant role in raising the prestige and the level of

wages in transport, including the minimum wage. The main components of social standards can be considered:

working conditions and remuneration (the amount of remuneration, employment conditions and working hours);

social package (pension provision, paid leave, medical care, length of rest, the possibility of improving health (going in for sports, organizing recreation) and solving the housing issue and education);

protection of the employee within the framework of labor relations (labor conditions and labor protection, conditions for the release of employees and insurance).

The main direct mechanisms for the implementation of the Transport Strategy are federal and regional targeted programs. The composition and structure of these programs should meet the main targets, goals, objectives and mechanisms for the implementation of the Transport Strategy.

At the first stage of the Transport Strategy (until 2025), the federal target program "Development of the transport system of Russia (2020-2025)" should be implemented, which includes 5 subprograms formed according to the sectoral principle ("Railway transport", "Roads", "Maritime transport", "Inland water transport" and "Civil aviation"), and the functional subprogram "Development of export of transport services".

At the second stage (2025 - 2035), the main mechanism for implementing the Transport Strategy will be federal targeted programs for the development of the transport system for 5-year periods.

At the same time, it is advisable to combine the subprograms included in them in 3 areas (two functional and one sectoral):

subprograms aimed at achieving general economic, general social and general transport main strategic targets of the Transport Strategy;

subprograms aimed at putting into operation the main mechanisms for the implementation of the Transport Strategy;

subprograms aimed at achieving the strategic targets of the Transport Strategy by types of transport activities - in road, rail, inland waterway, sea and air transport.

Within the framework of these subprograms:

a single transport space of the country is being formed, and complex projects are being implemented for the development of transport hubs and traffic control centers that ensure the operation of transport corridors;

a new type of transport infrastructure is being created - integrated transport, storage and commodity transport complexes, which form an integrated system of interaction, including cargo owners, as well as integration of all segments of the transport process and logistics is ensured and a single transport system of

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the country is being formed, on the basis of which integration into the global transport space and realization of Russia's transit potential;

the development of technical and technological parameters of international transport corridors to a level competitive with world analogues is ensured, planning of their development and coordination within the framework of international cooperation is ensured, conditions are created for expanding the access of Russian transport service providers across all modes of transport to foreign markets, and measures are being taken to strengthen the role Russia in the formation of international transport policy;

ensures the development and implementation of minimum social transport standards to ensure the possibility of movement of all segments of the population on various modes of transport throughout the country, as well as the development and implementation of quality standards for passenger service in all modes of transport;

due to the systemic set of measures, the achievement of a level of safety in all modes of transport that meets international and national requirements is ensured, and a single set of measures is being implemented to stimulate the reduction of the level of technogenic impact of all modes of transport on the environment and human health and the achievement of international environmental standards for all modes of transport ;

unified integrated models, technologies, standards, legal framework and methods of state regulation, which are common for various types of transport, are being developed and put into effect.

On the basis of these comprehensive activities and projects, common models and integration technologies, standards and legislative regulations, as well as general methods of regulation that have a general social, general economic and general transport orientation, within the framework of programs aimed at achieving the strategic guidelines of the Transport Strategy, subprograms by modes of transport, taking into account the specifics of the development of each mode of transport, as well as the needs of the economy and society in relation to these specific modes of transport.

Thus, from 2020 to 2035, federal targeted programs consisting of these subprograms and developed to implement the Transport Strategy should be formed in the following areas:

formation of a single transport space in Russia based on the balanced development of an efficient transport infrastructure;

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

ensuring the availability and quality of transport services for the population in accordance with social standards;

integration into the global transport space and realization of the country's transit potential;

improving the security of the transport system;
reducing the harmful impact of transport on the environment;

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;

training and development of personnel potential of the transport complex;

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

advancing development of the scientific, technical and technological base of the transport complex;

highways and road transport;

railway transport;

inland water transport;

sea transport;

civil Aviation;

air navigation.

The implementation of the Transport Strategy is associated with risks that may hinder the achievement of planned results. Such risks include macroeconomic, geopolitical, operational, social, man-made and environmental risks.

Macroeconomic risks are associated with the possibility of a slowdown in economic growth and the level of investment activity, a crisis in the banking system and the emergence of a budget deficit.

