

# THE 'ARCTIC: TERRITORY OF DIALOGUE' INFORMATION DIGEST

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INTERNATIONAL  
ARCTIC FORUM  
ARKHANGELSK • RUSSIA • 2017

## KEY TOPICS:

- ▶ Prospects for developing Russia's Arctic zone discussed in Moscow
- ▶ Interviews
  - Elena Kudryashova, Rector of Lomonosov Northern (Arctic) Federal University
  - Mikhail Grigoryev, member of the Scientific Council under the Security Council of the Russian Federation
- ▶ Arctic transport infrastructure



Registration for media representatives and participants is still open: [forumarctica.ru/en/](http://forumarctica.ru/en/)

## ROUNDTABLE ON SOCIOECONOMIC DEVELOPMENT OF THE ARCTIC HELD IN ADVANCE OF FORUM

On January 16, the future of Russia's Arctic zone was discussed at an expert roundtable in Moscow on 'The Socioeconomic Development of the Arctic'.



The roundtable was the first in a series of events in the run-up to the 'Arctic: Territory of Dialogue' International Arctic Forum.

Participants included Alexander Tsybul'skiy (Russian Deputy Minister for Economic Development), Alexey Besprozvannykh (Director of the Department for Regional Industrial Policy of the Ministry of Industry and Trade), Elena Bezdenezhnikh (Vice President, State Secretary, and Head of Government Relations, Norilsk Nickel), and Ildar Neverov (General Council of Delovaya Rossiya (Business Russia)).

Topics discussed included the implementation of state-funded and private projects in the Arctic region, increasing freight traffic flow in the Arctic, upholding international environmental standards for natural resource use, and bringing young people into the discussion of the Arctic agenda.

## CLOSED FORUM PRESENTATION HELD IN MOSCOW FOR AMBASSADORS OF ARCTIC COUNCIL MEMBER AND OBSERVER STATES

A special presentation on the 'Arctic: Territory of Dialogue' 4th International Arctic Forum was held in Moscow on January 18 for ambassadors of Arctic Council member and observer states.

Ambassadors from Denmark, Norway, and Singapore, and official representatives from Germany, Iceland, India, Canada, China, South Korea, the Netherlands, the USA, Finland, Sweden, and Japan attended the event.

During the presentation, an outline business programme for the upcoming Forum and the key topics planned for discussion were presented to attendees. Events set to take place on the margins of the Forum were also announced, including the 'Arctic. Made in Russia' International Youth Educational Forum, the Arctic Business

Forum, and an extended session of the State Commission for Arctic Development.

"The choice of 'People and the Arctic' as the key theme for this year's Forum is intended to shift discussion about the Arctic from that of a region rich in natural resources to an understanding of the Arctic as a place where people live. The development of transport logistics, port infrastructure, and the expansion of the state services system will all be discussed at the Forum. The task facing all Arctic nations and observer states today is that of ensuring continued peace and stability in the region. Last year, our partners expressed their readiness to engage in dialogue on this front, and so I am confident that through the discussions at the Forum we will reach constructive solutions", said Igor Orlov, Governor of Arkhangelsk Region.



*Izvestiya*, January 19, 2017

### **Yakutia proposes 13 districts for inclusion in Arctic zone**

The proposal suggests that the core of the North-Yakut support zone be made up of the transport infrastructure of the Northern Sea Route and the navigable rivers of the Lena basin. The project aims to lay the foundations for the development of the Russian North-East and foster cooperation within the Asia-Pacific region. As part of the project, the Yakutia authorities plan to refurbish the sea port at Tiksi, modernize the cargo fleet, develop the Zhatay shipyards, and build new dredging equipment.

<http://izvestia.ru/news/658569> (Russian)

*Gudok*, January 18, 2017

### **Russia's Ministry of Transport presents financial model for Northern Latitudinal Railway**

"One of the largest and most exciting projects in the Arctic is the Northern Latitudinal Railway. This project has encountered many difficulties, we have had to take special measures to find investors, and we switched from public to private financing. We now have a satisfactory model, which we have presented to the Russian Government, and I very much hope that we will be able to launch the project in the very near future. It really is key to the development of the transport system of the Russian Federation as a whole", said Russia's Minister of Transport Maxim Sokolov.

