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ON THE IMPORTANCE OF THE REGIONAL ASPECT OF TRANSPORT DEVELOPMENT IN RUSSIA FOR THE IMPLEMENTATION OF THE STRATEGY OF SOCIAL AND ECONOMIC DEVELOPMENT OF THE REGIONS OF THE ARCTIC ZONE OF THE RUSSIAN FEDERATION FOR THE PERIOD UP TO 2035

Abstract: *In the article, the authors pay attention to the development of the regions of the North of the European part of Russia, most of Siberia and the Far East, which have the greatest resource potential and low population density, where the need to develop new mineral deposits will provoke an increase in the quality of life of the population of these regions. Under these conditions, railway and sea transport will receive priority development, providing comically efficient development of large flows of bulk cargo, due to which an increase in reliability and a decrease in the cost of life support for remote and hard-to-reach regions of the North and the Far East will be ensured.*

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

Language: *English*

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Introduction

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The tasks of the development of the transport complex, depending on the specific conditions of the socio - economic development of the regions, have their own specifics, focus and priorities, which are taken into account when developing the priorities of the state transport policy.

The development of the constituent entities of the Russian Federation located in the Center, in the North-West, in the Middle Volga region and in the Urals, with the greatest industrial potential and high population density, will be focused on the growth of the innovative economy and the consumer sector. At the same time, it will be necessary to ensure an improvement in the quality, reliability, rhythm, widespread availability of services, mobility, and full satisfaction of the needs for transport services. Priority development will be given to passenger and freight road transport, systems of high-speed transportation of people and goods, and the sector of integrated transport and logistics services. The development of transport infrastructure in these regions will be aimed at increasing the throughput and technical characteristics of the transport network of all types of transport, building bypasses of large cities and chord transport communications, new high-speed railways, highways, including toll roads, creating an integrated network of transport and logistics complexes, creation of large airport hubs. The role of river transport will increase in ensuring domestic and foreign trade transportation of goods, as well as passenger transportation, mainly for tourist and recreational purposes.

The development of regions in the north of the European part of Russia, most of Siberia and the Far East, which have the greatest resource potential and low population density, will be aimed at developing new mineral deposits, including on the continental shelf, and improving the quality of life of people. Under these conditions, priority development will be given to railway transport, which will ensure the economically efficient development of large flows of bulk cargo, including for export. An increase in reliability and a decrease in the cost of life support for remote and hard-to-reach regions of the country will be ensured. Also, sea transport will play an important role. The main task is to develop shipping along the Northern Sea Route. In the future, it is possible to turn it into an international transport route.

The development of the network of federal and regional highways will continue, as well as the creation of approaches from settlements to railway stations. The main problems are the problems of increasing the availability of transport services for the population, therefore, the development of inland water transport, the expansion of the regional air transport network require coordinated efforts at all levels of government.

In the Central Black Earth Region, in the North Caucasus, in the Volga region, in the southern regions of the Urals, in Siberia and in the Far East, the local road network with a hard surface will receive priority development, which in the future should connect all settlements.

The growth of the country's foreign trade and transit traffic, as well as cross-border cooperation with neighboring countries will require the development of the transport infrastructure of border checkpoints and approaches to major seaports.

Main part

The specified features of individual groups of regions of Russia predetermine the directions of transport development in the federal districts of the country.

In the Northwestern Federal District, transport plays a crucial role in the development of Russia's foreign trade relations. In the future, as traffic on the Euro-Asian transport routes North - South and East - West grows, its role in ensuring transit traffic will increase.

The priorities for the development of transport in the Northwestern Federal District are the creation and development of high-speed passenger and cargo transportation by rail and road, the modernization and construction of new port complexes in the Baltic, White and Barents Seas with an increase in cargo turnover by 2035 of the ports of the Northern Basin by 3.3 times and the ports of the Baltic basin by 2 times, the development of railway, road and pipeline approaches to them, the formation and sustainable functioning of transport links of the Kaliningrad region with other regions of Russia. The development of transport in the Komi Republic and the Nenets Autonomous Okrug will be focused on ensuring the development of mineral deposits and increasing the availability of transport services for the population of remote and hard-to-reach areas. These regions, as well as the Murmansk and Arkhangelsk regions, have the greatest need for the development of socially significant passenger air transportation. The development of inland waterway transport will focus on the use of waterways, mainly the Volga-Baltic waterway, and river ports for direct water transport using mixed navigation vessels in the direction of Northern and Western Europe. The complex development of the largest transport hubs of the district - St. Petersburg and Murmansk is envisaged.

In the period up to 2035, the main directions for the development of transport infrastructure in the Northwestern Federal District will be:

a) in the field of railway transport:

construction of a high-speed railway line St. Petersburg - Moscow, organization of high-speed traffic on the directions St. Petersburg - Moscow and St. Petersburg - Buslovskaya;

construction of technological lines Petyajärvi - Kamennogorsk, Murmashi-2 - Lavna;

construction of the second bridge over the river. Shuyu on the direction St. Petersburg - Murmansk;

reconstruction of the Mga - Gatchina - Weimarn - Ivangorod section and railway approaches to ports on the southern coast of the Gulf of Finland;

development of the St. Petersburg and Murmansk railway junctions;

construction of additional main tracks on the sections Murmansk - Petrozavodsk, Vyborg - Buslovskaya, Vyborg - Kamennogorsk, Mga - Sonkovo - Yaroslavl, Vyritsa - Batetskaya, Mga - Gatchina - Veimarn, Obozerskaya - Arkhangelsk, Tosno - Lyuban;

b) in the field of road transport and road facilities:

construction of a high-speed highway Moscow - St. Petersburg;

development of highways as part of international transport corridors, ensuring their compliance with the requirements for international highways for integration into the European network of highways, including the reconstruction of federal highways M-10 "Russia" (Moscow - St. Petersburg) and M-10 "Scandinavia" (St. Petersburg - Vyborg - border with Finland), M-8 "Kholmogory", M-18 "Kola", M-20 (St. Petersburg - Pskov - Pustoshka - Nevel - border with the Republic of Belarus);

reconstruction of road approaches to the state border of the Russian Federation on the territory of the Leningrad, Pskov and Murmansk regions, the Republic of Karelia;

construction of an entrance to the Ust-Luga sea trade port from the M-11 "Narva" highway and the Veliky Novgorod - Ust-Luga highway;

start of construction of the second long-distance bypass of St. Petersburg;

c) in the field of air transport:

construction and reconstruction of facilities at the airports of St. Petersburg, Kaliningrad, Pskov, Veliky Ustyug, Murmansk, Petrozavodsk, Arkhangelsk, Syktyvkar, Vorkuta, Naryan-Mar, Amderma, Usinsk, Ukhta;

creation of the St. Petersburg Consolidated Air Traffic Management Center and modernization of the Kaliningrad Consolidated Air Traffic Management Center;

d) in the field of maritime transport:

modernization and construction of port terminals for transshipment of coal, containers, oil and oil products in the Murmansk transport hub;

construction of a terminal for transshipment of liquefied gas in the village. Teriberka, Murmansk region;

reconstruction and construction of infrastructure facilities in the seaport of Arkhangelsk;

construction of a seaport in Belomorsk, which will include two cargo areas - a specialized coal complex and a universal complex;

development of the Northern Sea Route and the infrastructure of Arctic ports;

reconstruction of federal property objects in the seaport of St. Petersburg, including the canal, water area and port berths; construction of a sea passenger terminal on Vasilievsky Island and reconstruction of a section of the sea fairway, security systems and aids to navigation;

reconstruction of berths and dredging of the water area and approach channel for the development of the coal complex in the port of Vysotsk;

reconstruction of infrastructure facilities of the port of Vyborg;

development of the seaport of Ust-Luga, formation of the water area of its southern and northern parts, including the operating water area of the container terminal, construction of specialized berths;

construction of a deep-water port in Baltiysk;

reconstruction and construction of port terminals in the Kaliningrad transport hub;

reconstruction and construction of terminals supporting the operation of the Baltic Pipeline System and the development of offshore fields;

reconstruction and construction of objects of state ownership of the fishery complex in the seaports of Arkhangelsk, Kaliningrad, St. Petersburg;

creation of rear infrastructure of ports, including container terminals, customs warehouses and logistics centers;

e) in the field of inland water transport:

reconstruction and development of the infrastructure of the Volga-Baltic waterway, including the construction of the second line of the Nizhne-Svirsky hydroelectric complex;

reconstruction of the White Sea-Baltic Canal;

reconstruction of the Severo-Dvinskaya sluice system.

On the territory of St. Petersburg, the priority in the field of road transport and road facilities includes works on:

development of entrance highways;

the formation of a system of high-speed and continuous traffic highways due to the completion of the construction of the ring road around St. Neva and the beginning of the construction of a high-speed toll highway with a bridge across the river. Neva in alignment with st. Faienceovoy - st. Ash (eastern high-speed radius), northern exit from the central districts (from Smolnaya embankment) to the ring road with a bridge in the alignment of Arsenalnaya street;

improving the system of city highways providing approaches to high-speed highways;

development of the road network providing access to all areas of the port of St. Petersburg and the ferry and passenger terminal under construction on Vasilievsky Island;

development of connections in peripheral areas and ensuring the diversion of transit and freight transport from the zone of the historical center of the city due to the formation of a system of arc highways;

construction of new and reconstruction of existing two-level intersections of railway tracks with the city's road network.

In 2025 - 2035, the main directions for the development of transport infrastructure in the Northwestern Federal District will be:

a) in the field of railway transport:

construction of technological lines Syktyvkar - Perm (Solikamsk), Vendinga - Karpogory, Sosnogorsk - Indiga, Vorkuta - Ust-Kara;

creation of an alternative transport route from the Urals to the ports of the White and Barents Seas;

electrification of the sections Bologoye - Dno - Pechory - Pskovskie, Oredezh and Budogoshch - Yaroslavl;

construction of additional main tracks on the sections Obozerskaya - Belomorsk, Chum - Inta - Konosha, Mga - Sonkovo - Yaroslavl;

b) in the field of road transport and road facilities:

completion of the construction of the high-speed toll highway Moscow - St. Petersburg;

reconstruction of road sections on the territory of the Okrug, included in the network of federal roads, on the directions 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);

reconstruction of the M-10 "Scandinavia" highway (St. Petersburg - Vyborg - border with Finland) with the organization of toll travel;

formation of a toll road route St. Petersburg - Pskov - border with the Republic of Belarus;

comprehensive modernization and development of the road network in the Murmansk transport hub;

construction and reconstruction of road sections forming road routes along the shortest distance, Syktyvkar - Arkhangelsk - the border of Finland, Moscow - Yaroslavl - Vologda, St. Petersburg - Pskov - border with the Republic of Belarus, Pskov - Smolensk, etc .;

modernization and development of existing border automobile checkpoints, taking into account an increase in their throughput of at least 2.5 times;

c) in the field of air transport:

development of ground infrastructure for regional transportation in the Komi Republic, Nenets Autonomous Okrug, Arkhangelsk, Vologda and Murmansk regions;

e) in the field of maritime transport:

construction of a new cargo area and reconstruction of an approach channel in the port of Arkhangelsk;

development of the ports of Murmansk, Primorsk, Vyborg, Vysotsk, Ust-Luga, Kaliningrad, Baltiysk;

development of the Northern Sea Route and the infrastructure of Arctic ports;

f) in the field of inland waterway transport:

modernization and creation of container terminals in the ports of St. Petersburg, Kaliningrad, Arkhangelsk, Podporozhye, Cherepovets, Petrozavodsk, Belomorsk, development of rail and road approaches to them.

The Central Federal District has a developed transport system, the main development tasks of which are technological modernization, increasing the competitiveness and quality of service to the population, ensuring the sustainable operation of transport in the face of growing volumes of cargo and passenger traffic. One of the most important problems of the district is the development of the Moscow transport hub - the largest in Russia.

The priorities for the development of transport in the Central Federal District are the development of high-speed passenger and cargo transportation by rail and road transport, the comprehensive development of the Moscow transport hub and the transfer of cargo work beyond its borders with the creation of the necessary infrastructure, including logistics, in the Moscow region and adjacent regions, increasing the throughput the ability of federal and regional highways, the comprehensive development of the Moscow air hub with the creation on its basis of a hub with a system of high-speed roads and railway lines connecting airports with each other and with the central part of the city, the development of local airports for intra-regional air transportation and as spare for the Moscow an air hub, the creation of a transport and logistics system for servicing the agro-industrial complex, primarily in the Central Black Earth Region, the development of cargo and passenger transportation by inland waterways.

In the period up to 2035, the main directions for the development of transport infrastructure in the Central Federal District will be:

a) in the field of railway transport:

construction of a high-speed line Moscow - St. Petersburg;

the formation of a high-speed passenger line Center - South (Moscow - Adler) with the construction of a new line Prokhorovka - Zhuravka - Chertkovo - Bataysk;

organization of high-speed traffic on the Moscow - Nizhny Novgorod line;

electrification of the Rtishchevo - Kochetovka section;

development of the Moscow railway junction;

construction of a bypass of the Yaroslavl railway junction;

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

construction of additional main tracks on the sections Yaroslavl - Nerekhta, Kryukovo - Klin, Voskresensk - Ryazan, Stolbovaya - Serpukhov, Bekasovo - Nara, Moscow - Kryukovo and Mga - Sonkovo - Yaroslavl;

b) in the field of road transport and road facilities:

construction of a high-speed highway Moscow - St. Petersburg;

construction of the Central Ring Road in the Moscow Region;

construction of a new exit to the Moscow ring road from the federal road M-1 "Belarus", construction of a highway on the section of the Moscow Ring Road - Noginsk, bypassing the city of Noginsk;

construction and reconstruction of sections of highways M-1 "Belarus" (Moscow - border with the Republic of Belarus), M-2 "Crimea" (Moscow - Tula - Orel - Kursk - Belgorod - border with Ukraine), M-3 " Ukraine "(Moscow - Kaluga - Bryansk - border with Ukraine), M-4" Don "(Moscow - Voronezh - Rostov-on-Don - Krasnodar - Novorossiysk), M-5" Ural "(Moscow - Ryazan - Penza - Samara - Ufa - Chelyabinsk), M-6 "Caspian" (Moscow - Tambov - Volgograd - Astrakhan), M-7 "Volga" (Moscow - Vladimir - Nizhny Novgorod - Kazan - Ufa), M-8 "Kholmogory" (Moscow - Yaroslavl - Vologda - Arkhangelsk), M-9 "Baltia" (Moscow - Volokolamsk - border with the Republic of Latvia), A141 (Bryansk - Smolensk - border with the Republic of Belarus);

design of a new federal highway on the route Moscow - Saransk - Ulyanovsk - Yekaterinburg;

arrangement of highways with the necessary objects of transport, road and service infrastructure (motels and campings, gas stations, car service stations, guarded car parks, information support facilities);

c) in the field of air transport:

construction and reconstruction of facilities at the airports of the Moscow aviation hub (Domodedovo, Vnukovo, Sheremetyevo, Bykovo), Voronezh, Lipetsk, Bryansk, Kaluga, Kursk, Tambov;

creation of the Moscow Integrated Air Traffic Management Center;

d) in the field of inland waterway transport:

reconstruction of the Moscow Canal, Moskvoretskaya and Okskaya sluice systems.

