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Issue Article

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PROBLEMS AND ASSUMPTIONS OF TRANSPORT DEVELOPMENT IN THE REGIONS OF THE ARCTIC ZONE OF THE RUSSIAN FEDERATION. MESSAGE 2

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

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

Language: *English*

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Introduction

UDC339.58:519.67

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

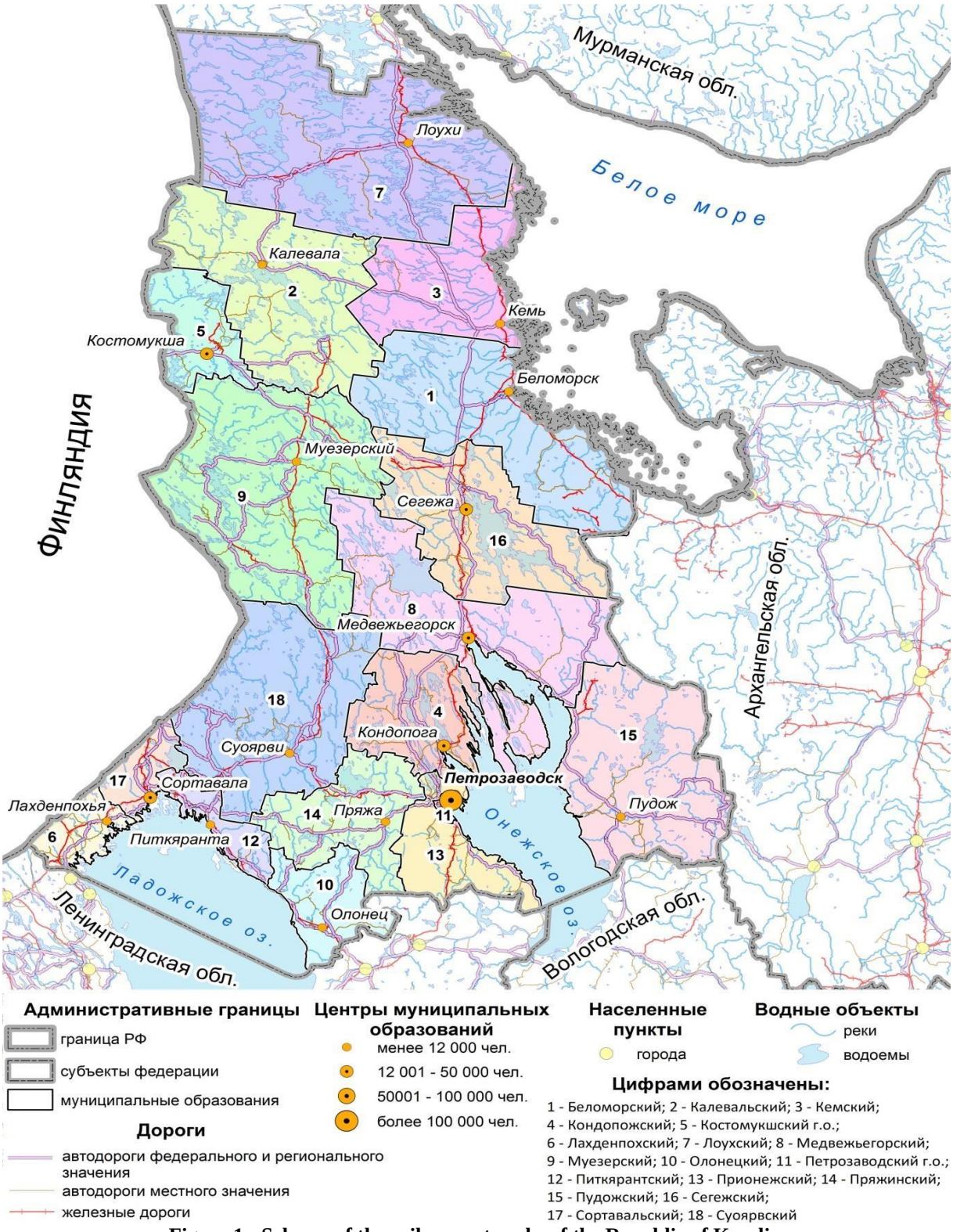

Figure 1 - Scheme of the railway networks of the Republic of Karelia.

The specific composition and scope of work of scientific support for the implementation of the Transport Strategy is envisaged to be determined in detail when developing federal targeted programs that ensure the implementation of the Transport Strategy for the relevant periods (Figures 1 - 12).

The Republic of Karelia is characterized by a full network of railways, roads and air traffic, which provides the population with comfortable conditions when using vehicles.