<http://www.gudok.ru/news/?ID=1361764> (Russian)

*Vzglyad*, January 20, 2017

### **Russian ports hit record activity levels**

According to the Russian Association of Commercial Seaports, the sector achieved a net cargo turnover of 721.9 million tonnes in 2016, up 6.7% on the previous year. The most significant growth in cargo levels in 2016 was observed in Arctic ports, where turnover went up by 40.6%, reaching just shy of 50 million tonnes. A significant contributor to this dramatic boost was liquid cargo handling, which increased by 2.2 times to 23.1 million tonnes, comparable to last year's dry cargo handling levels in the Russian Arctic (26.6 million tonnes). The commissioning of the RPK Nord harbour transshipment complex, based on the Uмба floating oil terminal in the Port of Murmansk, played a vital part in facilitating this growth. A double-digit growth rate (21.6%) was also observed in the Arctic oil port of Varandey in the Nenets Autonomous Area, which handled 8 million tonnes.

<http://www.vz.ru/economy/2017/1/20/853967.html> (Russian)

*Pro-Arctic*, January 26, 2017

### **Russian Academy of Sciences names priority areas for Arctic research programme**

The main focus areas for the research conducted by the Russian Academy of Science (RAS) as part of the Arctic research programme adopted at the initiative of the Academy's President, Vladimir Fortov, are the environment, oil and gas resources, and new functional materials. The programme coordinator, member of the Russian Academy of Sciences and D.Sc. in Geology and Mineralogy Alexander Khanchuk talked to TASS about these priorities: "The Russian Academy of Sciences has its own Arctic research programme which focuses on three main research areas – the environment, oil, gas, and other mineral resources, and the development of new functional materials that can be used in Arctic conditions."

<http://pro-arctic.ru/26/01/2017/news/24894#read> (Russian)

*Regnum*, December 30, 2016

### **New Viktor Chernomyrdin icebreaker launched**

St. Petersburg's Baltic Shipyard has launched the linear diesel-electric icebreaker *Viktor Chernomyrdin*, also known as Project 22600. When completed, the vessel will be the largest and most powerful non-nuclear icebreaker in the world.

<https://regnum.ru/news/economy/2223700.html> (Russian)

*Arctic Info*, January 30, 2017

### **New nature reserve for Yamal Peninsula**

The Ministry of Natural Resources and the Environment has approved the creation of the Synsko-Voykarsky nature reserve in the Shuryshkarsky district of the Yamalo-Nenets Autonomous Area, said the regional governor's press service. The new nature reserve will be located in the Synya and Tanyu river basins. This 292,000 hectare conservation area is being established to preserve and restore the whitefish population, and protect rare and endangered animal and plant species.

<http://www.arctic-info.ru/news/30-01-2017/na-yamale-poyavitsya-novyy-zapovednik/> (Russian)

## RECTOR OF THE NORTHERN (ARCTIC) FEDERAL UNIVERSITY ELENA KUDRYASHOVA ON TRAINING PERSONNEL FOR THE ARCTIC TRANSPORT INDUSTRY

**Elena Kudryashova, D.Phil., Rector of the Lomonosov Northern (Arctic) Federal University (NArFU), professor and member of the Russian Academy of Natural History.**



The construction, repair, upgrade, refurbishment, and salvaging of submarines and the construction of large surface ships and marine facilities intended for the exploration and extraction of mineral resources on the Russian Arctic shelf is currently being carried out predominantly at shipyards in Severodvinsk (Arkhangelsk

Region), at subsidiaries of the United Shipbuilding Corporation. These companies are generally the main employers in their towns. The nature of the industrial complex and the technologies available have dictated the design of the vocational programme preparing students for the shipbuilding industry at the NArFU College in Severodvinsk.

Specialist engineer training is offered through a series of consecutive educational programmes starting with secondary vocational education, and continuing through bachelor's and master's degrees through to postgraduate courses. These programmes aim to respond to the various personnel requirements of local enterprises, from highly skilled workers, technicians, and engineers to management staff.

The project involves close cooperation between NArFU and United Shipbuilding Corporation subsidiaries.

We currently have up and running departments for Ocean Technology and Electricity Generation at Sevmash Production Association, Metal Technology and Mechanical Engineering at Zvezdochka Shipyard, Shipboard Electric Power and Electrical Engineering at the Arktika Northern Production Association, and a depart-

ment for Physics and Environmental Radiation Safety at the Onega Research, Design, and Technological Bureau in Severodvinsk. Having departments within companies provides a powerful incentive to involve specialists at each company, teaching staff, and students in R&D projects.

