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THE MAIN TRENDS IN THE SPATIAL DEVELOPMENT OF TERRITORIES INCLUDED IN THE ARCTIC ZONE OF THE RUSSIAN FEDERATION. MESSAGE 2

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:*

*a) analyze the State Program, highlighting the main goals and methods for achieving the goals;
b) identify the specific features of the regions that impede the achievement of the goals set;
c) 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.*

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Introduction

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

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

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

In the constituent entities of the Russian Federation, centers of economic growth of a smaller scale have been formed, which are the administrative centers of the constituent entities of the Russian Federation, as well as individual urban settlements, agro-industrial and mineral resource centers and territories specializing in tourism. Against the background of the growing demographic burden on the able-bodied population and increasing migration mobility, the population is stabilizing in most subjects of the Russian Federation.

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

There is a steady decline in the population of cities with a population of less than 100 thousand people, as well as rural areas, with the exception of most of the southern regions of the European part of the Russian Federation and territories and settlements that are part of large urban agglomerations and the largest urban agglomerations.

Reduction of inter-regional socio-economic disparities In the Russian Federation over the past 10 years as a result of the ongoing state policy regional development there is a reduction in inter-regional socio-economic disproportions.

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

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

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

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

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

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

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

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

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

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

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

A high level of centralization of air passenger traffic remains due to the insufficient development of large hub airports. In remote and hard-to-reach areas of the Far East and in the Arctic zone of the Russian Federation, a significant number of airports and airfields remain in critical operational condition.

Main part

The strengthening of the influence of scientific and technological progress on the spatial development of the Russian Federation is provoked by a significant improvement in the results of scientific research.

Remote forms of labor activity are actively spreading and the spatial availability of services is increasing due to the introduction of information and telecommunication technologies.

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Today, the main problems of the spatial development of the Russian Federation are:

high level of inter-regional socio-economic inequality;

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

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

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

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

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

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

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

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

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

unrealized potential of interregional and intermunicipal cooperation;

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

unsatisfactory state of the environment in most cities with a population of more than 500 thousand people and industrial cities, lack of green resources,

fragmentation and violation of its integrity in these cities, continued accumulation and low level of processing and disposal of municipal solid waste, preservation of the unsatisfactory ecological state of river basins Amur, Volga and Ob, as well as transboundary rivers in the Asian part of the Russian Federation, degradation of some unique natural ecosystems of Altai, the Arctic, the Baikal basin, the Caspian basin, the Crimean peninsula and the North Caucasus;

the negative impact of global climate change, including the thawing of permafrost and an increase in the number of dangerous hydrometeorological phenomena, on the socio-economic development of the territories of the Russian Federation.

The purpose of the spatial development of the Russian Federation is to ensure sustainable and balanced spatial development of the Russian Federation, aimed at reducing interregional differences in the level and quality of life of the population, accelerating economic growth and technological development, as well as ensuring the national security of the country.

To achieve the goal of the spatial development of the Russian Federation, it is necessary to solve the following tasks:

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

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

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

by increasing the competitiveness of the economies of the constituent entities of the Russian Federation by providing conditions for the development of the production of goods and services in the sectors of promising economic specializations of the constituent entities of the Russian Federation;

by improving the territorial organization of the provision of services to social sectors;

by strengthening inter-regional cooperation and coordinating the socio-economic development of the subjects of the Russian Federation within the macro-regions of the Russian Federation;

due to the formation and development of mineral resource centers;

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

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ensuring the national security of the Russian Federation through the socio-economic development of the geostrategic territories of the Russian Federation, including through outstripping the average Russian pace of socio-economic development of the constituent entities of the Russian Federation located in the Far East, and ensuring a sustainable increase in the number of resident population in the specified macro-region.

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

The priorities for the spatial development of the Russian Federation until 2035 are:

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

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

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

Principles of Spatial Development of the Russian Federation are:

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

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

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

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

promoting the development of interregional and intermunicipal cooperation;

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

ensuring guarantees of the rights of indigenous peoples, including support for their economic, social and cultural development, protection of their original habitat and traditional nature management and lifestyle;

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

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

In addition, the main directions of the spatial development of the Russian Federation are:

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

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

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

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

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

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

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

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

due to the priority development of high-speed transport communications, including the construction

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

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

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

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

by eliminating logistical restrictions in the export of goods using rail, road and sea transport and the construction (modernization) of checkpoints across the state border of the AZ of the Russian Federation;

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

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

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

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

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

through the formation of international hub airports, the creation and development of hub airports in large urban agglomerations and the largest urban agglomerations, the reconstruction of the infrastructure of regional airports and the expansion of

the network of interregional regular passenger aviation routes, bypassing Moscow;

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

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

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

develop energy infrastructure by:

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

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

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

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

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

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

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

by stimulating accelerated development and the introduction of energy-saving and energy-efficient technologies, primarily in the Arctic zone of the

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Russian Federation and in the Far North and equivalent areas;

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

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

develop information and telecommunication infrastructure by:

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

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

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

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

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

To ensure the reduction of the level of interregional differentiation in the socio-economic

development of the constituent entities of the Russian Federation and the reduction of intra-regional socio-economic differences, it is proposed:

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

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

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

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

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

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

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

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

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

increase the stability of the settlement system through the socio-economic development of rural areas, taking into account the population density, the different nature of the development and use of such

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territories, natural conditions, remoteness from large cities, by:

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

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

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

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

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

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

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

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

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

ensuring optimal accessibility for the population of services from social sectors that do not require

narrow competencies and specialized high-tech equipment and premises, through the use of a differentiated approach:

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

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

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

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

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

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

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

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

increase the competitiveness of the economies of the constituent entities of the Russian Federation by realizing the competitive advantages of the constituent entities of the Russian Federation and individual territories through the development, including in the promising centers of economic growth of the constituent entities of the Russian Federation, provided for in Appendix No. 3 to the Strategy, of promising economic specializations of the constituent entities of the Russian Federation, the list of which is formed in accordance with the All-Russian Classifier of Economic Activities OK 029-2014

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(NACE Rev. 2) and provided for in Appendix No. 1 to the Strategy, which include both effective existing and potentially effective branches of economic specialization, and which are defined in the Strategy based on a combination within the constituent entities of the Russian Federation of spatial factors of economic location (number and density of population, quality of human capital, transport and geographical location, infrastructure provision, climatic conditions, natural resource potential and other factors);

ensure the formation and development of mineral resource centers by:

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

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

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

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

Russian Federation included in them can be carried out, including:

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

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

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

when planning and implementing large interregional investment projects;

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

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

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

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

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

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

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

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

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

SIS (USA) = 0.912
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SJIF (Morocco) = 7.184

ICV (Poland) = 6.630
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IBI (India) = 4.260
OAJI (USA) = 0.350

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

by facilitating cooperation between scientific institutions and educational organizations of higher education with business, including as a result of the formation of at least 15 world-class scientific and educational centers that unite the leading educational institutions of higher education in the Russian Federation and scientific institutions, scientific centers (including mathematical and genomic), competence centers of the National Technology Initiative, as well as innovative scientific and technological centers, creation and development of advanced research and innovation infrastructure at world-class scientific and educational centers and innovative scientific and technological centers (including unique scientific installations of the "megascience" class);

develop social sectors:

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

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

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

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

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

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

improve the quality and comfort of the urban environment:

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

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

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

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

ensure the removal of the main transport restrictions on socio-economic development:

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

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

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

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

through the introduction of intelligent transport systems;

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

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

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

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

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

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

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

by promoting interregional cooperation with the border regions of neighboring countries in the scientific, technical, social, environmental spheres,

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tourism, labor market regulation, infrastructure development, emergency prevention, elimination of the consequences of catastrophes and natural disasters, the fight against epidemics and the elimination of their consequences;

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

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

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

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

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

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

ensuring transport, energy and information and telecommunications security;

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

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

preservation of existing special regimes for doing business.

