

A Research on the Establishment of New Korea-Russia Bilateral Cooperation Law for the Sustainable Arctic Development

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The Republic of Korea (Korea) and the Russian Federation (Russia) are actualizing the cooperation in the Arctic area. As a result, Korean companies have begun to enjoy real economic benefits. However, since there are some troublesome aspects associated with this cooperation, measures that can lead to sustainable development through the supplementation of relevant norms are critical. Russia is also aware of these problems in obtaining economic benefits in the future; cooperation between the two countries should be extended to sufficiently cover this point. The laws related to the region are vague and do not encompass every field. In addition, when it comes to national interests, many situations arise from areas where international and national laws are not clearly harmonized. Therefore, efforts should be made to reflect the interests of both sides and to maintain economic benefits, in case Korea participates in Russia's development of the area, as well as for the legal foundation to reduce negative issues. The Korea-Russia Free Trade Agreement (FTA) negotiation is on the track for the purpose. The two governments should consider various tasks, such as harmonizing with the former FTAs and dealing with the domestic law in accordance with the new FTA. The two countries also have to conduct researches on the efficient use of the FTA and for the 'Sustainable Arctic Development'.

Keywords: Sustainable Arctic Development, Korea-Russia FTA, Korea-EAEU FTA, Economic Development of Far East, Northern Sea Route

Introduction

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Russia is actively delivering a number of projects to develop new shipping routes as well as natural resources in the Arctic region. The country still continues to take aggressive measures, including the plan to set up the “Ministry for the Development of the Russian Far East and Arctic” at the federal level (Staalesen, A., 2019). This situation is affected by the globalization of the international economy, and the communities are also connected to many variables. The international community is seeking for sustainable development methods that involve considerable attention and effort to preserve the Arctic area (Zadorin, M., Klisheva, O., Vezhlivtseva, K. & Antufieva, D., 2017).

Korea and Russia are constantly diversifying cooperation methods. In particular, as the Russian government implies economic significance to the Far East-Siberian region and the possibility of developing Arctic shipping routes is becoming realistic as glaciers in this area have gone smaller. Research projects regarding utilization of the Russian Arctic and its resources and expansion of Arctic routes are already underway in Korea. This trend is accelerating, especially in conjunction with Korean government’s ‘New Northern Policy’. Nevertheless, so far most of the domestic research achievements are short-term proposals, taking into account policies and political situations of the countries.

International legislation related to the development of the Arctic region has steadily expanded its scope of discipline. Russia has a duty to respect and abide by the law and the government is showing signs of strengthening domestic legal discipline based on the standards of international law. However, the country still sometimes offers different opinions from the international community’s concern related to the development of the region after the economic sanctions and fails to avoid conflicts with other countries in terms of policies and institutions.

In this context, in order to expand exchanges between Korea and Russia related to the sustainable development of the area, it is essential to look at the conflict of the system from a legal point of view. It is of interest to establish a new bilateral normative system to avoid confrontations, which are specified to this issue. This paper looks at international and domestic legal discourses that may be relevant to the development of the Russian Arctic area and seeks to derive legal challenges that could be discussed in the future, such as in the Korea-Russia FTA.

Development of the Arctic Region by Russia

From Russia’s point of view, the economic value of this particular region is enormous, that the Arctic can be considered as the stepping stone to overcome difficulties, such as international economic sanctions (Kim, S. W., 2017). Furthermore, this area can provide Russia benefits in many aspects, including its national security, politics, military, technology, and environment, beyond the mere economic perspective of the region as a hub of resources. The Russian government is making great efforts for economic development while securing security awareness of the area (Seidler, C., 2010).

The potential for development in the Arctic area ranges widely from the tourism industry to the large-scale resource exploitation. As each of these possibilities is closely linked to one another, Russia is keen on locating areas where its potential synergies lie in. For example, it is fully predictable that the development of resources in the region will accelerate further exploration of the Arctic route. Russia is showing high interest in developing resources that are not in the economic sanction list. Moreover, the exploration and utilization of the route across the regional ocean is recently receiving massive attention along with climate change.

Russia is being active in improving the innovative systems regarding the development and preservation of the Arctic area. Its move to introduce the 4th industrial revolution technology to build smart cities can be one of the representative cases. Russia has steadily tried to forge partnerships with foreign companies and to implement advanced technologies with the aim of the sustainable development of the Arctic region. For instance, it has already begun building Smart City Systems in certain cities, including Vladivostok.

