

Ministries

Strategy

High North strategy

- between geopolitics and societal development

Hålogaland Bridge. PHOTO: LINE VESTNES

The northern areas are important for Norway - and the world. The globe is about big politics and everyday life for all who live here. In the north globe we are not separated by the ice, but bound by the sea. Here in our main foreign policy area of interest has land from three continents Nenter found new ways to collaborate on, based on common interests and respect for international law.

In the north, domestic and foreign policy meets. A shell-pendent and sustainable northern Norway presupposes peace, bilitude and well-functioning cooperation with our Arctic neighbours. Good international cooperation has meant a lot in order to safeguard Norwegian interests related to security, environment and resources in the High North. Utenriken is quite central in the north, and we will build on it the policies that have been conducted and the good international cooperation mechanisms established, such as Arctic Council and Barents Cooperation.

For Norwegians, the Arctic is both a home and a life base. Ten percent of Norway's inhabitants live their lives in the north of the country in the world where the majority of the population lives north of the polar circle. An important part of Norwegian value happens in northern Norway.

The northern areas provide great development opportunities importance for the whole country. The seafood industry has a great growth potential. We research new industries, such as marine bioprospecting and mineral extraction on the seabed. Almost half of the expected undiscovered Norwegian Petroleum resources are located in the Barents Sea. The potential for renewable energy is also large. The petroleum industry and shipping traffic through the Northeast Pass can last for years which brings great opportunities for Norwegian delivery door industry and maritime industry. The tourism industry is growth, with travelers from all over the world. Norwegian economy in transition and needs northern Norway more than ever.

The business community in Northern Norway is doing well and time higher in the north than in the south. Much indicates that Nordic growth in northern Norway will continue in the years to come. Continued growth is dependent on several factors, among them. Otherwise, Norwegian companies get enough workforce with the right expertise.

The government will make Northern Norway one of the country's most creative and sustainable regions. We are going to create economic growth and future-oriented jobs in the north on one way that takes into account the environment and society. We are going to build attractive communities for people of different age, sex and age competence. For a sustainable north are areas like

Education, business development and infrastructure of basic importance. In this strategy, the government wishes to give more room for domestic policy sides at the north advise policy. Good communities are built by those who live and working there. North Norway's own residents, politicians and business is the most important players in the development of own region.

The world's interest in the High North and the Arctic is increasing. Climate change is particularly hard in the north and can affect today's business and community life. At the same time gives the opening of ever-increasing ice-free ocean areas perspectives for new ones transport routes and new business activities. The world has one like, like need for food, energy and raw materials. In the Highlands There are rich fish and energy resources, as well as minerals like The world is going to need more. Many want natural enough to take part in the new financial opportunities that exist in region. The international attention about the Arctic creates new cooperation opportunities for Norway, but also challenges. More than before want to be influenced the future development of the northern regions. The consequences of climate change in the Arctic affect countries both inside and outside the region. As one of the eight Arctic The states have a major responsibility for ensuring good governance in the Arctic, so that this takes place in a way like to run management and sustainable business activity in north. We will build on this.

In the work of this strategy we have been concerned to listen to key voices in the north. Engaged participants from business, organizations and knowledge institutions from all parts of the country has given us good advice on how to make the North-West policy the most forward-looking, accurate and effective. In the newly created regional north-Area forums, we have had a good dialogue with county politicians and the Sami Parliament about what we should jointly invest in the future. Local and regional knowledge is one of our most important assets for a good northern area policy. When we work together the same goal at home, we are also well prepared to put agenda in the international debate on development in the Arctic.

Davviguovllut leat mávásolaččat Norgii - ja máilbmái. Eananjorbadasa davviguovlluid eallimis lea sáhka sihke stuorapolitihkas ja árgabeaivveeallimis mii guoská buo-Hkaide Geat Dauppe Ásset. Davviguovlluin ii leat jiekŋa mii sirre, muhto mearra mii čatná guovlluid oktii. Dope eruption leat deháleamos olgoriikapolitihkalaš ulbmilsuorggit, leat golbma nannánriikka gávdnan ođđa ovttasbargovugiid, vuodđuduvvon oktasáš beroštumiide ja riikkaidgaskasaš rievtti árvvusatnimii.

Davviguovlluin čadahuvvo sisriikka- ja olgoriikkapolitihkka. Ovdáneaddji ja ceavzilis Davvi-Norga eaktuda ráfi, I would like to thank you for your good fortune ránnjáiguin. Buorre riikkaidgaskasaš ovttasbarggus lea stuora mearkkašupmi áimmahuššat norgga beroštumiid food gusket earret eará sihkkarvuhtii, birrasii ja resurssaide davviguovlluin. Davviguovlluin lea olgoriikkapolitihkka

tun ovdánahttit ceavzilis davviguovlluid. Ráđæehus háliida strategijja booked the eanet deattuhit sisriikkapolitihkalaš áššiid davviguovllupolitihka oktavuodas. Sii geat eset ja barget déppe huksejit buriid servodagaid. Davvi-Norgga Ássit, politihkkarat ja ealáhusat leat iežaset guovllu deháleamos ovddideaddjit.

Máilbmi lea eanet beroštišgoahtán davviguovlluin yes Ártkalašguovlluin. Dálkkádatrieveamat dovdojit erenoamáš bures davviguovlluin ja sáhttet váikkuhit otná ealáhus- ja servodateallimii. Seammás addedet mearragu-ollll gos jiekŋa dađis suddá or perspektiivvaid gálvo-fievrrideapmái ja ealáhusaide. Máilbmi dárbbáša eanet borramuša, energija ja ráhkadanávdnasiid. Davviguovlluin gávdnokit rikkis guolástus- ja energieijaresurssat, ja minerálat maid máilbmi dárbbáša eanet ja eanet. Ollugat diedusge high school leat oassin dán guovllu ođđa ekonomalaš ovdá-

guovddážis, ja mii áigut viidáset ovddidit dan politihka mii lea fievrriduvvon ja daid buriid riikkaidgaskasaš ovttasbargovugiid mat leat ásahuvvon, now go Árktalašrádi yes Barentsovttasbarggu.

Norgga álbmogii lea Árktalašguovlu sihke ruoktu ja eallinvuodđu. Logi proseantta Norgga álbmogis ellet davviguovlluin. Mii leat máli dat riika gos eanaš olbmot ásset poláragierddu davábealde. Dehálaš oassi norgga árvoráhkadeamis dáhpáhuvvá Davvi-Norggas.

