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**The Russian region policy in the Arctic in the XX-XXI centuries:
problems of strategic continuity**



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Abstract

The report considers problems of continuity in the Russian state's policy towards the Arctic region and the Northern Sea Route. Traced the main strategic directions of the state interests in the northern territories in the twentieth century and expansion them to XXI century, associated with the preservation of the Russian Federation the status of a major Arctic power. In the regional Arctic policy is permanent, regardless of changing political regimes.

Keywords: *Russia, Arctic, policy, strategy, state interests.*

After the collapse of the Soviet Union, Russia has increasingly become a northern country. According to various estimates the Arctic region, including the continental shelf, is not less than 5 million square feet. km. The length of the Arctic spaces in latitude of the Arctic Circle is measured in 7250 km coastline of the marginal seas of the Russian sector of the Arctic Ocean and the Bering Sea are 10,400 km, or 68% of the length of the marginal seas of Russia. Territorial complemented by an abundance of wealth of other natural resources, including water, energy, minerals and raw materials. Surveys over the last century geologists discovered in the Arctic almost all elements of the periodic table, and the oil and gas only northern West Siberia contain a significant portion of the world's hydrocarbon reserves. The Arctic regions of Russia, in spite of the harsh climatic conditions of people's lives for he to grow roots and Russians were particularly importance for the Russian state.

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ing Sea are 10,400 km, or 68% of the length of the marginal seas of Russia. Territorial complemented by an abundance of wealth of other natural resources, including water, energy, minerals and raw materials. Surveys over the last century geologists discovered in the Arctic almost all elements of the periodic table, and the oil and gas only northern West Siberia contain a significant portion of the world's hydrocarbon reserves. The Arctic regions of Russia, in spite of the harsh climatic conditions of people's lives for centuries to grow roots and Russians were particularly importance for the Russian state.

The Russian government during this period until the planned substantial investment in the organization of the Northern Sea Route for objective reasons. In the development of the transport priority was given to the railway construction. At the same time worried about the interest in the Russian Arctic from other states. Therefore, the problems associated with the study of navigation conditions in the northern seas, the creation of ships able to overcome ice space, periodically raised and discussed.

The questions of the sailing across the sea to the north of the Russian state became a necessity after the Russian-Japanese war of 1904-1905. Admiral Verkhovskii V.P., discussing the reasons for the defeat of the Russian fleet on the eastern frontier, wrote in a memo to the Minister of Marine, the need to take concrete steps to conduct extensive research expedition along the Northern Sea Route. "We can say with a probability of almost 100%, which is two years from the equipment of the expedition Russian troops and a squadron of combat ships will annually make transitions of the Arctic Ocean to Vladivostok" [1, p. 43].

In 1908, at the expense of the Russian government in the shipyard Nevsky Shipyard began construction of two powerful at the time of icebreakers "Taimyr" and "Vaygach", which in 1910-1912 has shuttled between the Bering Strait, the mouth of the Kolyma and Lena studied the hydrography of the seas of the Arctic Ocean, trying to find the most favorable way to Murmansk. However, the pass-through from the Kola Peninsula to Vladivostok and back in a single navigation remained a problem. Navigation along the Northern Sea Route was carried out only in certain areas. In the west of the mouth of the Ob and Yenisei rivers in the Kara Sea for the years 1876-1919. 122 was made diving, of which 86 (71%) have been successful. To the east by 1911 became an annual event for flights from Vladivostok to the mouth of the Kolyma River through the Bering Strait. Steamer "Kolyma" within one navigation delivered to Kolyma gold mines and food products [1, p. 46-47].

With the beginning of the World War I, when the value of the regular navigation on the northern seas further increased in the Russian government was already present awareness that Arctic must learn and master. The baton took the Soviet government. Among the most important interests of the USSR in the Arctic are logged in as foreign policy, defining the boundary of the state and the international situation and domestic-related scientific and E survey and feasibility software solutions Arctic issues.