With regard to the development of the Arctic area, the global interest in the Northern Sea Route (NSR) that runs through the Arctic sea, is also growing significantly. The NSR can be distinguished into the northwest one in the Canadian waters, linking North America and Europe, and the northeast one in Russian waters which links Asia and Europe (Yun, Y. M., 2009). The Northeast route, especially, has the advantage that is geographically shorter than the generally used current route, which connects East Asia and Europe through the Suez Canal, and accordingly, it is able to greatly reduce the sailing days and logistics costs (Humpert, M. & Raspotnik, A., 2012).

This route is expected to expand significantly as the climate change affected glaciers are shrinking and ice-breaking technology is developing. Therefore, many countries are using the route in a dramatic manner (Park, J. K., 2016). In the Korean context, it is also possible that the route will revolutionize the global logistics system if it is well settled, where it is able to cut the operating hours by up to half from Busan to Europe. Korea explored the Arctic route as well with the research purpose icebreaker Araon and now continues to build foundation for its commercial use.

Although Antarctica is the land that does not belong to any country under international law and is known as *Terrae Nulius*, the Arctic area is home to countries such as Russia and Canada. Therefore, when ships pass through the Arctic sea, consents from these countries are important. Being frozen even in the summer, the sea however poses difficulties such as sailing in this area requires icebreakers, and especially in the winter time, the sailing speed has to be maintained at extremely low velocity. Because even icebreakers are not enough for ships to follow the route, newly designed vessels are needed.

Liquefied Natural Gas (LNG) has emerged as a theme that is now discussed at the highest levels of Russian politics (Henderson, J. & Yermakov, V., 2019). A case in point related to the development of the Arctic area is the ‘Yamal LNG Project’ invested by France and China for a further step in the Yamal Peninsula, Russia. The region has reserves of about 2.5 billion tons of oil and 3.5 billion tons of gas. The core of the project is to build logistic bases to transport the

exploited resources to Europe and Far East Asia region. The copper mines in the Chukotka area and the construction of the Kamchatka LNG transshipment terminal are also linked to such projects (Hodges, J., Shiryayevskaya, A. & Khrennikova, D., 2018).

Potential for Growth of the Arctic Development related Industries

The development of the Arctic region will provide opportunities for related industries to grow together. For example, resource exploitation remains a highly anticipated field, and the plant market with direct links to the exploitation is growing rapidly. The Russian plant market, which stood at around \$8.2 billion in 2000, had grown up to \$15.8 billion in 2010, nearly double the figure in a decade. The attraction power of the Russian market comes from the possibility of combining the orders for plants with Korea's resource development.

Samsung Heavy Industry has supplied Sakhalin with the world's largest 33 story ocean platform "Runsko-A," and has won orders for three 70 million tons of icebreaker for the Arctic shipping line from Russia's largest state-run shipping company Sovcomflot. Daewoo Shipbuilding & Marine Engineering also participated in a project to modernize 'Zvezda dockyard', which is under Russia's state-run shipbuilding group 'United Shipbuilding Co.', located in the Bolshoi Kamen area near Vladivostok. Daewoo Shipbuilding & Marine Engineering is co-participating in the process of manufacturing LNG tankers, floating plants, and drilling vessels. The company won all 15 orders for the first "Yamal Project" in 2014, which is worth a total of \$4.8 billion.

This means that Korea's technology has opened the era of full-fledged LNG transportation to the Arctic and touched off for energy development in the region. For Russia, it has also been a trigger to have confidence in the development of Arctic energy and transport through the route. It is meaningful that the Yamal LNG project is carried out with the participation and support from foreign countries not only with Russia's own labor force, but also sustainably maintained under the economic sanctions. The project created momentum for Russia's development of the area and gave Korea the motivation to participate in (Kim, S. W., 2017).

However, in order to succeed, we need to prepare for the limitations of this possibility. In particular, in the Far East Russia region, there are major limitations for companies to operate finances through foreign exchange control, which includes the friction between the central and local governments, excessive tax investigations, environmental regulations, and control of remittance to overseas. There is also the risk of unannounced policy changes or tax and environmental investigation on companies, causing them to go bankrupt even though they are still in the black. Furthermore, the development of the region involves numerous challenges. For example, there are ethnic minorities who have long lived in the area, where the jurisdiction of the Russian government could not reach deep enough. These people are considerably vulnerable to changes in the environment and society following regional development.