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

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

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

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

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

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

promoting an increase in passenger and cargo turnover through seaports and international checkpoints across the state border of the Russian Federation, located in the constituent entities of the Russian Federation with access to the Caspian Basin, through the expansion of interstate socio-economic cooperation with countries included in the international transport corridor "North - South" ", as well as the development of appropriate port infrastructure, railway and road approaches to seaports;

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

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

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

infrastructure support for the development of mineral resource centers;

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

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

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

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

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

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

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

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

improvement of the mechanism of state infrastructure support for investment projects aimed at advancing the socio-economic development of the Far East;

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

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

creation of infrastructure for the development of territories with a compact location of land plots provided to citizens of the Russian Federation for free use, taking into account the peculiarities established by the legislation of the Russian Federation for providing citizens with land plots that are in state or municipal ownership and located on the territories of the constituent entities of the Russian Federation that are part of the Far East macroregion. The implementation of the Strategy is carried out in one stage.

The Strategy provides for 2 scenarios for the spatial development of the Russian Federation - inertial and priority (target).

The scenarios take into account the parameters of the demographic forecast for the Russian Federation until 2035, including for the constituent entities of the Russian Federation and municipalities, the forecast for the scientific and technological development of the Russian Federation for the period up to 2035, and the forecast for the socio-economic development of the Russian Federation for 2022-2025.

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

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

Bringing the network of regional and local roads to a standard state will increase the transport

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

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

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

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

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

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

In order to coordinate, control and monitor the implementation of the Strategy, the federal executive body responsible for the development of state policy and legal regulation in the field of socio-economic

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development of the constituent entities of the Russian Federation and municipalities is empowered to:

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

on methodological support of spatial development;

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

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

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

Infrastructural support for the socio-economic development of the territories is carried out as part of the implementation of a comprehensive plan for the modernization and expansion of the main infrastructure for the period up to 2035, approved by Decree of the Government of the Russian Federation dated September 30, 2018 No. 2101-r (hereinafter referred to as the comprehensive plan), and national projects of the Russian Federation.

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

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

For the purpose of mandatory inclusion of the activities of the comprehensive plan and comprehensive plans for the development of the infrastructure of the subjects of the Russian Federation in the investment programs of subjects of natural monopolies, the Government of the Russian Federation is developing a procedure for agreeing and approving investment programs (plans) of subjects of natural monopolies, which, among other things,

provides for participation in such approval by the executive authorities of the subjects Russian Federation.

The implementation of the Strategy will require the interested federal executive authorities to clarify the procedures for planning the placement of new or modernization of existing facilities in social sectors, meaning taking into account the parameters of the demographic forecast of the Russian Federation for macro-regions, constituent entities of the Russian Federation and municipalities, forecasting the balance of labor resources, the level of employment of the population and employment patterns by types of economic activity, as well as the needs of the population for relevant services, transport accessibility of facilities, the availability of qualified personnel and related infrastructure.

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

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

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

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

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

through organizational and financial support for the social and welfare arrangements of citizens, including the provision of tax benefits, as well as

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through the accelerated development of the market for affordable rental housing;

by facilitating the voluntary resettlement of compatriots living abroad.

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

creation of a new mechanism for the development of territories (investment sites) with a special regime for doing business, taking into account the promising specializations of the constituent entities of the Russian Federation and other features of the territories;

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

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

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

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

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

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

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

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

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

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

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

The provisions of the Strategy are taken into account when developing and amending national and federal projects (programs) of the Russian Federation.

The main directions of development of the territories that are part of the Arctic zone or provide its study and development.

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Figure 1. Map of the Murmansk region

The main directions of development of the Murmansk region are:

a) the comprehensive development of the seaport of Murmansk as the only non-freezing Russian port in the Arctic, including the development of the Murmansk transport hub as a multimodal transport hub, the construction of new terminals and transshipment complexes;

b) the comprehensive development of closed administrative-territorial formations and settlements of the Murmansk region with the deployment of 19 military formations, including the development of infrastructure and dual-use facilities;

c) formation and development of a marine economic service complex, including ship repair, ship supply, bunkering of ships, development of coastal project support bases to provide competitive services to companies engaged in navigation along the Northern Sea Transport Corridor and / or implementation of projects in the Arctic zone;

d) creation and development of a center for the construction of large-capacity offshore facilities for the production, storage and shipment of liquefied natural gas, as well as enterprises for the repair and maintenance of marine machinery and equipment used for the development of offshore hydrocarbon deposits;

e) geological study of the mineral resource base of the Kola Peninsula, formation of new and development of existing mineral resource centers specializing in the extraction and enrichment of phosphorus-containing raw materials, apatite, iron, copper-nickel, loparite, perovskite-titanomagnetite, platinum-metal, platinum-palladium, eudialyte and chromium ores, rare metal pegmatites, gold, lithium and other minerals;

f) development of energy infrastructure, including the modernization of inefficient fuel oil heat generation by switching to other types of energy resources;

g) development of airport complexes in the Murmansk region, including the international airport of Murmansk;

h) formation and development of a scientific and educational center on the basis of the Kola Scientific Center of the Russian Academy of Science, the Polar Research Institute of Marine Fisheries and Oceanography, the Murmansk State Technical University, the Murmansk Arctic State University, the Murmansk Marine Biological Institute, the North-West Scientific Center for Hygiene and Public health and other scientific and scientific-educational organizations of the Murmansk region and the Russian Federation;

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i) development of congress, exhibition and business infrastructure in Murmansk to realize the competitive advantages of the Russian Federation in the field of international cooperation and business tourism in the Arctic;

j) development of a fishery complex focused on the preservation and development of the resource potential of the fisheries and the implementation of measures for technical re-equipment, including the construction of ships, and the commissioning of new capacities for the deep processing of aquatic biological resources on a modern technological and organizational basis, as well as the development of aquaculture;

k) development of tourist and recreational clusters, including in the territories of the city of Kirovsk (“Khibiny”), the village of Teriberka (“Kolsky”), Tersky (“Belomorje”), Pechenga (“Liinakhamari Port”) and Kovdorsky districts.