In the 1920s, the attention of the Soviet government solutions focused around three main issues: transport, resource-based and related resettlement of indigenous people of the northern areas. In 1918, at the meetings of the CPC raised the question about the organization of the Kara expeditions, whose task is mainly needed to enter the export of grain from Siberia and other foodstuffs, as well as the important export goods: furs, timber, etc. However, in terms of military intervention and capture the Archangelsk - the port from which the planned departure of the expedition, and then the outbreak of civil war, the plans could not be realized¹. The first Soviet expedition to the Kara mouth of the Ob and Yenisei rivers with access from Arkhangelsk held in August - October 1920 consisted of two groups, numbering 18 vessels, many of which were extremely worn out and are not adapted to swimming in ice. But the navigation conditions contributed to the success of this year. From Siberia were exported to the European part of the country about 1,000 tons of grain, about 1,500 tons of fat, a large number of export goods: furs, linen, wool, horse hair, etc. The Soviet government appreciated this challenging hike, experience it has been recommended for distribution. In subsequent years, the so-called Kara expeditions have become routine. Under the supervision of the Council of People's Commissars and People's Commissariat People's Commissariat purchased as public finances allow, abroad newbuilding icebreaking equipment, new signaling and navigational instruments, motor boats and other necessary equipment for sailing in the Northern Seas. Exportation of Siberia (food, furs, fish, forests, different raw materials) and their delivery to the ports on the Arctic coast of the Siberian rivers relevant departments involved in the Siberian Revolutionary Committee (Sibrevkoma). In April 1920, its structure was created by the Soviet version of the Committee of the Northern Sea Route with an office in Arkhangelsk, which, in turn, controlled delivery to Siberia machines, tools, hunting equipment, chemicals and other products, in co-toryh needed region.

The Public interest in the development of transport on the Northern Sea Route was due to their high cost effectiveness. They are allowed to move long distances bulk commodity goods which were exported relatively inexpensively. They are not loaded more expensive rail transport. Traffic development stimulated economic life in the northern areas, which during the war years has slowed down considerably. After the 1924 growing from year to year on the export of timber exports stimulated the development of the timber industry. On the Yenisei Riv Public interest in the development of transport on the Northern Sea Route was due to their high cost effectiveness. They are allowed to move long distances bulk commodity goods which were exported relatively inexpensively. They are not loaded more expensive rail transport. Traffic development stimulated economic life in the northern areas, which during the war years has slowed down considerably. After the 1924 growing from year to year on the export of timber exports stimulated the development of the timber industry. On the Yenisei River in the 1920s was created by a large forest industry. Through the Northern Sea Route was carried out procurement of goods Industrial production

¹ April 1, 1919 was an attempt to establish a Committee of the Northern Sea Route in Russian government in Siberia, headed by A.V., Kolchak, in order to organize the exchange of goods with foreign countries through the northern seas. It includes businessmen and famous explorers of the time, the participants of the northern expeditions to the pre-revolutionary period. In 1919 the navigation was possible to went away from Siberia about 240 thousand pounds of export cargo and thus take on the riverboats imported goods (agricultural and sawmill machinery, medicines, weapons and military equipment).

across western Siberia and Yakutia. In doing at the end of the summer sea ports to the warehouses, they then along river ways and by winter road tug delivered to the most remote corners of Siberia. From 1920 to 1933 the average annual volume of traffic along the Northern Sea Route has increased by 6 times, the navigation period increased from 23-32 days to 2-2.5 months. Kara expeditions have shown that the Arctic Ocean may serve as a transport route [2, c. 43]. Less actively developed eastward transport. There were more difficult natural conditions of navigation. In addition, the turnover in the north-east of the country due to the weak economic development of the area in the early 1920s. Could be significant. Transportation needs are met only small fishing companies and on the instructions of the government organized the annual commercial flights from Vladivostok to the Kolyma gold mines to supply and polar stations. In the 1920s. was created by a large forest industry. Through the Northern Sea Route was carried out procurement of goods Industrial production across western Siberia and Yakutia. In doing at the end of the summer sea ports to the warehouses, they then along river ways, and by winter road tug delivered to the most remote corners of Siberia. From 1920 to 1933 the average annual volume of traffic along the Northern Sea Route has increased by 6 times, the navigation period increased from 23-32 days to 2-2.5 months. Kara expeditions have shown that the Arctic Ocean may serve as a transport route [2, c. 43]. Less actively developed eastward transport. There were more difficult natural conditions of navigation. In addition, the turnover in the north-east of the country due to the weak economic development of the area in the early 1920s could be significant. Transportation needs are met only small fishing companies and on the instructions of the government organized the annual commercial flights from Vladivostok to the Kolyma gold mines to supply and polar stations.

