Historical-legal aspect of the political system in the Russia’s arctic region

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Abstract. This article analyzes historical reference of the formation and development of the political system of the Russian Federation in the Arctic region. The article examines the sectoral principle of dividing the Arctic territory. In conformance with UN requirements, the convention on the law of the sea of 1982, the Arctic States have a sovereign right to develop subsoil resources within their exclusive economic zones and continental shelf, although these Arctic regions are not part of their state territories. The article analyzes the main policy and legal documents regulating this sector in the Arctic countries, considers the issues of forming an optimal balance between national and international legal regulation in determining the legal regime in the Arctic region. The implementation of strategic goals of developing the Russian Polar region in the far-term perspective involves the implementation of domestic projects for the exploration of subsurface resources in this area and the development of transport infrastructure, primarily the Northern sea route and its seaports, as well as land and air transport modes that are part of international transport corridors, as an organizational and legal basis for the development of the use of the Arctic continental shelf.

1. Introduction
Today, in the period of globalization and integration, the economic condition of any state depends on its availability of energy resources, which is why it is extremely important to determine and regulate the legal status of the Arctic region by law. First of all, due to the fact that a lot of hydrocarbon reserves and various minerals are concentrated on its territory, also air and sea routes pass through the Arctic, which attracts both multinational companies and Arctic States. The need to develop and improve the political system of society in the Arctic region of Russia is due to the situation of the small peoples of the North, which, in recent decades has been complicated by the inability of their traditional way of life to meet modern economic conditions, and thus attracts the attention of external factors.

2. Main part
The Arctic is an area of about 21 million square kilometers, which includes the Arctic ocean and the marginal seas. Considering changes in natural and climatic conditions, the possibilities of economic development of these spaces are significantly expanded [5].

Today, in the Russian Arctic, societal issues of indigenous small-numbered peoples of the North are aggravated due to the crisis situation in the field of their traditional economic activities. It should be noted that the standard of living of the majority of citizens from among the small peoples of the North who lead a nomadic lifestyle and live in rural areas is lower than the national average. And due to the intensive industrial development of the Northern territories of the Russian Federation, the possibility of conducting traditional types of household activities is reduced, so it is extremely important to consider the situation and interests of citizens living in this territory when forming a political system.
Historically, the Arctic sector of each of the Arctic States is the space that found on the seashore of this nation, and the lateral line is the Meridians from the North pole to the Eastern and Western edges of this country [3].

In 1821, the Russian Senate issued a decree according to which "the right to trade, whale and fishing, and any industry on the Islands, in ports and bays, and in General... on all the shores of Siberia is available for use only to Russian subjects" [6]. The 1893 manual presupposed that all coves, harbors, and roads on the "Russian coast of the Arctic ocean ..." they are covered by Russian independence [6].

Since 1904, Canada has claimed sovereignty over the Arctic sector of its country. The Northwest territories act, passed in 1907, stated that "all land lying West of Greenland between Canada and the North pole is the property of Canada. The Canadian polar expedition in 1922 planted the national flag of Canada on Wrangel island, even though the island was already declared the property of the Russian Empire [14].

Discovered by the Vilkitsky expedition, the lands and Islands in 1913–1914 were declared part of Russian territories by a note from the Russian foreign Ministry. At the same time, this document confirmed the ownership of previously discovered Islands, which "together with the Islands of Novosibirsk, Wrangel, and others located near the Asian coast of the Empire... constitute a continuation to the North of the continental space of Siberia" [14]. Also confirmed that they constitute the territory of Russia "in view of the fact that their belonging to the territories of the Empire has been generally recognized for centuries" [6].

In 1921, the Council of People's Commissars of Soviet Russia issued a decree that established the right of the Soviet authorities to carry out environmental measures in the Arctic sector of the country. Also, the edict "on the protection of fish and animal lands in the Arctic ocean and the White sea" the exceptional rights of the Soviet Union to operate the commercial regions of the Arctic ocean neighboring the Arctic seashore of the country have been announced [1].

