The Arctic and the Northeast Passage in History, Fiction, Culture and Political Science

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Abstract. The article traces the thousand-year history of the development and settlement of the Arctic, noted the most important research and expedition. Territorial disputes and attempts to redraw Arctic borders begin to intensify with the onset of the 20th Century. The issue of the territorial partition of the Arctic in the late 20th and the early 21st century is particularly acute, as the possession of Arctic territories gives control over the Northeast Passage and a superior right to extract minerals, a large number of which is concentrated in the Arctic shelf. Besides, it is here that almost half of the world's fish products are produced. The article also examines the understanding of the Arctic as an ancestral Russian territory in Russian literature, which in many ways forms mass consciousness.

1. Arctic and Russia: a historical retrospective

Considering the historical context of the development and settlement of the Arctic, there should be noted that for a long time for Russia, as well as for other countries bordering the Arctic Ocean, these territories were of little interest. Extremely harsh climatic conditions and the eternal ice of the Arctic, making it impossible to use both coastal areas commercially and sea routes on an industrial scale. It was these circumstances that the Arctic Ocean coastal States did not have any disagreements over the partition of the territories until the end of the 19th and early 20th centuries.

The first written evidence of sailing in the Arctic date back to 320-350 BC, when Pytheas, an ancient navigator and geographer from the Greek colony of Massilia in the south of modern France, sailed to the shores of England and then on to the country of Thule, located far beyond the Arctic Circle [1]. Several authorities believe that the country of Thule is Iceland. "It is also a fact that in the 9th and 10th centuries "the Vikings sailed to the shores of Iceland and Greenland where they founded several settlements" [2].

In the present territory of Russia until the 15th century, the polar peoples, such as Pomors, Karels, Kola Saami, Nenets, Ents, Kets, Hanta, Nga-Nasans, Snags, Debt, Evens, Chukchi, Yukagirs and others, including Pomors and Norwegians, discovered most of the islands of the North Arctic Ocean and paved the first Arctic routes. It was the period when the islands of Novaya Zemlya, Vaigach and Kolguyev were discovered, and in the 15th century their "sites" had already been in place of Svalbard. So, the first clashes over the demarcation of coastal lands took place within from 10th to 15th centuries between these peoples [3].

In the beginning, the development of the Arctic was carried out not under the influence of the state, but only by the efforts of the inhabitants of the Far North. Until early of the 19th century, or rather
until 1826, "the two main Arctic states of Russia and Norway (on that occasion Russia was then represented by Sweden as a result of the union) had no designated borders" [4].

Throughout the world, the discovery of new territories and lands of the Arctic took place during the "Age of Discovery". So, in the 16th - early 17th centuries, navigators from Western European tried the first-ever attempt to pass the Northwest and Northeast paths along Eurasia and America, but they failed to pass further than the New Earth in the East and eastern part of the Canadian Arctic Archipelago in the West. During the same period, the Russian pomors developed the entire coast of Siberia and the Taimyr Peninsula. The famous journey of Yakut Cossack S. Deznevn and industrialist F. Alekseev contributed great value, who rounded the east end of Asia in 1648 and for the first time passed the strait separating Asia from America (80 years later, this strait was passed for the second time by Bering, whose name was founded). Deznevn returned with a large prey of "polar goods" - furs, walrus bone, and in 1664, he came to Moscow and showed samples of his fishing activities by baiting in the Tsar's Court and The Merchant of Moscow. [5].

In the 18th century, Russian explorers conducted several large cruises. By decree of Peter the Great from 1725 to 1729, "First Kamchatka Expedition" was commissioned under command of Vitus Bering and Aleksei Chirikov. Its goal was to find a sea route to America, however, the trajectory passed north of across the strait between Asia and America. From 1733 to 1742 by the Russian government, there was organized the "Great Northern Expedition" in Arctic Ocean waters and on its coast including the Bering's Second Kamchatka Expedition. The result was a tremendous geographical achievement – mapping the shore of the Arctic Ocean from Arkhangelsk to the mouth of Kolyma, the coast of Honshu Island and the Kurile Islands.

Intensive fishing activities in the Sea of Okhotsk are developing throughout the second half of the 18th century. Many cruises of the Cossacks to the Aleutian Islands and Kodiak Island for the hunt for sea otters are organized, there is a special hunting trade society, which later becomes the organizer of a range of commercial cruises. In the eastern part of the Arctic Ocean, merchants Ivan Lyakhov and Nikita Shalaurov, who are engaged in the fur trade in the New Siberian and Liakhov Islands, are very active.