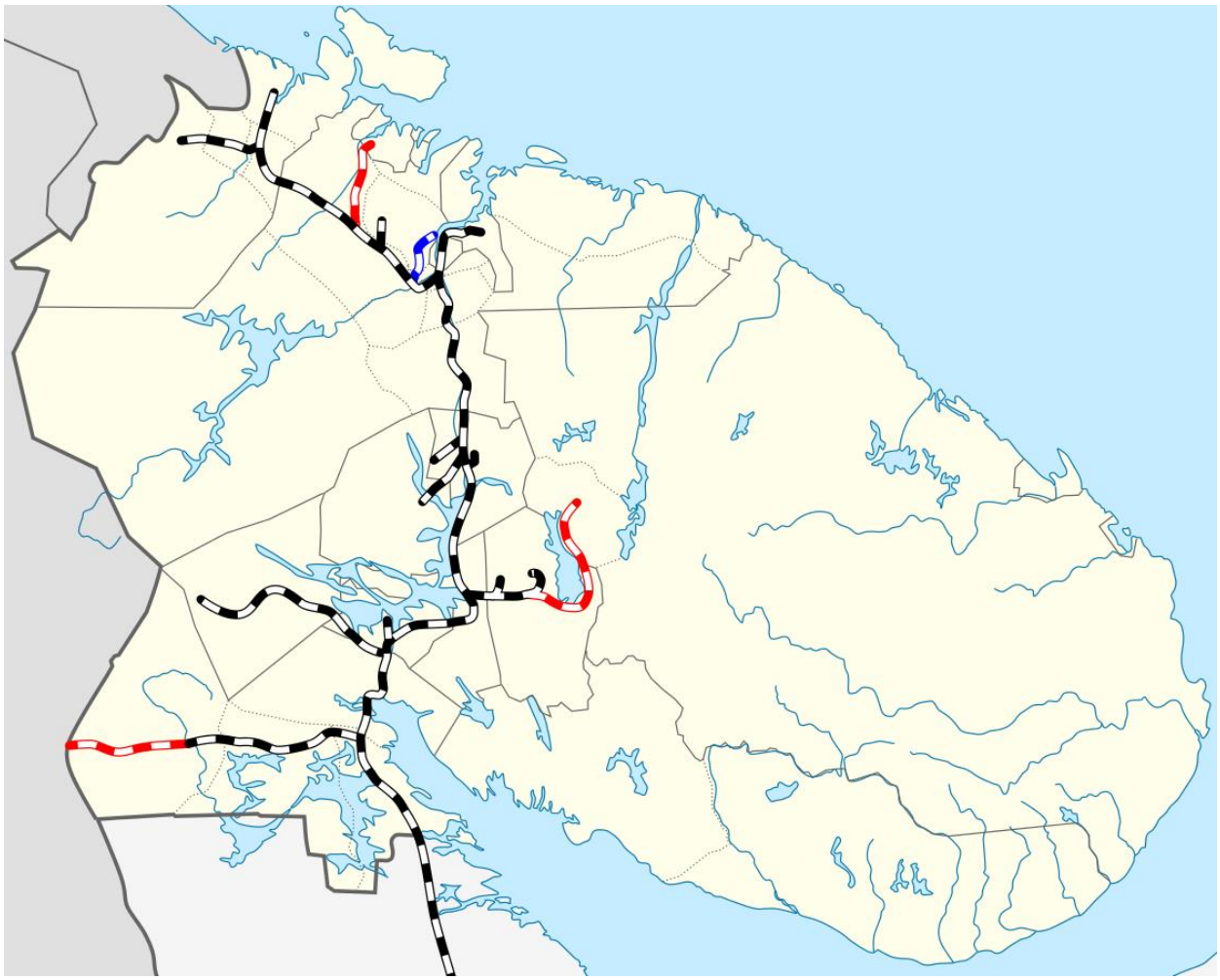

Figure 2 - Scheme - map of railways in the Murmansk region.

Unfortunately, the Murmansk region does not have enough roads for such an industrialized region. It is necessary to provide for a significant expansion of the network of road and rail networks with a simultaneous increase in air traffic, saturated with modern vehicles.