The Moscow transport hub provides for:

reconstruction of road sections included in the system international transport corridors;

construction of sections of toll roads on a concession basis;

transformation of the radial-ring structure of the road network of the Moscow region into a network structure with the creation of chord roads providing unloading of the Moscow ring road and head sections of radial roads;

construction of new radial motorways in Moscow;

the stage-by-stage formation of the 4th transport ring in Moscow, which in the future will provide a connection between the radial inputs of federal highways;

implementation of measures aimed at improving traffic safety, including the construction of pedestrian crossings and road junctions at different levels, road lighting, replacement of railway crossings with intersections at different levels.

In 2025 - 2035, the main directions for the development of transport infrastructure in the Central Federal District will be:

a) in the field of railway transport:

construction of a deep bypass of the Moscow transport hub;

electrification of the sections Galich - Kostroma, Budogoshch - Yaroslavl, Sonkovo - Dno - Pechory - Pskovskie, Oredezh;

organization of high-speed traffic on the lines Moscow - Smolensk - Krasnoe, Moscow - Kursk, Moscow - Kaluga - Bryansk (Suzemka), Moscow - Yaroslavl, Moscow - Ryazan - Michurinsk - Saratov;

laying of additional main tracks on the sections Mga - Sonkovo - Yaroslavl, Rybnoe - Uzunovo;

b) in the field of road transport and road facilities:

completion of the construction of the high-speed toll highway Moscow - St. Petersburg;

construction and reconstruction of road sections on the territory of the Okrug, included in the network of federal roads, on the directions Center - Ural (Moscow - Saransk - Ulyanovsk - Yekaterinburg), Pskov - Smolensk, Kaluga - Tver - Vladimir - Ryazan - Tula;

construction of highways and high-speed roads in the directions Moscow - Smolensk - border with the Republic of Belarus, Moscow - Yaroslavl - Vologda, Moscow - Vladimir - Nizhny Novgorod - Kazan - Chelyabinsk - border with the Republic of Kazakhstan with a branch Chelyabinsk - Yekaterinburg, Moscow - Tambov - Volgograd - Astrakhan , Moscow - Rostov-on-Don - Novorossiysk, Moscow - Tula - Orel - Kursk - Belgorod - border with Ukraine (using public-private partnership mechanisms);

c) in the field of air transport:

further development of the airports of the Moscow hub, the airports of Yaroslavl, Ivanovo, Kostroma, Smolensk, Belgorod, Orel;

development of local airports, as well as for small aircraft;

d) in the field of inland waterway transport:

modernization of the Yuzhny port in Moscow, the port in Yaroslavl, construction of the port in Dmitrov with the creation of transport and logistics complexes;

development of port transshipment complexes in the supporting water transport points - Tver, Ryazan, Kasimov, Kolomna, Serpukhov, Murom;

reconstruction of the Northern river station in Moscow and the passenger station of the Yaroslavl port, as well as the creation of a well-equipped coastal infrastructure in the places of excursions and rest of tourists in the ports of Kimry, Uglich, Kostroma and others.

In the Southern Federal District, transport is one of the most important sectors of the economy and its development is carried out in order to solve the following main tasks:

development of the transport system of the region's regions, especially the Chechen Republic and other republics of the North Caucasus, in order to increase the rate of their socio-economic progress and increase the volume of interregional ties;

transport support for the growing volumes of the country's foreign trade and international transit. This is primarily due to the development of sea and land communications of the Euro-Asian transport direction North - South, an increase in the processing of foreign trade goods in the Russian seaports of the Black and Azov Seas, the intensification of international cooperation within the framework of the EurAsEC and the Organization of the Black Sea Economic Cooperation;

Priority areas for the development of transport in the Southern Federal District are the creation of high-speed rail and road routes, increasing the throughput of all types of transport, including strengthening approaches to seaports, the construction of new railways and highways and water transport inter-basin connections, as well as the comprehensive development of the largest Novorossiysk transport hub and the emerging agglomeration Rostov-on-Don - Aksai - Bataysk - Novocherkassk, the creation of a transport and logistics infrastructure on the territory of the Okrug, an increase in the capacity of all seaports with an increase in their cargo turnover by 2035 by 1.9 times, the development of passenger transportation by sea and river transport. It is envisaged to develop an airport in Rostov-on-Don as a hub, as well as large airports in Krasnodar, Volgograd, Mineralnye Vody. For the development of local air transportation, the airports of the centers of the constituent entities of the Russian Federation, local connecting and resort airports will be developed.

Until 2035, the main directions for the development of transport infrastructure in the Southern Federal District will be:

a) in the field of railway transport:

the formation of a high-speed passenger line Center - South (Moscow - Adler) with the construction of a new line Prokhorovka - Zhuravka - Chertkovo - Bataysk;

complex reconstruction of the section named after M. Gorky - Kotelnikovo - Tikhoretskaya - Krymskaya with a bypass of the Krasnodar railway junction;

electrification of the Trubnaya - Aksaraiskaya, Yurovsky - Temryuk - Kavkaz, Taman sections, passing the 9th km - Yurovsky - Anapa;

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 in the section Aksaraiskaya - Astrakhan;

construction of additional main tracks on the sections Tuapse - Sochi - Adler, Enem - Krivenkovskaya, Timashevskaya - Krymskaya, Kotelnikovo - Tikhoretskaya, Tikhoretskaya Korenovsk, Enem - Krymskaya, Yurovsky - Gostagaevsky, Krymskaya - Yurovsky - Vyshesteblievskaya, Akhtuba - Trubnaya, Volgograd - Kotelnikov;

b) in the field of road transport and road facilities:

construction of sections of the M-27 motorway (Dzhubga - Sochi), the third stage of the bypass of the city of Sochi, the Adler - Krasnaya Polyana motorway, as well as a backup to Kurortny Prospekt and transport interchanges at its intersection with the city's road network;

construction and reconstruction of sections of the M-4 "Don" highways on the territory of the Okrug (Moscow - Voronezh - Rostov-on-Don - Krasnodar - Novorossiysk), M-6 "Caspian" (Moscow - Tambov - Volgograd - Astrakhan), M-21 (Volgograd - Kamensk-Shakhtinsky - border with Ukraine), M-23 (Rostovna-Don - Taganrog - border with Ukraine), M-29 "Caucasus" (Krasnodar - Grozny - Makhachkala - border with the Republic of Azerbaijan), A-155 (Cherkessk - Dombay), highways Alagir - Nizhniy Zaramag - border with Georgia and Astrakhan - Makhachkala;

reconstruction of road approaches to the state border with Ukraine, access to the seaport of Kavkaz, design of a bridge across the Kerch Strait;

construction of the Krasnodar - Abinsk - Kabardinka highway on a concession basis;

c) in the field of air transport:

construction and reconstruction of facilities at the airports of Volgograd, Sochi, Anapa, Mineralnye Vody, Astrakhan, Rostov-on-Don, Krasnodar, Makhachkala, Nalchik, Elista, Stavropol, Vladikavkaz, Maykop, Magas and Grozny;

creation of the Rostov Integrated Air Traffic Management Center;

d) in the field of maritime transport:

construction of terminals for transshipment of fuel oil, grain, containers, alumina, dry mineral fertilizers and timber cargo of the Novorossiysk transport hub;

reconstruction of federal property objects of the seaport of Taganrog, including

approach channel;

development of infrastructure facilities of the port of Kavkaz;

construction and reconstruction of infrastructure facilities of the port of Temryuk;

creation of a dry cargo area of the port of Taman, including construction multipurpose complexes for transshipment of coal, containers and ferry services;

reconstruction of the port of Sochi, including the reconstruction and construction of 15 sea passenger terminals in the seaport of Sochi with the creation of coastal infrastructure for the restoration of local passenger sea lines, construction of a cargo area of the port of Sochi with coastal infrastructure at the mouth of the river. Psou and infrastructure facilities at the mouth of the river. Mzymta;

construction of port terminals and infrastructure facilities of the port of Azov;

construction of a port rail yard in the port of Makhachkala;

construction of federal property objects in the seaport of Olya, including the construction of the first stage of the second cargo area;

reconstruction and construction of state property objects of the port of Astrakhan;

a) in the field of inland waterway transport:

reconstruction of the waterworks of the Volga-Don Canal, Volgogradsky and Nikolaevsky waterworks, the dam of the Kochetovsky hydrosystem, the Seversko-Donetsk and Manychskaya sluice systems, the elimination of certain limiting sections of the inland waterways of the Azov-Don and Volga basins.

In 2025 - 2035, the main directions for the development of transport infrastructure in the Southern Federal District will be:

a) in the field of railway transport:

restoration of the railway infrastructure in the Chechen Republic;

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

construction of a new line Krivenkovskaya - Adler;

organization of high-speed traffic Rostov - Krasnodar, Rostov - Mineralnye Vody, Krasnodar - Mineralnye Vody, Saratov - Volgograd;

construction of the strategic line Kommunisticheskaya - Nomadovaya;

construction of a socially significant line Volgograd - Elista, construction of a load-forming line Soldatskaya - Tyrnyauz;

creation of a second approach to the Novorossiysk port;

b) in the field of road transport and road facilities:

construction of highways and high-speed highways using public-private partnership mechanisms in the directions Moscow - Tambov - Volgograd - Astrakhan, Moscow - Rostov-on-Don - Novorossiysk, Moscow - Tula - Orel - Kursk - Belgorod - border with Ukraine;

construction of a bridge across the Kerch Strait;

construction and reconstruction of highways forming a circular route around the Black Sea on the territory of the Russian Federation;

inclusion in the network of federal highways of a road providing access from the federal network of highways to the seaport of Olya;

comprehensive modernization and development of the road network in the largest transport hubs - Rostov-on-Don and Novorossiysk;

a) in the field of air transport:

further development of the largest and local airports, Yeysk, Taganrog, Kizlyar and others;

b) in the field of maritime transport:

further development of the ports of Novorossiysk, Sochi, Tuapse, Taganrog, Rostov-on-Don, Azov, Yeisk, Temryuk, Kavkaz, Olya, Makhachkala and Taman;

c) in the field of inland water transport:

construction of new berths and terminals in Volgograd and other river ports;

development of a water transport connection between the Azov-Black Sea and Caspian basins.

The development of transport in the Volga Federal District will be determined, on the one hand, by the development of its economy - the realization of the industrial and agricultural potential of the regions, the growth of the consumer sector, on the other hand, by the increase in the importance of the district's transport system for carrying out transportation in interregional, foreign trade and transit communications.

The favorable transport and geographical position of the district at the intersection of 2 Euro-Asian transport directions North - South and East - West has an extremely favorable effect on the formation of its industrial complex and trade.

The priority areas for the development of transport in the Volga Federal District are the creation of high-speed railway lines, an increase in the throughput of the main trunk lines of the transport network, including railway infrastructure, federal and regional highways, inland waterways, as well as the creation of an integrated network of transport and logistics complexes, the development of air transport infrastructure with the formation of hubs for international and domestic long-distance transportation on the basis of the airports of Samara and Ufa and the construction of a subway in Ufa.

Until 2035, the main directions for the development of transport infrastructure in the Volga Federal District will be:

a) in the field of railway transport:

organization of high-speed traffic on the Moscow - Nizhny Novgorod line;

construction of a bypass of the Saratov railway junction;

electrification of the sections Syzran - Sennaya, Kinel - Orenburg and Rtishchevo - Kochetovka;

reconstruction of the bridge over the river. The Volga on the Ulyanovsk - Akbash section, as well as the bridge on the Syzran - Bezenchuk section;

construction of a technological line Yaiva - Solikamsk;

construction of additional main tracks on the sections Chishmy - Ulyanovsk, Lyangasovo - Kotelnich, Dema - Chishmy and Kalino - Levshino;

b) in the field of road transport and road facilities:

construction and reconstruction on the territory of the Okrug of sections of highways M-5 "Ural" (Moscow - Ryazan - Penza - Samara - Ufa - Chelyabinsk), M-7 "Volga" (Moscow - Vladimir - Nizhny Novgorod - Kazan - Ufa);

reconstruction of highways M-32 (Samara - Bolshaya Chernigovka - border with the Republic of Kazakhstan), 1R 242 (Perm - Yekaterinburg), 1R 158 (Nizhny Novgorod - Arzamas - Saransk);

design of a new federal highway on the route Moscow - Saransk - Ulyanovsk - Yekaterinburg;

c) in the field of air transport:

development of airports in Samara, Nizhny Novgorod, Ufa, Perm, Penza, Saratov, Kazan, Orenburg, Ulyanovsk, Izhevsk, Kirov, Orsk, Saransk and Nizhnekamsk;

creation of the Samara Integrated Air Traffic Management Center;

d) in the field of inland waterway transport:

construction of a low-pressure hydroelectric complex on the river. Volga in the Nizhny Novgorod region;

reconstruction of elements of the Gorodetsky, Cheboksary, Samara and Saratov waterworks on the river. Volga, Tchaikovsky, Perm and Nizhne-Kamsky waterworks on the river. Kama, Pavlovsky hydroelectric complex on the river. White.

In 2025 - 2035, the main directions for the development of transport infrastructure in the district will be:

a) in the field of railway transport:

organization of high-speed traffic on the lines Moscow - Ryazan - Michurinsk - Saratov, Samara - Saransk, Samara - Penza, Samara - Saratov and Saratov - Volgograd;

construction of a bypass of the Perm railway junction;

electrification of the Kandra - Inza and Ulyanovsk - Syzran sections;

reconstruction of the bridge over the river. Kama in the Perm node;

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;

creation of an alternative transport route from the Urals to the ports of the White and Barents Seas (Syktyvkar - Perm (Solikamsk));

b) in the field of road transport and road facilities:

construction and reconstruction of road sections on the territory of the Okrug,

included in the network of federal roads on the directions "Center - Ural" (Moscow - Saransk - Ulyanovsk - Yekaterinburg), Europe - Western China (St. Petersburg - Vologda - Yoshkar-Ola - Kazan - Orenburg - border with the Republic of Kazakhstan), and also the highway Kazan - Perm;

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

comprehensive modernization and development of the road network in the largest transport hubs - Nizhny Novgorod, Kazan and Perm;

c) in the field of air transport:

further development of the largest airports and local airports of Cheboksary, Bugulma, Balakovo, Buguruslan and others;

d) in the field of inland waterway transport:

construction of new berths and terminals in the river ports of Nizhny Novgorod, Samara, Tolyatti, Kazan, Ulyanovsk, Perm, modernization of the ports of Sarapul, Kambarka, Berezniki and Levshino;

reconstruction of passenger infrastructure.