The Government of the Russian Federation, by its order, provided for a strategy for spatial developmentMurmansk region the same until 2035, namely: a promising economic specialization, including the following industries:

- mining;
- metallurgical production; production of other finished products;
- production of other vehicles and equipment;
- production of chemicals and chemical products;
- fishing and fish farming;
- activities in the field of information and communication;
- transportation and storage;
- tourism - activities of hotels and public catering establishments, administrative activities and related additional services (activities of travel agencies and other organizations providing services in the field of tourism).

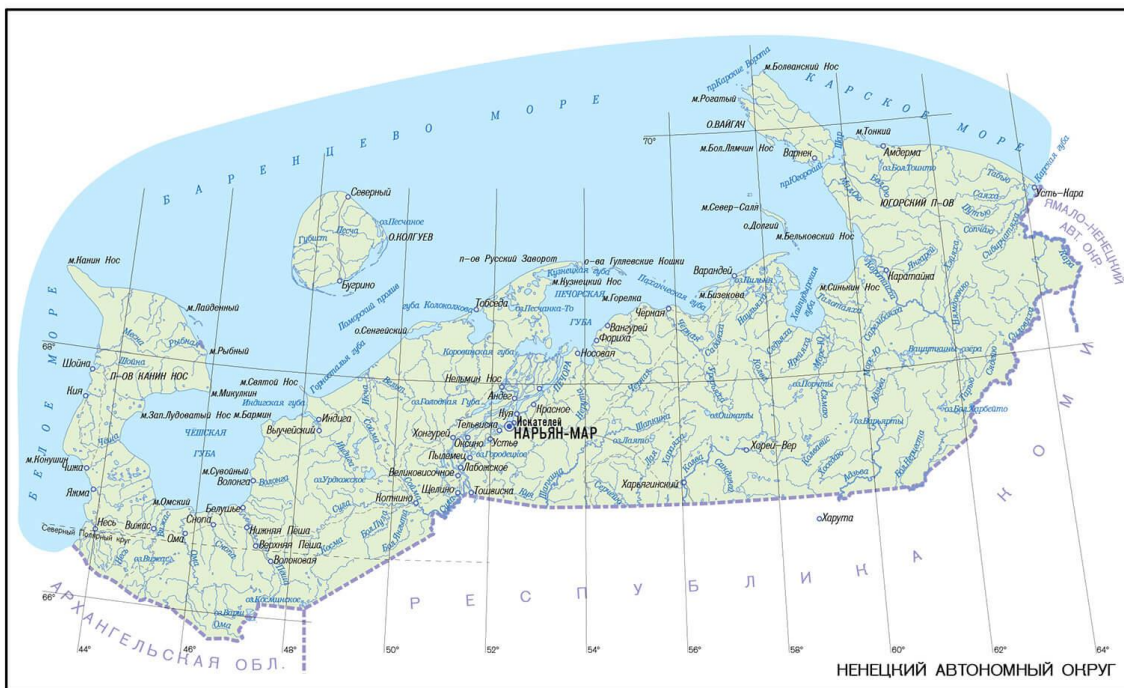


Figure 2. Map of the Nenets Autonomous Okrug

The main directions of development of the Nenets Autonomous Okrug are (Figure 2):

a) construction of the deep-water seaport of Indiga and the Sosnogorsk-Indiga railway line in order to form a transit transshipment base, ensure the shortest route for goods from Kazakhstan, Kyrgyzstan and China;

b) increasing transport accessibility, including the reconstruction of the seaport of Naryan-Mar, the airports of Naryan-Mar and the village of Amderma, dredging on the Pechora River, construction of the Naryan-Mar-Usinsk highway;

c) development of Varandey, Kolguev, Kharyago-Usinsk and Khasyrey oil mineral resource centers;

d) formation of gas condensate mineral resource centers based on the fields of the Nenets Autonomous Okrug, including the implementation of the project for the development of the Kumzhinskoye and Korovinskoye gas condensate fields, the development of the Vaneivisskoye and Layavozhskoye oil and gas condensate fields;

e) geological study and development of the mineral resource base of solid minerals in order to

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diversify the economy of the Nenets Autonomous Okrug;

f) construction of an agro-industrial park and implementation of export-oriented projects in the field of deep processing of venison;

g) development of cultural-religious and ethnic tourism cluster.

The Government of the Russian Federation, by its order, provided for a strategy for the spatial development of the Nenets Autonomous Okrug until 2035, namely:

mining;

production of other finished products;
activities in the field of information and communication;

transportation and storage;

not a promising economic specialization, critical for the economy of the Nenets Autonomous Okrug, including the following industries:

plant growing and animal husbandry;

providing relevant services in these areas

(reindeer herding);

fishing and fish farming.



Figure 3. Map of the Chukotka Autonomous Okrug

The main directions of development of the Chukotka Autonomous Okrug are (Figure 3):

development of the seaport of Pevek and its terminals;

creation of a transport and logistics hub in the deep-sea year-round seaport of Provideniya;

modernization of the Chaun-Bilibinsky energy center;

increasing transport accessibility, including the construction of the Kolyma-Omsukchan-Omolon-Anadyr interregional highway;

joining the district to the unified telecommunications of the Russian Federation by building a submarine fiber-optic communication line along the route Petropavlovsk-Kamchatsky - Anadyr;

development of the Baimsky and Pyrkakaysko-Maysky mineral resource centers of precious and non-ferrous metals;

development of the Bering coal mineral resource center with the construction of a year-round terminal in the Arinai deep-water lagoon;

creation of an emergency rescue unit and an Arctic crisis management center in Pevek;

creation and development of the International University of Chukotka based on modern distance learning technologies;

development of Arctic cruise tourism with the formation of ethnic-ecological tourist clusters in the territory of Anadyr, Pevek, Provideniya.

The Government of the Russian Federation, by its order, provided for a strategy for spatial

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development Chukotka Autonomous Okrug the same until 2035, namely:

- mining;
- production of leather and leather products;
- production of other finished products;

- fishing and fish farming;
- plant growing and animal husbandry;
- provision with related services in these areas (reindeer herding);
- transportation and storage



Figure 4. Map of Yamalo-Nenets Autonomous Okrug

The main directions of development of the Yamalo-Nenets Autonomous Okrug are (Figure 4):

