

Faculty of Tourism

Problems and perspectives of tourism development in the high Arctic case of Franz Josef Land.

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Master thesis in Tourist Studies 27 November 2015



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Abstract.

Tourism is one of the fastest growing sectors of the world's economy. With more than 1 billion tourist arrivals reached in 2014 (UNWTO), tourism influences almost all parts of the world. One of the areas where tourism is developing is the high Arctic. Beautiful, wild and fragile, the high Arctic is now under pressure from the changing world and climate. Relatedly, tourism could be a potential source of income for developing infrastructure for environmentally friendly or ecotourism, which could help to preserve nature for future generations. In general tourism to protected areas can help achieve public awareness of biodiversity values and opportunities for conservation, keep impacts within safe ecological limits, increase global coverage of protected areas, and promote fair and equitable sharing of benefits from tourism and biodiversity (IUCN WCPA Parks, 2012).

Franz Josef Land, which is one of the most natural, pristine Arctic archipelagos is facing growing numbers of visitation and these numbers could continue to rise in the future. Despite its unique geographical position, nature and potential for tourism, it didn't attract the attention of scientists investigating complex problems of tourism development in the high Arctic. This study aimed to identify the main problems of the development of tourism on Franz Josef Land and possible ways of solving them. Additionally, one of the aims of this study was to contribute to filling the gap in Arctic tourism research as there are limited numbers of studies that focus on tourism development on Franz Josef Land.

Key words: Arctic, tourism, Franz Josef Land, governance, management, expedition cruise.

1. Chapter I Introduction.

Background of the study.

Cruise tourism is one of the fastest growing sectors of the tourism industry. During the world financial crisis that started in 2008, while a lot of tourism sectors started to decline, cruise tourism was growing. By the end of 2014, more than 50 ships measuring over 100,000 gross tons will be in service, with more on their way (Berlitz Cruising & Cruise ships, 2014). According to data from the Cruise Market Watch (<http://www.cruisemarketwatch.com> [08.06.2014 23:47]) a total of 6 new ships were added in 2014 with a total passenger capacity of 17,410. From 2015 to 2016, 17 more new cruise ships will come online adding 41,162 to worldwide passenger capacity, or 9.1%. The ships from 2015 to 2016 will add \$3.4 billion in annual revenue to the cruise industry.

Berlitz provide data of the number of cruise passengers in 2013 analyzed by nationality (Berlitz Cruising & Cruise ships, 2014):

Nationality	Number of passengers
United States	13,500,000
Europe (excluding UK)	4,000,000
UK	1,780,000
Brazil	762,000
Canada	770,000
Asia (excluding Japan)	600,000
Australia/New Zealand	694,000
Scandinavia	200,000
Japan	180,000
Cyprus*	30,000
Cargo ship passengers	3,000
Total	22,619,000

Table 1. Number of cruise passengers in 2013 analyzed by nationality.

*Local Cyprus market only.

Note: The above numbers include the approximately 1 million passengers who took a river/inland waterway cruise, but not the 300,000 passengers who took a coastal voyage

aboard the Hurtigruten (Norwegian Coastal Voyages) ships. All figures are for 2013 (Berlitz Cruising & Cruise ships, 2014).

Worldwide, the cruise industry has an annual passenger compound annual growth rate of 7% from 1990 – 2018. Growth strategies to date have been driven by larger capacity new builds and ship diversification, more local ports, more destinations and new on-board/on-shore activities that match demands of consumers. These activities help increase penetration in a core North American market that still has growth potential (<http://www.cruisemarketwatch.com> [08.06.2014 23:47]). The industry is also rapidly expanding internationally.

One part of the huge cruise industry that remains relatively small is expedition cruises. The term “expedition cruising” has become synonymous with “responsible travel” – small groups, high educational content, low impact, and the stated goal of creating ambassadors for conservation (The Circle, WWF Magazine, 2014). There is no certain scientific definition of what could be called an expedition cruise, but, in the context of this study, it could be described as cruises using small ships that have ice-strengthened hulls or with specially constructed icebreakers that enable them to reach areas totally inaccessible to “normal” cruise ships. The ships are usually converted to carry passengers in some degree of basic comfort, with comfortable accommodation and a relaxed, informal atmosphere, with expert lecturers and expedition leaders accompanying every cruise (Berlitz Cruising & Cruise ships, 2014). Another specific feature related to expedition style cruise is ship size, for example, Pashkevich et al (2015) defines the majority of expedition style vessels as small ships with a capacity of less than 200 people. It has to be mentioned that the capacity of expedition vessels could be up to or around 300 passengers as on “Fram” (owned by Hurtigruten). There are a number of specific areas for expedition cruises which could be found on webpages of companies which also defines themselves as expedition. Mostly these areas are related to the Arctic or Antarctica, and among the most popular are Svalbard, Greenland, Iceland, South Georgia, North East and North West passages, Galapagos, Papua New Guinea, Alaska, Russian Far East.

Trips to the North Pole through Franz Josef Land are also in this list. Started twenty five years ago, these cruises were the only possible ways to visit one of the most pristine and unexplored areas of the Arctic for a long time. The main characteristic of such trips is use of

nuclear powered icebreakers. In the last couple of years, Franz Josef Land has turned into a destination in its own right independent from the North Pole destination. Rising popularity of this part of the Russian Arctic could lead to unpredictable consequences for nature and environment as tourism has started to impact on the former hard to reach archipelago. Domestic and international tourism and visitation to protected areas is significant, growing, and can generate both positive and negative environmental impact (IUCN WCPA Parks, 2012). Tourism, in general, needs the appropriate management to avoid negative effects, which can be easily seen in many popular destinations now, such as, Barcelona (<http://www.nytimes.com/2015/07/19/opinion/sunday/the-revolt-against-tourism.html?smprod=nytcore-ipad&smid=nytcore-ipad-share&r=2>) and such negative effects are even more important for fragile areas, such as, Franz Josef Land.

As there are few studies about expedition cruise tourism development in the high Arctic in scientific literature, there is an urgent need for such research. As a relatively new and under-researched phenomenon, it seems to me that there are many aspects in this theme that have to be explored in order to understand the whole picture.

Franz Josef Land (herein referred to as FJL) is one of the most remote areas of the high Arctic, and this territory is not in the focus of scientists interested in Arctic tourism. The increasing number of visitors to the area, growing cruise industry and particularly the sector of expedition cruises could lead to rapid development of tourism in FJL, so research dedicated to tourism development in the high Arctic, specifically, Franz Josef Land is realistic and urgent. Such research could have practical meaning for travel companies, governmental bodies and conservation organizations. Despite emerging research clusters, we really know very little about the phenomenon of tourism in polar regions. Tourist numbers are low in relation to international tourism numbers in general, but the number of visitors should not necessarily determine the quantity (and quality) of research. The polar regions— the last great terrestrial wilderness—have come to symbolize remoteness, extreme conditions and environmental vulnerability, so it would seem responsible and important to move empirical research forward in a coordinated and focused manner (Stewart, Draper, Johnston, 2005). Also, as a large array of the data presented in this work, was not published before or was not accessible by scientists because it was only in Russian language or due to its up-to-dateness and originality, this study could be interesting for researchers, who are interested in investigations of Arctic tourism.

1.2. Aim and objectives.

The overall aim of the study is to investigate what are the problems and perspectives of tourism development in the high Arctic, specifically, Franz Josef Land.

In order to achieve the aim the following objectives were identified:

- To explain the current status of Franz Josef Land and limitations for development of tourism due to that status.
- To identify main problems for tourism development on Franz Josef Land and reasons for them.
- To provide up to date data about tourism on Franz Josef Land.
- To offer possible measures for solving the problems.

1.3. Research plan.

I have used two different methods to collect information. First of all, a certain amount of literature dedicated to the topics that are important for the study was reviewed. The literature review focused specifically on the following topics: tourism to national parks and reserves, conservation and tourism, expedition cruise tourism to the Arctic regions, as well as management and governance of specially protected areas and tourism.

Secondly, data related to Franz Josef Land and tourism on it was collected. As the head of the tourism department of the national park "Russian Arctic", I am the person who is responsible for communicating with all actors (tourism companies, governmental agencies, etc.) associated with tourism in FJL. The department of tourism works with all the contracts and statistical information and its staff is representing the National park onboard of expedition cruise vessels visiting FJL. That means that I have access to all the development plans and documents about tourism on Franz Josef Land, such as, statistical data about visitor numbers, the medium-term development plan for the National Park for the years 2013-2017 and others. Also, as a person working for a state institution, I know all the federal regulations about national parks and specially protected areas. Additionally, it is obligatory for me to know the

regulations related to the Arctic and tourism. This was a big advantage for me as almost none of the federal regulations are available in English and that means they were not used by investigators of tourism in the western sector of the Russian Arctic. These sources of information were used in the study.

Research into polar tourism issues tends to be characterized by empirical work that attempts to describe systematically and along themes, sometimes through case studies, and by description without explanation that is geared toward practical issues and management. (Stewart, Draper, Johnston, 2005). The study that informs this Master's thesis is one of the first attempts to investigate tourism development in Franz Josef Land. Subsequently, case study methods were used to provide those interested in polar-region tourism-research in polar regions with information about FJL, which could be the basis of future investigations and also to represent the current situation.

1.4. Structure of the study.

This chapter presents the background of the study. The chapter gives an introduction to the importance of the research question, as well as a list of objectives and an overview of the research plan.

Chapter two presents the literature overview, with a focus on articles about tourism to the Arctic and especially to FJL. The type of research and methodology of the study is also presented. The chapter provides reasons for choosing the particular methods to solve the research question and subquestions. Finally, this chapter presents limitations to literature sources and primary data.

Chapter three provides an overview of the history of exploration in FJL, which is vital for understanding the potential for tourism development. This chapter gives an introduction to the status and regulations of Franz Josef Land as a state nature sanctuary of federal significance, which is followed by the current state of tourism development there. The main aim of the chapter is to present background and a basis upon which the remaining chapters are built.

Chapter five presents analyses of problems for tourism development on FJL. A list of problems is presented. Further each paragraph is dedicated to a certain problem and finishes with a discussion on how each of the problems could be solved.

Chapter six provides a general conclusion and recommendations.

2. Chapter II Methodology.

2.1. Methodological approach.

Tourism to Franz Josef Land could be investigated as part of Arctic tourism, or more generally as part of Polar tourism. According to Stewart, Draper and Johnston, Hall defined polar tourism as “all existing human activities other than those directly involved in scientific research and the normal operation of government bases.” (Stewart, Draper, Johnston, 2005, p. 384). “Definitions of Arctic tourism are more characteristic of tourism definitions used elsewhere in the world. For example, tourism “may be thought of as the relationships and phenomena arising out of the journeys and temporary stays of people travelling primarily for leisure and recreational purposes. An all-encompassing definition of polar tourism is “all travel for pleasure and adventure within polar regions, exclusive of travel for primarily government, commercial, subsistence, military or scientific purposes” (Stewart, Draper, Johnston, 2005, p. 385). Research into polar tourism and also tourism into special protected areas issues is mostly characterized by empirical work. One of the most popular methods used by the investigators of these issues is case study research. The reason for that are the gaps in tourism theory, which makes it hard to use in case of studying ecological tourism and polar tourism as no methodological approaches have been developed to investigate this relatively new phenomenon. This leads to the situation where research is focused on separate clusters of tourism research and the use of case studies as a tool to develop our knowledge and increase the amount of data, which could help to develop methodological approaches. Thus, the case study methodology was chosen as the methodology for this thesis.

