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ON THE FEATURES OF TRANSPORT DEVELOPMENT FOR THE IMPLEMENTATION OF THE STRATEGY OF SOCIAL - ECONOMIC DEVELOPMENT OF THE REGIONS OF THE RUSSIAN FEDERATION FOR THE PERIOD UP TO 2035

Abstract: *in the article, the authors analyze the role and importance of the transport strategy in creating conditions for the socio - economic development of the regions of the Arctic zone of the Russian Federation. At the same time, in order to improve the quality of transport services, it is expected to reduce the total costs of society that depend on transport, increase the competitiveness of the domestic transport system, strengthen the innovative, social and environmental orientation of the development of the transport industry in the regions of the Russian Arctic.*

Key words: *region, district, population migration, quality, transport services, competitiveness, innovation, social development, environmental focus, costs, profit, financial condition, economy, prospects, restructuring.*

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Introduction

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At present, the Russian economy faces a systemic challenge, the nature and quality of which is determined by a combination of three fundamental factors.

The first factor is increased global competition covering the markets for goods, services, capital, and other factors of economic growth. Structural restructuring of the world economy began, associated with a change in the balance between economic centers, an increase in the role of regional economic unions, and the expected spread of new technologies. This will entail a change in national and world cargo

and passenger flows, an increase in requirements for the quality of transport services.

The second factor is the growing role of human capital in socio-economic development. The level of competitiveness of the modern innovative economy is increasingly determined by the quality of professional personnel. This fully applies to transport as an industry embarking on the path of innovative development.

The third factor is the depletion of the sources of the export-raw material type of development, based on an intensive increase in fuel and raw materials exports.

At the same time, significant restrictions on economic growth appeared in Russia due to insufficient development of the transport system. Today's volumetric and qualitative characteristics of transport, especially its infrastructure, do not allow to fully and effectively solve the problems of a growing economy. All this requires significant restructuring from Russian transport. Previous strategic documents in the field of transport were developed in the context of the transition to an economic growth strategy.

In the transition to an intensive, innovative, socially oriented type of development, the country strives to become one of the leaders of the global economy, which requires the adoption of adequate strategic decisions on the development of the transport complex for the long term.

Main part

At the new stage, the transport strategy should determine the active position of the state in creating conditions for socio-economic development, primarily in order to improve the quality of transport services, reduce the total costs of society that depend on transport, increase the competitiveness of the domestic transport system, strengthen innovation, social and environmental focus. development of the transport industry.

The choice of directions for the development of the transport system is based on the draft concept of long-term socio-economic development of the Russian Federation for the period up to 2035, budget messages of the President of the Russian Federation to the Federal Assembly of the Russian Federation, as well as on a wide range of documents defining promising directions for the development of society and the economy of Russia and its regions. , the transport system of the country as a whole and individual modes of transport (including pipeline), international transport integration, primarily within the framework of the CIS and EurAsEC, on legislative and other regulatory legal acts in the field of defense and national security of the Russian Federation.

In the formation of priority directions for the development of the transport system in Russia, the experience of the development and implementation of strategic documents and initiatives in the field of transport development abroad was taken into account.

The place and role of transport in the socio-economic development of AZ of the Russian Federation

In the Russian Federation, as in other developed countries, transport is one of the largest basic sectors of the economy, the most important component of the production and social infrastructure.

Transport communications unite all regions of the country, which is a necessary condition for its territorial integrity, the unity of its economic space. They connect the country with the world community, being the material basis for ensuring Russia's foreign economic relations and its integration into the global economic system.

Favorable geographical location allows Russia to receive significant income from the export of transport services, including from the implementation of transit traffic through its communications.

The place and importance of transport is also evidenced by its significant share in the main production assets of the country (in 2006 - 27 percent), a significant share of transport services in the gross domestic product (in 2007 - 8 percent), in investments in the development of sectors of the economy (in 2006 - 10.4 percent) and in the number of employed workers (in 2007 - 6.3 percent), as well as in the consumption of energy resources, metal and in a number of other important indicators characterizing the country's economy.

All these circumstances make it possible to classify transport as one of the priority sectors economy.

Transport plays an important role in the socio-economic development of the country. The transport system provides conditions for economic growth, increasing the competitiveness of the national economy and the quality of life of the population. The geographic features of Russia determine the priority role of transport in the development of the country's competitive advantages in terms of realizing its transit potential.

Access to safe and high-quality transport services determines the efficiency of work and development of production, business and social sphere. In this regard, the role of transport in the socio-economic development of the country is determined by a number of volumetric, cost and quality characteristics of the level of transport services.

The volumetric characteristics of transport services directly affect the completeness of the implementation of economic ties within the country and abroad, as well as the ability to move all segments of the population to meet production and social needs.

The geographical and technological accessibility of transport services determines the possibilities for the territorial development of the economy and social sphere.

The cost characteristics of the transportation of any product (transport tariff) are directly reflected in

its final price, added to production costs, and affect the competitiveness of products and the area of their marketing. The cost of transportation in passenger traffic limits the opportunities for travel of the population, and in many cases, for a part of the population with low incomes, makes these trips inaccessible. Reducing the cost of passenger traffic, easing these restrictions, is not only of great social, but also economic significance.

The qualitative characteristics of the level of transport services are related to the speed, timeliness, rhythm, safety and environmental friendliness of the functioning of the transport system.

The speed of transport links affects the efficiency of economic ties and the mobility of the population. The increase in the speed of delivery of goods and passengers has a tangible economic and social effect. When transporting goods, it is expressed in the release of working capital of enterprises, and when transporting passengers - in the release of people's time, which can be used for other purposes.

Reducing the cost and acceleration of transportation by mainline modes of transport will make it possible to bring together remote regions of the country, improve the quality of life of the population and the level of business activity, strengthen the territorial unity of the country and create more favorable conditions for the realization of the potential economic and social opportunities of each Russian region.

Timeliness (regularity, rhythm) of transport services in freight and passenger traffic is of great economic importance. In freight traffic, for example, the value of the insurance stocks of products in the warehouses of consignees, necessary to maintain the continuity of production and supply of the population, the amount of necessary working capital and the cost of storing goods, depend on it.

The safety and environmental friendliness of the transport system plays an important role in the socio-economic development of the country.

The role of transport in ensuring the defense capability and national security of Russia is due to the growing requirements for the mobility of the Armed Forces of the Russian Federation. The safety of the transport system determines the effective work of emergency services, civil defense units and special services and thus determines the conditions for increasing national security and reducing terrorist risks.

In the context of increasing public attention to environmental factors, reducing the harmful effects of transport on the environment is of great social importance and can have a significant impact on the development of urban agglomerations.

Thus, transport is one of the largest backbone industries with close ties with all elements of the economy and social sphere. With the further development of the country, the expansion of its internal and external transport and economic ties, the growth of production volumes and the rise in the standard of living of the population, the importance of transport and its role as a backbone factor will only increase.

Under these conditions, the formation of strategic directions for the development of transport should be carried out on the basis of a comprehensive analysis of the current state and problems of the development of the transport system in close relationship with the general directions and scales of the country's socio-economic development, as well as with global global strategic trends in the economy.

In the field of transport in Russia, in recent years, the necessary infrastructure modernization has been carried out, which made it possible to meet the growing demand for passenger and freight transport and create a certain reserve for further development.

Russia has all modern modes of transport, the location and structure of its transport communications in general correspond to the internal and external transport and economic relations of the country, but they need significant improvement.

The length of communication lines of the Russian transport system as of the beginning of 2021 was 85 thousand km of public railways, 42 thousand km of industrial railway transport, 755 thousand km of hard-surface roads (including 597 thousand km of general use), 102 thousand km of inland waterways, 2.8 thousand km of tram lines, 439 km of metro lines, 4.9 thousand km of trolleybus lines, 532 thousand km of air routes, of which more than 150 thousand km are international ...

69.1 million passengers and 33.1 million tons of cargo were transported by these transport communications by all modes of transport every day.

The growth in the volume of transportation of goods and passengers was reflected in the positive changes in the socio-economic situation of the country in recent years. The volume of cargo transportation in 2016 - 2020 by all types of transport (excluding pipeline) increased by 18.1 percent (by public transport - by 23.9 percent). The fastest growing freight traffic was by rail (by 28.4 percent).

The growth in the volume of cargo transportation was influenced by the revival of the real sector of the economy, an increase in production in the main cargo-forming industries, the development of markets for goods and services, and a favorable foreign economic situation in the main commodity items of domestic exports.

Railways occupy an important place in the transport system. Railway transport accounts for 62 percent of the total freight traffic carried out by public transport, or 84.3 percent of the total freight traffic carried out by all modes of transport (excluding pipeline transport). Road transport accounts for 47.4 percent of the volume of commercial transportation of goods, and the share of transportation by rail has been

decreasing in recent years, and by road is growing, which indicates an increase in the competitiveness of road transport in certain segments of the transport services market.

Positive changes are observed in the creation of parity between Russian and foreign carriers when performing international transportation. The volume of international cargo transportation by road in 2020 reached 40.2 million tons.

The share of road (bus) transport in the total volume of passenger traffic by public transport is 57.8 percent. In the structure of passenger turnover, 35.4 percent is occupied by railway transport, 29.4 percent - by road transport and 22.6 percent - by air transport.

The decrease in 2016 - 2020 by 42.5 percent in the volume of passenger traffic carried out by rail in suburban traffic, road and urban land electric transport, is associated with a decrease in the number of trips of privileged categories of passengers, a change in their accounting system as a result of the introduction of unified social tickets. and also with the transition to personalized accounting.

The constant growth in the number of passenger cars in personal use of citizens also affects the decrease in the volume of work performed by urban passenger transport. In 2020, the number of passenger cars park amounted to 24.7 million units.

Since the beginning of the implementation of the economic reform program, the non-state sector has taken a dominant position in the transport sector. Enterprises of non-state forms of ownership are currently carrying out: on road transport - 94.9 percent of cargo transportation and 18.5 percent of passenger traffic, on sea - 88.4 percent and 97.3 percent, respectively, on inland waterways - 97.7 percent and 90.4 percent, air - 87.1 percent and 77.8 percent, industrial railway - 85.6 percent of cargo transportation.

Since 2016, the development of the country's transport system has been carried out in accordance with the federal target program "Modernization of the transport system of Russia (2016 - 2020)".

During this period, the construction of the 1st starting complex Tommot - Kerdem of the Berkakit - Tommot - Yakutsk railway line, the Chernyshevskoye border railway station of the Kaliningrad railway, a combined bridge crossing over the river was carried out. Lena near the city of Yakutsk. The Lagar-Aulsky tunnel on the Far Eastern Railway, the Big Loop Tunnel at the 1855th kilometer of the Belorechenskaya - Tuapse section, and a number of checkpoints across the state border of the Russian Federation on the main traffic routes were put into operation. Measures were taken to modernize the railway infrastructure of Sakhalin Island.

More than 15 thousand km of federal and regional highways have been built and reconstructed. More than 100 thousand km of federal and regional roads have been repaired. Overhaul of 5 thousand km of federal roads has been completed.

The length of federal highways corresponding to the normative transport and operational indicators is 21.7 thousand km.

Works on the construction and reconstruction of federal highways, including Chita - Khabarovsk, M-4 "Don", M-5 "Ural", M-10 "Russia" highway), as well as 4 unique out-of-class bridge crossings. Introduced four-lane traffic along the entire length of the road from Moscow to Nizhny Novgorod.

The growth of passenger turnover in air transport amounted to 70.2 percent, cargo turnover - 14.5 percent. The share of aircraft that meet the requirements of the International Civil Aviation Organization in relation to noise in the structure of the realized carrying capacity of the fleet increased from 44 percent to 59.1 percent, the share of modern aircraft in the structure of the fleet increased from 24 to 35 percent.

Reconstruction of runways at Pulkovo, Krasnoyarsk, Khabarovsk, Blagoveshchensk, Kurgan, Cheboksary airports and replacement of lighting equipment at Pulkovo, Khabarovsk, Barnaul, Kurgan, Ulan-Ude airports. Aviation security equipment was purchased for 53 airports in Russia.

The volume of cargo transshipment through the sea trade ports of Russia increased 2.6 times and amounted to 451 million tons, which is 12 percent more than the maximum volume of cargo transshipment by the ports of the Soviet Union in 1989.

About 60 percent of Russia's foreign trade turnover is carried out with the participation of seaports.

Restoration and repair work was carried out at 723 hydraulic structures. The conditions of navigation on waterways for the delivery of goods to the regions of the Far North with a total length of 68,160 km have been ensured. In 2020, a complex of works on the construction of the lock of the Kochetovsky hydroelectric complex was completed.

On the inland waterways of the Unified Deep Water System of the European part of the Russian Federation, 42 percent of communication systems have been updated.

Actual expenses for the implementation of the federal target program "Modernization of the transport system of Russia (2016 - 2020)" in 2016 - 2020 amounted to 1.93 trillion. rubles, including from the federal budget 0.54 trillion. rubles, or 27.7 percent.

Out of the total volume of financing, expenses on railway transport amounted to 27.1 percent, on roads - 57.4 percent.

In the volume of financing from the federal budget, the share of roads is 89.9 percent, and the share of railway transport is 0.4 percent.

Since 2021, the implementation of 13 large infrastructure projects has begun on the principles of

public-private partnership, including at the expense of the Investment Fund of the Russian Federation.

Transport companies are gradually adapting to new economic conditions. However, many issues of the work and development of transport in the conditions of the formation of market relations have not yet received a satisfactory solution.

Among the main shortcomings of Russian transport, the low technical level and the unsatisfactory condition of its production base stand out.

The reduction in the volume of reconstruction and construction of infrastructure facilities, as well as the rate of replenishment and renewal of fleets of mobile vehicles and other transport equipment has led in recent years to a significant deterioration in their technical condition (age structure, increased wear, etc.) and performance.

Currently, the length of problematic areas in terms of throughput is 8,300 km, or about 30 percent of the length of railways, which provide about 80 percent of all freight work of railway transport.

The formation of the backbone network of federal highways connecting all regions of Russia has not yet been completed. Only about 38 percent of federal highways meet regulatory requirements.

The low level of development of the road network remains in the agricultural regions, as well as in the regions of the Far North, the Republic of Sakha (Yakutia), the Magadan Region, the Chukotka Autonomous Okrug, etc.

Due to the lack of paved roads, more than 10 percent of the population (15 million people) in the spring and autumn remain cut off from transport communications.

Until now, 39 thousand settlements with a total population of up to 2 million inhabitants (including 7.5 percent of the total number of regional centers and 6.7 percent of central farmsteads of agricultural organizations) have no connection with the country's transport network by motor roads with hard surface. The formation of the backbone road network in the regions of the North, Siberia and the Far East has not been completed.

Federal highways have exhausted their capacity. With an excess of the standard load, 13 thousand km of roads are in operation, especially on the approaches to the largest cities, which is almost 29 percent of the network length. The local road network is underdeveloped; therefore, a significant part of local traffic is carried out on federal roads. The acceleration of motorization in the country has not yet led to a corresponding increase in the volume of construction and reconstruction of the road network, and the repair of highways has even slightly decreased in recent years. With an increase in the length of public roads by 15 percent over the past 10 years, the car park has grown by almost 75 percent.

Solving the problem of bringing the length and condition of the road network in line with the needs of the economy and the population is significantly complicated by the impact of the outstripping growth in market prices for road construction materials. The growth in prices for these resources over the past 5 years is 1.5 times higher than the growth in price indices in construction for the same period. The procurement of materials consumes up to 60 percent of the funds allocated for road works.

The rate of development of civil aviation in Russia is currently 2 - 3 times higher than international indicators. Not only the international transportation market is dynamically developing, but also the domestic transportation market (growth - 17 percent). This is due to an increase in real incomes of the population, an increase in the competitiveness of air transport in comparison with rail in the long-distance passenger transportation market, as well as the development of consolidation and integration processes of air carriers.

At the same time, over the years of economic reforms, the number of operating Russian airports and civil aviation airfields has decreased by 2.5 times (mainly due to regional facilities). Largely as a result of this, the configuration of the network of passenger airlines has developed, within which the largest volume of passenger traffic (up to 80 percent) is accounted for by air communications in Moscow.

Many constituent entities of the Russian Federation have almost completely lost both the network of local airlines and airfields of local airlines. The reduction in local traffic, the closure of airlines, the collapse of the air transport infrastructure and other negative trends can become irreversible, which will lead to a complete collapse of the system of local airports operating regional aircraft, and create a crisis situation in many regions that are not provided with alternative modes of transport.

There is a sharp lag in the infrastructure and equipment of airports from the level of development of international civil aviation, a lag in the implementation of modern means and technologies recommended by the International Civil Aviation Organization in the field of air traffic management, automatic landing systems and other radio engineering systems.

The systems interacting in air navigation services are not interconnected by a single organizational and technical structure, the transition from the Unified Air Traffic Management System of the Russian Federation to the Air Navigation System of Russia has not been completed, which impedes the improvement of the quality of air traffic services, the dynamic implementation and development of promising means and systems of air navigation recommended International Civil Aviation Organization.

The development of Russian ports and related transport infrastructure is uneven. Significant differences have accumulated in terms of manufacturability and capitalization of port hubs. This is a consequence of the unevenness and instability of the cargo base, insufficient development of adjacent rail, road and pipeline infrastructure, as well as rear terminal and warehouse infrastructure.

There is a shortage of port capacities focused on the transshipment of imported cargo (containers and rolling cargo), which is caused by the outstripping development in recent years of port facilities aimed at transshipment of export cargo.

The share of inland waterways limiting the throughput of the Unified Deep Water System of the European part of the Russian Federation is currently 4.9 thousand km (75 percent).

The most important problem is the technical and technological lagging behind the transport system of Russia in comparison with developed countries. It is not ready for the widespread use of modern technologies, primarily container technologies. The growing demand for freight transportation is constrained by the underdevelopment of the country's transport and logistics system. Transport and forwarding services for the population and the economy remain at a low level. There is no high-speed rail service in the country.

The innovative component in the development of rolling stock fleets and technical means of transport remains at a low level, especially in the implementation of domestic traffic. The lag is also significant in the environmental parameters of transport.

Urban public transport does not receive proper development, including its modern high-speed types, which could significantly reduce the severity of the problem of transport development in megalopolises.

In almost all sectors of the transport complex, the tendencies of aging of fixed assets and their ineffective use persist. Depreciation of fixed assets for certain groups of fixed assets reached 55 - 70 percent and continues to grow.

At the beginning of 2021, the depreciation of fixed assets of large and medium-sized commercial organizations amounted to: railway transport - 58.6 percent, sea - 51.2 percent, inland waterways - 69.7 percent, automobile (excluding road facilities) - 49 , 6 percent, on the air - 50.3 percent.

The state of many technical means of transport has reached a critical level. A significant part of them are operated outside the standard service life, the other is approaching this period. As a result, the indicators of safety and economic efficiency of the transport operation deteriorate significantly.

One of the most significant is the problem of the imbalance in the development of the unified transport system of Russia. It includes the 3 most important components:

The first is the disparity in the pace and scale of development of different types of transport. The most striking example is a significant lag in the development of inland waterway transport and high growth rates of motorization.

The second is the insufficient development of the existing transport infrastructure, which is most acutely manifested in the discrepancy between the level of development of highways and the level of motorization and the demand for road transport, in a sharp reduction in the number of regional and local airports, as well as in the presence of numerous "bottlenecks" at the junctions of certain modes of transport.

The third is the territorial unevenness in the development of transport infrastructure.

The most significant differences are between the European part of Russia, on the one hand, and the regions of Siberia and the Far East, on the other. Differences between regions in terms of transport availability become unacceptable. For example, 6 constituent entities of the Russian Federation do not have rail links with other regions of the country.

Due to the insufficient development of transport, the integrated development of new territories and the development of mineral deposits, primarily in Siberia and the Far East, are being held back.

