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Article



Artur Alexandrovich Blagorodov

Institute of Service and Entrepreneurship(branch) DSTU
Master

Natalya Sergeevna Rumyantkaya

Institute of Service and Entrepreneurship(branch) DSTU
Ph.D., Associate Professor

Vladimir Timofeevich Prokhorov

Institute of Service and Entrepreneurship(branch) DSTU
Doctor of Technical Sciences, Professor
Shakhty, Russia

Natalya Vasilievna Tikhonova

Kazan National Research University
Doctor of Technical Sciences, Professor,
Kazan, Tatarstan

Galina Yurievna Volkova

LLC TsPOSN «Orthomoda»
Doctor of Economics, Professor
Moscow, Russia

THE MAIN TRENDS IN THE SPATIAL DEVELOPMENT OF TERRITORIES INCLUDED IN THE ARCTIC ZONE OF THE RUSSIAN FEDERATION. MESSAGE 1

Abstract: *in the article, the object of research is the State Program of the Russian Federation "The main trends in the spatial development of territories included in the Arctic zone of the Russian Federation" for the period up to 2035 as an expression of the policy of the Federal Center pursued in relation to the regions. The subject of the study are the elements of the above program, which, in conflict with regional specifics, hinder the achievement of the goals set in government documents. The analysis of the conducted research is the formation of an understanding of how the regions of the Arctic zone should be taken into account when formulating federal policy aimed at their socio-economic development. In order to achieve this goal, it is necessary to solve a number of tasks, namely:*

- analyze the State Program, highlighting the main goals and methods for achieving the goals;*
- identify the specific features of the regions that impede the achievement of the goals set;*
- to propose specific ways to include the regional specifics of these regions in the model of the federal policy of the Arctic zone of the Russian Federation.*

Key words: *priority, technical regulation, certification, standardization, financial condition, profitability, profit, demand, preferences, relevance, competitiveness, social and economic well-being of the regions of the Arctic zone.*

Language: English

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Introduction

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Assessment of the state of development of the Arctic zone and ensuring national security, the role of

the Arctic zone in the socio-economic development of the Russian Federation and ensuring national security is determined by the following features (Figure 1):

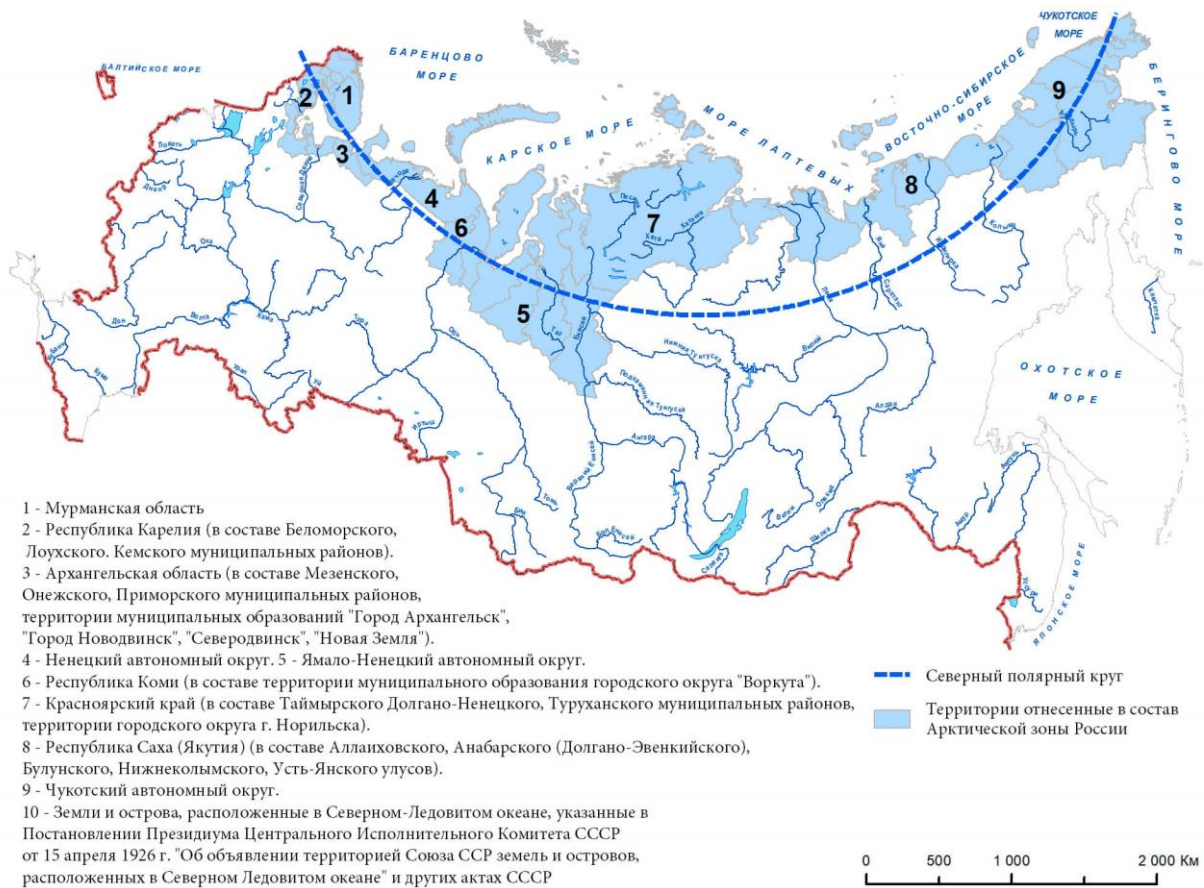


Figure 1. Characteristics of the Arctic Zone of the Russian Federation.

a) The Arctic zone provides for the production of more than 80% of combustible natural gas and 17% of oil (including gas condensate) in the Russian Federation;

b) the largest economic projects implemented in the Arctic zone create demand and stimulate the production of high-tech and science-intensive products at hundreds of enterprises in other regions of the Russian Federation;

c) the continental shelf of the Russian Federation in the Arctic, according to experts, contains 85.1 trillion. cube m of combustible natural gas, 17.3 billion tons of oil (including gas condensate) and is the 3rd strategic reserve for the development of the mineral resource base of the Russian Federation;

d) as a result of climate change and the implementation of international policies to reduce greenhouse gas emissions, the role of the Northern Sea Route as a transport corridor of global importance for the transportation of national and international

cargoes, consistent with the policy of sustainable development, will increase;

e) the possible onset of adverse environmental events in the Arctic zone as a result of anthropogenic impact and (or) climate change creates global risks for the economic system, environment and security of the Russian Federation and the world as a whole;

f) 19 small peoples live in the Arctic zone, their heritage objects are located, which are of historical and cultural value of global significance;

g) on the territory of the Arctic zone there are objects of strategic deterrence forces designed to prevent aggression against the Russian Federation and its allies.