In general, case studies are the preferred strategy when “how” or “why” questions are being posed, when the investigator has little control over events and when the focus is on contemporary phenomenon within some real-life context (Yin, 2003) This statement perfectly describes the situation of my study as its aim was to answer the question what are the problems and perspectives of tourism development in the high Arctic, specifically, Franz Josef Land, but with the main idea of it, as how to find solutions and how to find ways to develop tourism despite existing problems. Also according to Yin (2003), three types of case studies can be defined: exploratory, descriptive, explanatory. As FJL is not represented as a focus of Arctic tourism research, this study pursues the aim to explore, describe and explain

the case of tourism development in FJL, and this identifies this research as a mixed type of case study.

Evidence for case studies may come from six sources: documents, archival records, interviews, direct observations, participant-observation, physical artefacts (Yin, 2003). Excepting interviews and physical artifacts, all other sources were used for this study, and is reflected in the following literature review. Interviews are one of the most important tools and data source for case studies, but while planning this research, I found that interviews did not fit the research question or idea of the study. Mainly because it is impossible to define those actors, who are somehow connected to the development of tourism in FJL and because interviewing the representatives of expedition cruise companies without the possibility of representing the point of view from the other side would have only shown one perspective and would have lead to subjectivity in the research. Additionally, interviewing National Park Russian Arctic administration staff seemed irrelevant as all those, who took part in expedition cruises (what could be called direct observation) made reports at the end of every field season with remarks and comments about the problems they had found and possible ways of solving them. One more detail that has to be mentioned is that nowadays, there are only two managers in the NPRA who are leading the groups on board vessels traveling to Franz Josef Land, and they are responsible for communication with companies' representatives and the national park's staff on polar stations and also some officials.

Thus, as the person who was accompanying most of the expedition cruises to FJL and whose main field of work is to develop tourism on FJL, I could say that such sources of data as direct observations and participant observations were used in this research.

According to Yin (2003) the way to avoid problems of researcher subjectivity while doing a case study and to maximize benefits from the six sources of evidence is to use three main principles of data collection: use multiple sources of evidence, create a case study database, maintain a chain of evidence. Hence, in this research I tried to follow these principles to avoid any subjective explanation and description. The bulk of sources used for the study is represented in the following literature review.

2.2. Literature review.

It has been already mentioned in the introductory part, there is a lack of literature related to the topic of tourism development in FJL, and in general to the western part of the

Russian Arctic. Only three articles were found related to the topic of the study. Hence, a search for literature focused on adjacent areas was undertaken. A literature review helps not only to find answers, but to specify the research question and to raise new questions. Thus the reviewing of literature not only is directly related to the main question but can also lead to a new approach and/or perspectives.

In general, literature focused on the Arctic was represented by newspaper articles and publications in academic journals and also books. Newspaper articles related to the topic of the Arctic were mostly found in the Barents Observer, the Guardian, Nunatsiaq Online and on the webpage of the Russian State news agency (TACC). Topics covered in the articles were very diverse, from the development of military infrastructure and geopolitical issues to joint projects in the field of nature protection and climate change. Academic articles studying different aspects were found by using online services provided by the library of Tromsø University (Norway) and online libraries and databases provided for alumni of the exchange programs by the US Department of States. All of the articles could be counted as those related to tourism development in the Arctic and appeared to be sources of information for this study were included. The other type of sources related to the Arctic in general and specifically to FJL were the papers about history and expeditions, cultural and nature heritage. One of the main books, which covered all the questions was “Franz Josef Land” published by Paulsen in 2013 in Russian, which was based on research by MACE (Marine Arctic Complex Expedition). Almost all the information available about history, nature, geology, flora and fauna of the archipelago could be found there. Some general information in English is represented in “Franz Josef Land” edited by Susan Barr published in 1995 in Oslo, although some information was out of date, this study is still one of the best and most accurate.

Because of the status of Franz Josef Land as a nature sanctuary, the bulk of literature related the tourism in the national parks and reserves in different parts of the world was reviewed. “Linking tourism and Conservation in the Arctic” included proceedings from workshops hosted by Norwegian Polar Institute and WWF Arctic Program in 1996 and 1997 edited by B.H. Humphreys, A.O. Pedersen, P.P. Prokosch, B. Stonehouse provided a general framework for understanding the phenomena of tourism in the Arctic and serves as a basic source for those interested in studying ways of making compromises between tourism development and nature conservation. Also some studies about tourism and specially protected areas in different regions of the world were also investigated. Some of them, such as “A Review of Tourism Research in the Polar Regions” by E.J. Stewart, D. Draper and M.E. Johnston provided basic frameworks for the methodological approach. Others, such as, “The

Value of America's Greatest Idea: Framework for Total Economic Valuation of National Park Service Operations and Assets" by F. Choi and T. Marlowe and "Economic Impact of Parks Canada" prepared by The Outspan Group Inc. represent good examples of case studies focused on tourism and its economic value for protected areas. Among other studies, I would like to highlight those related to the management and governance of the national parks and reserves as they also have a focus on tourism as an important part for reaching conservation goals. More general information and main trends in developing tourism in connection to protected areas were provided by the official IUCN documents and International conventions such as "Aichi Targets" (CBD, 2012) and "Promise of Sydney" (2015). The main issue of the literature was about searching for a compromise between tourism development and nature protection. As the main aim of establishing special protected areas is different from tourism, such areas could serve conservation purposes by transforming visitors into ambassadors of nature. The question of managing tourist flows and their organization was also a focus in the literature.

Only three studies were discovered with Franz Josef Land or the Russian Arctic National Park as the main areas of investigation. One of them was the article written by myself, which was published in 2015 about Prospects of widening tourist access to the Arctic territories with a focus on Franz Josef Land. The article was written in 2013 so now some of the information and findings are out of date. The other research was by Pashkevich, Dawson and Stewart, "Governance of expedition cruise ship tourism in the Arctic: a comparison of the Canadian and Russian Arctic" (2015). And the last study was "Making Russian Arctic accessible for tourist: analyses of the institutional barriers" by Pashkevich and Stjernstrom (2014) which focused mainly on the problems of tourism development in the Russian Arctic National Park and FJL as its part. The paper influenced the structure of my study a lot, although a number of errors were identified. From my point of view, the original cause of these mistakes was that official documents and laws were not carefully investigated and it might happen because of the language barriers which could be called as the main reason for such a limited amount of studies about FJL were identified.

As the present paper is an empirical case study, the main sources of data are the official documents related to the Franz Josef Land state nature sanctuary and tourism development on it. First of all the study is based on Russian legislation, Federal law №33-FZ about specially protected areas, statutes of the National Park Russian Arctic and Franz Josef Land state nature sanctuary of federal significance and regulations about tourism and state borders. Analysis of these documents informed the description of the regulatory environment

for tourism development in the area. The second type of data collected in this study consisted of internal documents - reports of the departments of science and tourism of the NPRA, related to the development of tourism and analysis of the cultural and natural heritage sites, medium-term development plan of the national park, strategies of tourism development and statistical data about the number of visitors and cruise ships. Also, as the person who is working in the NPRA, I part in all the meetings and conferences about tourism on FJL and in Arkhangelsk region. Hence, I have access to all the information related to this question. Due to my job, I'm also accompanying expedition cruises to FJL and responsible for all the communications with expedition cruise operators, which provides opportunities to discuss the questions related to tourism development and to gain a holistic picture with views not only from the position of a NPRA manager but also from the position of tour operators. Consequently, I have an impact on the processes, which I'm investigating in the presented study. However, by using the three main principles of collecting data for case studies, which were mentioned in the previous paragraph I tried to avoid subjectivity in my research. On the other hand, my position inside the NPRA's structure gives me a huge advantage in collecting data and investigating the problems and perspectives of tourism development in FJL. An additional point of view is that as there is no single decision maker and all the questions and problems are under control of different actors, such as, NPRA administration, federal government, tour operators, border service, my position could not be seen as the one, whose impact is so huge that it could change the main trends and find answers to all the questions.

One more point, which has to be mentioned in this study, is the ethical issue of the researcher as an insider. In order to avoid such a problem, no names and positions are mentioned in this study. Also, there is no need for that since this research is based on facts and knowledges that I gained from documents and my own experience, and not from the opinions of certain people.

Recent years have seen considerable increases in tourism activity in both northern and southern polar regions. It appears that geographic isolation and a challenging climate, which once precluded tourist visits, are now the very factors attracting them. (Stewart, Draper, Johnston, 2005). Despite this fact, in general, the amount of literature about tourism development in the Arctic is limited as it is quite a new phenomenon appeared at the end of 1960s (Berlitz Cruising & Cruise ships, 2014). One of the features of this work is that the bulk of sources in Russian language were investigated, but where it was possible all the links were done to the literature in English in order to avoid translation errors and misunderstandings.

3. Chapter III. History of exploration of Franz Josef Land.

The history of the exploration of Franz Josef Land is a book with many pages filled by courage, bravery, luck, and tragedies. Many polar explorers, such as, Nansen, Sedov, Leigh Smith left their footprints there in the names of islands, monuments, and remains of bases. Objects of historical heritage is something that attracts people to FJL, it may be not the main reason to visit this place because it is hard to compete with polar bears and glaciers. Among the most visited places are Tikhaya Bay on Hooker Island, with the Soviet polar station building complex; Cape Norway with the remains of the dugout where Nansen and Johansen spent winter when they left “Fram”; and Cape Flora with many monuments and crosses commemorating different expeditions.

The main reason for including the description of the history of exploration is that in some works mistakes were found. It is also vital for understanding tourism development in FJL to know what are the places of interest for tourists could be found. Because even if nature is the main attraction, history of exploration of FJL also attracts people from all over the world, due to its international value.

For example, Pashkevich and Stjernstrom in “Making Russian Arctic accessible for tourists: analysis of the institutional barriers” (2014) miss some important dates in history and also from their point of view “it took more than half of a century for Soviet Union to establish at least temporary presence on some of Islands of the FJL archipelago”. As it will be seen from the text below, USSR claimed Franz Josef Land in 1926 and to protect its right a scientific station was established in Tikhaya Bay on Hooker Island in 1929. The description here is very brief in order not to overload the text with the details of different expeditions. However, the brevity of descriptions provides information concerning main periods and events.

Franz Josef Land is the area which was discovered only in the second half of XIX century. According to the Norwegian geographer, Gunnar Horn, out of 128 expeditions, which visited Franz Joseph Land till 1923 (the year of the fiftieth anniversary of the opening of the archipelago) only 11 pursued scientific aims (Ecological and economic explanation for establishing national park “Russian Arctic”. 2000.). The whole history of exploration could be divided into three parts: Pioneer period; Soviet period; Post soviet period (History of Franz Josef Land – Summary//<http://www.franz-josef-land.info/index.php?id=703&L=5> [19.11.2014 18:55]). Also there are some other opinions, for example, Kuznetsov, in his book, “The history of the three “capitals” of the Arctic archipelago Franz Josef Land” defined

three other periods of exploration connected to the main settlements on FJL: Cape Flora, Tikhaya Bay, Hayes Island. In order avoid mistakes in translation from Russian language sources, the basic description was taken from the web source written by famous polar guide Andreas Umbreit. One more reason is that this webpage was filled with information also from those who had been working or still working in this territory.