The programme combines both full-time and part-time training, as well as an internship at the core enterprise. Once a student is enrolled at the NArFU Institute of Shipbuilding and Arctic Marine Technology, they are assigned to a particular core enterprise and provided with an employment contract. As a result, technical college students have dual status as both federal university students and employees enrolled for study in a technical college. They keep this status throughout their training period. As employees, students receive a salary and may take advantage of social benefits during 'working' semesters. During full-time study, students are partially funded by the company and partially by the state through an additional grant. In-enterprise technical colleges achieve almost 100% employment rates for graduates in the shipbuilding industry and ensure higher retention of personnel.

## MIKHAIL GRIGORYEV, MEMBER OF THE SCIENTIFIC COUNCIL UNDER THE SECURITY COUNCIL, ON THE EVOLUTION OF THE NORTHEAST PASSAGE

**Mikhail Grigoryev is a member of the Scientific Council under the Security Council of the Russian Federation and Chair of the Expert Group on the Exploration of Mineral Resources and Development of the Arctic Transport System.**



The warming climate and freeing of vast bodies of water from ice, the development of the icebreaker fleet, and projects for the development of mineral resources which require sea transport have all prompted the growth of Arctic shipping. The Northeast Passage, running from the Barents Sea to the Bering Sea, with the Northern Sea Route as its central sector, is experiencing the most rapid development.

The Northeast Passage comprises both the Arctic seas and the navigable rivers within Russia that flow into them. It not only enables critical supplies to be delivered to peripheral areas in the Far North and East, but also fulfils the main commercial tasks of Arctic navigation, such as the shipment of oil, gas, and mining products to domestic and foreign markets, facilitating the operation of mining and oil and gas facilities, exploration of new fields and construction of new plants, and ensuring the operation of facilities in licensed areas on the continental shelf and coastline. The Passage is also important for international trade, by enabling transit within Russia and international transit without entering the

Russian Federation or through Russian import and export ports.

The Northeast Passage is following its natural evolution. The first phase is fulfilling the role of a traditional Russian transport system: providing essential supplies for remote settlements and shipping goods (from towns like Varandey, Norilsk, and Pevek), facilitating large-scale investment projects, and ensuring national security and sovereignty. The second phase is the development of a transport infrastructure for the shipment of oil and gas products to Asia-Pacific markets. This will require improved icebreaker and auxiliary fleets and port infrastructure, emergency response and rescue forces, navigational and hydrographical support, and the resolution of many other issues. By addressing these second-phase problems, we will reduce the risks and costs associated with Arctic navigation, and enable the transition to the third phase, which is the formation of an international transport corridor that will facilitate the shipment of raw oil and gas extracted in the Russian Arctic, and growing transit traffic between both the east and west of Russia and the Atlantic and Pacific markets.

## NORTHERN SEA ROUTE

Established December 17, 1932

 **>70** key sites and ports

 **6** nuclear icebreakers assist in navigation

## NORTHERN LATITUDINAL RAILWAY

Joint project implemented since October 2016 by



Russian Railways



Yamal-Nenets Autonomous Area

Projected volume of traffic: approx. 25 million tonnes/year

Construction period: 2018–2022



- - - Northern Sea Route (NSR)
- - - Route from St. Petersburg to Vladivostok via the NSR
- - - Route from St. Petersburg to Vladivostok via the Suez Canal
- Main portion of Northern Latitudinal Railway
- - - Possible extension



## ICEBREAKER FLEET

 **40** Russia ships of various capacity and purpose

 **7** Finland

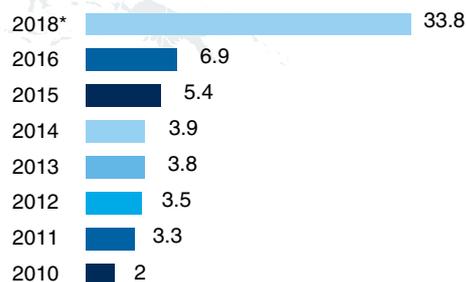
 **6** Sweden

 **4** Canada, USA, Denmark

 **2** Estonia

 **1** China, Argentina, Australia, Germany, Japan, South Africa, South Korea, Latvia, Norway

## CARGO TRAFFIC ON NSR (MILLION TONNES)



\*Ministry of Transport of the Russian Federation forecast

## YAMAL

Launched in 1989

The most powerful Russian nuclear icebreaker in service. 46 expeditions to the North Pole



<b>50</b>	Power unit capacity (MW)	<b>175</b>
<b>105</b>	Crew (persons)	<b>74</b>
<b>23.5</b>	Tonnage (kt)	<b>33.5</b>
<b>150</b>	Length (m)	<b>173</b>
<b>30</b>	Width (m)	<b>34</b>

## ARCTIC

Launched in 2016

The most powerful Project 22220 icebreaker