Davviguovlluin leat stuora ovdánanvejolašvuodát main lea mearkkašupmi olles riikii. Mearraborramušealáhusas leat buorit ovdánanvejolašvuodát. Mii dutkat ođđa ealáhusaid, now go maritiibma bioresurssaid ja minerálaroggamiid mearabotnis. Mii meroštallat ahte váile bealli norgga petrovlaresurssain food eai leat vel fuomášuvvon gávdnojit Barentsábis. Ođasmahtti energija ovdánanvejolašvuodát leat maid buorit. Petrovlaindustriija ja fanasjohtolat Davvinuortamanahaga čađa sáhtta boahttevaš jagiid additions ollu vejolašvuodaid norgga gálvolágideaddjiindustriijai ja maritiibma ealáhussii. Mátkealáhus ahtanušša ja ovdána, Yes, it is possible to read the question. Norgga economiija lea nuppástuvvamin ja dárbbáša Davvi-Norgga eanet go goassige ovdal.

Davvi-Norgga ealáhuseallin doaibmá bures ja ovdáneapmi davvin lea dál buoret go lullin. Ollu duođašta then ahte ekonomalaš ovdáneapmi Davvi-Norggas joatkašuvvá maid boahttevaš jagiid. Ovdáneapmi ovddasguvlui sorjá mágja áššis, earret ear ahte Davvi-Norgga fitnodagat fidnejit doarvái bargiid geain lea rivttes gelbbolašvuohta.

Ráđdehus háliida ahte Davvi-Norga galgá šaddat okta riikka stuorimus ovdáneaddji ja ceavzilis guovlun. Mii aigut bargat ekonomalaš ovdáneami ovdii ja ráhkadit boah-teáigái heivehuvvon bargosajiid davviguovlluin food vuhtiiváldit birrasa ja servodaga. Mii aigut hukset geasuheaddji báikegottiid gos iešguđet ahkásaš olbmot, sohka-bealit ja gelbbolašvuohta galged vuhtiiváldojuvvot. Suorggit now go oahppu, ealáhusovdáneapmi ja vuodđostruktuvra leat eak-

neamis. Riikkaidgaskasaš beroštupmi Árktalašguovlluid ektui addá Norgii ođđa ovttasbargovejolašvuodaid, muhto maid halloween Eanet olbmot go goassige ovdal háliidit váikkuhit davviguovlluid boahtteáiggi ovdáneapmái.

Dálkkádatrievdamiid váikkuhusat Árktalašguovlluin čuhcet riikkaide mat leat dán guovllus ja guovllu olggo-bealde. Go mii leat okta dain gávcci árktalaš stáhtas, de lea mist stuora ovddasvástádus sihkkarastit ahte áššit bures hálddašuvvojit Árktalašguovlluin, vai dán guovllu heard biras vuhtiiváldojuvvo. Mii leat čuohtejagiid high-jánan fuolahit hálddašandoaimmaid ja ovddidan ceavzilis ealáhusdoaimmaid davviguovlluin. Then mii aigut joatkit.

Strategiija barggus leat erenoamážit guldalan maid guovddášjienat davvin mitalit. Ealáhuseallima, organašuvnnaid ja máhttoásahusaid áŋgiris berošteaddjit miehtá riikkaoasis leat addán midjiide buriid rávvagiid movt davviguovlluidpolitihka galggašii hábmet, right now bures go vejolaš lea boahtteáigái heivehuvvon, deaivil yes beakti. Ođđaásahuvvon Regionála davviguovlluforuma book lea miss leamaš buorre gulahallan county capolitihk-káriiguin ja Sámedikkiin áššiin maid mii ovttas berret vuoruhit ovddasguvlui. Buori davviguovllupolitihka ovd-dideamis lea báikkálaš ja guvllolaš máhtolašvuohta okta my deháleamos huksengg. Go mii bargat seamma ulbmiliid ovdii ruovttus, they leat mii bures ráhkkanan ovd-didit áššiid go Árktalašguovllu ovdáneapmi digaštallojuvvo riikkaidgaskasaččat.

That čuovus / mielddus váldojuvvo mielde strategiija maŋimus deaddileamis.

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PHOTO: PHOTOLIA

north

Important to Norway, important to the world.

Priority areas:

- international cooperation
- business development
- knowledge
- infrastructure
- Environmental protection, safety and preparedness

Knowledge

16 percent of the companies have recruitment difficulties against 9 per cent on a national basis.

NOK 750 million was used on High North research through the Research Council in 2016.

Environmental protection, safety and preparednessinfrastructure

1831 so-called "risk vessels" went in 2016 through Norwegian waters, according to Vardø traffic center. This is vessel over 130 meters, vessel carrying dangerous and or pollutant cargo including radioactive material, and vessels in tow longer than 200 meters. Of these were almost 400 oil tankers.

investment projects in the three northernmost counties.

JAN MAYEN

Private sector

NOK 24.5 billion were value of fish exports from northern Norway in 2016. It accounts for around 60 percent of the country's lens total exports . according to economic barometer Nord-Norge 2017.

ISLAND

definitions

Arctic: In this strategy we define the Arctic as sea- Northern Territories: The concept of the High North is more political

and the lands between the North Pole and the Polar circle in and less precisely than the Arctic, and is not clearly defined the whole of the circumpolar area. This is the most common one Arctic Circle. In the strategy, the northern areas are used as definition of the Arctic. For practical reasons, we choose to a rounder term, which in practice is as good as follow the county boundary, and defines the whole of Nordland as **coinciding** with the Arctic. part of the Arctic.

United States

CANADA

GREENLAND

SVALBARD

International cooperation

8 Arctic countries are members of

Arctic Council. Arctic Council is the only one co-operation forum at government level for arctic questions, and meeting increasing interest outside the Arctic.

30 projects with participation by North Norse actors in EU cross-border programs.

POLARSIRKELEN 66 ° 33 'NORD

RUSSIA

NORWAY

SWEDEN

FINLAND

Population
4 million people

lives in the Arctic. Norway is the country that has it largest proportion of its population north of the polar circle, by almost 10 percent.

PHOTO: KMD

- a peaceful, creative

and sustainable north

The government has the vision that the High North should be one peaceful, creative and sustainable region. To achieve this we need a comprehensive strategy that sees foreign policy and domestic policy in context.

Our foreign policy must lay the foundation for peace and stability in the region. Safety, environment and resources are cross-cutting themes, and must be managed in cooperation with other countries and actors in the north. Northern area policy is maritime policy. We have built up knowledge over generations which makes us ready to take a leading role in our work sustainable use of the oceans.

With a comprehensive and coherent domestic policy that National and regional authorities play on team, we shall make it possible for Northern Norway to become one of the creative and sustainable regions. We are going to create economic growth and jobs in the north in a way like taking into account the environment and society. We will build communities for people of different age, sex and competence.

A sustainable region has a balanced peoples and manages human resources and natural resources for development and value creation, now and in the future. Norway has a long tradition of operating properly and sustainable resource management and business activities. Our roadmap for future development in the north will facilitate for increased activity within environmentally sound more. Our decisions should always be based on a good one knowledge base. Knowledge is therefore central to a sustainable development in the north.