The effective demand of the population for transportation is not fully satisfied. Passenger transportation on socially significant routes is not provided, including due to price unavailability (primarily in the regions of the Far North and the Far East).

In connection with the growth of transport tariffs in recent years, certain restrictions have arisen in transport and economic relations. Due to the high transport component, the competitiveness of domestic products decreases not only in the external, but also in the domestic markets. The weakening of ties between the regions of the Russian Federation undermines its unity and reduces the country's economic security.

The mobility of the population in out-of-city traffic in 2016-2020 decreased by 60 percent, mainly due to a decrease in travel related to recreation and tourism. For a significant part of the population, long-distance travel has become practically inaccessible, which causes additional social tension in society.

The level of safety of transport activities remains low, primarily in road and air transport. In road traffic accidents, 23.5 people per 100 thousand of the population die annually, in the countries of the European Union this figure is 9-10 people.

Insufficient level of safety of transportation of goods and passengers by domestic transport companies negatively affects their competitiveness in the international market of transport services.

Automobile transport is the main air pollutant in large cities (up to 80 percent of total emissions), its share in total emissions in the country is 40 percent.

The current state and capabilities of the transport system in the field of ensuring Russia's military security indicate that the most difficult period in its development is over. However, a number of significant problems remain. The needs of the country's defense in the development of modern types of vehicles, construction of new and reconstruction of existing transport communications related to dual-purpose infrastructure facilities are not sufficiently taken into account. The negative impact is exerted by the insufficient throughput and carrying capacity of transport infrastructure and vehicles, the underdevelopment of the railway and road networks in the north and east of the country, as well as in a number of border regions, the passage of the main transport communications in the east of the country near the state border of the Russian Federation. The tasks of preparing and maintaining in good condition temporary transshipment areas and reserve sea transshipment areas, as well as ensuring mobilization preparation of transport are not being adequately solved.

The resource intensity of transportation and transportation costs of the economy are growing. The growth in the cost of transportation, in turn, leads to an increase in transportation tariffs.

Due to the shortage and unsatisfactory condition of the rolling stock, many city and intercity bus routes have been closed, and the frequency of buses has decreased. Due to unprofitableness and lack of government support measures, many air lines and part of river passenger routes have been closed, which does not fully meet the population's demand for transportation.

The complexity of the financial condition of transport is aggravated by the outstripping rates of growth in prices for the resources it consumes. The level of the profitable rate on transportation especially began to lag behind the growth of prices for resources after the Government of the Russian Federation adopted decisions to curb the indexation of railway tariffs without extending the same procedure to industries supplying material and technical resources to transport.

Despite the multiple increase in tariffs for the transportation of passengers and goods, the financial situation of transport companies has not been normalized. Transportation of passengers in domestic traffic by all types of transport (except for intercity bus transportation and regular air lines) is unprofitable, and the profitability of modes of transport for transportation of goods is minimal. The share of unprofitable large and medium-sized enterprises in 2020 was 32 percent. On the part of the clientele, accounts receivable to transport organizations are also increasing.

The main reasons for low profitability and unprofitable transportation are a decrease in the volume of transportation work while maintaining the entire infrastructure of modes of transport and a slight decrease in the number of production personnel, as well as a lag in the growth of income rates from the growth in prices for fuel, electricity, materials and technical means consumed by transport. The allocated budget subsidies do not yet fully cover the losses in the income of transport companies arising as a result of state regulation of tariffs for passenger transportation.

The influence of these reasons affects regardless of the form of ownership of transport organizations. Mainline railway transport, classified as a branch of natural monopolies and owned by the state, also operates with low profitability.

There is an acute problem of attracting investments in the development of the transport industry, which is due to the low investment opportunities of transport enterprises, difficulties in attracting long-term borrowed funds, and the underdevelopment of public-private partnership mechanisms. Currently, in most cases, a non-capital-intensive development model is being implemented, in which the volume of services grows due to an increase in the use of existing fixed assets.

The priority problem remains the improvement of the regulatory framework for the development of the transport system and the market for transport services, including the creation of a regulatory and legal framework that regulates the quality of transport services, ensuring the mobilization training of transport organizations and their fulfillment of military transport obligations, the development of public-private partnership mechanisms that ensure clear legislative distribution of rights, responsibilities and risks between the state and the investor, as well as the definition of priority areas of application of these mechanisms in transport.

The shortage of qualified professional personnel is growing in the transport industry.

Another important problem is the insufficient level of competitiveness of domestic companies and the entire transport system of Russia as a whole in the world market of transport services. This is due to both the listed problems and the insufficient capabilities of domestic transport organizations to compete in the world market, including effectively using Russia's geopolitical advantages in international transit traffic.

Technical and technological parameters of international transport corridors do not ensure their competitiveness in the international market.

Integration into the global and regional markets for transport services will mean increased competition, increased access to the Russian market for foreign carriers, removal of administrative and tariff barriers and will lead to a complication of the position of domestic transport companies.

Analysis of global trends in the development of transport shows that no country is able to control the

risks of its own economy without having a strong transport position.

World trends in the development of transport indicate that:

the period of patronage in relation to modes of transport and carriers is over. The efforts of most countries are aimed at increasing the competitiveness of national transport and abandoning the quota system, as well as tariff and other restrictions. They are being replaced by the harmonization of transport legislation;

the market of transport services began to become more complex, all segments of the transport process and logistics began to integrate. This led to the development of a new type of transport infrastructure - transport, storage and freight transport complexes, which formed a united system of interaction;

transport centers became the control elements of the system, which made it possible to optimize "through" tariffs. This led to a shift in the profitability point from physical transportation processes to the area of transport and logistics services. The concept of transport corridors has been transformed. From a set of routes, they turned into a system of control centers of transportation and transport hubs, which gradually acquired the functions of managing tariff policy;

the quality of transport services and competitiveness have reached a high level of development. In the segments of the transport market, whose services are in demand, the competition has stepped over the stage of competition for the quality of transport services. It's guaranteed. The struggle is of a price nature. Against this background, the requirements for the environmental friendliness of transport are increasing. Hence the desire to maintain an acceptable share of the transport component in the price of the final product while observing strict environmental and safety standards.

For the Russian transport system, these levels of development are not yet attainable. It is necessary to stimulate a gradual improvement in the quality of transport services, the integration of transport service technologies, and an increase in the competitiveness of carriers and operators of transport hubs. Following this, one can expect an optimization of the affordability of transport services. The specified levels of safety and environmental friendliness of transport should act as constraints.

The main system-wide problems of the development of the transport industry in the Russian Federation are as follows:

Availability territorial and structural imbalances in development transport infrastructure;

insufficient level of accessibility of transport services for the population, labor mobility;

insufficient quality of transport services;

low level of export of transport services, including the use of transit potential;

insufficient level of transport security;

strengthening of the negative impact of transport on the environment.

Thus, significant restrictions on economic growth have appeared in Russia, due to the insufficient development of the transport system. A new long-term transport strategy is needed, which determines the main strategic directions and targets for the development of the transport system for the period up to 2035.

Forecast qualitative and quantitative parameters of the development of the transport system of the Russian Federation for the period up to 2035

Scenario options for the development of the transport system of Russia for the period up to 2035 are proposed in three options - inertial, energy-based and innovative.

The inertial version of the development of the transport system presupposes:

implementation of large-scale transport projects that ensure the extraction and development of mineral deposits in new production areas (oil in Eastern Siberia, gas on the Arctic shelf, etc.) and the construction of appropriate pipelines;

development of transport infrastructure, ensuring the implementation of the transit potential of the economy;

reconstruction and construction of especially important transport infrastructure facilities, primarily facilities that ensure the safety of the functioning of transport systems, as well as the modernization and renewal of the vehicle fleet;

advancing development of transport infrastructure in the areas of export deliveries of goods, primarily the development of seaports and approaches to them;

an increase in the volume of domestic transportation of raw materials due to an increase in coal production, the development of energy, metallurgy and oil refining;

low dynamics of export traffic and outstripping growth of import traffic,

continued predominance in imports of food and consumer goods;

insufficiently high rates of construction and reconstruction of the road network, the persistence of sharp disparities in its development in the European and Asian parts of Russia;

the persistence of low mobility of the population, primarily by air transport, which is due to insufficient growth rates of income of the population and the continuing aging of the aircraft fleet;

lack of transportation and infrastructure reserves in the modes of transport necessary to improve the quality of transport services for the population and production, the introduction of transport and logistics technologies.

The energy-raw material option presupposes the accelerated development of the transport infrastructure, mainly for transport support for the

development of new mineral deposits and the increase in fuel and raw materials exports, the realization of Russia's competitive potential in the field of transport and the growth of export of transport services. In this case, the following features can be distinguished:

implementation of large-scale transport projects (including within the framework of public-private partnerships), ensuring the development of mineral deposits in new mining areas, mainly in Siberia, the Far East and on the continental shelf;

diversification of directions of export supplies of Russian hydrocarbons, including to China, and creation of the corresponding infrastructure;

development of transport infrastructure ensuring the implementation of the country's transit potential, including joint projects for the production and export of hydrocarbons within the EurAsEC, as well as with other states;

an increase in domestic transportation of coal due to the development of power generating capacities and metallurgical production;

an increase in the volume of traffic and the range of products of fuel and raw materials processing (oil products, concentrates, chemical goods, metals, etc.), as well as mechanical engineering products;

low growth rates of export traffic and a significant increase in the volume of import traffic of highly processed goods, primarily products of high-tech sectors of the economy;

the continuation of the increase in the number of private cars with a decrease in the volume of passenger traffic by public transport (mainly automobile) in the period until 2025 and some growth in 2025 - 2035;

an increase in the need for the construction and reconstruction of the road network linking new residential areas in megalopolises and suburban areas of large cities with places of employment of labor.

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

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

The specialization of seaports will be of decisive importance through the creation of so-called "layered ports" according to the Rotterdam model, when the port system will include remote railway junctions and transport and logistics complexes. This will require the development of access roads to ports and port production and storage areas focused on the processing of goods, the formation of port zones that ensure the processing of incoming goods.

An additional impetus will be given to the development of transport in the Arctic zone (territories located mainly north of the 60th parallel).

The development of the country's transport system will become one of the main sources of economic growth. A part of the processing industries associated with ensuring the development of transport will receive an impulse for technological development.

At the same time, the implementation of the energy resource option will have a number of negative consequences for the country's long-term socio-economic development and national security, in particular:

it will be necessary to create significant reserves of the throughput of the transport network in the main directions due to possible sharp fluctuations in the demand for the transportation of export bulk cargo in volumes, nomenclature and directions due to changes in the situation on the world markets for fuel and raw materials;

a decrease in the indicators of the economic efficiency of transportation is possible due to an increase in the imbalance in export-import cargo flows. The imbalance will be associated with an increase in the export of bulk and liquid cargo and the import of finished products. Specialized and universal types of rolling stock will have low performance indicators in terms of the mileage with a load, that is, significant flows of empty trains are possible;

the mobility of the population will grow at a low rate, which will be one of the reasons for the insufficient dynamics of improving the quality of human capital in the country. The level of passenger transportation will be lower than the level with the innovative option by 14.3 percent, and passenger turnover - by 11.5 percent. This is due to lower growth rates of real incomes of the population, population decline and less development of infrastructure and rolling stock of passenger transport. Lower rates of growth in the welfare of the population will cause lower rates of growth in the number of private cars;

significant differentiation will remain in ensuring the availability of transport services for different regions and social groups of society;

low investment activity will cause a significant burden on the budget system associated with financing the construction, repair and maintenance of highways.

The innovative option presupposes the accelerated and balanced development of the country's transport system, which, along with achieving the goals envisaged in the implementation of the energy-resource option, will provide transport conditions for the development of the innovative component of the economy, improve the quality of life of the population, and transition to a polycentric model of spatial development of Russia.

For the innovative option, a number of features characteristic of the energy-resource option remain, in particular:

implementation of large-scale transport projects to ensure the development of mineral deposits in new mining areas;

diversification of directions of export supplies of Russian hydrocarbons;

development of transport infrastructure, ensuring the implementation of the country's transit potential, including joint projects within the EurAsEC, as well as with other states;

an increase in domestic transportation of coal due to the development of power generating capacities and metallurgical production;

an increase in the volume of traffic and the range of products of fuel processing and raw materials, as well as engineering products in connection with the increase in innovative activity in the energy, fuel and raw materials industries, associated engineering industries.

At the same time, the distinctive features of the development of the transport system according to the innovative option will be:

a significant increase in the export traffic of highly processed goods, primarily products of high-tech sectors of the economy, the growth rates of which will be 2.5 times higher than the growth rates of the traffic of similar imported goods;

increasing the role of transport and logistics infrastructure in organizing goods circulation;

growth of passenger traffic by public transport. The highest growth rates are expected in air transport, and the main absolute growth will be provided by road transport;

the emergence of the need for the construction and reconstruction of a road network connecting new residential areas in megalopolises and suburban areas of large cities with places of employment of labor, in a significant number of large and medium-sized cities in connection with an increase in the level of income and quality of life of the population;

increasing the need of the economy and the population for high-speed transportation services (with the provision of a predetermined delivery time) and passengers (with the maximum provision of freedom of movement and the possibility of planning personal time).

When this option is implemented, measures for the development of the country's transport system will be concentrated, along with metropolitan agglomerations, also in cities where significant innovation and human capital is concentrated. In the east of the country, such a scenario will give a selective impetus to the development of cities with a significant amount of accumulated innovation potential - Tomsk, Novosibirsk, Krasnoyarsk, Irkutsk.

At the same time, the "infrastructural effect" of the formation of urban agglomerations, associated with the implementation of projects for the construction of large transport complexes, multimodal logistics centers and information centers, will be of paramount importance.

The Volga and Ural macroregions will become zones of advanced transport development along with the South of Russia, Siberia, the Far East and the Arctic zone. Spatial development will become multipolar, not rigidly tied to the existing energy and financial centers.

Regional aspects of the development of the country's transport system will be associated with:

the creation of a network of territorial-production clusters focused on high-tech industries (in the aviation industry, shipbuilding, nuclear industry, in the production of new materials, in informatics and telecommunications), with the concentration of such clusters in urbanized regions;

creation of territorial-production clusters focused on deep processing of raw materials and energy production, ensuring the development of new territories; the formation and development of tourist and recreational zones on the Black Sea coast, Altai, Baikal, Kamchatka, regions of the North;

development of large transport, logistics and production hubs in the North-West, South of Russia and the Far East.

The development of railway and sea transport, along with the tasks of ensuring the transportation of bulk cargo, including export, will increasingly focus on improving the quality of transport services for cargo owners and strengthening interaction within the framework of ensuring effective logistics chains of goods movement.

An important role will be played by the development of the Northern Sea Route, primarily for commercial transportation, with the creation of appropriate infrastructure on the northern coast of Russia.

Measures to improve the competitiveness of maritime transport will significantly increase the share of the fleet flying the State flag of the Russian Federation in the world maritime fleet and significantly increase the export of transport services.

Transportation by road will grow at a high rate, which provides the most flexible response to the demands of the economy, especially in the sectors of high and medium-tech industries.

Measures aimed at the development of air transport and the use of significant advantages (primarily environmental) of inland water transport will significantly increase their share in the country's transport balance.

Creation of an integrated network of transport and logistics complexes that provide a wide range of competitive services, accelerated development of intermodal transportation and the formation of territorial production clusters will be of decisive importance for the formation of a modern distribution network in Russia.

The development of public passenger transport will receive a significant impetus. First of all, this applies to the development of high-speed and high-speed rail transport, all types of air transport, urban and suburban transport.

When this option is implemented, the transport system of the country should develop at a faster pace compared to the sectors of the economy and the social sphere, in order to remove the infrastructural limitations of the country's long-term socio-economic development, which depend on transport.

The implementation of an innovative option for the development of the transport system will allow solving the main tasks facing the country, namely:

indicators of population mobility will approach the level of developed countries, which will be one of the most important factors in improving the quality of human capital in the country;

the differentiation in ensuring the availability of transport services for various

regions and social groups of society;

the competitiveness of domestic goods and services in world markets will increase due to the balanced development of the country's transport system;

an increase in the economic efficiency of passenger and freight traffic will optimize the transport costs of the economy and increase the availability of transport services for the population.

In accordance with the considered scenario options, forecast estimates of the volume of cargo and passenger traffic for the period up to 2035 have been developed.

Comparison of scenario options leads to the conclusion that the innovative option acts as a target for a long-term state transport policy, since it fully allows the strategic interests of Russia to be realized.

In the transition to an innovative option, the requirements for the nature and directions of development of the transport system are determined to the greatest extent by the following fundamental factors:

increased global competition covering the markets for goods, services, capital, and other factors of economic growth. Structural restructuring of the world economy associated with a change in the balance between economic centers, the growing role of regional economic unions, the expected spread of new information, nano and biotechnologies. This will entail a change in national and world cargo and passenger flows, an increase in requirements for the quality of transport services;

depletion of sources of export and raw materials type of development based on increasing fuel and raw materials exports, the need for a transition to intensive innovative development.

On the agenda is the need to diversify the Russian economy, increase the share of products with high added value in the structure of the gross domestic product, and the share of the processing industry.

As a result, the question arises of the transition from a predominantly extensive to an intensive model of the development of the transport system based on innovative breakthrough technologies that improve the quality of transport services.

The second important trend is the globalization of the economy and Russia's accession to the World Trade Organization. This factor causes increased international and intra-industry competition, which requires an increase in the competitiveness of the transport industry.

Considering these factors and the current state of the Russian transport system, we can conclude that transport is a priority point of growth of the national economy.

In the transition to an innovative option for the development of the transport system, it is necessary to ensure:

development of a competitive market for transport services;

availability of transport services for the population;

an increase in the share of domestic Russian transportation and transportation of finished products in the total transport balance of the country;

expanding the range and improving the quality of transport services based on the use of modern transport, logistics and infocommunication technologies, the development of new forms of organization of the transport process and interaction between modes of transport;

multiple increase in labor productivity and energy efficiency in transport;

activation of the activities of domestic transport organizations in the world market of transport services, transnationalization of their activities, the transformation of Russia into the largest exporter of transport services;

integration of the Russian transport system into the Eurasian transport space, development of multi-vector transport links with world economic centers;

transport support for new centers of socio-economic development of the country;

high territorial mobility of the population;

increasing the innovative activity of transport companies, cardinal renewal of transport and technical means, taking into account the development of domestic transport engineering, strengthening the role of scientific and technical support in the development of the transport industry;

increasing the level of professional training and qualifications of transport workers, improving their material and social security, creating safe working conditions;

ensuring the reliability and safety of the functioning of the transport system, including in the

field of ecology, reducing the number of accidents and disasters, injuries and deaths in traffic accidents;

development and application of effective mechanisms of state regulation of the functioning and development of transport;

improving the investment climate in the transport industry.

At the new stage, the transport strategy should determine the active position of the state in improving the transport system of Russia as a key factor in the socio - economic development of the country. This applies primarily to improving the quality of transport services, reducing the total costs of society that depend on transport, increasing the competitiveness of the domestic transport system, enhancing the innovative, social and environmental orientation of the development of the transport industry.

Based on this, it is necessary to formulate goals, priorities and tasks for the strategic development of transport.

The main task of the state in the sphere of the functioning and development of transport is defined as creating conditions for economic growth, increasing the competitiveness of the national economy and the quality of life of the population through providing access to safe and high-quality transport services, transforming the geographical features of Russia into its competitive advantage.

The strategic goal of the development of the transport system is to meet the needs of the innovative socially oriented development of the economy and society in competitive high-quality transport services.

The achievement of this strategic goal will be ensured through the effective development of a competitive environment in the transport industry, the creation of optimal reserves in the development of infrastructure, the achievement of an advanced level of development of technology and technology, increased attention to social and environmental factors, an increase in the national, economic and other types of security of the country, depending on transport.