3.1. Pioneer period

In 1873/74 Franz Josef Land was by chance discovered by the “Tegetthoff” expedition during their involuntary ice drift. Although this expedition explored many islands, only further expeditions managed to prove the archipelago can be reached by boat in summer avoiding ice drift. Payer (one of the “Tegetthoff” expedition leaders) wrongly took the coasts and islands charted by him all the way up to Rudolf Island only for outposts of a vast new landmass, which supposedly stretched much further north. This misconception provoked further exploring of the new archipelago. The main objective of most of the following expeditions was to discover this expected huge new territory and to use it at the same as a marching route to the North Pole. Their North Pole ambitions failed more or less rapidly, but instead, the result was a relatively rapid mapping of the archipelago. No later than 1897, it was clear that this was rather a quite limited group of islands than a new unknown land mass,

and north of it was only drifting ice probably all the way to the pole. (History of Franz Josef Land – Summary//<http://www.franz-josef-land.info/index.php?id=703&L=5> [19.11.2014 18:55])

However, Payer was not the only one who viewed distant optical illusions for distant land: north of Arthur Island, further alleged islands (Harmsworth Island, Albert Edward Island) remained on the maps of Franz Josef Land until the 1930s. Only the use of aircraft and more systematic survey work in the Soviet period, and finally satellite images gradually improved the maps of these remote regions. (History of Franz Josef Land – Summary//<http://www.franz-josef-land.info/index.php?id=703&L=5> [19.11.2014 18:55])

The pioneer period ended basically with the annexation of Franz Josef Land by the young Soviet Union, which took its time from first claims in 1926 to the annexation of Victoria Island in 1932 as the last step. Just like Norway, Russia had been very little involved in the initial exploration of the archipelago. In addition, the Russian economic activity in the archipelago had been minimal compared to Norway as a possible argument for an annexation. However, the Soviet Union had a significant practical advantage: they had several powerful icebreakers. During the crucial heavy ice year of 1929 and 1930, they were able to move relatively freely in the archipelago, while the small Norwegian vessels were not able to reach this area. The Soviet Union was able to establish permanent stations in the archipelago from 1929 onwards, first in Tihaya Bay on Hooker Island. The subsequent closure of the archipelago to foreign vessels and the operation of permanent year-round stations marked the end of the international pioneer days in Franz-Joseph land. (History of Franz Josef Land – Summary//<http://www.franz-josef-land.info/index.php?id=703&L=5> [19.11.2014 18:55])

3.2. Soviet Period

First permanent Soviet Union station on Franz Josef Land in Tikhaya Bay (Hooker Island) was considerably expanded in the course of time until 1958 and worked continuously even throughout World War II. (History of Franz Josef Land – Summary//<http://www.franz-josef-land.info/index.php?id=703&L=5> [19.11.2014 18:55])

For the Soviet Union, its Arctic north coast soon gained importance as a transport route for developing the vast land mass of Siberia via its huge rivers, all of them ending in the Arctic Ocean, as natural supply routes. Accordingly, the development of appropriate technologies was accelerated. In addition to icebreakers, this included soon also polar

aviation, where the Soviet Union of the 1930s gained a leading position, which at the same time was highly suitable for prestige projects aimed at proving Soviet superiority. Again, the extremely northern position of Franz Josef Land as a forward base for North Pole activities turned out to be of interest. On Rudolf Island, only 900 km away from the North Pole, a small research station had been established already as a Soviet contribution to the Second International Polar Year (1932/33), which continued to be the northernmost land-based staffed all-year radio and weather station in the world for many years onward. In addition to this station, a suitable stretch of the ice cap of the island was leveled into a short runway as a forward base for the first North Pole flight with a landing at the North Pole in 1937. This ice cap stretch enabled the establishment and supply of Soviet North Pole drifting stations on large ice floes, which was started with this first landing on the North Pole. Supported from Franz Josef Land, the Soviet Union had a clear dominance in activities in the central Arctic during the 1930s, with its fleet of icebreakers and special polar aircrafts and as a result of these resources also its tradition of drifting polar ice stations. (History of Franz Josef Land – Summary//<http://www.franz-josef-land.info/index.php?id=703&L=5> [19.11.2014 18:55])

During World War II, the polar station in Tihaya Bay did not stop its research work. In 1942, the German secret weather station was established on Alexandra land, so called “Schatzgräber” station and worked to 1943. (History of Franz Josef Land – Summary//<http://www.franz-josef-land.info/index.php?id=703&L=5> [19.11.2014 18:55])

Franz Josef Land gained importance for the Soviet Union as an unsinkable strategic Arctic aircraft carrier in the wake of the Cold War and nuclear deterrence. From here, it was not as far anymore across the north pole to America. From 1952 onwards, 3 strategic airforce bases were therefore established in the archipelago: Nagurskoye, on the extensive flat tundra stretches of northern Alexandra Land as a strategic bomber airport; at Grem Bell on the wide lowlands of Graham Bell as a base for transport and fighter aircraft and helicopters; and on Hoffmann Island, where a kind of auxiliary and reserve base was prepared with a runway on its flat ice cap. (History of Franz Josef Land – Summary//<http://www.franz-josef-land.info/index.php?id=703&L=5> [19.11.2014 18:55])

Despite the decline of military strategic importance, the archipelago remained a restricted strategic special zone, where along with the military only a few researchers gained access. The Tikhaya Station was replaced on occasion of the International Geophysical Year 1956/57 by a new, more conveniently located station on Hayes Island where climatic conditions were more representative for the archipelago and where flat terrain allowed the leveling of a landing strip. Later, this station, named Krenkel, was also equipped with a

launch pad for research rockets. Thus, there were up to 5 all-year stations in operation simultaneously in Franz Josef Land in the Soviet period. (History of Franz Josef Land – Summary//<http://www.franz-josef-land.info/index.php?id=703&L=5> [19.11.2014 18:55])

3.3. Post-soviet Period.

The end of communism was followed by a rapid opening of the high Russian Arctic from 1990 onwards. For several years, good international research cooperations were possible, including partners from Norway, Poland, Germany, USA and Austria, starting with a Norwegian-Russian-Austrian voyage on the “Professor Molchanov”. Also in 1990, the first international tourist group paid a short visit to the archipelago aboard the nuclear icebreaker “Rossiya” on the first North Pole cruise (History of Franz Josef Land – Summary//<http://www.franz-josef-land.info/index.php?id=703&L=5> [19.11.2014 18:55]).

According to the national park scientific department report, all in all, there are 101 objects referring to the history of exploration on FJL, among them 65 cultural heritage sites (monuments, buildings, equipment, machinery) and 36 memorial places.

In June 2009, the new “Russian Arctic” National Park was officially opened, comprising both Franz Josef Land and the northern part of the Northern Island of Novaya Zemlya. Nowadays, there are two all-year round staffed bases on Franz Josef Land, one belongs to the National Park Russian Arctic – “Omega” on Alexandra Land and the other belongs to the Federal Security Service Border Service. Also the Ministry of Defense is building a new military base and an airport on Alexandra Land Island (<http://tass.ru/armiya-i-opk/2300055>).

Franz Josef Land is also the model territory for the “Cleaning up the Arctic” program started back in 2012. The main aim of the federally governed program is to remove all the garbage left after the Soviet era, such as barrels with fuel to avoid ecological catastrophe on FJL.

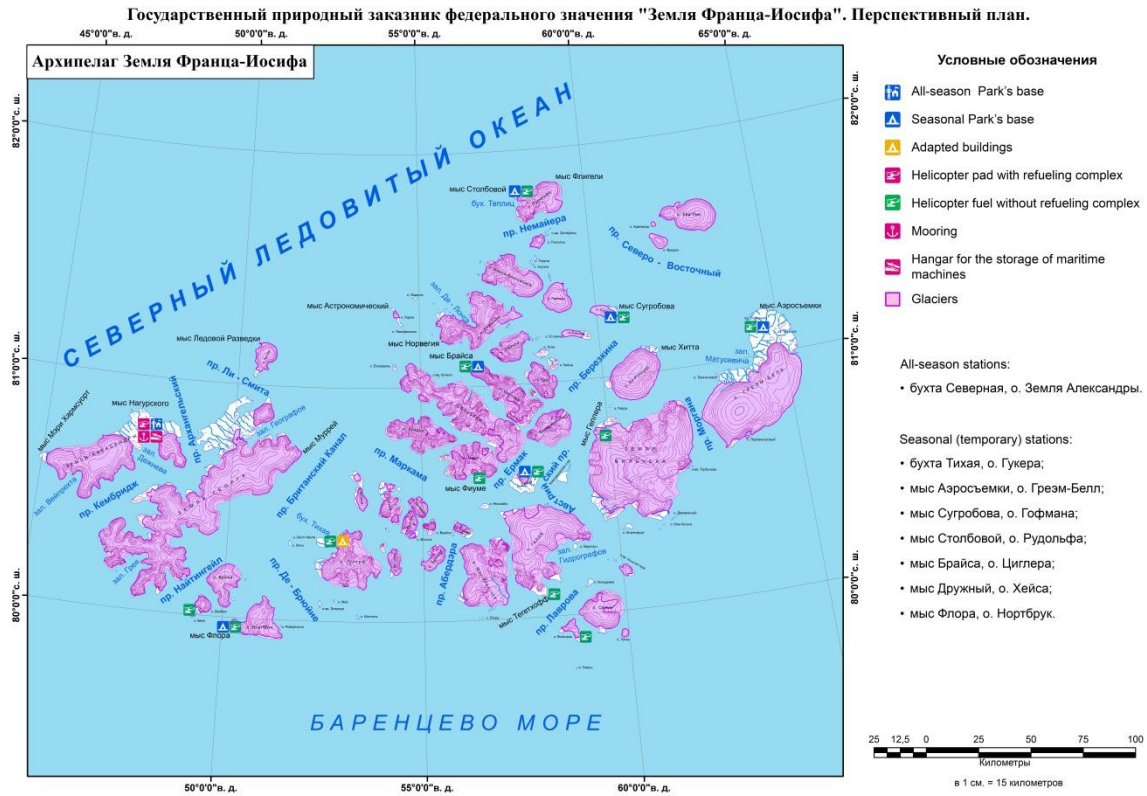


Figure 1. Perspective plan for infrastructure development. NPRA medium-term development plan.

In 2012, the National Park also represented a plan for the future infrastructure development, which was made within the frameworks of UNDP/GEF program for supporting marine protected areas. The plan will help support the development of tourism without hurting fragile environments in the area (Figure 1).

4. Chapter IV. Overview of tourism development and current status of Franz Josef Land.

Franz Josef Land archipelago consists of 192 islands situated between 79°46' and 81°52' N and 44°52' and 65°25'E only 900 km far from the North Pole. The climate is arctic. The average temperature in July ranges from -1.2 °C in Tikhaya Bay (Hooker Island) to +1.6 °C (Heiss Island), the average temperature in January is about -24 °C with the lowest temperature of -52 °C in winter. The wind speed reaches 40 m/s. The annual precipitation ranges from 200 to 550 mm. Eighty-five percent (85%) of the Franz Josef Land archipelago is covered by glaciers. There are no permanent residents in the Park except for meteorologists, border guards serving there and staff of the National Park.

