Influence of zones of priority development on social and economic efficiency of territories

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Abstract. The current period of development of a market economy in Russia is characterized by a stage of modernization, among which factors are called the transition to an innovative way of development, the increase of scientific and technical potential and investment attractiveness. The latter, in particular, is possible in the case of pursuing state policy aimed at creating favorable conditions for investment activities, protecting the domestic market, increasing the competitiveness of domestic products, and making the most efficient and rational use of vacant territories. The article, based on the example of the south of the Tyumen region, carried out a study that examines the process of creating zones of priority development with the help of the state, namely, how socio-economic growth is achieved and the effective use of the territories, located in these zones.

1. Introduction
In stimulating the development of the national economy, it is impossible to do without the use of generally accepted and proven tools: preferential lending and taxation, the provision of state guarantees for external financing of production, the provision of a certain "package" of privileges and privileges to investors, and state assistance in promoting Russian products to foreign markets. It was these provisions that were to be the basis of the "Special Economic Zones" (SEZ), which began to be created in various regions of Russia since 1996. The first SEZ was formed in the Kaliningrad region, and the second in Magadanskaya, for which the program was developed until December 31, 2014 [1,2].

The advantage of such zones was the possibility of creating special conditions for attracting investment activity in such territories. The formation of the SEZ was an effective and rather promising direction for the development of Russia's international economic cooperation. By creating SEZ, the state set the task of developing individual territories by stimulating exports, expanding production of import-substituting products, increasing employment and budget revenues [3]. The creation of free economic zones could stimulate Russia's economic growth and ensure its development.

When creating SEZ, the state had to solve the following tasks:
1. Ensure the flow of private domestic and foreign capital.
2. To promote an increase in the number of jobs, provide motivation for highly qualified employees, so as not to emigrate from these territories.
3. Implement a course of import substitution, which should make it possible to restore and create domestic production [4].

In Russia, there were 26 special economic zones, of which 10 industrial-production type, six technology-innovative type, nine tourist-recreational type and one - port type. The SEZs in Tatarstan, Lipetsk and Samara Regions and in St. Petersburg were recognized as relatively efficient by the Chamber of Accounts, as the volume of resident investments exceeded budgetary investments.

In 2016, Russia suspended investments in the SEZ due to inefficient use of budgetary funds [5-7]. However, it is obvious that the problem is not in the instrument itself, but in how it is used. After all, the goals for which the SEZs were created are still valid today - they should increase the investment attractiveness of the regions, create new jobs.

The main reasons that prevented the SEZ from becoming an effective economic tool:

- Lack of control over the expenditure of funds and the implementation of projects, which led to the lack of engineering infrastructure and subsidence of allocated funds in bank accounts;
- Conflicts of normative base;
- Weak activity of regional authorities (regional funds in projects were about 30%).

The Russian special economic zones had a great development potential. However, an obstacle to their effective functioning is the lack of a strong regulatory and legal framework, as well as the lack of effective interaction among authorities at all levels. These factors, along with such shortcomings as corruption, poorly developed infrastructure and the lack of qualified personnel in the field, hinders the attraction of SEZ investors in Russia.

During Medvedev's presidency, the Law was adopted, the provisions of which regulated the formation and functioning of zones of priority development (ZPD). Thus, a new concept was introduced. ZPD is a part of the entity where favorable conditions for investors' activities are formed. The purpose of such zones was to accelerate the socio-economic development of the region. The creation of favorable conditions assumed the provision of state support to investors. However, it looked somewhat more modest in programs than was envisaged in the 1991 draft. Management of such zones was to be carried out by a specially formed administration. Currently ZPD is created in 20 regions [1,8,9].

2. Approaches to the formation of a special regime for the zones of priority development on the example of the south of the Tyumen region

The successful achievement of the goal and the solution of the tasks of socio-economic development of the territory of the south of the Tyumen region, in the long term, dictates the need to improve the spatial organization of the productive forces. The territory of the south of the Tyumen region should be regarded as one of the components of the spatial development of the entire Ural Federal District (UFD), which implies, on the one hand, increased flexibility of the UFD's territorial structure, weakening of its excessive attachment to the existing energy and raw materials base, and, on the other hand, overcoming the concentration of business activity in a limited number of regional trade and financial centers.