Economic sustainability

In Norway, we live in and out of the highlands, with rich sessions on land and at sea. A profitable and adaptable business is vital for the country's sustainability. Your growth will be affected by the ripple they resource-based the industry provides. Access to skilled labor, a good one interaction between research communities and businesses and Stronger market orientation can provide North-Norwegian business new advantages and increased profitability. Digital solutions Technology can reduce the impact of large distances and scarcity of labor.

Environmental sustainability

Nature and natural resources are the very basis of life in the north, and Healthy ecosystems deliver goods and services the region is completely dependent on. Central North Norway industries such as fishing, aquaculture, tourism and reindeer husbandry rely on nature and its resources. Sustainable use is a prerequisite for preserve this life basis for the future. The warming in the northern areas are about twice as fast as the global average, and negatively affect the ecosystems in the north. At the same time, increased activity in new areas demands a holistic approach management and effective steps to maintain a good environmental condition. To be sustainable in the long run, development in the north must be contribute to reducing greenhouse gas emissions and pollution, and to take care of the biodiversity of the region.

Social sustainability

Attract labor market where both women and men, younger and the elderly can contribute is the best guarantee for a sustainable development of our northern part of the country. Only so will we have pleasure of the total competence the population possesses and create attractive communities. Only this way we will be able to exploit the opportunities ahead of us in the north. A balanced population composition is also a prerequisite for that the main features of the settlement pattern are maintained. Norway is the largest part of the world in the world the population north of the polar circle. Unlike ours neighboring countries we have a positive population development in ours northern areas. This is due to immigration. Norway has good prerequisites for creating sustainable communities in ours northern areas. Nevertheless, the region has an aging population and the proportion of working age decreases, especially outside cities. In addition, the skew gender balance is a challenge. It is a tendency for women, especially those with higher education, moving out and settling permanently outside the region. We want even more young people to choose to have their future in the north. Attract a community with safe and interesting jobs in the private and public sectors are therefore entirely central to the government's strategy for the High North. Northern Norway includes most Sámi traditional settlement area in Norway. Finnmark and Troms is also the core area of the female population.

Sami and the women manage important cultural and language which Norway will take care of. Should we succeed in creating solutions that are both environmental, say, socially and economically sustainable, we must build on knowledge from people, businesses, institutions and elected people who work in the north.

A holistic northern area policy

The government will strengthen the overall approach to High North policy. In order for us to succeed with an eco-

through the various ministries, state enterprises names, agencies and institutions, including county governor, responsibility for sectors that affect the development of the north-Norway. Coordination between the state institutions and policy developers at regional and local level can be improved.

The county municipality has been given a broad community developer and planning role that implies responsibility for coordination and development in its own region. Through its responsibility for continuing education, vocational schools, regional research funds, infrastructure and expertise and business development have

economic, environmentally and socially sustainable development. Keskkommunen tasks with great importance to development in the High North, all our efforts in the north must be seen behind highlands. The county authorities have through the role context. Politics of importance to the region may as a regional development actor and planning authority in charge of drag in the same direction, whether it happens at local, regional or national level. The area management and social and business development in context, and give strategic direction to the efforts of municipalities, regional state and other actors with significant development for the north. It involves mobilizing and coordinate efforts from many players so that the development knowledge and business development. In total, social, nutritional and environmental protection is respected Domestic policy must focus on areas such as infrastructure climatic considerations. structure, business development, competence, education and The municipalities are given a central role for local planning Research contributes to the objectives of the North Area Policy and community development. The municipalities are responsible for local There is a need for better coordination between the sectors business development, primary and lower secondary education for children and adults, and the actors that influence the development in the north. The municipalities have a strong role in housing attitudes.

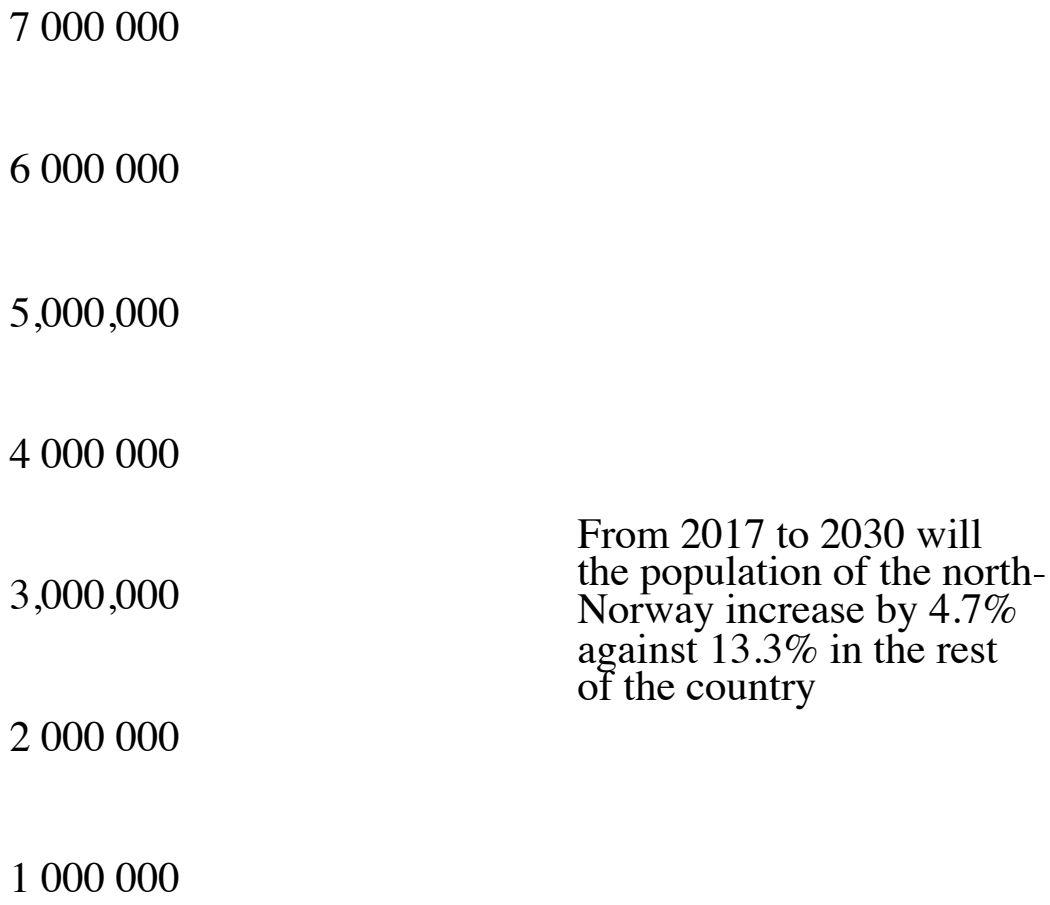
GREEN COMPETITION POWER IN NORTH

Sustainable development in the north requires us to adapt to changes we know will come. Growth and development must take place in a way that helps to reduce greenhouse gas emissions and the strain on the environment. Northern Norway has good prospects for growth based on green competitiveness. Natural resources, especially those found in the ocean, always have been important for value creation. In industries like renewable energy, low-emission industrial production, fishing and Aquaculture gives the green shift good opportunities for growth. At the same time, it creates high energy and transport needs and climate challenges. The government will facilitate development of environmental technology, rapid transition to environmentally friendly transport, energy and construction, and a business that exploits the possibilities the green shift gives.