The Soviet government in its strategic intentions in relation to the Arctic based on national plans of socio-economic development. The main attention was paid to the Northern Sea Route, which was considered necessary for the full development of the state, as is the shortest distance between the ports of Murmansk and Vladivostok, fully passed along the borders of the state and not dependent on international relations in a given period of time than, for example, south passage through the Suez canal. In addition, the Northern Sea Route along the rivers of Siberia could become a global transport network, covering his influence almost the entire country. Therefore, improvement of the Northern Sea Route and the creation of large-scale river fleet in Siberia, where the revival of the economic life as a whole was estimated by the Soviet government as the most important problems of the regional policy.

The second part of the Soviet plans in the Arctic in 1920 was associated with its comprehensive research. In 1920-1925, in various northern areas were special research organization. In 1921, for a comprehensive research of the Arctic Ocean was created Floating Marine Research Institute. Northern troops scientific fishing expedition organized SEC geological surveys in the Pechora basin, in the Vologda and Olonetskaya provinces, on the Kola Peninsula. In the course of the work under the leadership of Fersmana AE on Hibirina opened the world's largest deposits of apatite. Northern Scientific-Commercial Expedition in 1925 became the Institute for the Study of the North at the Supreme Economic Council, later the Arctic Research Institute.

In terms of electrification was planned a range of exploration in the Arctic, which, although they were primarily search for local fuel and energy resources, but were held according to the rules of the geological reconnaissance and gave new knowledge, both in terms of geological survey of the northern territories, as well as being there useful resources. So, conducted in 1919-1921,. mining and geological surveys under the direction of Urvantseva NN in the Norilsk area helped discover here is not only the large reserves of high quality coal, but graphite, copper-nickel ores. The results of the expedition were so significant that the Committee of the Northern Sea Route has decided to immediately apply to the Government on the organization of coal mining here for refueling ships and the construction of the railway. Norilsk problem in the early 1920s considered as an integrated solutions to specific problems of the economic construction, designed for several five-year periods of natural resources in the Arctic.

Towards addressing resettlement of indigenous people of the Arctic regions of the Soviet government June 24, 1924 a committee to promote Northern indigenous peoples with the field. Was appointed chairman of the old Bolshevik Smidovich PG, who openly declared that he sees the task of the Committee to conduct the Sovietization of small nations, to every nomadic people lived to be "independent existence as a self-governing economic and political unity. Last day of the Sovietization of the northern indigenous areas will be the last day of the existence of the Committee of the North [3, c. 14]. You can critically evaluate such an attitude to the northern indigenous nationalities, blame the Soviet power in consumerism. But it is clear both that, along with the political aspirations of the present and a genuine desire on the part of the central government, as well as specific managers, implement political decisions, if possible attach the northern nations to modern civilization, its achievements, which are associated on the stage of history the spread of elementary social and cultural skills, introduction to literacy and education, medicine and other civilizational values. To do this, in our opinion, in the first place and were the first Soviet actions in relation to the northern people, who are living in the Arctic.

In general, the Soviet government, like the previous one, in its northern policy to apply the uniform approach that is associated with the preservation of its influence in the Arctic as in integral part of the state, which is inextricably linked not only the present but also the future of the country. These principles were confirmed active in the 1920s to establish the northern borders of the USSR. With the end of World War II, when military action in the North virtually ceased, the victorious bypassing Russia began division of the Arctic. The archipelago of Svalbard under the protection given to Norway. Other countries are not forbidden plans Vat and hunt in the waters of the Arctic Ocean, including at the very shores of Soviet Russia. Had the Soviet government for almost a decade, mainly through the diplomatic channel to prove its right to the waters of the ocean and the coast of the Arctic. As a result of years of discussions at all levels, it has come to the conclusion that, to be eligible for the Arctic, there should simply be: have a navy and air force, border posts, equipped with all modern requirements, settlements and polar research stations, seaports etc. The Soviet leaders of the time understood that in the twentieth century, the situation has radically changed. Previously, Russia to the north was well protected by ice of the Arctic Ocean, and it almost did not threaten anybody, now the Arctic claimed many of the state. Accordingly, it was