In the Urals Federal District, the transport system is designed to ensure the development of the oldest industrial region in Russia, as well as the development of promising mineral deposits. The main latitudinal communications of this district are part of the Eurasian East-West transport direction.

The priority directions of transport development in the Ural Federal District are the construction of new cargo-forming and technological railway lines, mainly within the framework of the project "Ural Industrial - Ural Polar", the organization of a high-speed railway connection between Yekaterinburg and Chelyabinsk, an increase in the throughput and highways, the development of transport communications in the direction of the Republic of Kazakhstan and China, the creation of a modern system of freight forwarding and logistics services at the points of interaction of various types of transport, primarily in the largest transport hubs - Yekaterinburg and Chelyabinsk, . Yekaterinburg a hub for international and domestic long-distance air transportation and the development of regional air transportation infrastructure in the Yamalo-Nenets Autonomous Okrug and the Khanty-Mansi Autonomous Okrug - Yugra, as well as the construction of met ropolitan in the city of Chelyabinsk. The growth of mining in the Yamalo-Nenets Autonomous Okrug will stimulate the use of the Northern Sea Route.

Until 2035, the main directions for the development of transport infrastructure in the district will be:

a) in the field of railway transport:

construction of a load-forming line Polunochnoye - Obskaya;

construction of technological lines Salekhard - Nadym and Payuta - Bovanenkovo;

construction of additional main tracks on the sections Chelyabinsk - Nizhnyaya - Kamensk - Uralsky, Tobolsk - Surgut, Surgut - Ult-Yagun and Kalino - Levshino;

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

b) in the field of road transport and road facilities:

construction and reconstruction of sections of highways M-5 "Ural" (Moscow - Ryazan - Penza - Samara - Ufa - Chelyabinsk), M-36 (Chelyabinsk - Troitsk - border with the Republic of Kazakhstan), M51, M-53, M-55 " Baikal "(Chelyabinsk - Kurgan - Omsk - Novosibirsk - Kemerovo - Krasnoyarsk - Irkutsk - Ulan-Ude - Chita);

reconstruction of road sections 1R 242 (Perm - Yekaterinburg), 1R 351 (Yekaterinburg - Tyumen), 1R 402 (Tyumen - Yalutorovsk - Ishim - Omsk);

c) in the field of air transport:

development of the airports of Yekaterinburg, Chelyabinsk, Nizhnevartovsk, Magnitogorsk, Khanty-Mansiysk, Surgut, Tyumen, Novy Urengoy, Urai, Nadym, Kogalym, Noyabrsk, Yamburg, Salekhard and Nefteyugansk;

creation of Yekaterinburg and Tyumen enlarged air traffic management centers;

d) in the field of maritime transport - the development of the Northern Sea Route and the infrastructure of Arctic ports;

e) in the field of inland water transport:

creation of a modern system of forwarding services and terminal facilities at the points of interaction of various types of transport in the river ports of Khanty-Mansiysk, Salekhard, Tyumen, Tobolsk and Surgut;

reconstruction of the infrastructure of passenger facilities.

In 2025 - 2035, the main directions for the development of transport infrastructure in the district will be:

a) in the field of railway transport:

construction of the strategic line Konovalovo - Nazyvaevskaya; organization of high-speed traffic on the Yekaterinburg-Chelyabinsk line;

construction of cargo-forming lines Russkoe - Zapolyarnaya, Muslyumovo - Techenskaya;

construction of the second bridge crossings across the Ob, Bolshoy Salym and Demyanka rivers on the Tobolsk - Surgut line;

construction of a socially significant line Khanty-Mansiysk - Salym;

construction of technological lines Vorkuta - Ust-Kara, Bovanenkovo - Kharasavey, Payuta - Novy Port, Korotchaevo - Russkoe - Igarka;

construction of additional main tracks on the sections of the northern bypass of the Sverdlovsk junction (Bogdanovich - Alapaevsk - Smychka, Asian - Chusovskaya - Levshino and Putevka - Bogdanovich);

b) in the field of road transport and road facilities:

reconstruction on the territory of the Ural Federal District of sections of highways included in the network of federal roads on the directions Center - Ural (Moscow - Saransk - Ulyanovsk - Yekaterinburg), North-West - Siberia (St. Petersburg - Kotlas - Syktyvkar - Perm - Khanty- Mansiysk - Tomsk), as well as the Tyumen - Salekhard highway;

construction of a new highway Salekhard - Novy Urengoy - Surgut;

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

comprehensive modernization and development of the road network of the Yekaterinburg transport hub;

c) in the field of air transport:

further development of the largest and local airports Kurgan, Berezovo, Tobolsk, Kondinsk, Nyagan, Tarko-Sale, Kharasavey and others;

in the field of maritime transport - the development of the Northern Sea Route and the infrastructure of Arctic ports;

in the field of inland waterway transport - the creation of a modern system of forwarding services and terminal facilities at the points of interaction of various types of transport in the ports of Urengoy, Nadym, Sergino, Nizhnevartovsk and Nefteyugansk.

In the Siberian Federal District, the tasks of developing the transport system differ significantly depending on the region and its specialization, the level of economic and social development, as well as on geographic characteristics.

The priority directions for the development of transport in the southern regions of Siberia, where industrial and agricultural production are most developed, are the further development of railway and road communications in the strip of the Euro-Asian transport direction East-West, including the Trans-Siberian and Baikal-Amur main lines, the construction of the North-Siberian railway highways and new railway lines for the development of nearby mineral deposits, the construction of new highways to settlements, the reconstruction of highways on the approaches to the state border in the southern part of the region to provide direct connections to China, the accelerated development of transport and logistics centers, the development of passenger transport infrastructure in due to the increased mobility of the population and the development of the recreational potential of the regions, the creation of hubs on the

basis of the largest airports in the city of Novosibirsk and Krasnoyarsk for international and domestic transportation air lines, construction of subways in Omsk and Krasnoyarsk.

The priority directions for the development of transport in the northern regions of Siberia are the construction and development of meridional and latitudinal support rail and road directions, as well as the improvement of communications of the Northern Sea Route. For the coastal and insular Arctic regions of Siberia, sea transport will remain the only mode of transport. Its role in the export of the products of the Norilsk Mining and Metallurgical Combine and timber from the port of Igarka for export will remain. Along with the airports of large industrial centers, it is planned to develop the infrastructure of regional air transportation in the Republic of Buryatia and the Republic of Tyva, Krasnoyarsk Territory, Tomsk and Irkutsk regions.

Until 2035, the main directions for the development of transport infrastructure in the Siberian Federal District will be:

a) in the field of railway transport:

construction of a bypass of the Chita railway junction;

construction of a bypass of the Omsk junction (Tatarskaya - Nazyvaevskaya);

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

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

electrification of the Ulan-Ude - Naushki, Borzya - Zabaikalsk and Karasuk (Osolodino) - Tatarskaya - Nazyvaevskaya - Konovalovo sections;

construction of a socially significant line Biysk - Gorno-Altaysk;

construction of cargo-forming lines Kyzyl - Kuragino and Naryn - Lugokan;

start of construction of the North-Siberian Railway (Nizhnevartovsk - Bely Yar - Ust Ilimsk), including the Yelchimo - Chadobets section;

construction of technological lines Karabula - Yelchimo and Konovalovo - Nazyvaevskaya;

construction of additional main tracks on the sections Tomusinskaya - Erunakovo, Ryamy - Kamen-na-Obi, Karasuk - Tatarskaya, Sayanskaya - Koshurnikovo, Karymskaya - Zabaikalsk, as well as on sections of the Baikal-Amur Mainline;

b) in the field of road transport and road facilities:

construction and reconstruction of sections of highways M-51, M-53, M-55 "Baikal" (Chelyabinsk - Kurgan - Omsk - Novosibirsk - Kemerovo - Krasnoyarsk - Irkutsk - Ulan-Ude - Chita), M-54 Yenisei "(Krasnoyarsk - Abakan - Kyzyl - border with Mongolia), "Vilyui" from the highway M53 "Baikal" (Bratsk - Ust-Kut - Mirny - Yakutsk);

reconstruction of sections of highways 1P 402 (Tyumen - Yalutorovsk - Ishim - Omsk), M52 "Chuysky tract" (Novosibirsk - Biysk - border with Mongolia);

reconstruction of road approaches to the state border with Mongolia and the Republic of Kazakhstan;

c) in the field of air transport:

development of airports in Novosibirsk, Krasnoyarsk, Omsk, Barnaul, Kemerovo, Novokuznetsk, Bratsk, Tomsk, Irkutsk, Abakan, Kyzyl, Ulan-Ude, Chita, Gorno-Altaisk, Norilsk, Novokuznetsk, Bratsk, Tura, Turukhansk, Biysktagol, Koshtagol, Agach, Ust-Koksa, Bodaibo, Ust-Kut, Kirensk, Dikson, Igarka, Shushenskoye and Yeniseisk;

creation of the Novosibirsk, Krasnoyarsk and Irkutsk integrated air traffic management centers;

in the field of maritime transport - the development of the Northern Sea Route and the infrastructure of Arctic ports;

d) in the field of inland waterway transport:

maintaining the dimensions of the fairway on the operated sections of the Ob-Irtysh and Yenisei basins and in the upper reaches of the Lena, as well as the reconstruction of the Krasnoyarsk ship lift.

In 2025 - 2035, the main directions for the development of transport infrastructure in the Siberian Federal District will be:

a) in the field of railway transport:

construction of bypasses of the Irkutsk and Novosibirsk railway junctions;

modernization of the Ulan-Ude - Naushki section;

organization of high-speed traffic on the lines Novosibirsk - Omsk, Novosibirsk - Tomsk, Novosibirsk - Kemerovo, Novosibirsk - Barnaul and Novosibirsk - Novokuznetsk;

creation of the North-Siberian railway on the route Nizhnevartovsk - Bely Yar - Ust-Ilimsk;

construction of load-forming lines Novaya Chara - Ansatskaya, Novaya Chara - China, Lena - Nepa - Lensk, Priargunsk - Berezovskoye, Chadobets - Chadobetsky ore mining and processing plant and Chadobets - Koda;

construction of technological lines Russkoe - Igarka - Norilsk, Mozgon - Novy Uoyan and Karabula - Yelchimo;

construction of additional main tracks on the Taishet - Sayanskaya, Sayanskaya - Koshurnikovo sections, as well as on the sections of the Baikal-Amur Mainline;

b) in the field of road transport and road facilities:

reconstruction on the territory of the Siberian Federal District of sections of highways included in the network of federal roads on the North-West -

Siberia direction (St. Petersburg - Kotlas - Syktyvkar - Perm - Khanty-Mansiysk - Tomsk);

reconstruction of road sections on the territory of the Okrug, included in the network of federal roads, on the directions Kazan - Perm, Abakan - Gorno-Altaisk - Barnaul;

in the field of air transport - further development of the largest and local airports Chara, Khatanga, Norilsk, Achinsk, Dudinka, Ust-Ilimsk, Kolpashevo, Severo - Yeniseisk and others;

in the field of maritime transport - the development of the Northern Sea Route and the infrastructure of Arctic ports;

in the field of inland waterway transport - creation of multimodal multi-purpose terminal complexes on the basis of river ports in Novosibirsk, Irkutsk, Tomsk, Omsk, Barnaul, Kemerovo, Biysk, Krasnoyarsk and Osetrovo.

In the Far Eastern Federal District, the main task in the field of transport is the large-scale development of transport infrastructure in order to ensure the socio - economic progress of the regions of the district, to improve the transport balance of the regions of this district with each other and with the rest of the country, to realize favorable opportunities for the development of international trade and social relations, first of all with the countries of the Asia-Pacific region.

Under these conditions, in most regions of the Far Eastern Federal District, the tasks of transport support for the development of mineral deposits, including on the continental shelf, maintenance of vital activity in remote and hard-to-reach areas, as well as ensuring the availability of transport services for the population are brought to the fore. In the southern regions of this district, the main task in the development of the transport system is to improve the quality and availability of its services for the population and business entities.

The priority areas for the development of transport in the Far Eastern Federal District are the completion of the formation of the backbone railway network by strengthening the Trans-Siberian Railway, completion of the construction of the Baikal-Amur Mainline, the Amur-Yakutsk Mainline and connecting lines, construction of new railway lines, development of transportation along international transport corridors ("Transsib" , "Primorye-1", "Primorye-2"), the continuation of the formation of the backbone highway network, the development of transshipment capacities of the main mainland ports and ports on Sakhalin Island with an increase in their total cargo turnover by 2035 by 3.1 times, mainly due to the growth oil and cargo export, development of international border crossings, systems of transport and logistics services, development of the Yakutsk river port as a base for ensuring the northern delivery in the Republic of Sakha (Yakutia), intensive development of the airport network, including infrastructure cheers to provide regional air transportation in the Republic of Sakha (Yakutia), the Chukotka Autonomous District, the Kamchatka and Khabarovsk Territories, as well as in the Magadan and Sakhalin Regions.