The implementation of the Strategy for the Development of the Arctic Zone and Ensuring National Security for the period up to 2035 provided: an increase in life expectancy at birth in the Arctic zone from 70.65 years in 2018 to 72.39 years in 2022; decline between 2018-2022 migration outflow of the

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population from the Arctic zone by 53%; decrease in the unemployment rate (according to the methodology of the International Labor Organization) from 5.6% in 2018 to 4.6% in 2022; an increase in the share of the gross regional product produced in the Arctic zone in the total gross regional product of the constituent entities of the Russian Federation from 5% in 2018 to 6.2% in 2022; an increase in the share of budgetary funds (budgets of all levels) in the total volume of investments in fixed capital in the Arctic zone from 5.5% in 2018 to 7.6% in 2022; growth in traffic along the Northern Sea Route from 4 million tons in 2018 to 31.5 million tons in 2022; an increase in the share of households in the Arctic zone that had broadband access to the Internet information and telecommunications network in the total number of households in the Arctic zone from 73.9% in 2018 to 81.3% in 2022; increase in the share of modern weapons, military and special equipment in the Arctic zone from 41% in 2018 to 59% in 2022.

Main part

The main problems, challenges and threats that form the risks of developing the Arctic zone and ensuring national security remain intensive climate warming in the Arctic, which is 2-2.5 times faster than on the planet as a whole; decrease in natural growth, migration outflow and, as a result, a decrease in the population of the Arctic zone; lagging behind the values of indicators characterizing the quality of life in the Arctic zone from the all-Russian or average values for the constituent entities of the Russian Federation, including life expectancy at birth, mortality of the able-bodied population, infant mortality, the share of public roads that meet regulatory requirements, the share of emergency housing fund, the volume of commissioning of housing, the share of the area of the housing stock, provided with all kinds of amenities; low level of availability of high-quality social services and comfortable housing in settlements located in remote areas, including in places of traditional residence and traditional economic activities of small peoples; a high level of occupational risk, characterized by a complex effect of harmful production and cooling meteorological factors of working conditions, and an increased level of occupational morbidity compared to other regions of the country; the absence of a system of state support for the delivery of fuel, food and other vital goods to the Arctic zone, which ensures their sale to citizens and business entities at affordable prices; low level of development and high cost of creating transport infrastructure, including those necessary for the development of small aviation and the provision of year-round air transportation at affordable prices; non-competitiveness of business entities as a result of higher costs of economic activity, including as a result of the provision of guarantees and compensations to persons working in the Far North and equivalent areas.

Regrettably, the slow rates of geological exploration of promising mineral resource centers remain, including those on the continental shelf of the Russian Federation in the Arctic; inconsistency of the system of secondary vocational and higher education in the Arctic zone with the needs of the economy and the social sphere in qualified personnel; the delay in the development of the infrastructure of the Northern Sea Route, the construction of icebreaking, rescue and auxiliary fleet vessels from the timing of the implementation of economic projects in the Arctic zone; the lack of an emergency evacuation system and the provision of medical assistance to crew members of ships in the waters of the Northern Sea Route; low level of development of information and communication infrastructure and competition in the field of telecommunications; a high proportion of local electricity generation based on economically and environmentally inefficient diesel fuel; reduction in the share of value added of high-tech and knowledge-intensive sectors of the economy in the gross regional product of the Arctic zone of the Russian Federation, low rates of development of domestic technologies necessary for the development of the Arctic; low rates of fundamental and applied research, development of domestic technologies necessary for the development of the Arctic zone; the unpreparedness of the environmental monitoring system located in the Arctic zone for environmental challenges; low level of investment in fixed capital, carried out for the protection and rational use of natural resources; the danger associated with the cross-border transfer of especially dangerous infections and highly toxic chemicals; discrepancy between the level of development of the emergency rescue infrastructure and the public safety system and the growth rate of economic activity in the Arctic zone; the growing conflict potential in the Arctic, which requires a constant increase in the combat capabilities of groupings of general-purpose troops (forces) of the Armed Forces of the Russian Federation, other troops, military formations and bodies in the Arctic zone.

In 2021, the public administration system was brought into line with the challenges in the development of the Arctic zone and ensuring national security; a new composition was formed and the powers of the State Commission for the Development of the Arctic were expanded, the Ministry of the Russian Federation for the Development of the Far East and the Arctic was formed, a decision was made to expand the competence of the institutions for the development of the Far East to the Arctic zone.

