

IMPACTS OF TRANSPORTATION INFRASTRUCTURE: SOCIAL DYNAMICS AND SUSTAINABILITY ALONG THE BAM

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MAP OF THE BAM WITH AYAM

Baikal-Amur Mainline (BAM) – longest northern railroad., over 200 stations, incl. 65 cities and towns in 6 regions in East Siberia and Far East, Russia

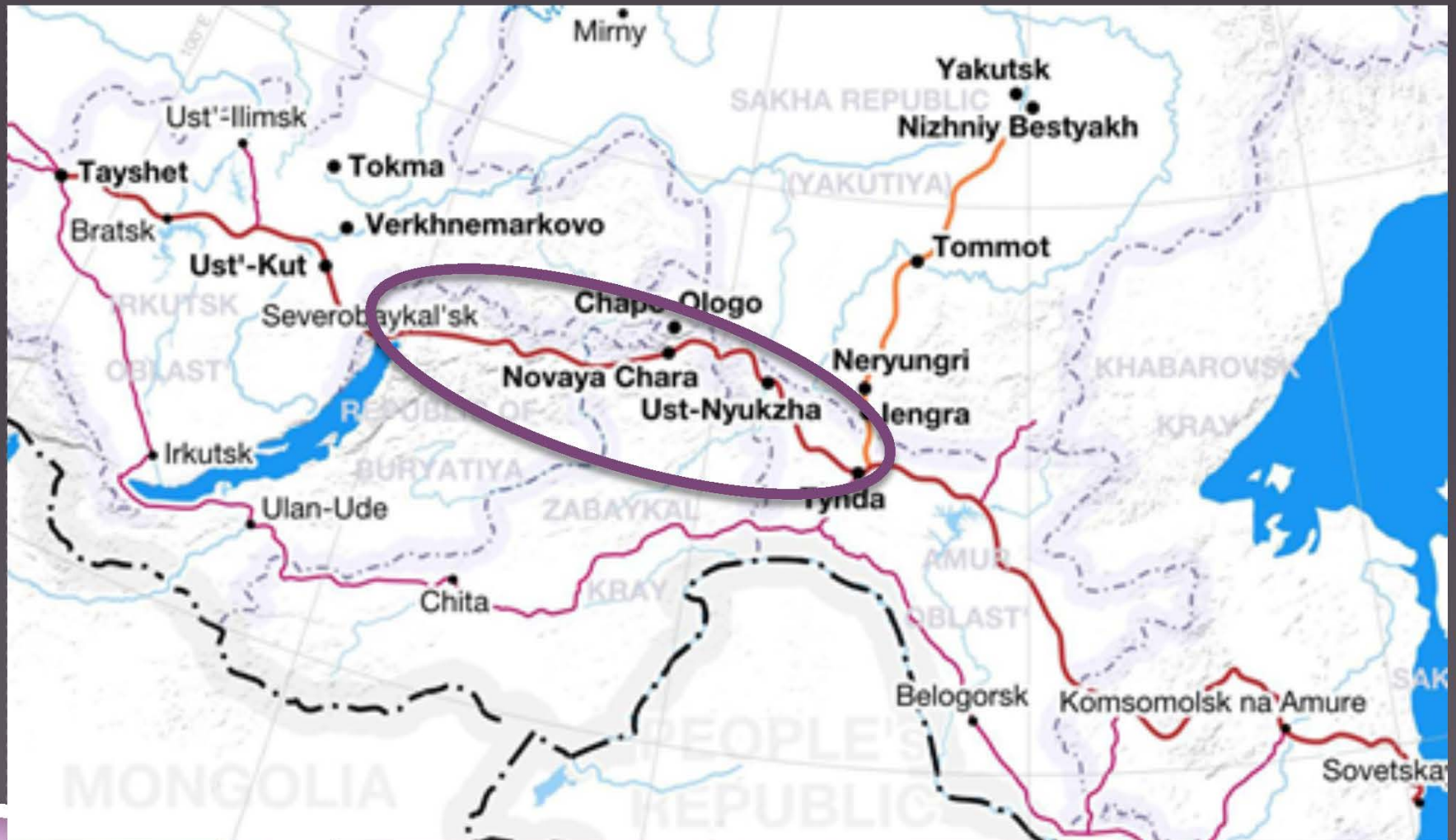
Amur-Yakut Mainline (AYaM) – the main side branch of the BAM



http://irkipedia.ru/content/baykalo_amurskaya_magistral

- ▶ **Focus:** impacts of the BAM on demography, intergroup relations and community development in a historical perspective
- ▶ **Field data:** cities Tynda, Novaia Chara, Severobaikalsk and indigenous villages in Amurskaia Province, Zabaikal'skii Region, republic of Buriatia in 2013 and 2016