The Competitiveness Committee for Green Competitiveness in the autumn 2016 presented its proposal for a national strategy for how Norway can reduce greenhouse gas emissions at the same time as you maintain high value creation and employment. The committee assumes that Norway will reduce its

greenhouse gas emissions with at least 40 percent by 2030 and become a low-emission society in 2050, in line with the Paris agreement. Eleven sectors, among them transport, industry, petroleum and land-use, delivered their own road map for green competitiveness to the selection. The pool points on the market for products and services that are part of green solutions are expected to grow strong, while industries which gives high emissions will lose market share. Maritim sector that is an important industry in Northern Norway is drawn as a industry where Norway has high competence and one good basis for future exports of environmental technology and green transportation services. The committee emphasizes also the need for cooperation across sectors and management levels to achieve the ambitious goals.

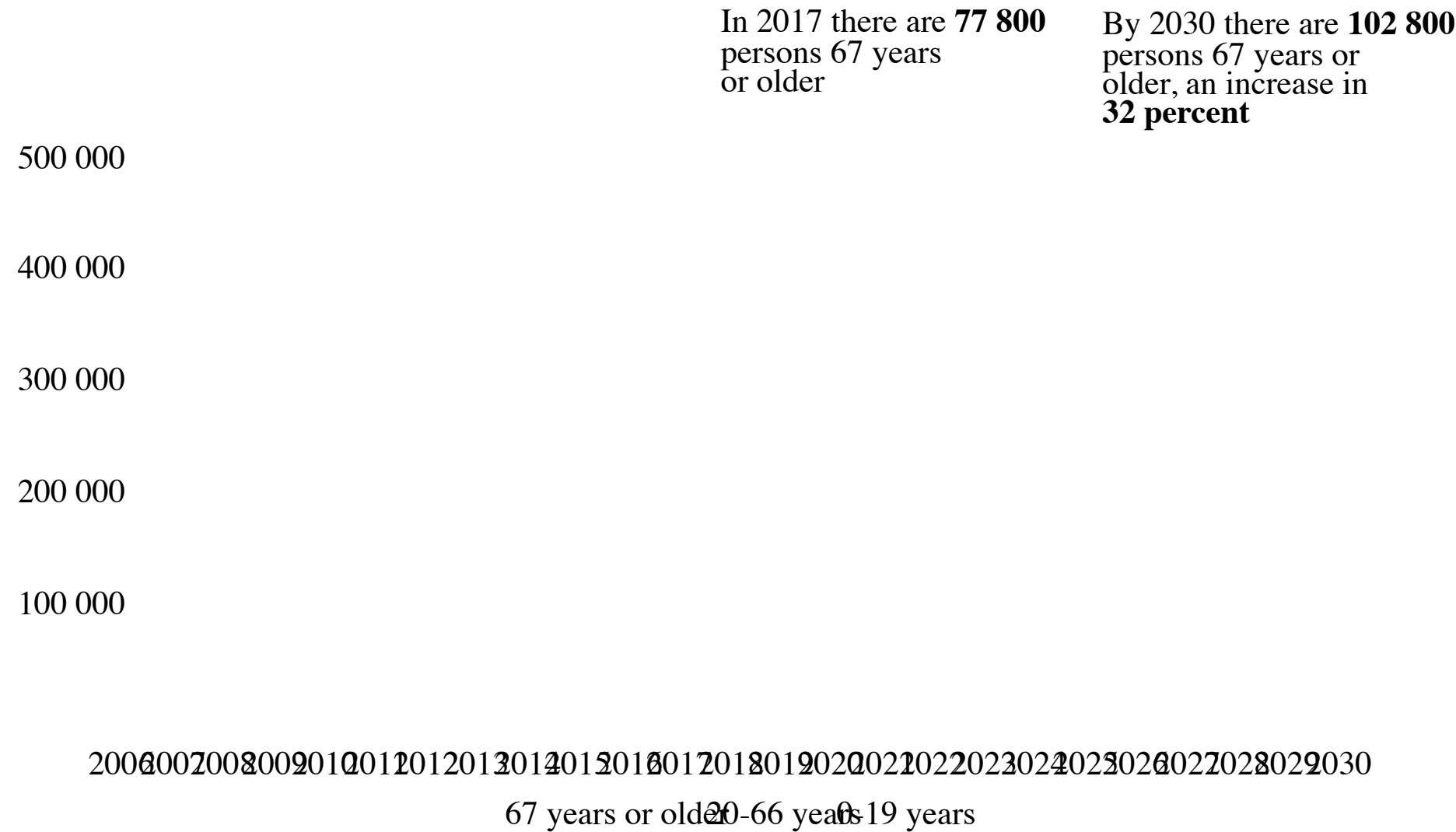
WEAKER POPULATION GROWTH IN Northern Norway than in the rest of the country. Registered and written. Source: Statistics Norway. Calculations: KMD



WOMAN DEFICIT

0
2006 2010 2014 2018 2022 2026 2030
Northern Norway The rest of the country

NUMBER ELDER will increase by 32 percent by the year 2030.
The population in Northern Norway in three age groups. Source: Statistics Norway. Calculations: KMD



North-West Strategy 2017 \ **011**

REGIONAL NORTHERN TERRITORIES

To strengthen cooperation on development in the north, the government has the ring established the regional north area forum. The forum shall be a framework for systematic dialogue between the government, the three northernmost county municipalities and the Sámi parliament tical level. Other key north-area players such as business, academia etc. will also be invited depending on the theme.

Work on this North-West Strategy has been the topic in the meetings so far and the inputs of the forum members has been used actively.

The purpose of the forum will be to discuss problem-positions that are central to development in the north and which requires effort across sectors and management levels. This will form the basis for policy implementation in the three counties and nationally. Education, infrastructure and business development is already a key issue items on the agenda.

Regional North Area Forum in Kirkenes in February 2017

REGION REFORM
- STRENGTHENING OF FLEKLE-COMMUNITY SAM-FINDINGS DEVELOPER'S ROLE

The government's goal is to the regional reform should add right for a positive society development in all parts of the country, based on regional advantages, prerequisites and priorities rings. The regional reform shall

The Government has presented a proposal to the Storting about regional reform to create larger and more functional regions. An important goal of the reform is to improve coordination sectors, and strengthen county Developer role. Larger county municipalities will coincide more with today's societal challenges and build up below county councils role.