Improvement of legal regulation in order to adopt separate standards for the provision of medical care for certain diseases to citizens living in the regions of the Far North, as well as establishing for medical organizations (branches or divisions of medical organizations) in the regions of the Far North and equivalent areas of personal staffing standards for

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medical workers and equipment standards based on morbidity statistics and medical evacuations; organization of medical support for navigation of vessels in the waters of the Northern Sea Route, the operation of stationary and floating offshore platforms in the waters of the Arctic Ocean; development of high-tech medical care in the regions of the Arctic zone of the Russian Federation; h) improving measures for the prevention of diseases, including infectious ones, and implementation of a set of measures aimed at building a commitment to a healthy lifestyle, including motivating citizens to switch to a healthy diet and reduce alcohol and tobacco consumption; providing social support for medical workers in order to eliminate the shortage of personnel; development of optimal placement schemes and modernization of healthcare facilities (not related to primary health care), education, culture, physical culture and sports, ensuring their accessibility for the population, taking into account demographic forecasts, forecasts for staffing the economy, transport remoteness of settlements and the peculiarities of the settlement of small peoples ; development of distance educational technologies; improving the legal regulation of the provision of educational services to representatives of small peoples; creation and development of specialized educational and scientific centers for talented children and regional centers for identifying, supporting and developing abilities and talents in children and youth; development, together with large and medium-sized enterprises, of a network of professional educational organizations, including the creation of advanced professional training centers and equipping workshops with modern material and technical base in accordance with WorldSkills standards.

Advanced development of educational organizations of higher education, their integration with scientific organizations; establishing the specifics of the requirements of the legislation in the field of ensuring the sanitary and epidemiological well-being of a person for the Arctic zone; implementation of a set of measures to eliminate the harmful effects of environmental factors and prevent adverse effects on public health associated with climate change in the Arctic zone, including assessment of the impact on the sources and ways of spread of climate-dependent infectious and parasitic diseases; implementation of a set of measures to research, preserve and popularize cultural heritage, develop traditional culture, preserve and develop the languages of small peoples; state support for travel and visits to cultural institutions for children, living in remote settlements, tours and traveling exhibitions of creative teams and cultural institutions, participation of local sports teams in interregional and all-Russian sports competitions, holding all-Russian festivals and creative projects, major sporting events in the Arctic zone; creating conditions for increasing the proportion

of citizens systematically engaged in physical culture and sports, and increasing the level of provision of citizens with sports facilities based on the one-time throughput of sports facilities; improvement of mechanisms for subsidizing mainline, interregional and local (within regional) air transportation; formation of a modern urban environment in settlements, including through the improvement of public and courtyard spaces, taking into account the natural and climatic features of the Arctic and the introduction of advanced digital and engineering solutions; state support for housing construction, including wooden housing construction, as well as the construction of engineering and social infrastructure in settlements that perform the functions of ensuring national security and (or) the functions of a base for the development of mineral resource centers, the implementation of economic and (or) infrastructure projects in the Arctic, as well as in places of traditional residence of small peoples; stimulating the participation of state corporations, companies with state participation and private investors in the creation and modernization of 9 social, housing, communal and transport infrastructure, as well as in the development of indigenous peoples, places of their traditional residence and traditional economic activity; w) creation of a system of preferences for citizens of the Russian Federation working and living in the Arctic zone; creation of a unified system of state support for the delivery of fuel, food and other vital goods to remote settlements.

The main tasks in the field of economic development of the Arctic zone are achieved through the following set of measures, namely: through the development of a special economic regime in the Arctic zone of the Russian Federation, which stimulates the transition to a circular economy, the implementation of private investment in geological exploration, the creation of new and modernization of existing industrial industries, the development of science-intensive and high-tech industries, the development of new oil and gas provinces, deposits of solid minerals and hard-to-recover hydrocarbon reserves, deep oil refining, the production of liquefied natural gas and gas chemical products; state support for capital investments in transport, energy and engineering infrastructure, including the infrastructure of gas supply systems, water supply, pipeline transport and communications necessary for the implementation of new investment projects selected or determined in accordance with the procedures or criteria established by federal laws and other regulatory legal acts; development and implementation of a program of state support for the traditional economic activities of small peoples living in the Arctic zone; simplification of the procedure for granting land plots to citizens for the purpose of carrying out economic and other activities not prohibited by law; development of digital services for

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the provision of forest and fish-breeding areas for use; development and implementation of a program for the geological study of the Arctic zone of the Russian Federation;

Creation and development of a new model for the implementation of economic projects on the continental shelf of the Russian Federation in the Arctic, providing for the expansion of the participation of private investors in such projects while maintaining state control over their implementation; state support for the creation and development of technologies and industrial products for the development of oil and gas fields, including those on the continental shelf of the Russian Federation, the production of liquefied natural gas; stimulating the predominant use of Russian-made industrial products in the implementation of new economic projects; state support for the creation and (or) modernization of fish processing complexes, aquaculture enterprises, greenhouse farms and livestock complexes; development and implementation of legal and organizational measures to prevent illegal extraction and sale of marine biological resources, as well as to stimulate the sale of harvested marine biological resources; development of a mechanism for state support for the intensification of reforestation, the development of forest infrastructure and deep processing of forest resources, the development of a system of aviation protection of forests from fires; state support for the construction of Arctic ice-class cruise ships on the territory of the Russian Federation and the development of tourism infrastructure. development of a system of aviation protection of forests from fires; state support for the construction of Arctic ice-class cruise ships on the territory of the Russian Federation and the development of tourism infrastructure. development of a system of aviation protection of forests from fires; state support for the construction of Arctic ice-class cruise ships on the territory of the Russian Federation and the development of tourism infrastructure.

The main tasks in the development of the infrastructure of the Arctic zone are achieved through the following set of measures, namely: due to the integrated development of the infrastructure of the transport corridor, which includes ports and sea shipping routes of the Barents, White and Pechora Seas on the western flank, the waters of the Northern Sea Route, the Bering Sea on the eastern flank (hereinafter referred to as the Northern Sea Transport Corridor); creation of a headquarters for maritime operations to manage navigation throughout the entire water area of the northern sea transport corridor; integration of the provision of transport and logistics services for transportation along the northern sea transport corridor based on a digital platform for paperless processing of multimodal transportation of passengers and goods; construction of at least 5 universal nuclear icebreakers of project 22220, 3

