

Man in the Arctic—But How?

Here is the speech of Ulf Sandmark, EIR's Stockholm Bureau Chief, to the Schiller Institute Conference in Berlin Feb. 25-26, 2012. (Coverage of other conference speeches has appeared in recent issues of EIR.)

Have you heard about the international research expedition into the Canadian Arctic Sea, where the Russian participants brought maps of the area that were better than the Canadian Navy's? Think about that! Somebody was there before.

Have you heard about nuclear ballistic missiles, polar satellites, and civilian air traffic routes? They all pass over the Arctic.

Have you heard about Typhoon, the world's biggest icebreaker? It was a Russian submarine designed to break up the ice from below the Arctic. The technique was a strategic flank to launch missiles from hiding places under the ice.

Why were the military, space agencies, and air companies in the Arctic first? Because for them it is normal think outside the box.

Why do we normally not think about the Arctic space? Are not our dimensions formed by the land and the sea, i.e., whatever we see with our senses, as Bruce Director said yesterday?¹

Why don't we normally think about this space? With science you can see new space.

Is the Atlantic part of the Arctic? If you look at the map from the Arctic (**Figure 1**), you can see where these parts of the Atlantic correspond to Alaska, Siberia, and northern Canada. If you draw a circle from Anchorage over the southern tip of Greenland, it goes through Oslo, Stockholm, Helsinki, and St. Petersburg. Because of the Atlantic Gulf Stream, a good chunk of Europe is settled in the Arctic, including Scandinavia, Ireland, Scotland, England, and the North Sea and Baltic Coast states. But except for shipping and fishing, we do not integrate the Arctic

space in our minds.

The Norwegians, since the first oil production started in the North Sea field Ekofisk in 1969, have been in a continuing rush into the Arctic Sea. Why? Because, they have to invest. They have an economic policy that says that if the income is not used for more oil and gas development, it will just be put into the giant Norwegian oil fund. (It is like a farmer who is making too much profit, and would be investing in more and more tractors for his farm.) The Norwegian policy makes the oil and gas development into an automatic machine, working itself more and more into the Arctic. Now they have the best technological skills in how to work in the Arctic Sea. They were the first to open pro-

FIGURE 1
Arctic Region



1. See "Toppling the Tyranny of the 2nd Law of Thermodynamics," Bruce Director's speech to the Feb. 25-26 Schiller Institute conference, *EIR*, March 16, 2012.

duction in the very hostile conditions of the Barents Sea.

The Gazprom [Russia], Eni [Italy], Total [France], and Alaskan oil companies are involved in a similar rush into the Arctic, but more like raw materials companies which are stuck in their current way of doing business, they concentrate on more exploration. These are important drivers into the Arctic.

In addition to these, we have the Russian Vernadskian impulse for colonization of the Arctic to expand the Noösphere. This is expressed in the ambitious Russian Arctic plan presented by Prime Minister (now President-elect) Vladimir Putin in the International Arctic Forum in Archangel. The Russian nation is expressing this sovereignty with the expansion of its icebreaker capacity that will open the Northern Sea Route for year-round traffic. Russia is now the only country in the world that is in production of a floating nuclear plant, the first, which will provide electricity to the cities along the Siberian Arctic coastline. These are the necessary drivers into the Arctic: national state projects, military presence, and raw material companies.

A Dialogue of Cultures

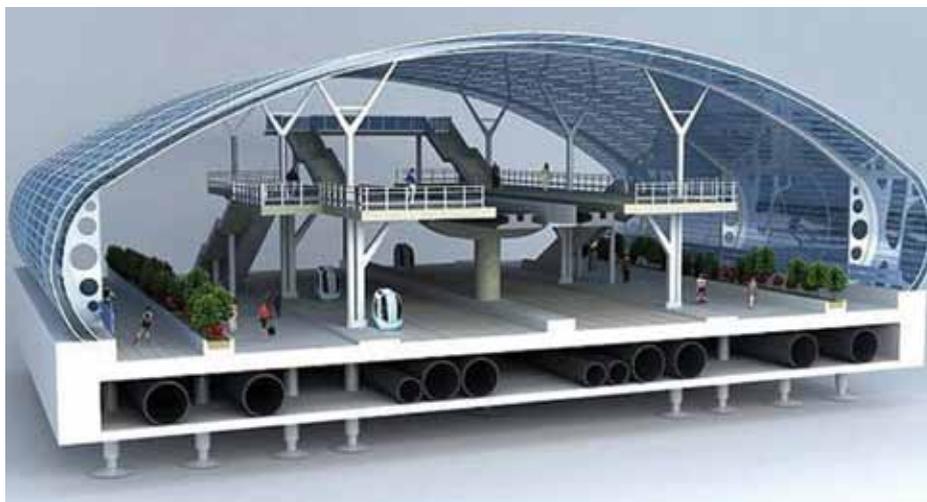
However, there are problems here which Lyndon LaRouche had foreseen long ago, in “The Earth’s Next Fifty Years,”² in which he discussed the development of a true Eurasian culture. He wrote:

“Throughout this time, European civilization has been less populous, by a relatively great margin, than Asian. Yet the power expressed by European civilization has been greater, especially since the rise of Classical Greek culture since no later than approximately the Seventh Century B.C....

