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DEVELOPMENT PROSPECTS ECONOMICS OF RUSSIAN PORTAL TERRITORIES

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Abstract. Sea ports, being a transport subsystem of the country, at the present stage represent a complex territorial-branch system, which requires a broader approach to their development. In this paper, based on the methodology of systemic economic theory, the insufficiency of the infrastructure approach to the development of Russian ports is substantiated. The purpose of this study is to identify and systematize the development possibilities of the Russian port-industrial complexes as the basis for the development of the economy of the port territories based on the “Strategy for the Development of the Sea Port Infrastructure until 2030”. In this study, the analysis of the environmental subsystem of port industrial complexes as an element of the tetrad. In particular, the intellectual component, socio-economic institutions and infrastructure are considered in detail as an element of the environmental subsystem. As a result of the work, the opportunities for the development of the production subsystem of the control panel in Russia are identified. Further research involves the analysis of port industrial complexes in the process, design (innovation) and object subsystems.

Keywords: port-industrial complexes, system economic theory, development strategy.

INTRODUCTION

The development of seaports stimulates economic growth, entrepreneurial activity, market competition, the inflow of investments and qualified personnel, and the development of innovative technologies. In the process of globalization of the world economy, ports become regional centers of development: their functions are expanding, becoming more complex, various types of production are located on their territory or close to them, which indicates the development of port industrial complexes (PIC).

The study of the problems of development of the PIC, as a system-forming element of the regional economy, requires the application of a systems approach, and strategic management. The purpose of this study is to identify and systematize the possibilities for the development of Russian PIC, based on the “Strategy for the Development of the Sea Port Infrastructure until 2030”.

METHODS

The methodological basis of this study is a systemic economic theory (SET), which allows to carry out a fundamental economic analysis in order to predict the economy under turbulence and heterogeneity in an era of large-scale qualitative crises that radically change the situation in the economy, politics and the social sphere.

The Strategy-2030 states that it is an element of a single hierarchical system of strategic planning of the transport industry and the economy as a whole. [1]. This means that this document can be considered not only as a transport strategy, which creates prospects for its application in the development of the economy of coastal territories.

The concept of a four-dimensional coordinate system for analyzing economic systems in a broad sense involves the interaction of key subsystems of a national economy: economic science (environmental subsystem); economic policy (process subsystem); management of the economy

(project sub-system); economic practice (object subsystem). Together, these systems constitute a complete complex that implements the full range of functions necessary for the sustainable functioning and development of the economy as a system (a combination of stability and variability, homogeneity and diversity) [2].

RESULTS

The study is devoted to the analysis of the environmental subsystem of PIC: economic science, socio-economic institutions, business climate, infrastructure, Internet [3].

1. Intellectual environment. In Russian economics, there are practically no methodological foundations of design (PIC) and their development strategies as centers of territory development. Consequence - weak development of PPC as mesoeconomic education.

According to the veteran of the industry, the professor of SUMRF. Admiral S.O. Makarova G.V. Poplavsky, the solution of many port problems was achieved through a close connection with the production, with the largest seaports of the country. "Lenmorniiproekt" was formed from a sub-division of the port. As a result of the introduction of economic and mathematical methods in maritime transport, on the initiative of the USSR Ministry of the Sea Fleet (from 1970 to 1986), Gugenko T.B., together with the director of the Central Economics Institute of the Academy of Sciences of the USSR, Academician Fedorenko N.T. the largest ports of the country switched to the developed system of continuous planning of the work of the fleet and port [4].

Specialists of FSUE "Rosmorport", representatives of the transport science, business community took part in the development of the Strategy 2030.