In terms of cooperation with the international community, sometimes the appropriate cooperation with the third countries, such as Korea, provides a clue to solving these complex internal problems. Of course, for now, the idea that Russia will solve its own problems in cooperation with the outside world might sound a bit infeasible, and that such efforts could also be ambiguous or abstract in a long-term perspective. Nevertheless, in the process of establishing Korea-Russia economic cooperation and the excavation of new industries, there will be the possibility of bilateral policy cooperation, or at least to extract the momentum of new industries.

Cooperation Possibility between Korea and Russia on the Arctic Route

As the development of the Arctic region goes active in the close future, it will ratchet the demand for ships and equipment up, which are needed for exploration and navigation of the route and mining, transport and storage of resources. Therefore, while investing in the development of related new materials and core technologies, Korea should attempt to hold joint research with Russian institutes and sustain the exchange. The climate change in the area and the deteriorated facilities are putting Russia's port infrastructure in urgent need. Approaching from the other side, it can be an opportunity for the Northeast Asian country to eagerly participate in modernizing the ports, reflecting its own port development technology (Jeh, S. H., & Min, J. Y., 2014).

The NSR has been commercially used in near 2010, which steadily increased the frequency from 41 times in 2011, 46 times in 2012, to 71 times in 2013. In 2017, 10.7 million tons of cargo were transported via the route, and even 2018, the summer ship Maersk succeeded in navigating the first container ship, *Venta Maersk*, through the sea route without the assistance of an icebreaker. Based on this route, Maersk has been considering to utilize this route through cooperating with an icebreaker, however, it is still on the examination process of possible sailing days and the rising costs for breaking additional ice (Baker, J., 2019).

Bulk cargo is likely to be used early in the use of Arctic shipping routes, as long as the transport conditions are simple and the demands for specific goods are adequate. In the future, a direct transport demand for the routes to Northeast Asia will be generated in accordance with the exploitation of resources in the region. The container transport can only be carried out if it is maintained sustainably and the global container shipping market is forming an economy of scale due to the growing size of ships. However, in the case of Arctic shipping routes, it is difficult to realize the economy of scale, because of the limited number of ships. Furthermore, as there is still a high risk, the economic feasibility is low due to the high insurance premium and navigation fee (Park, J. H. & Lee, M. G., 2015).

In 2010, the Korean government launched 'Eurasia Initiative Project', which encompasses Russia and Central Asia, as a way to unite the Eurasian continent into a single economic community and to build peace on the Korean Peninsula by inducing openness to North Korea. The Korea's domestic interest in the Russian Arctic region and Arctic routes has also increased in the context of this project. The Korean government paying attention to linking the ports in Russia's

Far East area. It aims to connect Korean ports to the Arctic routes, continental railways, and the Russia's Far East ports in a bid to strengthen its logistics and energy network.

In September 2013, Hyundai Glovis succeeded in commercial pilot sailing of the Arctic route for the first time in Korea. In addition, the Korean government prepared the basis for reducing fees for using port facilities from January 2014 and attempted to expand infrastructure, including the personnel trainings for sailing in polar areas. Currently, several domestic studies are going on, including the ones from Korea Polar Research Institute (KOPRI). Furthermore, in addition to the studies in science and technology, topics in the humanities and social sciences have been conducted recently.

Law for Arctic Area

The legal issues in traditional aspect, the Arctic region was mainly put on the table for the sake of sovereignty, rights, and jurisdiction of coastal countries. For example, there are various types of laws applicable to the issues in the Arctic sea like: (1) treaty law, such as United Nations Convention on the Law of the Sea (UNCLOS), the International Convention for the Safety of Life at Sea (SOLAS), and the 1973 International Convention for the Prevention of Pollution from Ships (MARPOL 1973) as modified by the Protocol 1978 thereto (MARPOL 73/78); (2) customary law; (3) 'soft law' such as the guidelines of the International Maritime Organization (IMO); and (4) domestic laws and regulations of the coastal states of the sea (Østreng, W. et al., 2013). Then, international laws have affected the enactment and application of domestic laws in the related countries. For example, the UNCLOS does not have specific provisions for the Arctic sea itself, but the provisions of Article 234 on 'Ice-covered areas' provide the basic principles for environmental protection and conservation applicable to the sea (Solski, J. J., 2013).