BAM FIELD SITES



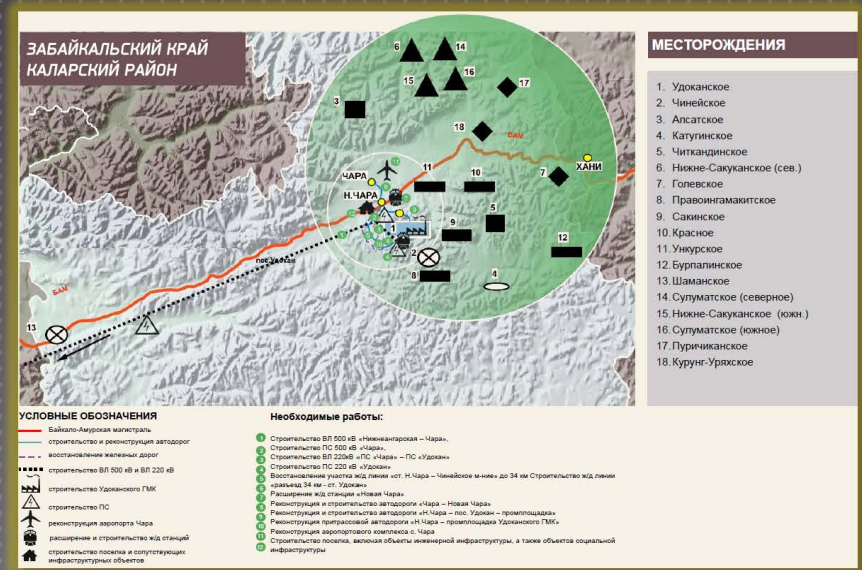
BAM HISTORY

- ▶ Late 19th c. – railroad conceptualized
- ▶ 1932-1953 – first segment constructed by GULAG inmates
- ▶ 1972-1984 – last communist mega-project; constructed for resource exploitation; relied on Soviet propaganda and mass labour mobilization



MAKING THE INDUSTRIAL REGION

- Since 1950s - geological prospecting and planning “industrial clusters” along the projected railroad (Nedeshev 1985)
- Largest operating mines: Udokan copper (“Baikal’skaia Gornaia Kompaniia”), Apsat coal (“Sibirskaiia Ugol’no-Energeticheskia Kompaniia”) in Zabaikal’skii Krai, gold (“Petrovsk”) in Amurskaia Oblast