At the same time in the European part of the Arctic Ocean, the voyage of industrialist S.F. Loshkin to Novaya Zemlya entered the history, as well as the expedition of navigator F.F. Rozmyslov with a mission to find silver ore.

Mention must also be made of the great Russian scientist M.V. Lomonosov, who was interested in the possibilities of "taking possession of the rebellious north." In 1755, he drew up a cruise plan "Through Siberian Ocean to East India." "An attempt was made to implement this plan: in 1765, the expedition under command Vasili Yakovlevich Chichagov went out to sea, instructed to bypass Svalbard heading east to Kamchatka. The ice did not allow Chichagov to go far, and his second attempt (in 1767) was also unsuccessful" [5].

19th century was the century of "re-development" of the Arctic. It was a very moment when the first disputes concerning the ownership of the Arctic islands at the State level occurred. In particular, in 1871 the Swedish-Norwegian Kingdom declared its intention to annex Svalbard to its possessions. "Until the mid-19th century, the Russian Government had engaged a pure observatory policy over what was happening in the Arctic and only under the influence of public concern they tried to fight back to the claims of Scandinavian States by the shock eve of the early 20th century" [6].

The most important researches of the 19th and early 20th centuries can be considered: the cartographic expedition of Matvei Gedenschtrrom, who in 1808-1810 carried out work on the survey and exploration of the Arctic Ocean shores and the New Siberian Islands [7]; travel of navigator Fyodor Litke, who gave Russian and world geography the scientific research of Novaya Zemlya, the Bering Sea, Kamchatka, Karolinska and Mariana archipelagos, the Bonin-Sima islands [8]; expeditions to the northern shores of Siberia and the Arctic Sea by Ferdinand Wrangel and Fyodor Matyushkin (in 1820 – 1824); from 1834 to 1835, expeditions of Pyotr Pakhtusov, who described the east coast of the northern island of Novaya Zemlya, the Matochkin Strait, Pankratyev and Gorbov Islands [9]; exploration voyage of Russian geologist and Arctic explorer Eduard Toll.
Meanwhile, other countries are actively exploring the Arctic. Thus, Austro-Hungarian explorer and geophysicist K. Vaiprecht together with J. Payer open the archipelago Franz Josef Land [10]. American polar explorer George DeLong organizes and leads an expedition to the North Pole, discovers several islands and perishes at the mouth of the Lena. Norwegian polar explorer, doctor of zoology, founder of new science, physical oceanography, Fridtjof Nansen commissioned a number of oceanographic expeditions in the North Atlantic, studies not only the ocean area, but also describes the life of local Aboriginal people [11,12].

In 1819-1820, English Arctic explorer William Parry opened the Straits of Lancaster, Barrow, Viscount Melville, Islands of Somerset, Cornwallis, Bathurst, Melville, Banke, first explored the southern shore of Devon and the north coast of Baffin Island. In 1821-1822, he opened the Fury and Hecla Strait, proving that Baffin Land is the island, and the northeast ledge of the mainland is the Melville Peninsula. In 1823-1824, he passed the Prince Regent Inlet, completing the discovery of the shores of Baffin Island [13]. In 1829-1833, John Ross's expedition discovered King William Island and the Boothia Peninsula.

The beginning of the 20th century was remarkable by no less important discoveries in the Arctic. For the first time, on April 6, 1909, American Robert Peary reached the North Pole. Norwegian Otto Sverdrup and Canadian Vilhjalmur Stefansson explored the Canadian Arctic Archipelago. Northeast passage from West to East which being conducted by the Swedish expedition under command Adolf Erik Nordenskiöld on the ship Vega in 1878-1879, and in 1914-1915, the same passed from East to West by the Russian expedition lead by Boris Vilkitsky on the ships "Taimyr" and "Vaigach", proving that the Northeast Passage can be used. A little earlier, in 1913, the same expedition, conducting hydrographic research in the seas of the Arctic Ocean, discovered the Severnaya Zemlya (Northern Land). Voyage through the Northwest Passage was conducted by Norwegian Roald Amundsen on the ship "Gjøa" in 1903-1906, and in 1918-1920, he also rounded Eurasia from the North on the ship "Mod". New sea routes have been opened for the World [14].