The sources of such risks are:

lack of financial resources due to outstripping price growth in sectors of the economy,

supplying products for railway transport;

decrease in freight traffic due to insufficient development of transport infrastructure;

a decrease in the volume of freight traffic due to a change in their structure and an increase in the share of high-tech cargo;

decrease in the volume of transit freight traffic due to the development of alternative

foreign routes bypassing the territory of the Russian Federation;

lack of capacity and low technical level of development of domestic engineering;

unbalanced development of the infrastructure of related modes of transport (lack of port facilities, storage terminals, etc.);

non-compliance of the allocated investments in the construction and technical base of transport with the requirements of the Transport Strategy for the level of infrastructure development and the quality of transport services.

An unfavorable scenario for the development of the Russian economy will lead to the actual

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conservation of the technical backwardness of the transport infrastructure for a fairly long period of time. In practice, this means a disruption in the implementation of the Transport Strategy and the stagnation of the transport industry.

Geopolitical risks are relevant for all modes of transport. In the field of navigation, they lead to the restriction of navigation and the curbing of the further development of Russian port facilities. The instability of the international situation may have a negative impact on the implementation of projects to create a network of air transportation hubs.

The successful integration of the Russian Federation into the international transport system largely depends on a stable political situation in neighboring regions. The deterioration of the international situation may lead to a decrease in the attractiveness and competitiveness of the Russian transport system.

Operational risks are associated with shortcomings in the systems and procedures for managing, supporting and monitoring the implementation of the Transport Strategy, including shortcomings in their legal and regulatory support.

Operational risks include risks associated with negligent or incompetent actions of personnel, as a result of which material damage may be caused, transactional risks, operational control risks, risks of support systems, technological risks, insurance risks and others.

The unfavorable factors that increase these risks include the absence of a number of fundamental regulatory legal and strategic documents necessary for the implementation of the Transport Strategy, such as a promising layout of the distribution of productive forces, the main provisions of the demographic and migration policy of the Russian Federation, the foreign trade development strategy of the Russian Federation and other documents, as well as the lack of a transport balance as the main tool for identifying imbalances in the process of forecasting and establishing a balance between the demand for transport services and their supply, and many other factors.

The occurrence of social risks is determined by: deterioration of the demographic situation and a decrease in demand for passenger and freight transportation;

shortage of qualified labor force, outflow of highly qualified personnel to other sectors of the economy due to lower wages in transport;

shortage of labor resources for the implementation of infrastructure transport projects in remote regions, primarily in the regions of Siberia and the Far East.

Technogenic and environmental risks are caused by a high degree of physical deterioration of technical equipment, the human factor, natural phenomena, as well as vandalism and terrorist acts. Elimination of

their consequences requires serious additional investments and will lead to the diversion of funds from other objects of the transport system.

These main risks include:

failures in the organization of traffic due to accidents at industrial facilities related to ensuring the operation of transport;

failures in the organization of the movement of vehicles due to man-made accidents in adjacent modes of transport, in the waters of seaports, on main highways and in close proximity to railways;

temporary suspension of transport due to fires and natural disasters;

decrease in the environmental safety of transport due to the occurrence of man-made accidents at transport facilities.

Among the side effects of such incidents, one can expect a decrease in investment attractiveness and a decrease in the rating of confidence in the transport industry on the part of credit organizations and international financial institutions.

The direct consequences of these risks are the incomplete achievement of the objectives of the Transport Strategy. The mechanisms and implementation plans proposed in the Transport Strategy are formed in such a way as to minimize the possible negative consequences of these risks during its implementation. The implementation of the Transport Strategy will take place in two stages:

the first stage (until 2025) - the completion of the modernization of the transport system using targeted investment methods and the elimination of "bottlenecks" and the transition to its systemic integrated development in all key areas;

the second stage (2025 - 2035) - intensive innovative development of the transport system in all directions to ensure an innovative socially oriented development path for Russia.

The first stage of the implementation of the Transport Strategy is based on the results of the implementation of the federal target program "Modernization of the transport system of Russia (2002 - 2010)" and is focused on solving the tasks set within the framework of the federal target program "Development of the transport system of Russia (2010 - 2015)" and others existing programs, and includes the development of a modern and efficient transport infrastructure that provides the necessary throughput in the main directions of transportation, the renewal of vehicle fleets, the composition of the sea, river and air fleet, and the improvement of technological processes. These tasks are aimed at accelerating the movement of goods and reducing transport costs in the economy, increasing the availability of transport complex services for the population,

At this stage, the main attention in the development of transport infrastructure will be given to the formation of a single road network, year-round accessible to the population and business entities, the

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elimination of existing gaps and "bottlenecks" of the transport network, including in the Asian part of Russia, as well as the development of large transport hubs in the main directions of transportation, transport approaches to checkpoints across the state border of the Russian Federation and transport hubs. On this basis, infrastructure 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.