“This has to do, essentially, with the special nature of man, especially the related form of induced self-image of the typical individual member of the society. This portends a potential catastrophe in Asia, even in

2. Lyndon H. LaRouche, Jr., “The Dialogue of Eurasian Civilizations: Earth’s Next Fifty Years,” *EIR*, Jan. 7, 2005.

FIGURE 2
Domed City of Umka



those nations which are emerging as relatively great new world powers, unless the image of man as reflected in the condition of the great mass of poor, is upgraded from the status of cheap labor, to an intellectually enlightened, creatively innovative mass of the population. This task becomes, obviously, a crucial problem in the context of any global discussion of the matters of a dialogue of cultures.”

You can pose the question in another way: Where is the middle class in the Arctic development? Should the middle class transport itself and its goods through the pipelines?

The oligarchic problem in the Arctic is now a brutal, life-and-death issue. We see this now in the mining boom in Northern Sweden, in the lack of housing for the new workers. Look at the new Swedish mineworker in her mobile home in Kiruna. We see it in the lack of infrastructure development, where 6 million tons of iron ore per year, from the new mine in Pajala, will be hauled not by rail, but by 90-ton Caterpillar trucks every 6 minutes on the 9-meter-wide main road, 150 km between Pajala and Svappavaara, a 5-hour roundtrip. Even in the welfare state of Sweden, the mineworkers are treated like cattle, and infrastructure is not developed.

Have you ever heard of a human mining company? Are you longing for a job in the salt mines?

What about the indigenous peoples in the Arctic? Do you know where Greenland is? Is it in Oslo? It is the slum area close to the railway station! People are treated like cattle by the oligarchy in the Arctic.

Against the oligarchy, we have the science cities.

The design for the city of Umka³ (Figure 2) shows what the human needs are in the Arctic, that will make family life possible. But the Western European unique contribution to the Arctic must be to develop the scientific mind for all in the Arctic, not only for the typical East European class of intellectuals or specialists.

The Necessary Measures

How should we upgrade the poor from the status of cheap labor? Supply the population with higher energy density and science.

1. Everywhere a new mine will be started, there will be a confrontation with indigenous peoples. As the safety infrastructure defines the space for human activities, recruit all indigenous peoples by bringing them helicopters, communication, and health-care services. Let them become the backbone for the rescue and safety service, as they are already the spearhead for populating the Arctic.

2. Moon mining: Organize the mining at the bottom of the sea, or the bottom of the pits, with the highest technology which forces the advancement of education, welfare, and salaries of the labor force. Where is the truckdriver in the new mine? He is sitting above ground. I do not know how many hands he has, but he is actually driving five trucks.

3. Build every mining city as a model science city, with decent housing and close communication with national educational and cultural facilities.

4. Promote research and knowledge for the raw materials processing and refining, as well as bio-prospecting, to develop a *Mittelstand* [small and medium-sized] industry. Populate the Svalbard University Center, Arctic universities in Tromsø, Norway; Akureyri, Iceland; Nuuk, Greenland; Umea, Sweden; Oulu, Finland, and Archangel, Russia, and the new



Statoil/Kim Laland

The Langeled pipeline, a pipeline transporting Norwegian natural gas to the U.K., under the North Sea, is one of many projects underway or planned for development in the Arctic Region and environs. Shown: Statoil's pipeline-laying vessel; inset shows location of the pipeline.



Russian science city Umka.

5. Organize transport not only for bulk, but for medium-sized industry. For this we need high-speed railways into the North. Use national control over the raw material exploration to develop the infrastructure inroads into the Arctic, like Norway does. Break the monetarist non-investment policy of Denmark, Sweden, and Finland. Open up the transport links north from Continental Europe, like the Fehmarn Bridge and high-speed trains on the Nordic Triangle, from Copenhagen to Oslo, Stockholm, Helsinki, and St. Petersburg, the Rail Baltica, the Tallinn-Helsinki tunnel, the Baltic Arc, the Rovaniemi-Kirkenes railway, the high-speed trains to St. Petersburg and Moscow, the Belkomur Railway between Archangel and Perm, and the new cargo transport corridor from China to the United States.

6. Answer the Norwegian, Russian, and Greenland invitations to participate in the projects. Cooperate with the Arctic projects of China, South Korea, Japan, India, Canada, and the U.S., according to the motto "High North, Low tension." As Norwegian Foreign Minister Jonas Gahr Støre underlines, there is no race for the Arctic, as all borders are settled. There is therefore no rush for resources, but a common rush for knowledge.

Conclusion: The Kara Sea was ice-free this February for the first time! As our forefathers followed the retreating ice 10,000 years ago, let us get go beyond the Baltic coast, and finally, to the Arctic coast.

3. Umka is situated deep within the Arctic Circle, on the remote island of Kotelny, in Russia, some 1,000 miles from the North Pole. See "Economics for the Future of Mankind: Self-Developing Systems and Arctic Development," by Michelle Fuchs and Sky Shields, *EIR*, Jan. 6, 2012.