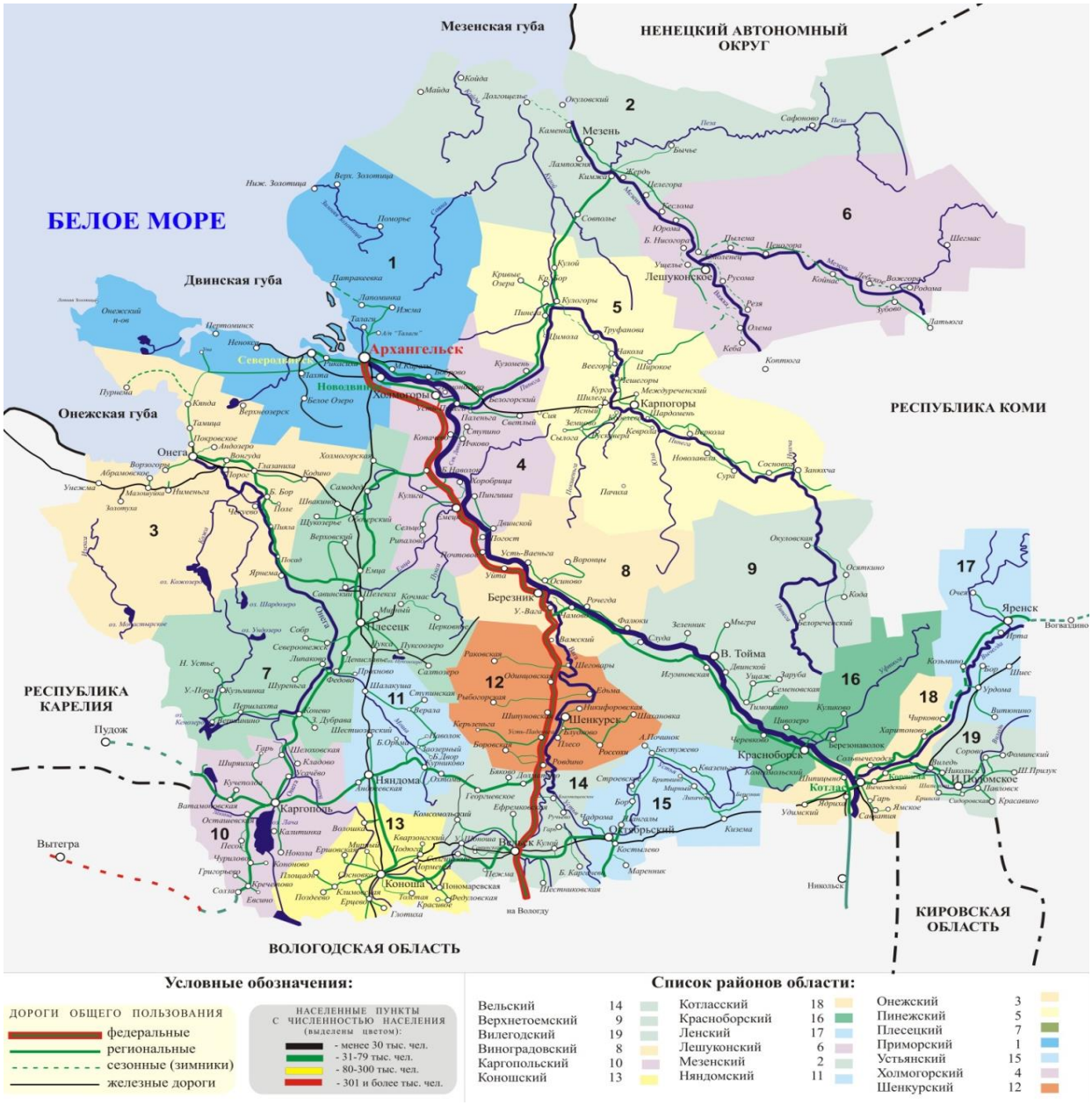

Figure 3 - Map - scheme of public roads of the Arkhangelsk region.

For the Arkhangelsk region, the lack of a railway network is especially acute, which will significantly reduce the cost of an increasing flow of freight traffic.

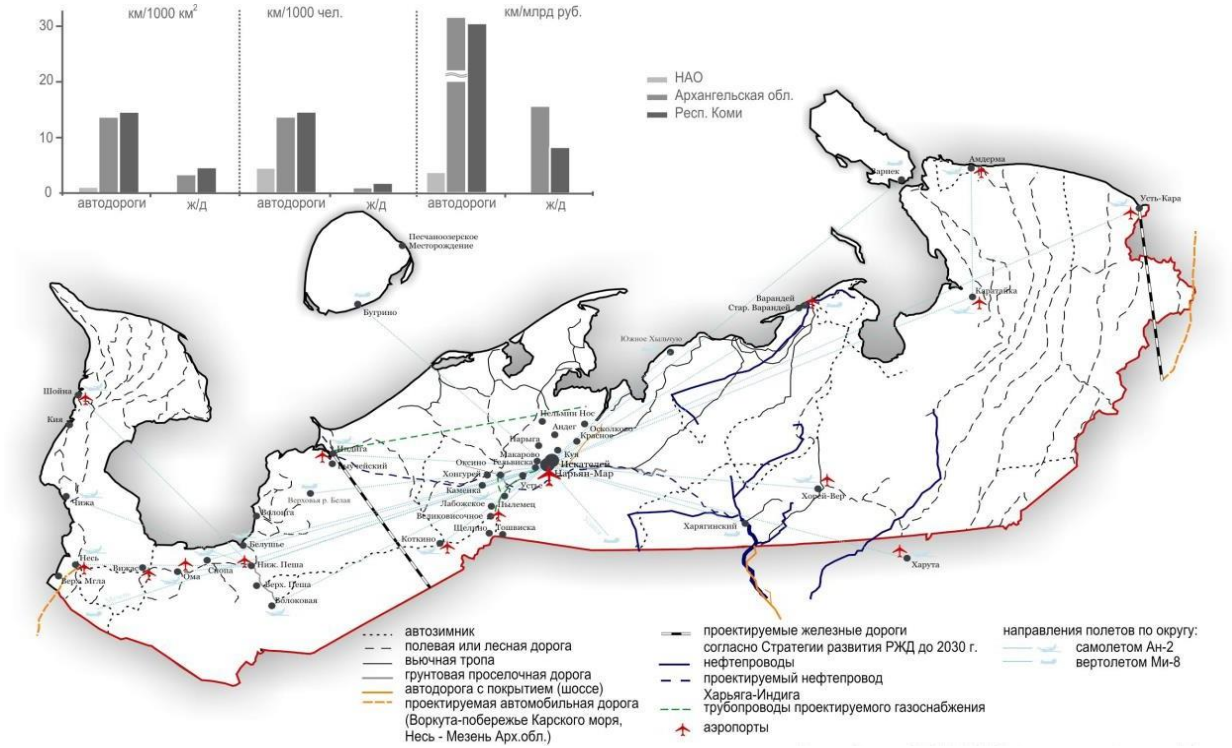

Figure 4 - Transport infrastructure of the Nenets Autonomous Okrug.