Until 2035, the main directions for the development of transport infrastructure in the Far Eastern Federal District will be:

a) in the field of railway transport:

construction of the strategic line Berkakit - Tommot - Yakutsk;

construction of a combined bridge over the river. Lena in the area of Yakutsk;

construction of the production line Izvestkovaya - Chegdomyn;

construction of additional main tracks on the sections of the Baikal-Amur Mainline Komsomolsk - Volochaevka and Khabarovsk - Volochaevka;

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

construction of a bypass of the Kuznetsovsky tunnel Leninsk - State border with a bridge crossing and reconstruction of the Birobidzhan - Leninsk section;

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

the creation of logistics centers at the junction points of lines with different gauge widths and in the seaports of the Far East to ensure Russian trade with Japan, the Republic of Korea and other countries of the Asia-Pacific region, as well as for Euro-Asian relations;

b) in the field of road transport and road facilities:

construction and reconstruction of sections of highways M-60 "Ussuri" (Khabarovsk - Vladivostok), M-56 "Lena" (Never - Yakutsk), "Vilyui" from the highway M-53 "Baikal" (Bratsk - Ust-Kut - Mirny - Yakutsk);

reconstruction of the A-165 highway (Ulan-Ude - Kyakhta - border with Mongolia);

construction of the Kolyma highway (Yakutsk - Magadan);

construction and reconstruction of road approaches to Blagoveshchensk from the Amur highway, to the airport in Anadyr and to the airport in Petropavlovsk-Kamchatsky;

c) in the field of air transport:

development of airports in Khabarovsk, Blagoveshchensk, Vladivostok, Yuzhno-Sakhalinsk, Magadan, Yakutsk, Komsomolsk-on-Amur, Pevek, Tynda, Okha, Magan, Udachny and Zhigansk, the villages of Ust-Nera, Cape Shmidta, Zonalnoe, Markovo and Providence, as well as with. Lawrence;

creation of Yakutsk, Khabarovsk and Magadan enlarged air traffic management centers;

d) in the field of maritime transport:

modernization and construction of port terminals at the Vostochny - Nakhodka transport hub;

construction and reconstruction of infrastructure facilities in the port of Vanino and in the Muchka Bay;

reconstruction and construction of terminals supporting the operation of the Eastern Siberia - Pacific Ocean pipeline system and the development of shelf deposits;

reconstruction of federal property objects in the port of Petropavlovsk-Kamchatsky with an increase in their seismic resistance;

reconstruction and construction of state property objects in the ports of Kholmsk, Magadan, Anadyr, Vanino, Nakhodka, port points of the Kamchatka Territory and Sakhalin Region;

development of the Northern Sea Route and the infrastructure of Arctic ports;

reconstruction and construction of objects of state ownership of the fishery complex in the seaports of Nevelsk, Petropavlovsk-Kamchatsky, Magadan and Nakhodka;

in the field of inland water transport - complex reconstruction of hydraulic structures and inland waterways of the Amur and Lena basins.

In 2025 - 2035, the main directions for the development of transport infrastructure in the district will be:

a) in the field of railway transport:

construction of strategic lines Yakutsk (Nizhny Bestyakh) - Moma - Magadan, Selikhin - Sergeevka and Suklai - Samarga;

construction of load-forming lines Lena - Nepa - Lensk, Shimanovskaya - Gar - Fevralsk, Yakutsk - Kangalassy, Megino - Aldan - Dzhebariki-Khaya, Ulak - Elga, Khani - Olekminsk and Ilyinsk - Uglegorsk;

construction of technological lines Novochuguevka - Olga Bay, Rudnaya Pristan, Uglegorsk - Smirnykh;

construction of socially significant lines Tygda - Zeya and Selikhin - Nysh;

construction of additional main tracks on sections of the Baikal-Amur Mainline;

modernization of the Ussuriisk - Grodekovo section;

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

organization of high-speed traffic on the lines Ussuriisk - Vladivostok and Vladivostok - Khabarovsk;

b) in the field of road transport and road facilities:

reconstruction on the territory of the district of sections of highways included in the network of federal roads, on the directions Khabarovsk - Nikolaevsk-on-Amur with an approach to Komsomolsk-on-Amur, Yuzhno-Sakhalinsk - Tymovskoe - Okha - Moskalvo port, access from the federal network of Russia to the seaports of Vladivostok, Vanino, Vostochny;

modernization of existing and construction of new roads "Kolyma", "Lena" and "Vilyui" in the regions of the North and new development;

extension of the Kolyma highway to the port of Anadyr and construction of a branch of the highway to Kamchatka, construction of a new section Sobolevo - Petropavlovsk-Kamchatsky and reconstruction of the Ust-Kamchatsk - Petropavlovsk-Kamchatsky highway;

comprehensive modernization and development of the road network in the Vladivostok transport hub;

c) in the field of air transport:

further development of the largest airports and airliners of local significance Okhotsk, Neryungri, Yuzhno-Kurilsk, Zeya, Sovetskaya Gavan, Nikolaevsk-on-Amur and others;

d) in the field of maritime transport:

development of the ports of Vladivostok, Posiet, Vostochny, Vanino, Petropavlovsk-Kamchatsky, Nakhodka, Kholmsk, Magadan and others;

development of the Northern Sea Route and the infrastructure of Arctic ports;

e) in the field of inland water transport:

development of the Yakutsk port as a base for the organization of the northern delivery of goods and transportation of passengers;

development and technical re-equipment of the ports of Khabarovsk, Blagoveshchensk and Poyarkovo with the creation of terminal complexes and logistics centers;

development of the ports of Pokrovka, Zeya, Svobodny, Osetrovo, Olekminsk, Lensk and Belogorsk;

construction of estuarine transshipment complexes in the area of the mouths of the Lena, Yana, Indigirka and Kolyma rivers.

The mechanisms for implementing the Transport Strategy include:

improving the regulatory framework and methods of state regulation of the development of the transport system, ensuring the achievement of the objectives of the Transport Strategy;

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

advanced innovative development of the scientific, technical and technological base of the transport complex based on advanced world achievements and technologies;

development of providing the industry with labor resources;

federal and regional target programs.

Improving the regulatory framework and methods of state regulation of development transport system, ensuring the achievement of goals Ttransport strategy

The main tasks in the field of improving the regulatory framework and methods of state regulation

of the development of the transport system, ensuring the achievement of the goals of the Transport Strategy, are:

increasing the investment attractiveness of the transport industry, including improving the regulatory framework and introducing state regulation methods aimed at increasing the investment attractiveness of the industry, as well as improving economic and financial mechanisms, including public-private partnerships, aimed at increasing the investment attractiveness of the industry;

the formation of a regulatory and legal framework for a competitive market for transport services, including the creation of a regulatory framework and methods of state regulation of the development of the transport services market, the development of a regulatory mechanism that ensures the fulfillment of contractual obligations in the volume and quality of transport services, the development and improvement of methods and mechanisms of state regulation and motivating the development of transport activity structures in order to ensure the quality of transport services, including motivating the creation and development of national and international transport companies capable of ensuring innovative development and improving the quality and competitiveness of transport services, creating a regulatory framework regulating commercial admission to transport activities in the field freight traffic, as well as promoting the development of small and medium-sized businesses in the transport sector;

state regulation of the level of unit transport costs in the price of products, including the development and implementation of methods of state regulation that stimulate the reduction of total unit transport costs, as well as the development and implementation of mechanisms for state monitoring of the total unit transport costs in the price of final products;

domestic and international harmonization of the regulatory framework of the transport system;

formation of a regulatory framework and methods of state regulation aimed at ensuring:

guaranteed level of accessibility and quality of transport services for the population, including the development and implementation of minimum social transport standards in relation to the possibility of movement of the population across the country (model of communications for all types of passenger transport, appropriate rolling stock, purchasing power, affordability, each settlement), as well as the development of a regulatory framework governing commercial admission to transport activities in the field of passenger transportation;

integration of Russia into the global transport space and the implementation of the country's transit potential, including the development of methods of legal regulation, ensuring the promotion of an increase in the share of participation of Russian transport organizations in the export-import transportation of Russian goods, as well as in the transportation of goods between third countries, integration into the global regulatory system. ensuring transport activities, standards and technical regulations, as well as improving the regulatory framework aimed at expanding Russia's participation in the system of international agreements and conventions in the field of transport;

safety and sustainability of the transport system, including improving the regulatory framework aimed at ensuring security in the transport industry and developing the transport system, taking into account the requirements for ensuring the military security of the Russian Federation, as well as improving the regulatory framework regulating the harmful effects of transport on the environment and human health, including in terms of determining the conditions for admitting companies to transport activities.

The state is one of the main participants in the transport services market, acting as a shareholder or owner of organizations operating in the industry. The systemic role of the state in the management and disposal of property belonging to it in the transport complex is to increase the efficiency of all aspects of state property management in the field of transport, as well as to create conditions that ensure the activities and legal relations of participants in the civil turnover of transport property, taking into account the goals and objectives of the Transport Strategy and state policy in the field of property relations.

The main directions of improving the management of state property in transport are:

improvement of the norms of the legislation of the Russian Federation governing the issues of registration of property rights to state property in the transport industry, as well as the use of land plots by organizations of the transport complex (including the improvement of legal regulation of the procedures for reserving and withdrawing land plots for federal needs);

improving the legislation of the Russian Federation regulating the issues of shared ownership of property in the transport industry;

improvement of the legislation of the Russian Federation regulating the issues of investment activities in transport;

improving the forms and methods of transferring state property for use by legal entities and individuals;

improving the norms of the legislation of the Russian Federation in order to prevent the insolvency of the backbone organizations of the transport industry;

carrying out the privatization of property in the transport industry, taking into account the goals and objectives of the Transport Strategy;

introduction of modern information technologies to solve the problems of accounting for federal property and indicators of the effectiveness of its use;

improving the system of professional training and qualifications of heads of state unitary enterprises and state institutions;

improving the order of interaction between authorities in the field of state property management.

State regulation of the development and functioning of the transport system in Russia should ensure the achievement of the objectives of the Transport Strategy.

The following are subject to state regulation:

development and technical improvement of federal and regional transport infrastructure;

institutional transformations in transport;

issues of technological, transport and environmental safety of transport infrastructure facilities and vehicles;

formation and functioning of the transport services market;

ensuring mobilization readiness of transport;

international activity of transport companies and structures;

social sphere and labor relations in transport.

State regulation of transport services should be aimed at creating and maintaining the competitive advantages of Russian transport organizations in the domestic and international markets, at providing consumers with high-quality competitive transport services, as well as at introducing direct legislative norms and mechanisms that guarantee the performance of quality indicators by transport enterprises.

In the field of railway transport, the implementation of the Transport Strategy provides for:

development of long-term targeted programs with the definition of terms and sources of financing for measures to develop railway transport;

implementation of the mechanism of state participation in the development of railway infrastructure in the Russian Federation until 2035;

improvement of the system of state regulation of the railway industry and prices (tariffs) for regulated types of products and services, deregulation of competitive sectors, taking into account the degree of development of competition in order to protect the interests of consumers of transport services, increase the efficiency of the industry and create conditions for the advanced investment development of railway transport;

implementation of the Railway Structural Reform Program and the target model of the railway transport services market at the third stage of structural reform, including the creation of conditions for the development of competition in the field of railway transport services and the growth of private investment in the railway industry;

ensuring legal, informational and technical interaction between the railway systems of the Russian Federation and other states, taking into account the prospects for Russia's accession to the World Trade Organization, the need to integrate the railway transport of the Russian Federation into the international transport system and the most efficient use of its transit potential for this purpose;

determination of the body (bodies) of state power, whose competence (which) includes the functions of guiding mobilization training and civil defense in railway transport, assigning responsibilities for the implementation of certain railway transportations and the use of rolling stock to specific owners of infrastructures, carriers and operators in cases of occurrence threats to social and economic stability, defense capability, state security and in other cases stipulated by the legislation of the Russian Federation;

removal of restrictions on the civil law turnover of railway transport property that is not involved in ensuring defense capability and mobilization training and is expected to be involved in turnover in competitive market segments;

development of a set of measures aimed at ensuring the required level of safety of railway transport facilities in Russia;

development of a mechanism for the implementation of socially significant, military and special transportations in peacetime and special periods, the implementation of mobilization plans, the maintenance of a mobilization reserve, the implementation of measures for mobilization training in railway transport and increasing the responsibility of participants in the railway transport services market for failure to meet the requirements of mobilization and defense tasks;

development of corporate strategies for the development of railway transport organizations in accordance with the Transport Strategy.

As part of the implementation of the Transport Strategy, a possible change in macroeconomic indicators of the socio-economic development of the Russian Federation should be envisaged.

For the formation of clear priorities for the construction of railway lines and the elimination of ineffective decisions in the preparation of specific investment programs and projects, it is necessary to ensure the conduct of financial, economic and social analysis.

A specific mechanism for attracting funds from the federal budget and the budgets of the constituent entities of the Russian Federation should be implemented in accordance with the legislation of the Russian Federation.

Based on the results of monitoring the rates of socio-economic development of the country, individual regions, industries and industrial zones, it is envisaged to amend the list of new railways of the Russian Federation with ensuring their financing in accordance with the indicated principles.

In the field of road facilities, a phased introduction of the principle of toll road use is envisaged, including:

introduction of tolls on federal highways for freight

vehicles with a total mass of over 12 tons in order to compensate for damage caused to roads by heavy vehicles, taking into account the harmonization of requirements for the characteristics of heavy vehicles with similar requirements in the states of the European Union;

improvement of mechanisms for compensation for damage caused to roads by vehicles during the transport of heavy and dangerous goods;

setting tariffs and fees, as well as fees for connecting road service facilities to highways.

The collected funds are supposed to be directed to the maintenance and development of the road infrastructure.

A large-scale attraction of off-budget investments in the road sector is envisaged through:

development of a concession mechanism for the construction of toll roads;

issue of bonded loans for the construction and reconstruction of highways, as well as the use of the mechanism of public-private partnership;

development of mechanisms for attracting resources of organizations interested in the development of territories adjacent to highways for the construction of highways;

income from commercial use by specialized government agencies of roadside and right-of-way of motor roads.

The main principles of the formation of state policy in the field of regulation of the development of road transport are:

development of a road transport supervision system;

transition from the spontaneous functioning of the road transport services market to regulation in accordance with social and economic interests, which should be reduced to ensuring a balanced admission to professional (including commercial) activities on a contractual application basis, creating equal conditions for competition in the transport services market, monitoring compliance with established requirements and rules, including as part of the transfer of some powers to self-regulatory organizations, to take measures to reduce the negative consequences of the functioning of the transport services market, including through the development of the insurance system, as well as to ensure anti-terrorist security.

The main mechanisms for the implementation of the Transport Strategy in the field of road transport are:

mechanism of admission to the market of motor transport services (including quotas for the use of motor vehicles on the territory of the Russian Federation);

mechanism of admission to the profession and other types of road transport activities;

a mechanism stimulating the modernization and renewal of the vehicle fleet, as well as the improvement of its structure;

a mechanism for creating conditions for the development of effective modern transport and logistics technologies and transportation systems, encouraging an increase in the capitalization of the road transport business, the development of terminal complexes and information support for the transportation of goods;

a mechanism that stimulates the acceleration of decommissioning and recycling of old vehicles with excess service life;

a mechanism for paying for the use of road infrastructure, which makes it possible to compensate for the damage associated with the implementation of road transport.

To modernize and renew the fleet of vehicles in all sectors of the Russian economy, it is necessary:

development of state policy aimed at creating a rational structure of the truck fleet;

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

development of a mechanism for the formation of the amount of net profit required to ensure a given coefficient of renewal of vehicles;

development of proposals for the use of alternative types of energy sources for vehicles;

expanding the practice of purchasing vehicles through credit and leasing.