To create an effective competitive transport system, 3 main components are required:

competitive high quality transport services;

high-performance, safe transport infrastructure and vehicles, which are essential to the extent that they provide competitive, high-quality transport services;

creation of conditions for exceeding the level of supply of transport services over demand (otherwise there will be no competitive environment).

For the formation of high-quality transport services, it is necessary, first of all, to determine the parameters and quality standards, to provide incentives for their implementation and the creation of highly efficient technologies that meet quality standards, to work out elements of technology, regulatory framework and methods of state regulation, to introduce a number of pilot highly efficient technologies in the regions.

It is necessary to create conditions for the development of both internal competition (between carriers, modes of transport) and external competition (with international transit systems). Internal competition will ensure an increase in the rhythm and acceleration of commodity circulation, a decrease in transport costs, an increase in the availability of transport services, an improvement in the investment climate and the development of market relations. This will have a positive impact on external competitiveness and the realization of the country's transit potential.

The creation of a market for competitive transport services involves:

development of the regulatory framework in the field of transport services (safety, environmental friendliness, quality of transport services, development of methods of state regulation of the market). At the same time, the creation of effective feedback in the form of a system of control and supervision is of paramount importance for regulation;

development of a high-performance transport and logistics infrastructure that ensures a competitive level of transport services (primarily commercial speed and reliability);

achievement of the advanced level of equipment and technologies that ensure the standards of safety, environmental friendliness, efficiency and quality of transport services.

The most important strategic direction for the development of the transport system is the balanced development of the transport infrastructure. The implementation of this direction means the coordinated integrated development of all elements of the transport infrastructure based on a comprehensive analysis of statistics and the use of mathematical methods for predicting the needs of sectors of the economy and the population in transport services, the development of a statistical accounting system, building a transport and economic balance, predicting the dynamics of the freight base, analyzing models for the development of transport systems in order to select the optimally balanced options.

The development of the regulatory framework should provide for the harmonization of transport legislation, integration into the global system of standards and communications, the definition of quality standards for transport services, responsibility for their observance, as well as consumer rights. Improving the quality of transport services will require the creation of reasonable reserves in the transport system, and this, in turn, will make it possible to develop competition in the main directions of freight and passenger traffic.

Of particular importance for the transport strategy is the improvement of the system of providing

the transport industry with labor resources, which should ensure the design and implementation of projects for the development of transport systems, the operation of transport infrastructure and vehicles, the provision of transport and logistics services, etc.

An important role in the implementation of the transport strategy is played by increasing the manageability and controllability of the development of transport by increasing the efficiency of methods of state regulation and management, the development of project management mechanisms.

In accordance with these main strategic directions of development, the structure of the main targets of the Transport Strategy of the Russian Federation for the period up to 2035 (hereinafter referred to as the Transport Strategy), its goals, priorities, tasks and implementation mechanisms has been formed.

The main targets of the Transport Strategy are: general social, general economic, general transport and by types of transport activities.

General social guidelines are:

population mobility and availability of transport services;

reduction of accidents, risks and threats to safety by mode of transport;

reducing the share of transport in environmental pollution.

General economic benchmarks are:

provision by the transport industry in full of high-quality transport services ensuring the planned growth rates of the gross domestic product;

competitive level of unit transport costs in the price of the final product;

increasing the commercial speed and rhythm of the promotion of consignments of goods;

the use of innovative technologies for the construction and maintenance of transport infrastructure;

implementation of an effective state tariff policy;

the use of modern mechanisms for the development of the economic competitive environment, including public-private partnerships;

coordination with strategies and programs for the development of related industries.

General transport landmarks are:

development of the transport network in accordance with the needs of the economy and society;

increasing the productivity and profitability of transport systems;

increasing the return on assets of the transport infrastructure;

decrease in energy intensity;

creating priority competitive conditions for national carriers and increasing their competitiveness;

innovative freight transport technologies that correspond to the best world achievements;

preparation for the provision of transportation of high-tech products;

formation of the necessary conditions for investment in the transport industry, ensuring its development at an accelerated pace;

development of transport engineering and related industries - suppliers of resources to the level required for the implementation of the Transport Strategy.

By types of transport activities, the benchmarks are:

by 2025 - addressing issues related to eliminating bottlenecks, developing traffic and transportation capabilities in accordance with federal target programs, as well as strategies and concepts for the development of various types of transport;

from 2030 - the adjustment of these strategies and concepts, the development of federal target programs in accordance with the achieved results, new conditions and the Transport strategy in order to develop a single integrated integrated balanced transport system that meets the needs for high-quality competitive transport services.

The main targets for the types of transport activities for the period 2025 - 2035 are determined by the federal target program "Development of the transport system of Russia (2025 - 2035)" and its subprograms for types of transport. It is envisaged that the main targets for the types of transport activities should be updated in accordance with the goals and objectives of the Transport Strategy. It is advisable to carry out these adjustments in 2021, taking into account the results achieved and new features of transport development.

The development goals of the transport system in Russia are as follows.

Goal 1. Formation of a single transport space in Russia based on the balanced development of an efficient transport infrastructure.

Achieving this goal will allow for the dynamic growth of the Russian economy, social development and strengthening of ties between its regions by eliminating territorial and structural imbalances in transport, involving new territories in the economic turnover by creating additional transport links, increasing the competitiveness and efficiency of other sectors of the economy by providing opportunities unhindered entry of business entities to regional and international markets, growth of entrepreneurial and business activity, which directly affects the quality of life and the level of social activity of the population.

The single transport space of Russia should ensure the functioning of a single balanced system of transport communications, an integrated system of commodity transport technological infrastructure of all types of transport and cargo owners, the use of uniform standards for technological compatibility of various modes of transport that optimize their interaction, uniform standards for the technical

compatibility of various types of transport and vehicles, as well as create a unified information environment for the technological interaction of various types of transport.

Thus, within the framework of this goal, the development of transport infrastructure refers not only to the development of transport communications and nodes. A qualitatively new level of systemic development is assumed within the framework of a single transport space in combination with a commodity transport technological infrastructure, transport infrastructure of cargo owners, technical compatibility standards, as well as an information environment for the interaction of various types of transport.

Within the framework of this goal, at the first stage of the implementation of the Transport Strategy, it will be provided for the construction and reconstruction of the main directions of roads and railways, the infrastructure of sea and river ports, inland waterways and airports, the elimination of the most significant gaps and bottlenecks in the transport network, including the Asian part of Russia. The development of transport approaches to border checkpoints and large transport hubs will be ensured, and their comprehensive development in the main directions of transportation will be ensured. Infrastructure conditions will be created for the development of potential points of economic growth, including the comprehensive development of new territories and the development of mineral deposits, primarily in Siberia and the Far East.

At the next stage of the implementation of the Transport Strategy, within the framework of this goal, the transition to the formation of a single transport space in Russia will be ensured. On the basis of the differentiated development of communication lines of all types of transport, the creation of a unified balanced system of transport communications of the country will be ensured. The capacity and speed parameters of the transport infrastructure will be raised to the level of the best world achievements, the share of high-speed communication lines will be increased. In order to form a modern commodity distribution network that ensures the volume and quality of transport services, an interconnected integrated system of commodity transport technological infrastructure of all types of transport and cargo owners, an integrated system of logistics parks, as well as a single information environment for the technological interaction of various types of transport and participants in the transport process will be created. ... In the course of the development of the transport system, innovative technologies for construction, reconstruction and infrastructure maintenance will be mastered.

Goal 2. Ensuring the availability, volume and competitiveness of transport services according to quality criteria for cargo owners at the level of the needs of innovative development of the country's economy.

Achievement of this goal will allow to fully meet the needs of the population and business entities in high-quality transport services through the introduction of advanced transport technologies and the development of passenger and freight rolling stock fleets, as well as to ensure the provision of social and economic importance of transport services of adequate quality and at affordable prices.

Achievement of this goal presupposes, first of all, the development and implementation of a model of the transport services market for the needs of all sectors of the economy. This model is innovative for the domestic transport system. It must determine the parameters of the quality of transport services, the framework of quality standards for various categories of goods and sectors of the economy, requirements for the development of the regulatory framework in the field of transport services and technological models for ensuring the quality of transport services.

For the formation of a market for competitive transport services, it is necessary to create conditions for the excess of the supply of transport services over demand, as well as the launch of a "price-quality" mechanism, which will ensure the formation of a competitive environment and an increase in competitiveness.

Mechanisms to motivate the structural modernization of existing transport systems should be developed and put in place in order to ensure the quality of transport services, leading, in particular, to the creation of national and international competitive transport companies.

The implementation of this goal presupposes the achievement of the commercial speed of movement of goods and the rhythm of their delivery "from door to door" at the level of the best world achievements. Due to this, the country's economy is expected to reduce the costs of circulation of goods, expressed in large volumes of circulating assets, as well as in significant amounts of loans for goods in transit and at the warehouse. In seaports and checkpoints across the state border of the Russian Federation, as well as throughout the terminal network, the processing time for consignments will be reduced to the level of the best world achievements.

For this, it is necessary to put in place mechanisms to motivate the use of innovative logistics technologies, the development of a system of related services and freight rolling stock fleets that provide the specified criteria for the volume and quality of transport services at the level required for the implementation of the Transport Strategy. The development and experimental testing of highly efficient transport technologies that provide quality criteria for the entire range of transport services and increase the productivity of the transport system are to be developed. An important role will be played by the

expansion of the use of container transportation technologies, including for regional and interregional transportation, small and medium-sized businesses. Ensuring the quality of transport services for shippers will also require the development and use of modern information and telecommunication technologies.

Goal 3. Ensuring the availability and quality of transport services for the population in accordance with social standards.

Achieving this goal means meeting in full the growing needs of the population in transportation, as well as special requirements, in particular from citizens with disabilities, ensuring a stable connection of settlements with the main network of transport communications, as well as ensuring the affordability of transport services that are of social importance. ...

First of all, within the framework of this goal, it is planned to ensure the transportation of passengers on socially significant routes, including ensuring their affordability, including in the regions of the Far North, Far East, Transbaikalia and in the Kaliningrad region.

It is planned to develop urban and suburban passenger transport systems, passenger rolling stock fleets comparable in technical and economic parameters with the world level, as well as the development of systems that provide high-speed and high-speed passenger transportation.

At the next stage of the implementation of the Transport Strategy, the industry should take part in the development of minimum social transport standards to ensure the possibility of movement of all segments of the population across the country. These standards, in terms of their transport component, should determine the requirements for the development of the necessary communications for all types of passenger transport, the corresponding rolling stock, indicators of the price availability of transport services for the population, as well as requirements for the frequency and schedule of transport services for each settlement.

The state policy in the field of ensuring the availability and quality of transport services for the population assumes the consolidation of minimum social transport standards at the legislative level and the use of mechanisms to compensate for losses in the income of transport companies arising from state regulation of tariffs for passenger transportation.

The development and implementation of a program for the implementation of minimum social transport standards throughout the country should be ensured. At the same time, these minimum standards should provide for a progressive scale, taking into account the gradual improvement in the conditions of transport services for the population.

Goal 4. Integration into the global transport space and implementation of the country's transit potential.

Achievement of this goal will mean the formation of a solid foundation for the successful integration of Russia into the global transport system, expanding the access of Russian suppliers of transport services to foreign markets, strengthening the role of Russia in shaping international transport policy and turning the export of transport services into one of the country's largest sources of income.

The implementation of this goal presupposes, first of all, the development of technical and technological parameters of international transport corridors, ensuring their competitiveness at the level of world analogues. This requires monitoring the export market for transport services, studying the advantages of competitors, developing a set of measures to improve the technical and technological parameters of international transport corridors, planning their development and agreeing within the framework of international cooperation on transport corridors.

Integration into the international transport space, first of all, can be effectively implemented within the framework of the EurAsEC and the countries of the Shanghai Cooperation Organization. One of the promising ways to implement this initiative is the formation of container "bridges". In addition, integration into the global transport space presupposes the development of international cooperation with other international transport organizations and with other trade partners of Russia, expansion of participation in the system of international agreements and conventions in the field of transport, as well as in large international transport projects. It is also planned to develop and put into effect the appropriate mechanisms of state regulation, motivating the creation of national and international competitive transport companies.

An increase in the participation of Russian transport organizations in the transportation of domestic export and import cargo, as well as cargo between third countries, will require the development and implementation of appropriate legislative and other regulatory methods to ensure the competitiveness of Russian transport.

In order to increase the flow of foreign exchange from the export of transport products, taking into account international experience and economic interests in the protection of transport services on the national and international markets, it is planned to work out legislative standards providing for:

preferential (and in some cases exclusive) admission of Russian carriers to the carriage of goods for the needs of the state, constituent entities of the Russian Federation and municipalities, as well as strategic cargo;

advantages of national carriers and forwarders over foreign ones when investing in the construction of facilities on the territory of Russia, as well as when developing raw materials, including those developed in accordance with the Federal Law "On Production Sharing Agreements".

Goal 5. Increase the level of security of the transport system.

The implementation of this goal will increase the safety of traffic, flights and navigation, ensure the effective operation of emergency services, civil defense units, special services, achieve a safe level of functioning of transport infrastructure facilities, increase the level of compliance of the transport system with the tasks of ensuring the country's military security and thereby create the necessary conditions for an appropriate level of national security and the reduction of terrorist risks.

Within the framework of this goal, due to a set of measures, it is planned to achieve a level of traffic, flight and navigation safety that meets international and national requirements.

Ensuring transport security will increase the state of protection of transport infrastructure facilities and vehicles from illegal actions, including terrorist ones, that threaten the safe operation of the transport complex.

The activities of specialized emergency rescue services in cooperation with the Ministry of the Russian Federation for Civil Defense, Emergencies and Elimination of the Consequences of Natural Disasters will be carried out at the level of international and national requirements.

The level of protection of transport infrastructure and vehicles from acts of unlawful interference will be increased, and a higher level of security for the transportation of goods requiring special conditions will be ensured.

The implementation of measures to ensure the military security of the Russian Federation for the timely satisfaction of the needs of the military organization of the state in transport services will make it possible to achieve the required level of mobilization readiness of public transport (including dual-use facilities), state and mobilization reserves, preparation of a set of measures for technical cover and restoration all types of transport communications, preparation and maintenance of all types of vehicles.

In addition to the means and measures for the direct provision of transport security, the development of means and effective systems of supervision in the field of transport is of great importance in achieving this goal. Without their improvement, management in the field of ensuring the safety of the transport system will be deprived of effective feedback.

The level of security of the transport system within the framework of this goal will be increased through the development of systems of professional admission to transport activities through licensing or declaration (notification).

An important role in achieving a high level of safety should also be played by meeting the needs of the transport complex for specialists with a high level of professional training that meet the requirements of safety and stability of the transport system.

Goal 6. Reducing the harmful effects of transport on the environment.

Achievement of this goal will contribute to the creation of conditions for reducing the level of technogenic impact of transport on the environment and human health and ensuring compliance with international environmental standards for the industry.

For this, it is planned to develop and put into operation mechanisms of state regulation that will motivate the transfer of vehicles to environmentally friendly types of fuel, as well as reduce the level of energy intensity of transport to the level of indicators of advanced countries.

An important reserve for reducing the volume of impacts, emissions and discharges, the amount of waste in all modes of transport is the professional training of personnel operating vehicles. Another reserve for reducing the harmful effects of transport on human health within the framework of this goal is the rationalization of routes for transport flows.

The implementation of these goals presupposes the implementation of a set of research subprograms that ensure the development of new models, techniques, technologies, tools and systems. These works form the scientific support of the Transport Strategy. The implementation of developments, the implementation of projects and activities is envisaged within the framework of a set of subject subprograms aimed at achieving the specified general economic, general social and general transport strategic targets, as well as within the framework of development subprograms by modes of transport and subprograms aimed at putting into effect the main mechanisms for the implementation of the Transport Strategy.

Development goals of the transport system of Russia for the period up to 2035 and the values of indicators for the implementation of the Transport Strategy, for which statistical information is currently available.

In addition, it is envisaged to conduct research work on the creation of statistical tools, monitoring and evaluation of values for such new indicators as:

reserve capacity of the transport network by modes of transport on the main

directions of cargo and passenger traffic;

commercial speed of movement of main commodity flows;

urgency of cargo delivery;

the level of containerization of transported goods;

development of transport and logistics technologies;

unit transport costs in the final product price;

ensuring the affordability of transport services for the population;

the level of safety of the state of transport infrastructure objects;

reducing the energy intensity of the transport system.

The implementation of the objectives of the Transport Strategy will ensure that the needs of the innovative socially oriented development of the Russian economy and society in high-quality competitive transport services are met. The main expected results of the implementation of the Transport Strategy can be assessed by groups of main targets.

The general social results of the implementation of the Transport Strategy are:

ensuring the availability and quality of transport services for all segments of the population in accordance with social standards that guarantee the possibility of movement throughout the country;

an increase in the mobility of the population to 13.2 thousand km per person per year, which is 2.2 times higher than in 2020 (the current level of developed countries is more than 10,000 km);

ensuring constant year-round communication of all rural settlements with development prospects on hard-surface roads with a network of public highways;

reduction of the share of the population not provided with access to public transport services by 2035 to 2 percent (in 2020 - to 10 percent);

ensuring the affordability of transport services for all segments of the population in accordance with social standards, including through an effective flexible state tariff policy. The air travel affordability ratio will increase in 2021 - 2035 - from 1.75 to 5;

a significant reduction in accidents, risks and security threats for all types of transport. The number of deaths per year in road accidents per 100 thousand people will decrease from 23.5 people to 8 people, that is, almost 3 times. The number of air crashes per 100 thousand flight hours on scheduled flights in 2035 will decrease from 0.18 to 0.008 (in the USA - 0.01);

a significant reduction in the harmful effects of transport on the environment. The volume of emissions and discharges of pollutants from the motor transport complex will be reduced by 40 percent, and by rail transport - by more than 3 times.

The general economic results of the implementation of the Transport Strategy are:

reducing the level of unit transport costs in the price of products by 2035 by 30 percent;

an increase in the commercial speed of goods movement by road up to 1400 km / day, and by rail (container transport) - up to 1000 - 1200 km / day;

increasing the timeliness (urgency, rhythm) of delivery of goods will reach the level of developed countries, which will reduce stocks for guaranteed commodity production up to 3 - 6 days;

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

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

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

The general transport results of the implementation of the Transport Strategy are:

significant (2 - 4 times) increase in the productivity of transport systems. The share of the time of movement of goods in transit will increase to 16 - 20 hours a day (by road in international and intercity traffic);

increasing capital productivity of transport infrastructure and increasing profitability;

a 30 percent decrease in the level of energy intensity of transport;

creation of a backbone network of federal public highways, connecting all administrative centers of the constituent entities of the Russian Federation along a paved road network, transforming the structure of the road network from radial to network;

ensuring the passage of vehicles with an axle load of 11.5 tons on federal highways that are part of international transport corridors along their entire length;

ensuring an increase in the competitiveness of national carriers. The share of Russian carriers in the volume of international road transport of goods will increase from 41 percent in 2021 to 50 percent in 2035, and the share of foreign trade traffic by ships flying the Russian flag from 6 to 40 percent. The share of Russian-flagged vessels in the total deadweight of the Russian-controlled maritime transport fleet will increase from 38.5 percent in 2020 to 70 percent in 2035. The share of exports in the total volume of air transport services of Russian airlines will increase from 14 percent in 2021 to 29 percent in 2035;

introduction of innovative transport technologies corresponding to the best world achievements, ensuring the optimization of technological interaction between various modes of transport and all participants in the transport process. By 2035, the delivery times for cargo in multi-modal (mixed) traffic will be reduced by 25 percent compared to 2020;

the development of a competitive environment, public-private partnership, the purposeful formation of conditions for investment will ensure an intensive growth in the investment attractiveness of the industry.