In April 1994 Franz Josef Land archipelago was announced as a state nature sanctuary of federal significance with a surface area of 4,200,000 ha. The main aims for establishing the sanctuary were the following:

- Preservation of the unique natural and historical and cultural heritage of the Russian Arctic;
- Inclusion of areas of the park in the scientific, environmental and sports tourism;
- Ensuring a Russian presence in the high-latitude regions of the Arctic (Ecology-economical justification for establishing the National Park Russian Arctic, Vol. 1. 2006).

The idea of establishing specially protected areas in the Russian archipelagos in the western part of the Arctic was first announced at the governmental level by the Marine Arctic Complex Expedition funded and established by The Foundation of Polar Studies and Russian Research Institute of cultural and nature heritage (hereon referred to as MACE) in 1990. MACE was investigating Franz Josef Land, Victoria island and Novaya Zemlya archipelagos from 1990 to 2013 with some years of interruption. The original idea was to include all three areas into one huge national park with Franz Josef land and Victoria island as the Russian Arctic National Park and the northern part of northern island of Novaya Zemlya as the Willem Barentsz National Park. Among the factors, which were named as possible threats for high latitude Arctic territories were:

- development of exploitation of hydrocarbon deposits in the Barents Sea;
- increasing water pollution of the North Atlantic current and accumulation of pollutants contained therein, on the west coast of Novaya Zemlya;
- activation of navigation along the Northern Sea Route, in connection with the improvement of ice conditions due to global warming;

- recreational digression of nature in case of further development of unregulated tourism (Ecology-economical justification for establishing the National Park Russian Arctic Vol. 1. 2006).

At the end of 1990s, MACE and Arkhangelsk Region's government had achieved important results in establishing a chain of specially protected areas in high-latitude Arctic as per the decree about establishing a National Park Russian Arctic in the period between 2001 and 2010 was signed (Decree of the Government of the Russian Federation May 23 2001 N 725). All the procedures finished only in 2009 and on June 15th the decree of establishing the National Park Russian Arctic was signed, but according to the document only the northern part of northern island of Novaya Zemlya archipelago was included in it (Collection of legislations of Russian Federation, 2009, N 26, article 3227). In 2010, the Federal Franz Josef Land Nature Reserve was transferred to management by the administration of the Russian Arctic National Park. In 2014, the procedure for changing the status of Franz Josef Land as sanctuary into the national park was started. Nowadays, both territories of FJL and Novaya Zemlya are under the management of Federal State Budgetary Institution "The National Park Russian Arctic" (herein referred to as NPRA) situated in Arkhangelsk.

According to Russian legislations about specially protected areas, the status of the area has great influence on the types of activities allowed on. In order to explain what is the difference between the levels of protection of specially protected areas in Russian Federation, it is necessary to apply to the federal law.

The International Union for Conservation of Nature (IUCN) defines a protected area as: a clearly defined geographical space, recognized, dedicated, and managed, through legal or other effective means to achieve the long-term conservation of nature with associated ecosystem services and cultural values (IUCN WCPA Parks, 2012). The definition is expanded by six management categories, summarized below:

Ia Strict nature reserve: Strictly protected for biodiversity and also possibly geological/geomorphological features, where human visitation, use and impacts are controlled and limited to ensure protection of the conservation values.

Ib Wilderness area: Usually large unmodified or slightly modified areas, retaining their natural character and influence, without permanent or significant human habitation, protected and managed to preserve their natural condition.

II National Park: Large natural or near-natural areas protecting large-scale ecological processes with characteristic species and ecosystems, which also have environmentally and culturally compatible spiritual, scientific, educational, recreational and visitor opportunities.

III Natural monument or feature: Areas set aside to protect a specific natural monument, which can be landform, sea mount, marine cavern, geological feature, such as, cave, or a living feature such as an ancient grove.

IV Habitat/species management area: Areas to protect particular species or habitats, where management reflects this priority. Many will need regular, active interventions to meet the needs of particular species or habitats, but this is not a requirement of the category.

V Protected landscape or seascape: Where the interaction of people and nature over time has produced a distinct character with significant ecological, biological, cultural and scenic value: and where safeguarding the integrity of this interaction is vital to protecting and sustaining the area and its associated nature conservation and other values.

VI Protected areas with sustainable use of natural resources: Areas, which conserve ecosystems, together with associated cultural values and traditional natural resource management systems. Generally large, mainly in a natural condition, with a proportion under sustainable natural resource management and where low-level non-industrial natural resource use compatible with nature conservation is seen as one of the main aims. (IUCN WCPA Parks, 2012).

Also IUCN defines four government types.

Governance by government: Federal or national ministry/agency in charge; sub-national ministry/agency in charge; government-delegated management (e.g. to NGO).

Shared governance: Collaborative management (various degrees of influence); joint management (pluralist management board; transboundary management (various levels across international borders).

Private governance: By individual owner; by non-profit organisations (NGO's, universities, cooperatives); by for-profit organisations (individuals or corporate).

Governance by indigenous peoples and local communities: Indigenous peoples' conserved areas and territories; community conserved areas – declared and run by local communities. (IUCN WCPA Parks, 2012).

The Russian system of protected areas is one of the oldest in the world as its first nature reserve was established in 1916. During the Soviet Era, the system was developing separately from the world trends in conservation that lead to some specific features, which distinguish it from protected areas governance systems in other parts of the world. All types of Russian protected areas are managed by the government's ministry of ecology and natural resources, which delegates power to the administrations of national parks and reserves.

Russian national parks refer to the category II of IUCN and sanctuaries refers to the category Ib from the IUCN list.

Sanctuaries have specific status and federal law about specially protected areas describes them in the following way:

1. State Nature Sanctuaries are territories (water areas) of particular importance for the preservation or restoration of natural complexes or their components and the maintenance of ecological balance.

2. Announcement of a territory as state nature reserves allowed both the withdrawal and non-withdrawal of land areas from users, keepers and land owners.

3. State nature reserves may be of federal or regional significance.

4. State nature reserves may have a different profile, including:

a) complex (landscape) for the conservation and restoration of natural complexes (landscapes);

b) biological (botanical and zoological), for the conservation and restoration of rare and endangered plant and animal species, including valuable species in the economic, scientific and cultural relations;

c) paleontological, intended to preserve the fossil sites;

d) hydrological (marsh, lake, river, sea) for the conservation and restoration of valuable water bodies and ecological systems;

e) geological, for the conservation of valuable objects and complexes of inanimate nature.

5. State nature reserves of federal importance are the responsibility of the Government of the Russian Federation authorized federal executive body.

Management of state nature reserves of federal importance is carried out by the federal government budget institutions, including carrying out management of state nature reserves and national parks (Federal Law of 15.02.1995 N 33-FZ). Federal law defines the level of protection of state nature sanctuaries.

1. In the territories of state nature sanctuaries any activity may be permanently or temporarily prohibited or restricted if it is contrary to the objectives of creating a state nature sanctuaries or causes damage to natural complexes and their components.

2. The objectives and characteristics of the special protection of a territory of a particular state nature sanctuary of federal importance is determined by the position of it, and approved by the federal executive authority in the field of environmental protection.

(in the red. Federal Law of 29.12.2004 N 199-FZ)

3. The objectives and features of a particular special protection of a state natural sanctuary of regional significance are determined by the executive authorities of the Russian Federation who decide to establish such a state nature sanctuary.

4. In the territories of the state natural sanctuaries, inhabited by small ethnic communities, these ethnic communities are allowed to use natural resources in ways that ensure the protection of original habitat of these ethnic communities and the preservation of their traditional way of life.

5. The owners, keepers and users of land located within the boundaries of state nature sanctuaries are required to comply with the established regulations of the state nature sanctuaries and special protection otherwise they shall be in violation of administrative, criminal and other liability under the law (Federal Law of 15.02.1995 N 33-FZ).

To sum up it is possible to say that the Federal Law does not have certain explanations of protection status of federal sanctuaries and refers to the statutes of the certain sanctuary to find the information about protection status. The article III of the statute of the state nature sanctuary Franz Josef land defines the regime of special protection.

III. Special protection of the sanctuary

3.1. Prohibited in the territory of the sanctuary:

- 1) Fishing, sports and amateur hunting;
- 2) Being with firearm, pneumatic and missile weapons, traps, and other instruments of hunting, including being with hunting firearms assembled at public roads, as well as obtaining products of wildlife;
- 3) Industrial and coastal fishing, being with the appropriate tools to harvest (catch) of aquatic biological resources;
- 4) Activities entailing changes in the hydrological regime;
- 5) Geological survey, exploration and mining, as well as the implementation of otherwise, related to subsoil use, works;
- 6) The establishment of waste disposal facilities of production and consumption, radioactive, chemical, explosive, toxic, poisonous and toxic substances;
- 7) The discharge of garbage from ships, waste oil and sewage;
- 8) Blasting;
- 9) The movement and parking of motorized vehicles, non-related to the functioning of the sanctuary, outside of public roads;
- 10) The passage or parking of vessels and other craft without the consent of National Park (except for transit passage of all types of vessels on the Straits between the

islands, outside the waters of the sanctuary, which can not pass without crossing the waters of the sanctuary, and cases related to the implementation of measures to implement the tasks set Section II of the present Regulations);

11) The provision of land for individual housing construction;

12) The introduction of living organisms for the purposes of acclimatization;

13) Actions leading to anxiety in wild animals, as well as attracting and feeding them by visitors;

14) Collection of birds' eggs and down;

15) Presence of mechanized land vehicles, ships and motor aircraft, as well as citizens at a distance closer than 500 meters from the rookeries of sea mammals annually in the period from 1 June to 30 September (except for measures to meet the objectives of the sanctuary and to ensure the security of the Russian Federation, as well as specified by paragraph 3.4 of this Regulation);

16) Presence of mechanized land vehicles, ships and motor vessels owned by citizens closer than 500 meters, aircraft closer than 1000 meters from the nesting places of colonial seabirds annually in the period from 1 April to 30 September (except for actions related to the objectives of the sanctuary and to ensure the Security of the Russian Federation, as well as specified by paragraph 3.4 of this Regulation);

17) Presence of mechanized land vehicles and people near polar bears dens annually in the period from September 1 to May 30 (excluding Events within objectives of the reserve and to create a safe The Russian Federation, as well as specified by paragraph 3.4 of this Regulation);

18) Destruction and damage of notices, gates, benches, boundary pillars and other informational signs and pointers, structures in the sanctuary, as well as property of the National Park, applying labels and signs on boulders and rock outcrops rocks;

19) Recreational activities (including the organization of activities and fires) outside specially designated area of the seats;

20) The unauthorized collection and disposal of items of historical-cultural value;

21) Other activities that harm the protected fauna and fauna and their habitats.

3.2. In the sanctuary, except for land users, owners and tenants of land, landing of aircrafts and passengers are subject to consultation with the National Park.