The innovative social-oriented way of development of the Ural Federal District rests, therefore, on the multi-polar development of the territory. The perspective framework of the territorial structure of production and settlement of the district should be formed taking into account the growing role of new regional centers of innovative economic growth that differ in the federal level of significance and have the potential for accelerated development in the long-term perspective of the zones of priority development (ZPD).

One of the key instruments for the implementation of innovative social-oriented scenario Spatial Development UFD, based on the area of advancing economic growth should be the development of the federal significance of transport, energy, telecommunications and other industrial and social infrastructure, interconnectedness of the territories of the federal district [1,10-12].

Various territories of the Tyumen region were included in two major zones of advanced development of the Ural region - the Ural Industrial and the South Ural Agricultural, which cover
mainly the western, central and southern parts of the Tyumen Region (without autonomous districts), along the existing transport highways, in particular, Tyumen-Surgut, the Trans-Siberian Railway (a section from Tyumen to Omsk), which in this connection can reasonably be considered as full-scale corridors (axes) of growth.

The two above-mentioned large ZPD of the Urals Federal District included six regional ZPD in the south of the Tyumen Region (Figure 1).

![Figure 1. Zones of priority development of the Tyumen region.](image)

The large ZPD Ural Industrial is located in the western part of the Tyumen Region and extends in the meridional direction from the south to the north, along the railway from Tyumen to Salym (KhMAO-Yugra), in the areas of concentration of industrial enterprises and the anticipated implementation of the largest investment projects. The main activities planned for development in this ZPD are oil production, oil refining and petrochemicals, oilfield service, engineering, scientific and educational complex, timber industry complex.

The structure of this large zone of UFD includes the following regional zones of advanced development of the Tyumen region: "Tyumen zone for the creation of innovative technologies..."
(Tyumen and Tyumen region)" (T-3 in Figure 1), "Uvatskaya oil-producing zone" (T-1), Tobolsk Petrochemical Zone (Tobolsk) (T-5), Tyumen Transport and Logistics Zone (Tyumen, Tobolsk, Ishim) (T-2). On the basis of existing cultural and historical values and natural preconditions, the "Tourist and Recreational Zone" (T-6) was also singled out.

"The Tyumen zone for the creation of innovative technologies (Tyumen and the Tyumen region)" (T-3 in Figure 1), which basically should specialize in innovations in the oil and gas sector of the economy, including all elements of the technological chain. The concentration of large Russian scientific research institutes in the field of geology and geophysics, exploration of oil and gas fields, extraction, processing and transportation of hydrocarbons in Tyumen was an essential prerequisite for the organization of such an industrial park.

Several investment projects were planned on the territory of this regional ZPD (some of them, jointly with foreign companies) in the machine-building industry to create drilling and oilfield equipment, as well as in oil refining, involving the expansion of existing refinery capacities. New directions, not related to the oil industry, are represented, in particular, by the construction of a metallurgical plant for the production of long products in Tyumen.

The federal significance of the regional zone "Uvatskaya oil-extracting zone" (T-1 in Figure 1) is determined by the availability of significant hydrocarbon reserves and investment projects of large oil companies for their development, including the Uvat project of TNK-BP. This ZPD is located in the north of the Tyumen region in the Uvat district in a relatively sparsely populated area. The main specialization of the zone is the extraction of fuel and energy resources. In the future, both expansion of production and creation of electric power capacities operating on associated petroleum gas are planned. Along with the oil industry, the development of logging and woodworking industries is promising on the territory of this ZPD.

The regional "Tobolsk oil and gas chemical zone (Tobolsk)" (T-5 in Figure 1) is quite compact and covers the Tobolsk region, located on the railway line connecting the south of the Tyumen region and the northern autonomous regions. The leading development of this ZPD is due to the implementation of large-scale projects to modernize and expand capacities for the primary processing of a wide fraction of light hydrocarbons, the creation of new petrochemical production facilities for deep processing, and the possible creation of a special economic zone.

The main prerequisite for the formation of the regional "Tyumen transport and logistics zone (Tyumen, Tobolsk, Ishim)" (T-2 in Figure 1) was its attachment to the intersections of the most important transport corridors going from West to East (from The European part of Russia to Siberia and the Far East) and from the North to the South (connecting the northern autonomous regions - the largest oil and gas producing regions - with the rest of Russia's regions and providing access to the countries of Central Asia). Perhaps, the major urban centers - the cities of Tyumen, Tobolsk, Ishim - will be able to become logistics centers and provide a variety of transportation services. During the formation of the above-mentioned ZPD, the necessary construction and modernization of the transport infrastructure (including the reconstruction of federal roads passing through the territory of the region), the construction of international transport-logistics centers in the specified cities of the region to service transit cargo transportation, the creation of conditions for the development of intermodal transportation of goods by national and international transport corridors, the creation of an appropriate information support system [1,13-14].

