

УДК 338.26

## **Transport Corridors of the Asian Part of Russia: the Role and Position of the Krasnoyarsk Territory (Krai)**

**Vladimir Iu. Malov\***

*Institute of Economics*

*and Industrial Engineering SB RAS*

*17 Akademika Lavrentieva, Novosibirsk, 630090, Russia*

Received 13.07.2016, received in revised form 27.09.2016, accepted 14.10.2016

*Russian inclusion in the processes of globalization, on the need to require special attention to transport corridors. Focusing on the fact that the self-development of the market has led to the desertification of large areas, especially in the Asian part of Russia. S.Witte's ideas about the priority attention to the development of the internal market today again become relevant. The transport system of Krasnoyarsk region is a key part of the communications system throughout Russia.*

*Keywords: National political economy, internal market, transport corridors, the Asian part of Russia.*

*DOI: 10.17516/1997-1370-2016-9-11-2592-2598.*

*Research area: economics.*

At the beginning of the 21<sup>st</sup> century, the field of transport construction enters a new phase of formation of the global world systems and the international transport corridors. Territories that are potentially rich in various natural resources but have the underdeveloped transport system do not remain without attention. For example, many are wondering whether “Siberia can hold Russia” and whether “Siberia and the Far East are the Russia’s stepchildren”. There are also some tougher statements, such as “Siberia is the curse of Russia”; “Siberia is the Russian Gulag”. The idea of “compression” of the Russian economic space obtained a special sound. Similar ideas have

great historical experience and constantly “come to life” during periods of large-scale Russian crises, starting from the time of the “Great Time of Troubles” at the beginning of the 17<sup>th</sup> century.

Beliefs of the Russian marketizators during the period of disastrous (for Russia) market reforms in that the market is capable of self-regulation in all areas, led only to aggravation of the main problems of regions in the Asian part of Russia. A focus on the idea of the “new economic geography” (which laid the basis for the idea of mainstream) has led to desertification of the Siberian and Far Eastern regions. An idea that only what is commercially profitable should remain

here, contradicts with the long-term strategic interests of Russia, but excellently corresponds with the so-called “Cosmopolitan economy”, the theory that ignores specific interests of individual states. This simple truth was understood as early as the end of the 19<sup>th</sup> century. For example, S.Iu. Witte believed that “...one of the main reasons for this state of political economy is that most economists accepted mixtion and, at all events, insufficiently differentiated economic concepts in regards with an individual, a nation (country) and humanity. Meanwhile, the same economic positions or conclusions that are valid in regards with an individual may be completely wrong in regards with a nation, the same positions or conclusions that are true in regards with a nation may be completely wrong in regards with humanity, etc. (Witte, S. p.1).

More than 150 years before Witte, similar ideas about the unconditional priority of the domestic market arose in works of our compatriot I.T. Pososhkov. In the “Book of Poverty and Wealth” that was written for Peter I, Ivan T. Pososhkov offers to completely stop the importation of goods that can be produced in the country, though not so high-quality at first. In his opinion, there is a need for an active protectionist policy for the growth of the domestic industry (Zaitseva). This would lay the foundations for the future of the Russian export of finished products<sup>1</sup>. Let us note that this was written 300 years ago. Another our compatriot, D.I. Mendeleev, speaking at the Industrial Congress in Moscow in 1882 (i.e. before the decree on the beginning of construction of the Trans-Siberian Railway), insistently suggested to bear in mind the need to continue convenient routes to the East, anticipating the rapid growth of demand for industrial products in this region of the world. At the same time, he stressed that “of course, without the initial protection we cannot even expect that in the domestic markets our plants can compete

with the Western plants that already operate” (Mendeleev, p.141). Today we rediscover these historical truths, only now in the format of the “import phase-out” program.

Back in the early 90’s of the past century, specialists from IEIE SB RAS expressed the ideas about the formation of a number of latitudinal and meridional corridors connecting countries of the Asia-Pacific Region and Western Europe passing through Russia. Then, in the mid-90’s, it was concluded (see Bandman, 1994, Bandman, 1996) that Russia gives a 15, maximum 20-year “head start” to the Chinese railways to use the existing advantages of the Trans-Siberian Railway. But to do that during this period it is necessary to urgently upgrade the Trans-Siberian Railway and to create a new latitudinal transport corridor as part of the BAM – North-Siberian Railway – Barentskomur (Northern Path) as an “alternate” of the Trans-Siberian Railway that is focused on “slow” Russian domestic cargo transportation, including export direction. Currently, a dispute on how the Asia – Europe transport corridor can be arranged is hardly in doubt.