Sami Parliament

The Sámi Parliament is an important partner in the north depolitics, and also has a role as community developer.

facilitate coordinated task-solving, coordination sectors and priorities, and for sectoral gripping initiatives in the regions. The reform must contribute for simplification and clearer sharing of responsibilities.

A stronger regional elected level will strengthen police tik development both regionally and nationally, and that will improve the opportunity to achieve a positive positive development in all parts of the country. Through better interaction with the state, larger geographic units and a stronger role will the government strengthen the people-chose the regions' importance for community development.

The Sami Parliament contributes through its own instrument of funding to growth and development in northern Norway. The Sami Parliament has one range of cooperation agreements with both regional and state actors, as well as municipalities such as Tromsø and Bodø. Sami the thing's knowledge of what is perceived as the greatest Challenges in different Sami communities are important input in the government's development of the northern area policy.

The goals of the strategy

The government's northern region policy is based on long-term work, and we continue them overall goals from the Northern Region Report (2011-2012) - *Vision and instruments* : ₂

- **Peace stability and predictability**
- **Integrated and ecosystem-based management**
- **International cooperation and legal order**
- **Strengthened basis for employment, value creation and welfare**

The objectives of the North Area Policy must also be seen in conjunction with the Government's regional district and district policy. The government has recently submitted a report to the Storting about regional and district policy which points out a direction for the development of cities and cities districts throughout the country. Sustainability lies as a basic premise for all development. ₃ This is in line with the UN's sustainability goals that reflect three dimensions of sustainability Development: Economic activity, climate and environment, and social conditions. The government is building on these principles in this strategy for sustainable development in the north.

- **The objective of the government's regional and district policy is regional balance by growth force, equal living conditions and sustainable regions throughout the country. One Sustainable region has a balanced population mix and manages human and natural resources for development and value creation now and in the future. It will facilitate the maintenance of the main features of the settlement pattern.**

In 2014, the Government presented the North Nordic report. ₄ There we launched five priorities areas of action that remain central to the development in the north:

- 1. International cooperation**
- 2. Business**
- 3. Knowledge**
- 4. Infrastructure**
- 5. Environmental protection, safety and preparedness**

The goals for the bet areas are presented in the chapters for each bet area. Common For all of them, they are in different ways helping to reach our vision of a peaceful, creative and sustainable north.

WE SET THE DAY ORDER IN NORTH.
Prime Minister Erna Solberg opens the international conference Arctic Frontiers in Tromsø January 23rd 2017. Each year, one is arranged numerous conferences in Norway about northern areas, including Arctic Frontiers, Church Conference, High North Dialogue and Agenda Northern Norway. The government actively uses These arenas to have dialogue about northern area policy and to set regional, national and regional agenda internationally. PHOTO: TERJE MORTENSEN, ARCTIC FRONTIERS 2017

AREAS

International cooperation

- for a peaceful and sustainable development of the Arctic

GOAL:

- **Maintain the Arctic as a peaceful, predictable and stable region based on international cooperation and respect for international law principles**
- **Collaborate internationally cross-border challenges related to climate change, environment, resource management, health and safety**
- **Strengthen sustainable development and growth in the north through international cooperation**

ARCHTICAL COUNCIL

Through international cooperation we ensure the necessary external frameworks such as peace, stability and international unity on international law in the region. A number of border-disruptive challenges in the Arctic, such as climate change, environment, resource management, health and safety can only handled with other countries. The international

Member
observer

ILLUSTRATION: ARCHTICAL COUNCIL

The cooperation also gives important results in areas such as knowledge development, business development and infrastructure. Authorities in the Arctic are an important complement to the nasjonal foreign policy.

Despite troubled times elsewhere in the world, the Arctic is a region characterized by peace, stability and willingness to cooperate. It is established a number of intergovernmental structures that meet different needs and challenges. Norway is actively involved in all relevant matters

multilateral forums, as well as having bilateral relations with individual countries in areas where this is eligible.

Both national, regional and local authorities, as well as Other institutions and NGOs are active in the wide international cooperation across the borders in region. This promotes understanding and development and provides more channels for dialogue with the other Arctic countries. Close ties between people and local and regional

Northern cooperation forums

The Multilateral Fora Arctic Council, Barents Cooperation, the Baltic Sea cooperation and the Northern Dimension were all established in the 1990s after the Cold War end to promote peaceful cooperation and dialogue in the north. The different forums have different geographical composition and way of operating. The cooperation provides results in different areas and are central to it further development of Norwegian northern areas.

ARCHTICAL COUNCIL

- Established in 1996 in Ottawa
- **Secretariat:** Tromsø
- **Members:** Canada, Denmark, Finland, Iceland, Norway, Russia, Sweden, USA
- **Permanent participants:** Six representatives of indigenous people
- **Permanent observers:** 32 observers (states non-state and intergovernmental organizations). Several Observatory applications are being considered.
- **Meetings:** Foreign Ministers meeting every other year
- **Presidency:** Rotary two-year. USA hand over the presidency of Finland in May 2017
- **Working groups:** Six

BARENTS COOPERATION

- Established in 1993 in Kirkenes
- **Secretariat:** Kirkenes
- **Members:** Denmark, Finland, Iceland, Norway, Russia, Sweden and the EU
- **Barents Council:** Foreign Ministers from member states and the EU meet every other year
- **Barents Regional Council:** 14 counties / regions from Finland, Norway, Russia and Sweden meet on county councilor / governor level every other year
- **Observers:** Canada, France, Italy, Japan, Netherlands, Poland, United Kingdom, Germany and the United States
- **Presidency:** Rotary two-year between Finland, Norway, Russia and Sweden in the Barents Council and that same between the 14 regions of the region council, including Nordland, Troms and Finnmark County Council.
- **Working groups:** 4 national, 3 regional, 6 joint national-regional

Baltic Sea cooperation

- Established in 1992 in Copenhagen
- **Secretariat:** Stockholm
- **Members:** Denmark, Estonia, Finland, Iceland, Latvia, Lithuania, Norway, Poland, Russia, Sweden, Germany and the EU
- **Observers:** Belarus, France, Italy, The Netherlands, Romania, Slovakia, Spain, Ukraine, Hungary, United Kingdom and the United States
- **Meetings:** Annual meeting at the Foreign Minister level, alternatively Prime Minister level
- **Presidency:** Rotating annually. Iceland hand over the presidency of Sweden in July 2017

NORTHERN DIMENSION

- Established in 1999 and renewed in 2006
- **Partners:** EU, Iceland, Norway and Russia
- **Other participants:** EU member states also participate at national level. Belarus participates in practical cooperation
- **Observers:** Canada and the United States
- **Meetings:** Foreign Ministers **Meetings** every other year
- **Partnership:** Environment, Health and Social Welfare, Transport and logistics, culture

Arctic Council

In the Arctic Council, the eight Arctic states and representative Aunts of Indigenous Peoples in the Arctic to discuss issues of interest. The Council's mandate is to contribute to sustainable development and protection of the environment in the Arctic. Dialogue in Arctic Council is important for the design of Norwegian north-area policy.

