

THE INCLUSION OF HISTORICAL ROUTES IN TOURIST AND RECREATIONAL POTENTIAL OF THE SIBERIAN REGION*

Litvinova O G ¹ and Voronina O S ²

¹ PhD, associate professor of theory and history of architecture, Tomsk State University of Architecture and Building, Tomsk, Russia

² PhD, associate professor of theory and history of architecture, Tomsk State University of Architecture and Building, Tomsk, Russia

E-mail: litvinovaolga1982@gmail.com

Abstract. The study identified a range of major problems associated with the inclusion of historical paths and roads (routes) in the tourist and recreational potential of Siberian region. On the example of the Ob-Yenisei connecting waterway built 120 years ago, for the first time recommendations on the organization of tourist infrastructure for facilities located in the territories of several regions of the Russian Federation are presented.

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The aim of this work is to find effective solutions for the development of tourism in historical routes' area which was founded in 18–19th century. Tourist potential of such objects has long been known given that value of routes and roads in aspect of development of Russian transport system is confirmed by a large number of studies in history, geography, architecture, urban development and in other scientific disciplines. Engineering and technology solutions of 18–19th century made by Russian experts for establishing of international and regional transit are an integral part of history of development of country's science and technology complex. In this regard, necessity of creating projects to include historical routes into tourist potential not only in the Siberian region, but all over the country is particularly relevant.

Historical routes are a specific form of tourist and recreational potential, thereby it is important to define types of these objects and their spatial structure.

Modern areas of tourism development take into account and use almost all types of tangible and intangible cultural heritage. Nevertheless, some objects of intangible cultural heritage are still not classified because of specificity of their geographical location and functions. In addition, organization of touristic routes is more complicated because of many factors and their combination. Generally to this group belong spatial objects of cultural heritage. One of them is an intentionally created kind of objects of cultural heritage – landmark places based on historical routes.

Landmark place as separate concept was defined in Federal law of 25 June 2002 No. 73 "About objects of cultural heritage (historical and cultural monuments) of Russian Federation's peoples". In 2006 main moments of maintenance of spatial objects for the first time were proposed by Y.A. Vedenin in "State strategies of building a system of landmark places, historical and cultural reserves and preserve-museums in the Russian Federation". Historical and cultural landscapes are classified according to several types of landmark places on the basis of which in the future historical and cultural reserves with tourism infrastructure should be founded. Namely: preserve-museums established on preserved fragments of historical routes and roads. In the above-mentioned document waterways, land routes, railways, mountain passes, human settlements which represent important parts of ancient transits are included into this group.

This group, for the first time, gives an opportunity to include linear objects into tourist potential of the Siberian region, however, there are only few objects because quite often territories of historical transits include not only urban settlements but specific engineering structures, unique nature landscapes, numerous objects of historical and archaeological heritage.

Diversity of cultural and nature elements of historical routes sometimes could not be separated from each other and relate not only to historical pattern of life of one region's population. Sometimes material evidence



acquires all-Russian and even international importance. As a result, spatial linear objects obtain all qualities of a landmark place with tourist and recreational purpose.

The main problem of tourist potential that historical routes have is that the routes are located simultaneously on the territory of several constituent entities. Conflict of interest of several executive structures leads to a number of difficulties as in exercise of the powers, in financing and in documentation connected with the organization of tourist routes.

- Definition of territories' usage regimes for necessary infrastructure
- Specificity of spatial planning of each constituent entity
- Questions connected with development and exploitation of object's infrastructure
- Security on the routes of historical transits

All these difficulties arise from severe decentralization of responsibilities of RF regions in aspect of government security of cultural heritage objects and nature monuments, and difficulties with attracting public and private investment.

It is important to note that these problems exist not only in Russia. People abroad are looking for solutions in order to make spatial linear objects more attractive for tourists. An illustrative example is Chihuahua-Pacific Railway in Chihuahua on the territory of Mexico (an equivalent of our Trans-Siberian Railway). Construction of this continental transit railway began in the second half of the 19th century, the length is 673 km, there are 86 tunnels and 35 bridges. Since Mexico has federal administrative division it is difficult to place railways as one object onto the heritage list of historical engineering facilities. In that regard, administrative structures together with experts from scientific universities are trying to develop ways to preserve these unique constructions through involvement of tourist business.

There are only few tourist linear objects in Russia in city streets systems represented by small fragments. Preliminary analysis of existing methods has shown that there are no efficient mechanisms capable of creating a sustainable tourist and recreational area of historical routes which are located on the territory of two and more federal entities.

Therefore, for more substantive discussion on given problems it is necessary to proceed to the problem of tourist attractiveness development of such significant objects in the history of Russian transport infrastructure development as connecting waterways built in 18–19th century. It can be seen on the example of cultural heritage object – the Ob-Yenisei waterway.

