

Geopolitics of the Arctic

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Integration of marine activities in the Arctic



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Abstract

Questions of integration of sea activity in Arctic regions, its increasing geopolitical importance in the conditions of globalisation, the status of Northern sea way are considered. Creation of «soft» corporate structures, such as consortia or noncommercial partnership, «the Sea forum» to Norway, the Netherlands Sea Community allows to solve effectively problems of coordination of economic activities, protection and lobbying of interests of its participants. There is actual a military-economic integration into Arctic regions, maintenance of national safety.

Keywords: *Arctic regions, integration, sea activity, geopolitics, consortium, noncommercial partnership, national safety.*

Since the beginning of the great geographical discoveries humanity has explored fully only the space of the World Ocean. Its depth and the bottom is still less explored than the closest space. The specifics of the maritime activities is that it is carried in a hostile environment to man, it calls for the need to create a built environment, inventive activity, and therefore requires advances in the field of the economic, scientific and other activities. Atomic energy, space technology, information technology and many more have become an integral part of ensuring maritime activities. The latter is for this reason, not only is the integrator of the Common (as it requires a significant resources), but also interdisciplinary and international. Loss of time and opportunity in this field will be accompanied not only by commercial costs, but quality-governmental developmental and degree of integration into the global processes, technology and space. Therefore, underestimation of the potential growing importance of maritime activities, without exaggeration, would be "contribution" to the disintegrative tendencies and processes: maritime activity to bind and retain Russia as with the help of energy and railways, and quality - to an even greater extent.

The state strategy for marine activity - is, in fact, an integral and important part of the strategy of the security, regeneration and the development of Russia, which has a growing geopolitical importance of the integration and globalization. At the IV International Conference on "Globalization and the problems of the world: Russian Project" (November 19-20, 2010) in St. Petersburg, noted that modern societies under the influence of globalization, often face the choice of communicative and strategic integration models. Strategic integration model involves coagulation, "pasting" socie-

ties in the community to address issues of safety [1, p. 36]. Considering transportation as part of the economic, regional, state or geopolitical system and the role of transport resources in the geopolitics of Russia, IB offers Aref generalized form geopolitical parameters of transport resources of the three groups of indicators: 1) focused on selection, validation and typing transportation systems the nature of the organization of services of existing and projected traffic, and 2) the geopolitical parameters related to the availability and potentially developing transport corridors for global cargo and passenger flows, have a capacity for their entire length, logistics infrastructure and quality of service, and 3) the density of the local and regional transport networks and transport infrastructure in the territorial level in general [2, p. 140-143]. Such a methodological approach in the evaluation of transport resources from the standpoint of geopolitics applicable to maritime activities in the Arctic, the study of the problems of the functioning of the Northern Sea Route, and its current status.

Maritime activities and its system of the scientific, technical and economic support to diversify the economy, increase the amount being in the back of the practical knowledge and experience, and this is one of the country contribute to the growth opportunities, the stability of its economic system and the challenges of national security. These include security from the sea, but not confined to it. Russia's national security from the sea should be based on consideration of existing and potential threats arising from the development of the oceans and on the basis of forecasts of long-term, serious scientific forecasting trends and developments in the world ocean. National Security in the beginning of the XXI century, all the more determined in science, technology, and especially in the economic sphere, and therefore the role of maritime activities in the task it must be considered in this context, in the light of the available areas of the country and the degrees of freedom in each of them. Especially since the development of the seas and oceans, apparently, in the foreseeable future will remain one of the leading areas of the human activity and development.

The importance of maritime activities, capacity and quality of maritime potential of our country are due to following factors: the length of the unique maritime border of Russia - 38000 km (72% of the total length of the border), the importance to the economy of sea routes: Russia linked by sea with 127 countries of the world (92%), and on land - with 18 countries (8%) in the presence of the continental shelf, more than 80% of proven oil and gas reserves in Russia (30% of world reserves), about 30% of the world's biological seafood spread waters are under the national jurisdiction of the Russian Federation in the Arctic deposits of almost all known Russian reserves of nickel, cobalt, titanium, tin, living in the coastal areas a significant proportion of the population of Russia, to a large extent dependent on the state and perspectives of the development of development of maritime activities.