In addition, it is necessary to form mechanisms for Russian car manufacturers to implement the requirements of the Agreement on the introduction of global technical rules for wheeled vehicles, items of equipment and parts that can be installed and / or used on wheeled vehicles (Geneva, 1998), and Agreements on the Adoption of Uniform Conditions for the Period of Technical Inspections of Wheeled Vehicles and on the Mutual Recognition of Such Inspections (Vienna, 1997).

In 2025 - 2035, the main directions of state regulation in the field of air transport will be:

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

creation of a backbone transport infrastructure for air transport, as well as a flexible customs policy in terms of the justified removal of protective duties on foreign-made aviation equipment and spare parts for it;

ensuring the availability of transport services for the population by the state on the basis of organizing

support for socially significant air transportation in local and main traffic from the budgets of all levels;

launching a mechanism for self-development of the industry based on ensuring the prerequisites for achieving investment attractiveness of the urgently needed capital-intensive structural reforms related to the aircraft fleet and the airfield network.

The measures envisaged for implementation in these years are planned to be carried out within the framework of the federal target program "Development of the transport system of Russia (2025 - 2035)".

The state actively participates in the structural transformations of civil aviation by subsidizing socially significant mainline passenger traffic and part of socially significant passenger traffic in local traffic from the federal budget, preventing cases of unfair competition and strengthening control over the activities of natural monopolies in the field of air transport, as well as by implementing:

subprogram "Civil Aviation" of the federal target program "Development of the transport system of Russia (2025 - 2035)", including stimulating the reconstruction and construction of important infrastructure for air transport, primarily facilities that ensure the safety of the functioning of air transport, as well as the modernization and renewal of the transport fleet funds;

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

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

the federal target program "Improvement of the federal system of reconnaissance and control of the airspace of the Russian Federation (2025 - 2035)";

Federal Target Program "Global Navigation System".

In 2025 - 2035, government regulation measures will be aimed at ensuring sustainable development of civil aviation, including:

completion of a radical renewal of the fleet of Russian airlines;

reconstruction of facilities and re-equipment of the support airfield network;

introduction of new technologies of the transportation process;

creation of favorable conditions for attracting non-state capital for the construction and operation of air transport facilities;

market liberalization and reduction of the areas of tariff and price regulation;

reduction of the number of objects of ground infrastructure, which are in federal ownership, due to their involvement in civilian circulation;

provision of financing for the maintenance and operation of state-owned facilities that ensure the safe operation of air transport;

maximum reduction of the negative impact of air transport on the environment.

Federal executive authorities in the field of transport will take part:

in determining priority aircraft types for the industry, as well as in the implementation of federal support for programs for their development and production on a competitive basis;

to improve, on the basis of unified organizational and methodological principles, the control system for the conformity of manufactured and operated aircraft and equipment to the established requirements and to increase the effectiveness of such control.

In the near future, the State Program for the Safety of Civil Aviation Aircraft should be implemented, which, in accordance with the recommendations of the International Civil Aviation Organization on the implementation of a systematic approach to flight safety management, determines the priority goals and measures to improve flight safety.

With the state stimulation of the technical re-equipment of the fleet of vehicles based on modern Russian technology, carriers should not experience any restrictions in purchasing foreign vehicles of those standard sizes that are not produced in Russia.

State regulation of the activities of sea and inland water transport is aimed at protecting the interests of the state and society, provided that the economic independence of the enterprises of the industry is preserved. In the process of regulation, government bodies solve the following tasks:

accelerating the economic development of enterprises of sea and inland water transport and increasing their competitiveness in the world market of transport services;

improving the technical and organizational level of maritime and inland waterway transport based on the latest achievements of scientific and technological progress;

improvement of working conditions for sea and river vessels and workers of coastal enterprises of the industry;

increasing the level of safety of maritime and river transport activities, including the safety of navigation and navigation and environmental protection;

ensuring legal protection of Russian sea and river transport in the field of

international shipping.

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

An example of direct investment is the participation of the state in the development and implementation of federal target programs.

Indirect measures include a large range of measures aimed at creating port special economic zones, organizing the effective operation of the

Russian International Register of Ships, conducting a balanced tax, customs, credit policy, as well as securing a part of the cargo base of sea transport for Russian carriers.

The regulatory framework as the basis for state regulation of transport activities should ensure effective interaction of transport enterprises, state protection of the rights of consumers of transport services, safety of the transport process and environmental protection.

Normative legal acts governing the activities of modes of transport are developed taking into account their harmonization with international legal documents.

The legal aspects of the regulation of transport activities are relevant at the level of regional and municipal government. The constituent entities of the Russian Federation should regulate the development of communication lines under their jurisdiction.

The legal framework must meet the new economic conditions, ensure that the interests of transport companies are aligned with the public interest, that the rights and obligations of transport companies are legally enshrined, as well as the status of public transport enterprises (public carriers).

This work should be carried out by amending regulatory legal acts, as well as by developing new acts providing for uniform approaches to regulating similar relations in the operation of various modes of transport.

The specifics of the transport industry should be properly reflected in documents of a general economic nature.

Increasing the investment attractiveness of the transport industry requires the development of a regulatory framework that regulates the use of various forms of public-private partnerships at the state, interstate and regional levels, within which issues are determined regarding the distribution of risks, the level of obligations of the public and private sectors, the duration of projects and the law. ownership of assets.

It is necessary to improve the regulatory and legal framework governing the development of the transport system, taking into account the requirements for ensuring the military security of the Russian Federation, including the use, monitoring and development of the transport system of the Russian Federation, including dual-use facilities, mobilization training and military transport obligations of transport enterprises, preparation and use in the interests of the country's defense of transport infrastructure facilities that are in other, except for the federal, forms of ownership, the creation of a new management system for military and special transportations on railway transport, amending the procedure for the development and approval of standards, technical conditions and design estimates for dual-use facilities, land reservation for measures to ensure the operation of transport in emergency and other situations.

In order to ensure the safety of transport infrastructure facilities and vehicles, it is necessary to regulate the process of equipping them or retrofitting them with modern engineering and technical means of ensuring transport safety (security), including within the framework of technical regulation and requirements for ensuring transport safety.

The priority directions of improving the regulatory legal regulation in railway transport should be aimed at implementing the target model of the railway transport services market.

The key direction of improving the state tariff regulation in the field of railway transportation is the creation of a differentiated system of state tariff regulation, adapted to the different conditions of the functioning of the markets of railway transport services.

In addition, the state tariff policy in the field of railway transportation should be based on the principle of maintaining a balance of interests of subjects of natural monopolies and users of their services and ensure, on the one hand, a decrease in the negative impact of price increases (tariffs) on products (services) of natural monopolies on the rate of economic growth. (taking into account the target parameters of inflation), and on the other hand, the establishment of tariffs (prices) that ensure the efficient operation (provision of services) of natural monopoly entities.

In general, the improvement of the state tariff policy should be carried out at the interdepartmental level, systematically and taking into account the current macroeconomic policy, which is associated with the need to develop measures of state support for individual sectors of the economy and the infrastructure complex of railway transport.

One of the priority areas for improving legal regulation in the road sector is the adoption or re-approval by the Government of the Russian Federation of the following regulatory legal acts necessary for state regulation of road activities in accordance with the Federal Law "On Roads and Road Activities in the Russian Federation and on Amendments into separate legislative acts of the Russian Federation ":

a list of federal highways for general use;

the procedure for the formation of the register of highways and the provision of information from the register;

list of highways of defense significance;

a number of normative legal acts in relation to roads of defense importance;

norms of land allotment for the placement of highways and (or) road service facilities;

regulatory legal acts on fees for connecting road service facilities to public highways of federal importance, on the procedure for establishing and

using right-of-way for federal highways, on the procedure for establishing and using roadside strips for federal highways;

the minimum requirements for servicing road users for the provision of public highways with road service facilities, as well as requirements for the list of minimum necessary services provided at such road service facilities;

the procedure for carrying out weight and dimensional control, including the procedure for organizing points of weight and dimensional control;

the procedure for establishing a permanent route for a vehicle carrying out the transportation of dangerous, heavy and (or) bulky goods;

the procedure for establishing a temporary restriction or termination of the movement of vehicles on motor roads;

the procedure for compensation for damage caused by vehicles transporting heavy cargo, and the procedure for determining the amount of such damage;

rules for the provision of services for organizing the passage of vehicles for paid federal highways of general use;

calculation methodology and maximum amount of vehicle fare;

the procedure for the classification of highways and their assignment to the categories of highways (first, second, third, fourth, fifth categories) depending on the transport performance and consumer properties of highways;

the composition of the sections of the design documentation for highways and the requirements for their maintenance;

the procedure for assessing the technical condition of highways.

In addition, the priority areas for improving legal regulation in the road sector are:

preparation of new documents of technical regulation - technical regulations, national standards, standards of organizations and acts of a recommendatory nature (industry road methodological documents). The created unified system of technical regulation of safety and quality of materials, products, structures and services in the road sector should correspond to the practice of countries with developed market economies in this area. It is envisaged to harmonize Russian standards in the field of road facilities with advanced international standards;

development and prompt implementation of new methodological documents that consolidate at the federal level the massive use of Russian technologies for road works, effective road building materials and modern road equipment;

improving the regulatory and technical base of the road sector in the field of design and survey work, including the development of new rules and regulations for the design of highways and artificial structures for the widespread use of progressive designs of road pavements and structures, new materials and technologies.

Priority areas for improving legal regulation in road transport include:

amendments to the Federal Law "On Licensing Certain Types of Activities" in the part concerning the rules for admitting carriers to the profession and the market of motor transport services;

amendments to the Code of Administrative Offenses of the Russian Federation in the part concerning the establishment and, if necessary, toughening of administrative liability for violations in the field of road transport;

development and adoption of technical regulations;

approval at the appropriate level of documents regulating the carriage of goods by road, the carriage of passengers and luggage by road and urban land electric transport;

development of a regulatory framework in the field of vehicle recycling.

Priority areas for improving the regulatory framework for air transport include:

amendments to the Federal Law "On Technical Regulation", taking into account international requirements in the field of civil aviation;

amendments to the Air Code of the Russian Federation in terms of the use of airspace by business and small aircraft, as well as improving airport activities;

development of administrative regulations for the execution of state functions by the federal executive body for the mandatory certification of civil aviation facilities and for the procedures for issuing certificates to aviation personnel;

harmonization of federal aviation rules with international standards in terms of the production and operation of aircraft and simulators, flight operations and their support, as well as maintaining the airworthiness of aircraft;

development of new rules or amendments to federal aviation rules governing the regulation of air transport in relation to flight safety;

development of federal aviation rules for the certification of types of ground radio engineering (radar, radio navigation, radio communication) facilities and complexes, as well as individual subsystems (components) of automated and non-automated air traffic control systems designed to support aircraft flights;

improvement of the regulatory and legal framework in the field of flight safety, toughening of liability for forgery and falsification of passports and forms of aviation products, certificates of aviation personnel whose activities are related to ensuring flight safety;

development of a regulatory act establishing the responsibility and procedure for interaction between

authorized bodies and stakeholders in the field of ensuring and maintaining the airworthiness of civil aviation equipment;

preparation of proposals for improving the airworthiness standards of aircraft and helicopters;

preparation of proposals for the extension until 2035 of the Target Comprehensive Program for maintaining the airworthiness of civil aviation aircraft until 2010;

development of an interdepartmental regulatory document defining the procedure for interaction between the operator and the developer of aviation equipment in terms of organizing authorized maintenance and repair centers;

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

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

legislative establishment of criteria for airlines that can be classified as socially significant and transportation for which they are carried out using state support funds, as well as consolidating the basic mechanisms of the state support system for socially significant air transportation;

improvement of legislative norms governing the registration of property rights to state property, as well as the use of land plots by organizations of the air transport complex (including the improvement of legal regulation of the procedures for reserving and withdrawing land plots for federal needs);

development of forms of state regulation and control adequate to the purpose and conditions of operation of general aviation (non-commercial).

Improving the regulatory framework that establishes the legal and organizational framework for the functioning of the airports of the Russian Federation includes:

the procedure for establishing an economically acceptable level of rent for land plots that are state and (or) municipal property and occupied by airfields (airports);

classification of aerodromes and airports;

the procedure for activities at aerodromes and at airports of legal entities and individuals, providing for the possibility of transferring property of airports (aerodromes) to the ownership of the constituent entities of the Russian Federation and vesting the constituent entities of the Russian Federation with the appropriate powers to maintain and develop it;

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

a system of conducting activities for the provision of refueling services at the airport, focused on the formation of the main income of refueling complexes at airports through the provision of services to airlines, and not through the resale of fuel;

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

the procedure for the formation, approval, publication and publication of the timetable for the movement of aircraft, as well as the mechanism for coordinating slots.

It is envisaged to improve the regulatory framework in terms of:

development and harmonization of the Russian system of environmental regulatory requirements with the international system;

improving methods for assessing the level of harmful effects of air transport on the population and the environment near airports and during en-route flights;

establishing balanced environmental requirements governing the activities of air transport on the territory of the Russian Federation, developing a concept and a program for their gradual tightening;

development and improvement of mechanisms for state regulation of improving the environmental safety of air transport, including those that provide for the possibility of imposing restrictions on flights of aircraft that do not meet environmental requirements, and charging operators for excess aircraft impact on the environment, establishing criteria and standards for the introduction of operational restrictions on flights of aircraft that do not meet environmental requirements, as well as the determination of tariffs for additional airport charges for servicing such aircraft, the rules for their collection and further spending.

In order to improve the legislative support for the accelerated development of sea and inland water transport and overcome negative trends, it is advisable to adopt regulatory legal acts that ensure:

assignment of a part of the cargo base of sea transport to national carriers;

reducing the tax burden on the infrastructure and transport fleet of sea and inland waterway transport;

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

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

improving the safety of navigation and shipping;

protection of the environment from pollution from ships, including through state port control procedures and administrative measures, including stricter requirements for safety and environmental protection from entry into ports of the Russian Federation by old and environmentally unsafe foreign ships.

Improving legal regulation in maritime transport includes:

development and adoption of regulatory legal acts in the field of transport use of the Northern Sea Route;

further harmonization of the provisions of Russian legislation with provisions of international maritime treaties and conventions to which the Russian Federation participates.

Integration of the inland waterways of the Russian Federation into the system of international transport communications will become a strategic direction for the development of international transport by inland waterway transport. The most important task in this area is the creation of a regulatory framework for the organization of transportation along international transport corridors in the context of the opening of the country's inland waterways for ships under foreign flags.