necessary and entirely different public policy that meets the challenges of modern times. In 1926 he was accepted by the Presidium of the Central Executive Committee of the USSR "On declaring the territory of the USSR lands and islands in the Arctic Ocean." On the east and west boundaries are meridian lines drawn to the North Pole from the extreme north-western part of what was then the mainland of the country (Peninsula Fishermen) and up to the demarcation line between the U.S.A. and Russia in the Bering Strait. In Soviet times, the so-called "triangle in the Russian Arctic was millions of square miles, not including the mainland, located north of the Arctic Circle².

The Soviet government inherited from the previous government related to the Arctic as a very significant region of the state, but their political aspirations, it has moved further towards strengthening its position on the northern borders and formed their own principles and approaches to solving problems of the North. This was aided by the overall situation in the country, where by the end of 1920. generally strengthened vertical power, industrialization and collectivization began, there were opportunities to conduct large-scale centralized state events, which clearly demonstrated the development and launch of the first five-year plans, gradually transformed from a scientific reasoning with an emphasis recommendation for the regional development, policy requiring mandatory execution.

In 1928, the Committee of the Northern Sea Route in Sibrevkoma created as a decision-making body of the Soviet government was reorganized into the economic organization of the North-Siberian State Joint Stock Company Industry and Transport in the People's Commissariat of the USSR ("Komseverput") could only be described as a public company. It was created by the state to address the critical problems of pioneering destination in the North of Siberia. Being geographically complex it could provide the basis for strong economic development in the Arctic as part of a single economic complex of the USSR. In addition to its direct obligations to deliver goods to the ports of the coast of the Arctic Ocean, the plant "Komseverput" actively engaged in the economic activities: harvesting and timber floating on the Siberian rivers, construction of saw mills. In the course of his work was created by river and sea ports in Igarka, built Ust-Yenisei and Ob new ports, as well as developed graphite deposits in the Taimyr Peninsula, on the Lower Tunguska coal. Employees' Komseverput "engaged in educational work among the indigenous people of the North, supplied with all the necessary many northern factories, organized mammal and fisheries. In Ust-Yenisei was built at that time a large fish cannery, there were even farms to provide food to the local population.

An even more striking example of the target of the Soviet state in the Arctic has become an institution at the USSR's General Directorate of the Northern Sea Route "NSRA" (GUSMP) in December 1932, which continued the previously existing initiatives in the Arctic organizations. GUSMP also engaged in not only providing navigation along the Northern Sea Route, but also scientific and industrial activities in the Arctic, the construction of ports of settlements, logging, development of fisheries. Office of the Northern Sea Route was required, and the solution of social problems as much as it was defined statehood plans and options for the Soviet Union in the 1930s. Integrated

² Собрание законов СССР. 1926. № 3. Ст. 203.

management responsibilities GUSMP 20 July 1934 directive were recorded in a special resolution of the Central Committee of the CPSU (b) and SNK, which said that from now on all economic, scientific and exploration activities in the Arctic should be led by the "Northern Sea Route", and established territory its influence. In the European part of the country it spread to the islands and seas of the Arctic Ocean, and the Asian - the entire territory north of the 62nd parallel. According to this document, all the companies of national importance are located within a designated territory, passed to the jurisdiction "of the NSRA." Organization at its discretion formed cadre of northern businesses, conducted training activities and securing personnel, their life insurance and disability at work in the North. The originality of the new institution was well illustrated by its head by Schmidt at the board meeting in GUSMP SNK November 28, 1934 "Features of the NSRA, - he said - lies in the fact that although we are working on the Rights of the People's Commissariat, but we do not similar to the commissariat. Rather, we are the edge, but we have a function of the central office, but there is a number of functions edge ... The point is that the North all treated as a single problem, which has at its core the Northern Sea Route ... As soon as it has been shown that the Northern Sea Route, there and there was the basic idea of combining economy of the North. On this basis, and is the entire development of the Northern Sea Route. We - fighting to lift the body in the North of the economy on the basis of the Northern Sea Route "[4, p. 15].