nuclear icebreakers of the Leader project, 16 rescue and 11 towing and rescue vessels of various capacities, 3 hydrographic and 2 pilot vessels; organization of training and retraining of personnel, taking into account the need for the development of transportation in the waters of the northern sea transport corridor; development and approval of a program for the construction of a merchant cargo fleet for the needs of economic projects and cargo-passenger ships for transportation between sea and river ports in the Arctic zone; construction of ports - hubs and the creation of a Russian container operator that ensures the implementation of international and cabotage transportation along the northern sea transport corridor; expanding the possibilities of navigation along the Belomoro - Baltic Canal, the basins of the Onega, Northern Dvina, Mezen, Pechora, Ob, Yenisei, Lena rivers. Kolyma and other rivers on the territory of the Arctic zone of the Russian Federation, including dredging, development of ports and port points; adoption of a set of measures to develop the use of liquefied natural gas in sea and river transport in the water area of the northern sea transport corridor and energy supply to settlements; development of a scheme for the development of airport complexes and checkpoints across the state border of the Russian Federation in conjunction with the development of the northern sea transport corridor and the implementation of economic projects; development and implementation of engineering and technical solutions that ensure the sustainable functioning of infrastructure in the face of climate change; construction and reconstruction of local roads, including those in remote settlements; deploying a highly elliptical space system providing high temporal resolution hydro meteorological data for the Earth's polar region; creation and development of a satellite constellation in highly elliptical orbits, providing satellite communications for users in the waters of the northern sea transport corridor and in territories north of 70 degrees north latitude, as well as the required quality and speed of the automatic identification system and Earth remote sensing systems based on domestic equipment.

Construction of a trans-Arctic main submarine fiber-optic communication line with access to local communication lines to the largest ports of the northern sea transport corridor and settlements in the Arctic zone; ensuring the radiation safety of seaports when surface ships and ships with nuclear power plants, nuclear service ships and floating power units of nuclear thermal power plants enter and stay in them; development and implementation of a new mechanism for state support of projects to improve the efficiency of generation in isolated and hard-to-reach areas using solutions based on liquefied natural gas, renewable energy sources and local fuel;

development of an international research program (including expeditionary ones) on the state of

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the Arctic ecosystems, global climate change and the study of the Arctic; formation of a register of critical technologies in the interests of the development and sustainable development of the Arctic, the creation of a mechanism for coordinating their development and financing; construction of a drifting ice-resistant self-propelled platform and research vessels for the purpose of research and study of the Arctic.

Carrying out hydrographic surveys to ensure the safety of navigation, as well as long-term hydrographic surveys, including deep-sea ones, to study the underwater environment; ensuring the creation of new functional and structural materials necessary for the implementation of economic activities in the Arctic; creation of a system of scientific and educational centers in key areas of fundamental and applied research in the interests of the development of the Arctic; development of a system for monitoring, evaluating and forecasting the development of science and technology in the Arctic zone.

The main tasks in the field of environmental protection and ensuring environmental safety are achieved through the following set of measures, namely: development and implementation of a set of measures to adapt the socio-economic and ecological systems of the Arctic zone to climate change; development and implementation of a set of measures to eliminate the accumulated harm to the environment, including the rehabilitation of territories from flooded and sunken objects with spent nuclear fuel and radioactive waste; development and implementation of a set of measures to develop an environmental monitoring system using modern information and telecommunication technologies and communication systems; increasing the density of the network of Roshydromet stations and their technical equipment to the values recommended by the World Meteorological Organization; state support for the introduction of the best available technologies for the neutralization and purification of territories contaminated with hazardous waste, in the implementation of economic and other activities in the Arctic zone; ensuring the adoption of preventive measures that exclude negative environmental consequences during the development of natural resources, including the development of a system for monitoring and responding to oil and oil product spills; developing a system for monitoring, assessing and forecasting the risks of transboundary transfer of hazardous pollutants and infections, including by biological means. excluding negative environmental consequences in the course of work on the development of natural resources, including the development of a system for monitoring and responding to oil and oil product spills; developing a system for monitoring, assessing and forecasting the risks of transboundary transfer of hazardous pollutants and infections, including by biological means. excluding negative environmental consequences in

the course of work on the development of natural resources, including the development of a system for monitoring and responding to oil and oil product spills; developing a system for monitoring, assessing and forecasting the risks of transboundary transfer of hazardous pollutants and infections, including by biological means.

Carrying out a regular assessment of the environmental and socio-economic consequences of anthropogenic impact on the environment of the Arctic zone, including those resulting from the transboundary transfer of pollutants from the countries of North America, Europe and Asia; organizing a regular assessment of the impact of nuclear shipbuilding and ship repair enterprises located in the Arctic zone on the environment and the population; ensuring the rational use of associated petroleum gas in order to minimize its flaring, including through the development and implementation of modern technologies in the implementation of new economic projects; state support for the construction of environmentally friendly waste processing complexes, improvement of legal regulation of activities in the field of waste management in the Arctic zone; creation of a system for promptly informing public authorities and the population about the occurrence or increase in the risks of harmful effects of the most dangerous pollutants and pathogens of infectious diseases in connection with extreme natural phenomena caused by climate change; improvement of the national system for assessing, monitoring and ensuring the safe handling of hazardous waste and the prevention of consequences in areas of the Arctic zone with prevailing low and extremely low temperatures.

The main tasks in the development of international cooperation are achieved through the following set of measures, namely: the implementation of multi-vector foreign policy activities to preserve the Arctic as a territory of peace, stability, mutually beneficial cooperation; ensuring mutually beneficial bilateral and multilateral cooperation between the Russian Federation and foreign states, including on the basis of international treaties, agreements and conventions to which the Russian Federation is a party; completion of the international legal formalization of the outer border of the continental shelf of the Russian Federation in the Arctic Ocean; ensuring an effective Russian presence in the Svalbard archipelago in conditions of equal and mutually beneficial cooperation with Norway and other countries participating in the Spitsbergen Treaty of 1920; assistance in building up the efforts of the Arctic states in creating a unified regional system of search and rescue, as well as the prevention of man-made disasters and the elimination of their consequences, including the coordination of the activities of rescue forces, the consolidation of interaction between the Arctic states within the