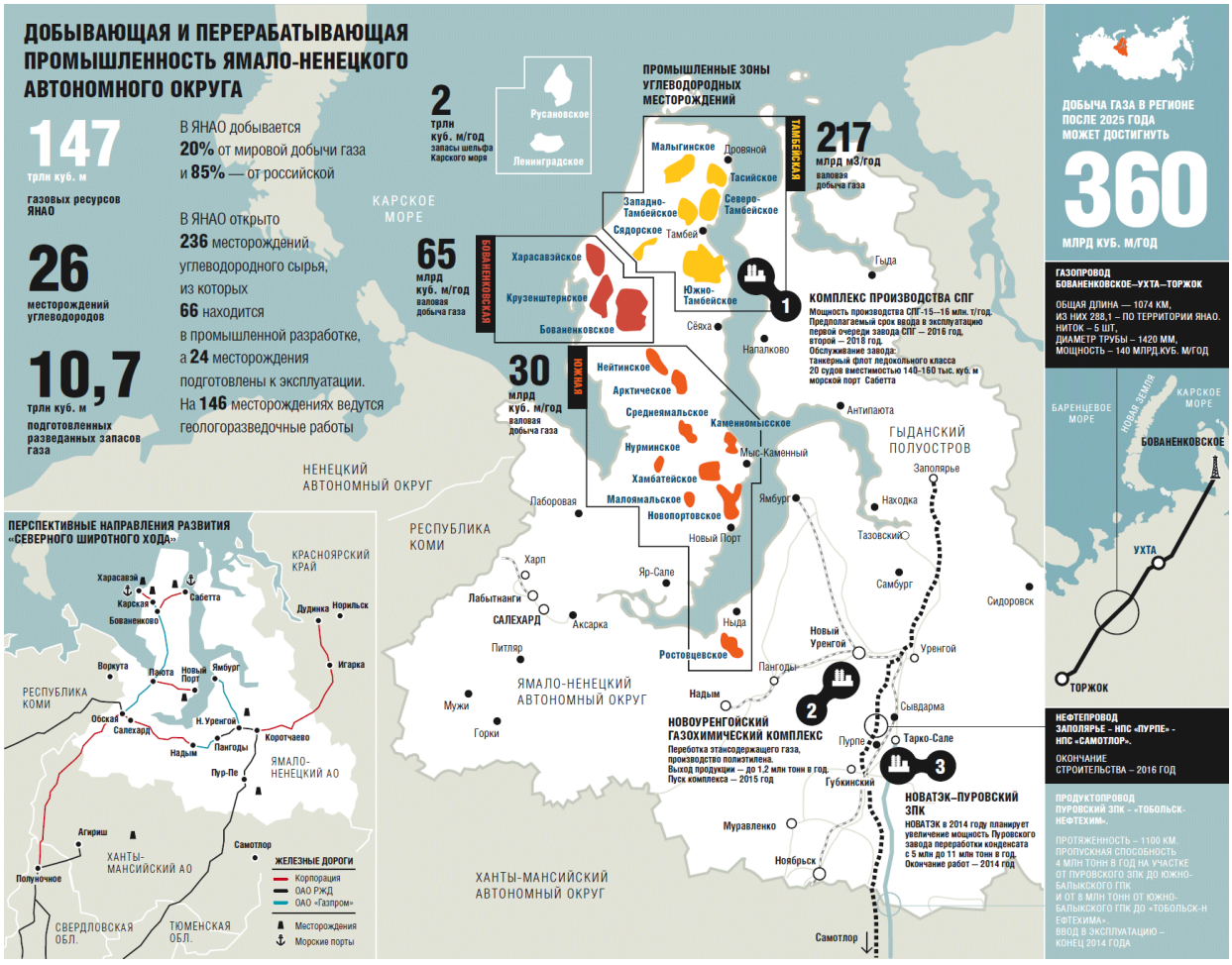

Figure 5 - Economic development of the Yamalo-Nenets Autonomous Okrug until 2035.

Figure 6. Prospective construction of railways in the Yamal-Nenets Autonomous district until 2035.

For the Yamalo-Nenets Autonomous Okrug, the most important task is to significantly improve its filling with vehicles, namely: the arrangement of existing sea ports and the construction of new ones with the obligatory presence of their connection to railway and road networks.

Figure 7. Map - scheme of designed new vehicles in the Yamalo-Nenets Autonomous Okrug until 2035.

