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Transport Infrastructure in the Strategy of Spatial Development of Russia for the Period up to 2030 and in the Future

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ABSTRACT The Government has approved the Strategy of Spatial Development of Russia for the period up to 2030 and in the longer run until 2036, which contains, along with general national economic goals and objectives, a special section devoted to transport and, in particular, its infrastructure. The article describes the principles adopted in the Strategy, and the areas of improvement and development of transport in general that predetermine similar indicators for transport infrastructure. In this aspect, the work characterises the priority areas of territorial development that are grouped in the Strategy by federal districts of the Russian Federation, the Arctic zone of the Russian Federation, as well as its new territories. The document notes and characterises the role of certain modes of transport, facilities, and structures in solving the objectives set out in the Strategy with regard to the spatial development of the Russian Federation, especially in connection with the changed political and economic conditions in the world and in the border territories. Special focus and attention are given to the coordination of transport projects with friendly foreign countries. It is noted that the objectives and directions of the country's development set out in the Strategy form the basis for building programmes and plans for the development of transport infrastructure, including territorial and administrative aspects and in terms of individual modes of transport.

KEYWORDS: Eastern railway operating domain; federal district; international transport corridor; Northern Sea Route; North–South transport corridor; the Russian Federation; spatial development; transport; transport infrastructure

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Научная статья

Транспортная инфраструктура в Стратегии пространственного развития России на период до 2030 года и на перспективу

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АННОТАЦИЯ Правительством утверждена Стратегия пространственного развития России на период до 2030 года и на перспективу до 2036 года, содержащая наряду с общими народнохозяйственными целями и задачами специальный раздел, посвященный транспорту и, в частности его инфраструктуре. Описываются принятые в Стратегии принципы, направления совершенствования и развития транспорта в целом, предопределяющие аналогичные показатели для транспортной инфраструктуры. В этом аспекте охарактеризованы приоритетные направления развития территорий, сгруппированные в Стратегии по федеральным округам Российской Федерации, Арктической зоне РФ, а также ее новым территориям.

Отмечается и характеризуется место отдельных видов транспорта, объектов и сооружений в решении задач Стратегии в отношении пространственного развития РФ, особенно в связи с изменившимися политико-экономическими условиями в мире и в приграничных территориях. Особое место и внимание уделены координации транспортных проектов с дружественными зарубежными странами. Сформулированные в Стратегии задачи и направления развития страны составляют основу для построения программ и планов развития транспортной инфраструктуры, в том числе в территориальном и административном аспектах и по видам транспорта.

КЛЮЧЕВЫЕ СЛОВА: Восточный железнодорожный полигон; международный транспортный коридор; пространственное развитие; Российская Федерация; Северный морской путь; транспорт; транспортная инфраструктура; транспортный коридор «Север – Юг»; федеральный округ

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INTRODUCTION

The Strategy of Spatial Development of the Russian Federation for the Period until 2030 with a Forecast until 2036¹ is aimed to fully involve the country's territories in the achievement of the national goals² taking into account the need for efficient use of available resources. In terms of the geography of Russia, its territorial, or spatial, resource — a huge size and uneven social and economic development of the country's territories — is one of its primary resources.

Some of the main areas and objectives of spatial development of the Russian Federation include the provision of transport connectivity between regions that face surpluses and shortages of human resources in order to meet the needs for manpower in relevant areas (in particular, with the use of the rotation shift method); the development of infrastructure systems to support the development of urban agglomerations; the coordination and joint implementation of plans for the development of infrastructures in cooperation with those friendly neighbouring countries that are interested in the modernization and development of the infrastructures of transport corridors and routes for haulage together with Russia.

The key objective of the development of transport is to promote the improvement of the transport infrastructure based on the priority areas of economic growth, social and economic performance, and increasing the accessibility and connectivity of territories by developing a single backbone transport network and supporting infrastructure, including by increasing the utilization efficiency of the existing and newly built transport infrastructure and improving the quality of transport

services by creating a system for decision-making on the development of transport infrastructure on the basis of the national transport and economic balance.