The main directions of improving the regulatory framework for industrial railway transport are:

creation of equal conditions for land use and taxation for public and non-public railway transport organizations;

improvement of the system of state regulation of tariffs for works and services rendered by organizations of industrial railway transport;

formation of a regulatory framework that defines the requirements in the field of technical and environmental safety and labor protection in industrial transport;

determination of the legal status of subjects of industrial transport and the procedure for their use of vehicles and equipment;

ensuring equal access for all interested parties to industrial transport services;

application of economic measures to stimulate investment in mobile composition, modernization and development of industrial transport infrastructure;

taking into account the peculiarities of the functioning of industrial transport in the development of tariffs for public railway transport organizations and technical regulations;

creation of conditions that prevent discrimination and violations of the antimonopoly legislation of the Russian Federation in relation to counterparties technologically related to the railway lines of industrial transport;

stimulating the creation of voluntary certification systems for industrial transport;

improvement of the legal and economic foundations for the interaction of industrial transport organizations with serviced industries;

coordination of programs and projects for the technical modernization of public railway transport and industrial transport;

coordination of efforts of federal executive authorities and executive authorities of the constituent entities of the Russian Federation, representatives of business and public organizations in solving the problems of developing industrial railway transport;

restoration of the system of statistical monitoring of the work of industrial transport.

The main directions of improving the legislative and regulatory framework governing the functioning of the transport system of the Russian Federation in terms of the development of dual-use facilities are:

amendments to the procedure for the development and implementation of federal target programs and interstate target programs, in the implementation of which the Russian Federation participates, and into federal target programs on security, defense and other special functions assigned to the state;

amendments to the Federal Laws "On Defense" and "On Mobilization Preparation and Mobilization in the Russian Federation" related to a reduction in the share of the public sector in the field of transport;

development of proposals for the preparation of regulatory legal acts that allow in practice to implement the provisions of federal laws regulating the procedure for operational equipment of the territory for defense purposes, except for the objects of the Unified Air Traffic Management System of the Russian Federation, the procedure for solving mobilization tasks and tasks of military transport duty, as well as the planning and design procedure , design, construction, operation and use of dual-purpose facilities;

development of standards and regulations for the operation and (or) use of dual-use facilities at all stages of the life cycle of facilities, in order to make decisions on the transfer of dual-use facilities, which are under the jurisdiction of the Ministry of Transport of the Russian Federation or the Ministry of Defense of the Russian Federation, for concession, long-term lease and (or) under the jurisdiction of other authorities, and (or) for privatization;

development of proposals for the Ministry of Economic Development of the Russian Federation to include measures related to the technical cover of the transport network of the Russian Federation in the mobilization plan of the economy of the Russian Federation.

The main tasks in the field of creating an effective management system for the implementation of the Transport Strategy are:

mutual coordination of the strategies of the constituent entities of the Russian Federation with the Transport strategy;

linking the Transport Strategy with resource-supplying industries;

development and adoption of an effective organizational model for the implementation of the Transport Strategy;

development of the transport control and supervision system;

development of a system of statistical accounting in transport;

creation of a monitoring system for the implementation of federal target programs and strategies;

creation and development of an information and analytical management system for the implementation of the Transport Strategy;

creation of a strategic planning system based on the transport and economic balance;

creation and development of an automated information and analytical system for managing the transport complex.

An important tool for managing the implementation of the Transport Strategy is its linking with the constituent entities of the Russian Federation. The main mechanism for the implementation of the Transport Strategy are federal target programs for the development of transport, regional programs for socio-economic development, as well as regional and municipal programs for the development of transport. Effective management of the implementation of the Transport Strategy presupposes the mutual coordination of these programs at the stage of their formation. The result should be a general strategic plan for the development of the transport system, providing for the implementation of activities of various programs within the framework of the Transport Strategy.

At the same time, it is important to link the implementation of program activities with territorial planning schemes for regions, oblasts and cities.

The formation of a system of interrelated measures also presupposes the division of interests and responsibilities between the Russian Federation, regions and municipalities, as well as between the state and organizations.

The transport industry forms a systemic order for a number of industries, which, on the one hand, receive an incentive for development, and on the other hand, become dependent on the rhythm of the implementation of the Transport strategy. It is necessary to work out an agreed sequence for the development of all industries involved in the implementation of the Transport Strategy.

It is necessary to develop a program for the development of Russian production of materials, machinery and equipment for the transport system of the Russian Federation, which provides for measures for state support of their manufacturers through preferential leasing of the necessary equipment and allows for the creation of production of new materials with the involvement of public investment.

An effective organizational model for managing the implementation of the Transport Strategy should be developed and adopted, which will include a set of administrative and economic methods to motivate the achievement of goals. The creation of this model will require complex systemic research and development.

Within the framework of the organizational model for managing the implementation of the Transport Strategy, appropriate regulatory and methodological support should be formed.

It is advisable to improve the management system for the implementation of the Transport Strategy in the following areas:

attraction of extra-budgetary funds along with state funding to solve problems related to the implementation of the Transport Strategy;

the use of modern financial instruments and the provision of greater flexibility in choosing schemes for the implementation of investment projects;

implementation of long-term contracts;

establishing a feedback mechanism to assess the extent to which user needs are being met;

optimization of resource allocation by type of work performed;

improvement of tender procedures and a flexible pricing policy;

the use of mechanisms to stimulate the development of enterprises in the transport industry and the development of new materials and technologies;

attraction of highly qualified specialists in the field of finance, management and personnel motivation;

improving the efficiency and efficiency of management decision-making.

It is necessary to form an effective system of economic management of objects and property that remain in state ownership, and to resolve issues related to the improvement of the territorial level of transport and transport activities management, the creation of territorial governing bodies and the delineation of powers between them and the federal transport governing bodies with the gradual transfer of a significant part of the governing functions. to the regional level.

The innovative nature of the Transport Strategy determines the need to include special mechanisms and management tools for innovative development in the organizational model of managing its implementation. These mechanisms will ensure the creation of technical, financial, regulatory and organizational conditions for the innovative renewal of the industry in all areas of activity. One of such mechanisms is the creation of a network of innovation and implementation centers that would solve the problems associated with the collection and systematization of information on innovations in transport with their expertise, certification and implementation of the best innovative solutions in the development of the transport system.

The development of the system of control and supervision in transport presupposes, in addition to the implementation of the functions of the relevant service, the solution of functional tasks related to the new goals and objectives of the Transport Strategy.

These include the tasks of supervision and control over the quality of transport services, the quality of implementation of the Transport Strategy measures, the efficiency of the transport system, the operation of paid service systems, the safety and environmental friendliness of the transport system.

The mechanism of strengthening state control and supervision in the field of road transport is of great importance, taking into account the delineation of powers of various control and supervisory bodies to ensure that all subjects of the road transport services market comply with the requirements of regulatory legal acts.

The creation of a developed system of statistical accounting in transport is a prerequisite for effective management of the implementation of the Transport Strategy. The coordinated development of all elements of the transport infrastructure requires a comprehensive analysis of statistics and forecasting the needs of sectors of the economy and the population in transport services. For this, first of all, it is necessary to create a statistical accounting system, which should include monitoring the parameters that are essential for assessing the indicators and indicators of the Transport Strategy. The creation of such a system will make it possible to organize effective feedback. The statistical accounting system should ensure the development and monitoring of the transport and economic balance, as well as forecasting changes in the cargo base and traffic flows. On this basis, estimates can be formed that are necessary for making operational decisions on various options for the development of the transport system. The means of forming such assessments should become the basis for creating a strategic planning system based on the transport and economic balance and mathematical modeling.

The planning system should provide for the creation of a system of long-term contracts focused on achieving regulatory indicators of the transport operational state of transport infrastructure facilities, as well as a system for long-term planning of road activities.

In the field of road facilities, during the period of the Transport Strategy, the development of the main network of federal highways should be completed and a gradual transition to the priority development of regional and local roads, which make up the dominant part of the network of public highways of the Russian Federation, should be carried out. Thus, one of the most important organizational tasks is the extension of long-term program-target planning to the regional and local levels of government. The system of target indicators and indicators of the transport and operational state of roads and the development of the road network should be implemented at all levels of road management.

Measures to improve the efficiency of road planning include 4 main blocks:

development of a system of long-term program-target planning, focused on achieving target indicators of the transport and operational state of highways and indicators of the development of the road network;

introduction of an innovative planning method based on the variant design of the road life cycle into the system of target-oriented road planning;

introduction of a system of long-term contracts aimed at achieving regulatory indicators of the transport and operational state of highways;

improvement of monitoring of the technical and transport-operational state of the road network, primarily at the regional and local levels of government.

The creation of a monitoring system for the implementation of federal target programs and projects involves the introduction of principles and modern means of project management. It is necessary to create a vertically integrated system of scheduling, accounting, control and management of the system of projects and programs that ensure the implementation of the Transport Strategy, the ability of the upper level of management to control the integral indicators of the implementation of projects and programs in real time with detailing of specific objects.

The next step to improve management efficiency is the creation and development of an information and analytical management system for the implementation of the Transport Strategy. This system should ensure the construction of analytical information in various forms on indicators and indicators, as well as transport development programs, both in territorial and in time sections, broken down by objects, nodes, directions and corridors with their characteristics.

Information and analytical support of all the specified management functions should be provided by a unified automated information and analytical system for managing the transport complex. In the context of the increasing complexity of the tasks facing the industry, improving management efficiency requires the use of modern information and telecommunication technologies, and increasing the controllability and controllability of transport development requires a fundamental improvement in information support and raising the level of automation of management tasks, primarily to the level of control bodies of the transport complex. A unified automated information and analytical system for managing the transport complex should ensure an increase in the completeness and quality of analysis of the effectiveness of the development of transport infrastructure, control over the development of the market for transport services and their quality, over the development of export of transport services and the implementation of transit potential, as well as improving the efficiency of program and project management, reducing the costs of interaction between the management bodies of the transport complex with organizations whose activities are

related to transport, to ensure monitoring of the safety and stability of the transport system and management in emergency and crisis situations.

The transport strategy is innovative in nature. In this regard, its implementation requires an outstripping intensive innovative development of the scientific, technical and technological base on the basis of advanced world achievements and breakthrough technologies.

Scientific support of the Transport Strategy should be aimed at the implementation of its main goals and objectives and cover all key areas of development of the transport complex. In this regard, the scientific support of the Transport strategy is presented in the form of 3 blocks of scientific subprograms corresponding to 3 blocks of subprograms for the implementation of the Transport strategy, including:

a block of scientific support for subprograms aimed at achieving general economic, general social and public transport, the main strategic targets of the Transport Strategy, including subprograms of an integrated nature and aimed at implementing several goals and mechanisms;

a block of scientific support for subprograms aimed at putting into operation the main mechanisms for the implementation of the Transport Strategy, including the development of scientific support for the transport complex;

a block of scientific support for subprograms aimed at achieving strategic targets of the Transport Strategy for certain modes of transport.

Scientific support for the implementation of the Transport Strategy provides for research and development work on the development of the transport complex, the implementation of experimental pilot projects that ensure the development of methods, mechanisms of regulatory, technical, technological and information support for scientific work, as well as the implementation of work on scientific support embedded results.

Each scientific subprogram included in the corresponding block is either aimed at achieving a certain strategic goal or a certain mechanism for implementing the Transport Strategy, or is complex, aimed at implementing a group of goals and mechanisms.

When implementing the subprograms, scientific, methodological and informational and technological support for the implementation of the Transport Strategy measures should be provided in accordance with the Decree of the Government of the Russian Federation of December 25, 2007 N 931 "On some measures to ensure information interaction between state bodies and local governments in the provision of public services citizens and organizations ", by the order of the Government of the Russian Federation of May 6, 2008 N 632-r, which approved the Concept for the formation of electronic government in the Russian Federation until 2035, other legislative and regulatory documents regulating interaction with government bodies and other departments, as well as with the requirements for software, information, telecommunications, navigation and scientific and methodological support for the implementation of the Transport Strategy.

The block of scientific support of subprograms aimed at achieving general economic, general social and public transport main strategic targets of the Transport Strategy, including subprograms of an integrated nature and aimed at implementing several goals and mechanisms, includes scientific developments on all 6 goals of the Transport Strategy ...

Scientific support for the formation of a single transport space in Russia based on the balanced development of an efficient transport infrastructure will be carried out in the following areas:

development of technical, infrastructural and regulatory principles and models for the integration of transport communications of the country based on the differentiated development of communication routes of all types of transport and combining them into a single balanced system that provides the necessary throughput, volume and quality of transport services;

development of technological and regulatory principles and models for integrating the goods transport technological infrastructure of all types of transport and cargo owners into a single system that ensures the required volume and quality of transport services;

development of scientifically substantiated requirements for increasing the capacity and speed parameters of transport infrastructure to the level of the best world indicators, as well as scientific substantiation of the creation of reserves of network capacity in various directions;

development of projects for the integrated development of transport hubs, approaches to them and transport corridors in the main directions of transportation, the creation of an integrated system of logistics parks in the country as the basis for the formation of a modern distribution network;

development of scientific foundations for building a unified transport system of the country in a market economy, including the analysis and classification of technical, technological, economic and legal inconsistencies in interacting modes of transport, as well as losses at the junctions of interacting modes of transport and the reasons that cause them;

development of scientific foundations for the coordinated development of the infrastructure of interacting modes of transport, the construction of coordinated technologies for interacting modes of transport (by type of interaction), as well as end-to-end management of freight flows, in the passage and

processing of which several modes of transport are involved;

development of a methodology for building a unified transport network;

development of principles and methodological approaches to harmonize state priorities and economic interests of private participants to build a harmonious transport process within a single transport system;

development of scientific foundations of transport development of new territories (developing regions), including the creation of a theoretical model for building an effective transport network of the "arteries - veins - capillaries" type, adaptation of the theoretical model to the conditions of specific developing regions and the development of methodological foundations for building an effective transport network in industrial development areas;

carrying out an imitation examination of investment projects for the development of transport infrastructure (especially projects for the development of large transport hubs), including the development of a methodology for conducting an imitation examination, the creation of simulation systems that allow simulating systems of various types of transport, the development of detailed models of projected transport systems, the development of dynamic simulation models of transport flows to assess the effectiveness of options for the development of transport infrastructure, a comprehensive study on the models of the functioning of the projected transport facilities with the issuance of their real capacity, bottlenecks and performance indicators, as well as the development of proposals for adjusting projects based on simulation expertise;

development of navigation systems and systems for telematic monitoring of traffic flows, traffic control systems and intelligent transport systems;

research, adaptation and development of innovative technologies for the construction and reconstruction of transport infrastructure;

development and creation of effective systems for monitoring the condition and managing the maintenance of transport infrastructure objects;

development and creation of a unified information environment for the technological interaction of various types of transport and participants in the transport process.