At the turn of 2035, the transport industry will become a backbone industry, growing at a rate faster than the growth rate of the national economy. The industry will enter a competitive position in terms of unit transport costs, safety, environmental friendliness and quality of transport services. The level of developed countries will be reached in terms of the

commercial speed and timeliness of delivery of goods, and the availability of transport services for the population. The formation of a unified transport system of Russia, its integration into the world transport system will ensure an increase in the efficiency of transport services within the country, an increase in their exports, a fuller realization of the transit potential, and satisfaction of the needs of the economy and society in high-quality and competitive transport services.

In accordance with the Strategy of socio-economic development of the Russian Federation and the regions of the Russian Arctic, it is planned to form a single transport space Russia on the basis of balanced development of effective transport infrastructure...

The main tasks of the Transport Strategy in the formation of a single transport space in Russia based on the balanced development of an efficient transport infrastructure will be:

elimination of gaps and bottlenecks in the transport network, including in the Asian part of Russia;

development of transport approaches to major transport hubs and border checkpoints;

integrated development of large transport hubs in the main directions of transportation;

formation of a single road network, accessible all year round for the population and business entities;

creating conditions for economic growth, including the comprehensive development of new territories and the development of mineral deposits, primarily in Siberia and the Far East;

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

increasing the throughput and speed parameters of the transport infrastructure to the level of the best world achievements, taking into account the creation of reasonable reserves, increasing the share of high-speed communication lines;

creation of an integrated system of logistics parks on the territory of the country as the basis for the formation of a modern distribution network;

creation of an interconnected integrated system of goods transport technological infrastructure of all types of transport and cargo owners, ensuring the volume and quality of transport services;

development of innovative technologies for construction, reconstruction and maintenance of transport infrastructure;

creation of a unified information environment for the interaction of various types of transport, participants in the transport process, customs and other state control bodies.

Improvement of infrastructure is supposed to be carried out in relation to all types of transport.

In the field of railway transport, it is necessary to carry out measures to modernize and develop infrastructure to eliminate bottlenecks.

Until 2025, it is envisaged:

construction of second tracks with a length of 2,407.9 km, including 1,478.6 km in the main directions;

construction of the third and fourth tracks on the main directions with a length of 348.5 km;

development of railway approaches to seaports and border stations;

construction of bypasses of St. Petersburg, Krasnodar, Omsk, Saratov, Chita and Yaroslavl railway junctions;

electrification of sections with a length of 3,918 km (including the sections Syzran - Sennaya, Trubnaya - Aksaraiskaya, Rtischevo - Kochetovka, Yurovsky - Temryuk - Kavkaz - Taman, etc.);

equipment of sections with an automatic blocking system with a length of 1851 km;

development of stations and nodes;

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

With regard to the Moscow railway junction, it is planned:

strengthening of the head sections of the main directions of the main railways;

development of suburban and interregional passenger transportation in luxury trains on all radial directions in communication with regional centers of the Moscow region and neighboring constituent entities of the Russian Federation;

development of railways bypassing the city of Moscow for the withdrawal of transit freight traffic;

development of container technologies for the transportation of goods, creation of a network of container terminals and transport and distribution centers that ensure the supply of goods to Moscow and the Moscow region and the formation of network freight flows;

organization of railway communication between the airports of the Moscow aviation hub and railway stations in Moscow;

organization of passenger traffic along the small ring of the Moscow railway with the organization of transfer points to radial railway lines and metro stations.

In 2025 - 2035, it is envisaged:

construction of second tracks with a length of 3,055.6 km;

construction of bypasses of the Irkutsk, Perm, Novosibirsk railway junctions, a deep bypass of the Moscow railway junction (third ring), a northern bypass of the Sverdlovsk railway junction;

electrification of sections with a length of 3580 km (including sections of Kandra - Inza, Ulyanovsk - Syzran, Sonkovo - Dno - Pechory-Pskovskie, etc.);

equipment of sections with an automatic blocking system with a length of 3128 km;

strengthening and reconstruction of railway lines and sections;

elimination of restrictions on the throughput of network sections caused by the defectiveness of large artificial structures through their reconstruction and construction of new ones;

replacement and modernization of equipment for power supply facilities for 50.9 thousand km of the extended length of the contact network, for 40.7 thousand km of the main directions, including the modernization and reconstruction of 763 traction substations, modernization of the automatic blocking system with a length of 1,171.4 km;

equipment of double-track and multi-track tracks on the main directions with a length of 11515 km with permanent devices for organizing traffic on the "wrong" track according to the signals of a locomotive traffic light;

modernization and increase in the throughput of the digital technological communication network at the 12,600 km range;

replenishment and renewal of materials and structures for technical cover of railway transport facilities, restoration of railway infrastructure in the Chechen Republic;

organization of intermodal communication on the section Mineralnye Vody airport - Mineralnye Vody - Kislovodsk with the reconstruction of railway lines;

modernization of the Ussuriisk - Grodekovo section with the laying of second tracks with a length of 48 km on the limiting section;

modernization of the Ulan-Ude - Naushki section to ensure transportation in the direction of the Ulan - Bator railway.

In order to ensure the safe and uninterrupted movement of trains with established speeds and loads until 2025, it is necessary to carry out:

reconstruction of the tunnel under the river. Cupid near the city of Khabarovsk;

construction of the second bridge over the river. Ob, in the section Ryamy - Kamen-na-Obi, in the section Sayanskaya - Koshurnikovo, to reconstruct 3 tunnels - the First Dzhebsky, Krolsky and Mansky;

reconstruction of the Kiparisovsky, Obluchinsky, Vladivostoksky, Lagar-Aulsky tunnels on the Trans-Siberian railway;

reconstruction of bridges across the Zeya and Bureya rivers and a bridge on 125 km of the Uglovaya - Nakhodka section;

reconstruction of the Big and Small Novorossiysk tunnels;

reconstruction of tunnels on the sections Krivenkovskaya - Belorechenskaya and Tuapse - Adler;

reconstruction of bridges across the river. Volga on the section Aksaraiskaya - Astrakhan, across the river. Kama in the Perm node;

build a second bridge over the river. Shuyu on the stretch Myagrenka - Kem direction St. Petersburg - Murmansk;

reconstruction of the bridge over the river. The Volga on the section Ulyanovsk-Tsentralny - Akbash of the Bugulminsky course, as well as the bridge on the section Syzran - Bezenchuk due to the heavy load of the Kropachevsky course;

reconstruction of the bridge over the river. Turu on the section Egorshino - Tavda;

reconstruction of bridges across the river. Oka on the section Zhilevo - Ozherelye, across the river. Don on the Liski - Rossosh section and the bridge on the Lev Tolstoy - Yelets section.

In 2025 - 2035, it is necessary to carry out:

construction of the second bridge crossings across the river. Volga on the sections Ulyanovsk - Dimitrovgrad, Anisovka - Saratov and the third bridge crossing on the section Kinel - Syzran;

construction of second bridge crossings across the Ob, Bolshoi Salym, Demyanka rivers to increase the carrying capacity of the Tobolsk-Surgut cargo-forming line;

construction of the second bridge crossing near the city of Blagoveshchensk on the section Belogorsk - Blagoveshchensk.

In the field of railway transport, it is necessary to carry out a significant amount of work on the arrangement of border crossings for the effective implementation of measures for the implementation of border, customs and other types of control. For this, the construction of buildings and structures, the development of access roads, the installation of lighting, and the equipment of fences are envisaged.

In addition, it is necessary to create reserves in relation to the throughput of railway checkpoints to ensure the stable operation of railway transport in the face of fluctuations in freight flows, which may be caused by conjuncture changes in world commodity markets.

It is possible to implement these measures only on the basis of an integrated program approach to the arrangement of the state border, taking into account the use of funds from both budgetary and non-budgetary sources.

The solution to the problem of increasing the efficiency of the functioning of railway border crossings should be carried out until 2030 within the framework of the implementation of federal target programs for the development of the state border of the Russian Federation for the corresponding periods.

As regards the implementation by the open joint-stock company "Russian Railways" of international activities, it is planned to implement the following large projects:

organization of direct railway communication Moscow - Bratislava - Vienna (1520 mm track gauge) and creation of a logistics and provider center in the area of Vienna;

creation of logistic centers at the junction points of lines with different gauge widths and in the seaports of the Far East to ensure the trade of the Russian Federation with Japan, the Republic of Korea and other states of the Asia-Pacific region;

reconstruction of a section of the North Korean Khasan-Rajin railway (1520 mm gauge) with access to the Trans-Siberian railway and the creation of a container terminal in the city of Rajin (Democratic People's Republic of Korea).

In the field of railway transport, it is necessary to build 20,730 km of new lines by 2035, of which the length of high-speed railway lines by 2030 may be more than 10 thousand km, and high-speed lines - more than 1,500 km.

Priority directions for organizing high-speed and high-speed traffic until 2015 include Moscow - St. Petersburg (with a maximum speed at the first stage of 200 km / h, and then up to 250 km / h), St. stage 160 km / h, and later up to 200 km / h), Moscow - Nizhny Novgorod (with a maximum speed of 160 km / h).

After 2020, it is planned to organize high-speed traffic (140 - 160 km / h) in the directions Moscow - Smolensk - Krasnoe, Moscow - Kursk, Moscow - Kaluga - Bryansk (Suzemka), Moscow - Yaroslavl, Moscow - Ryazan - Michurinsk - Saratov, Rostov - Krasnodar, Rostov - Mineralnye Vody, Krasnodar - Mineralnye Vody, Novosibirsk - Omsk, Novosibirsk - Tomsk, Novosibirsk - Kemerovo, Novosibirsk - Barnaul, Novosibirsk - Novokuznetsk, Yekaterinburg - Chelyabinsk, Samara - Saransk, Samara - Penza, Samara - Saratov, Saratov - Volgograd, Ussuriisk - Vladivostok, Vladivostok - Khabarovsk.

One of the most priority areas for organizing high-speed passenger train traffic is the Center - South (Moscow - Adler) direction. To organize high-speed traffic in this direction, it will be necessary to modernize the infrastructure of railway lines with a speed of 160-200 km / h, as well as to build a connecting line with the Voronezh route (section Prokhorovka - Zhuravka), the section Zhuravka - Chertkovo and bypassing the Rostov railway junction with the construction bridge over the river. Don.

To meet the growing demand of the population for transportation, it is planned to build socially significant lines with a total length of more than 1.2 thousand km. It is planned to build the Volgograd-Elista line in the Southern Federal District, the Khanty-Mansiysk-Salym line in the Ural Federal District, the Biysk-Gorno-Altaisk line in the Siberian Federal District, and the Tygda-Zeya and Selikhin-Nysh lines in the Far Eastern Federal District.

It is envisaged to carry out measures for the development of railway infrastructure facilities that ensure the functioning of the passenger complex (primarily stations and railway stations) in order to ensure high-quality preparation of trains, the safety of passenger traffic and a high level of comfort and service. These works should be carried out as part of the development of general schemes for the development of passenger complexes of large transport hubs.

To ensure the growing demand for passenger traffic to the southern regions of the country, it is planned to carry out a phased modernization of the infrastructure of the main directions of the Russian railway network to organize regular circulation of passenger trains up to 22-24 carriages.

The priority directions of passenger 2-storey carriages are St. Petersburg - Moscow, St. Petersburg - Vologda - Kirov - Sverdlovsk, Moscow - Nizhny Novgorod, Moscow - Kazan, Moscow - Ryazan - Samara, Moscow - Tambov - Saratov, Moscow - Voronezh - Rostov - Adler (Anapa - Novorossiysk), Rostov - Kislovodsk.

The tasks in the field of development of the road network are:

creation of a system of highways and express roads, primarily along the directions of international transport corridors;

construction of new and reconstruction of existing highways to increase the capacity of the road network, taking into account the projected traffic intensity of traffic flows;

development of federal highways on the approaches to international road checkpoints on the state border of the Russian Federation, to sea and river ports, airports, large transport hubs;

elimination of "bottlenecks" on the network of federal highways through reconstruction of artificial structures, construction of interchanges at different levels, elimination of ground gaps and transitional type of coverage;

inclusion of new routes into the network of federal highways with the expansion, if necessary, of their composition at the expense of regional, intermunicipal and local highways;

creation of a road network to ensure the development of potential points of economic growth, including the comprehensive development of new territories and the development of mineral deposits, primarily in Siberia and the Far East;

development of the road network in major transport hubs;

arrangement of sites for service and repair of cars, parking lots and resting places for drivers.

The development of a network of federal highways, which are part of international transport corridors, will be focused on ensuring free passage of vehicles with a drive axle load of 11.5 tons and a total weight of up to 44 tons.

In 2025 - 2035, it is envisaged:

construction and reconstruction of about 8 thousand km of federal public highways, including 3.5

thousand km of roads that are part of international transport corridors;

construction and reconstruction of 1.9 thousand km of toll highways and high-speed roads, including the Moscow-St. Voronezh region);

construction and reconstruction of 190 km of automobile roads at the approaches to 32 automobile checkpoints;

engineering surveys to justify the phased creation of a number of new international and interregional road routes, including:

St. Petersburg - Vologda - Kazan - Orenburg and further through the Republic of Kazakhstan to Western China;

Moscow - Saransk - Ulyanovsk - Yekaterinburg;

Perm - Ivdel - Khanty-Mansiysk - Tomsk (Northern latitudinal corridor);

construction and reconstruction of 10 thousand km of regional roads with co-financing from the federal budget;

provision of roads with a hard surface to 3.3 thousand rural settlements (all settlements with a resident population of more than 125 people and the absence of year-round communication with the network of public highways at the shortest distance of no more than 5 km);

solution of priority transport problems of the Moscow, St. Petersburg and Sochi transport hubs.

The formation of a promising road network in Russia in 2021 - 2035 provides for the inclusion in the network of federal roads:

new directions of highways that are part of federal routes, providing interregional communication and allowing to integrate the fragmented road network of individual regions into the unified transport system of Russia:

Center - Ural (Moscow - Saransk - Ulyanovsk - Yekaterinburg);

"Europe - Western China" (St. Petersburg - Vologda - Yoshkar-Ola - Kazan - Orenburg - border with the Republic of Kazakhstan);

"North-West - Siberia" (St. Petersburg - Kotlas - Syktyvkar - Perm - Khanty-Mansiysk - Tomsk);

"North-East - Polar Ural" (Syktyvkar - Vorkuta with access to Naryan-Mar);

Ural Industrial - Ural Polar (Tyumen - Salekhard);

highways connecting the administrative centers of the constituent entities of the Russian Federation along the shortest distance, including the highways Syktyvkar - Arkhangelsk - the border of Finland, Kazan - Perm, Abakan - Gorno-Altaisk - Barnaul, Pskov - Smolensk and others;

regional highways that are part of international transport

corridors and providing access to automobile checkpoints "Mamonovo-2", "Ubylinka", "Krupets", "Ozinki", "Karaozek" and others;

highways providing road transport connections of the subjects located in the north-east of the country with the road network of Russia: Khabarovsk - Nikolaevsk-on-Amur (with an access to Komsomolsk-on-Amur), Yuzhno-Sakhalinsk - Tymovskoye - Okha - Moskalvo port;

highways providing access from the federal network of Russia to the seaports of Olya, Vanino, Vostochny and others;

highways that provide unloading of large transport hubs (for example, the creation of roads connecting, bypassing Moscow, the administrative centers of the regions of the Russian Federation adjacent to the capital, for example, Kaluga - Tver - Vladimir - Ryazan - Tula, which will significantly relieve the Moscow transport hub) ...

It is envisaged to modernize existing and build new roads in the regions of the North and the new development of Kolyma, Lena, Vilyui, Salekhard - Novy Urengoy - Surgut, which will help to ensure the Northern delivery and improve the socio-economic situation in the region.

It is planned to comprehensively modernize and develop the road network in the largest transport hubs in Russia - Nizhny Novgorod, Kazan, Yekaterinburg, Perm, Rostov, Novorossiysk, Murmansk, Vladivostok and others.

It is planned to build and reconstruct in 2021 - 2035 more than 7 thousand km of highways, forming a system of toll highways and express roads, including:

construction of a high-speed highway Moscow - Rostov-on-Don - Novorossiysk;

reconstruction of the M-10 "Scandinavia" highway on the section St. Petersburg - Vyborg - the Finnish border with the organization of toll travel;

construction and reconstruction of road sections forming the road route, Moscow - Tula - Orel - Kursk - Belgorod - border with Ukraine;

construction and reconstruction of road sections forming the road route, Moscow - Smolensk - border with the Republic of Belarus;

construction and reconstruction of road sections forming the road route, Moscow - Nizhny Novgorod - Kazan - Chelyabinsk - border with the Republic of Kazakhstan with a branch Chelyabinsk - Yekaterinburg;

construction and reconstruction of road sections forming the road route, Moscow - Yaroslavl - Vologda;

construction and reconstruction of road sections forming the road route St. Petersburg - Pskov - border with the Republic of Belarus (automobile checkpoint "Loboc").

The implementation of measures for the development of the road sector in 2025 - 2035 will allow achieving the following results:

an increase in the density of the public road network from 5.1 km per 1000 people in 2020 to 10

km per 1000 people in 2030 and from 42.6 km per 1000 sq. km in 2007 to 79 km per 1000 sq. km in 2035;

an increase in the length of federal public highways that meet regulatory requirements for transport and operational indicators, from 37.5 percent in 2021 to 80 percent in 2035;

an increase in the share of the length of public highways of the highest categories (I and II) in the total length of federal highways from 47.8 percent in 2020 to 80 percent in 2035;

an increase in the length of federal public highways serving traffic in congestion mode will increase from 12.8 thousand km in 2007 to 14.2 thousand km in 2035 (from 27.3 percent to 15 percent of the total length of federal highways values);

providing about 20 thousand promising rural settlements with permanent year-round communication with the network of public highways on hard-surface roads by 2035;

transformation of the configuration of the network of federal public highways from radial to network, which will create additional reserves of throughput.

In the field of road transport, it is necessary to implement measures to develop infrastructure for passenger transport, including the creation of high-speed connections.

The placement and arrangement of infrastructure facilities for public passenger transport (terminal and intermediate stopping points, bus stations, bus stations, transfer hubs, dedicated lanes and streets for the movement of route transport, etc.) should have an advantage in solving land use issues.

In order to reduce the time of transport communication in 10 cities of Russia, pilot projects will be developed and implemented to separate traffic flows and bus transport in space by allocating special lanes and streets for the movement of route passenger transport, as well as to separate these flows in time by using traffic control methods that provide priority for public transport traffic.

Until 2035, it is planned to develop a dedicated infrastructure for public passenger transport, including the development of new projects for the construction of route bus routes for Russia.

The main projects for the construction of new transfer hubs integrated into transport communications of other types of transport (rail, air, water) will be implemented until 2025. By this period, it is planned to build up to 60 new bus stations and about 900 bus stations. As part of the development of private investment projects, the network of specialized service centers will be expanded.

It also provides for the construction of cargo terminals and transport and logistics centers, stations for maintenance and repair of vehicles, parking lots, as well as campgrounds and hotels in the roadside zone.

In the field of air transport, it is envisaged to increase the number of operating airports to 357 by 2025, if by 2025 it will be possible to change the trend towards a reduction in the airfield network and maintain at least 315 airfields as a result of an active investment policy. By 2035, the airfield network should include more than 500 airports, mainly due to the development of regional air transport infrastructure.

A special place in the modernization and development of the ground infrastructure of air transport will be occupied by the national core network of aerodromes, consisting of airfields of international and domestic hub airports and non-hub airports, ensuring network connectivity, strategic unity and security of aviation communications. It is envisaged to form a three-level network of aerodromes by types of lines served, including aerodromes of federal, regional and local significance.

The organization of air transportation on the basis of hub airports, ensuring the concentration and distribution of passenger and freight traffic, will optimize the route network, increase the efficiency of transportation, and specialize airports. Regional and local airports are an integral part of the nodal air transportation service scheme.