Hydro technical building of waterways in 18–19th century is a whole branch of the national economy which was founded by Peter the Great. Over that period a total of 13 water systems was built, 12 of them are located in European part of Russia, whereas only one is in the Siberian region. Engineering constructions were made of wood what distinguished Russian constructions from foreign technologies. Wooden constructions had an advantage – it was easy to transform their size. It was easy to reconstruct wooden constructions unlike stone (capital) constructions which demanded considerable investment and for a long time this fact allowed Russia to provide for trade and economic needs in domestic and international markets.

The idea of joining Siberian rivers Ob and Yenisei was included into a strategy of country waterways development at the turn of 18–19th century.

Today Ob-Yenisei waterway and its connected part is a locking river system located on the territory of West and East Siberia between the rivers Ob and Yenisei. Spatially this object is located on the border of two federal entities – Tomsk Oblast and Krasnoyarsk Krai.

Field studies and complex historical analysis conducted by author in 2011–2015 showed that engineering solutions of these constructions do not have equivalents among waterways in European part of Russia. Complex expeditions conducted together with architects, restorers, archaeologists, zoologists, historians, representatives of environmental structures revealed valuable engineering, urbanistic, architectural and archaeological objects. It was found out that many famous people had visited waterway before creation of the water system. It is worth remembering that initially it was a military-strategic waterway made to be an extra route in case of problems on Trans-Siberian Railway.

On the territory of Tomsk Oblast and Krasnoyarsk Krai were examined and analyzed current valuable objects and their infrastructure in order to include the Ob-Yenisei waterway into tourist system of the Russian Federation. As a result, it was found out that there are chaotically located different objects under the protection of cultural heritage and specially protected natural areas on the territory of the waterway. Ob's branch of the

system (Tomsk Oblast) has a status of an acknowledged object of cultural heritage with the part located within State zoological reserve “Ket-Kaskiy” with its sights. On the Yenisei branch (Krasnoyarsk Krai) the territory of the waterway is also acknowledged as a nature monument on the local level.

Independent (self-contained) regime of usage of specially protected natural areas (on both branches of waterway) does not allow to undertake activities aimed on conservation, restoration or rebuilding of the waterway elements for future exhibitions. Land management projects, building works and road works are restricted on the territory of specially protected natural areas what extremely complicates organization of tourist routes.

How can be organized tourist activity within this unique place and what is its an ideal model? It is necessary to emphasize the necessity of efficient mechanisms which can help to include such objects of cultural heritage into tourist potential of the Siberian region. Also this question requires serious law and methodological work both from the regional administration and federal structures.

Approach allowing to include historical routes into tourist system of the RF should include common and more specific recommendations. Common one include mechanism of cooperation between two or more entities. More specific one include definition of spatial linear object’s structure, working out of regulatory documentation and project of tourist development itself.

Let us look more closely at possible schemes of interaction between government bodies of the constituent entities on whose territories the Ob-Yenisei waterway is located. There are many examples of joint actions carried out by several entities. A new branch of building such as transport infrastructure provides a good example. In such cases administrations of the constituent entities conclude the agreement which provides strategy of joint actions and funding. Another example is “Concept of development of cooperation in cultural area between the Russian Federation border territories and neighbouring states for the period until 2020”. Here the relevance is that the concept itself is the basis for the engagement of the sides. Engagement is carried out through cooperative arrangements between neighbouring entities.

In terms of spatial linear object should be worked out plans of their development and case studies. Consequently, it is necessary to create independent commissions within which should be formed multidisciplinary working groups involving architects and restorers, archaeologists, historians, lawyers, surveyors. Economists, experts in tourism, geology, hydrogeology and ecology should take part in researches and documentation processes.

There is an important issue about type of a future tourist area on a historical route and which structure should be responsible for this area located on the border. Historical routes as objects of tourism can have different structures – coherent or cluster. In this case it is impossible to use cluster system because during the building process there were serious measures to deepen and broaden the riverbed, strengthen and clear the banks, build temporary living settlements. Natural landscape underwent a serious anthropogenic intervention. In addition, navigable hydro technical constructions and river channels should be included into territory of landmark place because initially they were made to maintain the waterlevel.

There is another situation with the defining of landmark place’s structure on land routes where pavement is not preserved but there are its fragments and partially constructions confirming the status of transit historical routes. In these cases cluster structure can be applied.