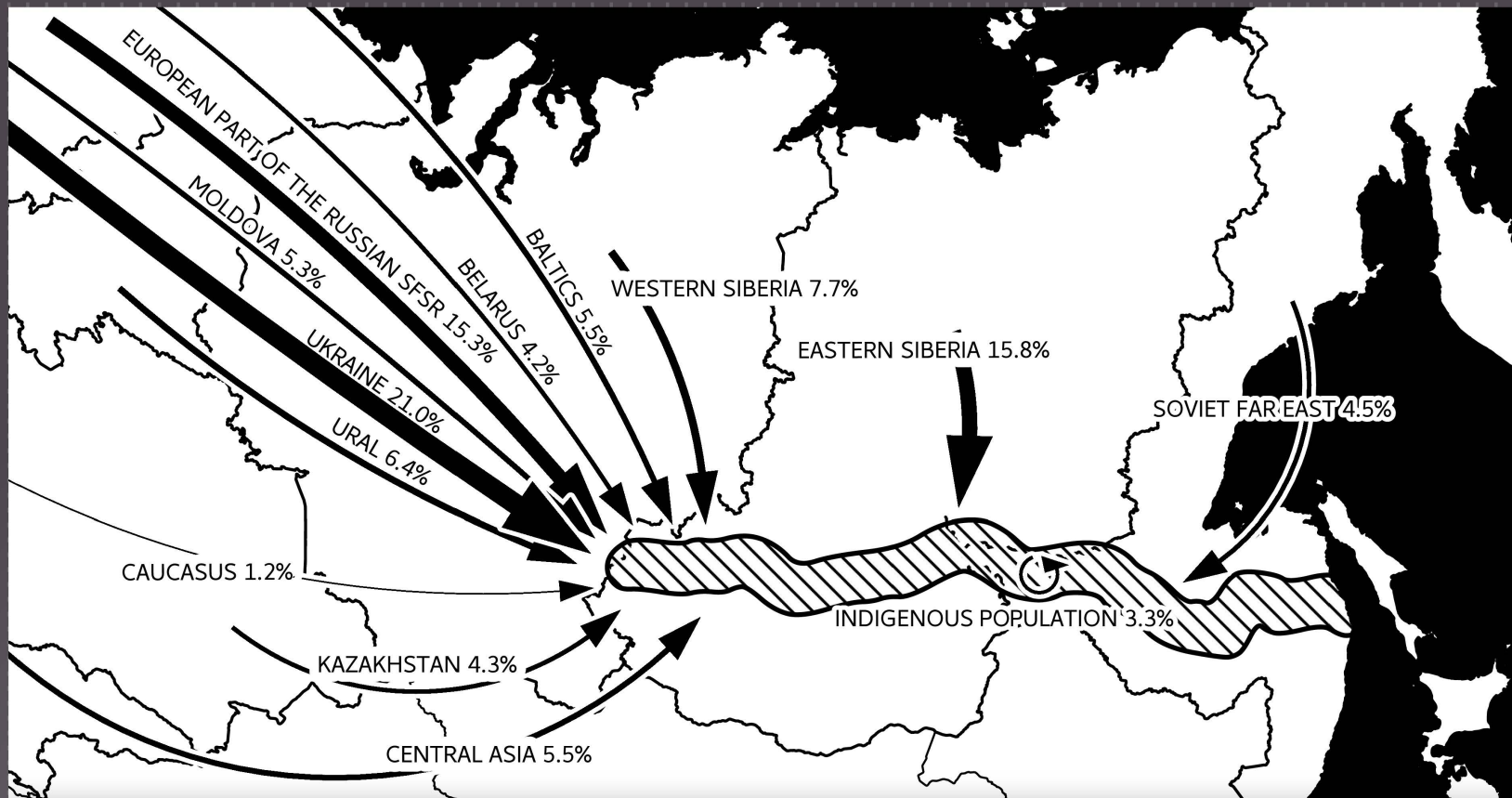


POPULATION OF THE REGION

- Main groups: indigenous and mixed people (*aborigeny*), pre-BAM migrants, BAM builders (*bamovtsy*), postsoviet migrants (shift and seasonal workers)
- Settlement structure: BAM builders – majority in BAM towns, indigenous Evenki people - 4-5% in the region and 50-80% in ethnic villages

DEMOGRAPHIC CHANGE

- ▶ 1970-80s: BAM as a population magnet, mass inflow
- ▶ 1990s: population flight, 2/3 of BAM builders left
- ▶ Since 2000s:
 - ▶ Continuous population loss
 - ▶ Indigenous urbanization
 - ▶ Shift workers and temporary migrants
- ▶ 2015: cities Tynda – 33819, Severobaikal'sk – 24110, Novaya Chara - 4113
- ▶ Tyndinskii District – 14441, Kalarskii District – 8306