- a) development of the seaport of Sabetta with shipping terminals and a maritime navigation channel in the Gulf of Ob;
- b) construction and development of the railway lines Obskaya-Salekhard-Nadym-Pangody-Novy Urengoy-Korotchaev (Northern latitudinal route) and Obskaya-Bovanenkovo-Sabetta (Northern latitudinal route-2);
- c) expansion of liquefied natural gas production on the Yamal and Gydan peninsulas;
- d) development of gas fields in the Gulf of Ob with the development of a pipeline transportation system;
- e) development of the Novoportovskoye oil and gas condensate and Bovanenkovo gas condensate mineral resource centers, development of the Tambey group of fields and preparation for the development of offshore fields;

f) development of oil and gas chemical industries in the area of the settlements of Sabetta, Yamburg, the city of Novy Urengoy and the formation of a diversified industrial and technological complex for gas processing and petrochemistry;

g) maintenance and development of gas and oil pipeline networks and the development of gas and oil mineral resource centers connected to pipelines in the Nadym-Pur and Pur-Tazov oil and gas regions, including through the use of new technologies for the extraction and development of underlying layers, as well as hard-to-recover reserves;

h) ensuring the rational development of the Sandibinsky oil mineral resource center;

i) development of technologies for involving low-pressure gas into industrial circulation, including through the development of gas compression technologies;

j) expansion of the centralized power supply zone by connecting the settlements of the district to the unified power system;

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k) development of oil and gas services through the creation of industrial zones in key settlements;

l) organizing the production of building materials in order to meet the needs of the fuel and energy complex and civil engineering;

m) creation of an emergency rescue unit and an Arctic crisis management center in the village of Sabetta;

o) formation of a tourist cluster in the region of the regional agglomeration uniting the cities of Salekhard, Labytnangi and the village of Kharp.

The Government of the Russian Federation, by its order, provided for a strategy for the spatial development of the Yamalo-Nenets Autonomous Okrug, the same until 2035, namely:

- mining;
- production of petroleum products;

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

transportation and storage.

unpromising economic specialization, critically important for the economy of the Yamalo-Nenets Autonomous Okrug, including the following sectors:

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

crop and animal husbandry,
 providing relevant services in these areas (reindeer herding);

fishing and fish farming



Figure 5. Map of the Republic of Karelia

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The main directions of development of the municipalities of the Republic of Karelia, which are part of the Arctic zone, are (Figure 5):

- a) development of the White Sea-Baltic Canal;
- b) development of the industry of building materials on the basis of deposits of building stone, including for the purpose of ensuring construction work in neighboring constituent entities of the Russian Federation;
- c) development and development of mineral resource centers on the basis of the East Karelian copper-gold-molybdenum ore zone;
- d) formation and development of a cluster for advanced wood processing;
- e) development of the fishery cluster, including aquaculture;
- f) development of cultural, historical and ecological tourism;
- g) development of cascades of small hydroelectric power plants in case of confirmation of the prospective demand for electricity and their economic efficiency;
- h) formation of a scientific and educational center for training and retraining of specialists to meet the staffing needs of the economy and social sphere of the Arctic zone;
- i) creation of a network of data processing and storage centers based on domestic high-speed, ultra-dense solutions for data processing and storage.

The Government of the Russian Federation by its order provided for the spatial development strategy of the Republic of Karelia until 2035, namely:

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

The main directions of development of the municipalities of the Komi Republic, which are part of the Arctic zone, are (Figure 6):

- a) diversification of the economy and integrated socio-economic development of mono-profile municipalities - the urban districts of Vorkuta and Inta;
- b) development of coal mineral resource centers on the basis of the Pechora coal basin, including the creation on their basis of complexes for deep processing of coal raw materials, coal chemistry;
- c) formation and development of oil and gas mineral resource centers on the basis of the Timan-Pechora oil and gas province, including the creation of oil and gas processing facilities;
- d) geological study and development of the mineral resource base of solid minerals (barite, chromium, bauxite ores, primary and placer gold, vein quartz, silver, copper, phosphorites, lead, zinc, limestones, dolomites and others);
- e) creation and development of a vertically integrated mining and metallurgical complex for the processing of titanium ores and quartz (glass) sands of the Pizhma deposit;
- f) formation and development of the Parnok ferromanganese mineral resource center;
- g) development of railway infrastructure to ensure communication with railway lines under construction and planned for construction, including the construction of the Sosnogorsk-Indiga railway line, the reconstruction of the Konosha-Kotlas-Chum-Labytnangi section, the study of the feasibility of reconstructing the Mikun-Vendinga section and the construction of the Vendinga-Karapogory section;
- h) increasing transport accessibility, including the construction and reconstruction of sections of the Syktyvkar-Ukhta-Pechora-Usinsk-Naryan-Mar highway, as well as dredging on the Pechora River, which is a non-alternative source of transport support for certain territories;
- i) reconstruction and modernization of the airport network in the region, including the joint airport of Vorkuta;
- j) creation and development of a scientific and educational center on the basis of the Komi Scientific Center of the Ural Branch of the Russian Academy of Sciences and Syktyvkar State University;
- k) development of a cultural-ethnographic and cultural-historical tourism cluster, as well as the formation of an active nature tourism cluster.

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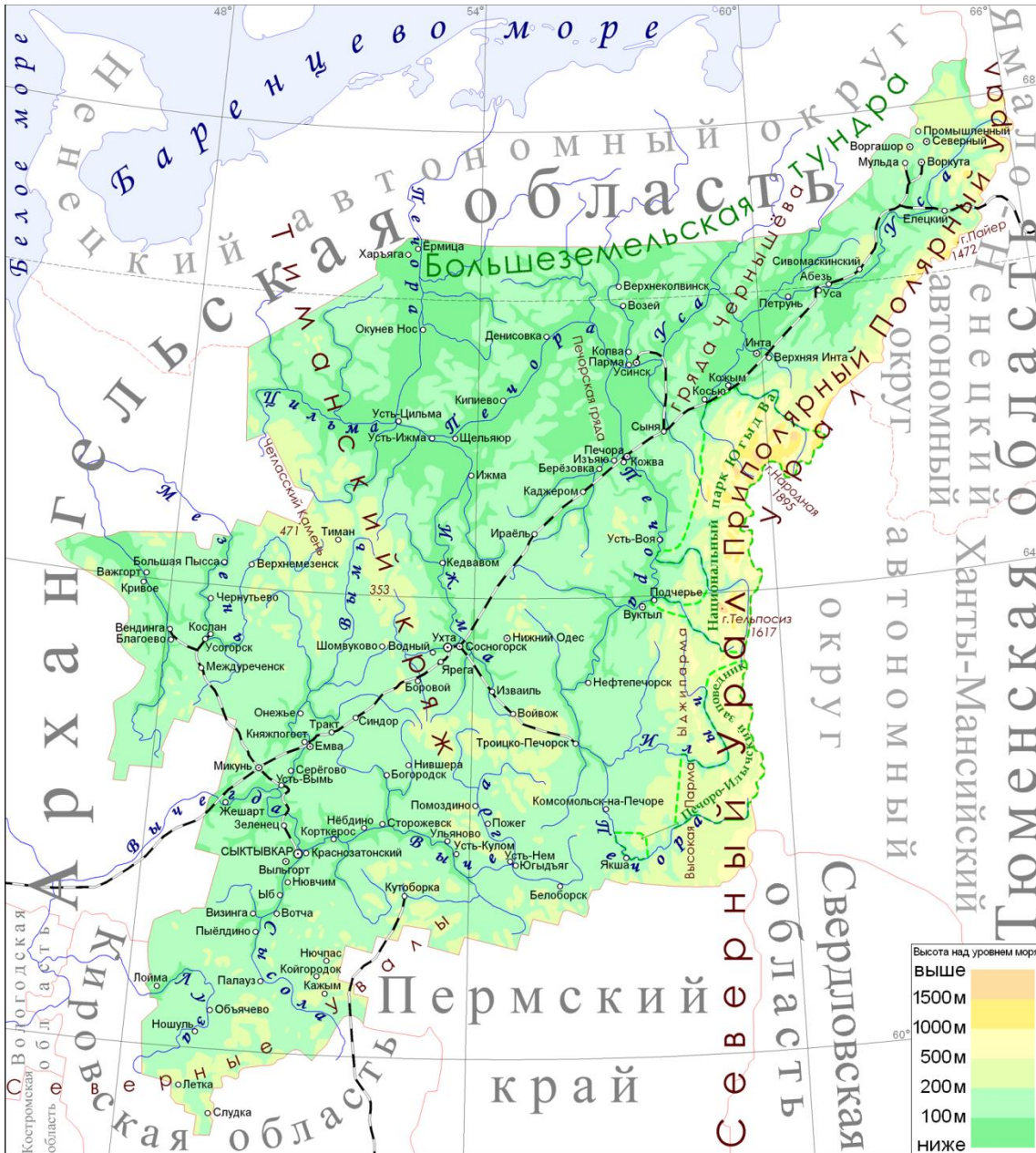