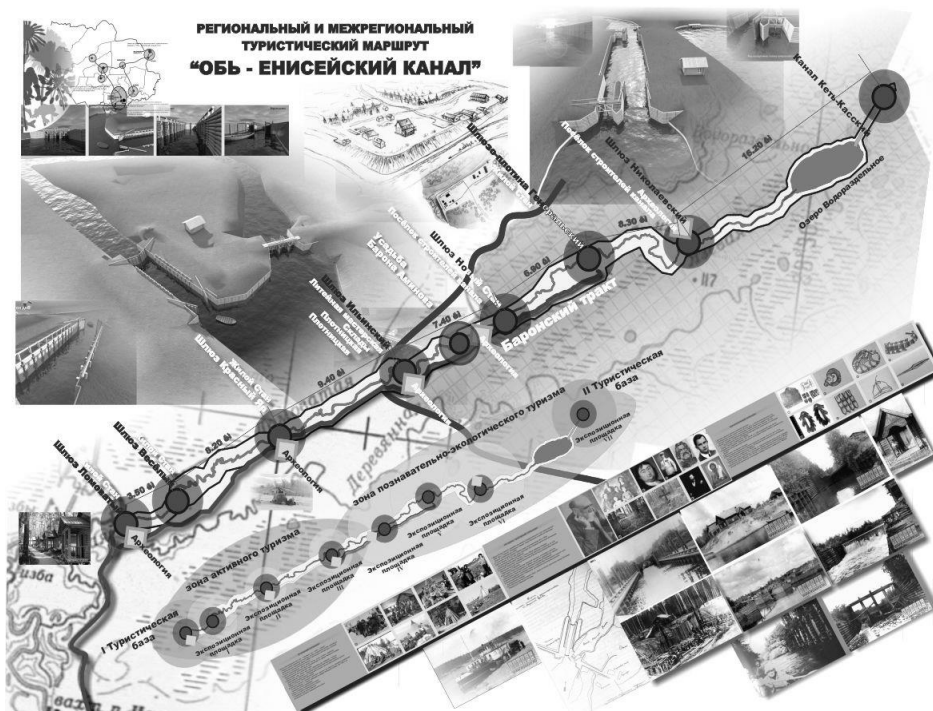
Tourist routes on historical routes and roads should be classified as federal because of their influence on social, economical and political development of the whole state. Fragments of streets and regional roads should be classified as objects of local and regional importance. Length of regional lines of communications must be clearly categorized and defined because they will be located on the territory of several municipalities.

Thus, structure of a landmark place created on a basis of a spatial linear object depends on its type (water or land route) and its category depends on functional value (cross-regional or local lines of communication).

Further actions aimed on inclusion of historical routes into tourist complexes are connected with documentation work. Here creating a tourist project plays an important role.

At an early stage it is necessary to get information not only about historical and cultural elements of a landmark place, but also a description of natural landscape, information about flora and fauna (rare birds, animals, air routes of migratory birds etc.). All these information allows to define territory zoning on which project of tourist route on historical routes should be based.

Ob-Yenisei waterway in Tomsk Oblast is shown in the fig. 1.



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documentation of the tourist route.

development of public and private trusts (funds) on regional and local level, which can quite effectively operate abroad.

understanding of their managing by administration.

To conclude it is necessary to stress that inclusion of spatial linear objects of cultural heritage (such as historical routes and roads) located on the territory of different entities should undergo following measures:

- Creation of administrative relationships between constituent entities of the Russian Federation;
- Establishment of a system of recreational areas on the basis of historical routes;
- Development of a complex concept of historical routes' usage.

Main recommendations aimed on settlement of administrative relationships are to create an independent commission with the authority to interact with federal structures.

Main recommendations aimed on development of documents are:

- Landmark place's structure should be defined by the type of the cultural heritage (waterway – coherent structure; land route – cluster structure).
- Category should be defined by functional value of routes (cross-regional routes – federal status; regional motorway – regional status).
- Project design of tourist infrastructure should include description of all elements (natural and cultural landscape).
- Zoning should be worked out at intermediate stage before defining of borders, regimes and regulations of recreational area land.
- Functional zones should include at least three zones: active (tourist), research, “silence” zone (in habitats of rare birds and animals).
- Development of objects borders should be mandatory recorded in local coordinate systems and in a worldwide system (WGS 84).
- Project documentation should include management plans on usage of all territories, particularly on every single object of cultural heritage which is included into the structure of a tourist route.

It is clear that there is an urgent need for creation of a common approach to the problem of historical routes preservation and development of common methods for defining spatial linear objects of cultural heritage which should be included into tourist and recreational potential of Siberian region.

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Information about authors:

Litvinova Olga Gennadievna, PhD in history, associate Professor of theory and history of architecture, Tomsk State University of Architecture and Building, 634003, Tomsk, pl. Solyanaya 2, litvinovaolga1982@gmail.com

Voronina Olga Salavatovna, PhD in architecture, associate Professor of theory and history of architecture, Tomsk State University of Architecture and Building, 634003, Tomsk, pl. Solyanaya 2, olgavoronina4@gmail.com