Geopolitics has long considered the Arctic as the "Mediterranean Sea of the future." According to USA Geological Survey estimates and Norway's StatoilHydro, the Arctic poses a quarter of all the undiscovered hydrocarbon reserves in the world. It is sufficient to look at the relief map of the Arctic Ocean, to realize that the Arctic shelf - is, above all, the sea washes the shores of Russia.

Near the coast of Russia, the largest discovered of oil and gas reserves are found. The resource geopolitics of circumpolar states give priority to that of their rights to new areas of the Northern Ice-stranded ocean that can produce above all huge economic benefit from the production of hydrocarbons.

The Arctic borders with five countries: Russia, Canada, USA., Norway and Denmark (which is known to belong to Greenland). Three other states - Iceland, Sweden and Finland - have no boundaries to the Arctic Ocean, but also consider themselves to this region. And interest in the development of Arctic resources shown by many countries. Even the Chinese are seriously interested in the region: they opened a research station in Svalbard and twice sent to the northern sea its icebreaker "Snow Dragon", which usually works in Antarctica. At present, due to global changes in world politics Arctic, which serves as a buffer between the world's major centers - the USA., Western Europe, Russia, Japan and China, it is a great training ground military strategy game. In this regard, member countries are constantly working to improve the ability of their military forces to operate in the northern latitudes.

All this brings arctic vector of Russian geopolitics to the forefront. First of all, it should be noted that the northern territory of the Russian Federation currently occupy a leading position in its resource geopolitics. On stocks of valuable raw materials they have no equal. According to Western experts, the total value of all minerals in Russia is more than 28 trillion Dollars, and the Russian North accounts for 80% of this amount (the value of minerals U.S. - 8000000000000. dollars). Our North provides more than half of foreign exchange, gives up to 20% of national income, while living here at least 10% of the Russian population. Russian North - is this fifth of the gross domestic product of Russia and 60% of its raw materials exports. It produces 95% of Russian gas. Gas-bearing potential of the continental shelf of the Barents and Kara Seas is estimated at 50-60 billion tons of proven gas reserves of approximately 80% of all of the country. They are mainly concentrated in the Yamal-Nenets Autonomous District. At the end of XX century in the North accounted for about 60% of Russia's foreign trade. For Russia, takes the shape of the most important geostrategic call the question: Is the world put up with the fact that the world's trade routes ran along the northern coast of Russia, in fact, the Northern Sea Route, with its port and tracking stations, with its database of flow and salinity and is largely dependent on the position of our country? As today in the circumpolar regions there is a significant delay in the construction of highways and support units, and vehicles of all types. There is also a lack of equipment capable of operating in extreme conditions. In a state of crisis is and aviation. Built up over decades of the Arctic transportation system of the Northern Sea Route, which includes ports, waterways, meteorological and hydrographic services, economically and technologically far behind the current level.



Requires modernization and the Arctic icebreaker fleet vehicle as well as the north-tion ports of Russia.

The urgent task is to determine the status of the Northern Sea Route, which, like the transcontinental routes through the Suez and Panama canals, is a global transportation super corridor, increasingly acquiring increasing geopolitical and socio-economic importance to the global soci-

ety. Today, the world differently imagines the future status of the SMP. Russia considers its own transport infrastructure. U.S., Canada and the Scandinavian countries offer "internationalize" the Northern Sea Route, and for the international management of the Trans-build consortium, thus edging out Russia from the leadership of SMEs, the development of operating and tariff policy. Hence, in fact, demand for "open borders" in the Arctic, or divide it in such a way that, if not all SMEs, at least some portions of it were outside the Russian borders. The main argument of proponents of such projects is that the arteries of global significance can not be a "prerogative" of one country.

The U.S. position of Russia on the Northern Sea Route is open resentment. American expert community, with the support of the political elite insists on the need to maximize the "internationalization" of the NSR, which the United States would mean the right to free use of the corridor. In this regard, the fore once came the question: is ready for such a tough competition geo-strategic modern Russia? It turned out that not only is not ready, but not ready. It turned out that neither technically nor legally, can our country not confirm his claim to the Arctic shelf. And do it in international courts for today is not easy, especially in the face of strong opposition of their counterparts. In addition, as shown by the 9th meeting of the St. Petersburg International Forum "Fuel and Energy Complex", the real development of the Arctic shelf in terms of the implementation of the scientific and technological projects and the engagement of financial resources comparable to the space program¹.



