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Article



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## ON THE IMPORTANCE OF TRANSPORT AS A SYSTEM-FORMING FACTOR FOR THE SPATIAL AND SOCIO-ECONOMIC DEVELOPMENT OF RUSSIAN REGIONS. MESSAGE 3

**Abstract:** *in the article, the authors analyze the role and significance of the transport strategy in creating conditions for the socio-economic development of the regions of the Russian Federation. At the same time, in order to improve the quality of transport services, it is expected to reduce the total costs of society dependent on transport, increase the competitiveness of the domestic transport system, strengthen the innovative, social and environmental orientation of the development of the transport industry in the regions of the Russian Federation. The authors pay attention to the development of the regions of the north of the European part of Russia, most of Siberia and the Far East, which have the greatest resource potential and low population density, where the need to develop new mineral deposits will provoke an increase in the quality of life of the population of these regions.*

**Key words:** *reliability, quality of life, economy, efficiency, population, migration, competitiveness, profit, resource potential, comfort, priority, demand.*

**Language:** English

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Introduction

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Today, scientific, philosophical and practical interests in competition have become aggravated. The scale, content, forms and significance of competition have put it among the global problems of human development with one important clarification: it is not humanity itself that benefits from achievements in the competitive struggle, but individual subjects of human activity, starting with the personality of the performer and manager, and up to those states in whose interests they work. Therefore, the organization of effective participation in competition should be considered as a leading indicator of professional competence, spiritual maturity and political consciousness, bearing in mind, of course, economic policy. With regard to the production in general and consumer goods in particular, the conclusion is even more simplified to the creation in a specific production of technical, economic and humanitarian conditions aimed at a high-quality, popular and affordable product. The organization of production can be considered reasonable only if it is subordinated to a single goal - the satisfaction of the consumer's needs. Unfortunately, our modern organization of the economy opposes the producer and the consumer, turning them into adversaries, instead of encouraging them to act as a single team. Where are the reasons for such an anomaly, in what? Is this due to objective factors, whose resistance we have not yet been given to overcome, or are the braking forces still of inertial nature, inherited from us, introduced in the course of modernization and we are able to deal with them, and not with the consumer on the market? What are our reserves?

Answers to the questions posed must be sought in system analysis, which requires an appeal to scientific and philosophical theory.

In economics and politics, many phenomena are known that contradict the nature and functions of these spheres of public life. Practical development does not always coincide with historical logic. History, contrary to its rational basis - the history of the implementation of the activities of a reasonable person, often drives the reflection of the mind into a dead end. In this connection, a problem arises: if the history of the sociocultural activity of a "reasonable person" should be at least no less reasonable and logical than the individual mind of a person subject to chance incomparably more than the socialized mind of humanity, then how to explain the existence social anomalies, a kind of "jams"?

They are historical blind alleys from which we must regularly get out, or the product of the costs of underdevelopment of the organization of social relations and management, including here a limited knowledge of historical patterns. In other words, we have before us the riddle of history and should we determine where to look for the keys to its solution - in consciousness or in objective reality? What exactly to focus on? We don't have an answer that could be

adequately substantiated. Moreover, it seems to us that it would be more legitimate to study the nature of this problem in parallel - both in social life and in public consciousness.

The improvement of production is due to the transformation of science into a direct productive force, technical progress, but the productivity and quality of productive activity depend no less on the moral factor - the attitude of a person to work. In this light, the Japanese mentality, developed by the original economic policy, linking the interests of owners and employees, is indicative. Its core is a national tradition dating back to the history of Confucianism. Confucius taught: "When running a state, constant attention to business and sincerity in relation to people, moderation in spending and love for the people are necessary. And it is equally important to encourage people to work.

In Japan, China and other countries of the East, one can find examples of moral disorder, but they do not so much testify to a sociocultural reorientation in a national format, but to the historical costs of developing a national culture. There, the vast majority of the population continues to listen to the words and reasoning of teachers. "Wealth and nobility, explained Confucius, are the subject of human desires, but a noble husband does not use them if they have been obtained illegally ..." How can a noble husband bear such a high name if he has lost his philanthropy? A noble husband does not part with humanity for an hour, it will certainly be with him: both in trouble and in worldly fuss.

The quality of production and the quality of the product of production depend on the technical conditions - technology, technical means, organization of production, professional qualifications of organizers and performers and attitude to work. The last two components form the content of the concept of "subjective factor" or "human capital". Based on the achievements of the scientific and technological revolution, entrepreneurs are trying to minimize the complicity of the "subjective factor" in view of its volatility. Without advertising, the "subjective factor" refers to the conditions of uncertainty and risk.

The problem here is that all attempts to limit the presence in production and, mainly, in its technological component of the subjective factor, inevitably lead to the absolutization of the technical component. It becomes a total means of increasing labor productivity, production safety and profitability. Thus, the management of the organization of production development is delegated to artificial intelligence, built on the laws and rules of formal logic, expressing one of the aspects of development - conservatism.

The original law, and, in essence, the principle of this logic is the law of identity. The subject and the subject, their relationship are recognized as

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immutable. Movement is reduced to its relative moment - rest. Peace replaces movement and with it change as the essence of any movement.

Starting with handicraft labor and the guild form of its organization, the quality of the goods pushed all other signs of production into the background. As long as the division of labor had a shop form, and inside the shop everyone produced the goods up to the final commodity form and fully guaranteed the quality with his brand, the quality of production and the quality of the goods remained in the unity of existence, and the problem of the quality of the goods was simplified, reduced to the observance of the technological standard of production. Production was a way of life support for the manufacturer, so the relevance of the quality of the product was removed by the specifics of its relationship to production.

On the market, the goods were of high quality, one should only be afraid of counterfeiting, which did not have the current scale and was resolutely suppressed by both the state and self-regulation of trade. For mass production, which was the main consequence of the industrial revolution, the problem of the producer's interest as a commodity was not noted among socially significant ones. It undoubtedly existed, but the nature of production did not allow it to leave the sphere of private consciousness and materialize in the product range.

The inclusion of a person as a factor in the production of the quality of goods enhances the influence of the subject of labor on the quality of production and the quality of the goods produced. As a result, the burden on the management process increases. Management is subject to the solution of the problem of sustainable production of a quality product. As in any task, here you need:

- clearly define what "quality" is?
- understand what is specific to the quality of the product?
  - to understand how the "quality" of commodity production and its mass character are connected, to trace the mechanism of interaction of qualitative changes with quantitative.
  - reveal the systemic position of the quality problem of mass production in the context of a developing economy.

Only after receiving answers to the above questions, we will be able to productively explore the problem: "How realistic is our desire to give the mass producer the need for the quality of the product result", in other words, "is it possible to sufficiently motivate the receipt of a quality product from within mass production?". So far, unfortunately, quality management is carried out by bringing into production ideas developed not in it, but in the "pure" theory of management.

In the definition of quality, the most common shortcoming is the lack of consistency. Quality is defined as a set of essential properties. The usual

method of selecting such is the method of pyramidal arrangement of the properties of the object. Important, but not decisive, remain at the base, and as you climb to the top, a hierarchy of the remaining properties is formed. At the top, we get the sum of the main properties, which are included in the definition of the quality of the item. G. Hegel at one time wittily defined quality from the contrary - "quality is that, losing what, the object ceases to be itself."