Within the framework of this ZPD, it was planned to implement projects in the field of logistics, as well as projects involving the development of transport infrastructure. Necessary was the construction of several logistics complexes in Tyumen, including class "A" complexes, logistics centers in Tobolsk and Ishim. In order to develop the transport infrastructure, it is planned to complete the construction of the roads "Bypass of the city of Tyumen", Tyumen-Nizhnyaya Tavda-Mezhdurechensky, to reconstruct the federal highways Tyumen-Khanty-Mansiysk, through Tobolsk, Surgut, Nefteyugansk and Tyumen-Ishim-Omsk, roads, to develop the railway infrastructure, river transport infrastructure, as well as the further development of the international airport "Roshchino", including the construction of modern passenger and cargo terminal terminals.
The regional "Tourist and Recreational Zone" (T-6 in Figure 1), although not of federal significance, is important, both from the point of view of implementing the tourist and recreational potential of the Tyumen region within the UFD, and from the perspective of providing conditions for a comfortable and affordable recreation of the region's population, i.e. in the final analysis, is aimed at improving the quality of life in the region. The ZPD covers the city of Tobolsk, the Tobolsk district (Abalaki natural historical complex), Tyumen, Yalutorovsk, Isetsky, Tyumen, Uvatsky districts and develops the spheres of tourist and recreational services, based on a large historical and architectural heritage, as well as unique natural landscapes of the region.

The large "South Ural agricultural" zone of the Ural Federal District, whose main specialization is the production and processing of products aimed at the mass consumer of large urban centers (livestock, poultry, pig production, vegetable production, food industry, including production milk, butter-cheese products, beverages, etc.), covers the southern part of the Tyumen region.

The structure of this large UFO zone in the territory of the Tyumen region includes the regional ZPD - Tyumen agro-industrial zone (T4 in Figure 1). The prerequisites for the formation of this regional ZPD are highly productive soils, especially of individual areas in Zavodoukivsky, Uporovsky, Isetsky and Kazan districts, and Zavodoukovsky, Isetsky, Ishimsky, Tyumensky and Yalutorovskiy are the main development areas of the agro-industrial complex. They form near large centers for processing agricultural products in Tyumen, Ishim, Yalutorovsk.

A number of investment projects in the agro-industrial complex are being implemented in the territory of this zone. Most of the projects involve the construction of new ones, modernization and expansion of production at existing dairy complexes, as well as milk processing enterprises (Yalutorovsk, Ishim, Omutinsky District) and the creation of pig-breeding complexes with subsequent processing of raw materials (Ishim district). Also, in the territory of the ZPD, a plant for the production of seeds of elite reproductions (Zavodoukovsky district) will be built, production of new types of composite mixtures for the needs of bakery and confectionery industry will be created, and the poultry factory (Tyumen district) will be reconstructed.

Thus, all the regional advanced development areas of the Tyumen region are adequately supported by the declared investment projects, the implementation of which contributes to the transformation of the structure of the economy, raises the level of its diversification, increases the resistance to external factors of impact [3].

3. Doing business in the priority development zone

3.1. Development of petrochemical industry

In the Tobolsk petrochemical zone, for example, the largest primary refinery of light hydrocarbon raw materials operates. The company "Tobolsk-Polymer" is building a complex of petrochemical industries, which will produce more than 500 thousand tons of polypropylene per year.

On April 20, 2006 Tobolsk-Polymer LLC was registered on the basis of the Tobolsk production site of SIBUR. In 2007, a number of agreements were signed that allowed the launch of such a large-scale project of modernity and in April of the same year the capacity of the future polypropylene production was approved - 500 thousand tons per year. The American company UOP was responsible for dehydrogenation, and Ineos (Great Britain) for polypropylene. In total, more than 320 companies from 23 countries were involved. In autumn 2010, the first units of large-sized equipment were delivered to the construction site, in particular, one of two blowing columns 39.5 meters in length, 4.6 meters in diameter and weighing 60 tons, made in Korea. And all in Tobolsk arrived 23 units of such non-standard cargo, including columns of the propane dehydrogenation unit. The diameter of one of them is 10 meters, the length is about 100 meters, and the weight is 1096 tons. That all this cargo was delivered 18 vessels, 992 railway cars, 1957 autotrailers were involved.