Any activity in the Arctic is complicated by competitive conditions, change tracking, which is an important element of the strategic forecasting. It is necessary to estimate the sea power of foreign countries is not only marking a possible confrontation Navy, but also in the characteristics of the actual and potential expansion of morepromyshlennyh systems, internal coordination of all ma-

¹ On the picture: «Prirazlomnaya» - oil-producing hotel in the Arctic ocean. URL: <http://www.skyscraper-city.com/showthread.php?t=1264551> (Date of access: 12.11.2011)

rine activities. As an example of the integration of maritime activities in general can bring Norway to apply the so-called "sea-group approach", which is based on the complexity of the oceans and the high level of corporate Norwegian sailors. They were united in "Sea Forum", with limited access to government and key political figures, connecting trade, science, applied research, and all other elements associated with the sea. Through this approach, the Norwegians succeeded significantly in the growth of its maritime activities. Achieved even greater success the Dutch, having developed "cluster" concept to what they call the Netherlands Maritime Community, which covers 11 different maritime sectors, and not less than 11 thousand marine companies of different specialization.

This integration allows these countries to effectively respond to the challenges of maritime activities, keeping in view the state of society and the full range of national and international interest in the Arctic, considering its economic, political and military aspects. In Russia there is no such experience. In turn, the long-term objectives to specific regional areas addressed functional subsystems (species) of marine activities, that is, through the naval activity, shipping, commercial fishing: mining at the bottom and in the subsoil, scientific research, conservation of the marine environment, the laying of submarine cables and pipelines, power generation using water, currents and winds; establishment and use of artificial islands, installations and structures, the development and application of new forms of management, and to improve international maritime and nature protection law.

The most attractive form of integration of maritime activity in the Arctic, Russia is the creation of "soft" corporate structures, based on the development of internal contractual relationship. In this case, no loss of independence party from entering the structure and the associated negative effects. On the other hand, the participants in the "soft" forms may at any time unite capitals rigid structure. Among other things, this form can be considered as the fastest and cheapest way of testing opportunities for joint activities. Quantification of the growth in the world visible lately as a natural result of escalating venturers in a friendly merger, especially with current conditions of globalization of the economic life.

Unifying principle, which underlies the organization of the "soft" corporate structures, provides a clear and lying on the surface of the effect is not so much on the "addition of forces," adding capabilities previously autonomous participants, how much, and most importantly, this structure occurs in a new quality due to the synergistic effect. A similar effect occurs in any structure that unites independent members of the entrepreneurial process, but the "value" effect, its level vary depending on the shape of the association.

The first form of the structures owned by the association (synonyms - union, league, guild, at least - the committee, the department, the panel). All these non-profit organizations, creation of Vai-based constituent of a contract between the parties to coordinate their business activities, advocacy and lobbying interests, a more efficient organization of work in consulting and information.

The second form of "soft" corporate structures, consisting of independent members, we assign a non-profit partnership and consortium. Profit Partnership recognized a membership-based non-profit organization established by citizens and (or) legal entities to assist its members in the implementation of activities aimed at achieving the ... tion of social, scientific and management purposes ... as well as for other purposes, aimed to achieve the public good. Non-commercial partnership may carry on business activities consistent with the objectives for the achievement of which it is created, but it is an organization that does not have profit as the main goal of its activities². It should be stressed that the consortium - is a contractual formation, created for a period of a particular task or a particular project³. Range of participants that education is virtually no limit: they can include different forms of ownership and national ownership. The main motive of the integration of the participants in the consortium - the mobilization of large financial and material resources to carry out specific tasks, decides which alone no one can do. The focus of the joint venture is not intended to rapid profit each of the participants. Moreover, members of associations are sometimes willing to sacrifice it for the sake of future benefits of a strategic nature. Management functions to implement a joint project through to its completion do specifically formed on the basis of the elected executive body. His work is based on the principles of trust and is essentially a coordinating character without prejudice to the rights and obligations of each party retains its autonomy. Such voluntary delegation of certain administrative functions relating to a joint project does not lead to serious disagreement or conflict of interest. Contributes to this is pretty much the fact that the parties are not related property obligations: to transfer to the trust management of their property does not become the common property of the consortium.

Consortia will fill the missing now mechanisms of intersectoral reallocation of resources. This should favor a cross-sectoral and intra-industry competition. The rivalry between the consortia will lead to their interest in providing the technological, financial and other support to organizations working with small and medium producers. Therefore, a strong impetus to the competition will receive the level of small and medium businesses. Finally, we must bear in mind that the consortia will be a powerful tool for integration of the regions, as their influence on the economic policies of the local authorities will be strengthened.