Following the example of the great thinker, let's define "shoes" as "clothing for the feet." How accurate is this definition? For shoes, probably yes. Not for the quality of the shoes. If you deprive shoes of the ability to be "clothing for the feet", then it really will not be a shoe. If, however, only the ability inherent in footwear is preserved, then the required quality of the product will be indefinite. "Clothes for the legs" can be dangerous due to the toxicity of the material, the means of fastening, and the construction that is inconvenient for movement. A formally constructed requirement for an item does not coincide with the quality of the item. It is significant as a prerequisite for the qualitative certainty of the product. To determine the quality of a product, one must proceed from its functional purpose. The functional purpose should be considered as a state of relations between the property that formally determines the object and the specifics of the object's operation, its commodity purpose, contained in the consumer value of the goods. The consumer with his interest as a product is theoretically not excluded from the development of strategy, tactics and advertising. Let's refer to B.S. Alyoshina: "For a quality strategy to be successful, both internal and external consumers must not only be satisfied and involved in the process that provides this satisfaction, but also take a direct part in the continuous improvement of the quality of this process" for this purpose improved the Kaizyo system; replacing it with a new edition of Kaizen. Changes in the organization of quality management have revealed the advantages of those countries where the mass consumer, who is also a production worker, feels more comfortable, feels his complicity in the development of production. In the second half of the 1980s, Japanese companies received 40 times (!) more suggestions for improving the production process from their employees than US companies (40 million versus 1 million). It is also indicative that over 90 percent of the proposals, one way or another, were used. The dialectic of the market that unites the producer and the consumer is simple - they are opposites that exist exclusively in unity, therefore, it is necessary to look for a balance of interests of both subjects in order to give the production of quality goods a sustainable character that serves as protection against recessions and crises. The crises of overproduction, which were classic for capitalism in the 19th and first half of the 20th centuries, have become history. They were replaced by financial

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systemic shocks. Specialists are looking for a panacea in a high-quality, smart, lean, lean economy. "Historical experience shows that with increased attention to quality, a way out of crisis situations began in many countries. The large-scale crises in Japan and Germany at the end of the 1940s were overcome with the help of a state policy focused on improving quality. The crisis situations in the US and European markets that arose in the late 80s and early 90s forced not only individual corporations, but also entire countries - Sweden, Great Britain, the USA - to pay attention to quality improvement, as the only way to help national economy to resist the onslaught of competitors sparing (lean production) economy.

The change in the qualitative strategy of economic policy from incitement to quality production to the formation of a need for a quality product is not another attempt to revive economic romanticism and not communist nostalgia for the need of a cultured person in work, as it may seem to those specialists who have rebuilt from political economy to economics, reducing dialectical analysis to statistical, adapted to the volatility of modern production. We are talking about solving the system-forming problem of history - about the relationship of the individual to society and society to the individual, who is more impressed by which side of this contradiction, but in principle this is just a double helix of social progress. A developed society is being tested as a condition for the development of the individual.

You can, of course, squeeze every last ruble out of the developed assortment and established production technology. Question: Should it be done? Time moves forward in a certain mode, "in its own way", objectively tailored "schedule". If you don't get into the rhythm, you fall behind, you stop meeting the changed requirements. The art of management - production management is no exception, consists in the ability not to "fall out" of modernity, then you will always do it in accordance with reasonableness. Intelligence will protect you from most problems. E. Deming's "Seven Deadly Diseases" will fit into one - not to fall out of the time cycle with the definition of the product and the organization of production.

Only those who are able to mobilize human capital and correctly concentrate financial and technical resources on solving this problem are capable of doing this. Without the ability to control the "pulse" of time - to understand the specific economic and socio-cultural situation, the state of consumer interests, the real possibilities of production, there is no chance to gain a stable position in the face of increasing competition in the market. Let us make one more addition - to the qualitative orientation of the development of production, and the general conclusion will become clear: the path of economic rationality lies through the creation of real conditions for the formation of a demand for quality products.

This need should be tested by responsibility to the consumer as to oneself.

The concreteness of achieving rationality in modern, qualitatively oriented production is in the solidarity of human capital:

- internal solidarity of producers, their need for quality,
- external solidarity with the consumer, taking into account the interests of the latter,
- solidarity in understanding quality based on a combination of economic and socio-cultural approaches,
- consistency and balance of the economic policy of the state in terms of market orientation, inducing the interests of quality in the development of the market by the tools of the economic mechanism.

We have tried to define and summarize the basic conditions for achieving solidarity. As far as the analysis of literature data allows us, this is done for the first time, so clarifications and additions will be received positively.

So, what should be considered as the necessary conditions for achieving a radical change in relation to the quality of production of a truly high-quality product - the transition from the stage of external audit to the stage of internal guarantee, which is formed through the formation of the need to create a product of the required quality by the consumer.

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

2. Significant increase in purchasing power. Achieving the level that allows you to select the right product. A quality product cannot, by definition, be cheap, but it can be made available through market mechanisms.

3. A high level of professional training of producers, provided on the basis of the formation of a professional culture and national identity. The main thing should be the education of attitude to work as a deed that has dedicated one's life. Expanded education of consumers, their perception as subjects of a common cause.

4. Overcoming the feeling of conscious and unconscious alienation of the ability of the individual in labor and its products with the help of the following tools:

- achieving symmetry of the quality of work and remuneration;
- reduction to a reasonable ratio of the difference in the amount of remuneration of managers and performers, the clarity of the grounds for such proportionality;
- dependence of remuneration on the dynamics of advanced training and on participation in the improvement of the production process;

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- full use of socio-cultural mechanisms to stimulate the individual to the general corporate movement, entry into command forms of movement;
- sustainability of corporate activities;
- formation of relations according to the type: "One for all, all for one." Active promotion of the command form of responsibility for the results of work;
- organization of a systematic competition for the quality of work;
- striving for national and international recognition of the quality and range of products;
- the formation of labor dynasties, participation in the distribution of profits.
- understanding the quality of the product as a comprehensive assessment of the product;
- awareness of the fact that it is the "little things" that reveal the perfection of quality, therefore, the little things should be treated as the building material of quality.

### Main part

The traditional understanding of transport finally took shape in the 19th century, when, reflecting the achievements of the industrial revolution, transport was identified with the technical means of transferring goods for various purposes and moving people. As a result, "transport" was assigned to the sphere of material production, distributing it objectively between technical creativity and economic theory, which was tantamount to a sentence to become the subject of self-supporting activity. Both in the 20th century and in our time, the official interpretation of transport has remained unchanged, despite radical changes in the functioning of transport, indicating its special significance for social progress, personal development and, possibly, in the future, the preservation of life on Earth, meaning threats from accompanying its movement of cosmic bodies of natural origin.

If the reduction of transport to its technical form of expression can still be justified by the corresponding successes of science and technology, the obvious dominance in the history of transport of artificially created means and devices for changing the position of objects in space-time, then the silence of the influence of the transport factor on the nature of social and natural history can only be qualified as a lag of awareness from the real movement of life.

In Aristotelian logic, concepts are identical not only within the limits of available mental constructions, but also in general terms. Great thinkers are also not without sin, they are mistaken. After two and a half millennia, G. Hegel discovered the historical logic of the concepts themselves, showing that the concepts are dialectical. They are not only loaded with new content, but also change their volume from time to time, and, as a result, look

new. "In rational logic (the logic developed by Aristotle, the sophists, the scholastics - Auth.), the concept is usually considered as a simple form of thinking and, more precisely, as a general idea; as if the concept as such is something dead, empty, abstract," wrote the German philosopher. And clarified:

"Of course, the concept should be considered as a form, but as an infinite, creative form...". From the point of view of philosophy, the transformation of scientific, scientific and technical concepts is a natural phenomenon that requires increased attention. One cannot feel modern, much less strive to peer into the future, without realizing the significance of a dialectical approach to concepts, including those that seem perfect.