In connection with the reorganization in 1935, the Committee's assistance to the people of the North of the Presidium of the Central Executive Committee to "Glavsevmorput" was designated as the economic, cultural and community service in the Far North, inhabited by indigenous people. With the abolition in 1936, operating in the Far North of the mixed enterprise cooperation "NSRA" was entrusted with the sales and buying activity. Gradually, production and transport management "Glavsevmorput" has become a major organization of the territorial authorities in charge of the full range of transportation, industrial, research and commercial activities in the Arctic, which is entrusted with the functions and social management. It consisted of ten divisions of the many branches of the economy and science - from maritime transport and hydrographic expeditions to the cultural bases and factories. The activity of "NSRA" covers a huge area of the USSR - from the lower Ob basin to Chukotka.

In the Soviet period at the state level have been organized by broad measures hydrographic research of the Arctic seas, the development of navigation in ice, construction of ports and polar stations, holding ice expeditions. All this happened during the development of polar air and create powerful icebreakers. A significant set of public events held within the target of mobilization policies in the short term given extensive results. Already by 1940 the Northern Sea Route has evolved from a severe test in the normal water line of the country, sailing through which ceased to have expeditionary nature.

Active work of the Soviet state in the north contributed to the socio-economic development. Already in the late 1930s, there were "pockets" industry who lit, first, in the port cities, demanding an appropriate industrial infrastructure. An opportunity to sell products here enjoyed building processing plants: sawmills and fish processing plants, mining and timber processing plants.

Secondly, the discovery of mineral deposits of value to the national economic complex of the USSR, the same could be the basis for the birth of the industrial "home". In this respect, a perfect example is the creation of the Norilsk industrial complex and the city of Norilsk in connection with the development of open fields in Taimyr ores. With the organization of the NSRA Norilsk prospecting expedition started getting a lot of help and support [5, c. 18]. By 1934, geologists, led Urvantsev NN, have made the first tentative calculation of minerals found in the Norilsk area: nickel, cobalt, copper, coal, which was approved by the Central Commission for Mineral Reserves at the USSR Exhibition of Economic Achievements. Head of the "Northern Sea Route" Schmidt O. prepared in the Central Committee of the CPSU (b) a memorandum in which he wrote that the Norilsk deposit in power reserves of nickel and platinum is just as important as for the Kolyma gold mining, "with the same benefits on a saturation precious metals (nickel, platinum, cobalt, palladium) and similar difficulties in their development" [6, c. 62-63]. Here are concentrated in a small area high polymetallic ore, coal, plenty of fresh running water, building materials (lime, sand, clay), and fluxes (quartz sandstone). In addition, the natural conditions of deposits and the high concentration of these necessary elements are given the opportunity to apply the most effective methods and technology development. It was proposed to start construction in Norilsk Mining and Metallurgical Combine the spring of 1936 in three phases with completion in 1940. These proposals were adopted and then implemented.

The great importance for the development of the national economic complex of the USSR in 1930 was the development of the gold mining industry in the Asian north. At first leading role belonged to the gold mines in Yakutia, and then gold deposits were developed in the Kolyma-Indigirskogo area. Here in the years 1928-1934, there were about 75 of geological expeditions and parties that were identified more than 200 gold keys and rivers, and 20 major deposits of gold and tin, as well as coal and other minerals. Borns in the Kolyma gold mining industry have built for the 1937 Mine "Dagger" and Utinskoye pilot enrichment plant. In 1940, Kolyma River basin was produced 80 tons of chemically pure gold, the share of its total gold production in the USSR was 46.3%. Kolyma surely becomes one of the largest gold mining areas not only in the country but also the world. The total gold production in the North-East of the USSR for 1932-1940 years was 314 m 2 [7, p. 86].