The great interest for the Arctic Council and the Arctic Council National importance is reflected in the fact that many countries and Organizations outside the region are observers to Arctic advice, and even more want to be there. The government is busy that the Arctic Council must retain its status as the central one meeting place in the case of the Arctic and that it does not occur parallel meeting places. Then the council should be open and resulting for observers from countries and organizations such as has a relevance to the development of the Arctic. climate change In the Arctic and the consequences of these are challenges like concerns the whole globe. Arctic Council has been very important knowledge development on climate change and pollution

ing in the Arctic. The competence that is built on the environment and The climate area will gain even greater importance when the activity in the Arctic is increasing. Economic development has also been higher of the Arctic Council in recent years. The Arctic Council Secretariat, Indigenous Secretariat and Secretariat tariate is located in Tromsø. The practical significance of the cooperation in the Arctic Council has increased in recent years because the Member States have entered into cooperation agreements on issues of common interest. Search and Rescue and oil spill preparedness are major challenges all the arctic states. Norway therefore played an active role in the conclusion of two binding cooperation agreements between Member States of the Arctic Council on Search and Redress oil spill preparedness. At the next foreign ministerial meeting i May 2017 is planned to sign a third obligatory agreement, this time about research collaboration. It is important that the region's own views are reflected in the work of the Arctic Council. The government will therefore invite

BARENTS REGION

The 14 regions from northern Norway, northern Sweden, north finland and north west russia participating in the barents cooperation.
ILLUSTRATION: BARENT COUNCIL

regional electoral level with the Norwegian delegation,
and to participate in relevant working groups under Arctic Council.

Barents cooperation

Since the establishment in Kirkenes in 1993, Barents Sea-
both contributed to good neighborhood and sustainable development
in the Barents region. The cooperation is carried out in work
groups in a wide range of areas, from the general
security issues for the environment, climate, health and social issues,
rescue cooperation, transport, business development, indigenous peoples,
culture and education.

The peculiarity of the Barents cooperation is the interaction
between national and regional level in the Barents Council and
Regional Council. The Barents Council is headed by the Foreign Ministers
in the member states and meet every other year. Barents
regional councils are headed by county councilors / governors from

The 14 regional units that are part of the Barents Region
nen, and also meet every other year. The three northern Norwegian
The counties are part of the Barents region and are members of
Barents region council (see map). Six of the working groups in
Barents cooperation is made up of both national
and regional authorities because the themes they are responsible
to be handled across government levels.
The Region Council has the same objectives for the work as
Barents Council, but focuses on local structures,
local knowledge and local priorities.

PEOPLE-TO-PEOPLE COOPERATION IN THE BARENTS REGION.
Barents Winter Games, Murmansk, April 2016.
PHOTO: JONAS KARLSBAKK

Common to the population of all four countries in Barents-
the region is that the distance to own capital is longer
than the distance to cities and towns in neighboring countries.
The benefit of the Barents cooperation largely consists of that
common challenges associated with scattered settlement and long
distances can be solved through cross-border
work across the region. Throughout the 25 years
With cooperation in the Barents region, one has been established
extensive and diverse network of contact between people
and authorities in the region. Cooperation is important to

North-West Strategy 2017 \ 017

good neighborhoods across the borders of the region, in addition to that
It helps to solve concrete common challenges. It is
therefore important to continue.

GOVERNMENT WOULD:

- **Continue playing an active role in Arctic
afford and work to maintain Arctic
Advice as the most important intergovernmental
Arctic cooperation body**
- **Participate actively in the common knowledge development
about arctic-related themes that take place in
Arctic Council Working Groups**
- **Invite regional authorities to it
Norwegian delegation to the Arctic Council and to
participate in Arctic Council working groups**
- **Continue playing an active role in
Barents cooperation and further development of people-
to-people cooperation in the Barents region**
- **Continue subsidy Arctic 2030 on
a high level as a contribution to Norway being
leading to knowledge and the foremost manager
of the environment and natural resources in the High North**

**COOPERATION between Norway and Russia is necessary to
solve common challenges in the north. Meeting between foreign ministers
Børge Brende and Foreign Minister Sergey Lavrov in Arkhangelsk
March 29, 2017.** PHOTO: KRISTIN ENSTAD, UNITED AFRICAN DEPARTMENT

particularly important for the cooperation in different disciplines

Cooperation with Russia

Wide cooperation with Russia over decades has been important for trust and stability in the High North. In addition, dialogue has produced important results in areas of common Norwegian interest. Regardless of Russian civil law violations in Ukraine and Norwegian reactions to these, Norway and Russia stands together to solve key challenges in the north. The neighborhood of Russia in the north will always be a constant and important factor in Norwegian north-area policy. Norway wants to maintain good neighborly relations, and the government is prioritizing this with the Russian authorities high.

The neighborhood of Russia is particularly visible in the border town of Kirkenes. About 10 percent of the population in the city is of Russian origin, and the city streets are both signposted in Norwegian and Russian. Border trade is important for economic development and employment in the municipality of Sør Varanger.

To facilitate border traffic and contact between Norwegians and Russians in the border area, Norway and Russia introduced in 2012 a so-called "border order" scheme which gives visa waivers for the inhabitants of a zone 30 km from the border of both sides. This scheme was extended in 2017 to include the whole town of Neiden.

Since the 1990s, Norwegian authorities have granted provisions of action to promote Norwegian-Russian cooperation in central areas such as environment, fisheries, nuclear safety, search and rescue, oil spill preparedness, business development, health, culture, education and research, as well as people-to-people cooperation in the border area. At a time with more challenges in the relationship between Russia and the West, the government considers it as

maintained at a high level. Cooperation across the border between regional and local authorities are an important addition to the national dialogue. County counties and many municipalities in the North has its own cooperation and friendship agreements with Russian neighborhoods. Municipalities and county municipalities participates in the EU neighboring program Kolarctic, along with Russian, Finnish and Swedish partners.

Norwegian-Russian fisheries management cooperation under the mixed Norwegian-Russian Fisheries Commission contributes that the Barents fish stocks in the Barents Sea are among the best managed in the world. As a direct result of this cooperation has been the cod quota in recent years historically high at just under 1 million tons. This gives significant economic effects in both countries. The is therefore of great mutual interest both for Norway and Russia to continue this cooperation.