Philosophy has gone through the same trial. Expanding philosophy from Nature to Man, Socrates and Plato, especially the latter, in order to "purify" and "concentrate" on the main thing, separated from it the "philosophy of nature" - "natural philosophy" (nature - philosophy). Subsequently, the more adequate term "natural science" appeared. Over time, under the influence of positivism, it was reduced to "science". Shakespeare's Hamlet says to Horatio: "There are many things around, Horace, that your science could not even dream of." W. Shakespeare used the modern term "philosophy". But already a late translation of the text is presented in the meaning of "science". The term "natural philosophy" is also found in the title of I. Newton's generalizing work "The Mathematical Principles of Natural Philosophy". Only at the turn of the XVII-XVIII centuries. the ingenious physicist came even closer to the term "science". The content of the concept has changed significantly,

According to the mechanism of cultural development, concepts are revealed and preserved in encyclopedias. Let's trace the domestic history of the concept of "transport".

The originality of the concept of "transport" is associated with a collective, generalizing type of education. The relevance of the concept and its name have matured with the diversification of transport. It is unlikely that at the time of the existence of two types of technical transport - water and land on biological traction - it was necessary to generalize them. Apparently, the modern history of the concept began after the advent of railway traffic, that is, closer to the middle of the 19th century. The first of the classics of explanatory (interpretative) literature of Russian origin, the term "transport" was included in his famous Dictionary by V.I. Dahl is a contemporary of the discovery of public steam traction in the country. We read: "Transport frn. transportation of goods, delivery. Convoy, goods or supplies convoy. Transportable, cargo state-owned vessel Transfer of the total, in the account books from page to page. In gambling: transferring a bet to another card. It is mysterious that V.I. Dahl, explaining the term,

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expanded it sufficiently in socio-cultural terms, citing the financial, reporting office and the practice of card games, which are very popular in society, but ignored the technical transport novelty - the construction and operation of railways. By the end of the 1860s, Russia fully entered the "club" of railway powers.

It can be assumed that the process of the genesis of concepts takes place somehow indirectly, not coinciding in time with the increments occurring in objective reality. Dal lived in Moscow, St. Petersburg, the Baltic States; saw the advantages of rail traffic, was aware of its transport affiliation, but left rail transport out of the brackets of the definition of transport. It is clear from this story that in the formation of a concept and its metamorphoses there may not always be logically and historically justified changes. This is what seems interesting.

Half a century after the publication of the Explanatory Dictionary of V.I. Dahl, Russian culture was enriched by the Encyclopedic Dictionary of F.A. Brockhaus and I.A. Efron. Its authors found themselves in more favorable conditions. By the beginning of the 20th century, all the currently existing types of traditionally understood transport declared themselves. Air was added to the water, land. Steam traction ceased to be the only technical energy, a car was designed with an internal combustion engine, and an electric motor was created. Scientific theory and engineering thought began to approach space transport.

At the same time, Brockhaus and Efron ended up in "perestroika" time. They needed to integrate the established experience of transport history and the trends of its continuation in the definition of transport. The choice in such a case is small: either to absorb as many characteristics as possible into the interpretation, or, realizing that you cannot collect everything, limit yourself to a concise explanation that sets the vector of understanding. They took the second path: "Transport, a set of means for the movement of goods, troops, etc." The definition of transport in it cannot be attributed to the merits of the Dictionary, even taking into account the difficulties of an objective order. It seems that the authors decided not to dive into the essence of the transport reality. 20th century did not make significant changes in the understanding of transport. This conclusion is confirmed by the definition of transport in the Modern Explanatory Dictionary of the Russian Language and the Big Illustrated Encyclopedia, divided into 32 volumes and claiming, not without reason, a qualified scientific analysis of published materials. The first source "corrects" V.I. Dahl. It turns out that the history of the term is not French, it is from Latin (*transportār* - to carry, transport). The essence of the definition is the same - "a branch of the national economy associated with the transportation of people and goods." Additionally, the identification of transport with the cargo (batch) assigned to be transported by

vehicles is involved.

"Encyclopedia" almost verbatim publishes the definition from the "Dictionary": "Transport, the branch of material production, which is responsible for the transportation of people and goods." Further, modes of transport are distinguished in some detail. There is an attempt to link the differentiation of transport with the quality of natural environments."

Like 300 years ago, transport in the new millennium is entirely reduced to the branch of material production, its analysis is limited to systems of technical and economic reality. Political accents of transport development are subordinated to its technical interpretation. As a technical reality, transport is related to production and is determined based on the interests of economic activity in accordance with the criteria of economic rationality.

It is absurd to doubt that in Modern and Contemporary times transport developed in a technical form and is a part of material production. The question is: how appropriate is it to reduce the phenomenon of transport to this specific form, how does this form relate to the history of transport as a whole? Is it characteristic of part of its history or the entire history of transport? Is it possible, for example, to consider the feat of a warrior who ran a marathon distance in order to fulfill an order and deliver a report of victory as a type of transport service? Formally, everything here is consistent with the definition of transport, except for the mass character of the scale and the traditional production product, but war is a specific material phenomenon directly related to production, therefore, the execution of an order in any form should be attributed to the sphere of production management.

The warrior was formally a vehicle of biological nature, which also does not contradict the interpretation of transport.

Our appeal to the definition of transport in the historical past is explained by the desire to overcome the technical and economic dependence of the development of the theory of transport. The understanding of transport as the most important component of human development and social progress would be facilitated by transport science, but here we find ourselves in a stalemate: in order to understand transport, we need transport science, and in order to have transport science, we need a scientific understanding of its subject, i.e. transport. The philosophical context becomes more and more obvious, without which one cannot get out of this logical impasse.

Technical transport has radically transformed a person's life, changed the person himself and his attitude to the world. The fears of those who feared that railway construction for absolute monarchies would be worse than the guillotine came true. Monarchs have changed their usual status to decorative and representative, they serve history,

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demonstrate the inseparable connection of times, reassuring their compatriots. Production has become mass, entangled in its contradictions and attitudes towards natural laws that protect the natural order. Mass production is being formed on a new principle of organization – “lean production”. “Humanity is on the verge of a transition to a new civilization - a civilization of quality.” Once again, the understanding of democracy as a systemic factor in achieving real harmony between the interests of the individual and society has changed. At first, democracy was slave-owning, - local. The great French bourgeois revolution defined the “three pillars” on which a true - universal democracy should be built: freedom, equality and fraternity. The monopolization of capitalism, the controlled diversification of property, and the dominance of speculative, finance capital have amended the formula of revolutionary democracy. Under the guise of developing democracy, the liberals have simplified the understanding of “equality” and “brotherhood”, removing from capital the responsibility for their real embodiment in a society of “equal opportunities” and reducing “brotherhood” to social partnership.

A political excursion into the genesis of democracy is not our goal. This is just a means to promote the main idea of the article: why did everything in life - nature is no exception - changed under the influence of the development of transport, and the very interpretation of transport remained the same, although it has changed considerably over the past time of its very active history? How justified is such conservatism in scientific and philosophical thinking?

