

**ФОРМИРОВАНИЕ И СТРУКТУРА ПОРТОВОГО КЛАСТЕРА
НИНБО ЧЖОУШАНЬ**

Title	Development and compound of Ningbo Zhoushan port cluster
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Ключевые слова	география морских портов, порт, портовая агломерация, портовый кластер, портовая зона, терминал, Китай, Нинбо Чжоушань.
Keywords	sea port's geography, port, port's agglomeration, port cluster, port area, terminal, China, Ningbo Zhoushan.
Аннотация	The main geographical parameters of the port cluster are determined using the example of the world's largest port of Ningbo Zhoushan (PRC). An increase in the draft depth of ships and the size of their carrying capacity led to a shift of ports to deep-water areas, and, as a consequence, a fundamental change in the spatial distribution of ports, the emergence of new forms of their concentration – port agglomerations (dense assemblage of ports in nearby waters) and port clusters (their dispersed accumulation). The main differences between a port cluster and a port agglomeration, identified through the analysis of the functional and morphological structure of the Ningbo Zhoushan port, are its very complex functional and spatial-morphological composition, relatively large distances between its individual elements (on average from 16 km to 68 km at maximum values 120–207 km) and a unified institutional structure (unified port authority). Cartometrically identified 11 multifunctional (2–7 different groups of cargo are combined) and 19 monofunctional port zones (30 in total), in which 68 port terminals and points are concentrated. The following spatial stages of expansion of this port cluster have been identified: 1) extension of the port area in the form of a strip from west to east, covering neighboring islands; 2) the emergence of highly specialized terminals on the sparsely populated islands of the Zhoushan archipelago, isolated from the main port arc and very remote from the main port core of Ningbo (80–100 km); 3) further extension of the main port strip to the south.
Abstract (summary)	The study is devoted to assessing the quality of Russian Federation subjects' policies in the field of creative industries. For this purpose, the special methodology and information base were developed, according to which for each region the Index of Creative policies Quality (ICQ) was calculated. The regions were ranked according to the ICQ and the results of the ranking were interpreted. In accordance with the ICQ, characteristics of legal and organizational support, the representation of creative industries in regional socio-economic development strategies, the availability of region-level support and the regions' participation in the federal support measures, all Russian regions were divided into 4 groups. The top-10 regions included Moscow, St. Petersburg, the Republic of Tatarstan, Novosibirsk, Sverdlovsk, Tomsk, Nizhny Novgorod, Tyumen, Vologda and Ulyanovsk regions. The leading regions are distinguished by the systematic approach to setting strategic priorities in the field of creative industries, the diversified organizational infrastructure and initiative in launching regional support measures. There is a connection between urbanization, economic prosperity and the quality of policies in the field of creative industries. The study showed that the policies in the field of creative industries significantly vary by the frequency of occurrence in regions. Thus, the participation in the federal agenda is more common than the developing the region-level measures, and setting goals and objectives aimed at developing creative industries in regional socio-economic development strategies is more common than the creating the specialized strategies.
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