Pollution and environmental problems do not stop at land-confined by borders. Norwegian-Russian environmental cooperation in the north is important for taking care of the marine environment in the Barents Sea and biodiversity in the border area. Currently, cooperation is taking place on comprehensive management plans in the Barents Sea a central one theme. It is also important to reduce pollution from industrial activities in the border area, including pollution from the nickel works on the Russian side of the border. Atomic security cooperation with Russia is high priority since the collaboration started over 20 years ago, has helped to reduce the risk of serious accidents and radioactive contamination caused by unsecured nuclear stocks from the Cold War era in Northwest Russia. Collaboration

«PRACTICE FUTURE»

- contractor-cabinets and interior-ionization in Barents region Barents region have challenges with decreasing folk-kettle and lack of qualified labor. Business in the Barents region need more knowledge of innovative business winding and international marketing, but few have opportunity to prioritize it.

PHOTO: COLORCTIC

NABOSKAPET TO RUSSIA is important for the economy in the border town of Kirkenes. The yard Kimek takes 15-20 Russian Boats for service and maintenance every year.

PHOTO: JONAS KARLSBAKK.

BARENTS SECRETARIAT

remains important in the years to come. In the summer of 2017, Norway and Russia in connection with the annual meeting of the Norwegian-Russian Atomic Commission mark the first delivery of used nuclear fuel from 100 submerged nuclear submarines from the North Fleet former service base in Andrejev Bay. In the further cooperation Norway will especially focus on the security of Kola nuclear power surveillance of sunken nuclear submarines and radioactive waste in northern waters, in addition to good preparedness.

Norway and Russia have had an energy dialogue since 1992 which emphasizes the sustainable management of petroleum resources in the High North. Both countries are underway to chart the petroleum resources on its part

The Kolarctic project "Practice Future" became students from research and university environments in Finnmark, North-West Russia and Northern Finland connected with international and local businesses in the Barents region to assist the companies in solving challenges. The teams competed to develop the best and most innovative business models. On this way, the students received practical instruction in innovation and entrepreneurship, starting from real issues. The teaching offer in the contract Partnership in Finnmark has been significantly strengthened as result of the project. Stereo networks can lead to increased mobility of highly skilled labor across borders in the Barents region.

The project is one of 51 Kolarctic projects that became financed in the period 2007-2014. Kolarctic is a part of the EU Neighborhood Program with Russia, where Norway also participate.

boundary line in the Barents Sea, and has recently been agreed on an agreement that allows the collection of seismic data until and along the boundary line. The agreement is expected to be signed in the spring of 2017.

Health challenges such as infectious diseases and antibiotic resistance is also cross-border. Norway and Russia cooperates well on health issues, both bilaterally and multilaterally in the Barents Cooperation and The northern dimension. Helse Nord has entered into an agreement with health authorities in Murmansk on mutual assistance in case of accidents and patient transport across the border.

GOVERNMENT WOULD:

- **Promote Norwegian-Russian cooperation and politics dialogue in areas of common interest**
- **Further financial support for project cooperation, including people-to-people cooperation with Russia**
- **Continue cooperation with Russia on comprehensive management plans both on Norwegian and Russian side in the Barents Sea**

- **Work for the pollution from the nickelworks on the Russian side of the border is reduced to a level which does not harm the environment and health in the border area**
- **Continue dialogue with Russia petroleum activities in the north, in general and at boundary line in the Barents Sea in particular**
- **Signing an agreement with Russia seismic surveys until and after boundary line in the Barents Sea**
- **Work to remove formal barriers to be able to perform emergency medical service across the Norwegian-Russian border**

Security policy in the north

Norwegian security policy has as its main purpose to ensure Norway's sovereignty, territorial integrity and political freedom. It is also a central security policy goal to maintain stability and low tension in our neighboring areas. Cooperation and dialogue are important instruments In order to achieve this, the same is clear and consistent

ON THE VINGES The Hercules plane "Frigg 5601" from the 335 squadron on Jan Mayen. PHOTO: TORBJØRN KJOSVOLD, RESPONSIBLE

government and sovereignty. Membership in NATO and the Transatlantic Security Community are the backbone of Norwegian security policy. For Norway it is at the same time important to maintain a co-operative and predictable relationship with Russia.

Russia's international law violation has also affected the security and defense policy cooperation in the north. As a result, Norway has suspended much of it military bilateral cooperation with Russia. Nevertheless continuation of bilateral cooperation on border guards, search and rescue, alert and handling of events and Accidents at Sea (*Incidents at Sea*). The direct contact line between the head of the Armed Forces operating headquarters and the head of the Northern Fleet is also continued. This cooperation is important for maintaining a stable neighborhood and avoiding that minor events escalate into more serious situations.

The significant Russian military presence on the Kola-The Peninsula has been a central part of it for decades security policy picture in Norwegian northern areas. This is the base area for the Russian nuclear deterrence-resilience and retaliability. Although Russian military Presence and activity in the north is not considered to be correct. Directly against Norway, these factors are still important premises in Norwegian security and defense policy.

Over the last ten years, Russian military activity has been in the northern areas increased compared with the situation on

Support from NATO in crisis and war is one of the main pillars in Norwegian security and defense policy. Quick insertion of allied forces in an emergency will be decided crucial importance for the defense of Norway. Government emphasizes regular allied participation in various forms for exercise and exercise. This is important for making allies strengthens the conditions in the north. In the long-term plan For the Armed Forces (LTP), emphasis is placed on increasing the Armed Forces ability to plan for, receive and operate with Allied forces in the north.

Among the most important measures in the 2017 budget are video-direction of increased monitoring with Orion aircraft and increased activity by a submarine in the north. LTP announced the establishment of a company and a joint group at the Sorvarian Garrison in order to strengthen the landmilitary presence in Finnmark. This worked commence in 2017. From 2018, the government is setting up strengthened preparedness, activity, presence and crew of selected capacities. In the long run, Norway's ability to to maintain good national and allied situations North in the north is prioritized through further strengthening of capacities like new submarines, new maritime patrol aircraft, long-range air defense systems and F-35 combat aircraft. These are important contributions both to the Armed Forces deterrent ability and to NATO's collective defense capability.

Collection of activity with new maritime patrol flights and one smaller number of fighters at Evenes confirm the government's

beginning of the 2000s. In addition, it has been recently a modernization of Russian military capabilities occurred, also in the north. This development has strengthened Russia's ability to challenge Allied Seaweed reinforcement in crisis and war thus affecting the military strategic situation in region.

The military's continuous contribution to sovereignty, Authority exercise and situational understanding in the north is an important part of the government's entire northern area policy.

plans for increased investment in the north. The government will further add to ensure that the municipality of Andøy can be changed and know-ability after the flight station has been closed. This will take place in cooperation with the municipality, county municipality, business and private entrepreneurs. Phasing out of Andøya Airport Station will happen over time. Current activity will therefore be continued and necessary maintenance re-nominated in the coming years.

