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## ABSTRACT

The article substantiates the demand for training of qualified specialists in the field of state transport policy, examines the prospects for a new profiled course in training of personnel for the transport industry in the system of national higher education. The interdisciplinary and integrative nature of the suggested course, the possibility of

using innovative approaches in development of curricula and work programs of the disciplines studied, as well as the profile of educational and methodological literature are noted. Particular attention is paid to the relevant potential of Russian University of Transport, on the basis of which it is planned to open a training program for specialists in the field of state transport policy.

**Keywords:** state transport policy, transport strategy, social and political communications, higher education, training of personnel for transport.

**Background.** By the end of the second decade of 21<sup>st</sup> century, the development of the transport and communications industry has reached impressive rates and scales, which give rise to very optimistic forecasts regarding the future of this sphere of human life. The volume of passenger and cargo transportation is dynamically growing, the speed of vehicles is increasing, the range of transportation is increasing, new transport infrastructure facilities are being built and successfully functioning, and innovative technologies are being introduced. An increasing number of both individual states and their integration associations are joining the macro-regional and global channels and networks of transport communications, becoming participants in a variety of international exchanges and flows: political, economic, sociocultural, information, etc.

At the same time, as noted earlier [1], this kind of connection, which is a consequence of globalization tendencies, does not always mean the acquisition by the national communities of the status of an equal participant in international transport and communication processes, does not necessarily result in benefits for national economies; does not correspond in everything to vital national interests. This makes especially urgent to develop and implement such a policy of development of transport communications in general, and of certain modes of transport in particular, which would, on the one hand, mitigate the negative consequences of global transformations for the country, and on the other hand, contribute to the steady and effective progress of the industry.

All this largely concerns Russia with its unresolved problems so far.

**Objective.** The objective of the authors is to consider a new innovative field of training of specialists of public politics in the transport sector.

**Methods.** The authors use general scientific methods, comparative analysis, evaluation approach.

## Results.

### 1.

For the country, the largest in terms of area in the world, the progressive development of transport – a sphere that at all times played a colossal role and in the modern era plays an even more significant role in the life of the society – becomes a national priority and an imperative of ensuring the security of the individual, society and the state [2]. Therefore, the development and implementation of an effective innovation-oriented policy of transport development, which is adequate to the current challenges, turn into an important factor of modernization and must be considered among the main sources of regional and national economic growth and serve as a prerequisite for achievement of a more advantageous position in international division of labor and development of foreign economic relations, and

hence the status of an active participant in the global political process, initiating positive changes.

It is obvious that transporting goods on a macroregional and global scale, carrying out export and import transportation, attracting the maximum possible number of cargoes and passengers to its transport system will not only enhance Russia's overall economic competitiveness, but will also be a factor in building up its economic power and geopolitical influence. Just transit through the Eurasian route can change the whole structure of Russian exports, have a positive impact on the standard of living of the broad strata of the citizens, make the ties between the center and regions more intense, give new impetus to their development, expand communication in the Eurasian space, and in the world as a whole.

Accordingly, as was noted by the Minister of Transport of the Russian Federation E. I. Dietrich, work related to issues of strategic planning and development in the field of transport has acquired a large-scale character. The Ministry of Transport of Russia started preparing the main document of the industry – the Transport Strategy of the Russian Federation until 2035, as well as the state program «Development of the Transport System» until 2025 [3].

At the same time, training of competent and highly qualified personnel in the field of state transport policy, its development and effective implementation in our country has not yet become a sustainable phenomenon. Analysis of educational programs offered by Russian universities, including leading industry educational institutions, testifies to the lack of both the specialized direction of training of political sciences' experts and the organizational structures responsible for this – chairs, departments, faculties, educational and scientific centers, etc. In 2011, the HSE (Higher School of Economics) opened a structural unit under the very catchy name of the Institute of Transport Economics and Transport Policy. However, its main goal was only «implementation of research, expert-analytical, consulting activities», while the actual political component of transport development has not yet found direct reflection in the declared activity [4].

Let us note that the Russian higher school today prepares either classical political scientists, including Russian experts and international specialists, often with a bias in the theoretical-methodological and comparative-retrospective plane, or state and municipal managers of a wide and narrow profile (far from the sphere of transport communications and state policy in this sphere), or managers in transport, who are competent mainly in the field of economics of individual transport enterprises, rendering transport and logistics services, service activities.