Turning-point in a history of Arctic exploration was the World War (1914-1918). Another remaking the world between the strongest imperialist Powers and the lack of "free lands" makes their leaders looking towards the Arctic. Thus, the well-known Western international lawyer of the time Vautrin has pointed based on facts that "under the mounting pressure of civilization <...> the partition and colonization of the Arctic lands are about to commence" [15].

The commencement of establishing the Arctic territories for the strongest Powers of the world can be called the event of 1909, when Robert Peary, who reached the Pole, telegraphed to the President of the United States William Howard Taft about his decision to donate it. Taft thanked for such a generous gift, but it was difficult to accept it, and ideas generated in the American Parliament regarding the need to declare the North Pole owned by the United States was only prevented to implement by vigorous resistance of England.

Canada can be considered as a pioneer of legally establish to the parts of the Arctic sector. In 1909, the Canadian Government (during this period, the dominion of the British Empire) officially declared ownership of all land and islands, both open and subsequently discovered, lying west of Greenland, between Canada and the North Pole [16].

Russia also declared its rights to the Arctic territories in 1916, sending a note to foreign States about the inclusion in its territory of all land "situated north of the Asian coast of the Russian Empire" [17].

One of the first attempts in the history of "redrawing the Arctic borders" can be considered the event of 1922, when the Prime Minister of Canada William King made a statement that the Wrangel Island now belongs to Canada. The Soviet Government protested this statement and referred to a note from the Russian Ministry of Foreign Affairs on the ownership of Wrangel Island of the Russian Empire, sent to all states in 1916. There were no objections, so the matter was settled. Subsequently, the USSR, in a Memorandum of the People's Commissariat for Foreign Affairs of November 4, 1924, confirmed the provisions of the note of 1916 on the ownership to Russian Soviet Federated Socialist Republic of all lands and islands that shape the northern extension of the Siberian mainland plateau,
and in this the USSR flag was installed on the Wrangel Island. And in 1925, Canada officially enshrined the right to its Arctic sector [18].

During the Soviet period, the exploration and practical development of the Northeast Passage was given public importance. On March 10, 1921, Lenin signed a decree establishing the Floating Marine Research Institute. Russia is becoming a leader in the research and development of the North Pole. Within ten years, since 1923, 19 polar meteorological stations were established on the coast and islands of the Arctic Ocean. And the issue of border regulation was resolved by a Resolution of the Presidium of the Central Election Commission of the USSR on April 15, 1926 “The declaration of land and islands located in the Arctic Ocean by the Union of the USSR” [19].

The period of Soviet Arctic studies of the 1930s-1940s is also strong on the role in history. During this period, expeditions were commissioned on icebreaker ships "Sedov", "Krasin", "Sibiryakov" and "Litke". They are headed by famous polar explorers Otto Schmidt, Rudolf Samoylovich, Vladimir Wiese, Vladimir Voronin. For the first time in one navigation passed the route of the entire Northeast Passage, flights through the North Pole, and in 1937, the first scientific drifting station established.

In 1931, the world learns that the attempt of the English explorer Wilkins to reach the North Pole on a submarine failed, and the zeppelin L-127 flew over the Barents Sea and landed near the Franz Josef Land, from where he headed to Severnaya Zemlya and back to the Novaya Zemlya and Leningrad. All these discoveries have created fundamentally new opportunities for achieving and exploring the Arctic.

By the end of the 20th century, the issue of the territorial partition of the Arctic becomes an extremely acute issue. The problem of the international legal status of the Arctic arises. By the UN Convention on the Law of the Sea 1982, the full sovereignty of the coastal state covers only the 12-mile zone of coastal territorial waters. Partial sovereignty extends to the 200-mile exclusive economic zone, where the State has a sovereign right to develop natural resources [20].

However, current international legislation does not recognize any special rights of the Arctic countries.

2. The Arctic and the Northeast Passage in 20th century Russian fiction and in culture

The comprehension of such a complex phenomenon as the Russian Arctic in the mass consciousness takes place in the second half of the 20th century when this topic was reflected in fiction. Sergey Kolbasyev, he served in the North and wrote about it in the early 1930s. Solzhenitsyn shared his experience in The Gulag Archipelago, addressing the tough and tragic pages of Russian history of the 1930s and 1940s when the development of the North and construction of Arctic ports were carried out with the involvement of prisoners.