3.3. The list and the number of objects of zoological, botanical and mineralogical collections, dates, places and methods of collection in the sanctuary to be agreed with the National Park.

3.4. Timing, duration and routes of excursions in the sanctuary, carried out in accordance with paragraphs 15, 16, 17, paragraph 3.1 is current with its provisions, and the number of tour groups and parties are coordinated with the National Park.

3.5. The sanctuary economic activity is carried out in compliance with these Regulations and the requirements for the prevention of death of wildlife; projects in the production processes, as well as the operation of transport roads, pipelines, and power lines, approved by Government of the Russian Federation dated August 13, 1996 N 997 (Collection of Laws Russian Federation, 1996, N 37, Art. 4290; 2008, N 12, Art. 1130).

3.6. In the territory of the sanctuary, construction, reconstruction and overhaul of capital construction related to the execution of tasks assigned to the sanctuary, and maintaining an infrastructure located within the boundaries of the sanctuary, allowed by agreement with the Russian Ministry of Natural Resources and in accordance with Russian legislation.

3.7. Project documentation of capital construction projects, construction, reconstruction and capital repairs in the territory of the present sanctuary allowed Regulation, subject to the state environmental expertise at the federal level.

3.8. In the territory of the sanctuary, shooting and trapping of wild animals and birds for scientific and regulatory purposes allowed on the basis of decisions of the Ministry of Natural Resources and Ecology of Russia. (Statute of the state nature reserve of federal significance “Franz Josef Land”, 2011).

Knowing these rules and how they work in practice is crucial for understanding obstacles for tourism development on FJL, but also to understand the perspectives for the development of the area, in general, and tourism, in particular. In addition, it has to be mentioned that sanctuaries and reserves sometimes are used as synonyms, but if we are talking about the Russian system of protected areas, that is a mistake, because according to Russian legislation, these are totally different types of specially protected areas . Some other issues reflecting the articles of statute in practice will be described in the next chapter.

4.1. Overview of tourism development on Franz Josef Land.

As it has been already mentioned in the previous chapter, according to the Norwegian geographer Gunkar Horn, out of 128 expeditions, which visited Franz Joseph Land till 1923 (the year of the fiftieth anniversary of opening of the archipelago) only 11 pursued scientific

aims (Ecological and economic explanation for establishing national park “Russian Arctic”. 2000.). Hence, we could say that tourism started on FJL just after it was discovered.

One of the first tours to FJL about which we do have data is the trip to Franz Josef Land onboard icebreaker, “Malygin”, in 1931. This trip combined scientific aims and tourist operations. But the tourist group was really small with only three passengers – writer Sokolov-Mikitov, General Umberto Nobile (he was looking for signs of his missing dirigible “Italia” and also taking part in the scientific program) and Miss Louise Boyd (Barr, 1980). Also Barr mentioned that Miss Boyd visited FJL before during her private trip on board the Norwegian sealing vessel, Hobby, in 1926. The description of the cruise from Murmansk to Arkhangelsk through Franz Josef Land on board “Vatslav Vorovskiy”, which took place in 1968 was found in Burkov’s book (2010). Barr (1980) also mentioned cruises of “Vatslav Vorovskiy” and “Tatariya” in the Barents and Kara seas. According to Burkov the idea was to establish regular cruise line with visitation of FJL, and the trip of 1968 was inaugural one. But no more data was found about this cruise line, hence there is a question about its existence for further investigations.

Due to the status of Franz Josef Land as a border zone and military sites area during the Soviet period, tourism did not really developed there. Only piecemeal information is available about visitation before 1990. M/v “Klavdiya Elanskaya” in 1985 with 179 passengers onboard visited FJL, Novaya Zemlya and other territories in the Soviet Arctic. One of the passengers described the cruise in her diary, which was later digitalized. The diary is a great source of statistical information as the author collected the data about age, gender, geography of passengers.

“Membership of our Arctic cruise – year 1985:

By age: from 56 to 74 – 34 pax.

from 45 to 55 – 50 pax.

from 35 to 44 – 66 pax.

from 16 to 34 – 29 pax.

Female 131 person, male 48 person.

Geography of origin: Moscow – 28 person

Ukraine – 34 person

Sochy, Adler –15 person....” (<http://memoclub.ru/2013/06/arkticheskiy-kruiz-1985/>)

During the cruise passengers made one landing on Hayes Island and visited Tikhaya Bay on Hooker island but without landing on the abandoned polar station there (<http://memoclub.ru/2013/06/arkticheskiy-kruiz-1985/>). Cruises were the not only type of

visitation to Franz Josef Land. From the 1960s ski tours to the Arctic became popular, but no detailed information is available. In the report of Perm's Arctic group "North" which organized ski tours to FJL in 1993 the list of trips to the archipelago was found, but even this list is not full and this is mentioned in the report (http://www.manturs.narod.ru/ot4et/zfi_fed/zfi_fed.htm).

1. August - September 1968. Alpinists team which was taking part in shooting the "Red Tent" movie mounted domes on Hooker Island and Champ Island.
2. May 1972. Ski tour of the group from Noril'sk on Alexandra Land and Prince George land.
3. April 1973. Ski tourof the group from Leningrad (now Saint-Petersburg): from Alexandra land to Heyes Island. The group planned to reach Rudolf Island but met open water north from Payer Island.
4. Spring 1978. Ski tour of the female group "Metelitza".
5. Spring 1979. Ski tour of the female group "Metelitza" itinerary unknown.
6. August 1979. Foot-water trip of the group from Moscow on Alexandra Land and Prince George Land
7. Spring 1981. Ski tour of the female group "Metelitza" itinerary unknown.
8. April 1986. Ski tour of the group "Arctic".
9. Spring 1987. Ski tour of the female group "Metelitza" itinerary unknown.
10. Spring 1990. Ski tour of the group from Minsk.
11. Spring 1991. Ski assembly organized by the team "Arctic". (http://www.manturs.narod.ru/ot4et/zfi_fed/zfi_fed.htm).

In the trip of the "Arctic" group in 1993 11 people took part. Their report is available only in Russian, but could be very interesting for those who are interested in such a unique phenomenon as ski tours to FJL during the Soviet period.

The beginning of 1990s marked the new era in tourism to FJL with the start of cruises to the North Pole via the archipelago. With the first cruise on board a nuclear powered icebreaker "Rossiya" the regular route was established. In 1991 "The Soviet Union" nuclear icebreaker started to work with tourists instead of "Sibir" and was replaced by "Yamal" in 1993. In 2008, the "50 years of Victory" nuclear icebreaker started to work on tours from Murmansk to the North Pole. The data about these cruises, which took place in 1990s and in 2000s is fragmented because not all of them were accompanied by the staff of "Franz Josef Land" state nature sanctuary (Fig.1). And expedition leader's reports belong to companies and are not available for public.

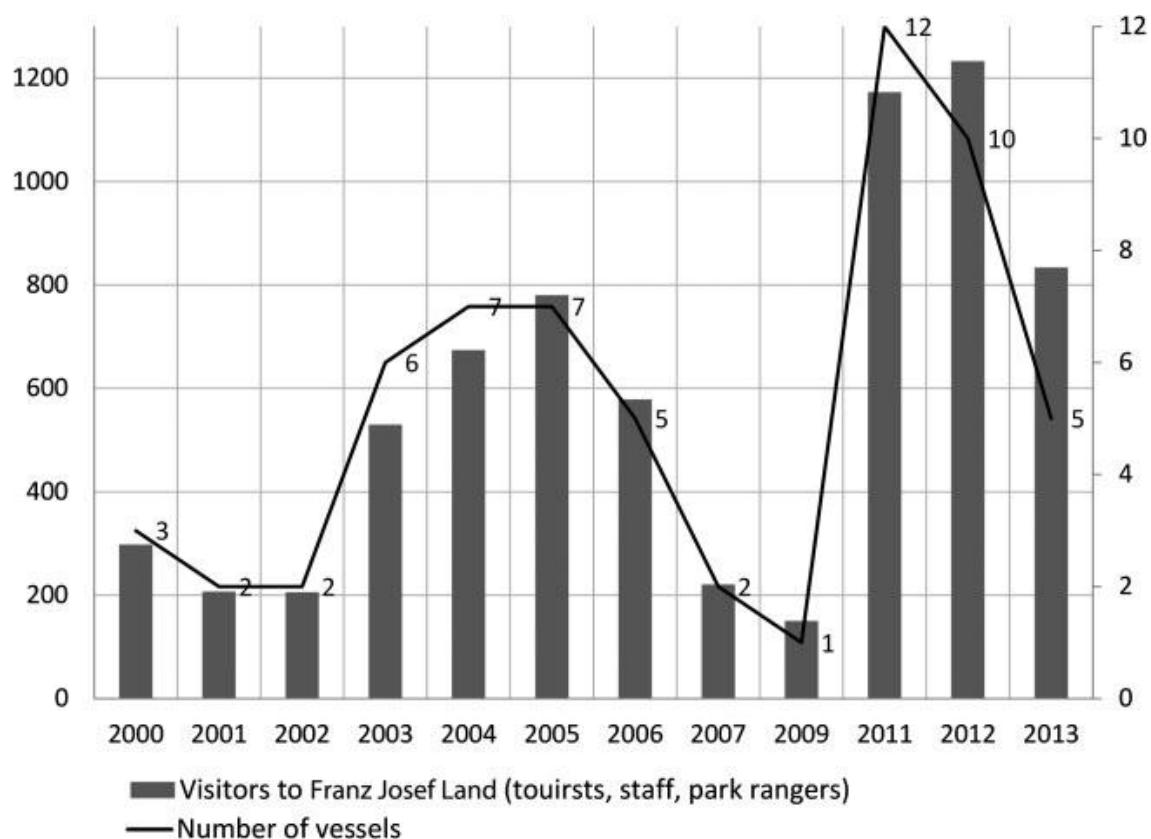


Figure 1. Number of visitors and cruise vessels. (Pashkevich & Srjernstrom, 2014).

Full data about the number of passengers and itineraries of the cruises started to be collected from the year of 2011 when the staff of the Russian Arctic National Park took charge of control of tourism to FJL. Also from the year 2013 the NPRA rangers are the only people who could be bear guards on board vessels visiting FJL with tourists. On average from 4 to 6 rangers including one representative in charge (NPRA tourism department staff) are accompanying every cruise.

The data provided in Figure. 2 shows mainly the number of visitors to Franz Josef Land, because the Novaya Zemlya archipelago is rarely visited. The majority of guests arrive at FJL on board a nuclear icebreaker during the trips to the North Pole, while Novaya Zemlya is visited only during the cruises through North East Passage, and there were only three of this kind in the period 2012 to 2015. The same refers to all the other figures with the data about passengers. Figure 3 shows visitors by country of origin, but the number of countries is limited to those from where the largest numbers are coming and number of cruises per year correspondingly.

It can be seen from both figures that Chinese citizens represent the largest group of visitors and only in 2012, were there more guests from Germany than from People's Republic of China. This is connected to the difference between cruises in which this two groups are taking part, the Chinese are mostly travelling to the North Pole, Germans are travelling both

to the Pole, but in less numbers and through the North East Passage on board German vessels “Bremen” and “Hanseatic”.