As can be seen, the current challenges and tasks in the transport sphere in its global, national and regional

dimensions, on the one hand, and the state of the domestic and foreign educational space, on the other hand, leave substantial reserves for studying the theoretical and applied aspects of state policy on development of transport, as well as training of relevant personnel. The search for guidelines and clarification of the priorities of the current and strategic course of the state in the field of transport in general and of its specific modes in particular, creation of conditions for participation in formation and implementation of transport policies of business structures and civil society institutions, development of mechanisms for effective innovation and use of best practices in various industries, given regions, foreign countries and their associations – a comprehensive study of these and many other issues within the political science is not only a heuristically valuable, but is now also a popular daily practice.

In this regard, we developed both a general concept and tuition materials (curriculum, working programs of disciplines, assessment methods, etc.) for the opening of Bachelor's Degree studies in the Institute of Humanities of Russian University of Transport, called «Political Science» (in the framework of enlarged group of courses 410000 «Political Science and Regional Studies») with a fundamentally new profile – «State Policy and Management in the Transport Industry».

## 2.

What is the innovation of the proposed training program?

Firstly, the course of political science that has become since the official recognition in our country [5] a classical one for many universities, is substantially enriched with a fundamentally new content and, at the same time, with extremely demanded practical knowledge from the point of view of political theory and practical politics, related to the transport sphere. In fact, there is every reason to talk about a new impetus that this course is able to give to development of applied (sectoral or practical-oriented) political science, especially to its particular part, which studies specific manifestations of the world of politics in all their diversity in such an important sphere of public and state life, as transport.

Secondly, the humanitarian component of transport education, the demand for which is no longer in doubt, and – which is very gratifying – surely ceases to be the subject of a dispute between «physicists» and «lyricists», grows an important component, which finally acquires its institutionalization as a direction of training for the transport industry. This will make it possible, among other things, to integrate previously autonomous, «scattered» and even «lost» disciplines within subject fields of other scientific areas (for example, «History of Transport», «Management of Socio-Technical Systems», «Sociology of Transport», «Transport Psychology», «Transport systems of cities and regions», «International relations», «Regionalism», etc.) into a single and highly branched structure, and thereby create the necessary conditions for their progressive development.

Thirdly, asserting itself as an independent direction of training of personnel for transport and as a field of research, which has its own subject and method, as well as a categorical-conceptual apparatus which is an indispensable attribute of the «sovereignty» of science, state policy and management in the transport industry were, are and will be a complex interdisciplinary direction, combining the natural, scientific, technical, socio-humanitarian spheres of knowledge and having a pronounced practical orientation. There is an opportunity to combine general theoretical courses and various types of practices, including production, organized both in government bodies and at the enterprises of the transport complex. And this is not just a positive point, but also a serious competitive advantage.

Fourthly, the proposed direction of training, being a fundamentally new phenomenon in the national higher

school, is able to occupy leadership positions in the global educational space in one of the young segments – transport humanities. There are all grounds for this, including taking into account the demand for social and humanitarian knowledge, skills and abilities for representatives of the all transport professions, which is conditioned by the increasing orientation of the industry in the leading countries of the world to development of human capital. The «sensitivity» of national educational systems to objective realities and modern needs will determine their attractiveness in the international market of educational services.

Finally, fifthly, the opening of the field of training in state policy and management in the transport sector will contribute to more effective and timely implementation of the priorities identified in the message of the President of the country to the Federal Assembly on March 1, 2018, and in the Decree of the President of the Russian Federation signed on May 7, 2018 «On national goals and strategic tasks for development of the Russian Federation for the period until 2024».

In particular, the study of such disciplines as «History of Transport Communications», «Political Aspects of the Theory of Transport and Transport Communications», «Innovative Policy in the Transport Sphere», and «Political Management in Regional and Territorial Transport Systems» by future political scientists and transport employees will enable them to master professional competencies necessary to ensure, as stated in the presidential message, «to deploy a large-scale program of spatial development of Russia, including the development of cities and other settlements», and also on the basis of the spatial development strategy «to prepare a comprehensive plan for modernization and expansion of the country's entire backbone infrastructure» [6].