The development of socially significant airfields (airports) is envisaged, a significant part of which is located in the northern regions and the Far East.

Until 2035, it is planned to carry out:

development of the ground infrastructure of airports included in the national core airport network;

construction and reconstruction of facilities at major international hub airports of the Moscow aviation hub (Domodedovo, Vnukovo, Sheremetyevo), in Yekaterinburg, Novosibirsk, Khabarovsk, Krasnoyarsk, Samara, St. Petersburg, Kaliningrad and others;

construction and reconstruction of facilities at the airports of Volgograd, Omsk, Blagoveshchensk, Nizhny Novgorod, Ufa, Perm, Chelyabinsk, Sochi, Anapa, Mineralnye Vody, Astrakhan, Penza, Saratov, Nizhnevartovsk, Barnaul, Magnitogorsk, Kemerovo, Novokuznetsk, Bratsk, Voronezh, Vorkuta, Khanty-Mansiysk, Bykovo airport and others;

equipment of aerodromes in accordance with the requirements of I, II and III categories of the International Civil Aviation Organization;

creation of infrastructure for business aviation;

creation of 12 enlarged air traffic management centers (Moscow, St. Petersburg, Rostov, Samara, Yekaterinburg, Tyumen, Novosibirsk, Krasnoyarsk, Irkutsk, Yakutsk, Khabarovsk, Magadan) and modernization of the Kaliningrad consolidated air traffic management center;

modernization of the air traffic management system, development of meteorological support for air navigation and a unified aerospace search and rescue system.

In 2025 - 2035, it is envisaged to develop the infrastructure of airports that are not included in the core network, and to maintain the operational readiness of the core network airports.

Further development of the infrastructure of the air navigation system of Russia is envisaged through the construction of new and reconstruction of existing facilities.

An important task is to ensure the balanced development of the entire air transport infrastructure - ground air transport infrastructure, fuel system for civil aviation flights, aircraft maintenance and repair infrastructure, air navigation services and meteorological support for aircraft flights, aerospace rescue systems, medical support of flights and non-aviation airport business.

It is necessary to implement systemic measures to adapt airports in the regions of the North, Siberia and the Far East of the country in order to operate modern aircraft for regional transportation at low temperatures, complete the range of aviation fuels and lubricants, create centralized aircraft refueling systems and equip with technological equipment for handling aircraft. ships with anti-icing fluids, ensuring the safety and regularity of flights.

In the field of maritime transport, it is necessary to develop the capacities of seaports, taking into account the creation of economically viable reserves to ensure the increasing volumes of cargo transshipment.

Until 2035, it is planned to carry out:

in the Northern Basin - reconstruction of the approach channel of the port of Arkhangelsk, development of the port of Murmansk, construction of a seaport in the city of Belomorsk;

in the Baltic basin - the development of federal-owned infrastructure facilities in the ports of St. Petersburg, Vysotsk, Ust-Luga, Baltiysk, the development of the ports of Vyborg and Kaliningrad, the construction of new transshipment facilities in the ports of the basin, including to ensure the operation of the Baltic pipeline system, creation of a modern international passenger complex in the seaport of St. Petersburg;

in the Azov-Black Sea basin - the development of the ports of Novorossiysk, Taganrog, Kavkaz, Temryuk, Azov, Rostov-on-Don, the construction of the port of Taman, the creation of a modern international passenger complex in the seaport of Sochi;

in the Caspian basin - completion of the infrastructure facilities of the port of Olya, development of the ports of Makhachkala and Astrakhan;

in the Far Eastern basin - the development of the ports of Vanino, Petropavlovsk-Kamchatsky, Nakhodka, Magadan, Kholmsk, Anadyr, port points of the Kamchatka Territory and the Sakhalin Region, the construction of a port near the village of Nabil and terminals that ensure the operation of the Eastern Siberia - Pacific Ocean pipeline system.

Reconstruction and construction of terminals that ensure the operation of the Northern Sea Route are envisaged.

In 2021 - 2035, the development of seaports of all sea basins of the country will continue. New transshipment complexes will be built primarily in the North and Far East of the country in connection with the development of hydrocarbon deposits, including on the continental shelf, and their export to foreign countries.

To improve the efficiency of work and increase the throughput of seaports, it is envisaged to link their development with the creation of a logistics system that includes both port terminals for various purposes and terminals in major transport hubs of the country, including dry ports.

The socio-economic development of the regions of the North and the Far East of the country requires measures to strengthen the infrastructure of the Northern Sea Route.

In the field of inland waterway transport, the reconstruction of river ports and the reform of port activities will be carried out by:

improvement of the technical condition of berthing facilities in ports, equipment of berthing and coastal facilities in cities, places of "green" parking on tourist routes;

modernization and replacement of morally and physically worn out reloading equipment and other technical means and devices;

creation of specialized port facilities for the development of new types of cargo flows;

construction of new berths and terminals, primarily for the processing of containers, mineral fertilizers, chemical cargo and liquefied gas;

creation in river ports (in Moscow, Yaroslavl, Nizhny Novgorod, Samara, Togliatti, Volgograd, Novosibirsk, Omsk, Krasnoyarsk, Osetrovo, etc.), serving international transport corridors and working with foreign trade cargo, container terminals and logistics centers ;

overhaul and development of port railway and road access roads.

The development of the system of inland waterways of Russia will be carried out by:

elimination of limiting sections of the throughput of inland waterways of the Unified Deep-Water System of the European part of the Russian Federation;

development of the water transport connection of the Azov-Black Sea and Caspian basins;

complex reconstruction of inland waterways and hydraulic structures of the Ob - Irtysh, Yenisei, Lensky and Amur basins;

increasing the length of inland waterways with guaranteed dimensions of ship passages and illuminated conditions;

creation of navigable conditions for the delivery of goods to newly developed hard-to-reach areas, primarily to the Far North, including along small and rapidly shallow rivers;

modernization of the technical fleet and increasing the intensity of its use to improve the parameters of waterways;

development of communications and navigation through the modernization of existing and the introduction of new communications, satellite navigation and informatization.

In the field of industrial transport, it is necessary to modernize non-public tracks to ensure the processing of promising types of rolling stock of federal railway transport with increased carrying capacity and axle loads and to improve the technology for removing rock mass from deep quarries.

Ensuring availability, volume and competitiveness transport services for cargo owners in accordance with the needs of innovative development of the country's economy...

In order to ensure the availability, volume and competitiveness of transport services for cargo owners in accordance with the needs of the innovative development of the country's economy, the following activities will be carried out:

development of a model of the transport services market to meet the needs of all sectors of the economy, including the parameters of the quality of transport services, quality standards of transport services for various categories of goods and sectors of the economy, requirements for the regulatory framework in the field of the transport services market, technological models for ensuring the quality of transport services ;

ensuring the motivation for the structural modernization of transport systems in order to ensure the quality of transport services, the creation of national and international transport companies that can compete in the world market, and the improvement of procedures for admitting to the implementation of freight traffic;

bringing the commercial speed of movement of goods and the rhythm of their delivery "from door to door" to the level of the best world achievements, thereby reducing the costs of circulation of goods, expressed in large volumes of circulating assets, as well as in significant amounts of loans for goods in transit and in the warehouse;

reduction of the processing time for consignments of goods in the terminal network, including in seaports and checkpoints across the state border of the Russian Federation, to the level of world indicators;

motivating the use of innovative logistics transport technologies, development of technologies for the transportation of goods, including the use of logistics parks;

development of freight forwarding services and a system of transportation operators;

development of a system of related services;

development and implementation of highly efficient technologies that improve the quality of the entire range of transport services and the productivity of the transport system;

the use of modern information and telecommunication technologies to ensure the quality of transport services.

The development of the transport services market requires, first of all, the formation of new transport services that meet quality requirements. To do this, it is necessary to determine the parameters and standards for the quality of transport services and provide incentives for the implementation of such standards in transport. This will require market participants to create highly efficient technologies that meet quality standards, as well as quality management systems. The participation of the state in this process will require the development of an appropriate regulatory framework and methods of state regulation.

The development of a competitive market for transport services will require the creation of conditions for exceeding the level of supply of high-quality transport services over demand, as well as ensuring publicity and information openness of the market in terms of prices and quality of services. This will provide consumers with an opportunity to freely choose transport services, make the price-quality mechanism work, and make price and quality a subject of competition. Such a mechanism will ensure a continuous increase in the productivity of transport companies, which will contribute to their self-sufficiency. The "price - quality" mechanism will stimulate market participants' research of demand for various categories of services and analyze the level of competitors, improve the quality of the provided transport services, and find the optimal balance between their price and quality. All this creates conditions for further improving the efficiency and competitiveness of national transport companies and the Russian transport system as a whole.

The state policy for the formation of a competitive market for transport services provides for administrative and economic methods.

Administrative methods should ensure the regulation of the activities of natural monopolies, the access of vehicle owners, as well as freight forwarders and carriers to professional activities using licensing or declaration mechanisms (notification of obligations of a market participant).

Economic methods should stimulate the creation of freight forwarding and transport companies of all types and levels in the field of freight and passenger transport, which could provide competitive transport services in the field of freight and passenger transport. In particular, it is advisable to consider a mechanism for stimulating the creation of sufficiently large

transport companies capable of investing in the development of highly efficient transport technologies and modern vehicles. It is necessary to provide government support to improve the competitiveness of national transport companies.

The tariff policy should provide for a combination of free pricing mechanisms with control functions in the interests of protecting consumers from unreasonable discriminatory tariffs, and market participants from dumping tariffs.

Investment policy should be aimed at creating an efficient transport and logistics infrastructure and re-equipping companies with modern rolling stock, technical means and information systems, including on the basis of public-private partnerships.

The development of administrative methods for regulating the transport services market, as well as mechanisms for tax, tariff and investment policies of market formation, is included in the scientific support for the implementation of the Transport Strategy, and their final development, taking into account the relevant changes in the regulatory framework, should be carried out in the process of implementing pilot projects.

It is envisaged to implement measures aimed at significant structural changes in the market for railway transport services, the regulatory legal framework for its functioning. This stage is an investment and innovation stage of transformations in the field of railway transport.

The main principles of the formation of the market for railway transport services are:

preservation of the network carrier as a single economic entity providing infrastructure and transportation services;

the presence of local carriers on the railway transportation market, which carry out transportation in certain segments of the railway transportation market under the terms of a public contract;

separation of services for the provision of wagons and containers for railway transportation from the complex service for railway transportation while maintaining the services for the provision of locomotives as part of this complex service;

ensuring the organization of railway transportation with the participation of 2 or more railway infrastructures, and carriers;

the formation of the institution of owners of railway rolling stock (locomotives, wagons, containers, etc.) and the definition of the requirements for them, as well as the legal basis for their interaction with the owners of the railway transport infrastructure, carriers, users of railway transport services;

formation of a competitive market for passenger and cargo terminal services;

formation of a competitive market for freight forwarding services;

the ability of business entities to carry out certain works and services at the request of infrastructure owners, carriers, owners of freight and passenger terminals.

In the field of improving the quality of transport services, it is envisaged:

an increase in the speed of delivery of freight shipments up to 350 km per day, or by 23 percent, including containers - up to 1000 km per day, or 3.5 times, containers in transit traffic - up to 1200 km per day, or 2 times, route shipments - up to 420 km per day, or by 29 percent;

an increase in the share of shipments delivered within the standard (contractual) period to 97 percent.

As new public and non-public railways are being built, it is necessary to form a system for regulating tariffs for their services, to improve the system of interaction between the owners of adjacent public and non-public infrastructure.

In the field of air transport, the main directions for improving market relations are:

reduction of monopoly spheres of activity with the gradual replacement of direct regulation by market methods of regulation and control;

involvement of operators' organizations, users and their associations in the formation of requirements for the provision of services and the conditions for their access;

exclusion of restrictions by government bodies of operators' access to the market when they meet the established requirements.

The improvement of regulation of the activities of natural monopolies will be carried out in the following main areas:

completion of the selection of air transport and airport services in the market, which have different characteristics and strategies for the development of competition;

improving the methods and procedure for establishing norms and conditions for establishing the boundaries of the natural monopoly of airport activities within the framework of the core network of airports (aerodromes), based on ensuring the sustainable functioning of the air transport of the Russian Federation;

improvement of methods of real control and assessment of the actual level of competition in the airport services market;

improvement of methods of tariff regulation of natural monopolies;

restriction of competition in airport activities with the expansion of differentiation by subjects of regulation of airport charges;

the introduction of regulatory procedures that make it possible to formulate requirements and conditions for access to the provision of airport services with the involvement of operators' organizations, users and their associations;

regulation of interaction between airports and the air traffic management system;

development of competition in potentially competitive areas of airport activities (refueling, aircraft maintenance, baggage, cargo and mail handling);

regulating the activities of refueling companies at all airports to prevent discrimination in servicing airlines and other fuel owners, as well as to ensure transparency in the formation of prices for aviation fuel and their reduction by organizing purchases through auctions in which at least 3 suppliers participate.

In the field of road transport, in order to improve the quality of transport services, it is envisaged to accelerate the movement of goods during the transportation and storage of finished products, for which it is necessary:

development, approval and implementation of new rules for the carriage of goods by road;

development and implementation of complex projects for the organization of cargo transportation on intercity routes in the most heavily loaded directions (with the time of movement of freight vehicles on these routes at least 20 hours a day);

development of rational systems for the transportation of goods in large transport hubs to reduce empty runs, reduce the idle time of vehicles at loading and unloading points, and increase the utilization rate of the carrying capacity of vehicles (by 2030, these transportation should account for up to 40 percent of intra-hub transportation by road).

For the development of a competitive market for transport services, it is necessary to ensure the priority development of public road transport, which has a modern production and technical base and an optimal structure of the fleet of vehicles, taking into account the increase in its share in the transportation performed.

The share of commercial cargo transportation in the total volume of cargo transportation by road should double by 2035, or up to 60 percent.

In the field of tariff regulation, in order to increase the availability of road transport services for consumers of freight road transport, it is necessary to ensure:

prevention of short-term sale of road transport services below the cost in order to obtain competitive advantages (dumping);

improvement of financing mechanisms for road safety measures.

In the field of maritime transport, for the development of a competitive market for transport services, it is necessary:

to increase the throughput of Russian seaports and the carrying capacity of the sea transport fleet, which will allow satisfying the projected quantitative and qualitative demand for services for the transshipment of Russian export-import cargo and international transit cargo in Russian seaports, increase the potential of foreign trade, and significantly increase the volume of export of transport services ;

to carry out the transition, under the tariff regulation of natural monopolies, from full reimbursement of all justified costs, taking into account the provision of profitability, to the determination of the maximum price level for a long period;

gradually abandon the regulation of tariffs for loading and unloading operations in connection with the development of competition in the markets.

In the field of inland water transport, in order to improve the quality of transport services, increase the safety of goods, increase the speed of delivery and reduce costs, it is planned to introduce and develop transport and technological systems adapted for intermodal transport (container ships, ro-ro vessels, universal barge-towing trains).

For the development of a competitive market for transport services, it is necessary to establish economically sound and investment-attractive shipping companies by stimulating the processes of restructuring and reforming enterprises in the industry, increasing their efficiency, facilitating the integration processes and the formation of large companies that can compete in the market for inland water transport services.

In the area of tariff regulation, further differentiation of tariffs is envisaged to bring the base tariff closer to the objective costs. In this part, the main tasks are:

reduction of tariffs for the transportation of bulk goods through the use of routing technologies;

improvement of tariffs that determine the economy of advanced transportation technologies - intermodal and multimodal transportation;

solution of issues related to regional (territorial) differentiation.

In the field of multimodal transport, it is envisaged to improve the interaction of all modes of transport in their implementation, for which bodies should be created to coordinate the work of all modes of transport and ensure their rational interaction in large transport hubs, as well as adopted regulatory legal acts regulating the implementation of mixed (combined) transport cargo.

In all constituent entities of the Russian Federation, it is envisaged to take measures to create a network of transport and logistics centers for the provision of freight forwarding services, as well as create a developed network of sales of freight traffic and expand the scope of services for integrated transport and logistics services.

In order to ensure the availability and quality of transport services for the population on all types of transport in accordance with social standards, the following activities will be carried out:

ensuring the transportation of passengers along socially significant routes, the affordability of

transport services, including in the Far North, in the Kaliningrad region, in the Far East and in Transbaikalia, development and implementation of coordinated schemes for the development of air transport and road transport support for transportation along local social routes in remote regions ;

development and implementation of a program for the implementation of minimum social transport standards to ensure the possibility of movement of all segments of the population across the country, ensuring their implementation on a progressive scale, taking into account the improvement of conditions for transport services for the population;

development of urban and suburban passenger transport systems;

regulation of admission to commercial activities in the field of passenger transportation;

development of the passenger rolling stock fleet, which is not inferior in technical and economic parameters to world analogues;

development of systems providing high-speed and high-speed passenger transportation.

In the field of railway transport in the field of long-distance passenger transportation, it was decided to stop their cross-subsidization through freight transportation and to gradually attract federal budget funds for these purposes.

The continuation of the implementation of the state policy in the field of socially significant passenger rail transportation should be legislative provision for compensation for losses in income arising from state regulation of tariffs for passenger transportation. At the same time, the formation of an appropriate mechanism for compensating for losses in income from the implementation of state tariff regulation in the field of passenger transportation in suburban traffic should be ensured.

With an increase in passenger turnover by 32.9 percent, the quality indicators of passenger traffic will be significantly improved. The section speed of long-distance passenger trains will increase on the main routes to 72 km / h, or by 18.6 percent.

Increasing the availability and quality of transport services for the population should be carried out in the following areas:

development of suburban-urban passenger communications with the transformation of railway sections into high-speed and high-speed systems to ensure comfortable travel conditions, reduce passenger travel time, unload metro and ground passenger transport in large cities during peak hours, which requires an increase in the number of suburban trains by radial directions in order to reduce the intervals and reduce the filling of electric train cars at peak hours, the development of intracity traffic due to the intensification of the use of diametrical directions and an increase in their number in the future, an increase in the number of compact interchange hubs, the development of interregional transportation by trains of increased comfort of the "express" type, organization of transportation passengers between megalopolises and large regional centers using "satellite" trains, the organization of intermodal passenger transportation by specialized rolling stock to the air ports;

increasing the availability, quality and volume of services provided by railway stations;

improvement of booking systems using the Internet, as well as the introduction of cashless ticket payment systems;

further improvement of the system of state regulation of tariffs for railway transport.

In the field of road transport, it is necessary to ensure the priority development of public road transport, which has a modern production and technical base and an optimal structure of the fleet of vehicles, taking into account the increase in its share in the transportation performed.

Increasing the availability and quality of transport services for the population will be carried out in the following areas:

implementation of a unified transport policy in the field of planning and management for

passenger road transport, aimed at eliminating restrictions on public access to passenger road transport services;

creation of entrances to settlements, providing year-round bus traffic independent of weather and climatic conditions;

improvement of the route network of public passenger road transport and its arrangement, aimed at providing convenience for the population through the introduction of quality standards;

expanding the geographical accessibility of passenger transport by introducing minimum transport standards, including for servicing persons with disabilities, and public passenger road transport in rural areas.

New infrastructure and technological solutions will make it possible to reduce by 2035 the time spent by passengers on travel by public passenger motor transport by 25-30 percent compared to the level of 2020.

In the field of tariff regulation, in order to increase the availability of transport services for the population, it is necessary:

further development of the tariff regulation system for passenger road transport;

improving the system of providing interbudgetary transfers to the budgets of the constituent entities of the Russian Federation for the implementation of expenses to ensure equal accessibility of public road transport services to the population;

identification and use of mechanisms to compensate for lost income in tariff regulation (for example, on the basis of social government contracts

for the provision of transportation on socially significant routes).