The advantages of Chinese options and, more importantly, the capacity of their railway policy are obvious. Russia missed this “head start” and today either the TEPR project (“Trans-Eurasian Belt Development” – a project that was put forward by the head of the Russian Railways V. Iakunin at the meeting of the Presidium of the Russian Academy of Sciences in March 2014), or the “East polygon” project (the name of the complex railway project for “jointing” bottlenecks of BAM and the Trans-Siberian Railway and modernization of these two mainlines) will not significantly change the situation. It will be perfect, if these projects give new impetus to the development of the regions of Siberia and the Far East. Given the pace of railway construction in China (for example, construction of the road to Lhasa under the most difficult conditions of high

mountains), there is every reason to expect a loss of the Russia's market of export transport services. Resource industries of Asiatic Russia provide an objective and material possibility of stable, independent, progressive development of the country's economy, including its European part. But only the state concerned about the long-term, strategic objectives of sustainable progressive development can establish this economic and political unity.

Resources of Siberia, the Far East and the North of Russia are an integral part and the main basis of the prospective development of Russian economy. They are important both for the domestic market and for export. Today, the transport system of Asiatic Russia is a bottleneck both for the expansion of production and for decent living of the population in this macro-region. Reserves of the Trans-Siberian Railway are virtually exhausted. BAM does not meet modern requirements at all sites and in the West is limited by the possibilities of the Trans-Siberian Railway, and the South-Siberian Railway (as a "piecewise" alternative to the Trans-Siberian Railway) is "locked" by the Kuzbass transport system limitations, and further to the West – by the conditions of mass transit of Russian cargoes through Kazakhstan. Creation of transport corridors in the Asian part of Russia will help to solve such problems a) as the preservation and strengthening of the unity of the economic space of Russia, and b) the organization of exports and ensuring the international transit (containers). The corridors for such regions as the Kuzbass, Zabaykalsky and Krasnoyarsk Territories, Republic of Buryatia and Khakasia, Irkutsk Region, which are the largest suppliers of resources both to the domestic and the international markets are especially important.

The Arctic corridor (on the basis of the NSR – Northern Sea Route) should be viewed as an important aspect of ensuring the transport

development of the northern territories of Russia. The main problems of Russia solved in a zone of influence of the belt are as follows: a) revival of the Northern Sea Route, b) geological exploration – research of resources, c) transportation approaches to the coast from the continent, access to the NSR, d) justification of directions of the Arctic economic policy for the revival of the Asian part of the NSR as a form of partnership between the state and the private sector in modernization of the transport infrastructure, oil and gas exploration in the Siberian sector of the Arctic Region. It cannot be recognized as a competitor to the land routes. It is rather an addition to the core transport network of the North and the East of Russia. In conjunction with the meridional corridors (on the basis of the internal river transport along the Ob, Yenisei, Lena rivers), it is able to provide another promising opportunity to implement export supplies from the southern regions of Siberia. An important argument for the rapid creation of this corridor is the assignment of the Arctic Ocean to Russia. Many ports in this corridor may be of dual-use, because part of them is deep-water. For example, Indiga is the end point of the North-Siberian corridor in the West, and at the same time a promising point of the oil pipe from Surgut and/or Khar'iaga, and a possible (apart from Arkhangelsk) new coal export port of Pechora and Kuzbass. In the area of the Dixon Island (Efremov Bay) it is possible to create an oil loading terminal from the Vankor group of hydrocarbons (at least for the second phase of development of a given group).

The basis of the support transport network of Asian Russia is railways. But with no other means of transport, they can remain "naked" without sufficient load to achieve commercially efficient operation. Road, river and other new forms of transport (surface effect vehicles, airships, hovercrafts, etc.) at a higher, innovative level help to develop, and, above all, to settle

large-scale, often inaccessible areas, and not just random points along railways. Formation of transport corridors and intensification of their work through the development of regional economies that are in the areas of influence of these corridors creates demand for both technically new vehicles and tracks, and for the increase in the number of rolling stock. And this is the order for carriages and machine-building plants (including Abakan, Rubtsovsk, Krasnoyarsk) and metallurgical enterprises of the Urals, Kuzbass, Krasnoyarsk. In this situation, there is a need for the revival of “abandoned” plants, for example, in the Trans-Baikal region, and construction of the new ones. An important multiplicative effect of this will be an increase in the population in the eastern regions of the country and the growth of its welfare.

Evaluation of load capacity of the North-Siberian Railway is calculated as the sum of estimates for certain products (most cargo-intensive and “attached” to the points of cargo-generation, located in the zone of influence of the future North-Siberian Railway) in connection with the expected transit of international containers in 2030 (1 million TEU) can be as follows: (Table 1).