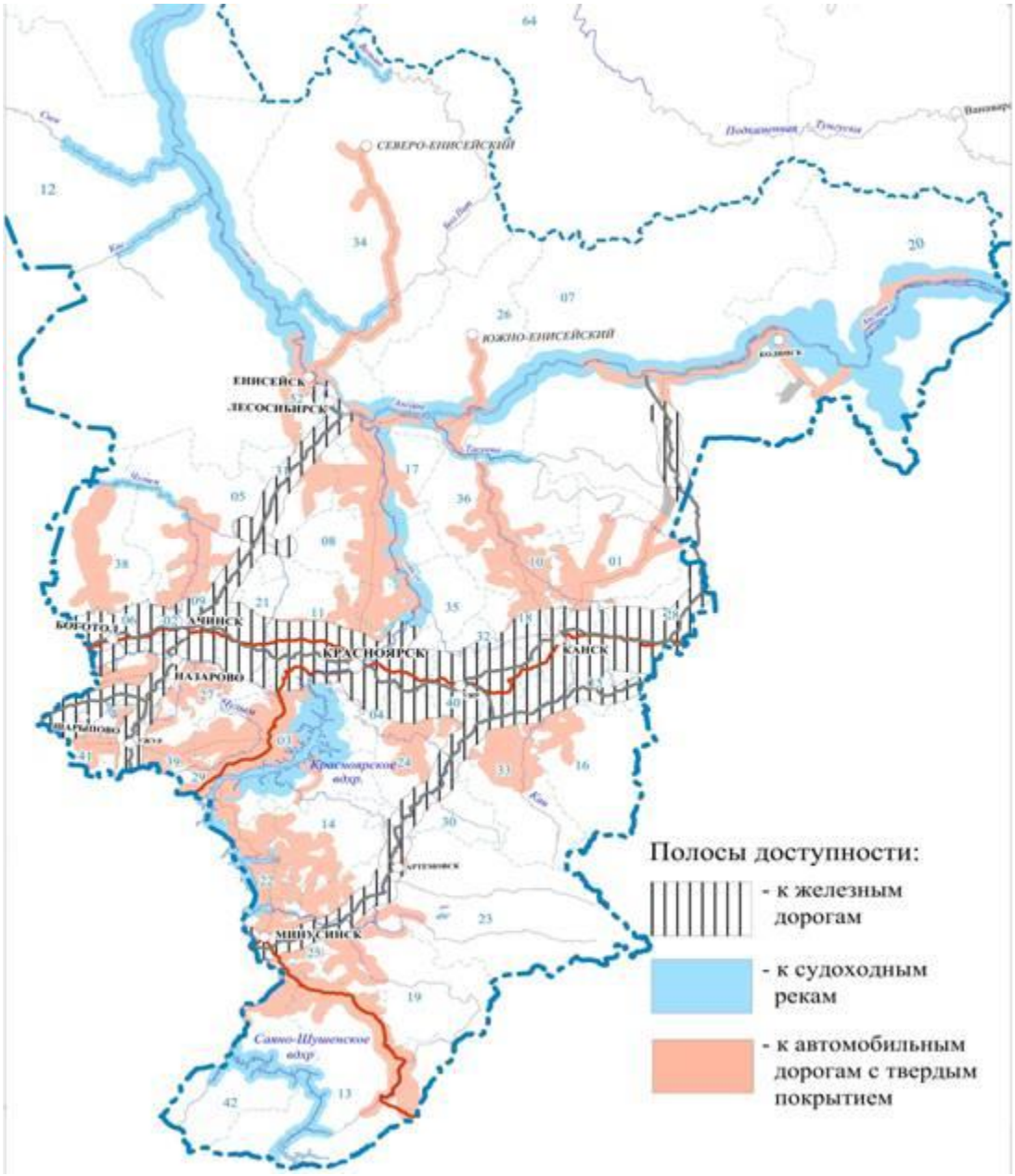

Figure 8. Features of transport logistics in the Krasnoyarsk Territory.

It should be noted that in the Krasnoyarsk Territory, the linking of navigation along the rivers to the largest seaports, which the region has, and the revival of the construction of new road and rail networks to the places of loading of goods with the provision of their transportation to the ports formed along the Northern Sea Route, the logistics of which forms their interconnection and effective use. This experience can be used in the Arkhangelsk, Murmansk regions and in the Republic of Komi and the Republic of SAHA