The main directions of development in the sectoral context at the first stage are characterized by:

in the field of railway transport - the modernization of rolling stock, permanent devices and structures, an increase in the throughput of railway network sections, the formation of railway network directions with the circulation of trains of increased weight and axle load, the construction of railway lines in areas of new development and for the organization of high-speed and high-speed passenger traffic, development of the railway network in the directions of international transport corridors, construction of bypasses of large railway junctions, provision for all carriers of non-discriminatory access to infrastructure services, equal conditions for competition and uniform requirements for ensuring security;

in the field of road economy - increasing the accessibility of the road network for the population, the beginning of the formation of a network of highways and high-speed roads in the directions of international transport corridors, the construction and reconstruction of roads in the regions of Siberia and the Far East, ensuring the development of natural resources and the connection of settlements with the backbone transport network, as well as the construction of bypasses of the largest cities;

in the field of air transport - the development of international hub airports (hubs), a network of domestic hub airports and regional airport networks that provide connectivity to the core airport network, a radical renewal of the aircraft fleet, the development of the Russian air navigation system and the creation of enlarged air traffic control centers;

in the field of maritime transport - increasing the throughput capacity of Russian seaports and the carrying capacity of the domestic transport fleet, updating the marine fleet, ensuring the growth of cargo and passenger traffic on socially significant routes;

in the field of inland water transport - the elimination of sections that limit the throughput of the Unified deep-water system of the European part of the Russian Federation, the development of port infrastructure on inland waterways of international importance, an increase in the length of inland waterways with guaranteed dimensions of ship passages and illuminated conditions, the reconstruction of hydraulic structures, the

reconstruction of passenger stations and improving the quality of passenger service, as well as the construction of a cargo and passenger fleet.

The second stage of the implementation of the Transport Strategy includes:

creation of a market for competitive transport services to meet the needs of intensive innovative development of the economy and improve the quality of life of the population, increase the competitiveness, productivity and profitability of transport systems;

access to the world level of technological and technical development of transport;

creation of reserves necessary to ensure the accelerated development of the transport system and increase its competitiveness, efficiency and quality of transport services, create infrastructural conditions for the development of new "points" of economic growth in the country;

expansion of the core transport network;

implementation of the country's transit potential, including joint projects within the EurAsEC and with other states;

diversification of directions for export deliveries of Russian hydrocarbons;

increasing the role of transport and logistics infrastructure in the organization of goods distribution, as well as the transformation of logistics transport centers into control elements of the goods movement system.

At this stage, a transition to the systemic development of the country's transport system will be ensured on the basis of the formation of a single transport space in Russia, which includes:

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

increase in capacity and achieve the best world indicators in terms of speed parameters of the transport infrastructure, as well as an increase in the share of high-speed communications;

creation of an interconnected integrated system of commodity transport technological infrastructure for all types of transport and cargo owners, an integrated system of logistics parks, as well as a unified information environment for the technological interaction of various types of transport and participants in the transport process to form a modern commodity distribution network that provides the volume and quality of transport services in the country;

development of innovative technologies for construction, reconstruction and maintenance of infrastructure.

At this stage, the transport system should reach a level that ensures the absence of infrastructural restrictions on the country's future socio-economic development.

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The balanced development of the country's transport system will increase the competitiveness of domestic goods and services in world markets, bring population mobility indicators closer to the level of developed countries, which will be one of the most important factors in improving the quality of human capital in the country, as well as reduce differentiation in the availability of transport services for different regions and social groups of society.

It is envisaged to provide the population with high-quality transport services in accordance with minimum social transport standards. It is intended to gradually increase the level of these standards on a progressive scale.

The development of all types of transport will continue. Particular attention will be paid to the integrated development of large transport hubs and the creation of a transport and logistics infrastructure.