Meanwhile, the content and volume of scientific concepts imply their refinement - expansion, narrowing, conditional concretization. So, in the XIX century. “refined” Euclidean geometry, in the XX - Newtonian physics and Darwinian evolutionary theory. These corrections emphasized the objective truth of the teachings, making them even more scientifically built.

“Technical transport” is a product of science and engineering art. Arguments in favor of transforming the concept of “transport” will look more weighty if they include the metamorphosis of the concept of “engineer”, taking as the initial sign of “engineer” what a linguist with a degree in mathematics from Dorpat University V.I. Dal. Recall, according to Dahl, “engineer-scientist builder”. Dahl contrasted the engineer with the architect and the architect, but spoke of “engineering as the art of the engineer.”

The art of thinking and its implementation in a practical product by an engineer, according to V.I. Dahl, makes the engineer, as a professional, related to artists. IN AND. Dahl was not embarrassed by either the differences in vocational education or the specifics of work. He knew how to “see” at the root

and look into the future. In our time, part of the social and economic activity is assigned to the field of engineering work. I.V. Stalin, not without reason, called the writers “engineers of human souls.” The ancient Greeks called engineers those who, in their opinion, “deceive nature.”

In the classical interpretation, there is no rigid attachment of an engineer, as, for example, transport, to the sphere of material production. An engineer is defined precisely as “scientific builder”, i.e. a representative of scientifically equipped labor, aimed at changing the objective reality. Slave-owning democracy was local, but in relation to the free citizens of the polis, it was a professionally tailored political construction. The civil law of Rome still surprises specialists. The version according to which the history of engineering began not with technical, but with social creativity, is quite viable. It is not necessary to call socio-constructors engineers, we will give them the name “pre-engineers”. There is a complex history of the concept, however, it is generally recognized. The trajectory of understanding transport, given its scale and functional uniqueness, should not be an exception - to serve as a factor in personal and social development at the same time.

In the sociocultural context, the identification of transport with a component of material production looks like an oversimplification of its understanding, even in general terms. Functions and status must be commensurate. The engineer objectifies the productive component of the social movement. The function of transport is much wider. Transport carries out the movement as such, is included in the movement as a universal factor.

Against the background of the absolutization of the technical understanding of transport, the definition of transport is perceived as confrontational. “Britannic(oh)”. It is so unusual that we quote it almost in full: “... transport, in biochemistry, the passage of molecules and particles through cell membranes, acting as selective barriers, allowing some substances to pass through ... and retaining others ... The transport of these vital substances is carried out thanks to multiple systems. Through the membrane “holes” (open channels), diffusion (passive transport) of ions occurs directly into the cell; other ion channels use chemical changes to facilitate the diffusion of substances across the membrane, “pumps” force solutes to pass through the membrane even if their concentration is higher on the other side (a form of active transport). Primary active transport directly uses the energy released during cellular metabolism.

Authors of articles published in “Britannic(e)”, as a rule, are well-known specialists, therefore, in whatever relation to the public understanding of their interpretation of the subject, the attitude towards it must be professional - comprehensively justified. The quality of the shift in the understanding of transport

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from artificial-technical to natural-natural in the essential analysis is not so high quality. Britannica offers a different perspective, a change in subject, but not functional, orientation.

In principle, understanding the functional essence of transport, there are significantly fewer changes in the approach, although there is a correction here as well. In the traditional, "technical" interpretation, transport is exposed as a means, in Britannic (e) transport tends to be identified with the factor in the implementation of movement. More importantly, Britannic is pushing the historical horizons of transport to the biochemical level. But even in this projection of the definition of transport, the author of the article in Britannic(e) is professionally restrained. At birth. It would be quite logical to consider transport from the standpoint of physical nature, which determines the quality of the movement of matter.

As long as the understanding of transport is opposed to natural reality, natural materials and processes in the scientific research of transport are allowed in an auxiliary, rather than basic quality, the doctrine of transport risks being left without modern scientific understanding. The post-non-classical stage in the development of science is relatively young, many of its features are still in the making, but the growing importance of the effect of synergy of systemic interaction in the sciences of nature, man and society can be judged quite definitely. In this connection, dialectics again comes forward in knowledge, contrary to the desire of the designers of vocational education to push it behind the scenes of the formation of the thinking of future specialists.

There is no transport science in the official international classifications. And it is not clear what exactly it is connected with. Either it has not yet matured enough to meet all the basic requirements of the reality of science; whether its current status of development has not passed the level inherent in applied scientific knowledge obtained by using the achievements of the existing recognized sciences; or someone, in a fit of professional ambition, arbitrarily switched the arrow of transport knowledge from the path to an educational and scientific discipline to the main scientific one. A historical view of how the construction of railway transport, the undisputed transport leader until the 1950s and 1960s, was "learned" suggests that development impulses were given from outside - from classical mechanics, physicists, metallurgists, chemists.

In a number of European countries actively embarking on the development of railway transport, Russia followed Great Britain, France, Germany, but we were the first to realize the science-intensive process, understood the significance of the scientific foundations of progress in railway construction. D.I. Zhuravsky, whose thinking was formed by the outstanding mathematicians and mechanics Guryev,

Bunyakovsky, Ostrogradsky, radically changed the approach to the construction of railway bridges; A.P. Borodin built in 1882 the first special locomotive scientific laboratory in Kyiv in the history of locomotive construction and operation of steam traction; NOT. Zhukovsky not only was the author of the theory of wing lift, but also made a significant contribution to the theory and its practical application in railway transport. Let's take a look at his articles: "On the movement of railway cars and steam locomotives on rails at the inversion", "The operation of the Russian through and American non-through traction device when starting the train from its place and at the beginning of its movement", "Traction force, travel time and breaking forces in the traction device and coupling when broken, sharply variable profile"; N.P. Petrov deduced formulas for traction calculations. His formulas for the total specific resistance of a steam locomotive, the average working pressure of steam in the cylinders, made it possible to take steam locomotive construction under scientific control; S.P. Syromyatnikov brought, using the latest scientific discoveries, the efficiency of a steam locomotive to 10–10.5% versus 5–6%; A.N. Krylov made a practically revolution in shipbuilding due to the scientific theory of the keel and roll of a ship, etc. The revived railway transport not only required comprehensive scientific support, it also served as a locomotive, fascinating scientific progress. The birth of technically space transport could not have happened before scientific thinking had matured, having reached certain conditions due to the loading with ideas, theories, methodological innovations, technical engineering solutions of "transport science". K.E. Tsiolkovsky was fascinated by the construction of airships no less than by vehicles that made it possible to successfully move in outer space, precisely because he saw the prerequisites for understanding the scientific and technical problems of space exploration in the movement and assembly of air transport vehicles. Where there is space as a problem, there are universal scientific problems of the implementation of human movement in it through technical tools. The size of outer space naturally increases the number of such problems, because the problems of travel time are added to the number of problems related to distances. Time in space is measured by the lifetime of a person, which makes traditional transportation a meaningless technical means. There are two ways out of this impasse - to design a transport with a speed of "C", or to allow it to use "wormholes" in the structure of world space.

Vehicles have learned to conquer time. Each next step on the path of transport progress was moving it into a new natural environment: earth - water - air - airless space. With the change in the "elements", the speed capabilities increased, and with them the horizons expanded, until the movement "stumbled" into the scale of deep space.