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framework of the Arctic Coast Guard Forum; development and implementation of programs for economic and humanitarian cooperation between the territories that are part of the Arctic zone and the regions of the Arctic states; active participation of Russian state institutions and public organizations in the work of the Arctic Council and other international forums, dedicated to the Arctic issues; h) ensuring the effective chairmanship of the Russian Federation in the Arctic Council in 2021-2023, including the promotion of joint projects, including those aimed at ensuring the sustainable development of the Arctic and preserving the cultural heritage of indigenous peoples; promoting the strengthening of ties between indigenous peoples living in the Arctic zone and indigenous peoples living in the Arctic territories of foreign states, including holding relevant international forums on this topic; promoting the comprehensive development of the young generation of indigenous peoples through educational, humanitarian and cultural exchanges with the youth of other Arctic states; development and publication of general principles for the implementation of investment projects with the participation of foreign capital in the Arctic zone; organization of relevant events in order to attract foreign investors to economic projects in the Arctic zone; contributing to the strengthening of the Arctic Economic Council as one of the central forums in the field of sustainable development of the Arctic; development and implementation by Russian organizations in cooperation with foreign partners of basic and additional professional educational programs in the field of development and exploration of the Arctic; ensuring the implementation of the Agreement on Strengthening International Arctic Scientific Cooperation. contributing to the strengthening of the Arctic Economic Council as one of the central forums in the field of sustainable development of the Arctic; development and implementation by Russian organizations in cooperation with foreign partners of basic and additional professional educational programs in the field of development and exploration of the Arctic; ensuring the implementation of the Agreement on Strengthening International Arctic Scientific Cooperation. contributing to the strengthening of the Arctic Economic Council as one of the central forums in the field of sustainable development of the Arctic; development and implementation by Russian organizations in cooperation with foreign partners of basic and additional professional educational programs in the field of development and exploration of the Arctic; ensuring the implementation of the Agreement on Strengthening International Arctic Scientific Cooperation.

The main tasks in the field of ensuring the protection of the population and territories of the Arctic zone from natural and man-made emergencies are achieved through the following set of measures,

namely: by identifying and studying the risks of natural and man-made emergencies, and ways to prevent them; development of technical means, technologies and equipment for emergency rescue operations and fire extinguishing, development of the aviation fleet, aviation infrastructure and aviation rescue technologies in order to ensure the protection of the population and territories, reduce the response time to emergency situations, taking into account the tasks to be solved and natural and climatic conditions of the Arctic zone; improving the ways of protecting the population and territories, extinguishing fires and temporary accommodation in the Arctic conditions of the population and professional contingent during the elimination of natural and man-made emergencies; improving ways to increase the level of protection of critical and potentially dangerous facilities, ensuring the sustainability of their operation in emergency situations in the Arctic; improving the regulatory legal and regulatory framework in the field of protecting the population and territories, critically important and potentially hazardous facilities from natural and man-made emergencies, in the field of fire safety, taking into account the specifics of facilities planned for construction in the Arctic zone; development of systems for monitoring and forecasting emergency situations in the Arctic zone, including on the basis of receiving and processing space information; development of an anti-crisis management system within the framework of a unified state system for the prevention and elimination of emergency situations; development of the technical and tactical capabilities of the Arctic integrated emergency rescue centers in preventing and responding to emergencies by improving their structure and composition, basing infrastructure and modern logistics, taking into account the tasks being solved and the natural and climatic conditions of the Arctic zone.

Organization and participation in exercises, trainings to test the readiness of forces and means in the Arctic states to eliminate natural and man-made emergencies, including during the implementation of major economic and infrastructure projects; development and establishment of requirements for emergency equipment and means of providing assistance to save life and health in the event of radiation accidents and incidents in the Arctic zone.

The main tasks in the field of ensuring public security in the Arctic zone are achieved through the following set of measures, namely: by improving the structure and staffing of the internal affairs bodies of the Russian Federation and the troops of the National Guard of the Russian Federation; equipping the internal affairs bodies of the Russian Federation and the troops of the National Guard of the Russian Federation stationed in the Arctic zone with modern weapons, vehicles, communications, special and military equipment adapted to the Arctic conditions; implementation of a set of measures aimed at

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preventing extremist activity and terrorism; improving the effectiveness of the prevention of neglect, social assistance and rehabilitation of minors with various forms and degrees of decontamination; creating conditions for the development of people's squads and other law enforcement associations, the anti-drug movement, public anti-drug associations and organizations, the creation of regional segments of the national system for the comprehensive rehabilitation of resocialization of people who use drugs; prevention of crimes at the enterprises of the fuel and energy complex, housing and communal services, as well as those committed using information and telecommunication technologies; implementation, development and maintenance of the systems of the law enforcement segment of the hardware and software complex "Safe City".

The main tasks in the field of ensuring military security, protection and protection of the state border of the Russian Federation in the Arctic are achieved through the following set of measures, namely: by improving the composition and structure of military units and subunits of the Armed Forces of the Russian Federation, other troops, military formations and bodies in the Arctic zone; ensuring a favorable operational regime in the Arctic zone, including maintaining the level of combat readiness of groupings of general-purpose troops (forces) of the Armed Forces of the Russian Federation, other troops, military formations and bodies in accordance with the existing and predicted nature of military dangers and military threats to the Russian Federation in the Arctic; equipping the Armed Forces of the Russian Federation, other troops, military formations and bodies, stationed in the Arctic zone, with modern weapons, military and special equipment adapted to the Arctic conditions; development of the basing infrastructure, operational equipment of the territory and the logistics system of the Armed Forces of the Russian Federation, other troops, military formations and bodies intended to perform tasks in the Arctic zone; the use of dual-use technologies and infrastructure facilities in the interests of a comprehensive solution of defense tasks in the Arctic zone. designed to perform tasks in the Arctic zone; the use of dual-use technologies and infrastructure facilities in the interests of a comprehensive solution of defense tasks in the Arctic zone. designed to perform tasks in the Arctic zone; the use of dual-use technologies and infrastructure facilities in the interests of a comprehensive solution of defense tasks in the Arctic zone.