According to this Article, measurement such as the enactment of a domestic law for the purpose of necessary control by the coastal countries of the Arctic sea can be undertaken, if there is or it is considered that any damage or such concern regarding the marine environmental pollution or the navigation of ships in frozen waters occurs. In fact, coastal countries have already prepared and applied various domestic laws on ship unloading, safety, design, installation, and navigation notices based in this context. However, there is a limitation that the domestic law should have appropriate boundaries and scientific grounds. After all, the international law serves to set the limits, at the same time providing a basis for the preparation of domestic laws for the countries.

The legal status of the NSR is closely intertwined with the legal status of the Arctic Sea. Russia has prepared and enforced domestic laws based on such international laws (Rho, Y. D. & Park, W., 2011). The 2012 Federal Law of Shipping on the Water Area of the NSR (Federal Law 132-FZ) amended in certain respects the 1998 Federal Act on Coastal Waters as well as the 1999 Merchant Shipping Code of the Russian Federation (Bobrova, J., 2016). Russian domestic law subtly shifted from claiming sovereignty in the Arctic sea, to a more functional role enabling safe navigation in the NSR (Okochi, M., 2020).

Article 14 of the federal law describes the NSR as ‘historically developed national transport communication of the Russian Federation’. Any navigation by vessels in the Russian route is to be organized on an approval and remuneration basis, subject to compliance with specific rules for such navigation. Then, Rules of Navigation in the Water Area of the NSR was approved by the order of the Ministry of Transport of Russia in 2013. Based on the domestic laws, ‘The Northern Sea Route Administration’ was established as a federal state institution. According to the government, the main targets of the institution are ensuring safe navigation and protection of marine environment from the pollution in the water area of the NSR.

The laws cover all vessels that pass through the Russian Arctic routes and the vessels are subject to the application regardless of their country. The laws allow the Russian government to adjust the shipping operations in consideration of weather conditions on the routes. The ship operators or captains who wish to pass through the Russian NSR must notify the type and duration of operation to the maritime operations headquarters and apply to use the respective route. Russia also prohibited ships that did not carry the ‘letter of financial ship-owner’s guarantee’ on board, as part of its civil liability for environmental pollution in the Arctic coast and the vicinity of the sea.

Under the laws, the ships that use the area must meet the requirements and captains and their agents must also have experience in operating ships in the ice zone. The authorities may conduct a crackdown inspection if ships operating on the route are bringing risk for sea or for pollution. Furthermore, it is mandatory to carry the ‘Ice pilot’ in certain waters. For a foreign warship to operate the route, a sailing plan, including the name of the warship and the captain, the purpose of the operation and the expected route and timing, must be submitted to the government 45 days in advance.

If Korea and Russia sustainably cooperate on the Arctic development, both might be able to make legal co-suggestions to the international society in case of necessity. For example, there is no general international law yet to discipline the responsibility for pollution or damage, even though the marine plants for resource exploitation, like ships, are at risk of leakage accidents and pollution. These problems are simply being solved only by the voluntary agreement between the domestic laws of respective countries, regional cooperative arrangements, or the operators of offshore plants. Seoul and Moscow could consider proposing general norms to the international community, along with signing a bilateral agreement between the two.

Necessity of New Bilateral Law for the Sustainable Arctic Development

Korea and Russia have often joined together in expanding multilateral treaties on the international stage while continuing their efforts on economic cooperation since the establishment of diplomatic ties. At the same time, the two partners signed bilateral treaties for continuing their direct cooperation. These treaties are mainly for investment, resource exploitation, transport, etc., but also include promises of military and security issues. The bilateral treaties have largely provided disciplines on the cooperation.

Among the treaties, the ‘Agreement between the Government of the Republic of Korea and the Government of Russian Federation on Economic Cooperation in the Republic of Sakha (Yakutia) 1995’ covers the Northeast Asian (the Russian Far East) area. The treaty also creates new usability with the recent Arctic region issues. The legal infrastructure for realizing a new level of cooperation is also necessary to consolidate and harmonize various bilateral agreements that have been signed so far to discipline various areas of the cooperation (Kim, B. C., 2015).