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The main problemspace transport - not the acceleration of the vehicle, but the dimensions of space, measured by space units, qualitatively different from earthly, human ones. A spacecraft can serve as a passenger or controlled research vehicle only if it becomes like a physical particle with a speed of "C", or, as if a "drill" passes through the barriers of the qualitative structure of outer space, finds passages into parallel space and through it reaches the final goal, essentially reducing the time.

How feasible are these arguments? In the scientific aspect, they are consistent with the modern understanding of time, space and the movement of matter. They also do not contradict the dialectical-materialist interpretation of the structure of objective reality. There remains a scientific and technical perspective. The history of technical transport sets up an optimistic response. However, the decision of the "dispatcher" to light the "yellow" will also cause understanding. The essence of the matter, apparently, is that the technical development of transport - the current state of space is no exception, in the physical context has not yet reached those starting points from which it would be possible to start in the exploration of deep space and the universe as a whole. Separate successful experiments with the use of transport technology should not be absolutized. The existing technical transport is built on the level of the achievements of mechanics and classical physics, which discovered the laws of the macrocosm - the world of terrestrial material phenomena. Space transport will be physically different. With certain costs, it is fair to call the current transport "mechanical", and the transport of the future - "physical". It will be built on the laws and requirements of mega and micro worlds. He will be even closer to the physical essence of nature, confirming the version that transport is not so much a means as a factor that ensures movement. An artificial mode of transport has a natural prototype, and the time will inevitably come when the "secondary" (artificially created) transport will be similar to the original one.

In both scientific and technical projects, there is an invariant frame of reference - life, health and the socio-cultural essence of a person. In the history of public transport - past, present and future - its human dimension is absolutely significant, that is, it does not allow derogations. Transport is a technical tool for the development of homo sapiens. All other manifestations of transport are also significant for us due to its systemic position in nature, but this is already an indirect connection.

The certainty of transport science should be sought in its subject basis. At one time, technical sciences in the form of an established scientific system were also absent until the 19th century; engineering was taught by "pure" physicists, chemists and mathematicians. Scientists and

construction scientists needed to understand the real social scale of technology, its social and humanitarian significance. Technique from the totality of technical devices of various classes had to mature into a technical force that changes the world of human activity and the person himself. The new history of technology was a continuation of the Industrial Revolution, which established the foundations of modern production and democratic relations. Technological progress led to the development of mass production, mass production brought to the fore the development of technology and made technology an actual subject of science.

In the 21st century history repeats itself dialectically, transport again leads the social movement. Transportation science was the second plane of public awareness, while the development of vehicles remained the lot of engineering science in the 19th and most of the 20th centuries. The future of transport is at the intersection of physics and technical sciences, chemistry and technical sciences, biology and technical sciences, cultural studies and science. The role of fundamental natural science is growing in transport progress - this is how the conclusion that science is turning into a direct productive force in the development of society and the individual should be understood.

Transport science in its current form is not a phantom and not a scientific and educational discipline. Its status reflects the prevailing idea of transport. She herself realizes the transition to the science of transport, corresponding to the post-non-classical stage in the history of science. It can be interpreted as "Introduction to Engineering Science". That is why it is so important to define the concept of "transport", in its actual content. F. Engels was right in emphasizing the trend of increasing importance in scientific knowledge of methodology. V.I.'s warning also came true. Lenin that the main burden on philosophy will be in epistemology. The language of technical thinking is a drawing, the language of scientific thinking is a concept. Concepts must correspond to the actual reality and change following the expansion of the boundaries of scientific knowledge. To some extent, the wandering of scientific searches in the labyrinth of dialectical thinking is also connected with the fact that philosophers who do not understand the scale of the significance of transport research are weakly included in the process. "Transport" is a concept of worldview scale. Moreover, "transport" is a system-forming concept in the worldview, since it is transport that serves as the most important factor in the implementation of the movement of matter. One can only understand the scale of the ideological status of transport in different ways: consider transport exclusively, material in nature, limiting it to the sphere of matter itself, selectively evaluating the presence of transport in properties, for example, the

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possibility of the presence of transport in the movement of thinking, or only in cognition, taking into account Note that reflection is subject dependent. knowledge movement, as a process of production, the beginning of the movement of knowledge as self-movement is undoubtedly due to transport. We connect the substantiation of this conclusion with the development of the concept of "movement" within its dialectical-materialistic interpretation, confirmed by numerous discoveries and misconceptions of modern natural science, as well as the practice of human life in all its forms. "Movement" is the next most important concept after "substance" in the construction of a worldview. "Substance" determines the nature of "being", "movement" shows the mode of existence of "being". F. Engels in his "Dialectics of Nature", characterizing the movement, noted: "Movement, considered in the most general sense of the word, i.e. understood as a way of existence of matter, as an attribute inherent in matter, embraces all the changes and processes occurring in the universe, starting from simple movement and ending with thinking. In the preparatory works for Anti-Dühring, F. Engels specifies the characteristics of motion: "Motion is a way of existence of matter, therefore, something more than just its property. Matter does not exist and never could exist without motion.

From the direct definition of motion by F. Engels, two of its qualitative features are clear: the function of motion is to be a way of existence of matter, and the main feature characterizing motion is to produce changes. Change is the main manifestation of movement. Our task is to complete the description of the movement, taking into account its special position in the worldview, that is, to reveal its systemic worldview status. For clarity of presentation, we offer the following scheme.

All systemic elements of movement, with the exception of the position of transport, have been studied to some extent in the literature, which serves as the basis for us to focus on transport. Based on the historically established understanding of transport as a tool for transporting goods in a fairly broad understanding of their subject structure, we, following the logic of the formation of concepts disclosed by G. Hegel, tried to give the definition of the concept of "transport" universality. Do not limit the substantive idea of the cargo in general, keeping in mind that the carrier itself can be considered as cargo - in a particular case. Freedom in determining what should be included in the scope of the concept of "cargo" opened up the prospect of understanding transport from the very beginning of the history of the universe, to give transport the property of universality. Moreover, in the system of signs, characterizing the movement, there was an unoccupied position of the "instrument" for the implementation of the movement. As a result, transport received its rightful place in the system of content of the concept of

"movement", having naturally become a truly universal phenomenon in the world. In accordance with the changed status of the concept of "transport", a restructuring of the political awareness of its significance will also be required.

The position in the system is determined by the specifics of the phenomenon and is associated with certain functions assigned to it. Transport is not limited by its basic purpose - to be an instrument of movement in space and time. Its position is multifunctional:

- with the help of transport, the spatio-temporal reality of phenomena is ensured, the existence of which requires the certainty of the spatial position within the time conditioned by reality, that is, transport is not just a driving tool, its function is to contribute to the reproduction of the spatio-temporal status of a systemic formation;

- transport participates in achieving the required interactions between objects or states of objects and the conditions for their development (movement);

- transport is included in the order of functioning of the phenomenon, as a component of its self-propulsion

- the functioning of transport is one of the factors protecting the qualitative identity of phenomena.

On the example of various types of transport, British specialists have shown the functional diversity of biological transport as the most important condition for the reproduction of a living cell, a factor in its normal existence, including mitosis. It is advisable to build a classification of transport taking into account the universality of movement and its qualitative diversity, represented by the forms of movement of matter. The following types are distinguished in the basic classification:

- physical,
- mechanical,
- chemical,
- biological,
- social.