The main directions of development of the territories that are part of the Arctic zone or ensure its study and development will be considered in the second message for the following regions of the Russian Arctic:

features of the main directions of development of the regions of the Murmansk region;

features of the main directions of development of the regions of the Nenets Autonomous Okrug;

features of the main directions of development of the regions of the Yamalo-Nenets Autonomous Okrug;

features of the main directions of development of municipalities of the Republic of Karelia;

features of the main directions of development of the municipalities of the Republic of Komi, which are part of the Arctic zone;

features of the main directions of development of the municipalities of the Republic of Sakha (Yakutia), which are part of the Arctic zone;

features of the main directions of development of the municipalities of the Krasnoyarsk Territory, which are part of the Arctic zone;

features of the main directions of development of the municipalities of the Arkhangelsk region, which are part of the Arctic zone;

features of the main directions of development of St. Petersburg as a historical center for the study and development of the Arctic zone of the Russian Federation.

The implementation of this Strategy is carried out in three stages:

the first stage (2021-2025);

second stage (2026-2030);

third stage (2031-2035).

At the first stage (2021-2025) of the implementation of this Strategy, there will be:

a) mechanisms have been formed to accelerate the economic and social development of the Arctic territories, including the creation of a legal framework for the functioning of a special economic regime in the Arctic zone;

b) modernization of primary health care was carried out, including equipping medical organizations providing primary health care with road and air transport, including for the purposes of medical evacuation from ships in the waters of the northern sea transport corridor;

c) a system of preferences has been launched for citizens of the Russian Federation working and living in the Arctic zone;

d) a program of state support for the traditional economic activities of small peoples living in the Arctic zone was approved;

e) the system of vocational education in the Arctic zone has been brought into line with the prospective staffing needs, including the equipping of educational organizations with modern material and technical base;

f) a world-class scientific and educational center in the field of Arctic research and development has been created;

g) pilot projects have been implemented for the integrated development of settlements that perform the functions of ensuring national security and (or) bases for the development of mineral resource centers,

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the implementation of economic and (or) infrastructure projects in the Arctic, and the improvement of the organization of the delivery of fuel to remote settlements, food and other vital goods;

h) a mechanism was put in place to subsidize local (within regional) transportation in the Arctic zone;

i) a new model for the implementation of economic projects on the continental shelf of the Russian Federation in the Arctic has been launched;

j) the development of the western part of the Northern Sea Route was accelerated, 3 universal nuclear icebreakers of project 22220, 16 rescue and tugboat rescue vessels of various capacities, 3 hydrographic and 2 pilot vessels were built;

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

l) the possibility of providing access to the Internet information and communication network for households in settlements with a population of 100 to 500 people is provided; m) a satellite constellation has been created in highly elliptical orbits, which ensures stable uninterrupted satellite communications in the Arctic zone;

n) launched a comprehensive program of fundamental and applied research in the interests of the development of the Arctic;

o) a state system for monitoring and preventing the negative consequences of permafrost degradation has been established;

p) the intensification of international economic, scientific and humanitarian cooperation in the Arctic zone is ensured;

c) the system of baselines for counting the width of the territorial sea and the exclusive economic zone of the Russian Federation in the Arctic Ocean has been updated, and proposals have been substantiated on the advisability of declaring additional areas of the Arctic seas the historical waters of the Russian Federation.

At the second stage (2026 - 2030) of the implementation of this Strategy, there will be:

a) work continued to improve the competitiveness of the special economic regime of the Arctic zone, taking into account the needs of investors, the changing external and internal conditions of economic activity in the Arctic;

b) accessibility of the network of institutions of education, culture, physical culture and sports for the population of the Arctic zone, including small peoples;

c) the formation of a competitive system of professional educational organizations, advanced professional training centers and educational organizations of higher education has been completed;

d) a scaled-up program for the integrated development of settlements that perform the functions of ensuring national security and (or) bases for the

development of mineral resource centers, the implementation of economic and (or) infrastructure projects in the Arctic;

e) year-round shipping is provided throughout the entire water area of the Northern Sea Route, 2 additional universal nuclear icebreakers of project 22220 and 1 icebreaker of the Leader project are built, construction of hub ports for transshipment of international container cargo has begun;

f) the implementation of a program for the development of river navigation in the river basins in the Arctic zone has begun;

g) a program for the development of the tourism infrastructure of the Arctic zone has been implemented

h) a trans-Arctic main submarine fiber-optic communication line was built;

i) a highly elliptical space system has been created to provide high-resolution hydrometeorological data on the polar region of the Earth;

j) put into commercial operation modern samples of new materials and equipment, including robotic and shipbuilding, unmanned transport systems, portable energy sources in order to intensify the development of the Arctic;

k) completed the rehabilitation of the Arctic zone from flooded and sunken objects with spent nuclear fuel and radioactive waste;

l) work continued to improve the efficiency of the Unified State System for the Prevention and Elimination of Emergencies in the Arctic Zone.

At the third stage (2031 - 2035) of the implementation of this Strategy will be:

a) a progressive increase in capacities for the production of liquefied natural gas, gas chemical products, oil production on the continental shelf of the Russian Federation in the Arctic and the onshore part of the Arctic zone, and deep processing of other minerals and natural resources;

b) the urban environment and social infrastructure of settlements that perform the functions of ensuring national security and (or) the base for the development of mineral resource centers, the implementation of economic and (or) infrastructure projects in the Arctic, is brought into line with the needs of their population; c) ensuring the availability of high-quality social services to representatives of small peoples living in the Arctic zone, and the intensive development of their traditional economic activities;

d) a competitive international and national transport corridor was formed on the basis of the Northern Sea Route, hub ports were built for transshipment of international container cargo and an additional 2 icebreakers of the Leader project;

e) the replacement of inefficient diesel generation in isolated and hard-to-reach areas with generation based on liquefied natural gas, renewable

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energy sources, and local fuel has been completed;

f) the implementation of the program for the development of river navigation in the river basins in the Arctic zone has been completed;

g) ensured the reduction and prevention of the negative impact of economic activities on the environment of the Arctic zone.