Scientific support for the development of the availability, volume and competitiveness of transport services according to quality criteria for cargo owners at the level of the needs of intensive and innovative development of the country's economy will be carried out in the following areas:

development, monitoring, analysis and development of a transport services market model for the needs of all sectors of the economy, including the quality parameters of transport services, the structure of quality standards for various categories of goods and sectors of the economy, requirements for the regulatory framework of the transport services market, economic characteristics of the market model, means quality control and technological models for ensuring the quality of transport services;

research, development and experimental testing of highly efficient transport technologies that provide quality criteria for the entire range of transport services and increase the productivity of the transport system;

development of methodological foundations, regulations and automated information systems for statistical accounting in transport, including the creation of a statistical data bank that ensures the development and monitoring of the transport and economic balance;

development, scientific support and monitoring of the transport and economic balance;

development of methods and mechanisms for motivating the structural modernization of transport systems in order to ensure the quality of transport services and the creation of competitive transport companies;

development of methods and tools for monitoring and controlling the quality of transport services provided, as well as methods and mechanisms for improving the quality of transport services, including selective statistical monitoring of the fulfillment of contractual obligations for the quality of transport services, as well as monitoring the effectiveness of sanctions for violations of contractual obligations;

development of methods and tools for monitoring the time of movement of goods in transit, as well as the time of processing consignments of goods in the terminal network, including in seaports and checkpoints across the state border of the Russian Federation;

development of scientifically grounded methods and tools for monitoring the level of development of logistics technologies, providing them with a production and technical base and developing a system of related services;

development and improvement of container transportation technologies, as well as a comparative analysis of various technologies for regional and interregional transportation, transportation for small and medium-sized businesses and scientific justification for the choice of the best technologies;

the development of a fundamentally new, adaptive technology for the operation of transport, corresponding to the high dynamics of the market economy, including the analysis of the compliance of the existing technology with the new requirements of the market economy - ensuring dynamic economic relations with reliable and efficient transport links, the development of economic foundations, criteria and indicators of the operation of various types of transport, corresponding a new main task, the development of scientific foundations for flexible

forms of organizing the work of transport (for railway transport - a variant formation plan, a flexible schedule of train movements, variant technological processes), as well as the development of a methodology for the delivery of goods to seaports, border crossings and large enterprises, consistent with the regime their work;

development of scientifically grounded methods and means of monitoring the existing structure of the freight rolling stock fleet and meeting the needs for rolling stock in order to achieve the specified criteria for the volume and quality of transport services;

development and experimental development of effective information and telecommunication technologies and navigation services to meet the needs of the market for competitive transport services.

Scientific support for the development of the availability and quality of transport services for the population will be carried out in the following main areas:

development and scientific substantiation of minimum social transport standards to ensure the possibility of movement of all segments of the population throughout the country, development and scientific support of the program for the implementation of minimum social transport standards on a progressive scale, taking into account the gradual improvement of the conditions of transport services for the population, including in the development of urban and suburban passenger transport, as well as regions of the Far North and equivalent territories;

development and scientific substantiation of the parameters of market regulation in terms of admission to commercial activities in the field of passenger transportation;

research and scientific substantiation of the structure of the ratio of public and private passenger transport in the model of the transport services market that ensures minimum social transport standards, development of mechanisms for ensuring the implementation of these standards on the basis of social investment government contracts at the federal, regional and municipal levels;

research and development in the field of development of production and equipping of passenger rolling stock fleets, comparable in technical and economic parameters with the world level, determination of the need for fleets, the possibility of producing appropriate rolling stock and implementation of minimum social transport standards on its basis;

research and development in the field of development of systems that provide high-speed and high-speed passenger transportation.

Scientific support for the development of Russia's integration into the world transport space and the implementation of the country's transit potential will be carried out in the following main areas:

development and scientific substantiation of regulatory and other state regulation methods that facilitate an increase in the share of participation of Russian transport organizations in the transportation of domestic export and import cargo, as well as cargo between third countries;

developing and scientifically substantiating technological and regulatory models for Russia's integration into a single international transport space, developing participation in the system of international agreements and conventions in the field of transport, as well as expanding cooperation in international transport organizations and with Russia's trading partners;

development of methods and means for monitoring technical and technological parameters of international transport corridors and development and scientific substantiation of the development of these parameters, ensuring the competitiveness of international transport corridors at the level of world analogues;

development and scientific substantiation of mechanisms to motivate the creation of national and international transport companies that are competitive with world companies, as well as expanding the participation of the Russian transport business in large international transport projects.

Scientific support for increasing the level of safety of the transport system will be carried out in the following main areas:

research and development in the field of development of means, technologies and systems for ensuring the safety of traffic, flights and navigation;

development of technological models for increasing the efficiency 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 in order to achieve a level that meets international and national requirements;

research and development in the field of ensuring transport security of transport infrastructure objects and vehicles from acts of unlawful interference;

research and development in the field of increasing the mobilization readiness of the transport complex;

research and development in the field of improving the safety of transportation of goods requiring special conditions;

development and scientific substantiation of the parameters of the system of regulation of professional admission to transport activities;

scientific and technical support for the development of means and systems of supervision in the field of transport;

development of methods and means of monitoring the level of professional training of transport complex specialists from the point of view

of ensuring the safety and stability of the transport system.

Scientific support for reducing the harmful effects of transport on the environment will be carried out in the following areas:

research and development in the field of reducing the harmful effects of transport on human health by reducing the volume of impacts, emissions and discharges, as well as the amount of waste in all modes of transport, including issues of professional training of personnel and rationalization of routes;

development and scientific substantiation of technological and regulatory models of motivation for the transition of vehicles to environmentally friendly fuels;

selection and scientific substantiation of indicators and criteria for assessing the environmental friendliness of transport, taking into account the level of costs and the development of recommendations for their optimization;

research and development in the field of reducing the energy intensity of transport and achieving the level of indicators of advanced countries.

Scientific support for improving the regulatory framework and methods of state regulation of the development of the transport system, ensuring the achievement of goals and indicators of the Transport Strategy, will be carried out in the following main areas:

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

research and development of methods and mechanisms for state monitoring of specific aggregate transport costs in the cost of national goods and stimulating their reduction;

development and scientific substantiation of the legal framework and methods of state regulation to ensure a guaranteed level of accessibility and quality of transport services for the population in accordance with minimum social standards (including justification of the parameters of admission to commercial transport activities in the field of passenger transportation);

research and development of the legal framework and methods of state regulation aimed at increasing the investment attractiveness of the transport industry, including improving the legal, economic and financial mechanisms of public-private partnership;

development and scientific substantiation of the legal framework and methods of state regulation to ensure the integration of Russia into the world transport space and the implementation of the country's transit potential;

development and scientific substantiation of the legal framework and methods of state regulation to ensure the safety and stability of the transport system, including admission to professional activity;

development and scientific substantiation of the regulatory framework in the field of regulation of the harmful effects of transport on the environment and human health;

research and development in the field of Russian and international harmonization of the regulatory framework of the transport system and the creation of a unified transport code.

Scientific support for the creation of an effective management system for the implementation of the strategy and the development of the transport complex will be carried out in the following main areas:

development and scientific support of a strategic planning system for the development of the transport industry based on mathematical models and transport and economic balance;

development and scientific substantiation of an effective organizational model for managing the implementation of the strategy;

development of methodological foundations and regulations for the coordination of the Transport strategy with the constituent entities of the Russian Federation and its coordination with regional transport strategies and programs, with schemes for territorial planning of regions, regions and cities;

development of methodological foundations and regulations for the coordination of the Transport Strategy with resource-providing industries;

development, scientific support and development of an automated information and analytical system for the management of the transport complex and other analytical and control systems of the transport complex, including the creation of classes of automated analytical systems for various types of transport and the transport complex in general, as well as the development of methodological foundations for the use of analytical systems in transport, development of a methodology for automated control of flows and processes in transport, creation of new and adaptation to new tasks of transport of existing automated control systems (decision support systems) and adaptation of transport technological processes to the use of automated control systems;

research and development in the field of development of systems for monitoring and assessing the state of the transport complex, control and supervision systems in transport;

research and development of analytical systems and mathematical models that support decision-making on the regulation of the functioning and management of the development of the transport complex;

development, scientific support and development of an automated monitoring and project

management system for the implementation of federal target programs and strategies, creation and development of an information and analytical management system for the implementation of the Transport Strategy.

The development of scientific support for the transport complex will be carried out in the following main areas:

organization and implementation of works on scientific and methodological support of the transport complex;

creation of a scientific base (infrastructure) for scientific support of the transport complex;

training and attracting personnel for scientific research in the transport sector, development and implementation of innovative transport technologies (primarily through the development of the transport scientific and educational complex);

assistance to the development of scientific schools of the transport complex.

Scientific support for the training and development of labor resources of the transport complex will be carried out in the following main areas:

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

development and scientific substantiation of the methodological foundations for the provision of transport with professionally trained workers of mass professions, specialists and managers focused on long-term labor relations and the development of a professional career;

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

research and development in the field of creating corporate personnel management systems focused on motivated and effective work of employees, improving the quality and productivity of labor, as well as stimulating the active participation of personnel in the technical modernization and innovative development of transport;

scientific research and development in the field of creating the image of transport professions.

Experimental pilot projects are aimed at working out mechanisms, methods, regulatory, technical, technological, informational and personnel support for achieving the goals and solving problems of the Transport Strategy. Until 2015, it is necessary to implement a number of pilot projects aimed at developing and implementing highly efficient logistics technologies. Such projects are an important part of the development of a competitive market for transport services and a catalyst for the development of highly efficient freight transport logistics technologies in Russia.

The following projects are envisaged at the federal, regional and municipal levels:

creation of a federal research and development center for complex transport projects and a network of regional research and development centers;

development of transport corridors;

organization of interregional motor transport conveyors;

development of transport corridors and road transport conveyors at the regional level;

rationalization of the movement of commodity masses at the municipal level;

development of transport and logistics systems at the junctions between modes of transport;

containerization of the transport system for intraregional and interregional transport flows.

The creation of a federal research and development center for complex transport projects and a network of regional research and development centers is the main project of state protection in the creation of transport and logistics systems in order to optimize the provision of commodity flows. The system of centers should provide:

development and monitoring of regional transport balances and, on their basis, the federal transport and economic balance;

strategic research, forecasting and integrated modeling of commodity flows and their provision with transport resources;

development of projects for highly efficient competitive logistics technologies, as well as technological infrastructure to ensure the logistics of commodity flows, including in interregional and international traffic;

jointly with the administrations of regions and municipalities, the development and implementation of pilot projects and ensuring the replication of their results.

The development of transport corridors provides for:

development of a classification of transport corridors throughout the territory of the Russian Federation, including international ones;

development of technical, technological and information standards for each type of transport operating in this corridor, meeting the high technical requirements of transport corridors, service and technological infrastructure, ensuring the use of highly efficient transport and passenger transport logistics technologies;

creation of competitive conditions for safety, speed and time of movement of goods and passengers, as well as their service.

This project is supposed to be implemented on the territory of the Russian Federation within the boundaries of the North-South international transport corridor.

The organization of interregional motor transport conveyors provides for:

motivation for the creation of national or interregional freight forwarding and transport companies for the implementation of road transport conveyors;

development and development of a methodological, regulatory and legal framework to ensure the availability, volume and competitiveness of transport services according to quality criteria for cargo owners at the level of the needs of the innovative development of the country's economy;

creation of transport and logistics infrastructure, including terminals for logistics parks of various types on the principles of public-private partnership.

This project should ensure an increase in the commercial speed of goods in interregional traffic up to 1000 - 1500 km per day with guaranteed rhythm, productivity of road transport systems by 3 - 4 times and, accordingly, profitability, as well as a proportional reduction in the costs of cargo owners for crediting goods in transit and at the warehouse.

At the regional level, the project is supposed to be implemented through regional research and development centers in conjunction with the federal research and development center based on its methods.

The development of transport corridors and road transport conveyors at the regional level presupposes the formation of rational routes for both modal and multimodal transport for each distribution chain of goods.

The project should reduce the costs of cargo owners for lending goods in transit by increasing the commercial speed of consignments from the sender to the consumer by 2 - 3 times and the speed of cargo handling at terminals, increasing the productivity and profitability of road transport systems by 2 - 3 times by organizing the delivery of goods on circular routes, providing an increase in the mileage with a load and the utilization of the carrying capacity by 2 - 2.5 times and the use of rolling stock up to 20 hours a day.

Rationalization of the movement of commodity masses at the municipal level provides for the choice of the shortest route, subject to the maximum possible load and run with cargo, and the use of circular and pendulum routes and technologies for transferring from board to board vehicles. Such rationalization should be carried out by regional research and development centers together with the federal research and development center.

The project should ensure an increase in the utilization factor of the carrying capacity and the utilization factor of the mileage at least 2 times, as well as an increase in the productivity of motor transport systems up to 4 times and a proportional reduction in the costs of commodity producers.

The development of transport and logistics systems at the junctions between modes of transport should ensure the optimization of goods movement.

In railway transport, an experimental project is envisaged for the introduction of freight transport technologies for the delivery of goods from the sender to the consumer in a multimodal version that meets the best world analogues. The goal of the project is to provide the possibility of providing on the territory of the country at all railway stations delivery to any cargo owner from the sender to the consumer of any consignment of cargo, which is carried out in a multi-modal version.

The project should ensure a 2.5-fold reduction in transport costs for freight owners, a 4-fold reduction in the idle time of wagons under cargo operations, a 10-fold loss and damage to cargo, a 2.5-fold reduction in the cost of cargo handling, and a 2-fold increase in the productivity of vehicles and workers. and a corresponding increase in the cost-effectiveness of road transport systems.

In inland waterway transport, in order to be in demand on the market, it is necessary to guarantee the cargo owners the predictability, rhythm and reliability of the functioning of the commodity flows provided by river transport. It is supposed to work out the mechanisms:

motivating the creation of joint-stock forwarding and transportation companies for basin and inter-basin mainline transportation, capable of guaranteeing, together with road and rail transport, the delivery of goods of any consignment on time from the sender to the consumer;

creation of holdings that unite ports into a terminal - transport network, coordinated by a single information and dispatch system.

The project should ensure an increase in river transport by 10 - 12 percent of the volume of all freight traffic (the level of the European Union countries), compensation due to the river fleet for the increase in seasonal traffic volumes in the spring-summer-autumn period, a decrease in the need for carrying and carrying capacity of road and rail transport and a corresponding reduction in the need to create seasonal reserve capacities, as well as a decrease in injuries and environmental burden on the environment.

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

Containerization of the transport system for intra-regional and inter-regional transport flows is carried out to meet the internal needs of production

and trade based on the use of containers of various types and provides for:

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

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

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

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

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

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

Investment in pilot projects is expected on a one-off basis at the expense of federal funds, as well as on the basis of public-private partnerships and combined partnerships at the federal, regional and municipal levels.