Figure 6. Map of the Komi Republic

The Government of the Russian Federation, by its order, provided for a strategy for the spatial development of the Republic of Komi the same until 2035, namely:

- mining;
- forestry and logging (logging);
- woodworking and production of wood products, except for furniture;
- production of paper and paper products;
- production of coke and oil products;
- production of machinery and equipment not included in other groups;
- production of other finished products;
- transportation and storage;

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

unpromising economic specialization, critically important for the economy of the Komi Republic, including the following sectors:

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

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Figure 7. Map of the Republic of Sakha (Yakutia)

The main directions of development of the municipalities of the Republic of Sakha (Yakutia), which are part of the Arctic zone, are (Figure 7):

- dredging of the Anabar, Lena, Yana, Indigirka and Kolyma rivers;
- integrated development of the regions of the Anabar and Lena basins, taking into account the development of mineral resource centers, including the world's largest deposit of rare earth metals, the alluvial diamond deposits in the Anabar, Bulun, Olenek regions, the Verkhne-Munskoye diamond deposit, the Taimylyr deposit of stone coals and bogheads, the West Anabar oil mineral resource center;
- comprehensive development of the Tiksi settlement, including the development of dual-use infrastructure, including the reconstruction of the seaport of Tiksi and its terminals;
- comprehensive development of the areas of the Yana basin, taking into account the construction of energy and transport infrastructure, the development of the mineral and raw material base of solid minerals in the Yana basin, including the Kyuchus gold deposit, the Prognoz silver deposit, the Deputatsky tin ore deposit and the Tirektyakh tin deposit;
- comprehensive development of the regions of the Indigirka basin, ensuring energy security and diversifying the economy of the regions on the basis of the development of the Krasnorechensk coal deposit, the production of building materials based on deposits of basalt and building stone;
- comprehensive development of the areas of the Kolyma basin, taking into account the modernization of the Zeleny Mys river port and the

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development of the Zyryansk coal mineral resource center;

g) development of the shipbuilding industry on the basis of the shipyard in Zhatay settlement;

h) development of a scientific and educational center on the basis of the North-Eastern Federal University. M.K. Ammosova;

i) creation of a modern infrastructure for the storage and study of paleontological finds "World Mammoth Center", as well as the development of a scientific, cultural, ethnographic and expeditionary tourism cluster;

j) creation of a network of trade and logistics centers in the Arctic regions of the Republic of Sakha (Yakutia) to ensure northern delivery;

k) creation of an emergency rescue unit and an Arctic crisis management center in the village of Tiksi.

The Government of the Russian Federation, by its order, provided for a strategy for spatial development of the Republic of Sakha (Yakutia) the same until 2035, namely:

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

production of paper and paper products;
production of coke and oil products;
production of other finished products;
fishing and fish farming;
activities in the field of information and communication;

professional, scientific and technical activities;
repair and installation of machinery and equipment (repair and maintenance of ships and boats);

tourism - activities of hotels and catering establishments;

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

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

food production;
production of other vehicles and equipment;
production of other non-metallic mineral products;
crop and animal husbandry,
provision of additional services.

The main directions of development of the municipalities of the Krasnoyarsk Territory, which are part of the Arctic zone, are (Figure 8):

a) comprehensive socio-economic development of a mono-profile municipality - the urban district of Norilsk, including the efficient use of urban space, renovation of the housing stock and the creation of conditions for safe and comfortable living for the population;

b) development of the Norilsk industrial region, which specializes in the extraction and enrichment (processing) of non-ferrous metals and platinum group metals, including the use of technologies that ensure the reduced formation of harmful substances;

c) construction of new production facilities and modernization of the Zapolyarnaya mine (Southern Cluster);

d) creation and development of an oil mineral resource center based on the deposits of Western Taimyr, focused on the export of products along the Northern Sea Transport Corridor;

e) creation of the West Taimyr coal industry cluster, focused on the export of products along the Northern Sea Transport Corridor;

f) creation of a mineral resource center on the basis of the Popigai industrial diamond deposit;

g) development of the resources of the Taimyr-Severozemelskaya gold-bearing province;

h) development of the seaports of Dikson, including the construction of new coal and oil terminals, and Dudinka;

i) reconstruction and modernization of the airport network in the region, including Khatanga Airport;

j) creation and development of the Institute of the North and the Arctic on the basis of the Siberian Federal University;

k) creation in the city of Norilsk of a research center for construction technologies and monitoring the condition of buildings and structures in the northern and arctic territories;

l) creation of an emergency rescue unit and an Arctic crisis management center in the settlement of Dikson;

m) formation and development of a regional scientific and educational center on the basis of the Norilsk State Industrial Institute;

o) development of a tourist and recreational cluster on the territory of the Taimyrsky Dolgano-Nenetsky municipal district, the cities of Norilsk and the city of Dudinka.

