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Transport system of the Far East: effects of a «new model» of the macro-region development

The Far-Eastern federal district today is characterized by one of the lowest indicators of economic development. Maintaining the socio-economic system of the region requires substantial resources from the state. Specificity of the region determines the need to apply special management decisions. The tools for stimulating the regional economy include priority development of the territories, the free port of Vladivostok, regional investment projects etc. These instruments have been implemented since 2014 as a part of the «new model» of regional development. Organization of the new production facilities and expected growth in the export volumes will require development of the region's transport system. The «new model» of economic development of the Far East formulates a new task for the development of transport system, including new goals, projects, spatial aspects of the development of transport infrastructure and vehicles. The purpose of the study is to evaluate the economic effects of a new model for development of the Far East in the transport system. Using the standard methods for analyzing statistical information, dynamics of the transport indicators of the Far-Eastern federal district and the directions of state support for the creation of infrastructure in the period 2015-2019 are considered. It was revealed that the development of transport infrastructure for the companies-residents of the territories of advanced development does not have a significant impact on the overall dynamics of the transport network of the Far East. The projects implemented in the terms of transport infrastructure are of a local nature and are designed to meet the needs of individual enterprises through the creation of small sections of roads and railways. The main direction of influence the applied measures of the state support will have on the transport accessibility of the deposits of the region within the framework of regional investment projects. Thus, the «new model» for the development of the Far East actually supports and strengthens the existing transport and transit model of the regional economy.

Keywords: *the Russian Far East, transport accessibility, transport system, support for the development of transport infrastructure, new development model, state policy.*

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