It is expedient to put "informational" apart. In our understanding, the history of social transport is divided into 3 stages:

Stage 1: ensuring the evolutionary viability of the species (competitiveness)

travel paths  
means of transportation  
pinning tool  $\longrightarrow$  (means of construction)

places of residence  
Stage 2: ensuring the development of the community (the formation and development of a national organization)

in national forms:  
communication tool

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means of competition  
way to ensure community management  
factor in the formation of intersubjective  
formations and the formation of a national form of  
community

empire-building tool.

Stage 3: ensuring social progress in the  
conditions of modernization associated with the  
Industrial Revolution (modern)

the emergence and development of mass  
technical transport, the development of technically  
produced energy

diversification of technical transport

activation of cognitive and cultural

transport functions.

In more detail, the history of social transport can  
be qualified as follows:

- undifferentiated transport, when the vehicle  
was the person himself;
- mechanical natural stage;
- the stage of connecting technical transport  
with technically received energy;
- cosmic near, limited by the solar system;
- cosmic distant - transsystem., galactic

The inclusion of transport in the systemic  
understanding of traffic should not be qualified as a  
desire to revise the traditional interpretation of  
transport. In the traditional understanding, as well as  
unusual for a widespread interpretation, found among  
British specialists, transport is defined at the level of  
representation, reduced to its particular manifestations  
in the social form of movement. The lack of universal  
understanding hinders the scientific approach to  
cognition. This, in our opinion, is also connected with  
the uncertainty of the status of transport science,  
which allows the recognition of the reality of transport  
science and its conditional reality - the phantom b.  
nost.

Transport science is born in the bowels of the  
next, post-non-classical stage in the development of  
science. In order for it to self-determine, and without  
this, its status will remain as before a "scientific  
secret", general scientific support and complicity of  
philosophical reflection are necessary. The birth of  
transport science does not rest on particular subject  
certainty, it requires more thorough innovative  
methodological support. K. Popper "felt" the right  
direction of scientific progress back in the 1950s - 70s.  
"The progress of science," wrote the German  
philosopher, is due not to the fact that more and more  
perceptual experience accumulates over time, and not  
to the fact that we are making better use of our senses.  
Science cannot be obtained from uninterpreted  
sensory perceptions, no matter how carefully we  
collect them. bold ideas, unjustified anticipations and  
speculative thinking are our only means of  
interpreting nature, our only organ, our only  
instrument of understanding it. And we must take risks  
in order to win. Those of us who are afraid of risking

refutation of our ideas are not playing the science  
game." At the end of his reflections on the driving  
mechanisms of scientific progress, a well-known  
specialist in the philosophy and logic of science  
ventured to reveal the secret of scholarship itself: "It  
is not the possession of knowledge, irrefutable truth  
that makes a person a scientist, but his constant and  
courageous critical striving.

There is no need to hope for a "miraculous  
transformation" in the understanding of transport and  
transport science. The current view of transport is  
rooted in the practice of economic policy, the  
architecture of economic planning has been laid out  
for it, in which transport is assigned a "working" place  
- to be in the "service" of production, but not the  
locomotive of its promotion. The history of the rise of  
Rome, Holland, Spain, Portugal, Britain, a little later  
than Germany, and the historical experience of the  
Russian State do not teach politicians. Even the birth  
of space transport has changed little in the political  
understanding of transport, and as long as political  
reflection is not built on the basis of general scientific  
thinking, scientific and philosophical ideas will  
remain wishes, but not imperatives.

The integration of economic science is realized  
unilaterally, it loses its specific methodological base,  
borrowing mathematical methods of analysis. They  
are certainly fruitful and no one doubts their  
effectiveness, however, the movement of economic  
science, in addition to the "quantitative" coast, also  
has a political one, on which the qualitative  
guidelines of the movement, regulated by world  
outlook, are built. Not transport should be  
subordinated to the development of the economy,  
but the economy should be developed on the basis of  
the modern understanding of transport as a system-  
forming factor in the movement of the world in  
general and social progress in particular. The history  
of man as a biological species and social form of  
human reality indicates that evolution was carried  
out thanks to the development of living space by  
mankind, moving first in physical space, and, as the  
formation of their own social space, and in it.  
Civilization is the product of this process. In the new  
millennium, the significance of space for the  
improvement of human life is even more relevant,  
therefore, no matter how high the value of social  
space is, it is necessary to go beyond this form and  
consider the problem of spatial development of the  
world with the help of transport, understood in a  
broad ideological context, as a priority in politics.  
And the most practical politics develop not as a  
systemic reaction to the action of forces from the  
existing reality of the world, but is built on the basis  
of the outstanding ability of homo sapiens  
consciousness to anticipate objective changes in  
reality. The methodology of science is an effective  
tool for obtaining new knowledge. Figuratively  
speaking.

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Transport science is one of the few branches of technology in which the production and operation of the equipment it uses are divided into two independent production areas with their own scientific and engineering support. Therefore, the methodology of transport science as an operational branch of technical sciences has additional specifics in relation to the specifics of the methodology of technical knowledge.

Transport science is designed not only to ensure the improvement of transport, but also to form the initial requirements and data for the innovative improvement of the products of industries serving transport.

In relation to transport, these industries are transport electrical engineering and telemechanics, petrochemistry and polymer chemistry, the paint and varnish industry, the production of garage equipment, technical diagnostic tools, etc.

Transport science in its current form is not a phantom and not a scientific and educational discipline. Its status reflects the prevailing idea of transport. She herself realizes the transition to the science of transport, corresponding to the post-non-classical stage in the history of science. That is why it is so important to define the concept of "transport", in its actual content. F. Engels was right in emphasizing the trend of increasing importance in scientific knowledge of methodology. V.I.'s warning also came true. Lenin that the main burden on philosophy will be in epistemology. The language of technical thinking is a drawing, the language of scientific thinking is a concept. Concepts must correspond to the actual reality and change following the expansion of the boundaries of scientific knowledge.

The consciousness of the immensity of Russia comes into our souls also thanks to rail travel. There are countless railway specialties - heat engineering, a specialist in diesel engines, in electromotive traction, in electrical networks, in logistics, signaling, in optimal configuration of trains and control over the weight load on the track; on railway bridges, maintaining crossings in accordance with safety requirements, etc. This is by no means a complete list of those areas where there is thought, professional knowledge and the will of a travel engineer. These professions do not exist on their own. They are linked into a system of successive and complementary areas of activity, where each of them "leads his part" in the orchestra, in the beating of the pulse, in the life of the railway. Rough, seemingly dead pieces of iron,

### Conclusion

The purpose of the development of the Strategy is to propose a set of strategic directions, measures and steps aimed at reversing the negative trends in the economy and social sphere of the regions of the Russian Federation and their entry into a sustainable

trajectory of socio-economic development, which is based on a model of accelerated economic growth and strengthening the economic base of the regions RF for the subsequent improvement of the quality of life and well-being of its inhabitants.

The mission (strategic goal) of the socio-economic development of the regions of the Russian Federation is the growth of the genuine well-being of the inhabitants of the regions of the Russian Federation, the creation of opportunities for their self-realization by outstripping the rate of creation of new high-tech and science-intensive jobs compared to other regions of Russia, an increase in the level and quality of life, access to social and cultural benefits.

The concept of true well-being comes from the assumption that today the content of the concepts of "development" and "progress" has acquired a new meaning. Development is becoming human-oriented (humanistic) and environmentally-oriented, based on investments in human capital, innovative sectors of the economy, and the preservation of ecosystems. This means an increase in the subjective feeling of personal happiness, including not only the level of income, but also non-economic indicators, including the value of leisure, eco-system services, and the quality of work.