The main directions of development at the second stage are characterized by:

in the field of railway transport - the development of the main main lines, the construction of bypasses of large junctions, the formation of a deep bypass of the Moscow junction, the construction of second and third bridge crossings over the river. Volga, r. Ob, r. Amur and others, as well as a significant expansion of the range of high-speed traffic;

in the field of air transport - the expansion of the airfield network as a result of the development, mainly, of regional air transport infrastructure, the development of airport infrastructure, including those that are not part of the core network, maintaining the airports of the core network in serviceability and ensuring the balanced development of the entire air transport infrastructure;

in the field of road economy - the development of new directions of highways that are part of federal routes, not only providing interregional communications, but also allowing the integration of a disparate road network of individual regions into a single transport system of Russia, roads connecting the administrative centers of the constituent entities of the Russian Federation by the shortest distance, regional highways that are part of international transport corridors and provide access to automobile checkpoints, highways that provide motor transport links of subjects located in the north-east of the country with the road network of Russia, highways that provide access from the federal road Russian network to seaports, and highways, ensuring the unloading of large transport hubs, as well as the modernization of existing and construction of new roads in the zone of the North and areas of new development, the comprehensive modernization and development of the road network in the largest transport hubs of Russia, the construction and reconstruction of roads that form a system of toll highways and express roads;

in the field of development of public passenger transport - the development of a dedicated infrastructure for public passenger transport, urban off-street transport systems, as well as the development of intermodal passenger transportation systems, the modernization and growth of rolling stock fleets;

in the field of maritime transport - an increase in the throughput of seaports and an increase in the efficiency of their work in coordination with the creation of a logistics system that includes both port terminals for various purposes and terminals in large transport hubs of the country, including "dry ports", as well as an increase in the deadweight of maritime transport a fleet registered under the Russian flag;

in the field of inland water transport - the development of the infrastructure of inland waterways and river ports to ensure transportation along international transport corridors, including the development of a water transport connection between the Azov-Black Sea and Caspian basins, as well as the development of the tourism business.

A necessary condition for the implementation of the Transport Strategy at all stages is the improvement of the investment climate and the development of market relations in transport based on the formation and development of investment management mechanisms, including on the terms of public-private partnership.

Assessment of the necessary resource support for development transport system The implementation of the Transport Strategy is ensured by a stable and reliable financing system that takes into account the specifics of transport as an infrastructure industry.

Capital investments in 2010 - 2015 are taken into account in the implementation of the federal target programs approved by the Government of the Russian Federation "Development of the transport system of Russia (2010 - 2015)", "Economic and social development of the Far East and Transbaikalia for the period up to 2013", "Modernization of the Unified System organization of the air traffic of the Russian Federation (2009 - 2015)", "Improvement of the federal system of reconnaissance and airspace control of the Russian Federation (2007 - 2010)", "Global navigation system", programs for the construction of Olympic facilities and the development of Sochi as a mountain climatic resort and other programs.

State capital investments at the expense of the federal budget are planned to be allocated primarily for the implementation of the following activities:

construction and reconstruction of motor roads of federal importance, provision of subsidies for the construction and reconstruction of public roads of regional and intermunicipal significance;

reconstruction and construction of federal civil aviation infrastructure facilities;

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reconstruction and construction of federal facilities in sea and river ports, construction of sea and river vessels of the supporting fleet;

reconstruction of inland waterways and hydraulic structures on them.

The funds of the regional budgets are planned to be directed primarily to the development of regional roads, the suburban passenger complex of railway transport, the construction of new railway lines of great social and economic importance for the regions, as well as the development of air transport infrastructure facilities.

Extrabudgetary funds are planned to be used primarily to finance commercial projects for the development of the infrastructure of transport hubs, the formation of transport systems in the territorial production clusters created in the regions, as well as the organization of transport and logistics centers in the largest transport hubs, the creation of toll and express highways and highways.

In order to develop the domestic production of materials, machinery and equipment for the transport system of the Russian Federation, it is advisable to

provide measures for state support of their manufacturers, stimulating the transition to an innovative development model and attracting private investment both in the transport industry and in industry segments engaged in the manufacture of modern materials, machines and equipment. transport system equipment. Such measures can be customs and tariff regulation aimed at reducing import duties on equipment, as well as subsidizing the interest rate on loans for enterprises engaged in the production of modern equipment and its purchase for use in the transport complex.

The cost of scientific support for the implementation of the Transport Strategy will amount to 1.26 trillion rubles in 2025-2035. rubles in the prices of the corresponding years.

The specific composition and scope of work of scientific support for the implementation of the Transport Strategy is envisaged to be determined in detail when developing federal targeted programs that ensure the implementation of the Transport Strategy for the relevant periods.

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