In a large industrial area in the first five years has become the European North. It began to develop new industries such as pulp and paper, cardboard, plywood, furniture, wood chemical. Forestry and fisheries have received new impetus to the development. Only on the Kola Peninsula for 1926-1937 years was built 39 companies, including mining and chemical trust "Apatite", Murmansk fish processing plant, Nivskaya and Lower Tulomskaja hydro-electro station.

The effectiveness of the Northern policy of the Soviet government was proven during the Great Patriotic War, when industrial enterprises built in the pre-war years, were able to make a significant contribution to the victory over the enemy, and the Northern Sea Route as a transportation route, has become even more relevant than in peacetime.

The practice of implementing plans for the social and economic development through public events and activities of large industrial organizations in the pioneer development and settling in the northern areas was very characteristic of the Soviet Union. It is widely used in the subsequent war years and the post-war period due to the reversal of industrial and transportation construction, the search for mineral deposits, the increase in the scale of integrated research, increased industrial activity in the Arctic. Of course, you can not blindly copy the experience of nearly eighty years ago, but, without a doubt, the decision of major national issues, which is the development of the Russian Arctic, requires a lot of resources and effort, as well as the concentration of state power in the allocation of priorities. It is the real action in the twenty-first century can be estimated project of the state government coordinating the development of the Arctic territories, which will bring together various stakeholders in the decision northern problems.

After the war, the main event was the opening of the Soviet Arctic in 1950-1960-ies. in the north of the Western Siberia, the world's largest oil and gas province, which is infinitely unprecedentedly increased the economic importance of the Russian North, not only for the Soviet Union, but also to a large extent to the global community. In 1970-ies during the global crisis of the energy Soviet hydrocarbons played a major role in the completion of energy in many countries.

Decisive importance for the Arctic has experience in comprehensive development. In Soviet times, first adopted adopted the concept of the "hot spot" of the development of the northern areas, which was only possible in an environment of limited material and financial resources of the state. To obtain results in a short time it was necessary to pay attention only to the most effective and appropriate economic complex natural resources. Accordingly, plans were made transport and social welfare of the "hot spot" of development. While scientists already in the 1960s - 1970s. expressed the view that it is time to move gradually from the "hot spot" for a more extensive development of the northern territories, their complex social and economic development.

Powerful factor for the realization of this idea was the creation of high-performance companies in the European North, Norilsk, and the discovery of large oil and gas fields in the Russian North. In the creative laboratory of the Institute of Economics and Industrial Engineering (IEiOPP) developed specific projects formation of clusters in the West Siberian oil and gas region, Yakutia, in the area of BAM, which were considered in the broadest sense of the term. The industrial complex in a certain area designated a broad and all-encompassing socio-economic phenomenon, including the unified system of production, social and environmental development.

In 1980, Academician AG Aganbegian headed the special economic expedition to the Arctic, which was on the ships across the seas of the Arctic Ocean, a helicopter and all-terrain vehicles on short visits of more than 18 thousand km, visited the cities and towns of expedition, factories and construction sites, in lots of geologists and meteorological offices and came to the conclusion that the strategy of "hot spot" of the Soviet North, typical of the previous historical period, it can be replaced with a different approach that will provide a large-scale and complex development of the northern territories, covering not only the production and the development of public specific natural resources, and the whole human activity in the North. Scientific, technical and economic ca-