Norway obtained independent rights to Svalbard and bear island immediately after it signed the international Treaty of the same name in Paris on 9 February 1920, according to which the international Treaty of Svalbard was signed in Paris, according to which it is responsible for ensuring equality with other parties to the Treaty in the development of the archipelago's natural resources, including those that will be discovered in the future [15]. The States that signed the Svalbard Treaty thus reserved their right to free economic activity within these territories, and in 1935 the Soviet Union joined the Treaty.

The resolution Of the Central Executive Committee of the USSR of 15.04.1926 "on the Declaration of the territory of the Union of the USSR of lands and Islands located in the Arctic ocean" the matter of determination of the country's state borders in connection with the "Arctic sector" has been resolved [9]. In compliance with the ordinance, the territories and Islands are situated North of the seacoast of the USSR to the North poles were declared the territory of the USSR. There were no official statements from the three other Arctic States of the United States, Denmark, and Norway about their establishment of polar sectors adjacent to their territory. However, despite the lack of official statements from the United States, it is believed that in fact, after the acquisition of Alaska was formed the American sector, one side of which is the line that defined the Russo-American Treaty cession of Alaska 1867 (for the Prime Meridian line 14 west), and the other side of Canada line, established the Russian-English Convention, 1825, the prisoner in the days when Canada was a dominion of great Britain [9]. In accordance with the prevailing custom of "silent agreements", the limits of the sectors of the United States, Canada, Denmark, and Norway were established, which were indicated on the map of the Arctic in the Italian Atlas "Touring Club", published in 1936.

Since the acceptance of the UN Convention on the law of the sea in 1982, the Convention doctrine has emerged in the global legal doctrine. The core of it is that the UN Convention for the law of the marine of 1982 has been accepted as the legal basis for the international status and regime of the Arctic continental shelf according to article 76, paragraph 8, "it provides that in order to expand the legal boundaries of the continental shelf, which in the geological sense extends beyond 200 nautical miles, the coastal state must apply to The Commission on the limits of the continental shelf" [7].

Today, there is a trend according to which the vast majority of Western European countries persistently seek recognition of total liberty of navigation on the Northern maritime path, as well as actively advocate free passage through the Russian Arctic Straits. The process of Russia's development of the Arctic territories...
in historical retrospect has more than eight hundred years, so since the middle of the XII century, the inhabitants of the Novgorod provinces mastered the Northern territories, went to the shores of the “ice sea”, settling on this land. As noted earlier, the North Sea was of great importance to Russia, because since the XVI century, there was an active trade. At the end of the XVI — beginning of the XVII centuries, explorers mastered the Ob, Yenisei, and Lena rivers. In 1649, the detachment of F. Popov and S. Dezhnev reached the easternmost point of the continent — the present Cape Dezhnev — and went out into the Pacific Ocean, for the first time in history being able to circumnavigate Asia from the East. The Russian society actively used these newly discovered territories, which served in the XVIII century for their scientific study and mapping by the staff of the Russian Academy of Sciences [2].

The Northern maritime way is free for world navigation, however, in conformance with the rules of 1991, navigation on the Northern sea route is fulfilled with the acquiescence of the Russian Federation and pursuant to the control of the Russian Federation. The administration of the Northern sea route plays an important role in regulating this activity.

When forming the political system of society in the territory of the Arctic region of Russia, national concerns regarding the North sea are a priority. The law "On amendments to certain legislative acts of the Russian Federation regarding state regulation of merchant shipping in the water area of the Northern sea route" was signing in 2012 and setting the Basis for a modern legal regularization of relationships concerning the Northern sea way, the Russian Federation take on most of its international responsibilities. “A vessel under any flag is guaranteed traffic safety, icebreaking and pilotage support, assistance in an emergency, and the right to use the coastal infrastructure” [13]. It should be emphasized that today issues related to the ecology of this region have been legislated, so the shipowner or charterer undertakes to “provide financial security in case of possible environmental damage” following the Northern sea route.