The target indicators for the implementation of this Strategy are indicators that characterize the effectiveness of the implementation of the state policy of the Russian Federation in the Arctic, provided for by the Fundamentals. The values of target indicators based on the results of each stage of the implementation of this Strategy are given in the Appendix.

The main mechanisms for the implementation and resource support of the activities provided for by this Strategy.

The Government of the Russian Federation develops and approves a unified plan for the implementation of the Fundamentals and the Strategy for each stage provided for in paragraph 30 of this Strategy.

The implementation of this Strategy is ensured by amending the state program of the Russian Federation "Socio-economic development of the Arctic zone of the Russian Federation", sectoral state programs of the Russian Federation, state programs of the constituent entities of the Russian Federation, national projects, as well as the implementation of activities of the Northern Sea Route infrastructure development plan.

The solution of tasks in the field of military security, protection and protection of the state border of the Russian Federation is ensured by the implementation of measures of the state armaments program within the framework of the state defense order, state programs of the Russian Federation.

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

The coordination of the activities of federal executive authorities, state authorities of the constituent entities of the Russian Federation and local authorities on the implementation of this Strategy, as well as monitoring its implementation, is carried out by the State Commission for the Development of the Arctic.

The tasks, functions and procedure for interaction between state authorities and local governments in order to implement state policy in the Arctic are determined in accordance with the legislation of the Russian Federation.

The implementation of this Strategy is carried out at the expense of the budgets of the budgetary system of the Russian Federation, including at the expense of funds provided for the implementation of the state program of the Russian Federation "Socio-economic development of the Arctic zone of the

Russian Federation", and extra-budgetary sources.

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 the study of transport for the spatial development of the territories that are part of the Arctic zone of the Russian Federation are weakly included in the process. "Transport" is a concept ideological 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. It is only possible to understand the very scale of the ideological status of transport in different ways: to 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 possibility of the presence of transport in the movement of thinking, or only in cognition, taking into account, that reflection is subject dependent. The movement of knowledge, as a process of production of 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 inherent attribute of matter, embraces all the changes and processes taking place 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 (Figure 1). 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

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established understanding of transport as a tool for the carriage of goods in a fairly broad understanding of their subject structure, we, following the logic of the formation of concepts, disclosed by G. Hegel, they 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 content system of the concept of "spatial movement", having naturally become a truly universal phenomenon in the world.



Figure 2. System representation of the content "spatial movement" for the concept of "transport".

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 is involved in achieving the required interactions between objects or states of objects and the conditions of 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

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divided into 3 stages:

Stage 1: ensuring the evolutionary viability of the type (competitiveness) of the way of moving the means of transportation the instrument of fixing (means of construction) of places of residence;

Stage 2: ensuring the development of the community (the formation and development of a national organization) in national forms: a communication tool a means of competition a way to ensure community management a factor in the formation of intersubjective formations and the formation of a national form of community a tool for creating empires;

Stage 3: ensuring social progress in the context of modernization associated with the Industrial Revolution (modern) the emergence and development of mass technical transport, the development of technically produced energy, the diversification of technical transport, the activation of the cognitive and cultural functions of transport.

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;
- stage of connection of technical transport with technically received energy;
- cosmic near, limited by the solar system;
- cosmic distant - trans systemic, galactic

The inclusion of transport in the systemic understanding of movement 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 - phantomness. Transport science is born in the bowels of the next, post-non-classical stage in the development of science. To make her self-determined and without this, its status will remain as before a "scientific secret", general scientific support and complicity of philosophical reflection are needed. The birth of transport science does not rest on particular subject certainty, it requires more thorough and 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 for truth."

Conclusion

It is not necessary 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, of course, spatially fruitful and no one doubts their effectiveness, however, the movement of economic science, in addition to the "quantitative" coast, also has a political coast, on which qualitative landmarks of spatial movement, regulated by the 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 spatial development of 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 testifies to the fact that that evolution was carried out thanks to the development of human living space, moving first in the 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 policy to develop not as a systemic reaction to the action of forces from the existing reality of the world,

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As a result, we have to formulate recommendations for the federal Center on what previously unaccounted for factors and how exactly should be taken into account when developing and implementing state policy in relation to the regions of the Arctic zone of the Russian Federation, namely:

First of all, it seems important to us to conduct a high-quality and professional examination at the initial stage of formulating the state policy in relation to the regions of the Russian Arctic. At the same time, it is important that not only representatives of the Moscow expert community take part in the examination, but also experts located directly in the regions who know the local specifics;

secondly, the national strategy for the development of specific regions, which are, in fact, all regions of the Russian Arctic, should be based on the fullest possible set of characteristics of the region, including economic, social, political and, no less important, cultural specifics. As we have already seen in the course of the analysis, ignoring any of these factors can lead, at best, to the absence of positive changes, and at worst, to the appearance of negative consequences that will be difficult to deal with. It is characteristic that in national strategies there is such an obligatory part as a description of the problematic situation, the most "acute" moments, but there is no description of regional specifics. It seems expedient to develop a kind of matrix,

thirdly, it seems to us that the reform of law enforcement agencies is inevitable in the regions of the Russian Arctic: when more than 90% of the population of the region do not trust law enforcement agencies, this is a clear and tangible signal to the authorities for active reforms.