Genuine well-being is assessed by an expanded set of indicators that characterize the quality of human life from all sides (opportunities for self-realization, wealth inequality and other indicators of inclusive economic growth, subjective happiness, quality of the urban environment, environmental indicators, healthy life expectancy, indicators of human development, development of democratic institutions and public participation, etc.). This takes into account not only the economic (level of income, volume of production and investment), but also the social, environmental, spatial and managerial (institutional) components. Economic development not only does not contradict the conservation of nature ("industrialization at any cost"), but also leads to a reduction in social disproportions.

The goal for the period up to 2026 (first stage) is to ensure rapid economic growth and development of the social sphere of the regions of the Russian Federation at a rate higher than the national average based on strengthening the economic base, stimulating entrepreneurial initiative, sustainable spatial development and improving the efficiency of state and municipal government. At the first stage, due to outstripping growth rates, basic conditions will be created for entering the trajectory of sustainable development.

The goal for the period 2027 - 2030 (second stage) is the formation of a new model for the development of the regions of the Russian Federation, based on the principles of sustainable development, including through the implementation of the provisions of the Decree of the President of the Russian Federation dated May 7, 2018 No. 204 "On

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national goals and strategic development objectives Russian Federation for the period up to 2030”.

At the second stage, a new model of sustainable long-term development of the regions of the Russian Federation will be formed due to investments in human capital, ecology, and industrial renewal, which implies the harmonious development of the economic, social and environmental components.

The goal for the period 2031-2035 (the third stage) is to increase the true well-being of people and their subjective sense of happiness through the scaling of the sustainable development model, the transition to a fundamentally new quality of economic growth, in which social, economic and environmental development complement each other, the introduction of best practices environmentally-oriented and human-oriented development.

Thus, by 2035, the Strategy is designed to realize the existing human potential of the regions of the Russian Federation, increase opportunities for self-realization, ensuring an increase in the level and quality of life, access to social and cultural benefits, creating an environment of equal opportunities for everyone. This will create conditions for the implementation of a catch-up development model (with growth rates higher than the average Russian ones) with access to a model of sustainable long-term development by 2027.

The implementation of the Strategy will make it possible to make a consistent transition from the old industrial model of extensive economic growth at the expense of natural resources to a sustainable development model that balances economic, environmental and social components. The new development model will be based on the concentration of added value in the region, the development of innovations and human potential, the implementation of a smart specialization policy for certain territories, the greening of industry, and the creation of a new quality of business and management institutions.

The implementation of the Strategy will help strengthen the status of the regions of the Russian Federation as a geostrategic development, including the Arctic zone of the Russian Federation.

In the draft Strategy for the spatial development of the regions of the Russian Federation until 2035, the Russian Arctic is considered as a geostrategic Arctic zone, which is essential for ensuring the territorial integrity of the country and the security of the state. The Russian Arctic in the long term is positioned as one of the pilot regions of the Russian Federation for the implementation of the global sustainable development agenda for the period up to 2035 at the regional level in Russia. This agenda was adopted on September 25, 2020 by the UN member states, including Russia.

Within the framework of the Strategy, by 2035 the Russian Federation is considered as special regions with territories with a unique specialization at

the national and regional levels. At the same time, the regions themselves already perform, or are potentially capable of performing several functions at once (“development through diversity”) at the national level: an innovative industrial center, a scientific and educational center, a transport and logistics center, a digital economy center, a tourist center, a cooperation area and interaction, areas of sustainable development.

The Strategy identifies 7 equivalent and interrelated strategic areas focused on the formation of human potential, the creation of new incentives to live and work in the regions of the Russian Federation, and 50 main tasks for moving forward in each of them. At the same time, some of the activities can be implemented at the regional and municipal levels.

Within the framework of the strategic direction "Infrastructure for Life", the main directions of infrastructure development are set as a necessary condition for the development of the economy and the social sphere.

The strategic direction "Development of the economy and entrepreneurship" defines measures to strengthen key competitive and promising sectors of the economy of the regions of the Russian Federation.

Within the framework of the strategic direction "Development of tourism and the hospitality industry", the unique tourist and cultural opportunities of the regions of the Russian Federation are separately disclosed.

The strategic direction "Sustainable Spatial Development" is aimed at realizing the unique spatial potential of the republic.

The strategic direction "Improving environmental sustainability and security" sets the values of sustainable development, a green economy in order to pass on to future generations the opportunities that we have today.

The strategic direction "Human Capital and the Social Sphere" is aimed at the development of science and education, health care, and social support for people. The multiplication of human potential is the biggest task, a necessary condition for retaining the population, solving problems in the field of industrial development.

Finally, the strategic direction "Effective Governance: Tools for Implementation" sets the vector in the field of creating a modern development management system, introducing advanced practices of public participation, and new instruments of tax, budget and investment policy.

The system of 7 strategic directions is linked to 7 long-term strategic goals and is generally aimed at creating conditions for the integrated development of human potential and the consolidation of the population in the republic through providing basic needs in education, healthcare, infrastructure, a favorable environment, jobs, including highly qualified, concomitant development of services and

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1. The strategy takes into account the provisions of the Decree of the President of the Russian Federation dated May 7, 2018 No. 204 “On the national goals and strategic objectives of the

development of the Russian Federation for the period up to 2035”, including within the framework of individual national projects and programs (table 1).

**Table 1. Priority areas and strategic goals of the Strategy, compliance with the May Decree of the President of the Russian Federation**

Priority areas	National projects and key quantitative targets of the May Decree	Federal projects in which the participation of the Russian Arctic is expected
Development of human capital and social sphere	<p>national project "Demographic Development": increase in healthy life expectancy up to 75 years; an increase in the total fertility rate to 1.7; an increase in the proportion of citizens leading a healthy lifestyle, as well as an increase to 55% of the proportion of citizens systematically engaged in physical culture and sports; national project "Health":</p> <p>reduction in mortality of the working-age population (up to 350 cases per 100 thousand population), mortality from diseases of the circulatory system (up to 450 cases per 100 thousand population), mortality from neoplasms, including malignant (up to 185 cases per 100 thousand population), infant mortality ( up to 4.5 cases per 1 thousand born children); ensuring coverage of all citizens with preventive medical examinations at least once a year; ensuring optimal accessibility for the population of medical organizations providing primary health care; optimization of the work of medical organizations providing primary health care, reducing the waiting time in line when citizens apply to these medical organizations, simplifying the procedure for making an appointment with a doctor; the national project "Education": ensuring the global competitiveness of Russian education, the entry of the Russian Federation into the top 10 countries in the world in terms of the quality of general education;</p> <p>national project in the field of science: ensuring the presence</p>	<p>"Demography" (P):</p> <p>1) "Financial support for families at the birth of children";</p> <p>"Establishment of a nursery - promotion of women's employment";</p> <p>"Older generation";</p> <p>"Strengthening public health";</p> <p>"New physical culture of the population";</p> <p>"Health" (N):</p> <p>"Development of the primary health care system";</p> <p>"The fight against cardiovascular diseases";</p> <p>"Fight against oncological diseases";</p> <p>"Child development</p> <p>healthcare, including the creation of a modern infrastructure for providing medical care for children";</p> <p>"Provision of medical organizations of the system health care qualified personnel";</p> <p>"Creation of a single digital circuit in healthcare based on a unified state information system health care (EGISZ)";</p> <p>"Development of export of medical services";</p> <p>"Education" (E):</p> <p>"Modern School";</p> <p>"Success of every child";</p> <p>"Modernparents";</p> <p>"Digital School";</p> <p>"Teacher of the Future";</p> <p>"Young professionals";</p> <p>"New Opportunities for Everyone";</p> <p>"Social activity";</p> <p>"Improving the competitiveness of Russian higher education";</p> <p>"Science" (S):</p> <p>"Creation of a network of leading research centers and world-class centers";</p> <p>"Creation advanced research infrastructure";</p> <p>"Generation of fundamental scientific knowledge";</p> <p>"Creation of scientific and educational centers and cooperation with organizations</p>