Now we need to pay attention to the previous Free Trade Agreement (FTA) that it has signed between Korea and many other countries. The FTA promises to remove trade barriers, including tariffs on trade between signatories, while the latest deal calls for the removal of passive trade barriers, as well as providing special trade benefits to the partner. In the end, the FTA has become the most leveraged legal base among various international economic treaties, which most WTO member countries also are using. FTA signatories are now fully committed to its original purpose – to provide special trade benefits for the economic sake of the partner, however, they are also used for non-economic purposes. In such cases, the FTA serves to broaden the areas of cooperation between the countries concerned and can be used for various other purposes (Kim, B. C., 2018).

Korea is focusing more on multilateral economic cooperation such as WTO, and also trying to establish bilateral preferential trade relations through FTAs. The Korean government pursues diversification of trade and economic cooperation in international community while anticipating the improvement of trade environment by signing FTAs. At the same time, Korea is attempting to take advantage of FTAs to settle down its internal norms, to stabilize the Korean Peninsula, and to achieve non-economic purposes. So far, Korea has signed FTAs with various countries including the US, EU, China, ASEAN, India, and others.

Even after joining the WTO, Russia signed various FTAs with the Commonwealth of Independent States (CIS). Russia has maintained its long-standing economic dependence with these countries while providing special trade benefits through the FTAs, as well as strengthening its political influence based on this point. Furthermore, Russia has recently signed strategic FTAs with countries that do not belong to the CIS members, including Vietnam, to pursue diverse trade relations, economic benefits, and non-economic objectives (Kim, B. C., 2013).

Korea and Russia agreed to initiate the negotiations at the Korea-Russia summit in 2018 and the governments of the two countries initiated the two sides’ FTA negotiations in service and investment in Moscow in June 2019. The FTA talks in the service and investment sectors are expected to help Korean companies increase their presence in Russia’s medical, logistics, product distribution and tourism markets. In addition, transparency and predictability are expected to be improved with regard to investment in Russia.

Challenges to the Cooperation including the Korea-Russia FTA

The more Korea continues to put in efforts to expand efficient economic cooperation and market openness by signing FTAs with major global countries, the more essential it becomes to settle a stable legal foundation. Furthermore, in the recent international community, such legal bases usually start from signing FTAs; Korea has signed numerous FTAs to expand trade and economic cooperation with various countries so far. As Russia also moves forward from emphasizing only the economic ties with the CIS countries, the possibility of an FTA with Korea has increased. The two partners already started the official talk on the FTA relation mainly in the investment area.

However, even if these two sides have the will to sign for the FTA, it cannot be actualized right away; in order to conclude the treaty, various procedures such as investigation and negotiation are necessary. In particular, efforts are needed to build up the environment for the Korea-Russia FTA, while addressing various domestic and international legal challenges. To this end, there should be legal discussions on a different level, more than simply securing the possibility and necessity of cooperation between Korea and Russia, and a cautious consideration of the FTA itself.

The Eurasian Economic Union (EAEU), a customs union that includes Belarus, Kazakhstan, and Kyrgyzstan, was founded in response to the European Union (EU) which is comprised of Western European countries. According to this economic community's agreement on the establishment, all member states must be included in the treaty, so long as one of the member states is willing to sign any economic agreements, such as FTAs, with third countries. In the end, the 'Korea-Russia FTA' will be expanded to 'Korea-EAEU FTA' negotiations under the regulation. Korea has already experienced similar situation while pushing for the FTAs with the EU and the Association of Southeast Asian Nations (ASEAN). The question is whether the economic effectiveness of the FTA with EAEU members, not Russia, is sufficient to cover up the potential adverse effects.

Changes in domestic laws in response to the FTA are also critical. The significant progress has been made in the domestic law, as several FTAs were signed, and a legal basis was prepared for consistency of policy through the enactment of the Trade Procedure Act. Now, domestic legal actions and FTA regulations are required to reflect technical development or industrial structure changes related to the development of the Arctic area. It is also necessary to define the grounds and principles for resolving issues of damage and compensation in traditional term which might be caused by the Korea-Russia FTA.

It is desirable to specify the principle of general compensation and the decision-making procedure in the implementation regulations to carry on the FTA. This is because in each situation where the affected industry has been specifically revealed, it will be politically sensitive to legislate compensation, and it may be difficult to secure the equity and objectivity. Only when these laws secure the neutrality of compensation and support and ensure the predictability, we can reduce the unconditional opposition on openness for the vulnerable industries. It is also necessary to stipulate that compensation and assistance should be made within the scope of the WTO subsidy agreement, so that it does not escalate into any trade dispute. Such details are also noted in special laws such

as the FTA Special Act on Support for Farming and Fishing and the Trade Adjustment Assistance Act.