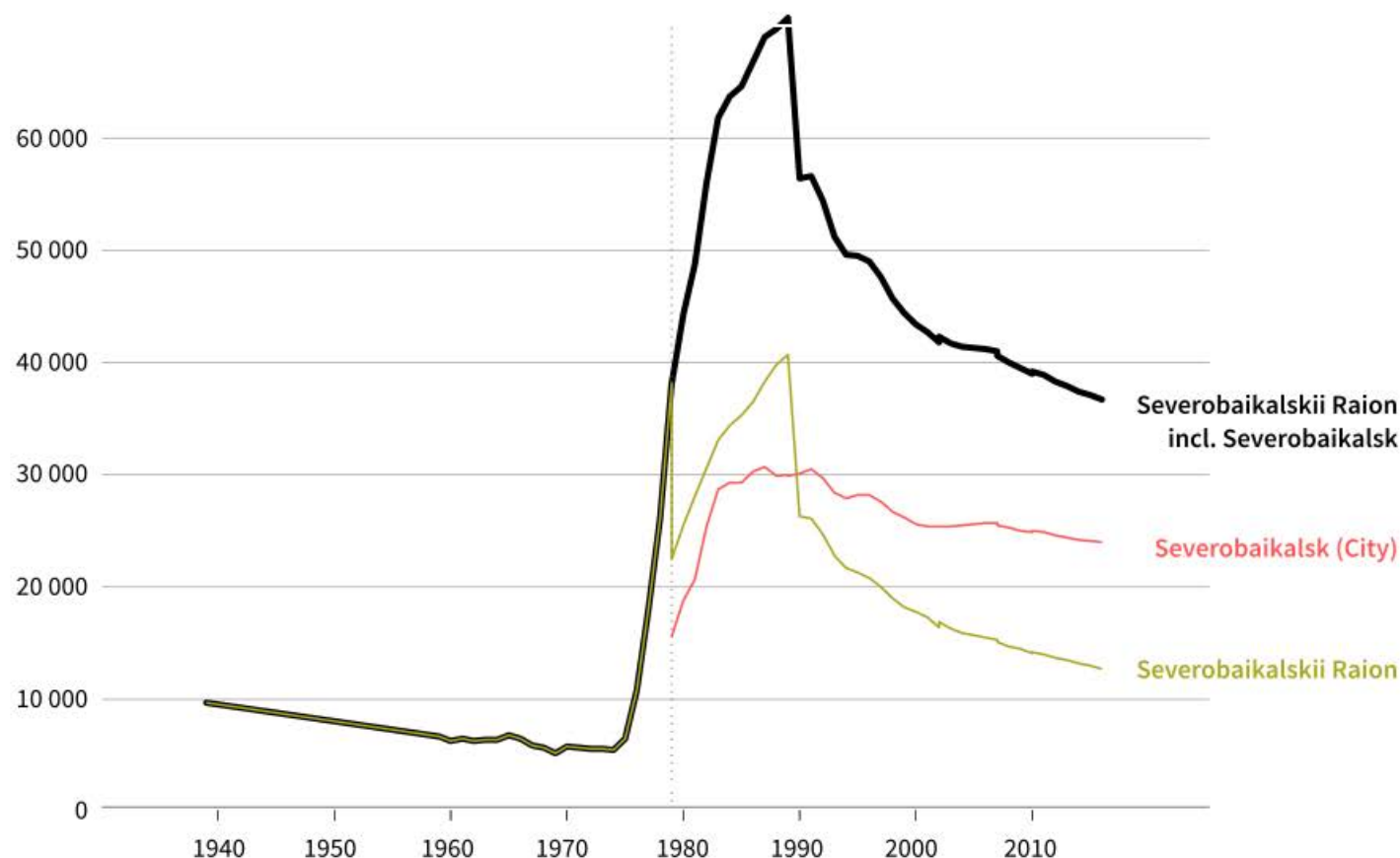


Origins of the Immigrants to the BAM region, 1981

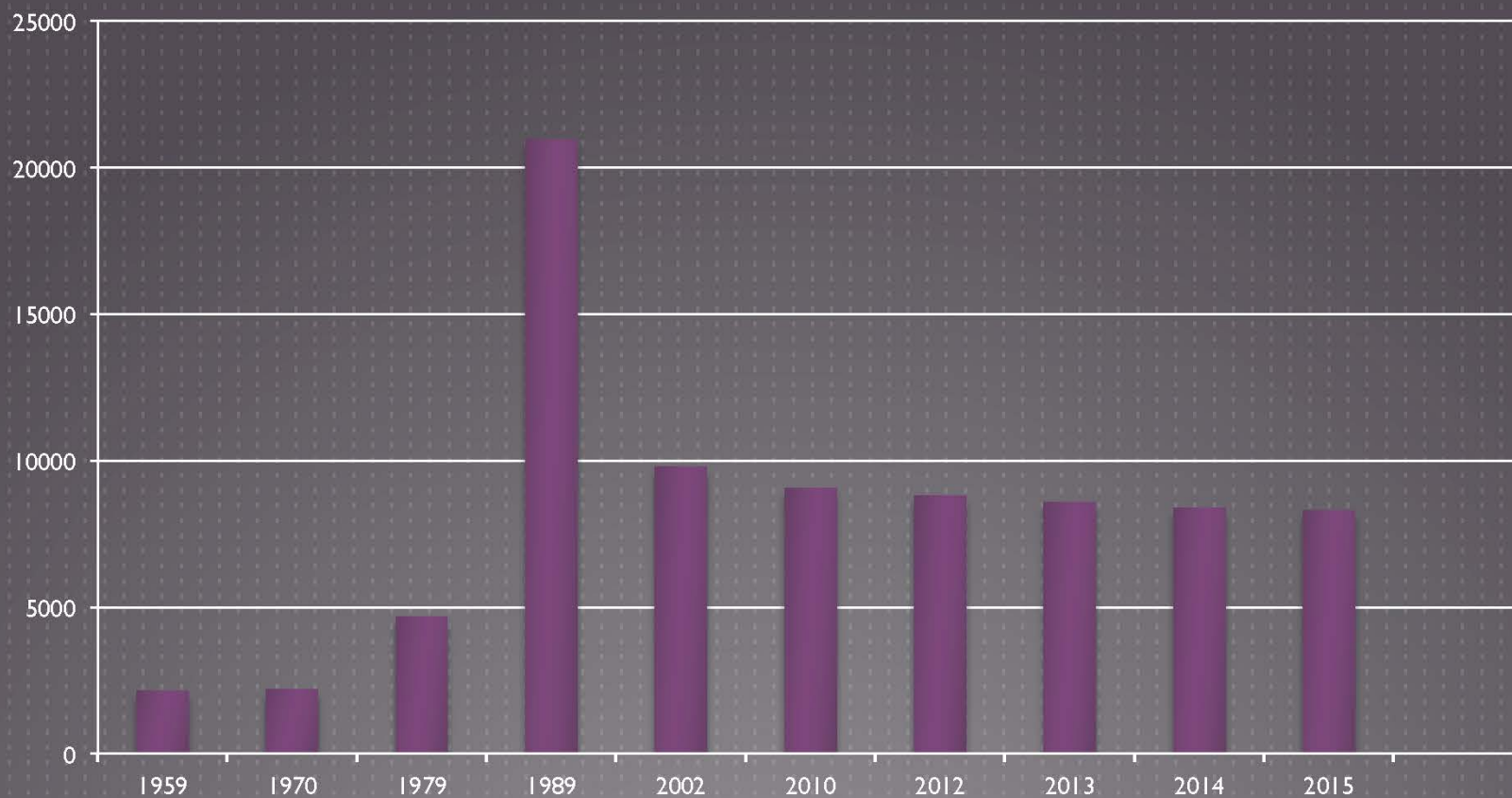
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Population Dynamics, Severobaikalskii District, Buryatia 1939-2016