But the writer who especially influenced the mass consciousness certainly became Victor Konecki. In the 1960s his stories and novels appear and immediately gain wide reader's recognition and love. "Tomorrow's Worries," "Third Extra," "Salt Ice," "Yesterday's Worries" are peculiar stories-travels, saturated with irony and lyricism, and sometimes sarcasm, where extracts from the sailing directions and duty logbooks, weather reports, accurate, with an abundance of technical description of sailors' work, the accuracy of facts and figures coexist with polar landscapes, inspired by lyrical descriptions of the wiring of northern caravans by atomic icebreakers, memories of childhood and youth, philosophical digressions.

Indeed, Konecki opened a fresh topic for the modern reader, the exotic world, that is natural and beautiful Konecki himself said that he passed the Northeast Passage about thirty times, three times - made a round-the-world voyage, sailed on lifeguards, commercial and scientific vessels. The work of the northern sailor is familiar to him thoroughly, but although the writer himself called his books "production narratives", he was endowed with the gift of giving a rather tarnished socialist realistic genre of "production novel" a completely new color. The main thing that interests the writer is a man in his strength and weakness, courage and absurdity, spiritual breadth and strange psychological complexes. The Northeast Passage is a place where the hourly danger, or even the proximity of death,
makes the main human qualities appear most vividly. "The sea requires direct questions and direct answers" [21].

Endy carefully writes different types of Russian characters - for example, reckless, stubborn, wayward, tireless sailor Rublev, masterfully leading the ship through the ice and able to mimic any voice and style of speech, but this is also Captain Foma Fomich - cowardly, cunning, crafty, but in his own wise, graying in bureaucratic games with seniors. The love of readers invariably aroused and the narrator - his calm, epic tone, coming over the years wisdom, understanding of people, irony and self-irony, and most importantly - in his own author's expression, "optimism when looking at the future of both Russia and humanity" [22].

Both critics and readers noted more than once that Konecki's books carried the charge of some special, uncensored freedom, which was felt in his heroes. The writer explained it this way: "The fleet has long resisted the system. A sailor - the same humiliated system worker, but at his work he alone with the elements. And the elements do not know either invented rules or ideologies. You can't fool the elements, and when you "work" with it, you can't fool yourself" [23].

Working on the Northeast Passage also gave the author a charge of spiritual freedom: "I have no complete satisfaction from what I did by the age of 70, but there is gratitude to fate for not abandoning the sea. In terrible stagnant times, it saved me. The sea is an element, and the elements demand the truth, if I deceive the crew, we will all perish. I can lie at meetings, but I can't lie on the captain's bridge. It is absorbed into the flesh and blood. The sea helped me and in the literature to stay closer to the truth" [23].

The Arctic epic of Konecki is a story about how in the icy world people do not just survive, they live, trying to preserve the courage, human dignity, sense of duty, pity and compassion for their neighbor and, importantly, a sense of humor despite the harsh nature and equally harsh socio-political circumstances.

In the last years of his life, he sadly saw how the System of the Northeast Passage, which had been established by several generations, began to collapse from the early 1990s. "The collapse of our fleet is the greatest tragedy of my life. This topic is more painful for me than the state of affairs in literature. Foreign boats rustle all over the Northern Passage. Politicians divide our shelf in the Arctic sector. Sedov, Kolchak, Chelyuskin mastered the Arctic. And my generation has turned the Northeast Passage into a normal Motorway of the Sea.

Now many sea captains are out of work. Six months or a year sits an experienced sailor on the shore and dies. Can't survive that ships rust, stand at piers or arrested somewhere in foreign ports. My friends are dying.

We all threw overboard: hydrographers, glaciologists, biologists, forecasters of the greatest class in Pevek, Dikson, Vorkuta, Zeleny Mys, Kolyma - everywhere sat amazingly educated people who gave brilliant predictions. We mastered this road and wandered there like a kitchen. From Europe, they took food to Dikson, and we took them there and dragged them to providence bay to supply Kamchatka, Chukotka. And it all collapsed..." [23].

Shortly before his death, addressing the All-Russian Fleet Support Movement, Konecki wrote:

"Friends!

How did it ever come to this: the boundaries of sectors in our Arctic are now being secretly remade. From the Novaya Zemlya to Pevek rustle not only The Yankees but dozens of secondary countries. Mentions of the functioning of the Northeast Passage almost disappeared from the press, and in this way 70 years the whole country worked, sailors spared no bellies in the ice, hundreds of ships died, without many polar pilots and hydrographers died.