The FTA can also contribute on the security issues regarding the Korean peninsula. Inter-Korean economic exchanges have a specialty which is somewhat different from transactions with other countries or within the domestic. Article 26 paragraph 1 of the Act on Inter-Korean Exchange and Cooperation states, “When it comes to trade, which is not specifically stipulated in this Act, it shall be governed by the Foreign Trade Act as provided under the Presidential Decree”. In paragraph 4, it notes “In compliance with other laws under the provisions of paragraphs 1 to 3, special cases may be set against them under the Presidential Decree”. In this sense, for the Korea-Russia FTA, it is suggested that the specialty of the inter-Korea exchange, which implies that Korea and Russia’s cooperation can have impact on peace for the Korean Peninsula.

Furthermore, it is also necessary for Korea to come up with a legal mechanism to recognize the granting preferential treatment through the FTA, considering its exchanges with the North as a special transaction within the nation – which is an exception to the principle of Most-Favored-Nation treatment in the WTO system. To this end, a special regional trade agreement can also be sought between the two Koreas on the basis of Article 9 paragraph 3 of WTO Agreement on Establishment. However, North Korea’s entry into WTO must be managed beforehand in order to conclude a trade agreement between the two Koreas and obtain approval within the WTO rules. Since it is difficult to expect North Korea to sign for WTO at present, it is required to enact declarations through domestic laws, including the Act on Inter-Korean Exchange and Cooperation regarding the special relations between the two Koreas (Kim, B. C., 2018).

Recently, North Korea has been making moves to be considered as ‘a country of legal-conformity’ in the international community despite the international economic sanctions. For example, North Korea is trying to be incorporated into the international trade environment and trade rules in a long-term perspective, including joining the CISG, which is a general treaty on international trade. Given that these images were hard to expect in the past, North Korea’s such effort is certainly meaningful that it is preparing to facilitate economic exchanges within the entire Korean Peninsula in a long-term perspective. This is what needs to be considered in the process of signing the Korea-Russia FTA.

Conclusion

Korea and Russia have expanded various areas of economic cooperation since they established diplomatic ties in the 1990s. Investment and commodity trade between two countries have grown significantly, making Korean products in the Russian market a more common daily thing. Now that the two countries are looking for a new model of cooperation, to achieve further development of the Arctic region, the source of new marketability. Both Korea and Russia will be able to share the goals of regional development and transportation efficiency and create new markets through the development of the area.

As seen above, the two countries are already actualizing cooperation in broad spectrum for the region. With the rapid exploitation of resources due to climate change and technological development, Korean companies have begun to bring real economic benefits, having positive effects on related industries such as the construction of transport and special ships. However, since there are some related troublesome aspects, measures that can lead to sustainable development through the supplementation of relevant norms are critical. Russia is also aware of these problems in obtaining economic benefits in the future; cooperation between the two countries should be extended to sufficiently cover this point.

The provisions of international law related to the Arctic region are vague and do not encompass every area. In addition, when it comes to national interests, many situations arise from areas where international and national laws are not harmonized. This is why international community's cooperation is essential; for example, there is a possibility of conflict between the international law regarding the Arctic shipping and domestic law of Russia. Therefore, efforts should be made to reflect the interests of both sides and to maintain economic benefits, in case Korea participates in Russia's development of the area, as well as for the legal foundation to reduce negative issues.

The official negotiation for the Korea-Russia FTA launched in 2019. In the process of the negotiation, the Korean governments should consider various tasks, such as harmonizing with the FTAs Korea has been signing, and dealing with the domestic law in accordance with the new FTA, based on the previous experiences. From Russia's point of view, special circumstances such as the EAEU should be taken into consideration. The two countries also have to conduct preemptive research on the efficient use of the FTA, which is the legal basis.

The process of signing the FTA, which will serve as the international legal basis for cooperation between the partners, should be clearly marked for the purpose of 'Sustainable Arctic Development'. Furthermore, these propositions should be able to be digested in the process of utilizing FTAs and readjusting domestic and international regulations, as well as the joint response to the emergence of new industries, markets, and even unforeseen issues. In Korea's perspective, it should consider the possibility that the FTA could be used in non-economic areas such as on the Korean Peninsula issue.

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