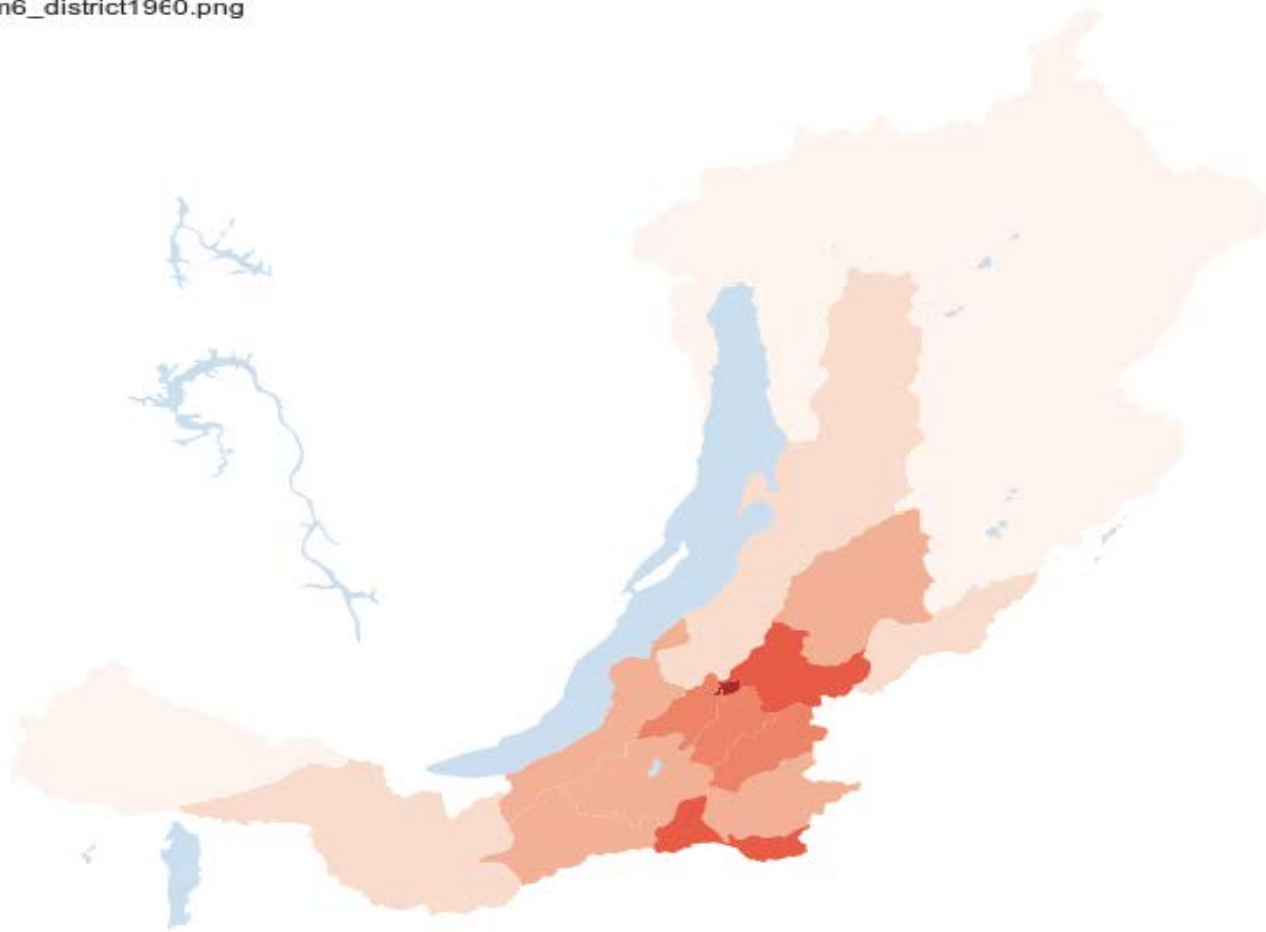


POPULATION DYNAMICS, KALARSKII DISTRICT



POPULATION DENSITY, BURYATIA, 1960-2016

adm6_district1960.png



GROUPS AND IDENTITIES

- ▶ Indigenous Evenki people (*aborigeny*); public sector and subsistence, 10% -nomadic
- ▶ Pre-BAM specialists sent to the region by state
- ▶ BAM builders (*bamovtsy*): distinct multicultural group, product of Soviet ethnic policy and ideology + collective experience of the BAM construction (“happiest time in life”)
- ▶ Post-Soviet temporary migrants (i.e. shift-workers)



INTERGROUP RELATIONS

- ▶ BAM construction: indigenous people (damage to traditional lands) and pre-BAM locals (excluded from the project) vs. builders (*bamovtsy*) (higher salaries, benefits)
- ▶ Extraction industry: local population (*mestnye*) claiming for more benefits vs. incoming temporary population (*priezzhie*) employed by companies
- ▶ Solidarity -> tensions and competition for recourses (lands, jobs, financial state and companies' support)

SUSTAINABILITY?

- ▶ BAM communities: single industry towns dependent on the railroad and mining
- ▶ Changing flows and composition of population
- ▶ Intergroup relations: (non)participation in large-scale projects, access to benefits and resources



ACKNOWLEDGEMENTS

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- Colleagues, informants, local partners
- More information: <http://core.univie.ac.at>