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	the Russian Federation among the five leading countries of the world carrying out research and development; ensuring the attractiveness of work in the Russian Federation for Russian and foreign leading scientists and young promising researchers; outpacing increase in domestic spending on research and development; national program in the field of culture: There are no specific target indicators in the May decree	operating in the real sector of the economy"; 5) "Digital technologies in science"; "Culture" (A): "Cultural environment"; "Creative people"; "Digital Culture"
Development of the economy and entrepreneurship; development of tourism and hospitality industry	national program in the field of increasing labor productivity and supporting employment: growth in labor productivity in medium and large basic non-primary sectors of the economy at least 5 percent per year; involvement in implementation of the specified national program at least 10 constituent entities of the Russian Federation annually; involvement in the implementation of the specified national program of at least 10 thousand medium and large enterprises of the basic non-primary sectors of the economy; national project in the field of development of small and medium-sized businesses and support for individual entrepreneurial initiatives: increase in the number of people employed in the small and medium entrepreneurship, including individual entrepreneurs, up to 25 million people	"Productivity and Employment Support" (L): "Systemic measures to increase labor productivity"; "Implementation of measures to increase labor productivity and expert support for enterprises in non-primary industries"; "Employment support: employment, training, infrastructure development"; "Small and medium business and support for individual entrepreneurial initiative" (I): "Improving the conditions for doing business activities"; "Creation of a digital platform for supporting production and marketing activities of small and medium-sized entities entrepreneurship"; "Improvement procurement systems carried out by the largest customers from subjects of small and medium business"; "Expanding access of SMEs to financial support, including preferential financing"; "Creation of a system of acceleration of subjects of small and medium entrepreneurship"; "Modernization of the exporter support system – subjects of small and medium business";
		"Creation of a support system for farmers and development of rural cooperation"; "Promotion of Entrepreneurship"
Infrastructure for life, sustainable spatial development; international relations	national project in the field of housing and urban environment: providing affordable housing for middle-income families; increase in housing construction to at least 120 million square meters per year; drastic increase comfort of the urban environment, increasing the index of urban environment quality by 30 percent; increase in the share of citizens participating in solving issues of urban environment development, up to 30 percent; sustainable reducing the uninhabitable housing stock; national project for creation of safe and high-quality roads:	"Housing and Urban Environment" (F): "Housing"; "Formation of a comfortable urban environment"; "Ensuring a sustainable reduction in the uninhabitable housing stock"; "Safe and quality roads" (R): "Road network"; "System-wide measures for the development of the road sector"; "International cooperation and export" (T): "Industrial export"; "Export of agricultural products"; "Logistics international trade"; "Export of services"; "Systemic measures to promote international cooperation and export"

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	<p>increase in the share of regional roads that meet regulatory requirements in their total length of at least than up to 50 percent; reduction in the share of highways of federal and regional significance, operating in overload mode, in their total length by 10 percent compared to 2020; reduction in the number of places of concentration of road traffic accidents (dangerous sections) on the road network by half compared to 2020; a 3.5-fold reduction in deaths from road traffic accidents compared to since 2017 - to the level</p> <p>not exceeding four people per 100 thousand of the population (by 2035 - the desire for zero mortality).</p> <p>national program in the field of development of international cooperation and export:</p> <p>formation of global competitive non-primary sectors, the total share of exports of goods (works, services) of which will be at least 20 percent of the country's gross domestic product; achieving the volume of exports (in value terms) of non-commodity non-energy goods in the amount of 250 billion rubles.</p> <p>US dollars per year, including engineering products - 60 billion US dollars per year and agricultural products - 45 billion US dollars per year, as well as the volume of exports of services rendered in the amount of 100 billion US dollars per year;</p> <p>formation of an effective system of division of labor and industrial cooperation within the framework of the Eurasian Economic Union in order to increase the volume of trade between the member states of the union by at least one and a half times and ensure the growth of the volume of accumulated mutual investments by one and a half times</p>	
<p>Enhancing environmental sustainability and safety</p>	<p>national project "Ecology": liquidation of all unauthorized landfills identified as of January 1, 2021 within city boundaries; cardinal decrease in the level of atmospheric air pollution in large industrial centers; improving the quality of drinking water for the population; ecological improvement of water bodies; conservation of biological diversity, including through the creation at least 24 new protected areas</p>	<p>"Ecology" (G):          "Clean country";          "Construction of facilities for sorting and processing MSW";          Drinking water";          Forest Conservation"</p>



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Effective Governance: Implementation Tools	National program "Digital Economy of the Russian Federation": increase in internal costs for the development of the digital economy through all sources at least three times compared to 2021; building sustainable and secure information and telecommunications infrastructure; use of predominantly domestic software	"Digital Economy" (D): "Regulatory regulation of the digital environment"; "Informationinfrastructure"; "Personnel for the digital economy"; "Informationsafety"; "Digital Technologies"; "Digitalpublic administration"
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The implementation of the Strategy is designed to respond to the main demographic challenge of the long-term development of the regions of the Russian Federation. In conditions of rather high mobility of the population, people choose to live in those regions where they can realize their potential. The answer to this should be an appeal to the needs and capabilities of each resident of the regions of the Russian Federation and positioning the state as an assistant, the role of civil society in governance should be radically changed, mechanisms for effective feedback from residents should be established. Therefore, at the center of the Strategy are people and their well-being.

Our country is the only one in the world that has proved that nothing depends on the climatic zone if there is a developed industry and infrastructure. We offer our own solution to a whole range of problems, the most optimal, in our opinion, namely: In future and existing cities of the regions of the Russian Federation such as; Nizh-Bestyakh, Tiksi, Ust-Nera, Chokurdakh, Dachny, Markovo, Ionveem. The creation of light industry enterprises in them is due not only to their location on the railway tracks, which is not unimportant, but also to their favorable location

near large rivers of the regions of the Russian Federation that open into the ocean, which will automatically provoke a sharp increase not only in freight traffic, but also the possibility, if necessary, with minimal costs to implement an industrial policy to provide these regions with demanded products and imports of substitute products. That is, it will be gold for light industry and will allow the production of cheap, unique and other goods, for example, shoes, belts, bags and other things made of fish skin, fur coats and clothes made of deer skins, and so on, so light industry products will be in demand not only in our country, but also abroad. It is strange not to take advantage of such a treasure when everything can not only pay off, but also become an economic superiority in the field of light industry over leading economic powers like China and the United States, since none of them has such a potential as Russia. But this is in the future, but for now we propose to start small based on our analytical work, that is, if everything is done wisely, then this will not only be our version of the development of events, but will become a reality and provoke the effective development of the Arctic regions.

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