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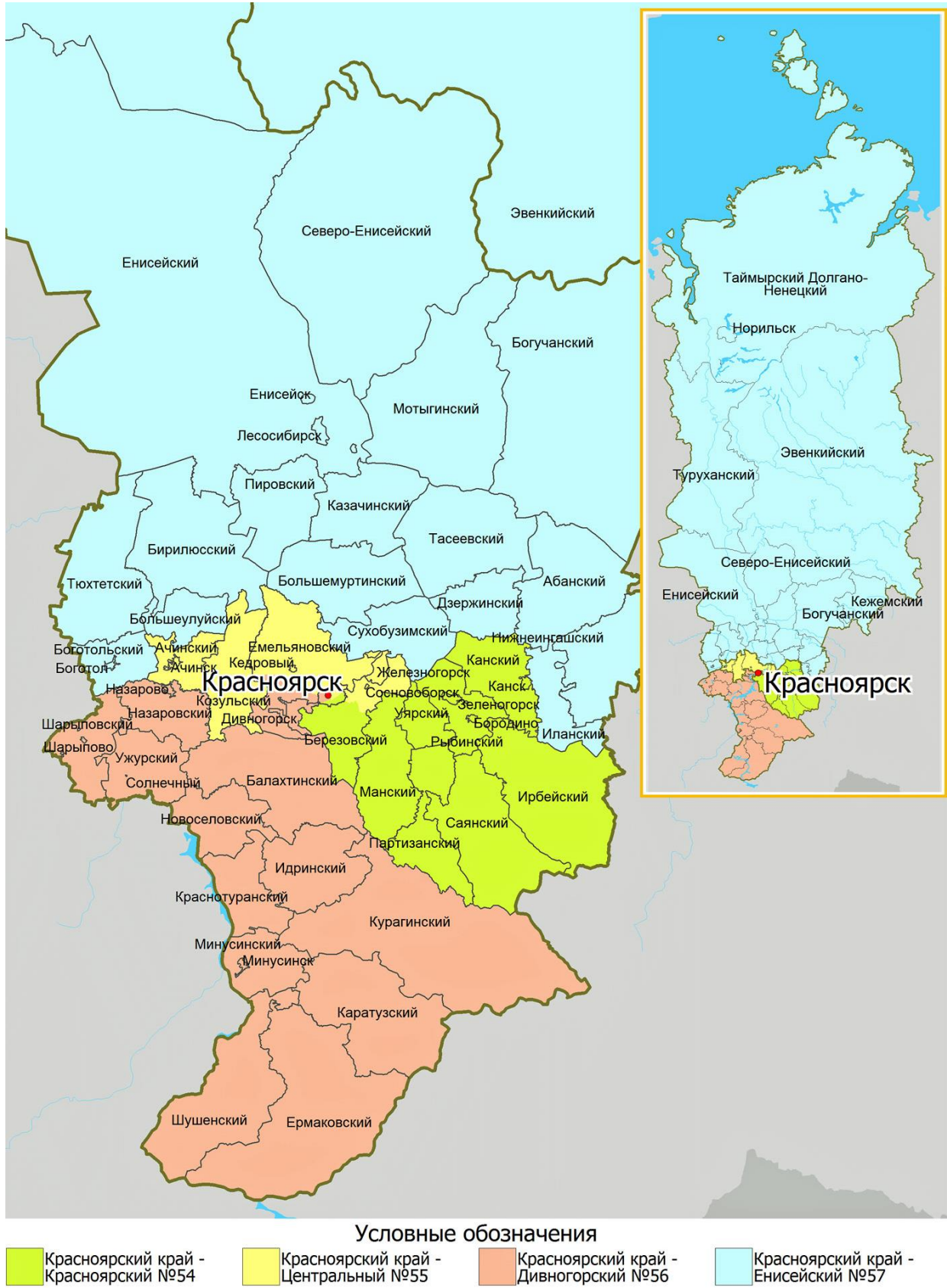


Figure 8. Map of the Krasnoyarsk Territory

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The Government of the Russian Federation, by its order, provided for a strategy for spatial development Krasnoyarsk Territory the same until 2035, namely:

- mining;
- forestry and logging (logging);
- woodworking and production of wood products, except for furniture;
- production of motor vehicles, trailers and semi-trailers (except for the production of motor vehicles);
- production of paper and paper products;
- production of finished metal products, except for machinery and equipment;
- production of coke and oil products;
- production of computers, electronic and optical products; manufacture of machinery and equipment not included in other groupings;
- metallurgical production; food production;

- production of other non-metallic mineral products;
- production of other finished products;
- production of other vehicles and equipment;
- production of chemicals and chemical products;
- production of electrical equipment;
- crop and animal husbandry, provision of relevant services in these areas;
- activities in the field of information and communication;
- professional, scientific and technical activities;
- transportation and storage;
- tourism - activities of hotels and catering establishments;
- administrative activities and related additional services (activities of travel agencies and other organizations providing services in the field of tourism).

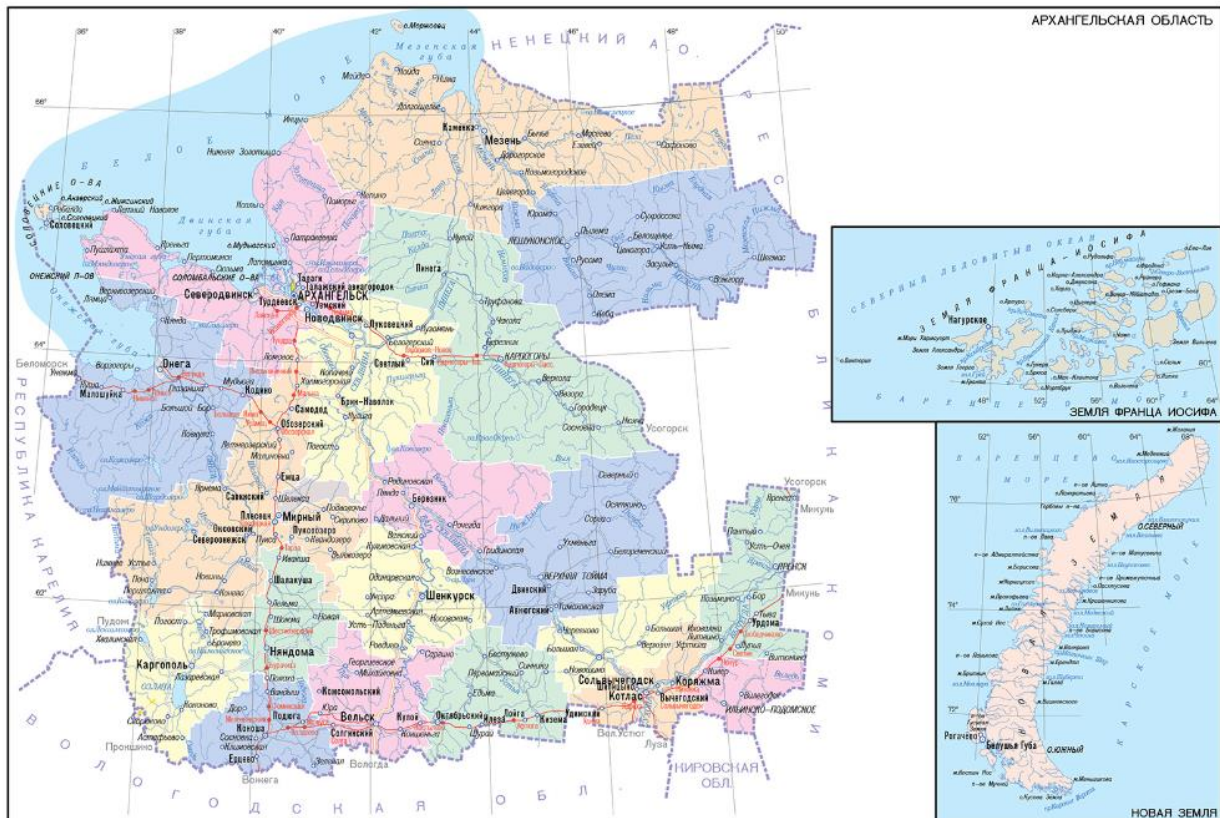


Figure 9. Map of the Arkhangelsk region

The main directions of development of the municipalities of the Arkhangelsk region, which are part of the Arctic zone, are (Figure 9):