pabilities of the state in the 1980s. According to the participants of the expedition, is presumed to ensure a full life as the northerners are constantly living in the Arctic Circle, and coming under contracts for temporary work you do. With proper organization of the public administration activities of numerous agencies involved in the economic development of the Arctic regions, it is possible to solve social and environmental issues without compromising the capacity of production. The participants of the expedition based on complex calculations made as a result of case studies, it was suggested that, in economic terms extraction of natural resources in the North every year can become more profitable. This is due to the fact that, depletion of the reserves located in the more southern areas, developing technical equipment production. Large reserves pose a transport service in the Far North, which accounts for 60-80% of total costs. Reducing these costs can provide a solution to the issue year-round navigation along the Northern Sea Route through the creation of a powerful icebreaker fleet and the construction of the railway, automotive and pipeline routes [8, c. 8-10]. The expedition made a proposal to the Planning Commission of the development in the Arctic in the future of a number of territorial-production complexes and industrial centers, large regional integrated program of national importance. It was noted that the basis for integrated development in the Arctic has already been laid. For example, in the European part of the country consists of Murmansk TPK, a draft Timan-Pechora. Close territorial productive formation of the Arctic zone is considered to be the North-Ob TPK - the main gas production base of the country. The boundaries of time it will expand from the Urals to the Yenisey. The largest of clusters is the North Yenisei TPK with the center in the city of Norilsk. Over time, the definition of expedition members, it can merge with the north of Yakutia, where up to 2000 is expected to further the development of the diamond and gold-pro-industry, tin ore mining and processing enterprise [8, c. 12-13]. Major stronghold on the northern coast of the USSR, the expedition was called Tiksi port at the mouth of the Lena, whose value can increase dramatically after the arrival of the railway in Yakutsk. By switching to a year-round navigation along the Northern Sea Route and the presence of up to Dudinki abyssal way, the construction enterprises in these areas can be arranged through the installation of large-block designs produced cheaply in the inhabited areas of the country and delivered to the courts. North-Yenisei TPK to cover its 2000 economic activities of a vast area stretching from Turuhanska in the south to the Cape of Che lyuskin and Severnaya Zemlya archipelago in the north, from the west to the Messoyakha Hatangi the east

The project is an integrated development of the Soviet Arctic, developed under the leadership of A. Aganbegian, included in a single program is proportional to the ratio of production and the social infrastructure, the problems of environmental safety, human interference in the environment, which was evaluated theoretically very high. In practice, it has not been realized. The state policy in the Arctic, as before, based on the predominance of industrial priorities. The main attention of the business activities to focus on the growth of production figures, which are not always accompanied by a rational and profitable export of raw foods. Due to the hydrocarbons produced in the Arctic, in the 1980s solved issues to elementary Soviet population with food, clothing, footwear and other consumer goods, which in principle could be produced in the country. Apparently, this project at a time slightly ahead of its time.

In a few decades, the idea of the integrated development of the Arctic regions of Russia was once again in demand. From June to August 2000 was carried out new Arctic expedition academician A.G. Granberg, one of the participants of the first expedition of Russian Academy of Sciences. He is twenty years later and confirmed the need for the socio-economic feasibility of the comprehensive development of the Arctic, the value of which for the present and future state with the collapse of the Soviet Union has increased even more. This once again confirms the fact that the historical experience and strategic insights from a past life may be useful in the present management practices.

Unfortunately, not all of the Soviet experience can be claimed in the modern life. It is unlikely that a market economy can be a useful experience hard centralized administrative control associated with forced-coercive methods of staffing enterprises and construction projects, often quite flawed solve social and environmental problems. However, it may be useful experience of the system planning and preparation of a major strategic national economic construction. The most striking example is the commitment to an integrated socio-economic development of the northern regions of both the regional level and within the framework of the common solutions to the country's economic problems. This commitment was included in virtually all Soviet long-term plans, but in practice these ideas, admittedly, been implemented with great difficulty. In the best case, the success achieved at the level of production and the economic and very rare in the social development of the areas of the development. However, this does not detract from the significance for the contemporary socio-economic development of the theory of the complex and systematic development of new territories *slaboobzhityh*, rational and planned use of their natural resources, which should serve no enrichment of individual clans dexterous and unscrupulous businessmen, and the welfare of the entire Russian society. Historical experience shows that the most important role in the management of these processes, the government should play as a coordinator and organizer of the activities of all participants in the events.



Pic. 1. Northern sea route opens up access to the riches of the North-Eastern Siberia. Through him, and the navigable rivers (Yenisey, Lena, Kolyma) is available a huge area which is enclosed by several corridors: North - South Trans-Siberian Railway.

The modern scientific achievements, technical and economic capabilities of the state and the business can now solve tasks. Russia can pursue in the Arctic is quite pragmatic purpose: it – is the northern country and it can not be neglected the development of their northern territories. Go to the practice of the "hot spot" of the development to the really complex, which is in the form of ideas, scientific hypotheses and theories have long been developed. The time has come for this, we need the political will to implement the already prepared projects.

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