It seems that 2030 might be the start for establishment of another latitudinal belt of Russia’s economic development, which can be called “circumpolar”. Its basis will be the Far East latitudinal transport corridor. It is a railway line that runs along the route Yakutsk – Viliuisk – Mirnyi – Tura – Turukhansk – Novyi Urengoi, further to Salekhard to the connection with existing railways with access to the Western seaports of Arkhangelsk, St. Petersburg or the new port Indiga. The historical experience of the transport development of Siberia shows that the initiative should belong to the state, and there cannot be immediate economic efficiency.

Congruence of interests of the state, regions and companies. It is clear that today the state is not able to carry out large-scale investment in the development of new regions in the East. Therefore, it is necessary to find a way to reconcile the interests of the state, regions and companies. To do this, it is suggested to use the so-called “project approach”, the essence of which is to assess the costs and benefits of all the “actors” of the process of the development of resources in the region and to find a compromise. The abundance of projects of individual companies in the most promising territories results in inconsistency

Table 1. Evaluation of the long-term traffic on the North-Siberian Railway in solving the problems to achieve 2 % of annual growth of GDP by 2030

Sites of the North-Russian Eurasian highway	Possible capacity (mln t.)
Ust'-Ilimsk – Boguchany	20-22
Boguchany – Lesosibirsk	24-26
Lesosibirsk – Belyi Yar	24-26
Belyi Yar – Surgut	45-47
Surgut – Priob'e (Khanty-Mansiisk)	56-60
Priob'e – Ukhta (Sosnogorsk)	56-60
Ukhta – Arkhangel'sk (Indiga)	32-35

Note: This evaluation is obtained providing transformation of the Trans-Siberian Railway into the International Transit Corridor that can provide transportation of at least 100 million tons of cargo, including 1 million units (TEU) for no more than 10 days from Vladivostok to Brest.

either in capabilities of builders, or in local and labor resources. Again, as in the Soviet times, the work on regional planning, part of which is the formation of new settlements, is required. Today, with the acute shortage of manpower for the territories that have uncomfortable conditions of life, but are extremely rich with resources, a special approach is required. The Lower Angara region is a pioneer in this sense, both in the declared terms of the establishment of objects, and in the revealed problems of the industry approach to the use of federal funds from the investment fund (Lower...). The complexity of projects in other regions of Siberia also leaves much to be desired. This example shows how important it is to combine the interests of companies and the population (both local and newly arrived). Therefore, once again, as in any country in the period of the construction boom and the development of new territories it is necessary to activate the work on regional planning – a necessary step of the rational “entry” into the regions of the new development.

Currently, we can observe significant intensification of the “Arctic vector” and the economic and geo-political activity of the Russian authorities. Military presence in the New Siberian Islands is being restored; such ports as Khatanga, Tiksi and Pevek are being reestablished; some new ports (Sabetta) are being established; intensification of traffic along the Northern Sea Route is noticeable. Mineral resources of the Arctic Region and the North in general are, of course, huge, but their economic value is substantially inferior to evaluation of their physical (and often potential, estimated only tentatively) volume. However, there is already a fight for the territory and waters of these spaces. Luckily, it is not armed. (Aziatskaia, 2012).

The importance of the northern direction of the Russia’s development was obvious for a long time, and periodically some measures were

taken not only to develop, but also to settle these harsh places. There was also an understanding of the feasibility of the compound of the defense and economic sectors of moving to the North and the Arctic Region. In the late 90’s of the last century specialists from IEIE together with experts from the Council for Study of Productive Forces conducted studies on the prospects of NSR and the transformation of this route into the international transport corridor (Bandman, 2000). It is significant that this study was supported by the international organizations (Norway, Finland and others). Our recommendations concerned revitalization of the Siberian rivers flowing into the seas of the Arctic Ocean, and the new directions of oil transportation from the Vankor field and the introduction of new types of vehicles specially created for the conditions of the Arctic seas (WIGs). For transportation of oil it was proposed to use the Dickson Port as an alternative to the ESPO pipeline. This would dramatically intensify the activity in the east wing of the NSR and restore all the abandoned ports at the time (Khatanga, Tiksi, Pevek, etc.). As is well known, a land route of oil supply to the Far East and China was chosen, but the ports (and airports) still had to be restored mostly for the defense department, of course, at the expense of the budget.