Here in St. Petersburg went bankrupt and went around the world the largest in the country Baltic Sea Shipping Company.

Hundreds of our ships have been arrested around the world, and survivors are roaming the world under other people's flags.
I'm talking more about the merchant fleet, as it's closer to me. Welcoming the participants of the Assembly of the Big Cabin Company, I am sure that the All-Russian Fleet Support Movement will live and fight. Russia without the sea is nothing.

Good luck to all of you, my dear family!
Sincerely your Victor Konecki.
03.06.98" [23]

Nevertheless, the feeling of optimism did not leave the writer: "I am deeply convinced that the facade of Russia was, is and will be turned to the North, to the North Pole. The fleet will be revived, for Russia is a great ocean power. And those who do not understand this will lose, although the people will pay the price, of course" [23].

3. The Arctic: contemporary political state and transport and logistical risks
At the present stage, the Arctic region has the most important strategic, economic and geopolitical importance not only for Russia but also for other countries.

Until recently, the Arctic was considered to be a geopolitically important region with a "consensus" policy. Over the past five years, this situation has been beginning to change rapidly from a geopolitical point of view. Arctic countries are beginning to express their concern about the emergence of other countries' interests in the region, for example, the situation with China's investments in the Greenland region (Grennedal airports and military base).

The raw material potential of the region is an indisputable fact and the root cause of a potential geopolitical conflict. In other words, the Arctic will shortly become an arena of geopolitical conflict of interest. For Russia, the Arctic is a strategically raw material reserve, a potential locomotive of the economy. According to experts, the Arctic currently provides about 11% of Russia's national income, where 22% of the volume of Russian exports is created. Also, about 60% of the minerals extracted in the Arctic allocated in the territories that Russia already owns or claims under international law, and these are only approximate figures. More than 90% of nickel and cobalt, 60% of copper, 96% of platinum, as well as 100% barite and apatite concentrate are already mined and produced in Russia's Arctic Circle. These are quite significant indicators within the national economy.

There are well-founded figures that oil reserves in the Arctic amount to 90-100 billion tons (this is several times higher than all resources of Russia or Saudi Arabia). It is hidden 20-25% of the world's hydrocarbon reserves in the Arctic shelf. According to the official American geological survey, about 13% of the still unfound oil and 30% of well-hidden natural gas are found in the Arctic region [24]. Moreover, it is here that almost half of the world's fish products are produced.

The second important attracting factor in the region is the huge logistical potential - the Northeast Passage. Some experts predict that, given the gradual global warming, climate change will lead to the fact that by the second half of the 21st century the Arctic will be significantly free of ice [25], and thus there will be ample opportunities for navigation. In terms of global logistics - the Northeast Passage, compared to the route through the Suez Canal, is shorter, cheaper and also takes less time.

The Northeast Passage is a transport highway with a length of almost 5.5 thousand Km. There are more than 50 ports on the route, including Igarka, Dudinka, Dikson, Tiksi, Pevek, Provideniya. The duration of navigation is 2-4 months. The Northern Sea Route is transported to the north of oil and gas, forests. The sea highway already provides 90% of nickel and 65% of copper transportation in Russia. "Next year, according to expert estimates, more than 24 million tons of cargo will pass here. This is a good pace, the goal is still even more ambitious: by 2024, the cargo turnover along the Northeast Passage should be increased to 80 million tons," Dmitry Medvedev said in an interview for Izvestia [26]. Gazprom Neft is currently developing a gas condensate field at the Yamal-Novoporoil and gas condensate field. In May 2016, the Arctic Gate oil terminal was put into operation, ensuring the export of oil from the field. Deliveries are carried out on the Northern Sea Route in the western direction [26].

The Payakh group of oil fields in the Krasnayarsk region is being prepared by Neftegazholding. According to preliminary estimates, oil production under the project will begin in 2023. The scheme
of supply of raw materials can include both the western and the eastern route. Stock valuations are now being carried out. There are coal projects on the Taimyr Peninsula, and raw materials are also planned to be exported along the Northern Sea Route. The projected resources of the Taimyr coal basin are estimated at 1.8 billion tons of coal. Currently, VostokCoal is conducting exploration work on licensed sites to increase the resource base [265]. All this creates the prerequisites for year-round work of the Northern Sea Route and puts the state and business to solve logistical problems.