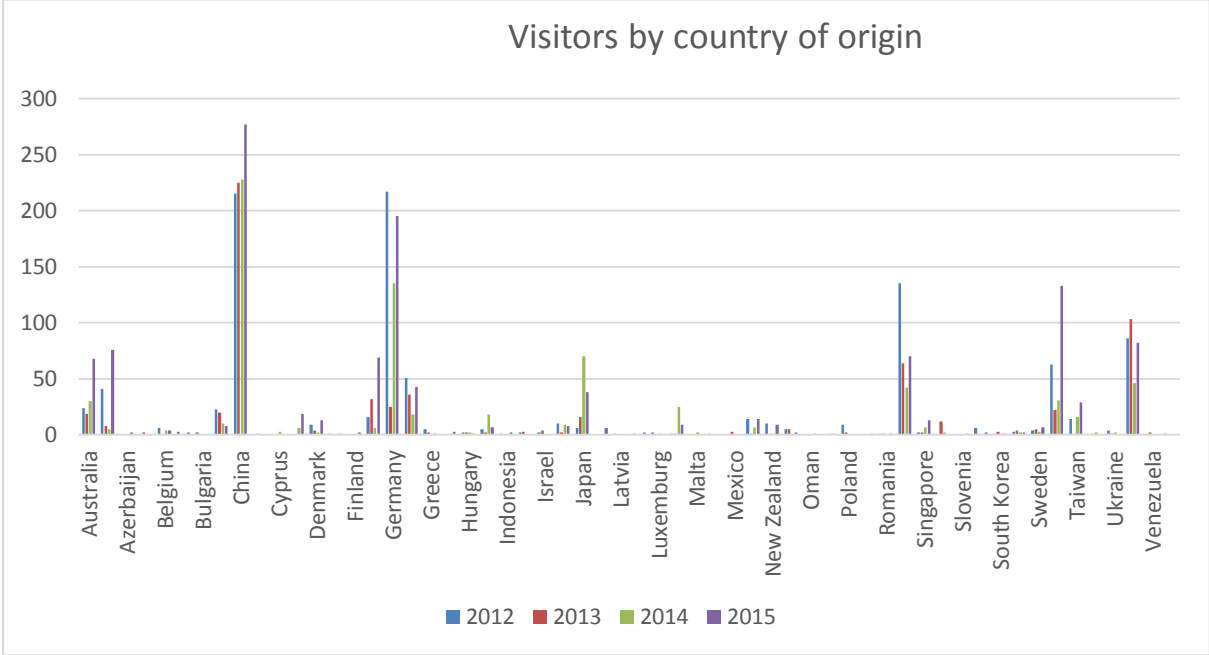


Figure 2. Number of visitors to the areas of Franz Josef Land and Novaya Zemlya by the country of origin. (2012-2015) (National Park Russian Arctic administration unpublished data).

Figure 3 shows the number of guests by origin and also the number of cruise vessels visiting FJL. In 2015, 11 vessels visited FJL, the main reason for that is because the Russian atomic fleet corporation “Atomflot”, which is operating nuclear powered icebreakers, announced in 2014, that the following year of 2015 will be the last when they will contract out icebreakers for the cruises to the North Pole. Due to that reason, companies operating these cruises organized 7 trips. But on October 10, 2014, “Atomflot” released a press bulletin and announced that they would contract out the “50 years of Victory” till 2018 (<http://ria.ru/society/20141001/1026367517.html>).

Total number of visitors (only tourists) reached 1,225 people in 2015 making a record, in comparison to 636 people in 2013 and 738 people in 2014 visiting FJL.

The amount of tourists from China is rising constantly, from 215 people in 2012 up to 277 (or 23%) people in 2015. Also the number of passengers from Germany and Switzerland has increased significantly, mainly because of the “Hapag-Lloyd’s” vessel “Bremen” visit, as the company is working the German market. As one of the cruises was organized by a French company for French-speaking passengers, the amount of guests from Switzerland and France increased too.

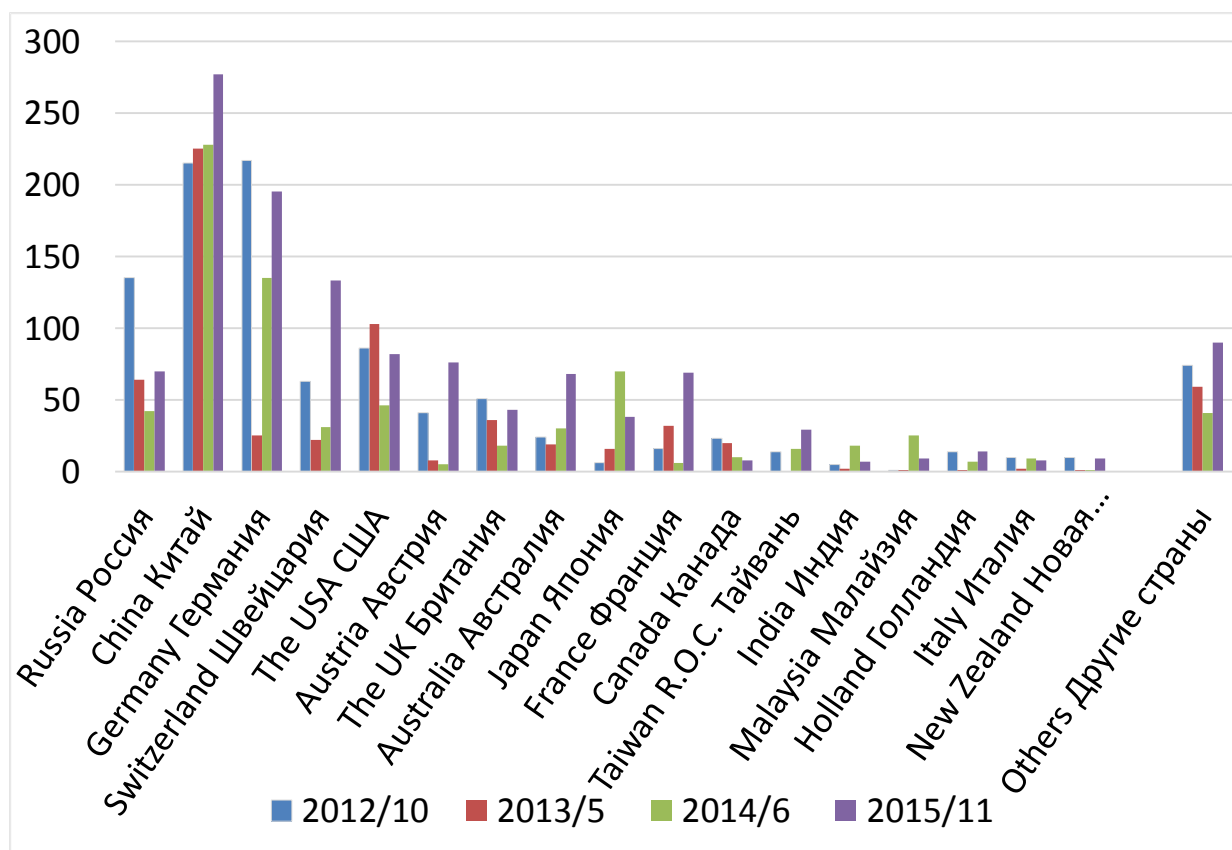


Figure 3. Number of visitors to the areas of Franz Josef Land and Novaya Zemlya by the country of origin and number of cruises. (2012-2015) (National Park Russian Arctic administration unpublished data).

It is worth mentioning that despite the financial crisis in Russia, the number of visitors from this country also increased. One of the new features is that Russian passengers made up half of one of the trips to the North Pole (45 people), but, in general, Russian passengers represent only 6%.

Also the number of visitors from Australia and New Zealand have increased.

Among all the passengers, those who belong to the age group from 50 to 70 are prevailing. In comparison with the previous year (2014), the number of those from 30 to 50 slightly increased. Information for the year 2014, can be found on official web page of the National Park (<http://www.rus-arc.ru/ru/Tourism/Statistics>).

Statistics about the gender of the visitors is also available. In the year 2015, 45% of all visitors were women and this is 1% less than in the year 2014 (Figure. 5). Further, in 2015, representatives from 41 country visited Franz Josef Land sanctuary.



Figure 4. Visitors by age (2015). (National Park Russian Arctic, unpublished data).



Figure 5. Visitors by gender. (Women – blue; Men - pink) (2015) (National Park Russian Arctic, unpublished data).

In addition to the previous data presented, Figure 6 shows the latest data available correlating the number of tourists and number of cruise vessels visiting FJL.

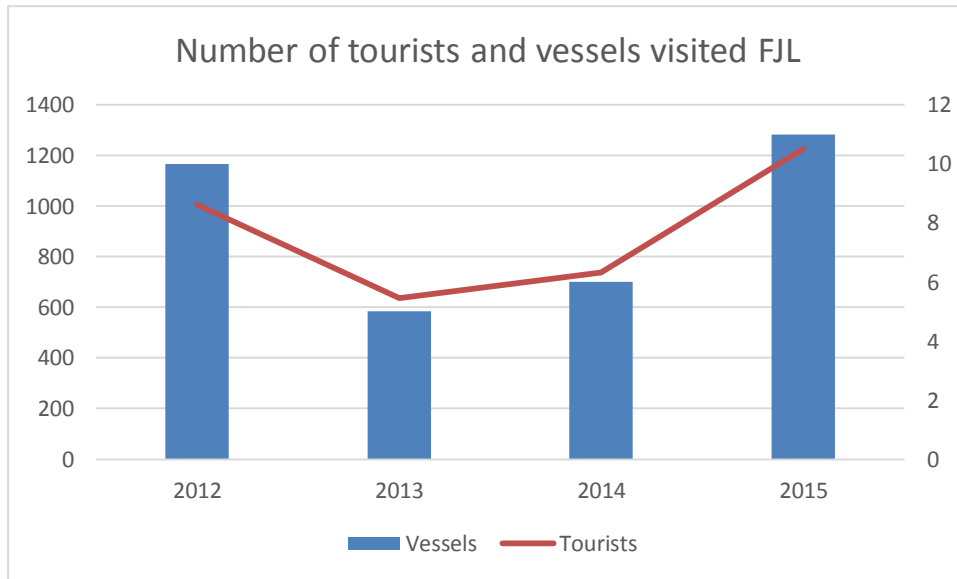


Figure 6. Number of tourists and vessels visited FJL (2012-2015) (National Park Russian Arctic, unpublished data).

In conclusion, I would like to say, that two parts of this chapter are crucial for understanding problems and perspectives of tourism development in Franz Josef Land. The statute of the sanctuary is one of the reasons for the existing problems, but also as the aim of the specially protected area is to conserve and protect environment the statute helps in achieving this.

The paragraphs reporting the current state of tourism and statistics provides the information about the trends of tourism to FJL and is necessary for understanding both problems and perspectives to be investigated in the following chapter.

5. Chapter V. Problems and Perspectives of tourism development on Franz Josef Land.

5.1. Introduction.

Tourism development in the high Arctic faces a lot of problems of different origins. However, the problems are similar for Greenland, Arctic Canada, Svalbard and Franz Josef Land: bureaucracy, entry permissions procedures, environmental and management issues. Relationships with local populations and their role in tourism as well as the influences of tourism on these populations are significant. These latter do not relate to FJL as there are no permanent residents there.