2. Socio-economic institutions. The starting point for the formation of the institutional environment for the new industrialization of the region is the creation of [5]: a) regulatory elements of the state (normative level), b) cognitive - knowledge dissemination institutions about the formed regulatory (legislative) norms c) cooperation: the parties

are often needed in institutions to help obtain profit from cooperation, d) the value-personal component: norms of morality and ethics, incl. the role of the personality of the representative of the top management of the region (governor) is a harmonizing element. Consider each element of the institutional environment in more detail.

a) *regulatory elements* of the state (normative level). The development of the transport industry depends on the application and adaptation of the Federal Law:

- On concession agreements "dated 21.07.2005 No. 115-FL,

- "On seaports in the Russian Federation" from 2007 with changes in subsequent years,

- "On Amendments to the Federal Law "On the SEZ " and certain legislative acts of the Russian Federation" (regarding the creation of the SEPZ) dated 30.10. 2007 № 240-FL,

- Federal Law of 7.11.2011, No. 305 "On introducing amendments to certain legislative acts of the Russian Federation in connection with the implementation of measures of state support for shipbuilding and shipping".

The Strategy-2030 points to the imperfection of the federal laws "On Seaports" and "On Amending the Federal Law "On the Special Economic Zone in the Russian Federation", in terms of creating a special economic zone on the territory of seaports, in order to achieve the strategic goals of port development [1].

Legal uncertainty remains in matters of reservation and use of land for the construction and reconstruction of ports, including the establishment of the boundaries of the territories and waters of seaports and the classification of the territories they occupy into the category of land transport [1].

The balanced development of the regulatory framework requires: the development of a list and draft laws that are the basis of the provision of the Strategy-2030, including by-laws; actualization of normative documents in the field of port designing immediately before the start of the implementation of the strategy, which is important for the formation of the PIC.

b) *cognitive elements*. Representatives of the cognitive approach consider the decisive role of knowledge in human behavior. The focus of the theory of the cognitive approach is the processes of human processing of information about everything that surrounds it, on the basis of a system of acquired knowledge.

The main parameters of the development of seaports are formed on the basis of a detailed analysis of the main strategic documents of cargo-forming industries (the Energy Strategy of Russia for the period until 2030, the Strategy for the development of railway transport until 2030, the Long-term program for the development of the coal industry until 2030 Development strategy of the metallurgical industry of Russia up to 2020, Development strategy of the chemical and petrochemical industry of Russia until 2015, etc.), and also the Program for the development of infrastructure and logistical support of grain market of Russia for 2011 - 2020 years.

The managing director of Port Poronaysk LLC believes that the best success is achieved by the one who has the best information, one of the most significant sources of which is the seaport information and analytical magazine *Sea Ports*, which provides valuable information about companies, trends, and prospects of ports. Articles about the activities of market leaders help to see new opportunities in organizing their own business and contribute to the generation of ideas in improving production and business processes [6].

c) *cooperation*. Until the 90's the interaction between industrial and transport industries was carried out through state associations of the Ministry of Foreign Trade. The abolition of monopoly weakened ties: problems in forecasting cargo flows, analyzing supply and demand [1]. The lack of partnership between the agencies leads to problems in forecasting, to the lack of coordination between industry and maritime transport, which hinders the development of the PIC.

The balanced development of port capacities implies: the development of sea, port and land zones. Solving these issues

needs state regulation and a high degree coordinating the actions of not only the structures of the federal government, but also the subjects of the Russian Federation, local governments, businesses, the public [1]. The world practice of the PIC proves the effectiveness of collective participation in management and development.

3. Infrastructure. In order to create the innovation infrastructure of sea ports, the Strategy-2030 identifies the following priorities: innovations in the management and organization of the transport process; strengthening the role of the state in the implementation of innovations, and in the management system; in the field of technological innovations, active implementation of logistic transport-but-technological systems [1].

These provisions create the potential for the formation and development of the port infrastructure of the PPK, but there is not enough information for the development of the industrial subsystem infrastructure.

As a result of the study, the development possibilities of the production subsystem of the control panel in Russia within the framework of the environmental subsystem were determined. Regulatory elements have the potential to form the institutional basis for the development of the production subsystem of the control panel. The main parameters of the development of seaports in the Strategy-2030 are the information base for the development of a strategy for the production subsystem of the PIC, which will solve the problem of combining territorial and sectoral development strategies.

DISCUSSION

Further study of the development of porous-industrial complexes within the framework of systemic economic theory involves the analysis of the process, design (innovation) and object subsystems.

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