On October 15, 2013, in the presence of Russian President Vladimir Putin, a solemn ceremony of opening and launching the complex took place. The entire construction cost about $2 billion. Thanks
to the launch of this plant, the production of polypropylene in Russia increased by about 40%, and the country from the importer moved to the rank of exporter.

The production complex "Tobolsk-Polymer" consists of the production of propylene with the capacity of 510 thousand tons per year and the production of polypropylene with a capacity of 1,500 thousand tons per year, and according to these indicators the plant is among the world's top three leaders in this segment. Polypropylene is the world's third largest consumer of plastic after polyethylene and PVC, and is widely used in various industries: automotive, housing and communal services, production of consumer goods packaging, film, furniture, utensils). Of itself, it represents a solid thermoplastic polymer. In total, the assortment of the plant's products includes more than 70 items. Raw materials for the enterprise (propane) are supplied from the gas-fractionating plants of Tobolsk-Neftekhim. By the fourth quarter of 2014, the enterprise had reached 95% of the projected capacity. Production of 7 basic grades of polypropylene was mastered.

The company in Tobolsk has an important social component: allocations to the budget from 2013 to 2024 will increase by approximately 22 billion rubles. About 500 new jobs were created directly in production and about 3,000 places in related industries.

3.2. Development of transport infrastructure

Speaking about the transport and logistics zone, it should be mentioned that the Tyumen Region is located in the center of the Russian Federation between the European part of the country and the Asian territory of Russia and is part of the West Siberian economic region and the Ural Federal District. Possessing a huge territory, exceeding 745 thousand square meters. km, a great variety of natural, climatic, socio-demographic, economic and historical-cultural features, the Tyumen region bears the features typical of the industrial regions of the Urals and Western Siberia. At the same time, the northern part of the region belongs to the less developed regions of the resource type, while the southern part has a well-developed production and transport infrastructure.

The specificity of the Tyumen multimodal transport hub is a pronounced linear-tree configuration in which the main cargo-carrying and load-absorbing points are concentrated in the south in the zone of gravitation towards the Trans-Siberian Railway and the Tyumen-Tobolsk-Surgut-Urengoy railway line adjacent to it in the Tyumen region to Nizhnevartovsk and Novy Urengoy.

The planned construction of Sevsib as an extension of the Baikal-Amur Main Line (BAM) to the west of Ust-Ilimsk in the direction of Boguchany-Lesosibirsk-Bely Yar and further to Nizhnevartovsk-Surgut, with access to Syktyvkar and Arkhangelsk, creates prospects for the formation of a system of new transportation hubs and cargo-loading centers zone of gravitation to the future route of the North-Russian Eurasian highway.

Great prospects for the development of the Tyumen transport hub and the growth of freight in the region are associated with the development of the richest hydrocarbon deposits of the Yamal Peninsula and the shelf zone of the Kara Sea and the Arctic Ocean.

In the Tyumen region, objective prerequisites for the creation of a backbone logistics center network (LC) and the formation of an integrated regional transport and logistics system (RTLS) as an integral part of the single economic space of the country were formed, which, including as subsystems, all modes of transport, multimodal transport hubs and transport-logistic complexes, would effectively solve all the tasks assigned to it in the interests of the region, the country and the international community [2,7].

The regional transport-logistic system is a complex macro-logical system consisting of a complex of functional and providing subsystems represented by numerous interrelated and interacting elements (links) of the regional commodity distribution network, integrated material, information, service and financial flows and ensuring maximum synergies in the system in general on the basis of establishing partnership mutually beneficial relations between all participants of the transport and logistics process by reaching compromises on the way to achieve the ultimate goal - maximum satisfaction of the client's requests in the quantity and quality of the services provided.
The main system-forming elements of the RTLS are national, regional and territorial multimodal transport and logistics centers (MTLTs) located in the nodes of the regional transport network. Taking into account the forecast of the development of the extracting and processing industries, the development of the backbone transport network and the formation of new transport hubs and load centers, the recommended principal scheme for the development and deployment of the MTLTs in the territory of the Tyumen region was developed. Table 1 presents the recommended design capacity and the estimated need for investments in the creation of a core network of terminal complexes and the ITLC in the Tyumen region.