In this chapter, I will investigate the problems of tourism development on Franz Josef Land and, where it is possible, make comparison with other territories in the high Arctic region. The chapter is divided into a number of parts, with a focus on the analysis of the problems and possible ways for solving them.

There were only a few studies that focused on the problems of tourism development on Franz Josef Land. Pashkevich, Dawson and Stewart in their article “Governance of expedition cruise ship tourism in the Arctic: a comparison of the Canadian and Russian Arctic” (2015) discussed the problem of governance in Canadian Arctic and northwest Russia, in relationship to expedition cruise tourism, with some attention to Franz Josef Land as one of the territories which belongs to the area of investigation. In “Making Russian Arctic accessible for tourist: analyses of the institutional barriers” Pashkevich and Stjernstrom (2014) discussed a large amount of problems connected to tourism development in the National Park Russian Arctic, with a focus not only on governance and bureaucracy, but also deeper into the problems of the National Park too. Shirokiy’s (2015) article, which is available in Russian and French only, “Prospects of widening tourist access to the Arctic territories on the example of Franz Josef Land” (2015) identified a list of the problems. Even though the articles mentioned are quite new with the oldest one from 2013, a lot of things have changed and that means that some information and conclusions are out of date. Based on analyses of the current situation and data from the articles it is possible to compose an up to date list of problems related to tourism development on FJL:

- difficult system of getting entry permissions and going through border security and customs control
- remoteness of the area and difficult logistics

- weak involvement of the National Park into the organization and management of tourist flows;
- chaotic and unorganized system of visitation;
- high price of the tours;
- lack of scientific research on recreational pressure and maximum permissible variations;
- lack of qualified personnel.

Some of the problems mentioned had been solved by the National park in the last couple of years, but it is vital for understanding the whole situation to show how it has happened and what was done. Also, some of the problems for the development of tourism are the problems of its development. Even with the current level of visitation, which is relatively small and can not be compared to Svalbard or Greenland, tourism already is the reason for some problems and that may result in the implementation of more strict rules and limits and potentially a reduction in visitation and development of tourism in the area.

The Arctic attracts people from all over the world with its wilderness, pristine nature, possibilities of wildlife watching, history and to some extent because of romantic spirit of exploration. With the growth of nature-based tourism, which has accelerated due to expanding populations, more affluence, higher availability of parks and protected areas and improved access (Pagnan, 1998); complex problems of relationships between tourism and environment have appeared. Authorities and tourism companies are looking for balance between increasing their incomes, creating jobs and preserving nature as the main source of visitors' satisfaction and attraction. Hence, I will not mark out the problem of tourism's influence on the environment as it will be the part of the investigation of all the other problems.

5.2. Bureaucracy and entry permissions.

Bureaucracy and entry permissions application procedures are the main problems for tourism companies wanting to organize trips to Franz Josef Land, and these can be seen as the primary barrier for tourism development in the territory of the NPRA. The uncertainty of and lack of clarity in as well as time consuming procedures prevent companies from planning cruises.

In general, due to the regulations and status of FJL as the border area getting entry permission is the main step for a company, which would like to work in the area. Due to

legislation, all foreign flag vessels which would like to enter Russian territorial waters have to apply for entry permission by sending completed forms and documents about the cruise to the federal tourism agency. The federal tourism agency then sends the set of documents to other federal agencies and ministries for matching of details. The process could be well described by the quotation: “Another interesting feature of the bureaucracy that foreign cruise ships or any other vessels encounter when they wish to enter internal Russian waterways is the fact that only the Russian Prime Minister signs permission applications, which makes the process extremely lengthy and uncertain. Apart from obtaining visas and the Prime Minister’s signature, additional paperwork must be completed prior to a foreign cruise ship’s visit. For instance, information about passengers must be delivered to the border guard authorities 70 days before entry into internal Russian waterways. In practice, this requirement means that the tour operator is forced to stop selling cruises to the Russian Arctic during the tourist season; it has to be done long before instead. The Federal Security Service has applied these rules to secure efficient border control and as noted by one official from the Border Guard Service, ‘There is a law and we must obey it’ (Seminar, Arkhangelsk 2013). (Pashkevich & Stjernstrom, 2014, p. 150). The itinerary has to be also agreed by the regional federal security service, which manages the border service and the Northern Navy, which is the part of the Ministry of Defense.

To sum up, the list of different governmental bodies, which are involved in the process of issuing entry permissions is the following:

1. Government of the Russian Federation
2. Federal tourism agency
3. Ministry of Transport
4. Federal Security Service (Border Service)
5. Ministry of Defense (Russian Northern Navy).

The next problem is where to go for visa clearance and customs control. “The only ports of entry to the European Russian Arctic are Murmansk and Arkhangelsk. Cruise ships from Svalbard or elsewhere must first go to the nearest port of entry in Murmansk for visa clearance and customs control; no other way is currently available for foreign visitors. The landing facilities for airplanes in the area are strictly for military purposes, and occasionally for park authorities (RANP administration, personal interview 2013). Entry through internal Russian waters directly at FJL should be possible; however, this question is extremely sensitive because of the presence of the Federal Security Service Base on FJL. Security issues connected to the Russian border control make it virtually impossible to establish a customs

control point on FJL”. (Pashkevich & Stjernstrom, 2014, p. 149). Due to that the easiest way to reach FJL for tourists was to book a trip to the North Pole because the icebreaker starts from Murmansk. For companies operating cruise ships, if they had wish to go to FJL, the trip was starting from Norway then in around 1-2 days to Murmansk for customs control, thereafter 2 days to reach Franz Josef Land and the same route back to change passengers. Such an itinerary cannot be called comfortable due to the amount of days at sea, so for some passengers and for the companies this itinerary was also one of the barriers for tourism development in FJL.

In the year of 2013, the administration of the NPRA became an initiator a process for establishing a visa clearance and customs control point on Franz Josef Land in order to increase the number of vessels and tourist. With the support from the local government, all the needed steps were done and at the end of 2014, the part of the water area of the Northern Bay of Alexandra Land island was included into the Arkhangelsk sea port and the official clearance post was opened in test regime for two years. For an unknown reason, only the expedition cruise vessel, which belongs to one company is allowed to use it now. But in perspective this step has historic significance. Already in the season 2015, the cruise vessel “Sea Spirit” has completed three cruises directly from Svalbard to FJL (1 day at sea) and in perspective after the clearance post, it will start working in ordinary schedule in 2017, which should lead to a large increase in the number of tourists visiting the archipelago. According to an AECO (Association of Arctic Expedition Cruise Operators) survey, the predicted number of visitors could reach 5000-7000 tourists in five years after the opening of the clearance post (Seminar, Arkhangelsk, 2013). The end of construction works of the military base and airstrip on Alexandra Land in 2016 may have a positive effect on tourism development. The NPRA administration and some cruise companies are already examining a plan to deliver tourists to FJL by plane. This idea looks promising, but the status of the airstrip and military base could make this plan impossible.

The problem regarding entry permissions can be solved only by the federal government in a number of ways. First of all, the list of the documents needed to apply for entry permissions should be available to the public. Second, the special body responsible for the applications and entry permission issuance need to be established within the federal tourism agency or the ministry of transport. Third, the timeframe for the procedure have to be established and the system has to be updated, as despite many announcements by the federal officials about development of tourism in the Russian Arctic, nothing has changed yet, and the application form for entry permission is still the same as in 1991.

5.3. Remoteness and logistics.

One of the features, which make Franz Josef Land so specific and interesting to visit is also one of the problems for developing tourism in general and tourism infrastructure in particular. The way to FJL by ship takes at least two days if vessel departure is from Murmansk and at least three days if Arkhangelsk is the port of departure. The weather and ice conditions can have a crucial effect on all plans for development infrastructure and tourism activities.

By the term, tourism infrastructure, or capacity building, in relation to specially protected area, I mean ecological trails, information signs, camping or hotels. Due to the medium term plan for development of the NPRA established in 2013 four ecotrails on the territory of FJL sanctuary should be built. Nowadays, in 2015, this plan could be considered as impossible. Only one ecotrail will be finished next year (2016) in Tihaya Bay. The reasons for that are quite easy to describe. First of all, the NPRA does not have its own transport to deliver cargo and staff to FJL, and most likely will never have due to the high maintenance costs of vessels. Hence, the NPRA is paying the owners of cargo ships, which are going to FJL with their own aims, and thus not always can they deliver cargo and groups to the places, which are important for the Park administration. And today the amount of cargo ships visiting FJL is relatively high because of the construction works at the military base on Alexandra Land island and due to the last stages of the cleaning up the Arctic program. In 2017, when all these works are finished, only cruise vessels and nuclear icebreakers, and scientific vessels will be able to deliver materials and people to the remote Arctic archipelago.

Ice conditions play a great role in tourism in FJL. The cruise industry might benefit from climate change, but shorter winters and reduced ice coverage might mean loss of the flora and fauna that attract tourists to the Arctic in the first place (Stewart, Draper, Johnston, 2005). With the impact of climate change on ice coverage, it is becoming harder to predict the amount of ice in high latitude Arctic and the influence of it on shipping in these waters. In the year 2012, cruise vessels were able to reach as far north as 82°30'N and not to meet ice inside the archipelago, in 2013 first ice floes were met at 79°30'N and some areas were not reached by vessels due to the thick ice (Cruise reports of the NPRA, 2012, 2013). An even worse situation with the ice and its thickness occurred in 2014, when the national park administration had to ask the “Rosatomflot” (organization operator of nuclear icebreakers) to

change the itinerary of the cruise to come to the Northern Bay of Alexandra Land and to break the ice for cargo ships with supplies and food. If it had not have been done, there was a real threat of food shortage for all those who were working on the island. The influence of climate, ice and shipping conditions on infrastructure development is very high. Eco-trails have to be maintained every year, as they can be damaged by polar bears, ice and wind, but currently, maintenance is impossible to do.

Due to remoteness of the area, hotels and camping sites are not likely to appear in FJL in the foreseeable future as the maintenance costs would be too high.

These aforementioned problems could be solved if the NPRA administration had its own vessel, which was able to deliver materials and staff into the area. Additionally, coordination between the Park and Northern Navy is required. NPRA also has good relationships with tour operators working in the area and the delivering of materials and people onboard cruise vessels could have positive impact for both sides.

Infrastructure development is a much more complex question. No general rules and recommendations exist, and thus every single project is unique. Some projects take much more resources, both financial and physical. The only way to solve this problem is international cooperation of specialists on capacity development and the invention of a list of recommendations suitable for all Arctic territories.

5.4. High prices of the tours.

The first two described problems are the source of the problem of high prices of expedition cruises to Franz Josef Land, but there are other sources too.

Nowadays there are only two ways to visit FJL: onboard the nuclear powered icebreaker on a trip to the North Pole and onboard expedition cruise vessels. The price on the tours to the North Pole starts from US\$26 995 for a 14 days trip (Quark Expeditions & Poseidon Expeditions web pages). The main part of this price is freight of the icebreaker. There is no official data about how much it costs, but in private talks, the sum equivalent to US\$35000 – US\$37000 per day was announced by the representatives of the “Rosatomflot” corporation. In addition, companies have to provide catering and for that they contract companies, which specialize in that. Food and beverages brought from European countries, and not from Russia are not the least part of the final price too.