Further ignoring this problem and removing it from public political discourse will only lead to negative consequences, possibly an increase in violence in these districts. We see the main directions of changes in the law enforcement sphere as follows: it is extremely important to increase the general level of erudition and broaden the horizons of law enforcement officers, they must be familiar with the cultural characteristics of the region through the introduction of compulsory courses on the culture of the North Caucasian republics taught by civil sociologists and culturologists. It also seems important to us to increase the percentage of "locals" among law enforcement officers. This measure will reduce tension between the local population and the security forces, who will no longer be perceived solely as "external invaders" and enemies, besides, the problem of ignorance of local cultural traditions is automatically removed. The problem of the appearance of the "fifth column" is supposed to be solved in this case by raising the general level of education of law enforcement officers, promoting among them general civic, not ethnic values. Law enforcement agencies in the regions of the Russian

Arctic should be under greater control of the Center or regional authorities, because in the current situation with a vertical of power that exists de jure, but does not function de facto, it is often unclear who controls the actions of the security forces, and whether they anyone at all. In general, the task of protecting the population from the arbitrariness of the AZRF security forces, as in other regions of the Russian Federation, comes to the fore, replacing the task of combating organized crime, which is typical for the zero years of the 21st century. In this regard, one cannot fail to note the need to build relations with regional elites according to new principles, since it is obvious that the existing model of resource distribution between key clans in order to prevent a war of all against all is not effective enough. In general terms, the Mining region can begin work on the main areas of interaction with regional elites with the involvement of the expert community.

Fourth, finally, the priority of financing infrastructure projects, rather than aimless cash injections into the region, seems essential, moreover, infrastructure projects should be understood in a slightly different way, different from the understanding of the current government.

The need for infrastructure projects should also be assessed with the involvement of the expert community in various categories, among which there must be such a criterion as the need for the population and the ability of the population to use the new facility. Of particular importance for the regions of the Russian Arctic are the objects of social infrastructure (education, medicine, etc., according to these indicators, the regions of the Russian Arctic are significantly behind the average Russian values, and it is education and medicine that have a significant impact on the attitude of the population to power, satisfaction with life). In this context, it is proposed to give priority to social policy measures for the development of regions instead of investments in the real sector. In our opinion, the state is not able to effectively invest in the real sector, while the policy aimed at improving social capital (i.e. raising the level of education, the quality of medical services, etc.) brings really positive results. The strategy of the federal center must also be changed in terms of creating jobs - to move from direct or indirect budget financing of new jobs to creating favorable conditions for doing business, increasing the self-organization of citizens. This task is closely related to the reform of law enforcement agencies, and, in fact, is doomed without qualitative changes in the system of law enforcement agencies and the judiciary, as the main guarantors of the protection of private property. We consider it necessary to recall the importance of institutional changes in the region, which, in fact, are fundamental, since no "sustainable development" declared as the main task in the FTP, is impossible without normally functioning institutions. We see the

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most effective and adequate method of competently combining traditional institutions with the all-Russian ones, so that the new institutions become an organic part of the cultural environment of the region and would not cause rejection.

Summing up, I would like to note that the strategic government documents on interaction with the regions of the Russian Arctic can be called insufficiently elaborated and of insufficient quality, namely:

Firstly, the degree of possible regulatory impact is reduced due to the lack of specific methods for achieving the set goals in the national program, despite the fact that the goals are very specific. Such a combination of specific goals and "blurred" methods leads to shifting the responsibility for achieving the goals exclusively to the regional authorities, who are forced to independently develop ways to achieve the targets;

secondly, a characteristic feature of government strategies is the fundamental disregard for regional specifics: despite the presence of descriptions of key regional problems in program documents, the analysis of regional specifics (institutional, cultural, social) is present only at the level of a "brief reference" about the region, which, of course, is not enough to develop an adequate strategy for socio-economic development.

It is curious that the analyzed strategic documents ignore not only the cultural characteristics of the North Caucasus region, which have a very serious impact on all spheres of life of these societies through existing institutional structures, but also socio-economic characteristics, such as the causes of unemployment and the specifics of employment in the region or availability of demand for sanatorium-tourist services. All of the above factors, as well as many others, have a significant impact on the process of implementing the strategy, and on the possible results of its implementation. In other words, without a comprehensive preliminary analysis of regional specifics, the development of a national strategy for the socio-economic development of the Russian Arctic regions looks like a political adventure. Initially, we were guided by the assumption that the state policy in relation to the regions of the Russian Arctic does not take into account some important factors that negatively affect the results of the policy. It was assumed that the Center ignores cultural specifics because of its complexity and ambiguous impact on socio-economic processes, or because

culture is not the "sphere of interest" of the Mines of the regions responsible for territorial development, however, it was found that the institutional features of the regions are also not taken into account in strategic documents. As a result, the results of applying the same measures in the Russian Arctic and in other parts of the Russian Federation can differ significantly, at least due to differences in the informal rules of the game, in stable working procedures. However, the socio-economic characteristics of the regions of the Russian Arctic, which are directly related to the jurisdiction of this department, analyzed by the Ministry of Regions, in strategic documents prepared by far from exhaustive. Ignoring regional peculiarities is not a distinctive feature of the Center's policy exclusively in relation to the Russian Arctic: regional cultural and institutional features are not taken into account when developing federal strategies and targeted programs, in principle, in relation to all regions of the Russian Federation. Another thing is that in the case of neglecting the cultural and political and economic specifics in relation to the regions of the Russian Arctic, it is superimposed on much more difficult conditions and leads to much more serious consequences - in the regions of the Russian Arctic, regional features simply cannot be ignored. Ignoring regional peculiarities is not a distinctive feature of the Center's policy exclusively in relation to the Russian Arctic: regional cultural and institutional features are not taken into account when developing federal strategies and targeted programs, in principle, in relation to all regions of the Russian Federation. Another thing is that in the case of neglecting the cultural and political and economic specifics in relation to the regions of the Russian Arctic, it is superimposed on much more difficult conditions and leads to much more serious consequences - in the regions of the Russian Arctic, regional features simply cannot be ignored. Ignoring regional peculiarities is not a distinctive feature of the Center's policy exclusively in relation to the Russian Arctic: regional cultural and institutional features are not taken into account when developing federal strategies and targeted programs, in principle, in relation to all regions of the Russian Federation. Another thing is that in the case of neglecting the cultural and political and economic specifics in relation to the regions of the Russian Arctic, it is superimposed on much more difficult conditions and leads to much more serious consequences - in the regions of the Russian Arctic, regional features simply cannot be ignored.

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