In turn, implementation of this plan, according to paragraph 15 of the Decree of the President of the Russian Federation, includes, among other things, ensuring the development of transport corridors «West–East» and «North–South» for transportation of goods, the Northern Sea Route and increasing the flow of goods along it, growth in the volume of transit transport of containers by rail, development of hub freight multimodal transport and logistics centers [7]. It seems that the alumni of the educational program will solve these tasks, to a large extent, with the help of acquired competences provided for by such disciplines as «World Politics and International Relations in the Transport Sphere», «International Transport Corridors and Integration Processes», «Transport Policy of Russia and foreign countries», «Risk management in the state transport policy and management».

The achievement of the increase in the level of economic coherence of the territory of the Russian Federation through expansion and modernization of the railway, air, road, sea and river infrastructure, including through the phased development of transport communications between the administrative centers of the constituent entities of the Russian Federation and other cities – the centers of economic growth, including elimination of infrastructure restrictions on the development prospects, adjacent to such transport communications» [7] will be facilitated by the acquisition by future professionals of knowledge, skills and abilities presented in such academic disciplines as «Political aspects of ensuring national security of Russia: transport measurement», «Transport communications in urban systems and agglomerations», «Political aspects of public-private partnership in the transport sector», «Environmental policy and transport security».

We foresee the possible skepticism of a number of colleagues and observers, their probable doubts about the ability of Russian University of Transport to implement this ambitious project to train highly qualified specialists competent to solve such large-scale tasks for the whole country, without exaggeration. A convincing response to



such sentiments can be the fact that at the turn of 20<sup>th</sup>–21<sup>st</sup> centuries the scientific school «Transport Policy of the State and Socio-Political Communications: Domestic and Foreign Experience and Prospects» was developed at the university, and in 2010 it received a powerful impulse. Theoretical, methodological and practical issues comprised state policy and political management in the transport sphere, the role of the state in development of global, national and regional transport infrastructure, the influence of transport policy and social and political communications on contemporary international relations and ensuring national security.

For almost two decades of functioning of the scientific school, over twenty doctoral and candidate dissertations in political sciences were prepared. Its specialists published in total about two dozen monographs, nearly two hundred scientific articles in leading Russian and foreign peer-reviewed periodicals, over three dozen textbooks and teaching aids, and also made more than two hundred scientific reports at international and all-Russian scientific and scientific-practical conferences on the problems of searching for effective ways of forming and mechanisms for implementing the state's transport policy, including innovative models for the development policy of certain types of transport, transport infrastructure of Russian regions etc. The scientific school promotes and popularizes its main ideas and conceptual positions in the domestic and foreign professional community.

Recently, special attention has been paid to the regional dimension of the policy of development of transport infrastructure, which is a separate but very important aspect of the problem of forming and implementing an effective transport policy of the state in modern conditions. This aspect, unfortunately, has not yet become the subject of general and special political studies in our country, and so there is a basis for development of curriculum programs, etc. At the same time, the demand for a comprehensive scientific understanding of a new direction, including, first and foremost, within the framework of the subject field of political science, as well as training of personnel in the relevant field, is obvious.

A vivid illustration of this is the capital city of Moscow, where the main campus of RUT (MIIT) is located. The RUT University cooperates actively and effectively with its administration, and transport bodies. On the one hand, city's functions in transport sphere are determined by the location of federal and federal authorities [8] in it, which provides for implementation of state policy in the transport sector, including planning, training, scientific support and implementation of relevant political events, and also control over their execution. On the other hand, Moscow, being the largest metropolis in Russia and Europe, as a regional entity of the Russian Federation, has its own needs in implementing an effective policy aimed at sustainable and balanced development of the transport infrastructure, improving its quality and accessibility [9]. And this makes it evident that training of highly qualified personnel of the said profile should also be in demand. And there are such opportunities at Russian University of Transport.

In addition to the dynamically developing specialized scientific school, we add here a sufficient number of qualified scientific and pedagogical staff of RUT, rich experience in

basic research and practical developments in the field of transport, wide interuniversity links with transport universities abroad (Belarus, Kazakhstan, China, Austria, Italy, Poland, Germany, Finland, France, etc.).

**Conclusion.** In general, there is every reason to believe that opening of the said direction of training will contribute to conceptualization of social and political dimensions of the sphere of transport communications and related areas, development of existing and emergence of new scientific schools and teams, emergence of promising innovative technologies in the sphere of state policy and social management. In addition, it will ensure a steady growth of skills of qualified employees of educational, research and production organizations in the field of transport and transport construction, as well as in other sectors of the Russian economy.

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