In the field of air transport, to improve the quality of transport services, it is planned to implement the following measures:

improving the quality of the transportation process, including certification of Russian airlines according to the standards of the program developed by the International Air Transport Association;

increasing the comfort, frequency and regularity of flights, expanding the list of additional services (food, entertainment, communication services) and ensuring an attractive air ticket price due to the renewal of the aircraft fleet and the development of competition between airlines, the creation of aviation alliances (including participation in international ones) and low-cost airlines, equipping aircraft and aerodromes with equipment that ensures the ability to operate in adverse weather conditions, introducing an effective system for the maintenance and repair of new generation aircraft, which are characterized by reduced downtime when troubleshooting, introducing modern passenger service technologies, including electronic ones, reducing the duration of the ground transfer of a passenger to the airport by organizing an efficient transport connection between airports and settlements.

The development of a competitive market for transport services will be carried out in the following areas:

elimination of unjustified administrative and economic barriers to competition between air transport operators;

commercialization of air transport infrastructure services with the involvement of private operators;

market liberalization and improvement of certification mechanisms, licensing and confirmation of the compliance of aviation enterprises with the established requirements for admission to activities in the field of air transport, including reducing the use of quantitative quotas and replacing them with qualitative ones, differentiating certification requirements for airlines, operators and aviation fuel supply organizations of different levels, a gradual transition to softer and more general forms of regulation, the creation of a nationwide system for regulating the time intervals for a flight at the airport (slots);

introduction of accreditation procedures for manufacturers and suppliers of aviation fuels and lubricants and special fluids that ensure the safety and regularity of flights, including certification of aviation fuels and lubricants for the operation of aircraft at low and ultra-low ambient temperatures.

It is necessary to stimulate structural transformations in the industry in terms of business consolidation in the commercial segment of the air transport market by stricter requirements for the quality of operators' work, while maintaining the exclusive right for Russian air carriers to perform domestic air transportation until 2020. In 2021 - 2035, the issue of granting foreign airlines in Russia wider commercial rights (degrees of air freedom) may be considered.

Increasing the availability and quality of air transport services for consumers will be achieved through:

meeting demand by expanding the range and geography of air transport services, developing a fleet of modern aircraft, bringing the structure of the supply of air transportation and aviation works to the structure of demand for them;

improving the safety of the functioning of air transport, including ecological, up to the world level;

ensuring the availability of air transport services for the bulk of the population;

expanding the spheres of rational use of civil aviation, development of general aviation and business aviation.

The increase in the affordability of air transportation will be carried out due to:

reducing the cost of transportation by developing competition between airlines, increasing the intensity of operation and optimizing the aircraft fleet;

curbing the growth of airport taxes and ground handling rates for airlines by increasing additional airport revenues from non-aviation activities;

implementation of a flexible tariff policy in relation to various categories of consumers of services and classes of service, including through the creation of "cheap" airlines.

A priority is the development of commercial air transport and operations to meet the basic demand for air transport services.

Within this market segment, the priorities of state policy are determined based on the provision of conditions for the development, first of all, of domestic air transportation and work, including socially significant local airlines that do not have a year-round transport alternative, as well as such mainline airlines that ensure the transport integrity of the state. as airlines connecting the Kaliningrad region with the center of the country, the regions of the Far North, Siberia and the Far East. The growth rates of this market segment should by 2020 surpass the development of the segment of international transportation of Russian airlines, carried out in communication with the country's airports.

In the field of regulation of aviation tariffs, the following tasks are being solved:

limiting the ceiling levels of tariffs in order to ensure the availability of services for the majority of potential consumers, to prevent short-term sale of air transport and air navigation services below cost in order to obtain competitive advantages (dumping) and long-term use of low prices, knowingly excluding the possibility of high-quality service and ensuring the

safety requirements of air transportation or provision aviation services;

ensuring price transparency of the market (by expanding the practice of applying the principle of the announced tariff);

ensuring reasonable stability of tariffs in the interests of users of air transport services;

gradual reduction of the sphere of price regulation and expansion of market pricing mechanisms;

transition to the implementation of the notification (registration) principle of setting tariffs for the services of operators in competitive market segments.

Further liberalization of tariff regulation will be carried out as the competitive environment expands and the types of activities classified as natural monopolies in the field of airport business and air navigation services are reduced through:

the formation of the rates of charges and tariffs that actually reflect the costs of the maintenance and intensity of use of airport facilities and the air traffic management system;

improving the system of control and financial audit of airlines carrying out airport activities and organizations of the air navigation services system;

ensuring adequate funding for activities to ensure flight safety and security;

increasing the investment attractiveness of airports.

Tariff regulation in the field of socially significant air transportation provides for state support of transport market entities (it is allowed only in cases where market mechanisms cannot provide a sufficient level of supply of aviation services or a socially acceptable level of tariffs for them), preferential categories of passengers, socially important air transportation (by allocating subsidies provided to airlines that ensure the implementation of socially significant air transportation).

State support for socially significant air transportation and work should be provided in a coordinated manner at the expense of budgets of all levels.

In the field of maritime transport, in order to increase the availability of services of the transport complex for the population, it is necessary to ensure an increase in the traffic of goods and passengers on socially significant routes, which will significantly increase the level of transport provision in such regions of the country as the Far North and the Far East, including using the Northern Sea Route , transport links with the Kaliningrad region, and ensure the projected demand for socially significant passenger transportation by sea.

In the field of inland water transport, in order to improve the quality of transport services for passengers, it is envisaged to improve the organization of the transport process, the condition of the inland waterways used, navigable hydraulic structures and vessels, and increase the comfort and level of service.

It is envisaged to develop business travel for passengers by replenishing the fleet with high-speed vessels and creating a water taxi market (initially in Moscow and the Moscow region).

To increase the availability of transport services in the field of inland water transport, it is necessary to take the following measures:

increasing the length of inland waterways with guaranteed dimensions of ship passages with illuminated conditions;

reconstruction of hydraulic structures;

bridging the gap between the increasing demand for passenger transportation and the quantitative and qualitative characteristics of the fleet.

The main tasks of the Transport Strategy within the framework of integration into the global transport space and implementation of the country's transit potential should be:

development of technical and technological parameters of international transport corridors, ensuring their competitiveness at the level of world analogues;

implementation of legislative and other state regulation methods that ensure the promotion of an increase in the share of participation of Russian transport organizations in the transportation of export and import cargo, as well as cargo between third countries;

integration into the international transport space, primarily within the framework of the Eurasian Economic Community and the Shanghai Cooperation Organization, including the formation of container bridges, the development of international cooperation in the field of transport in other international transport organizations and with other trade partners of Russia, expansion of participation in the system of international agreements and conventions in the field of transport;

motivating the creation of national and international transport companies that can compete with global companies, expanding participation in large international transport projects.

The implementation of these tasks requires the development of international cooperation in the field of transport, which is a tool for realizing the national interests of the Russian Federation, ensuring its stable and consistent integration into the world economic system. In the next 20 years, international cooperation in the field of transport should help intensify the processes of regional economic integration, promote Russian goods and services to world markets, increase the volume and expand the geography of inbound and outbound tourism, simplify border crossing procedures, and increase the prestige of the Russian Federation in international organizations. and expanding its influence on the decisions taken in these organizations.

The development of technical and technological parameters of international transport corridors, ensuring their competitiveness at the level of world analogues, requires a set of measures to monitor the export market of transport services and study the advantages of the main external competitors, develop a set of measures to improve the technical and technological parameters of international transport corridors, including issues of interaction with customs, border and other state control bodies, planning their development and coordination within the framework of international cooperation on transport corridors.

Expanding the export of Russian transport services will be of great importance.

The main directions of solving the problems of integration into the world transport space and the implementation of the country's transit potential are:

regional transport integration;

increasing the competitiveness of Russian suppliers of transport services in world markets and an increase in the export of transport services;

participation in international projects and programs aimed at the development of interregional, including Euro-Asian transport links, the development of international transport corridors and an increase in the scale of transit traffic;

expanding Russia's participation in the system of international agreements and conventions in the field of transport;

protection of Russian interests in the framework of participation in the activities of international organizations;

expansion of bilateral cooperation in the field of transport between Russia and foreign states;

development of comprehensive and mutually beneficial cooperation in the field of transport with the European Union, including within the framework of the emerging free trade zone between Russia and the European Union.

Regional transport integration is one of the areas that determine the dynamics and results of regional economic integration within the CIS, the Eurasian Economic Community (EurAsEC) and the Union State.

The key area of regional transport integration will be the formation in full of a transport union and a single transport space within the EurAsEC. Among the measures for the formation of a unified transport space of the EurAsEC, the most important will be:

harmonization of regulatory legal regulation of transport activities, unification of technical standards and transport technologies in the EurAsEC member states, including on the basis of international norms of the EurAsEC and multilateral agreements and conventions in the field of transport;

elimination of any discrimination against suppliers of transport services from some EurAsEC member states to other EurAsEC member states, as well as in the sphere of licensing and certification when they establish transport companies, their branches and representative offices, joint ventures throughout the territory of a single transport space, that is, providing them with national treatment;

ensuring free transit of passengers and cargo, efficient use of the transit and transport potential of the EurAsEC member states;

transition within the EurAsEC to the conclusion of multilateral agreements on air traffic (open skies), international road traffic, navigation on inland waterways and other international acts;

maximum use of the positive experience of integration of transport systems accumulated in the CIS member states, especially in the field of railway transport, as well as in the field of civil aviation and the use of airspace;

creation of consultation mechanisms within the framework of the EurAsEC to coordinate foreign economic policy in the field of transport;

technical re-equipment of transport systems in order to significantly improve the use of the transport potential of the EurAsEC member states and efficiently serve their population and economy, as well as to fully ensure the safety of transportation and environmental protection;

unification of principles for the formation of tariff policy;

unification of the conditions for compulsory insurance of civil liability of carriers to aircraft passengers and vehicle owners to third parties;

ensuring free access of professional labor to the transport services market and joint training of personnel;

pursuing a unified policy in the field of transport safety, transport safety and reducing the harmful effects of transport on the environment.

Increasing the competitiveness of Russian suppliers of transport services in world markets and increasing the export of transport services should be among the priorities of the Transport Strategy.

The development of the export of transport services is as important a component of Russia's national product as the export of goods. In 2035, the export of transport services in value terms will increase 6.8 times (to $ 80 billion) compared to 2020.

The growth in the volume of export of transport services should occur both due to an increase in the physical volume of passenger and cargo transportation by Russian transport companies, and due to an increase in their competitiveness in the domestic and foreign markets of transport services and an increase in access to passenger and cargo transportation between third countries.

One of the indicators reflecting the change in the competitiveness of Russian carriers and, in general, the export potential of the national transport system is the share of the participation of Russian transport organizations in the transportation of export cargo to

world markets, import cargo, transit cargo, as well as cargo from third countries and foreign charterers.

The policy aimed at increasing the competitiveness of Russian carriers and increasing the export of transport services is based on the principle of non-discrimination and is implemented in the following areas:

establishing and supporting, within the framework of the state's trade and transport policy, favorable conditions for Russian exporters of transport services;

assistance in realizing the interests of Russian carriers in the world market of transport services;

creating for Russian carriers no less favorable regime when performing customs and border procedures than for carriers of other countries;

creation of conditions for Russian carriers to acquire modern transport equipment, ensuring not only competitiveness in international markets, but also the fundamental accessibility of these markets for Russian operators;

developing mechanisms for prompt response in cases where Russian carriers are discriminated against abroad;

improvement of the state control system in the segments of the international transport market in which a bilateral licensing system operates.

It is envisaged to participate in international projects and programs aimed at the development of interregional, including Euro-Asian, transport links, the development of international transport corridors and an increase in the scale of transit traffic.

One of the most important economic and geopolitical advantages of Russia, which has not been sufficiently used despite the efforts made in recent decades, is the realization of the country's transit potential, including:

attraction for transportation by land transport communications (railways and highways) of goods between the countries of Asia and Europe, primarily along the Euro-Asian international transport corridors "East - West" and "North - South";

integration of inland waterways into the system of cargo transportation between the states of Central and South Asia, the Republic of Kazakhstan, on the one hand, and European states, on the other hand;

the use of the airspace of Russia for the organization of transit flights of airlines of third countries along the trans-Siberian, transpolar, cross-polar and other routes connecting Europe with East and Southeast Asia, as well as North America with South and Southeast Asia;

development of transfer passenger traffic and cargo traffic through international hub airports of the Russian Federation.

The volume of transit traffic by rail, road and inland water transport through the territory of Russia will increase 3.6 times by 2030 and will reach 100 million tons per year.

To realize the transit potential of the Russian Federation, it is necessary to:

improving the regulatory framework in order to ensure the effective development of transit traffic;

active government support for Russia's transit projects in the international arena, the formation of international alliances that are beneficial for Russia;

planning the modernization of transport infrastructure, taking into account the increase in transit freight traffic;

support of investment projects, including international ones, aimed at the development of transit traffic;

further development of transport and customs technologies, information systems, the entire infrastructure of transit traffic, accelerating the delivery and border handling of transit cargo;

participation in multilateral projects implemented by international organizations, including the UN, and aimed at developing the potential of Euro-Asian transport links and transit cargo transportation.

Expanding Russia's participation in the system of international agreements and conventions in the field of transport is a tool for integrating Russia into the global transport system, increasing the competitiveness of Russian carriers, unifying technical and technological norms and standards in the transport sector, as well as harmonizing Russian legislation in the field of transport with generally accepted practice in the world. ... Of greatest importance for Russia is participation in agreements and conventions that regulate:

road, rail, inland waterway transport and road facilities (agreements and conventions of the United Nations Economic Commission for Europe);

air transport (agreements and conventions of the International Civil Aviation Organization);

sea transport (agreements and conventions of the International Maritime Organization).

Much work remains to be done to join a number of agreements and conventions, which largely determine the modern appearance of a safe and efficient global transport system. Failure to participate in them threatens to isolate and reduce the competitiveness of Russian transport communications and carrier companies in the world market of transport services.

Protection of Russian interests within the framework of participation in the activities of international organizations and multilateral cooperation are the most effective tools in the field of solving problems and developing an appropriate policy in the field of transport at the international level. Within the framework of international organizations, multilateral cooperation in the field of transport is being formed and carried out, international agreements and conventions are being developed and adopted, therefore the active role of Russia in these

organizations makes it possible to most effectively defend and promote the interests of the national transport system and Russian carriers.

Multilateral cooperation of Russia in the field of transport is carried out within the framework of:

international universal and specialized intergovernmental organizations;

international non-governmental organizations;

bodies of regional cooperation in the field of transport.

Of fundamental importance is the active participation of Russia in the work of such international organizations as the Inland Transport Committee of the United Nations Economic Commission for Europe, the United Nations Economic and Social Commission for Asia and the Pacific, the International Civil Aviation Organization, the International Maritime Organization, the International Transport Forum - an organ of the Economic Cooperation Organization and Development, Organization for Cooperation of Railways, Intergovernmental Council of Road Workers of the CIS countries.

The largest Russian transport companies and their associations take part in the work of international non-governmental organizations, therefore their platform serves to implement the strategy of expanding the access of Russian carriers to world markets and increasing export potential. From this point of view, the most significant for Russia's interests will be the International Air Transport Association, the International Council of Airports, the International Road Transport Union, the International Union of Railways, the International Federation of Freight Forwarders Associations and other international non-governmental organizations.

It is necessary to significantly expand regional transport cooperation in the field of transport in order to fulfill the interests of the Russian transport business:

in the northwest of Russia - within the framework of the Barents / Euro-Arctic Region Council and the Council of the Baltic Sea States;

in the south - within the framework of the Black Sea Economic Cooperation;

in the east, within the framework of the Shanghai Cooperation Organization and the Asia-Pacific Economic Cooperation.

The effectiveness of multilateral cooperation in the field of transport within the framework of international organizations will be determined not only by specific achievements in the interests of the domestic transport system, but also by the growth of Russia's prestige in the world as a great transport power.

Expansion of bilateral cooperation in the field of transport between Russia and foreign states is envisaged, the basis of which is agreements between the Russian Federation and foreign states, in particular agreements on air traffic, maritime navigation and road traffic. The main advantage for Russian transport companies will continue to be the use of preferential transport regimes provided in accordance with these agreements.

In the field of civil aviation, work will continue to improve the system of intergovernmental agreements on international air traffic, bringing it in line with the realities of the current stage of development of the world aviation market, standards and recommended practices of the International Civil Aviation Organization. Work should be initiated to conclude open skies agreements that provide designated air carriers with additional commercial rights to operate international air services. Open skies agreements will be used at the first stage between Russia and the CIS member states (primarily those of them that are members of the EurAsEC).

In the field of international maritime merchant shipping, work will continue on concluding new bilateral intergovernmental agreements and renegotiating agreements signed during the years of the USSR and containing outdated norms. Work on improving the system of bilateral intergovernmental agreements should be carried out in conjunction with the multilateral negotiation process on the liberalization of international maritime transport in the framework of the World Trade Organization.

In the field of international road communications, the improvement of the system of bilateral intergovernmental agreements will be aimed at consolidating the norms that contribute to the implementation of the advantages of road transport in the field of international passenger and freight transport (ensuring freedom of transit, eliminating quotas on the number of permits issued, etc.). The revision of bilateral intergovernmental agreements on international road traffic with the EurAsEC member states will be carried out in order to liberalize the sector of international road transport of passengers and goods within the EurAsEC.

It is necessary to significantly modernize the system of international agreements on navigation on inland waterways, primarily in the context of the opening of certain sections of the inland waterways of the Russian Federation for access by ships flying a foreign flag. New bilateral agreements should be developed and concluded with those countries with which it is possible to carry out direct passenger and freight traffic on inland waterways. They should reflect the conditions and procedure for mutual access of ships flying the flag of the states parties by agreement to inland waterways and river ports, the procedure for issuing permits and commercial rights of shipping companies.

There is a need to improve the system of bilateral intergovernmental agreements on railway communication, formed during the years of the USSR. After the expediency has been determined,

agreements on railway communication will be renegotiated with individual states with which there is the most intensive passenger and freight traffic.

The solution of controversial problems and current issues of transport policy, the creation of conditions for cooperation of economic transport entities of various forms of ownership should be facilitated by the improvement of the work of intergovernmental commissions on trade, economic, scientific and technical cooperation between Russia and foreign states.

The most important task of the Transport Strategy is also to facilitate the implementation of joint transport projects concluded on a bilateral basis both with the participation of the state and by organizations independently.

The development of comprehensive and mutually beneficial cooperation in the field of transport with the European Union, which is of great importance for Russian and European business, mutual trade, investment and tourism, will continue.

Effective cooperation between Russia and the European Union will make it possible to resolve a whole range of issues arising in relations between Russia and individual member states of the European Union, as well as find mutually beneficial forms of interaction between the transport operators of the parties and their access to the Russian and single European markets.

The objectives of the Transport Strategy in terms of improving the safety level of the transport system are:

ensuring the safety of traffic, flights and navigation;

ensuring the activities of specialized emergency rescue services in cooperation with the Ministry of the Russian Federation for Civil Defense, Emergencies and Elimination of the Consequences of Natural Disasters at a level that meets international and national requirements;

ensuring transport security of transport infrastructure facilities and vehicles from acts of unlawful interference;

ensuring the mobilization readiness of the transport complex;

ensuring the safety of transportation of goods requiring special conditions;

ensuring professional admission to transport activities by licensing or declaring (notification);

development of means and systems of supervision in the field of transport;

meeting the needs of the transport complex for specialists with a level of professional training that meets the requirements of safety and stability of the transport system.

The implementation of the state transport policy and an increase in its efficiency in the field of ensuring transport security until 2035 will be carried out on the basis of the Federal Law "On Transport Security" and involves the implementation of a system of legal, economic, organizational and other measures in the field of the transport complex corresponding to the threats on all types of transport committing acts of unlawful interference in order to increase the state of protection of transport infrastructure facilities and vehicles from illegal actions, including terrorist ones, including:

accreditation of specialized organizations in the field of transport security;

approval of the results of the assessment of the vulnerability of transport facilities;

categorization of transport infrastructure objects and vehicles;

maintaining a register of categorized objects;

approval of transport security plans.