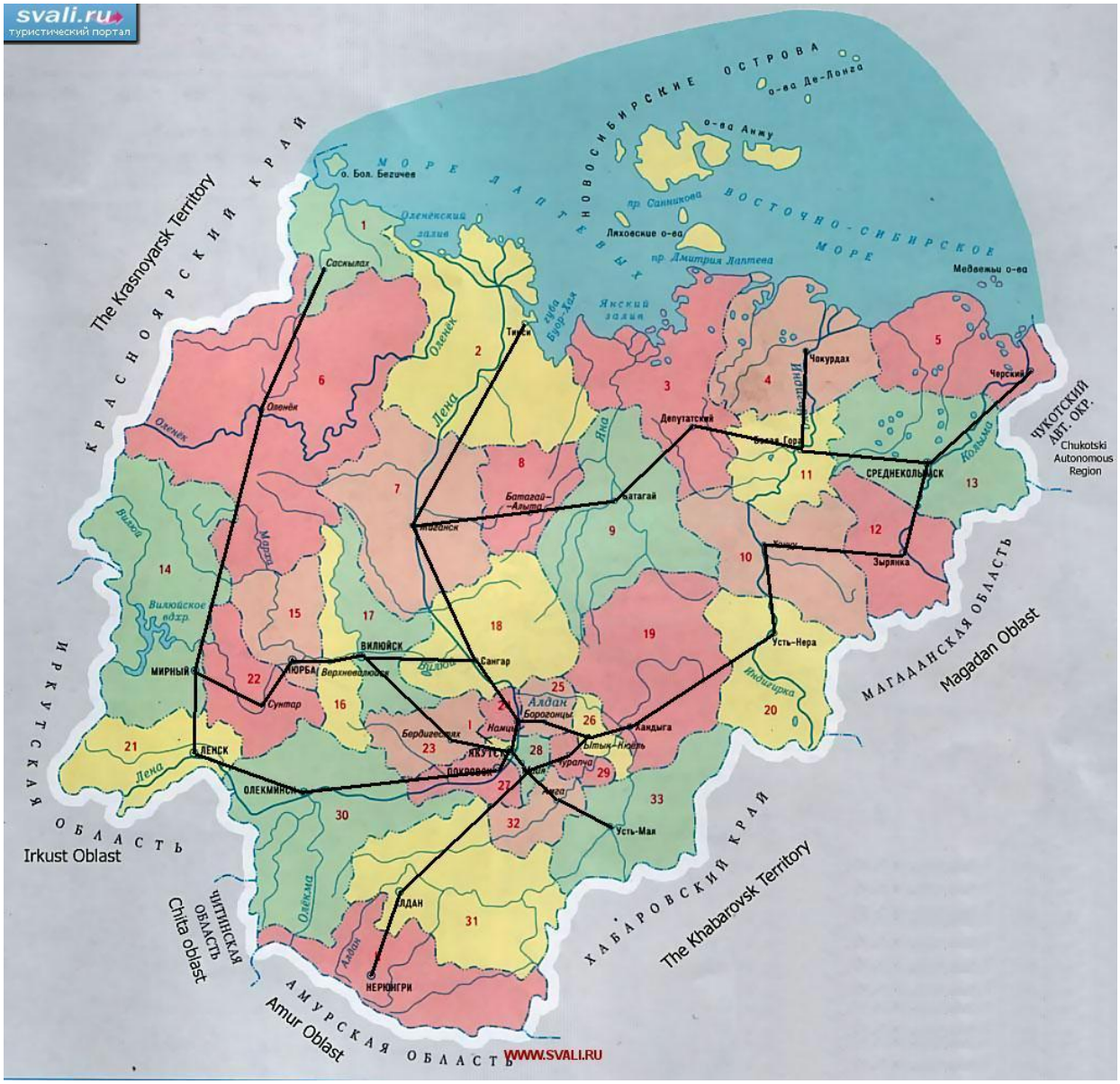

Figure 9. Road map in the Republic of Sakha (Yakutia).

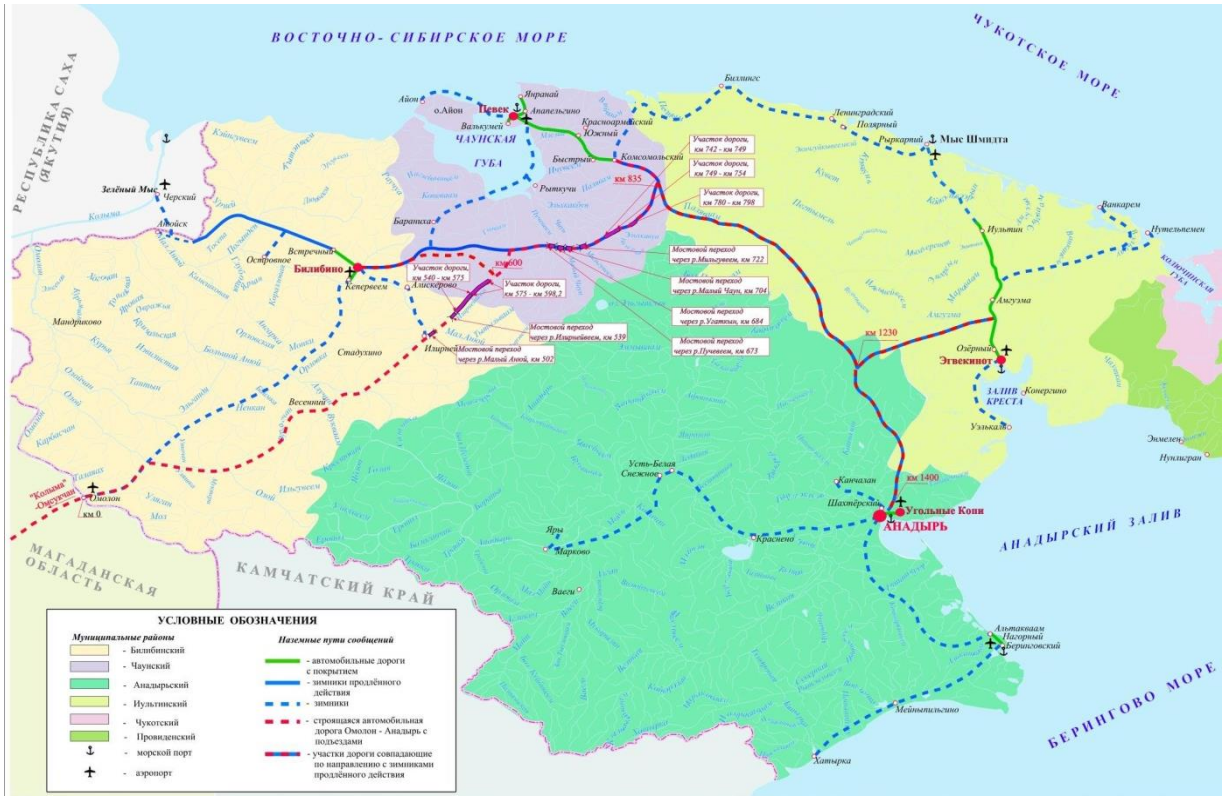

Figure 10. Road map in the Chukotka Autonomous Okrug.