Prices on cruises to Franz Josef Land from Svalbard onboard expedition vessels start from US\$7 295 per 13 days trip. This price still looks too high, but much cheaper than an icebreaker voyage, and much closer to the average prices on expedition cruises. For example the lowest price on the cruises around Svalbard, which of course differs from company to company, is around US\$5 000. And on some cruises to the Antarctic peninsula prices are very close to US\$6 000. So, in general, the prices on tours to FJL reach an average level, mainly due to the start of cruises directly from Svalbard. And it does not seem that they could drop down.

In perspective, the only way to make cruises to FJL cheaper is to open an airport on Alexandra Land island for civil flights from the mainland, with the Alexandra Land as the port of departure for cruises around the archipelago.

5.5. Lack of scientific research on recreational pressure and maximum permissible variations.

Tourism could be seen as a possible threat for nature protection and conservation, especially, when we discuss tourism to specially protected areas. One of the main conditions for development plans is reliable scientific knowledge. In relation to Franz Josef Land, the problem of lack of such scientific basis can be divided in two.

FJL was closed for visitors and scientists for too long a period during the Soviet era, thus, not much research is available. The remoteness of the area and costs of the organizing scientific expeditions did not facilitate the appearance of studies about nature, flora and fauna in FJL. From the time, when the NPRA was established two scientific expeditions visited the sanctuary, but both did not cover the topic of tourism and did not get specialists, who could define limitations, recreational pressure or maximum permissible variations.

On the other hand, such methods of organizing tourists flows in order to prevent damage to the environment, are not a panacea, mainly because there is still no unity regarding the effectiveness of both permissible variations and recreational pressure methods. Frequently, those methods contradict one another and moreover are not related to marine protected areas where visitation is different from protected areas on the mainland. Both methods are more theoretical and are not approved by practical research.

One more side to the problem is the difference between federal regulations about fauna observation and reality. For example, according to the 33-FZ, visitors are allowed to

come to bird cliffs not closer than 500 meters. In real life, it is impossible to see something on a huge rookery from such distance. But there is a small loophole inside the law about Special Protected Areas, SPAs, which allows rangers to define all the distances by themselves conforming with real conditions of a territory.

Coastal areas are more vulnerable because they are free of permanent ice cover, and these are the sites used by wildlife for daily and seasonal activities. (Stewart, Draper, Johnston, 2005). And now the only method to avoid erasing of a landing sites, which are mostly situated in the coastal areas is to built ecotrails or to forbid landings and visitation. There is a bunch of problems connected to the establishment of ecotrails that has been described earlier in this chapter. And prohibiting of landings for sure will not result in an increase of visitation. Thus, cooperation between scientists from different fields is needed in order to create a methodology, which will guide managers of specially protected areas to achieve balance between tourism development and nature protection.

5.6. Lack of qualified personnel.

On average, onboard every cruise vessel coming to FJL is the group of four rangers of the NPRA. Three of them are responsible for bear monitoring or in other words for protection of visitors from polar bears. The head of the group manages them and also represents the Park by providing lectures for public, and information about regulations and the territory for the expedition leader. Rangers also supervise the way expedition team and visitors follow the rules and legislation. In case of breaking the rules, the head of the rangers group (inspector) can fine the company or expedition leader.

Hence, the inspector should be well qualified and have to know the territory and legislation well. Rangers also have to have practical skills in carrying firearms and to know related legislation. With the growing number of vessels coming to FJL, forming escorting groups can become problematic as there is not enough full time staff in the NPRA. Thus, the administration has to hire part time rangers for the summer period, and even if they are experienced in carrying firearms, their main interest is to travel to the North Pole or FJL, so sometimes their attitude towards duties is not professional.

A useful strategy to address this is to organize courses for those who are interested in spending their summer in the Arctic and to prepare those people to work as rangers during field summer season.

5.7. Chaotic system of visitation.

With the start of the cruises to the North Pole in 1990, a lot of problems connected to the influence of tourism to the environment became a hard reality for Franz Josef Land archipelago. For almost 21 year, there was no control over the cruise ships and visitation. Even when the sanctuary was established in 1994, that did not lead the situation to improve. The main reason was the status of the territory, due to the Russian federal legislation sanctuaries do not have enough staff apart from the head of the organization and several personnel. Though only when the FJL federal sanctuary was transferred under the management of the FSBI “National Park Russian Arctic” problems of uncontrolled visitation of the territory were almost solved. According to Pashkevich & Stjernstrom (2014), the increase in organized tourist flows to FJL and Novaya Zemlya coincided with the creation of NPRA, and could be seen as the attempt to organize the tourists flows and to protect natural and cultural heritage.

Hired inspectors of the FJL federal sanctuary started to accompany cruises to the North Pole in the mid-1990s, but this was happening sporadically and irregularly, as no official reports were completed, there is almost no information. One of the effects of uncontrolled visitation is “souveniring”, which resulted in the loss of historical artefacts and the infliction of harm to the fragile arctic nature of the archipelago. For example, the base of the Baldwin expedition on Aldger island was plundered by the tourists and crew from the nuclear icebreaker during cruises to the North Pole. The crews of the Navy and cargo ships were also taking part in that. Nowadays, due to the development of satellite technologies, all of the ships, which are travelling through FJL could be monitored by the NPRA administration. Another example is from Champ Island, which is famous for its spherical stone concretions. In 2008, the crew of the icebreaker took two stone concretions of about 1,5 meters in diameter and much smaller stones had been taken by the tourists in previous years. From my own experience, I could say that these concretions are still the object of pilfering by visitors and every landing on this island is similar to a police operation, wherein the national park rangers and expedition team members have to check pockets of the guests sometimes and to watch carefully for tourists in order to prevent them from stealing stones.

This problem was almost solved in 2012 when the NPRA sent four rangers to escort the cruises to the North Pole for the first time. Nowadays, it is usual practice when onboard

every cruise vessel that there are at least 2 rangers, whose main responsibility is to ensure that the crews, expedition teams and visitors are following the regulations and also to protect them from polar bears, as according to the legislation only the rangers could be armed on the territories of specially protected areas. In turn, this has resulted in another problem.

The cruise operators have complained that accommodating these additional persons on board free of charge is costly to their operations (Pashkevich & Stjernstrom, 2014). This situation could be changed only if the federal government change regulations about hunting and specially protected areas. This however, is unlikely to happen in the future as according to World Wildlife Fund (WWF), controlled access is an imperative to a successful conservation strategy (The Circle, WWF Magazine, 2014).

5.8. Conclusion.

Development of tourism on FJL faces many problems. The administration of the NPRA, is not able to solve them by itself. Strong cooperation between all interested actors is needed. With the changing climate, and the impact it has and will have on the Arctic, more and more problems will appear in the foreseeable future. From my point of view, only international cooperation between scientists and tourism specialists, companies and governments could help in finding solutions for tourism development in the high Arctic and constructing a balanced system between nature protection and tourism.

6. Chapter VI. Conclusion and Discussion.

There are several studies focused on the theoretical frames of tourism research in the Arctic. All of this research can be grouped into four clusters: tourism patterns, tourism impact, tourism policy and management issues, and tourism development. Thus, case study methods, or empirical research are a perfect methodological choice for studying tourism in the Polar regions, as they cover all the clusters and absorb many theories. “Despite emerging research clusters, we really know very little about the phenomenon of tourism in polar regions. Tourist numbers are low in relation to international tourism numbers in general (Jacobsen, 1994), but the number of visitors should not necessarily determine the quantity (and quality) of research. The polar regions – the last great terrestrial wilderness—have come to symbolize remoteness, extreme conditions and environmental vulnerability, so it would seem responsible and important to move empirical research forward in a coordinated and focused manner” (Stewart, Draper, Johnston, 2005, p. 389).

Almost all of the problems of tourism development studied in this paper in the case of Franz Josef Land could be easily related to other Arctic territories. Moreover, all of the problems were interconnected. Climate change and its impacts are more visible in polar regions than in any other part of the world, its influence on nature environment, on processes of shoreline erosion, permafrost melting, animal behavior and glacier disappearances leads to appearance of many more problems that have to be solved in order to protect and save vulnerable nature. Also, as it has been mentioned already, some of the problems for the development of tourism are the problems of its development.

Nature and cultural heritage are the main attractions for visitors, coming to FJL. Tourists would like to see polar bears and Atlantic walruses, narwhals and polar foxes, they would like to touch spherical stone concretions from Champ island and to make macro photos of arctic poppies, to do all of this things they would like to come as close as possible. As a result, we receive more and more data about polar bears becoming more aggressive, walruses shifting their rookeries, we could see a decrease in the number of stone concretions and finding footprints on the mosses and lichens and flower picking. It's a similar story with regard to cultural heritage, a lot of things we know about from literature have disappeared. Of course visitors are not only responsible for that, but also scientists, whose idea of the supremacy of science allows them sometimes to break rules. In order to protect and conserve the nature of the Arctic, the infrastructure for sustainable use of cultural and nature heritage should be built, and here I mean ecotrails, helipads, camping sites and hotels, etc.. But the

establishment of such infrastructure is changing the area, and, is making it less wild thereby changing the perception of it as wild, untouched territory. And this could be seen not only in FJL, but also in the neighboring territory of Svalbard, for example, in Signehamna, where the path made by tourists during landings looks like a road.

Here we come, again, to the question of: for what are tourists coming to FJL, and, in a more theoretical way, how could we explain that phenomenon? Looking into the theory we could find the answer in MacCannel's (1999) quest for authenticity, because visitors would like to see something real, like authentic Arctic nature and wildlife or real evidences of polar expeditions, which from our days looks like something legendary. And here, again, the question of capacity building appears, because infrastructure made with the purpose to protect nature, is not authentic and is changing landscape. Also the quest has changed, and now it is not enough only to visit the place, now visitors would like to show not only the images taken, they would like to show evidence of their presence in special places to their friends and relatives, something tangible. And this could serve as an explanation for "souveniring" and for dangerous behavior, for example, attempts to make selfies with bears or walruses, coming really close to them. Hence, the quest for authenticity is destroying the authenticity of places, and it is especially applicable for protected areas if we talk about authenticity of nature and cultural heritage, and is an even more serious problem for settlements of indigenous peoples of the Arctic, where visitors are trying to find human authenticity exchanges too.

In general it is the question of balance between tourism development and protection of attractions, which from one side engage people, but from the other side are under threat of destruction because of visitors. In perspective the problems of tourism development in the high Arctic seem to be solved only when the fragile balance between tourism and nature protection has been found. And to make it come true, empirical research is needed, with a growing amount of data, by analyzing it, those who are investigating case of tourism issues in the high Arctic will be able to find answers to the question of how to develop tourism in the high Arctic in a sustainable way and without limiting visitation of the area or closing it away from the public.

To sum up, apart from the issue of social impact of tourism development on local communities, Franz Josef Land could serve as a model territory for research of tourism development in the Arctic, and more generally, Polar regions. To do that, strong cooperation of all the actors is needed despite all political controversies. One final important point based on my own experience is ecological education for all those who are living in the Arctic and

for those who visit it. Because in the last four years, I have seen so many things people are doing without understanding how dangerous it is for vulnerable nature.

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