The development of the transport system in Russia should be focused on ensuring maximum safety, full and advanced consideration of international requirements in the field of transport safety using formalized criteria and assessments adopted or developed in international practice.

The development of the transport system should be linked to ensuring the country's security and defense capability.

The tasks of a unified state policy and an integrated approach to the development of the transport system, taking into account the requirements of ensuring the military security of the Russian Federation, are:

ensuring that the level of readiness of the transport system meets the needs of the country, the Armed Forces of the Russian Federation and other troops;

restoration and preparation of dual-use facilities, mainly through the coordination of the activities of federal and regional executive authorities, optimization of planning and management;

creation of a balanced transport system of the Russian Federation, taking into account its advanced development, including in terms of dual-use facilities, to meet the needs of the Russian Federation in peacetime and wartime, to solve mobilization and special tasks;

preparation of vehicles for use to ensure the military security of Russia;

carrying out measures to maintain the structure of the general-use railway rolling stock fleet, which ensures the possibility of performing mass military transport in full and within the specified time frame;

implementation of the Principles of the Policy of the Russian Federation in the field of aviation and maritime activities, the Military Doctrine and the Plan for the Construction of the Armed Forces of the Russian Federation, the Concept of National Security of the Russian Federation, approved by the President of the Russian Federation;

ensuring information security in transport when performing military and special transportations and

maintaining the existing procedure for the deployment of control bodies for these transportations;

implementation of the provisions of the Federal Law "On Defense", other federal laws and other regulatory legal acts of the Russian Federation that regulate defense and security issues of the state and determine the procedure for operational equipment of the territory of the Russian Federation for defense purposes;

development of a coordinated system of measures by interested state authorities at the federal, regional and local levels, including ensuring mobilization training, improving the regulatory framework, etc .;

organization of the necessary training for transport workers, federal and regional executive authorities in the field of transport.

Due to the fact that most of the vehicle fleet is privately owned, it is necessary to create conditions for the effective participation of organizations - vehicle owners in solving mobilization tasks. The use of transport in order to solve the problems of ensuring the country's defense capability should not lead to a decrease in its competitiveness, especially in the market of foreign trade transportation and export of transport services.

To reduce the accident rate and the risk of possible accidents in transport, it is necessary:

to tighten control over the implementation of regulatory requirements for the operation of vehicles, transport infrastructure and make it a prerequisite to take these requirements into account when certifying and licensing (or declaring) activities in the transport market;

in order to reduce the technogenic component of accidents and catastrophes, to accelerate the decommissioning of physically obsolete and fulfilled standard service life of technical means, which can no longer provide the necessary operational reliability;

to improve organizational, technological and executive discipline in the implementation of freight and passenger transport activities;

to increase the anti-terrorist security of transport infrastructure facilities and vehicles by equipping them with modern video surveillance systems, other systems for controlling passengers and unauthorized entry of a person, and to strengthen the administrative regime approach to organizing anti-terrorist activities with the participation of law enforcement agencies and private security structures;

to ensure in difficult weather conditions a guaranteed high-precision location of vehicles affected by an accident using space systems equipped with GLONASS / GPS satellite navigation equipment, and on this basis to carry out the formation of regional specialized emergency rescue services in cooperation with the Ministry of the Russian Federation for Civil Defense, Emergencies and disaster relief;

to increase the mobilization readiness of the transport complex by creating the necessary reserves and replenishing the fleet of vehicles, which will contribute to strengthening the country's defense capability in special conditions;

it is necessary, with the participation of the Ministry of the Russian Federation for Civil Defense, Emergencies and Elimination of the Consequences of Natural Disasters, to develop more advanced programs for timely notification of natural disasters affecting transport safety to reduce the impact of natural and climatic threats;

to strengthen information monitoring during the transportation of dangerous and bulky goods, as well as in the event of a threat in order to prevent them; systematize cases of incidents with dangerous goods and crashes during the transportation of bulky goods in transport;

ensure the compliance of the supplied new vehicles carrying out international export-import transportation of goods and passengers with international standards in the field of transport safety. Failure to comply with these requirements limits the admission of domestic carriers to foreign infrastructure facilities and entails corresponding costs for the owners of rolling stock when carrying out international trade.

To ensure safety in railway transport, it is necessary to solve the following main tasks:

improving the regulatory framework for ensuring the safety of railway infrastructure facilities;

development of a set of measures for the implementation of state policy in the field of railway transport and priority areas for ensuring the security of the transport system of Russia;

development of a methodology for solving safety problems at railway transport facilities;

identification of threats to the safety of railway infrastructure facilities;

categorizing and assessing the vulnerability of railway transport facilities.

The main tasks in the field of road safety are:

ensuring the safety of road transport and pedestrians;

ensuring the activities of specialized emergency rescue services at a level that meets international and national requirements;

ensuring anti-terrorist protection of road facilities;

ensuring the mobilization readiness of the road sector;

ensuring the safety of transportation of goods requiring special conditions;

development of means and systems of supervision in the field of road sector;

identification of threats to the safety of road facilities.

To solve these problems, measures are envisaged to reorganize problem areas, primarily causing a decrease in traffic safety, including:

replacement of railway crossings with transport interchanges at different levels;

reconstruction of artificial structures in an unsatisfactory condition, the condition of which cannot be brought to the normative requirements by carrying out major repairs;

increasing the level of equipping highways with modern types of barrier fences, building pedestrian crossings at different levels, noise protection structures, avalanche galleries, and other special protective and strengthening structures;

ensuring security at transport infrastructure facilities, vehicles and road facilities;

improved lighting, markings and road network configuration;

gradual adjustment of the strength characteristics of federal highways and artificial structures on them in accordance with the requirements of national standards;

increasing the capacity of streets and highways;

bringing the right-of-way of motor roads to a standard state;

creation of a meteorological support system on federal highways;

introduction of widespread weight control on federal highways.

Ensuring safety in road transport includes solving the following tasks:

improvement of the road safety system for road transport of goods and passengers;

improvement of the road safety system at the federal and regional levels, a clear division of functions and powers of the executive authorities and the introduction of their joint responsibility in the field of road safety;

the formation of stable sources of funding for road safety activities focused on the achievement of final results;

the formation of territorial transport systems that ensure the reduction of social risk for road users;

encouraging the use of vehicles that comply with applicable international safety requirements;

development of a driver training system;

development of requirements for the qualification level of vehicle drivers, taking into account the peculiarities of managing various types of vehicles, as well as taking into account the specifics of the implementation of specific types of transportation;

improvement of requirements for professional training, retraining, advanced training of managers and specialists in the operation of vehicles and traffic safety;

inclusion of requirements for the qualifications of personnel (engineers and technicians, managers, drivers, workers) in the mandatory conditions for admission to professional activities in the road transport market (primarily passenger transport by public road transport);

expanding the scope of application of modern technical means of control over the high-speed modes of movement of vehicles, as well as the modes of work and rest of drivers (including tachographs), meaning their use not only in the implementation of international transportation of goods and passengers (in the scope of the European Agreement concerning work of crews of vehicles engaged in international transportation), but also in the implementation of intercity, suburban and urban regular transportation of passengers by buses, intercity transportation of goods by vehicles with a total weight of over 3.5 tons;

improving the requirements for roads and transport facilities in the field of road safety;

development of systems for the timely detection of road accidents and the provision of urgent medical assistance to victims;

increased responsibility for violation of traffic rules;

improving procedures for regulating the admission of road carriers to the market in terms of compliance with road safety requirements;

improvement of the system of certification and retraining of officials and specialists of road transport organizations in the field of road safety;

development of acts necessary for the implementation of the provisions of the Federal Law "On Transport Security" and determining the procedure for interaction between road transport organizations and state executive authorities in terms of ensuring safety in road transport;

identification of threats to the safety of the functioning of road transport.

Flight safety is aimed at reducing the number of accidents. The number of accidents should be reduced by about 2.5 times in relation to the flight safety indicators in the Russian Federation in 2020, which will correspond to the level of flight safety in the United States and the European Union. In 2035, the level of flight safety should not exceed 0.008 plane crashes per 100 thousand flight hours for regular flights.

Important elements of flight safety are:

improvement of the system for maintaining the airworthiness of aircraft in operation;

introduction of a new generation of on-board security systems based on computer technologies with elements of artificial intelligence;

observance by the crews of the established rules for the flights of aircraft;

introduction of modern methods of protecting aircraft from external influences;

introduction of means of ensuring the survival of passengers and crew members in case of aircraft accidents, methods of preparing crews for actions in emergency situations;

improvement of the air transport search and rescue system, airborne rescue equipment;

improving the system of medical support for flights, introducing an automated hardware and software complex for medical and psychophysiological pre-flight and pre-shift control of aviation specialists;

a significant increase in the number of aviation personnel trained by educational institutions of the Ministry of Transport of the Russian Federation, an increase in the quality of their training on the basis of equipping educational institutions and aviation training centers with a modern educational technical base;

introduction of new means of identification and control of the characteristics of operated aircraft based on flight information and ground control;

improvement of existing and development of new requirements for the marking technology of components in the process of their manufacture and the control system of their turnover in operation.

To prevent the possibility of terrorist acts, it is envisaged:

the formation in Russia of an aviation security system that meets the requirements of the International Civil Aviation Organization and is integrated into the global aviation security system;

identification of threats to the safety of air transport facilities;

bringing the equipment of Russian airports with modern technical means to a level at which 100% inspection of baggage, cargo, mail and onboard supplies is ensured; equipping international airports in Russia with modern equipment for detecting explosives, including plastic;

introduction of new design and technical solutions in the field of aviation security on civil aircraft;

introduction of integrated security systems at airports and at air traffic management facilities, systems of protection against the effects of electronic interference and interference in the operation of computer systems;

development of the aviation security information system;

improvement of interaction between federal and regional executive authorities in the field of aviation security, as well as subjects of air transport; provision of professional training for aviation security personnel;

ensuring the safety of technological processes in the implementation of civil aviation activities.

The development of air navigation services for aircraft flights involves:

reforming the Unified Air Traffic Management System of the Russian Federation, departmental services of aeronautical information, meteorological support, implementation of measures to organize a unified aerospace search and rescue system, the creation and gradual development of the Air Navigation System of Russia in accordance with the Concept of Creation and Development of the Air Navigation System of Russia, approved by the Government Russian Federation in 2020;

development of the infrastructure of the Air Navigation System of Russia, ensuring the implementation in the Russian Federation of the Global Operational Concept of Air Traffic Management, adopted by the International Civil Aviation Organization for the period up to 2025 and based on the use of digital communication technologies, satellite navigation (CNS \ ATM);

development of meteorological support for aircraft flights;

development of a unified aerospace search and rescue system in the Russian Federation.

With a view to the sustainable development of air transport in Russia, it is envisaged to conduct a state policy aimed at providing the industry with qualified personnel in all areas of its production and management activities. It is necessary to preserve in the system of the Ministry of Transport of the Russian Federation educational institutions that train specialists for engineering, flight and dispatch personnel in certified and licensed specialties.

It is envisaged to renew the fleet of aircraft in flight schools, supply new and modernize existing simulators, provide educational institutions with modern technical teaching aids, and implement international training standards.

A higher level of safety of navigation and environmental protection is ensured by:

commissioning of the required number of ships of the supporting fleet (emergency rescue, hydrographic, etc.), creation and maintenance at the proper level of coastal means of ensuring the safety of navigation, search and rescue, communications;

creating and maintaining at the proper level of systems for the surveillance of ships, participation in international cooperation in the field of global surveillance of ships;

strengthening safety requirements for the structures of sea vessels, as well as during their operation;

improvement of technical equipment for the implementation of the functions of state maritime supervision;

identification of threats to the safety of maritime transport facilities;

ensuring the protection of transport infrastructure facilities and vehicles from acts of unlawful interference by installing specialized equipment;

development of the material base for the training of qualified specialists in accordance with international standards.

Provides:

construction and reconstruction of ship traffic control systems, objects of the global disaster communications system and to ensure safety on the approaches to the seaports of the Russian Federation and on the routes of the Northern Sea Route, stations for receiving and processing information of the International Search and Rescue System (Space search system for emergency ships - satellite tracking system for search and rescue);

construction of supply vessels

(icebreakers, rescue, environmental, hydrographic), shore-based facilities of basin emergency and rescue departments, purchase of deep-sea mobile universal equipment. By 2015, 90 units of the supply fleet were built. In 2025 - 2035, it is planned to continue the construction and modernization of ships of the service fleet (nuclear and diesel electric icebreakers, rescue ships, including pontoons, environmental protection, hydrographic and other ships of the supply fleet). The need for them is 340 units.

Replenishment of the supply fleet is envisaged at the expense of:

3 nuclear icebreakers of a new type with a capacity of 60 MW to ensure year-round operation of transport vessels on the routes of the Northern Sea Route;

diesel-electric icebreakers for servicing fields on the shelves of the northern seas and solving other problems, including special-purpose icebreakers with a capacity of 20-30 MW for the protection of Russian Arctic waters with modifications for linear operation, auxiliary icebreakers with a capacity of 10-12 MW, harbor icebreakers-tugs with a capacity of 6 - 7 MW;

multifunctional rescue vessels with a capacity of 7 and 4 MW, new generation tugs, technical means of rescue from offshore oil and gas facilities in ice conditions.

Ensuring maritime security and anti-terrorist security is achieved by:

formation in the Russian Federation of a maritime security system that meets the international requirements of the International Maritime Organization and is integrated into the world maritime security system;

complete equipping of seaports and port facilities with modern innovative engineering and technical means of ensuring transport security (security);

introduction of new structural and technical solutions in the field of maritime safety on ships used for maritime navigation;

development of a maritime security information system;

increasing the level of interaction on maritime safety issues between the subjects of maritime transport activities and the federal executive authorities and the executive authorities of the constituent entities of the Russian Federation;

providing professional training for personnel directly related to maritime security.

The safety of navigation on inland waterways is ensured by:

creation of a vessel traffic control system on inland waterways based on innovative technologies;

identification of threats to the safety of objects of inland waterways and inland water transport;

increasing the level of safety of existing hydraulic structures, ensuring safety during design, construction, overhaul, commissioning, reconstruction, restoration, conservation and liquidation of hydraulic structures;

regulation and coordination of control and supervisory functions of state bodies to increase their efficiency in the context of reducing the degree of their interference in the activities of market entities;

protection of navigable hydraulic structures and aids to navigation equipment, their protection from unlawful encroachments, improving the complex of anti-terrorist measures;

updating the service fleet;

reconstruction and development of technological communication networks on inland waterways;

purchase of software and hardware for equipping laboratories with navigation information.

In inland waterway transport, it is envisaged to develop insurance for passengers and crews of ships, insurance of liability to third parties for the carriage of dangerous goods and pilotage of ships.

Security on inland waterway transport is ensured by:

the formation in the Russian Federation of a system for ensuring the safety of river transport infrastructure facilities, including navigable hydraulic structures, and vehicles, in accordance with the requirements of the Federal Law "On Transport Safety";

equipping river ports, port facilities and navigable hydraulic structures with modern innovative engineering and technical means of ensuring transport safety (security);

introduction of new constructive and technical solutions in the field of transport security on ships used for the purpose of navigating the inland waterways of the Russian Federation;

development of a system of information support for the safety of river transport infrastructure facilities and vehicles;

increasing the level of interaction in order to ensure transport safety of river transport infrastructure facilities and vehicles between the subjects of river transport activities and federal and regional executive authorities;

providing professional training of personnel directly related to ensuring the safety of river transport infrastructure and vehicles.

The objectives of the Transport Strategy in the field of reducing the harmful effects of transport on the environment are:

reducing the harmful effects of transport on human health by reducing the volume of impacts, emissions and discharges, the amount of waste on all types of transport (training and rationalization of routes);

motivation for the transition of vehicles to environmentally friendly fuels;

reduction of energy intensity of transport to the level of indicators of advanced countries.

To reduce the harmful effects of transport on the environment and the resulting damage, it is necessary:

to reduce the harmful effects of transport on the air and water environment and on human health through the use of environmentally friendly types of vehicles;

to expand the use of vehicles with high fuel efficiency, corresponding to the level of world models;

to stimulate the use of vehicles operating on alternative sources (non-oil origin) of fuel and energy resources.

In order to improve the qualifications of the personnel of transport companies and responsibility in the field of transport safety, it is necessary to organize a permanent system of training and retraining of middle and higher level personnel on the basis of commercial and state educational structures, to reduce the share of the human factor in the total number of threats through the development of educational programs and advanced training transport personnel.

To reduce the harmful effects of railway transport on the environment, it is necessary to provide:

expanding the use of electric traction;

reduction of harmful emissions on railway transport by more than 3 times;

reducing the energy intensity of railway transportation. Specific consumption

electricity for traction of trains will be reduced by 14.4 percent, fuel - by 9.1 percent.

To reduce the negative impact of the transport and road complex on the environment in the context of an increase in the number of vehicles and an increase in traffic intensity on highways, the following measures are envisaged:

development of a network of public highways and an increase in their throughput, including the construction of road bypasses for large settlements and the reconstruction of areas overloaded with traffic;

development and implementation of new ways of maintaining, especially in winter, public highways, allowing to reduce the negative impact of anti-icing materials;

development of a system of specialized hydrometeorological services, improvement of forecasting methods and operational accounting of changing meteorological conditions, which will make it possible to move from the fight against icy to its prevention;

arrangement of federal highways with modern engineering means of protecting the environment from harmful influences, including the use of artificial and plant barriers along highways to reduce the level of noise exposure and pollution of adjacent territories, the installation of noise screens and protective nets to prevent animals from entering the roadway;

development and implementation of new structures, materials, technologies that will reduce dust formation and prevent water erosion, as well as the use of constructive and technological solutions to prevent the disturbance of natural landscapes (overpasses, tunnels).

The implementation of these measures will be carried out on the basis of increasing environmental requirements for the design, construction, repair and maintenance of highways.

The main task in this area is to reduce the volume of emissions from vehicles, the amount of waste during construction, reconstruction, repair and maintenance of highways.

To reduce the harmful effects of road transport on the environment, it is necessary:

increase the use of more fuel efficient vehicles with lower fuel consumption;

ensure the environmental safety of road transport by increasing the technical level of vehicles registered for the first time in Russia, strengthening control over the technical condition of vehicles in use in terms of environmental indicators, limiting emissions of climatic gases and recycling waste from transport enterprises;

move to global environmental standards in terms of fuel consumption, ensuring the ability to operate vehicles of previous generations during the transition period;

transfer 50 percent of car fleets in large cities to alternative fuels.

Improving the environmental safety of air transport provides for the definition of a long-term state policy in the field of reducing the harmful effects of aviation on the environment, taking into account the recommendations of the International Civil Aviation Organization and includes:

systematic increase in certification requirements for newly created aircraft;

introduction of restrictions on the supply to the Russian Federation of aircraft with low environmental performance;

economic incentives for the environmental modernization of operated aircraft or their replacement;

optimization of the configuration of air routes, air corridors, planning of territories, organization of rational land use near airports;

introduction of noise-optimal piloting techniques during takeoff and landing of aircraft;

imposition of restrictions on flights of certain types of aircraft that cause the greatest harm to the environment, up to and including a ban on flights;

improvement of systems for monitoring compliance with environmental standards and norms in the operation of air transport, as well as sanitary, veterinary standards and phytocontrol requirements;

equipping ground air transport infrastructure facilities with treatment facilities and increasing their efficiency, reducing water intake due to the reuse of industrial waters, using modern technologies and methods for collecting and recycling waste, converting boiler houses to gas;

reduction of the use of harmful substances in aviation technologies, development of technologies for their utilization.