On the territory of the Tyumen region, to ensure the management of the system of freight and goods circulation, it is advisable to establish an international rank in the city of Tyumen or in its immediate vicinity for the servicing of transit and export-import cargo flows of the Euro-Asian direction that go along the Transsib and the network of territorial TLCs united by a unified system information, organizational-economic, regulatory and human resources.

Considering the huge area of the territory on which the Tyumen multimodal transport hub extends, and also considering that it includes other multimodal transport hubs located on the territory of the region, along with the Tyumen International MTLTs, it will be necessary to create a core network of 11 regional TLCs. A total of 12 transportation and logistics complexes are proposed in the region's territory, of which 3 large cargo handling capacities range from 750 to 1,500 thousand tons per year and 9 medium-sized capacities: 250-600 thousand tons of cargo processing per year.

The basis for the development of the conceptual framework for the development and location of the RTLTS in the territory of the Tyumen region was laid down the principal provisions of the regulatory documents approved by the Government of the Russian Federation: the Strategy for Social and Economic Development of the Tyumen Region for the Period to 2025, the Strategy for the Development of the Transport System of Russia and the Development Strategy of JSCo Russian Railways for the period until 2030, as well as planned in the framework of the above-mentioned Strategies for the involvement in exploitation of natural resources, expansion of existing and development of new products PTS in the Tyumen region, as well as measures for the implementation of transport development projects, including the construction of a new vehicle in the region.

Large MTLTs are proposed for the formation in the south of the region in the zone of gravitation to the Transsib, in the large cities of Tyumen, Tobolsk and Ishim for servicing the population, local industrial and agricultural production, as well as export-import and transit freight traffic.

Within the framework of the implementation of the strategy for the step-by-step formation of the MTLT core network in the Tyumen Region, three projects for the creation of an international level LC are planned for implementation at the first stage: in the region of the largest cities in the Tyumen and Tobolsk regions, characterized by high production and scientific and technical potential, and in the city of Ishim, the transport node of which has access to Kazakhstan.

The second phase of the Logistics Infrastructure Development Strategy in the Tyumen Oblast is connected with the creation of terminal complexes and LC for servicing such large oil and gas production centers as Surgut, Urengoy, Nizhnevartovsk, Yamburg and Noyabrsk.

As mentioned above, within the framework of the implementation of the Development Strategy of Russian Railways, it is planned to build the North Siberian Railway (Sevsib) as a continuation of the BAM to the west from Ust-Ilimsk to Nizhnevartovsk and further formation of the North-Russian Eurasian Railway, the new transcontinental MTC. In this regard, the problems of the development of logistics centers in the transport hubs on Sevsib: Nizhnevartovsk, Urengoi, Khanty-Mansiysk, are being actualized.

The third stage of the strategy for the development of the LC backbone network in Tyumen Region envisages the creation of a LC in Salekhard and Nadym and is directly connected with the envisaged Development Strategy of JSCo Russian Railways for the restoration and development of the dead railway Salekhard-Nadym-Igarka.

In connection with the development of the offshore fields of the Arctic Ocean, in particular the Bovanenkovskoye gas condensate field on the Yamal Peninsula, the Northern Sea Route is reviving
and the Euro-Asian MTC Northern Sea Route is being developed, which requires adequate development of the logistics infrastructure and establishment of terminal complexes and LC in the coastal zone.

On the territory of the Tyumen region are planned LCs in Salekhard, Nadym, Yamburg and Nakhodka.

As a pilot project to create a LC backbone network on the territory of the Tyumen Region, an international MTLC is proposed to support the transit of the Trans-Asian Eurasian Transit Center, which is proposed for formation in the Tyumen region.

To ensure the competitiveness of the Tyumen ITLC, a cluster model of interorganizational logistic coordination and integration with participation as a system integrator in the status of a 4PL-provider of the Coordination Logistics Center of the transport hub (CCC TU), as well as a clustering model for the integration of the economic interests and principles of intra-established as a subsidiary of the West Siberian Territorial Center (SC TC) of the PIF JSC Russian Railways.

The Coordination Logistics Center of the Tyumen transport hub can be formed as a subsidiary of the ZTS TC FTMS of JSCo «Russian Railways» with the participation as the founder of the Tyumen Information and Computing Center operating using integrated information systems such as SIRIUS, ETRAN, Cargo Express, CUM.