The development of the Northeast Passage is envisaged by the Comprehensive Plan for the modernization and expansion of the mainline infrastructure by 2024. The plan includes the construction of the Yamal LNG terminal for liquefied natural gas and gas condensate "Ustrenni" at the seaport of Sabetta, the reconstruction of the shipping approach channel to the port and some other projects. Already, the government considers the advantages of national projects for the development of the Arctic and the formation of further demand for the Northeast Passage and the tanker-icebreaker fleet.

Currently, the State Program for the Development of the Arctic has been extended until 2025, and the affairs of the region have recently been handled by the Ministry for the Development of the Far East and the Arctic, which has developed a comprehensive plan for the development of mineral and raw materials and logistics capacity, including the implementation of 118 projects aimed at the development, exploration and processing of the mineral and raw materials base of the region. Another reason for strengthening Russia's presence in the Arctic is ensuring the country's security. Some major defense industry enterprises are concentrated here; Russia's state border for almost 20,000 km passes through the Arctic Ocean. For Russia, the Northeast Passage is a historical treasure and our country considers itself entitled to dictate and control the actions of other countries in the region.

Not everyone agrees with this thesis. Thus, China in 2014 announced its decision to become a "polar superpower" that will create the "Northern Silk Road" in the Arctic. The Pentagon is launching "The US Navy’s revived 2nd Fleet" program and is building icebreakers to patrol the Arctic and indicate its presence in the region. The UK government has announced its strategy of presence in the region - including the deployment of 800 British commandos to Northern Norway. Denmark, along with Canada, rejects Russia's claims to the Lomonosov Ridge (it spans 1,800 km), rich in oil and gas deposits, considering it the spur of the continental shelf of Greenland. And that's not even all players. All this leads to the apparent militarization of the region.

In 2019, the Americans will resume operations of the Amchitka Air Force Base in the U.S. state of Alaska, send their surface ships to the Arctic waters to demonstrate their presence, and in the western part of the Aleutian Islands were seen patrol anti-submarine aircraft P-8 Poseidon.

As Russian political analysts note, "there is $655 million allocated by the Congress in the Expenses Act for January 2019, for the first time in 43 years, a new icebreaker for the U.S. Coast Guard. It also includes $20 million for the components to the second icebreaker. "The Congress states the U.S. Coast Guard should have at least six polar class icebreakers at its disposal starting in fiscal 2029". As we can see, America has seriously taken up the Arctic direction [26].

With the increasing geopolitical status of the Arctic, there is a tendency to strengthen the military presence and NATO allies in the region, including through exercises, modernization of the armed forces of the polar countries stationed in the Arctic, and the corresponding military Infrastructure. This is evidenced by NATO's "Trident Juncture" exercises in October 2018 involving 40,000 troops, which have become the largest military maneuvers in Norway in the last 10 years. To justify the military presence in the Arctic, the leadership of the North Atlantic Treaty also refers to Moscow's military activity in the Arctic.

In legal terms, there is no comprehensive international agreement regulating the status of the Arctic zone at the moment. This makes the territories, as well as the existing rules and regulations, controversial. The fragmented legal regime of the Arctic is determined by the provisions of the 1982 International Maritime Convention and the relevant UN Commission, as well as by the national legislation of the Arctic countries. The problem is that countries whose presence in the region is not designated territorially by borders, do not agree with such a policy (China, for example). The second
important factor is the non-acceptance of actual Russian laws by the broad international agreement. So, according to the legislation of the Russian Federation, the Northeast Passage is defined as The Historically Established National Unified Transport Communication of Russia in the Arctic. In response to the intensification of naval activities of various states in the Arctic zone, Russia has already developed rules of passage on the Northeast Passage for foreign warships. According to this law, foreign ships will no longer be able to follow it if their state will not notify Moscow 45 days before the voyage commencement. Besides, each warship will be required to take on board Russian pilots. In the case of unauthorized traffic on the Northeast Passage, Russia has the right to arrest or even destroy the intruder ship. In the case of unauthorized traffic on the Northeast Passage, Russia has the right to arrest or even destroy the intruder ship. Obviously, from a geopolitical point of view, this fact for all involved agents will not suit at all. Politically, the question of the future for the region seems rather tense.

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