TRANSPORT INFRASTRUCTURE DEVELOPMENT OBJECTIVES

The provision of transport connectivity between backbone settlements is taken as the basis for the development of transport infrastructure facilities. At the same time, it is provided that transport connectivity between urban agglomerations and administrative capitals of the constituent entities of the Russian Federation outside metropolitan areas, and the backbone settlements that support national security of Russia and serve critical infrastructures is to be mainly provided by facilities of the single backbone transport network, in particular, by its roads. Transport connectivity of other backbone settlements, in particular with settlements in adjacent territories, and of remote settlements with backbone settlements is provided by regional and local motorways by means of developing and bringing them up to standard, as well as by improving transport services for residents in these territories (or by other modes of transport, where connectivity by road cannot be provided); by increasing transport accessibility and connectivity of backbone settlements and geostrategic areas of the Russian Federation by means of activities aimed at reducing travel times and traffic intervals for public transport; by focusing on the priority directions of freight flows in the context of changing directions of foreign trade; by reducing transit traffic through third countries (especially hostile ones) and increasing the

¹ Decree of the Government of the Russian Federation dated December 28, 2024 No. 4146-r "On Approval of the Strategy of Spatial Development of the Russian Federation for the Period until 2030 with a Forecast until 2036".

² Decree of the President of the Russian Federation dated May 07, 2024 No. 307 "On National Development Goals of the Russian Federation for the Period until 2030 and in the Longer Run until 2036".

number of backbone entry points to the transport systems of friendly countries; by taking into account plans of foreign countries for the development of alternative transit transport routes bypassing Russia due to a negative impact they may have on the amount of transit traffic through Russia or on exports of Russian transport services.

DEVELOPING THE TRANSPORT INFRASTRUCTURE IN FEDERAL DISTRICTS AND NEW TERRITORIES

The Strategy groups the priority areas of territorial development by federal district, Russia's Arctic Zone, and the new territories of the Russian Federation as follows:

- The Far Eastern Federal District and the Arctic Zone of the Russian Federation: enhance and develop the Baikal–Amur Mainline [1] and the Trans-Siberian Railway [2] (Fig. 1), the Northern Sea Route [3] (Fig. 2), including seaports in the Eastern basin, checkpoints at the Russian state border and approaches to them, motorways connecting seaports with transport and logistics centres; develop air services and the aerodrome infrastructure.
- The Volga Federal District: build modern terminals and provide guaranteed depths along the main traffic routes of the Volga–Kama basin in order to switch some freight traffic going to ports in the Azov–Black Sea and Caspian Sea basins to inland water transport.
- The Northwestern Federal District: resolve infrastructural limitations to achieve well-balanced utilization of port facilities (in particular, by resolving bottlenecks on railway approaches to seaports in the Baltic Sea and Arctic basins).
- The North Caucasian Federal District: unlock the potential of the region for transit traffic and logistics taking into account the development of the North–South transport corridor [4] (Fig. 3), and improve the connectivity in the transport framework of the North Caucasian Federal District.
- The Siberian Federal District: resolve infrastructure limitations in order to support cross-border and interregional connections in this district, including, without limitation, by bringing the backbone network of federal motorways up to standard, developing and reconstructing railway lines, including the Eastern Operating Domain of the Russian Railways (please refer to Fig. 1), and by building and reconstructing airport facilities.
- The Ural Federal District: develop the transport infrastructure, including, without limitation, the Northern Sea Route (please refer to Fig. 2), and seaports, airports, river and land transport routes that gravitate towards it.
- The Central Federal District: develop the transport infrastructure between the constituent entities of the Russian Federation comprising the Central Federal District and the Moscow metropolitan area in order to transform migration from the adjacent constituent entities into commuting.
- The Southern Federal District: develop the infrastructures of railway, road and inland water transport in the Azov–Black Sea Region including, without limitation, develop the infrastructure of the North–South international transport corridor (please refer to Fig. 3); build and develop both near and distant road approaches to the Crimean Bridge; develop slip



Fig. 1. "Eastern Line" Railway Operating Domain (URL: <https://morvesti.ru/analitika/1687/108495/>)



Fig. 2. Northern Sea Route (URL: <https://interaffairs.ru/jauthor/material/2047>)

roads towards the coasts of the Azov and Black Seas; increase the traffic capacity of railway approaches to ports in the Azov and Black Sea basin; bring the condition of the motorways Volgograd – Astrakhan and Astrakhan – the state border with the Republic of Kazakhstan up to standard; synchronize transport development activities undertaken in the constituent entities of the Southern Federal District and the new regions of the Russian Federation, in particular,

by ensuring that the planning efforts with respect to the development of tourism, industrial, power engineering, transport and utilities infrastructures are approached in a uniform manner as part of the development of the Cis-Azov Region.

