INTERNET-CONFERENCE «INFRASTRUCTURE DEVELOPMENT ISSUES OF THE NORTHERN SEA ROUTE AS A PART OF THE INTEGRATED ARCTIC TRANSPORT SYSTEM OF THE RUSSIAN FEDERATION»

ANALYTICAL DEPARTMENT OF THE COUNCIL OF THE FEDERATION

(an associate member of the European Parliamentary Technology Assessment)

The importance of the Northern Sea Route for the development of the Russian Arctic area

Internet-conference «Infrastructure Development Issues of the Northern Sea Route as a part of the Integrated Arctic Transport System of the Russian Federation» was held from 12 to 31 October 2016.

The Northern Sea Route is the main shipping lane of Russia in the Arctic. Besides the water space, that directly linked to the water area, it includes major rivers on the huge territory of our country, which constitute a single system of waterways. It allows delivering cargoes from Europe to the Asia-Pacific region much faster than by traditional routes through the Suez Canal or the Cape of Good Hope in South Africa.

The duration of the navigation is 2-4 months, in some areas - longer because of russian icebreaking fleet, which is the largest in the world.

In order to improve the operation quality of transport hubs in the Arctic Basin new arctic sea ports are built and existing ports are upgraded.

For example, port Sabetta (situated on the eastern coast of the Yamal peninsula in the Yamal-Nenets Autonomous Okrug), which after completion will become an universal terminal, giving access for many industrial regions of

Russia to the Northern Sea Route. The port will be linked to the integrated railway network of the country. The most part of the new railway line will pass through the territory of Yamal-Nenets autonomous district. This will allow to deliver cargoes from the industrial regions of Urals and Siberia to the new Arctic port Sabetta.

Modern navigational and hydrographic, hydro-meteorological and search-and-rescue systems are used for ensuring safe shipping and economic activities in the water area of the Northern Sea Route. Since 2012 the whole Northern Sea Route is equipped with a network of GLONASS/GPS control-correcting stations developed by russian specialists.

The Northern Sea Route infrastructure development is closely interconnected with the creation of an effective system the Arctic aviation services, which involves the use of a light multipurpose aircraft with a seating capacity of 9 to 19 places.

Currently the serial production of the TVS-2MS aircraft developed by the Siberian Aeronautical Research Institute named after S.A. Chaplygin and based on the AN-2 aircraft is preparing. The aircraft has an all-composite fuselage, it capable of carrying up to three tons of cargo with a flight range of up to 3.5 thousand kilometers, it can take off and land on short runways and soft fields.

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