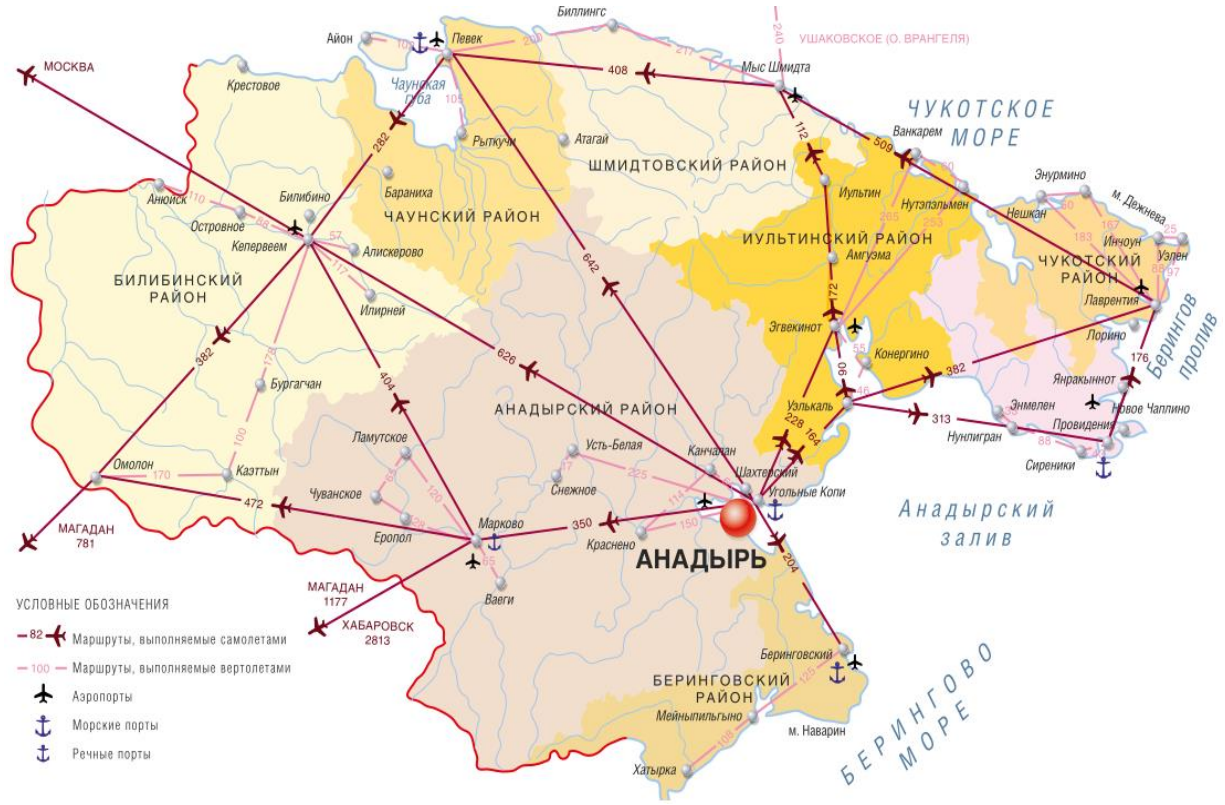

Figure 11. Air traffic in the Chukotka Autonomous Okrug.