Renewal of the operated aircraft fleet will allow:

to reduce the volume of emissions of pollutants due to the reduction of fuel consumption of air transport per unit of transport work by 1.5 - 2 times;

stop after 2020 the operation on the territory of Russia of aircraft that do not meet the requirements of Chapter 3 of Annex 16 to the Convention on International Civil Aviation (Chicago, 1944) for aircraft noise, and by 2035 - aircraft that do not meet the requirements of Chapter 4 of this applications;

reduce aircraft noise and emissions during takeoff and landing.

A higher level of environmental protection in maritime transport is ensured by:

commissioning of the required number of supply vessels, including ecological ones;

orienting transport companies for the purchase of double-hulled vessels for the transportation of oil cargo with a limited service life of 15 years.

Environmental safety of inland waterway transport is ensured by:

creation of special vessels and technical means for the collection, complex processing and disposal of various types of waste generated during operation or entering the aquatic environment as a result of accidents at water transport facilities, including sunken property;

expanding the use of environmentally friendly marine energy sources and environmentally friendly transshipment technologies;

development of insurance, including insurance of liability for negative impact on the environment during the operation of water transport facilities.

The development of transport equipment, technologies and information support affects the achievement of all goals of the Transport Strategy and should be carried out in 2 directions:

achievement of general economic, general social and general transport targets stipulated by the Transport Strategy;

achievement of targets for the types of transport activities.

The development of technical support and technologies of the transport industry in order to achieve the general economic, general social and general transport targets stipulated by the Transport Strategy will be carried out through the creation of a single balanced technically compatible and technologically integrated infrastructure of all modes of transport and cargo owners to ensure the required volume and quality of transport services in the region. both freight and passenger transportation.

The main tasks in this area are:

development of the passenger rolling stock fleet comparable in technical and economic parameters with world analogues;

development of systems providing high-speed and high-speed passenger transportation;

motivation for the development of the fleet of freight rolling stock that provides the specified criteria for the volume and quality of transport services;

expanding the use of container transport technologies;

creation of an integrated system of logistics parks on the territory of the country as the basis for the formation of a modern distribution network;

creation of an interconnected integrated system of technological infrastructure for all types of transport and cargo owners, ensuring the volume and quality of transport services;

development and implementation of highly efficient technologies, ensuring the quality of transport services and increasing the productivity of the transport system;

motivation of the use of innovative logistics technologies, development of technologies for the transportation of goods (including the use of logistics parks);

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

The development of information support for the Russian transport system in order to achieve general economic, general social and general transport targets will be carried out through the creation of a unified information environment for the transport complex and analytical information systems to support the management of development and regulation of the processes of functioning of the transport complex.

The unified information environment of the transport complex is part of the infrastructure of the transport industry and consists of:

the management level (the information environment of the top-level management of the transport complex - the Ministry of Transport of the Russian Federation, services and agencies under its jurisdiction);

technological level (information environment of technological integration of various types of transport

and participants in the transport process, development of intelligent transport systems);

user level (information environment of transport services and customer information services).

A single information environment at the management level should provide effective feedback channels and fill the information bases that support the adoption of management decisions and the provision of state regulation in the field of transport.

A single information environment of a technological level should ensure effective information interaction between participants in the transport and logistics process, access to the necessary regulatory information and services. A unified information environment for the development of intelligent transport systems solves the problems of unification and standardization of the application and integration of various constituent elements of identification, navigation and positioning, telematic monitoring and video surveillance as part of intelligent transport systems.

A single user-level information environment should provide customers with access to information on transportation services and ensure the most efficient marketing of these services.

From a methodological point of view, a unified information environment is part of a new information model for managing the transport complex of the Russian Federation.

The development of analytical information systems to support development management and regulation of the processes of functioning of the transport complex will be carried out through:

optimization of the interaction processes of all participants in the transport process;

forecasting and modeling the development of the transport complex based on the use of the cargo base and the development of transport balances;

management of programs and projects for the development of the transport complex, budget planning and resource management of the management bodies of the transport complex;

management of human resources and the formation of personnel policy in the transport sector;

implementation of law-making and rule-making activities in the transport complex;

control over the activities of subordinate agencies, services and organizations of the transport complex;

monitoring the safety and stability of the transport system and managing the transport complex in emergency situations.

An important direction in the development of information and telecommunication technologies in the field of transport is the equipping of vehicles, technical means and systems with satellite navigation equipment GLONASS or GLONASS / GPS, including aircraft of state, civil and experimental aviation, sea vessels and vessels of inland river and mixed (river - sea) navigation, road and rail vehicles used to transport passengers, special and dangerous goods, and others.

In order to increase the efficiency of foreign trade transportation, it is necessary to ensure the development of a system of preliminary submission of information by cargo owners and carriers to the customs authorities in electronic form.

The solution of the problems of development of transport equipment, technologies and information support is provided for in terms of all types of transport.

In the field of railway transport, it is necessary to renew the rolling stock of public transport.

To do this, by 2025, it will be necessary to purchase 485.5 thousand freight and 10.4 thousand passenger cars, 11,675 locomotives, 8.7 thousand units of multi-unit rolling stock, in 2025 - 2035 - 510.5 thousand freight and 12, 7 thousand passenger cars, 11,722 locomotives and 15.7 thousand units of multi-unit rolling stock.

To form a railway transport system corresponding to the world level, along with the development of technical means of the industry, it is necessary to ensure the development and improvement of technological processes, including an increase in the degree of containerization, the introduction of piggyback transportation on Russian railways, the organization of driving freight trains of increased weight and length.

For the further development of containerization of cargo transportation via the railway network, it is necessary to ensure:

increasing the speed of container transportation up to 1,000 km per day;

development of the geography of route container traffic;

an increase in the number of specialized terminals and logistics centers;

transition to a qualitatively new level of infrastructure development (from container sites to modern high-tech container terminals);

increasing the degree of containerization of cargo transportation;

an increase in the range of goods transported in containers;

development of international transport corridors passing through Russia;

simplification and acceleration of customs procedures for international transit;

an increase in the fleet of modern specialized rolling stock.

For the development of container transportation in Russia, it is necessary to ensure:

development of norms of environmental law;

improvement of customs legislation;

development and certification of rolling stock;

development of optimal tariffs subject to the conditions of profitability of transportation for road and rail transport;

development of a technology for interaction of all participants in the transportation.

The increase in weight norms is one of the priority directions, allowing to ensure the increasing volumes of cargo transportation, to increase the efficiency of railways in market conditions. The main areas for the circulation of overweight trains will be the following sections with a total length of 13784 km: Kuzbass - St. Petersburg Sortirovochny, Kuzbass - Murmansk, Cherepovets - Kostomuksha, Cherepovets - Kovdor, Cherepovets - Olenegorsk, Kuzbass - Sverdlovsk - Agryz - Kuzbass - Smolensk - Syzran - ports of the Azov-Black Sea basin, Aksaraiskaya - Volgograd, Stoilenskaya - Chugun, Zaozernaya - Krasnoyarsk.

It is fundamentally important to use advanced freight cars for the transportation of primarily coal and ore with an axle load of up to 30 ton-force per axle. In this case, a train weighing up to 8-9 thousand tons can be formed on the tracks with a length of 1050 meters.

To create an effective logistics system integrated into the Russian and international transport systems, it is necessary to take the following measures:

formation and development of an effective balanced terminal and warehouse network throughout Russia through the creation of cargo handling terminals, multimodal terminal complexes for multipurpose purposes, providing a wide range of warehouse, customs and accompanying services;

introduction of modern logistics technologies for managing the transportation process;

improving the quality of transport and logistics services by integrating individual components of the transportation process into a single supply chain and providing customers with comprehensive door-to-door transportation services based on the one-stop-shop principle;

attracting investments in the development of the terminal and warehouse complex;

optimization of the use of terminal and storage facilities;

development of transport and logistics and customs brokerage activities (creation of conditions for the implementation of effective interaction of all types of transport through logistics centers, the organization of comprehensive services on railway transport, the development of customs brokerage services);

information support of the logistics system.

One of the priority areas of work related to the improvement of the information support and management system is the introduction of satellite technologies. In accordance with the outlined prospects, by 2025, it is planned to carry out a massive equipping of the Russian railway transport with satellite navigation systems integrated into a unified coordinate control system.

In the field of the road sector, in order to accelerate overcoming the problem of insufficient technical and technological equipment of organizations in the road industry, it is necessary to ensure the implementation of a targeted policy of placing government orders for the implementation of road works, stimulating the formation of powerful, well-equipped road construction companies, meaning to carry out:

introduction of long-term contracts for road maintenance (from 3 to 10 years) and repair of road sections (within 3 to 5 years with an increase in the scope of work);

increasing the qualification requirements for bidders when bidding for road works, selection of bidders based on the criteria of the greatest economic efficiency based on foreign and progressive domestic experience, departure from the minimum price criterion;

government support in the form of preferential leasing programs related to road machinery and equipment. At the same time, state leasing companies, through which this type of state support should be carried out, should be set a strict limit level of profitability of leasing operations in order to reduce the total costs of enterprises on road equipment and reduce the cost of road works.

In terms of road construction equipment, the main problem hindering the development of road facilities is the worn out fleet of asphalt mixing plants, most of which are morally and physically outdated.

One of the tasks of the Transport Strategy is to develop measures of economic incentives for the production of modern high-performance environmentally friendly asphalt mixing plants, mainly in a fast-assembly and mobile version.

Measures to improve management technologies in the road sector include:

development of innovative systems for long-term and medium-term planning of road activities based on the widespread introduction of methods of mathematical computer modeling to find optimal management decisions;

development of a monitoring system in order to assess the effectiveness of the activities of governing bodies at different levels in meeting the target indicators of the transport and operational state of the road network on the basis of a unified sectoral information system for planning and monitoring the activities of governing bodies in the field of road facilities;

expansion and modernization of automated systems for operational management of federal highways, their integration with the corporate information management system of the Federal Road Agency, unification and unification of a number of independent systems for collecting road data (for

diagnostics of roads and structures, inventory of property of highways, for road traffic accidents, on certification of roads, on accounting for traffic intensity);

introduction of intelligent systems for organizing traffic flows, communication and information systems on federal highways, including meteorological support systems to inform traffic participants and operating organizations about the condition of the roadway, as well as telematic monitoring and video surveillance systems;

introduction of feedback mechanisms between road authorities and road network users through the formation of a system of regular opinion polls, the use of other methods of revealing public opinion.

In the field of road transport, it is necessary to update and modernize the fleet of passenger vehicles in order to improve their performance, safety level, passenger transportation conditions and ensure accessibility for people with limited mobility. By 2025, the technical accessibility of the public road transport fleet for servicing passengers with disabilities will be ensured by 8 percent, by 2030 - by 25 percent, and by 2035 - by 90 percent.

The passenger car fleet will grow from 29.4 million in 2020 to 36.5 million in 2025, 43 million in 2030, 47 million in 2031 and 52 million in 2035. The number of buses will increase from 825 thousand units in 2020 to 950 thousand units in 2035.

It is planned to gradually introduce age restrictions for commercial operation of road transport using various mechanisms of legal and administrative regulation. This will reduce the average age of the shuttle bus fleet from 9 years in 2020 to 8 years in 2025 and 5-6 years in 2035.

It is planned to renew and modernize the fleet of trucks and optimize its structure on the basis of refined mechanisms, taking into account an increase in the share of specialized vehicles and the share of vehicles with increased carrying capacity by at least 1.5 times.

The truck fleet will grow from 4.9 million in 2020 to 6.5 million in 2035.

It is planned to develop terminal systems for the transportation of goods on intercity and international routes, the development of intermodal container and piggyback transportation, the creation of a network of regional and interregional transport and logistics centers in the constituent entities of the Russian Federation.

Improvement of transportation technologies based on equipping vehicles with navigation devices using satellite systems (GLONASS / GPS), primarily on intercity and international routes, contributes to an increase in the efficiency of the road transport industry by improving the performance of vehicles.

It is planned to equip at least 15 percent of the fleet of trucks engaged in intercity and international transportation of goods with navigation (on-board) systems, an increase in the share of trucks equipped with navigation systems by 2025 to 35 percent and by 2035 to 100 percent.

The implementation of electronic systems for ordering and booking travel documents for passenger road transport of intermunicipal, intercity and international communications, as well as contactless systems for payment of fares in vehicles of urban and suburban communications will be implemented.

It is planned to introduce traffic control systems installed at the driver's workplace, digital tachographs or their electronic satellite analogs, vehicle speed limiters, driver's wakefulness monitoring systems and others.

It is planned to implement projects to improve the route networks of urban agglomerations and introduce modern dispatch systems (Volgograd, Voronezh, Leningrad, Moscow, Rostov, Samara and Tver regions, the Republic of Tatarstan, Primorsky Krai, Khanty-Mansiysk Autonomous Okrug - Yugra and others).

In the field of air transport, it is necessary to make a technological leap to eliminate the lag of Russian air transport from the world level in terms of the technical, economic and environmental characteristics of the aircraft fleet, ground equipment and transport technologies, which will reduce the average fuel consumption per unit of transport products by 2035 to 0 , 27 kg / t-km and the cost of transportation by 2025 - 2035 by 15 - 25 percent.

First of all, this requires the creation of conditions for the acquisition by Russian carriers of modern aircraft that meet the requirements for it when operating on the international market, and ensure the competitiveness of the services of domestic airlines.

To update and replenish the fleet, it is necessary to purchase 1,500 modern mainline and regional aircraft by 2020. The required volume of aircraft deliveries by 2035 may amount to 2,000 - 3,000 passenger aircraft, including for providing the market for transit passenger traffic through the territory of Russia in the directions Europe - Asia and North America - Asia. The promising fleet of Russian airlines will include domestic and foreign types of aircraft in an economically viable ratio.

The re-equipment of the passenger aircraft fleet using the entire standard-size range of modern aircraft will be aimed at rationalizing the fleet structure in accordance with the conditions of transportation and, in addition to increasing the efficiency, safety and technical perfection of the fleet, will ensure that the necessary requirements for environmental friendliness of transportation are met and the commercial fleet will be updated to the level of leading countries by 2035 ...

It is envisaged to renew the fleet of cargo aircraft in accordance with the conditions of use, including the inclusion in the fleet of Russian airlines of cargo modifications of passenger aircraft that are effective for the transportation of general cargo with a large side

cargo door and a system of floor mechanization of loading and unloading operations.

Government support should be provided for further modernization of cargo ramp aircraft to ensure their compliance with the requirements of the International Civil Aviation Organization and competitiveness conditions.

Conclusion

It is planned to develop modern technologies for the transportation and handling of goods (use of intermodal door-to-door delivery technologies, ensuring control over the transportation of goods along the entire route, the use of various forms of express delivery), the creation of multimodal logistics centers based on the largest airports using the potential of packaging and containerization in the system of freight traffic.

The increase in the competitiveness of Russian airlines in the aviation market is associated with the improvement of technologies and equipment for aviation operations and the expansion of the standard and size range of operated aircraft in accordance with the demand structure, including an increase in the share of light helicopters in the aircraft fleet and ensuring that the consumer qualities of helicopters correspond to the conditions of areas of mass use.

It is planned to form a fleet of business aviation aircraft, which will include all classes of jet aircraft and high-speed turboprop aircraft.

For the implementation of information and telecommunication technologies in air transport, it is necessary to carry out the following measures:

provision of legal and technical conditions for the use of electronic documents in the implementation of public administration and in the activities of civil aviation entities;

convergence of information standards of air and other types of transport, ensuring the interaction of their information systems in order to form a single information space;

ensuring openness in the activities of state regulation bodies of civil aviation and the availability of open state information resources;

formation of a common electronic information space in civil aviation in Russia by creating a unified state information and analytical system of civil aviation;

creation of a new mechanism for the electronic provision and collection of primary information on the state of the transport system in Russia;

introduction of an information and analytical system for monitoring the airworthiness of aircraft as part of after-sales support for operation;

complex solution of information security problems in the field of air transport control, navigation, communications and surveillance based on the use of modern high-precision satellite navigation and communications (in particular, GLONASS systems). The priority area is the creation of tracking systems in the automatic dependent surveillance mode for aircraft, including the transportation of dangerous goods, as well as systems for detecting emergencies and emergencies.

In the field of maritime transport, until 2025, it is planned to replenish the transport fleet with 144 vessels with a total deadweight of 6.2 million tons, in 2025 - 2035, the delivery of 397 vessels with a total deadweight of 19.5 million tons is forecasted. By 2035, the total tonnage of the transport fleet controlled by Russia will amount to 38.9 million tons, of which 70 percent will be registered under the Russian flag.

To increase the competitiveness and carrying capacity of the sea transport fleet, it is envisaged to replenish it with new modern competitive vessels for various purposes - gas carriers, tankers, product tankers, bulk carriers, timber carriers, container carriers, ro-ro vessels, universal vessels.

To ensure the growth of freight and passenger traffic on socially significant routes, it is envisaged to build railway and car passenger ferries to ensure communication with the Kaliningrad region and the Sakhalin island, build cargo-passenger and cargo ships to deliver goods and passengers to remote regions of the Far East, build car-passenger ferries and passenger ferries. ships for the transportation of goods and passengers to the port of Sochi, the construction of high-speed passenger ships.

The development of modern information technologies in maritime transport is envisaged.

In the field of inland waterway transport for the development of the transport fleet, it is necessary to carry out the following measures:

renovation of ships, repair and modernization of the fleet;

replenishment of the fleet by purchasing mainly Russian-made ships;

accelerated decommissioning of morally and physically obsolete ships, preparation of a decision to prohibit the operation of ships that pose a threat to the safety of navigation;

creation of new types of transport vessels, including those for specialized and intermodal transportation (vessels for the transportation of liquefied gas and chemical cargo, pushed convoys of mixed (river - sea) navigation, ro-ro vessels, container ships, etc.);

construction of comfortable tourist and excursion ships, high-speed ships;

creation of high-speed passenger ships capable of operating in areas with limited track dimensions, in areas with no or insufficient development of alternative modes of transport, primarily in Siberia and the Far East. To carry out these transportation, it is planned to design and build new types of ships;

introduction of automated transport and storage systems in ports.

Until 2035, it is planned to build 87 dry-cargo and tankers, 5 small-tonnage vessels for the eastern basins, 5 passenger vessels of the new Golden Ring project with a passenger capacity of 212 people and 467 vessels of the auxiliary fleet.

In 2025 - 2035, it is envisaged to purchase 3,900 units of ships for the renewal of the cargo fleet, 285 units of passenger ships and 1,076 ships of the auxiliary fleet.

It is planned to introduce automated transport and storage systems in ports.

In the field of industrial transport, it is planned:

replenishment of rolling stock fleets with new generation wagons for operation on mainline and industrial railway transport and special-purpose wagons for international carriage of passenger cars, car-carrying wagons with a removable roof, wagons with a removable roof for the transport of metal products, wagons with a sliding roof, platforms for transporting road trains or containers, platforms for transporting semi-trailers and containers;

improvement of the traction stock of industrial railway transport, associated with the creation of a new generation of diesel locomotives with a technical level exceeding the level of modern machines in terms of efficiency, durability and reliability.

The need to renew the rolling stock of industrial transport will amount to 66700 mainline and 36730 industrial cars, 1648 new and 6180 modernized locomotives by 2025, and in 2025 - 2035 75540 mainline and 40520 industrial cars, 3270 new and 8175 modernized locomotives.

For the development of information support in industrial transport, it is necessary to carry out the following measures:

introduction of an information system for solving problems of state regulation, collection and processing of statistical information on the activities of industrial transport;

creation of a system for monitoring the condition and safe functioning of industrial transport;

creation of a unified information space for the management bodies of the transport complex, subjects and users of the transport services market in interaction with regional management bodies, transport and logistics divisions of industrial enterprises;

implementation of systems for operational planning and management of the work of intra-facility transport and on the sections of technological transportation.

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