A new model of civilization is that it fundamentally transforms the military factor. Globalization breaks intersystem walls erected between the economic, political and military spheres, dictates the necessity of combining economic and military components in one unit.

² Federal Law from 12.01.1996 N 7-Φ3 (Edit from 29.12.2010) «About Noncommercial organisations». URL: <http://www.zakonprost.ru/zakony/o-nekommercheskih-organizacijah/> (Date of access: 15.10.2011).

³ Consortium - (from Lat. Consortium - participation, community) – is the temporary association (agreement) of independent business organizations for co-location orders of production, credit and financial and marketing operations of large scale projects in the global construction industry, the coordination of all business activities for obtain profitable contracts and their joint performance. Formalized agreement. Coordination lies with the leader of the consortium, the most commonly larger structure. The leader represents the interests of all members of the consortium, acting within his authority and receives a corresponding deduction from the joint activity. (URL: <http://www.vseslova.ru/index.php?dictionary=law&word=konsorcium> (Date of access: 15.10.2011).

Laws and central attributes of globalization fundamentally regenerate the essence not only of national foreign policy and strategy. The central part – is the idea of a global enterprise, in which each national economy is the strategic goal of the highest-ranking puts the part in the formation of the world's income and its redistribution to their advantage. Foreign policy in this situation justifies this goal, and the military component protects the geo-economic interests. Russia lost the strategic initiative in the Arctic, replacing the geo-economic interests of foreign policy initiatives, and builds a system of foreign economic relations on the basis of outdated trade doctrine with its opportunistic approaches, with the military-strategic component - without targeting. Adhering to the doctrine of the trade, we thus are fueling a foreign market their intellectual, financial, natural resources global reproductive system, where a global income, and thus indirectly funding the Western military machine. The state should delegate the implementation of its geo-economic interests in the Arctic Russian transnational structures. Like structures in Russia. Therefore, the task of creating forced them equipped with modern technologies operating on the geo-economic atlas of the world, with the Russian army should be created to protect the interests of the Russian post-industrial playback PLANT AND Enclave in the Arctic.

Thus, the strategic focus is that unavoidable military and the economic integration in the Arctic - the union of the economic and military spheres of the state activity in the context of globalization. In this case, the role and place of the Armed Forces of Russia in the new configuration can be determined based on the following fundamental problems.

First. Creating a politico-military groups that implement the Russian perspective and transnational structures of the state-controlled major international economic projects (eg infrastructure development of the Northern Sea Route on priority basis, involving China, Japan, the new post-industrial countries, etc.), and removal of inter-state conflicts economic way.

Second. Securing Communications (trans-European, trans, etc.) and infrastructure development of the transnational structures by Russian military presence of Russia (except for full-time execution of tasks to ensure the integrity and sovereignty). In this respect, viewed promising new forms of organizational and functional structures that reflect the military and economic integration, and in which the elements are woven intellectual, financial, economic and military (formation of "diagonal" structures – are the Russian military-financial-industrial conglomerates).

National security of Russia in the Arctic depends not only on the domestic Russian aspirations and opportunities, but also, mainly, on its understanding of its place and role in the XXI century, the challenges of the global geopolitics, to handling on the geo-economic atlas of the world where military force - a necessary , but not sufficient component - plays a distinct, but subordinate, especially in the economy, and then later in the policy role. Appear fundamentally new kinds of global arms concept and model of "network-centric warfare." Network-centric approaches to some extent realized in the public administration, business, economics, technology, introduced in the armed forces of various countries. The reality of the near future, according to JF Kefeli may be the elimination of Russia as a great power with a thousand years of history from the political map of the world [3, p. 15-27]. The strategic goal of Russia in the Arctic, according to Y. F. Lukin is an entirely new devel-

opment of the Arctic backup space, preservation and development of Eurasian civilization in the foreseeable future to meet the needs of the global economy in the strict compliance with the national interests of Russia on the principle of the "Arctic for Russia and the world" [4, p. 208]. The question is tough: Will Russia to mobilize internal resources and huge potential for imminent removal in the XXI century, the latest external threats, not only in the Arctic, but also fend off the geo-economic, "network-centric" warfare which may slip into direct military influence, to secure a balanced development, efficiently using the provided strategic pause, his "big space" and resources available?

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