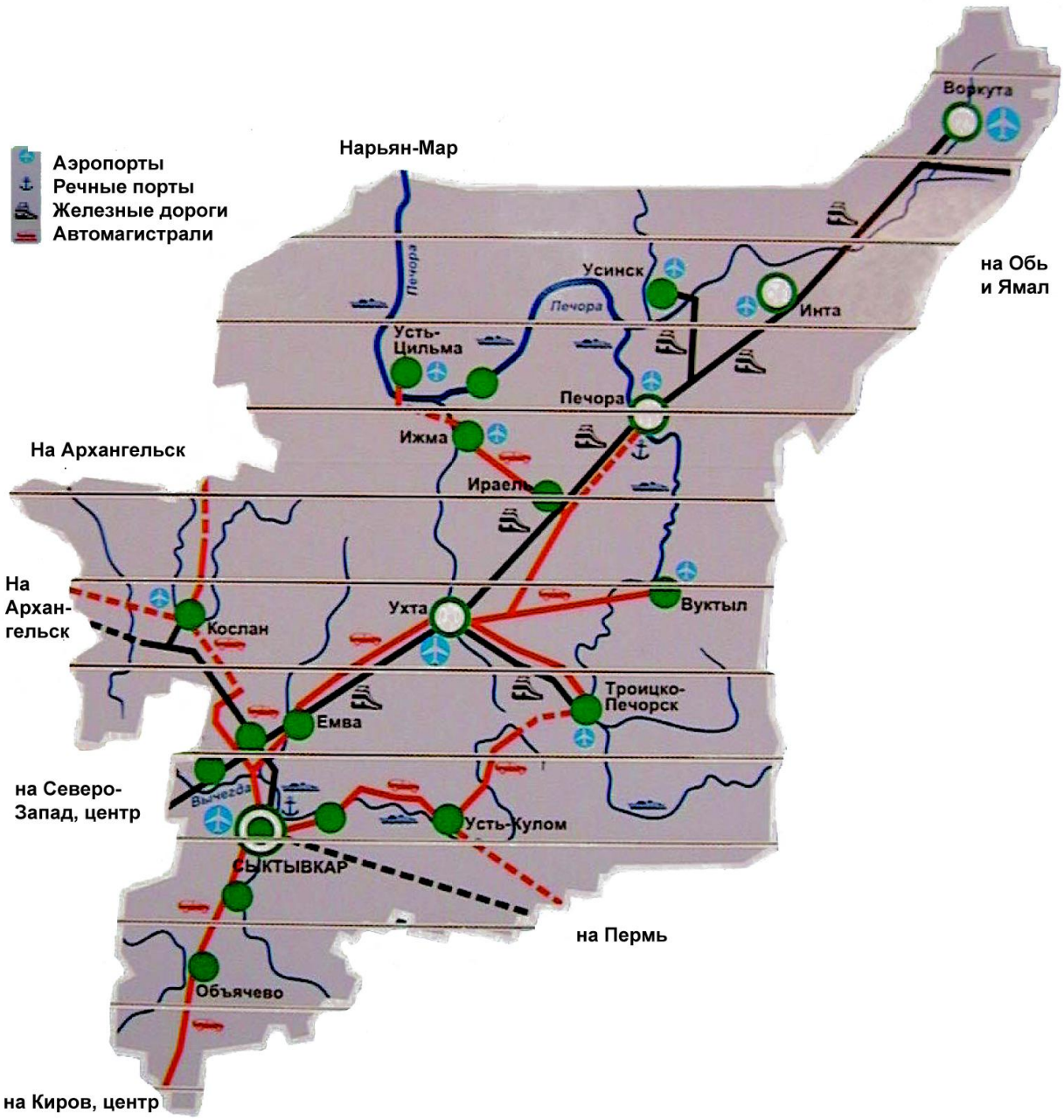

Figure 12. Map - scheme of transport routes and communications in the Komi Republic.

A decision was made to restore the Salekhard - Igarka road, which was not implemented, which led to significant losses of funds.

Explosive involvement in economic turnover creates a rare case when the raw materials industry brings increasing returns - the more invested, the greater the return per invested unit of funds. Note that this effect is short-lived, since further resource extraction is carried out in increasingly depleted or difficult areas, therefore, extraction costs increase, returns decrease. The investment of colossal funds in new resource projects (railroads, sea route development) is justified in the presence of a large infrastructure project, which must be implemented and effectively financed from the Russian budget.

The development of new resource regions goes through several phases, which fit the emergence of frontier people, superorganizations and other phenomena associated with the development of the Arctic, namely:

- **zero phase**- rumors, tests and barriers: assumptions and information about potentially rich resources that are inaccessible for one reason or another (remoteness, imperfection of technologies, etc.). M.K. Sidorov at the end of the 19th century was the first to try to deliver graphite along the Northern Sea Route, J. Lid organized the first trading operations when the transportation tariffs were still very

expensive. Alaska was supposed to have gold back in the days when it was the territory of Russia, but the gold rush began only after a considerable time;

- **first phase**- information (demonstration) breakthrough: there is a pioneer (F. Salmanov), who proves the possibility of obtaining energy in a new space. This phenomenon is also explained from the point of view of the bifurcation theory: when the trajectory breaks down, a random factor plays a significant role, which justifies the enormous role of the individual in history. The economic effect, as a rule, is still small, the information effect is powerful, but the barrier has not yet been broken (project stage);
- **second phase**- demolition of the barrier: a revolution in infrastructure, ideology, technology; large (venture) investments, most often state ones; institutional and organizational building; powerful ideological support (advertising of the project - a demonstration of the city of Igarka to foreign journalists as a demonstration of the achievements of the Soviet government in the development of the Far North, the legitimation of large investments). Sprinters stage, city foundations;
- **third phase**- peak production: ossification of institutions and organizations; the greatest economic return, while reducing enthusiasm. The stage of stayers and the emergence of superorganizations;

3.1. peak production: development of a proven resource;

3.2. blast effect.

- **fourth phase**- flooding of the frontier:

4.1. ghost towns or shift towns;

4.2. transition from the frontier to the "normal" economy: economist L. Husky notes that after the stage of peak production it is possible to reach such a level of the local economy, when a city appears on the site of the frontier city, which can independently maintain its existence by providing services to the surrounding territories, (such as the city of Surgut).

At the peak of production, when the infrastructure has been built and a large organization has been created in which a rigid hierarchy has been established, there are no more pioneers, managers and specialists - engineers - work. People who are frontier in spirit manifest themselves in the zero and first phases of the cycle, where they can fulfill themselves in the best possible way. Geologist I.L. Zhulanova described the Dalstroi paradox, noting that as a result of the work of the country's most freedom-loving people - geologists - a powerful administrative structure was created.

Conclusion

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 extrabudgetary sources.

Funds from the federal budget are directed to the following purposes:

maintaining in working condition and reproduction of transport infrastructure facilities that are state-owned;

reconstruction and construction of transport infrastructure facilities of great socio-economic importance, as well as ensuring the safe functioning of the transport system;

transport security;

the 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, state support can be provided in the following forms:

co-financing on contractual terms of investment projects with the registration of property rights of the Russian Federation, including financing the costs of managing investment projects and developing project documentation;

granting subsidies to the budgets of the constituent entities of the Russian Federation for the development of transport infrastructure;

providing subsidies to transport organizations engaged in socially significant transportation;

subsidizing interest rates on attracted loans to transport organizations to finance the 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 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;

allocation of funds to the authorized capital of legal entities;

development and implementation of economic mechanisms that stimulate the accelerated renewal of the fleet of vehicles, including assistance in the development of leasing modern vehicles, insurance and lending to carriers;

provision of benefits when establishing the conditions for the lease of state property, land allocation and land use.

The total volume of capital investments in the Transport Strategy is calculated in the prices of the corresponding years, taking into account the 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 investments in fixed capital in Russia's total investments for 2020-2025 will be 12.7 percent, and for the period 2025-2035 - 10 percent, but only with strict execution and quality control of the work of all administrative structures.

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