- a) increasing the competitiveness of the seaport of Arkhangelsk, including the development of existing sea terminals, dredging, the creation of a new deep-water area, production and logistics complexes and access infrastructure, the introduction of

coordination systems and digital management of the transport hub;

- b) development of transport infrastructure (railroads, waterways and motor roads) providing connection between the seaport of Arkhangelsk and the territories of the North-West, the Urals and Siberia, including the study of the issue of

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construction of railway sections Karpogory-Vendinga and Mikun-Solikamsk;

c) development of the international airport of Arkhangelsk;

d) development of the woodworking industry and the pulp and paper industry, including the formation of a modern full-cycle timber processing complex, as well as the development of biofuel production technologies from timber processing waste;

e) the development of the shipbuilding and ship repair industry, including the formation on its basis of additional capacities for the construction of structures and the production of equipment for oil and gas production on the continental shelf of the Russian Federation in the Arctic;

f) development of a lead-zinc mineral resource center on the Novaya Zemlya archipelago;

g) development of diamond mineral resource centers;

h) formation and development of a world-class scientific and educational center in the field of new materials, technologies and research in the Arctic on the basis of the Northern (Arctic) Federal University named after M.V. Lomonosov, Federal Research Center for Comprehensive Study of the Arctic named after Academician N.P. Laverov of the Russian Academy of Sciences and Science-Intensive Enterprises;

i) formation and development of the federal center of Arctic medicine on the basis of the Northern State Medical University; j) development of the fishing industry cluster, including the construction, modernization and repair of the fishing fleet, the creation of fish and marine biological resources processing facilities, the development of biotechnology and aquaculture;

k) development of a cultural, educational, ethnographic and ecological tourism cluster in the Arctic territories and sea cruise tourism to the Solovetsky archipelago.

The Government of the Russian Federation, by its order, provided for a strategy for spatial development of the Arkhangelsk region until 2035, namely:

- mining;
- forestry and logging (logging);
- woodworking and production of wood products, except for furniture;
- production of paper and paper products;
- production of finished metal products, except for machinery and equipment;
- production of machinery and equipment not included in other groups;
- food production;
- production of other non-metallic mineral products; production of other finished products;

production of other vehicles and equipment; production of rubber and plastic products; production of chemicals and chemical products; production of electrical equipment;

fishing and fish farming; activities in the field of information and communication;

professional, scientific and technical activities; transportation and storage;

tourism activities of hotels and catering establishments,

administrative and related activities

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

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

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 are (Figure 10):

a) the formation and development of the Arctic research and production cluster, stimulating the increase in the competitiveness of its products, including through state support for economic projects implemented within the cluster;

b) integration of scientific and educational organizations of the city into scientific and educational centers created on the territory of the Arctic zone;

c) implementation by educational organizations of the city of educational programs in professions, specialties and areas of training of secondary vocational and higher education, in demand in the labor market of the Arctic zone, as well as the implementation of additional professional programs;

d) development of a career guidance system for city students in order to attract them to work in the Arctic zone;

e) organization and holding in the city of major Russian and international congress and exhibition events on the Arctic topics;

f) creation of a world-class Arctic museum and exhibition center;

g) promoting the development of the Arctic and Antarctic Research Institute and the Institute of the Peoples of the North of the Russian State Pedagogical University named after A.I. Herzen;

h) development of a specialized tourism infrastructure that provides the beginning and end of tourist routes to the regions of the Arctic zone.

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Figure 10. Map of the Leningrad Region

The Government of the Russian Federation, by its order, provided for a strategy for spatial development St. Petersburg the same until 2035, namely:

- production of motor vehicles, trailers and semi-trailers;
- production of computers, electronic and optical products;
- production of medicines and materials used for medical purposes;
- production of machinery and equipment not included in other groups;
- beverage production;
- food production;
- production of other finished products;
- production of other vehicles and equipment;
- production of tobacco products;
- production of electrical equipment;
- activities in the field of information and communication;

- professional, scientific and technical activities;
- transportation and storage;
- tourism - activities of hotels and catering establishments;
- administrative activities and related additional services (activities of travel agencies and other organizations providing services in the field of tourism)

Main stages and expected results of the implementation of this Strategy. The main mechanisms for assessing the development of the Arctic zone of the Russian Federation and national security in this area.

- The implementation of this Strategy is carried out in three stages (Figure 12):
- the first stage (2021-2025);
- second stage (2026-2030);
- third stage (2031-2035).

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Figure 11. Map of the Arctic zone of Russia

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, 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

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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, 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 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. Main Mechanisms for the Implementation and Resourcing of the Measures Provided for by this Strategy The Government of the Russian Federation develops and approves a unified plan for the implementation of the Fundamentals and

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the Strategy for each stage provided for by 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 the 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. Tasks, the 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.

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

No. p / p	Indicator (indicator)	base value		Target value		
		Meaning	date	2024	2030	2035
1.	Life expectancy at birth in the Arctic (years)	72.39	2018	78	80	82
2.	The coefficient of migration growth of the population of the Arctic zone	-5.1	2018	-2.5	0	2
3.	Unemployment rate in the Arctic zone, calculated in accordance with the methodology of the International Labor Organization (percentage)	4.6	2019	4.6	4.5	4.4
4.	Number of jobs at new enterprises located in the Arctic zone (thousand units)	-	-	30	110	200
5.	Average salary of employees of organizations operating in the Arctic zone (thousand rubles)	83.5	2019	111.7	158.5	212.1
6.	The share of households with broadband access to the Internet information and telecommunications network in the total number of households in the Arctic zone (percentage)	81.3	2019	90	100	100
7.	The share of the gross regional product produced in the Arctic zone in the total gross regional product of the constituent entities of the Russian Federation (in percent)	6.2	2018	7.2	8.4	9.6
8.	The share of value added of high-tech and knowledge-intensive sectors of the economy in the gross regional product produced in the Arctic zone (percentage)	6.1	2018	7.9	9.7	11.2
9.	The share of investments in fixed assets carried out in the Arctic zone in the total investments in fixed assets in the Russian Federation (percentage)	9.3	2019	11	12	14
10.	The share of internal costs for research and development, as well as the costs of organizations for technological innovations carried out in the Arctic zone, in the total internal costs for research and development, as well as the costs of organizations for technological innovations in the Russian Federation (percentage)	1	2018	2.5	3.5	4.5
eleven.	The share of investments in fixed capital, carried out for the protection and rational use of natural resources, in the total investments in fixed capital, carried out in the territory of the Arctic zone (percentage)	2.6	2019	4.5	6	10
12.	Share of crude oil (including gas condensate) and					