To ensure the competitiveness of the Tyumen MTLC, it is necessary to attract investments for the physical development of the LC infrastructure elements in accordance with the developed business plan and the stages of its implementation [2, 5-8].

Coordination and integration of participants of supply chains passing through the Tyumen MTLC is carried out by the CLC TU based on the application of integrated logistics concepts and SCM, such as SRM - Supplier Relationship Management and CRM - Customer Relationship Management.

The development of a strategy for the development of the MTLT backbone network and the gradual formation of the Tyumen transport and logistics system are intended to serve as a means of raising the regional economy, creating an infrastructure basis for market transformation, creating a regional market for goods and services, improving the functioning of the Tyumen transport hub, ensuring the spatial integration of economic activities, the development of interregional, interdisciplinary and international relations, integrated rational use material, information, labor, natural, financial and other regional resources, development of export of transport services and implementation of Russia's transit potential in the system of Euro-Asian transport complexes.

3.3. Economic activity in the agro-industrial complex

Effective work is carried out in the sphere of support of the agro-industrial complex, creating favorable conditions for attracting investments. A number of investment projects are implemented in the region in meat and dairy cattle breeding, plant growing, fish farming and processing industry. All these projects are aimed at ensuring the future economic stability of the territories.

In 2016, private investors invested about 17 billion rubles in the development of the agro-industrial complex of the Tyumen region, which is 36% more than in 2015. At the same time, 2015 for the agro-industrial complex of the region became very productive and was marked by the launch of several large productions. Thus, the first stage of the construction of the hothouse complex of the LLC "The Greenhouse Combine TyumenAgro" in the village of Narimanovo was completed. Over the season, the company is able to produce up to 9,000 tons of high-quality vegetables. Also in the Golyshmanovsky district, a dairy complex "Siberia" was put into operation for 1,200 heads of cattle.

On the site of the milk factory "Yalutorovskiy" JSC "Danone Russia" a new modern shop for the production of curd products was opened. Every day the enterprise produces up to 20 tons of curd products.

The project "Tyumen cheeses", implemented at the site of Tyumen Minolok LLC, was put into full production capacity. To date, the company has mastered the production of several types of cheese from cow and goat milk. The plans of the management of the Tyumen Cheese include the expansion
of the assortment of up to 20 types of cheeses. Also LLC "Tyumen Minoloko" launched the production of fruit and berry desserts and thermostated products under the brand "Pershinsky secrets".

In early 2016 the Group of companies "Totem" in the city of Ishim opened the first in the Tyumen region plant for the production of complex mineral fertilizers (fat mixtures). Agricultural producers of the region got the opportunity to acquire the necessary component composition of fertilizers, depending on the agrochemical composition of the soil.

The fish processing plant in the village of Molodezhny, Tyumen region, was launched. The enterprise is capable of producing up to 3 thousand tons of fish products per year. The new fish factory became part of the global project of the Tyumen Fish Technology Park, within the framework of which it is planned to build several more fish processing plants.

Along with the implementation of major investment projects in the agro-industrial complex of the Tyumen region until 2020, it is planned to implement 196 small projects on modernization of production and reconstruction of production capacities of agricultural enterprises.

4. Conclusion
The territories considered in this article can become the basis for the formation of geographically neighboring and integrally-interconnected companies operating in a certain sphere, mutually complementary and enhancing the competitive advantages of individual companies-clusters.

In accordance with the instruction of the President of the Russian Federation of December 24, 2007, No. 2268 and the decision of the UFO Council, chaired by the Plenipotentiary Representative of the President of the Russian Federation for the Urals Federal District dated April 29, 2008, № 1, the development of the territories of the Tyumen region follows the concept of long-term social and economic development of the Tyumen region until 2020 and for the future until 2030, where it is ensured:

- sustainable and integrated socio-economic development of the region;
- growth of living standards of the population;
- improvement of spatial organization of productive forces on the basis of optimal use of natural, economic, production, scientific and technical, human resources and competitive advantages of the region.

Thus, in the long term, we should expect a significant strengthening of the economic interaction of the Tyumen region with the regions of the Urals Federal District. This will be possible due to the economic and technological integration of the region with the industrial Sverdlovsk and Chelyabinsk regions, as well as through the participation of the south of the Tyumen region in the development of the economy of the Khanty-Mansiysk-Ugra and the Yamal-Nenets Autonomous Districts.

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