Considering the ongoing changes in the organization of the Northern sea route, a whole development program is being implemented. Thus, the administration of the Northern sea route, as a state institution created in accordance with law, will carry out: first, the organization of navigation on the Arctic territory of the Russian Federation; second, supervision of the activities of international organization's and States on the territory of the Northern sea route; third, monitoring the hydrometeorological, ice and navigation conditions; fourth, to make optimal routes; fifth, to qualify pilots; sixth, to coordinate search and rescue operations; seventh, to monitor the cleanliness of the entrusted water area [13].

Strategy of the development of the Polar region of the Russian Federation and provision of national safety for the term up to 2020 fixes some difficulties in the development of the social sphere of this region: first, negative demographic processes in majority of the Arctic areas of the Russian Federation, there is an escape of workers (especially most highly qualified ones) to the south parts of Russia and foreign countries; secondly, the lack of an effective training system, the imbalance between the demand and supply of labor resources in the territorial and professional terms (shortage of personnel of workers and engineering professions and an overabundance of unclaimed specialists, as well as people who do not have professional education).

The problem of economic sector development is reflected in The President address to the Federal Assembly on January 15, 2020. Within the Arctic region of Russia, it can be provided by training personnel who meet the requirements of modern infrastructure, such as those who are ready in the harsh conditions of the Far North.

The development of the territorial space of the Russian Arctic assumes its development as a national priority. One of the main priorities should include the implementation of the General concept of interregional cooperation in the field of education, which will be the basis for ensuring the national security of our country.

3. Conclusion

Based on the achievements of national law and taking into account foreign experience and trends in the development and development of Arctic territories, attention should be paid to the following aspects in the framework on the establishment and progress of the political system of society in the territories of the Arctic region: first, it is necessary to increase the technological equipment and efficiency of the search and extraction of minerals and natural resources in the Arctic; secondly, it is necessary to transform the
operational risks of the development and extraction of natural resources in the Arctic into financial risks through public-private partnership mechanisms; third, it is necessary to ensure a balance between domestic legislation in the field of development of Arctic territories and international legislation; and fourth, to update lobbying of national Arctic interests at the global level through various supranational structures and organizations.

The "transit potential" of the Russian Arctic region is only growing every year, since the transportation and shipment of goods across the Northern sea way guarantees reliability in economic, political and battle terms, as well as reduces the time of such transportation. By opening such a waterway as the Northern sea route and taking on a significant part of international sea transport, the Russian Federation becomes a full participant in international economic relations and increases its own budget revenues.

The analysis of international legal norms and national legal acts of the Arctic States allows us to draw the following conclusion—the development of international cooperation and cooperation, the creation of a unified legal framework for the development of the Northern sea route becomes especially relevant if we are talking about collaborations the elaboration and resolving of legal challenges by the barents sea Council's working group on the Northern sea road [16].

Given the strategic needs of developing the Arctic region, the growing interest of foreign countries in its resources and communications is alarming, the it is essential to guarantee the security of the community and the protection of the Russian state border in the Arctic, transport support for operating and planned production should be ahead of the national program for developing the Arctic region [17].

A special role is played by the Northern sea route, which, as an integrated transport structure, is closely linked to the innovation process in the Arctic: all innovations introduced here interact with other elements of the route and participate in their modernization. It seems that the challenges facing the modern political system of society require active involvement of the General population in the political life of society, which in turn implies the formation of a higher level of development of the political and legal culture of various social groups. Considering the specifics of this region of Russia, in our opinion, strengthening the role of local governments will only contribute to solving these problems. The core of the unity of political and legal consciousness and political and legal culture is the development of an active life position in maintaining the stability of the traditional environment, through the protection of the subjective rights of the local population.

Thus, for the purpose of sustainable development of the Russian Arctic, it is necessary to formulate and take a strategy for the development of Interregional educational space, which should reflect the implementation of measures related to the involvement of the General population in the development of the scientific and technological base; providing employment in accordance with the received qualifications and expanding the number of jobs; forming transport and logistics hubs on the basis of existing and under construction seaports, as well as new regions and cities; legal consolidation of the status and location of sea routes in accordance with international law.

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