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	combustible natural gas produced in the Arctic zone of the Russian Federation in the total volume of crude oil (including gas condensate) and combustible natural gas produced in the Russian Federation (percentage):					
12.1.	crude oil (including gas condensate)	17.3	2018	20	23	26
12.2.	combustible natural gas	82.7	2018	82	81	79
13.	Volume of production of liquefied natural gas in the Arctic zone of the Russian Federation (million tons)	8.6	2018	43	64	91
14.	Volume of cargo transportation in the water area of the Northern Sea Route, million tons	31.5	2019	80	120	150
14.1.	including transit cargo	0.7	2019	1	2	10
15.	The share of modern types of weapons, military and special equipment in the Arctic zone	59	2019			

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 studying the strategy of spatial development of the AZ of the Russian Federation are weakly included in the process. In this case, "Transport" is a concept of a 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 strategy for the spatial development of the AZ of the Russian Federation. 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 evaluate 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 the reflection of the strategy of spatial development of the Russian Arctic is dependent on transport.

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 associate the substantiation of this conclusion with the development of the concept of "spatial development" within its dialectical-materialist 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 significant concept after the substance of spatial development 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 movement within the framework of spatial development. From the direct definition of motion by F. Engels, two of its qualitative features are clear: Matter does not exist and never could exist without movement within the framework of spatial development. From the direct definition of motion by F. Engels, two of its qualitative features are clear: Matter does not exist and never could exist without movement within the framework of spatial development. 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 the movement is to make 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 propose the following scheme of spatial development within the framework of the manifestation of movement (Figure 13). All systemic elements of traffic, with the exception of the position of transport, have been studied to some extent in the literature, which serves as a basis for us to focus on the significance of transport in the strategy of spatial development. Based on the historically established understanding of transport as a tool for carrying out the transportation of goods in a fairly broad understanding of their subject structure, we, following the logic of the formation of concepts within the framework of spatial development, disclosed by G. Hegel, tried to make the definition of "transport" universal. 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 the prospect of understanding transport from the very beginning of the history of the universe, to give

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transport the property of universality in the strategy of spatial development. 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", becoming naturally its truly universal phenomenon in the world.

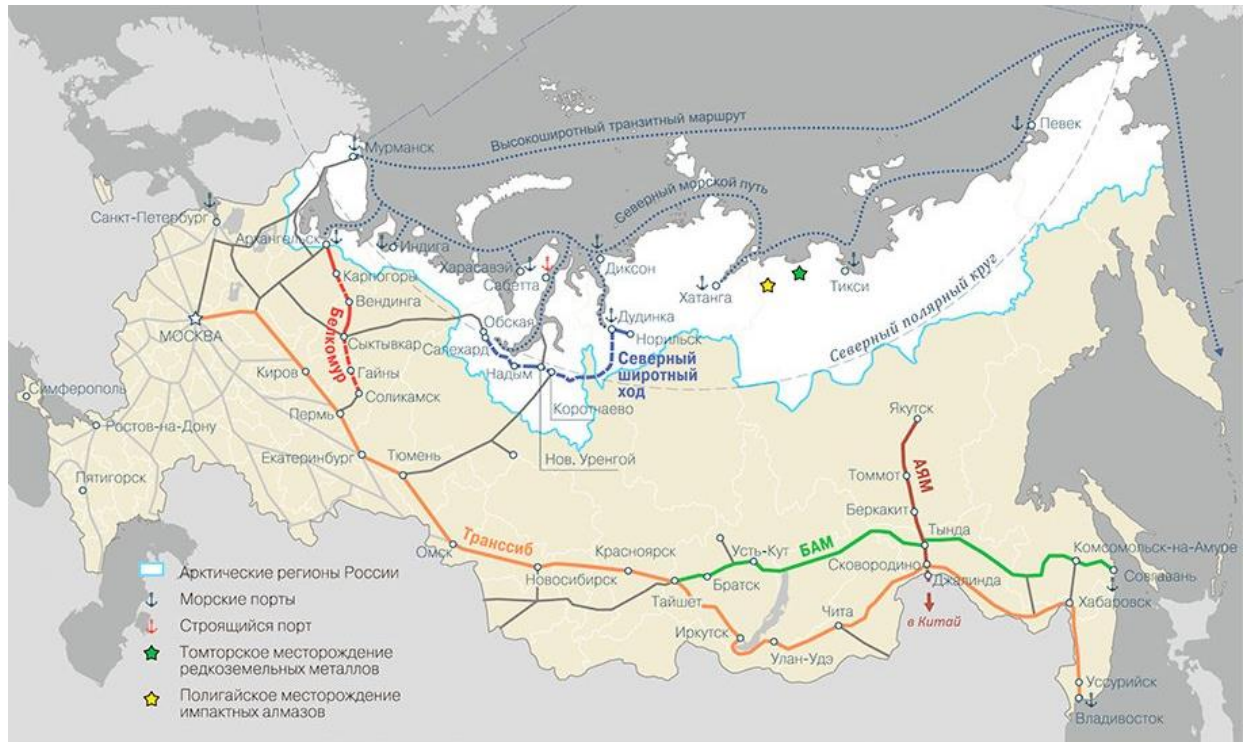


Figure 12. Development of railway and maritime infrastructure in the Arctic

The position of transport within the framework of the strategy of spatial development 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. The

classification of transport within the framework of the strategy of spatial development should be built 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 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;

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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 within the framework of the spatial development strategy 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 - trance system., galactic.

The inclusion of transport in a systemic understanding of traffic within the framework of a spatial development strategy should not be qualified as an attempt 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. In order for her to self-determine, and without this her status will remain, as before, a "scientific mystery" requires general scientific support and the participation of philosophical reflection. 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 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

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, that is, within the framework of a spatial development strategy, 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. It is, of course, fruitful, and no one doubts its 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 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 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 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. 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

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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 Russian Arctic regions, 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 regions or demand for tourism 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 Ministry of Regions, which is responsible for territorial development, but 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 regions of 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, are analyzed by the Ministry of the region, in strategic documents prepared by far from exhaustive. Ignoring regional features and specifics is not a distinctive feature of the Center's policy exclusively in relation to the regions of 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 the regions of the Russian Arctic, the neglect of cultural and political and economic specifics is superimposed on much more difficult conditions and leads to much more serious consequences - the regional features of the Russian Arctic simply cannot be ignored. Ignoring regional features and specifics is not a distinctive feature of the Center's policy exclusively in relation to the regions of 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 the regions of the Russian Arctic, the neglect of cultural and political and economic specifics is superimposed

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