- The new constituent entities of the Russian Federation (the Donetsk People’s Republic, the Lugansk People’s Republic, Zaporozhye Region, and Kherson Region): integrate their transport systems into a sin-



Fig. 3. North-South international transport corridor (URL: <https://www.kommersant.ru/doc/6679748>)

gle backbone transport network, including by providing transport connectivity of the new regions of Russia, the Republic of Crimea, and Sevastopol with the Cis-Azov Region and other constituent entities of the Russian Federation that border them (Krasnodar Territory, Belgorod, Voronezh, and Rostov Regions).

Factors that are essential for good performance of transport services include the provision of spare throughput and carrying capacity of international transport corridors, transshipment capacity of seaports and checkpoints at state borders of Russia for resolving infrastructural limitations on freight traffic in international transport corridors and supporting foreign trade with the People's Republic of China, countries of the Asia-Pacific Region, Middle East, Latin America and Africa, in particular, by developing the Eastern Line international transport corridor, including the Eastern Operating Domain of the Railways (please refer to *Fig. 1*), approaches to ports in the Far Eastern basin, land checkpoints at Russia's state border with the People's Republic of China and Mongolia and approaches to them, road and railway bridges in accordance with anticipated traffic volumes; the development of the backbone infrastructure of railways in the central part of the Russian Federation; the enhancement of the infrastructure of seaports and routes within the Northern Sea Route (please refer to *Fig. 2*); the provision of year-round navigation; the development of the North – South international transport corridor, including port infrastructures in the Caspian Sea basin and approaches to its ports; and the development of maritime lines for Russia – India trade along the Far East – Chennai route. This can, and should, be facilitated, to a great extent, by the following (among other things): the coordination and joint implementation of plans for the development of infrastructure in cooperation with those friendly neighbouring countries that are interested in the modernization and development of infrastructures of transport corridor and routes for freight traffic together with Russia (such as the Republic of Kazakhstan, Turkmenistan, the Republic of Azerbaijan and the Islamic Republic of Iran with respect to the North – South international transport corridor; and the People's Republic of China and Mongolia with respect to the Eastern Line international transport corridor).

INTERACTIONS WITH FRIENDLY BORDERING COUNTRIES

The main plans of friendly countries that affect the interests of the Russian Federation relate to the implementation of projects on international transport corridors. Trilateral work is underway to implement transport projects as part of the China – Mongolia – Russia Economic Corridor Program [5, 6].

Both interregional and intraregional transport routes in the territories along the Russian – Chinese state border are being developed.

The length (7.6 thousand kilometres) of the continuous international border between Russia and Kazakhstan defines cooperation between the two countries to develop the North – South international transport corridor, including the Belarus – Russia – Kazakhstan – Uzbekistan – Afghanistan – Pakistan route [7].

Being one of the major projects, the North – South international transport corridor runs for 2,513 km in Russia (Buslovskaya – St. Petersburg – Moscow – Ryazan – Kochetovka – Rtishchevo – Saratov – Volgograd – Astrakhan), and then divides into three branches: Western (via Azerbaijan), Trans-Caspian, and Eastern (via Kazakhstan, Uzbekistan, and Turkmenistan).

CONCLUSION

The Strategy of Spatial Development of Russia for the period up to 2030 and in the longer run until 2036 approved by the Government of Russia sets out the goals and objectives for the transport sector and its infrastructure (including those that have fundamentally changed due to Russia's new foreign economic landscape) and defines the areas of their implementation in line with the general goals and objectives of the national economy. In this regard, the Strategy highlights the primary areas for the development of transport in different territories and groups them by federal district, Russia's Arctic Zone, and the new territories of the Russian Federation. The document shows the role of certain modes of transport, transport facilities and structures for achieving the objectives set by the Strategy for spatial development of the Russian Federation both for individual federal districts and for the major lines of the transport network (Eastern operating domain of the railways; the Volga–Kama system; the transport system of a metropolitan area in the Central Federal District, etc.). Due to the changing political and economic context both globally and in the near-border regions, a special focus is placed on the coordination of transport projects with friendly foreign countries. This, in particular, concerns the North – South international transport corridor (in various contexts), the Northern Sea Route, the need to increase the number of, and develop, border crossings to get access to the transport systems of friendly bordering countries, the development of seaports and approaches to them by land, etc.

The objectives and areas of activity to achieve them laid down in the Strategy provide a basis for designing territory- and industry-specific programmes and plans for the development of the transport infrastructure in the period until 2030 and in the longer run until 2036.

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