Our latest proposals relate to approaches to the development of unique deposits of the Arctic zone of Yakutia and the Krasnoyarsk Territory that are adjacent to the coast of the Arctic Ocean (Aziatskaia, 2012). The emphasis is on the sharing of transport, social and energy infrastructure in the defense and economic purposes. We believe it is essential that the development of those regions should be carried out without taking into account the current configuration of the administrative borders, through the formation of the so-called aqua-territorial production complexes (ATPC) that are established for a certain time and have clearly defined goals of the national level of

significance. In particular, these entities include the Taimyr-Yakut ATPC that unites the Krasnoyarsk Territory and the Republic of Sakha (Yakutia) and has unique deposits of impact diamonds and rare metals. In our view, their development is advisable to carry out jointly, through the use of a common infrastructure, which will also serve the objectives of strengthening Russia's defense capability in the Arctic area. It is important that the regional authorities do not have to share future earnings, thus risking being in the position

of "two hungry cubs" that invited a fox to share their cheese in equal parts. Unfortunately, the ending of this story repeats itself in our regions regularly when the latter competing for the mythical competitiveness allow corporations to "skim the cream" off any projects (Tarasova).

Thus, the transport system of the Krasnoyarsk Territory is represented as one of the key elements in supporting the transport network of Russia that is capable of providing a real unity of its economic space.

<sup>1</sup> In modern terms, it was recommended to turn to the import phase-out policy, stimulation of domestic manufacturers for the subsequent production of the export goods with higher added value.

## References

Aziatskaia chast' Rossii: modelirovanie ekonomicheskogo razvitiia v kontekste opyta instorii [The Asian part of Russia: modeling of economic development in the context of the experience of history]. Ed. V.A. Lamin, V.Iu. Malov; Russian Academy of Sciences, Sib. Dep., IEIE, Institute of History, Institute of Geography named after V.B. Sochava, Institute of Energy Systems named after L.A. Melentiev, Institute of System Dynamics and Management Theory. Novosibirsk: Publishing House of the SB RAS, 2012. 463 p. (Integration projects, Vol. 34).

Bandman, M.K. (1994). Geopoliticheskoe polozhenie Sibiri posle raspada SSSR [The geopolitical position of Siberia after the collapse of the Soviet Union]. Proceedings of the Academy of Sciences. Geographical series, (3), 85-93.

Bandman, M.K. (1996). Mesto Transsiba v ekonomike Rossii posle raspada SSSR [Position of the Trans-Siberian Railway in the Russian economy after the collapse of the USSR]. Preprint, IEIE, Novosibirsk, 70 p.

Bandman, M.K., Vorob'eva V.V., Esikova T.N., Ionova V.D. & Robinson, B.V. (1999). Cargo Generating potential of the Angara-Yenisei Region for the Northern Sea Route INSROP Working Paper 137-1999 111.01.5. FNI, Norway. 94 p. ISBN 82-7613-321-5.

Lower Angara Region: A new approach to regional development in Russia. (Eds. M. Bandman, B. Malov, G.A. van der Knap, E. Wever). Utrecht-Rotterdam: The Royal Dutch Geographical Society, (1995), 144 p.

Mendelev, D.I. (1960). Problemy ekonomicheskogo razvitiia Rossii [Problems of economic development of Russia]. Publishing house of the social-economic literature, Moscow, p. 141.

Nizhnee Priangar'e: logika razrabotki i osnovnye polozheniia kontseptsii programmy osvoeniia regiona [Lower Angara region: the logic of development and the basic provisions of the concept of the development project of the region]. (1996). Ed. M.K. Bandman, V.V. Kuleshov, V.Iu. Malov; IEIE SB RAS, Novosibirsk, 232 p.

Tarasova, O.V. (2013). Bor'ba za dobalennuiu stoimost' [Fight for the added value]. EKO, (1), 117-125.

Vitte, S.Iu. (1912). Po povodu natsionalizma. Natsional'naiia ekonomii i Fridrikh List [Regarding nationalism. National Economy and Friedrich List]. Sankt-Peterburg, 75 p.

Zaytseva, L. Ivan Pososhkov protiv Adama Smita [Ivan Pososhkov against Adam Smith]. Nationwide Russian journal, accessed 11.15.2006.

## **Транспортные коридоры азиатской части России: место и роль Красноярского края**

**В.Ю. Малов**

*Институт экономики и организации  
промышленного производства СО РАН  
Россия, 630090, Новосибирск,  
пр. Академика Лаврентьева, 17*

---

*Включение России в процессы глобализации с необходимостью требует особого внимания к транспортным коридорам. Ориентация на то, что рыночное саморазвитие привело к опустыниванию огромных территорий, особенно в азиатской части России. Идеи С. Витте о первостепенном внимании к развитию внутреннего рынка сегодня опять становятся актуальными. Транспортная система Красноярского края является ключевым звеном коммуникационной системы всей России.*

*Ключевые слова: национальная политэкономия, внутренний рынок, транспортные коридоры, азиатская часть России.*

*Научная специальность: 08.00.00 – экономические науки.*

---