Upon achievement of the objectives of the pilot project, the possibility of selling shares on the market is expected.

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

Scientific research in the field of railway transport, the implementation of which, among other sources, provides for financing from the funds of the scientific and technical development plan of the open joint-stock company "Russian Railways", provide for:

promising areas of scientific and technical development of railway transport in the Russian Federation, including the development of a set of technical regulations containing requirements for ensuring safety and environmental protection for objects of technical regulation in railway transport, the development of a regulatory and methodological base for calculating the parameters of operational readiness, strength, safety, resource and risk, development of new technical requirements for serially supplied products and a regulatory framework for interaction with suppliers based on the principles of quality management;

provision of infrastructure development;

development of a train traffic control and safety system;

creation of a maintenance system for high-speed and high-speed infrastructure and rolling stock;

introduction of transport logistics;

organization of production of new generation rolling stock.

Areas, the implementation of which provides for preferential financing at the expense of the investment program of the open joint stock company "Russian Railways", include:

provision of infrastructure development;

development of a train traffic control and safety system;

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

introduction of transport logistics.

Areas, the implementation of which provides for preferential financing from the funds of railway equipment manufacturers, include:

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

provision of infrastructure development;

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

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

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

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

promising areas of scientific and technical development of railway transport in the Russian Federation, including the creation of a system for the formation and control of regulatory requirements for vehicles and equipment that are developed, produced in the Russian Federation or imported into the Russian Federation, the development and application of the metric system of measures, as well as development and implementation of a set of special standards (normative base of voluntary certification systems) for

objects of the transport industry that are not subject to the main technical regulations;

production of new generation rolling stock.

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

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

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

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

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

applied scientific research within the framework of long-term and medium-term programs, formed taking into account the results of fundamental research, to improve road structures and work technologies that ensure an increase in the time between repairs of roads and road structures, the development of energy-saving and resource-saving technologies, an improvement in the quality of road building materials, first of all, bitumen-containing binders and asphalt concrete, in order to increase the durability of road surfaces, as well as improve methods for monitoring technical parameters and transport and operational state of highways, methods for automating the collection and processing of road data for use in computer-aided design of roads and artificial structures and for planning and road management;

improvement of indicators of the transport and operational state of highways and road safety;

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

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

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

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

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

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

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

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

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

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

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

marketing research of the market and monitoring of its condition, forecasting development trends in the market of motor transport services;

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

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

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

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

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

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

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

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

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

development of a legal framework governing the activities and protection of the interests of Russian air carriers in the international market, including in the context of the entry of the Russian Federation into the World Trade Organization;

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

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

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

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

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

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

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

analysis of the world freight market and international maritime shipping;

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

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

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

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

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

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

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

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

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

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

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

development of proposals and preparation of documentation for the creation and effective

the functioning of special port economic zones;

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

development of a legal framework regulating the activities of maritime transport and ensuring the protection of its interests in the field of international maritime navigation;

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

development of automated control systems for technological and information processes;

development of proposals for improving statistical reporting on maritime transport;

monitoring of the functioning of maritime transport, the implementation of the adopted management decisions and the effectiveness of ongoing activities.

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

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

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

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

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

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

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

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

development of communications and information technologies in transport.

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

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

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

reducing the transport capacity of products, in particular, products of the metallurgical industry;

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

optimization of the repair base for industrial transport.

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

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

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

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

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

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

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

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

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

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

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

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

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

improving the system of state quality control of personnel training for various types of transport;

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

creation of a system of mentoring, continuity and accumulation of unique experience in the field of transport;

the formation of management personnel in organizations, motivated to achieve corporate strategic goals;

assistance in strengthening and developing social partnership.

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

provision of transport at all levels with professionally trained workers of mass professions, specialists and managers focused on long-term labor relations and development of a professional career in railway transport;

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

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

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

improvement of the material and technical base of educational institutions, including the acquisition of training aircraft, sea and river vessels, simulators, construction and reconstruction of buildings and structures.

To carry out these activities, you must:

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

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

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

to provide training of specialists in mobilization training for each type of transport;

to expand the practice of providing jobs for undergoing industrial and pre-graduation practice for students of educational institutions and to consolidate its legal basis for greater adaptation of graduates to real working conditions and production requirements;

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

to strengthen ties between employers and educational institutions (corporate programs and other forms of coordination of interests and requirements for the selection of students, monitoring by the customer of educational services of the educational process, the quality of training, final control of knowledge while expanding the system of guaranteed employment of successful graduates in the specialty and predetermined position, as well as adaptation of bachelor graduates to the requirements of employers in the course of additional professional education in transport universities, combining training in higher and secondary specialized educational institutions with practical work in working positions);

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

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

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

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

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

to define and develop appropriate monitoring, analysis and decision-making mechanisms, control tools and targets, allowing to impart a systematic and more efficient (in terms of costs) nature of human resource management activities in transport.

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

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

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

compliance with the differentiation of wages depending on its complexity (employee qualifications);

promotion of social responsibility of business, as well as the use of social partnership agreements to develop human resources.

The sectoral social standard should play a significant role in increasing the prestige and level of wages in transport, including the minimum. The main components of social standards can be considered:

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

social package (pension benefits, the amount of paid leave, medical care, the duration of rest, the possibility of improving health (playing sports, organizing recreation) and solving the housing issue and education);

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

The main direct mechanisms for the implementation of the Transport Strategy are federal and regional target programs. The composition and structure of these programs must meet the main target guidelines, formed goals, objectives and mechanisms for the implementation of the Transport Strategy.

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

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

At the same time, it is advisable to combine their subprograms in 3 directions (two functional and one industry-specific):

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

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

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

Within the framework of these subprograms:

a single transport space of the country is being formed, as well as comprehensive projects for the development of transport hubs and control centers of transportation are being implemented, which ensure the operation of transport corridors;

a new type of transport infrastructure is being created - integrated transport, storage and freight transport complexes, which form a unified system of interaction, including cargo owners, and the integration of all segments of the transport process and logistics is ensured and a unified transport system of the country is formed, on the basis of which integration into the global transport space and realization of the transit potential of Russia;

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

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

due to a systemic set of measures, a safety level is achieved in all types of transport that meets international and national requirements, and a single set of measures is carried out to stimulate a decrease in the level of man-made impact of all types of transport on the environment and human health and the achievement of international environmental standards in all types of transport ;

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

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

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

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

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

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

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

increasing the level of safety of the transport system;

reducing the harmful effects of transport on the environment;

improving the regulatory framework and methods of state regulation of the development of the transport system, ensuring the achievement of the goals and indicators of the Transport Strategy;

preparation and development of the personnel potential of the transport complex;

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

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

highways and road transport;

railway transport;

inland waterway transport;

sea transport;

civil Aviation;

air navigation.

Implementation of the Transport Strategy is fraught with risks that can impede the achievement of planned results. These risks include macroeconomic, geopolitical, operational, social, technological and environmental risks.

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

The sources of such risks are:

lack of financial resources due to the outstripping growth in prices in the sectors of the economy that supply products for railway transport;

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

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

a decrease in the volume of transit freight traffic due to the development of alternative foreign routes bypassing the territory of the Russian Federation;

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

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

inconsistency of the allocated investments in construction and technical base of transport with the requirements of the Transport Strategy to the level of infrastructure development and the quality of transport services.

An unfavorable scenario for the development of the Russian economy will lead to the actual conservation of the technical backwardness of the transport infrastructure for a fairly long period of time. In practice, this means a breakdown in the

implementation of the Transport Strategy and a stagnation in the transport industry.

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

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

Operational risks are associated with deficiencies in systems and procedures for management, support and control over the implementation of the Transport Strategy, including deficiencies in their regulatory framework.

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

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

The emergence of social risks is determined by:

a worsening demographic situation and a decrease in demand for passenger and freight traffic;

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

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

Technogenic and environmental risks are caused by a high degree of physical wear and tear of technical equipment, human factors, natural phenomena, as well as vandalism and terrorist actions. Elimination of their consequences requires serious additional investment and will lead to the diversion of funds from other objects of the transport system.

The main such risks include:

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

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

temporary suspension of transport operations due to fires and natural disasters;

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

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

The direct consequences of these risks is the incomplete achievement of the objectives of the Transport Strategy.

The mechanisms and implementation plans proposed in the Transport Strategy are formed in such a way as to minimize the possible negative consequences of these risks during its implementation.

The implementation of the Transport Strategy will take place in two stages:

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

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

The first stage of the implementation of the Transport Strategy is based on the results of the implementation of the federal target program "Modernization of the transport system of Russia (2002 - 2010)" and is focused on solving the tasks set in the framework of the federal target program "Development of the transport system of Russia (2020 - 2025)" and others existing programs, and includes the development of a modern and efficient transport infrastructure that provides the necessary throughput in the main directions of transportation, the renewal of vehicle fleets, the composition of the sea, river and air fleets, and the improvement of technological processes. These tasks are aimed at accelerating the movement of goods and reducing transport costs in the economy, increasing the availability of transport services for the population, increasing the competitiveness of the Russian transport system and realizing the country's transit potential, increasing the integrated safety and sustainability of the transport system.

At this stage, in the development of transport infrastructure, the main attention will be paid to the

formation of a single road network that is accessible all year round for the population and economic entities, the elimination of existing gaps and bottlenecks in the transport network, including in the Asian part of Russia, as well as the development of large transport hubs in main directions of transportation, transport approaches to checkpoints across the state border of the Russian Federation and transport hubs. On this basis, infrastructural 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.

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

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

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

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

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

in the field of inland waterway transport - the elimination of sections limiting the capacity of the Unified Deep-Water System of the European Part of the Russian Federation, the development of port infrastructure on inland waterways of international importance, an increase in the length of inland waterways with guaranteed dimensions of ship passages and illuminated conditions, reconstruction of hydraulic structures, reconstruction of passenger railway stations and improving the quality of passenger service, as well as the construction of cargo and passenger fleets.

The second stage of the Transport Strategy implementation includes:

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

reaching the world level of technological and technical development of transport;

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

expansion of the backbone transport network;

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

diversification of directions of export supplies of Russian hydrocarbons;

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

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

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

an increase in throughput and achievement of the best world indicators in terms of speed parameters of transport infrastructure, as well as an increase in the share of high-speed communication lines;

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

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

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

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

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

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

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

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

in the field of air transport - the expansion of the airfield network as a result of the development, mainly of the regional air transport infrastructure, the development of the infrastructure of airports, including those not included in the core network, maintenance of the core network airports in operational serviceability and ensuring the balanced development of the entire air transport infrastructure;

in the field of road facilities - the development of new directions of highways that are part of the federal routes, not only providing interregional connections, but also allowing the integration of the fragmented road network of individual regions into the unified transport system of Russia, highways connecting the administrative centers of the constituent entities of the Russian Federation along the shortest distance, regional highways that are part of international transport corridors and provide access to road checkpoints, highways that provide road transport connections of subjects located in the north-east of the country with the road network of Russia, highways that provide access from the federal road networks of Russia to seaports, and highways that provide unloading of large transport hubs, as well as the modernization of existing and construction of new roads in the North zone and areas of new development, complex modernization the development and development of the road network in the largest transport hubs in Russia, the construction and reconstruction of highways that form a system of toll highways and high-speed roads;

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

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

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

Conclusion

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

Assessment of the necessary resource support for development transport system

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

Financing of the Transport Strategy is envisaged to be carried out at the expense of the federal budget, the budgets of the constituent entities of the Russian Federation and extra-budgetary sources.

Funds from the federal budget are allocated for the following purposes:

maintenance in working order and reproduction of objects of transport infrastructure, which are in state ownership;

reconstruction and construction of transport infrastructure facilities of great social and economic importance, as well as ensuring the safe functioning of the transport system;

ensuring transport safety;

implementation and stimulation of measures to maintain the mobilization readiness of means, transport facilities and means of communication, as well as measures carried out in the interests of national security;

ensuring the functions of state regulation and management in the transport industry;

conducting fundamental scientific research and implementing innovative scientific and technical projects of national and industry-wide importance.

Along with direct budget financing, the provision of state support can be carried out in the following forms:

co-financing on contractual terms of investment projects with the registration of property rights in the Russian Federation, including financing the costs of managing investment projects and developing project documentation;

the provision of subsidies to the budgets of the constituent entities of the Russian Federation for the development of transport infrastructure;

provision of subsidies to transport organizations engaged in socially significant transportation;

subsidizing interest rates on loans attracted to transport organizations to finance costs associated with the purchase of vehicles;

providing, in accordance with the program of state external borrowings of the Russian Federation and the program of state internal borrowings of the Russian Federation and the constituent entities of the Russian Federation, state guarantees for loans attracted by domestic organizations in order to implement the most significant investment projects in the field of transport;

directing funds to the authorized capital of legal entities;

development and implementation of economic mechanisms stimulating the accelerated renewal of the vehicle fleet, including assistance in the development of leasing of modern vehicles, insurance and lending to carriers;

provision of privileges in establishing the conditions for the lease of state property, land acquisition and land use.

The total volume of capital investments in the Transport Strategy is calculated in prices of the corresponding years, taking into account value added tax, and is estimated at 170.6 trillion. rubles.

The share of total capital investments for the implementation of the Transport Strategy in relation to the total gross domestic product of Russia will average 3.97 percent.

The share of total investment in fixed assets in total investment in Russia for 2020 - 2025 will be 12.7 percent and for the period 2025 - 2035 - 10 percent.

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

State capital investments from the federal budget are envisaged to be allocated primarily for the implementation of the following measures:

construction and reconstruction of federal highways, the provision of subsidies for the construction and reconstruction of public highways of regional and intermunicipal importance;

reconstruction and construction of federal civil aviation infrastructure facilities;

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

reconstruction of inland waterways and hydraulic structures on them.

Funds from regional budgets are envisaged to be directed primarily to the development of regional highways, the suburban passenger complex of railway transport, the construction of new railway lines that are of great social and economic importance for the regions, as well as the development of air transport infrastructure facilities.

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

For the development of domestic production of materials, machinery and equipment for the transport system of the Russian Federation, it is advisable to envisage measures for state support of their manufacturers, stimulating the transition to an innovative development model and attracting private investment both in the transport industry and in the industry segments engaged in the manufacture of modern materials, machinery and equipment for the transport system. Such measures can be customs and tariff regulation aimed at reducing import duties on equipment, as well as subsidizing the interest rate on loans for enterprises manufacturing modern equipment and purchasing it for use in the transport sector.

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

The specific composition and scope of scientific support for the implementation of the Transport Strategy is planned to be determined in detail during the development of federal target programs that ensure the implementation of the Transport Strategy for the relevant periods.

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