GOVERNMENT WOULD:

- **Maintain cooperation with Russia on border guard, search and rescue, warning and handling of accidents and accidents at sea (*Incidents at Sea*) and the direct contact line between the head of the Armed Forces operative headquarters and head of the North Fleet**
- **Perform a predictable, consistent and clear government exercise and sovereignty in northern waters**
- **In accordance with LTP, take action to strengthen Norwegian defense capabilities in the north as well as increase The defense's ability to operate with Allied forces in the north in terms of more frequent exercise and training together with allies**

Nordic cooperation

The mutual trust, solidarity and common challenges makes Nordic cooperation in the Highlands difficult useful. This applies both bilaterally to the individual Norwegian and the countries, and in the entire Nordic circle under the direction by the Nordic Council of Ministers (NMR).

Norway has the presidency of the NMR in 2017. The Norwegian government emphasizes three dimensions: the North of conversion, the Nordic region in the world and the Nordic region's competitiveness and green change will be central to the chairman's cabinet period. These are topics that are relevant as well for the High North.

The government is keen to take advantage of the opportunities that Nordic cooperation provides for growth and development in the north ends. *The Border Council* was established under the auspices of the NMR in 2014 to promote the free movement within the Nordic region, both for further cooperation. The government attaches great importance to for individuals and businesses. *Growth from the Northern Region* 2015 looks into how we can better utilize the strength in various industries in Norway, Sweden and Finland, for through this. This will strengthen growth in all three countries' northern areas. The active dialogue with Sweden and Finland is currently taking place on how this work can be taken on.

The Arctic Cooperation Program (2017-2020) under NMR aims to promote Nordic benefits in the Arctic through joint projects. The results of this program can become more relevant by involving regional authorities stronger in the work. The new Nordic regional policy The cooperation program (2017-2020) has three thematic Areas: Sustainable rural development, innovative and robust regions and sustainable cities and urban development. Here is the Arctic a cross-cutting theme, and regional representatives is involved.

In January 2017, Norway, Sweden and Finland concluded the actions of a Nordic Sami Convention. conventions It will form a common legal framework for the development of Co-operation and Co-operation in Norway, Sweden and Finland.

An overall goal of the convention is that the Sami should be able to preserve, exercise and develop its culture as much as possible hindered by national borders. The Convention shall be submitted for the collections before signing.

GOVERNMENT WOULD:

- **Promote active Nordic cooperation, bilaterally with the individual countries and within the Nordic countries Ministers. Themes such as knowledge and business development, infrastructure, climate and environment, security policy and cooperation with the EU are emphasized**
- **Work with the aim of signing it Nordic Sami Convention in 2017**

EU in the north

EU High Representative for Foreign and Security Policy and The European Commission presented a joint message in spring 2016 a holistic arctic policy. The EU wishes to increase its commitment-ment in the Arctic in climate and environment, sustainable development and international cooperation. EU justification for drawing up An arctic policy is that development in the Arctic is not only important for the region itself, but also for the EU and the rest of the world.

Furthermore, there are many questions that concern the Arctic historical Europe. Continued international cooperation. Norway contributed informally to the EU's work on the message from both national and regional level.

From the Norwegian side, two messages form the core of the dialogue with the EU on the Arctic: 1) The law of the sea applies to the Arctic and 2) we must have a good balance between sustainable use and protection.

The NMR since 2014 made arctic message is a good starting point to continue dialogue with the EU at all levels and within different themes. In the dialogue it is important to contribute to increased knowledge in EU on the actual situation in the Arctic and to join the EU as a partner for the Arctic engagement. Norway supports the EU application for observer status in Arctic Council, as yet not is finalized.

The EU contributes significant funds to research and innovation environment that is important for knowledge development in the Arctic. Norwegian regional authorities and local actors participate in addition to the EU's cross-border regional more in the High North. Some of the programs include also Russia, like Kolarctic. Prioritized areas for those Regional programs are innovation, entrepreneurship and sustainable transport.

EU Stakeholder Forum

In the follow-up of the EU arctic report, the EU will prepare one investment plan that will form the basis for prioritization of investments and better coordination of the EU Arctic funding program in the next budget period

URBAN COOPERATION ON TVS BY BORDERS. Norwegian and Russian Sami in Lovozero in 2014. PHOTO: US SALO, BARENTS SECRETARIAT

2021-2027. In this context, the EU has taken the initiative to be a so-called *Arctic stakeholder forum (ASF)* . The purpose is to increase the impact of EU investment in the Arctic by adding to facilitate better cooperation and coordination towards EU's next budget period after 2020. The infrastructure tour investments, which are very important both for growth and green conversion, centrally located. Norway is participating in this work, both at state and regional level. The northern regions of Norway, Sweden and Finland have through the network *Northern Sparsely Populated Areas* (NSPA) provide a common input to EU priorities.

In order to increase the impact of Norwegian public resource use, the government initiates a more coordinated Norwegian delta-European Union programs and networks in the north. The northern county authorities receive secretarial responsibility and work anchored in the regional north area forum.

GOVERNMENT WOULD:

- **Continue dialogue with the EU on arctic themes, including working for a common understanding of UN Convention on the Law of the Sea as the law of international framework for the Arctic Ocean, as well as play in to the EU's priorities in the Arctic**
- **Make a review of Norwegian participation in Arctic-oriented EU programs aimed at to better facilitate Norwegian participation and at the same time get an increased impact of the resource effort**

indigenous Collaboration

Arctic Arctic cooperation contributes to increased awareness and respect for indigenous culture and rights in all of them Arctic countries. The direct contact between indigenous peoples Across the region is also important for mutual support and cross border assistance.

Representatives of Indigenous Peoples in the Arctic are regional representatives. In Barentsregion, Arctic Council meets at the Foreign Ministerial level. In Barentsregion, There is a separate working group for indigenous peoples established in 2003. There are three indigenous peoples in the region, Sami, Nenets and Wzeds, which is the

INTERNATIONAL REINDRIFTS CENTER

International reindeer husbandry center is a professional independent institution that strengthens the international reindeer husbandry cooperation, help to maintain and further develop one sustainable reindeer husbandry in the High North and building networks between the various reindeer husbandry people in the circumpolar area ends. The center will also help to protect reindeer husbandry traditional knowledge and promote knowledge of and understanding of reindeer husbandry. The center was established in the autumn 2005, and is administratively subject to Municipal and modernization Ministry. The center cooperates among other things, close to reindeer husbandry workers in Russia.

GOVERNMENT WOULD:

- **Promote cooperation between indigenous peoples in the Arctic under the direction of Arctic Council, Barents Cooperation and in Nordic cooperation**

Legal framework for Arctic sea areas

A basic prerequisite for predictability and stability in the Arctic is that there is agreement on the legal and that these are respected by all actors and states. All arable land in the Arctic is divided among national states. UN Convention on the Law of the Sea is the international for all the pursuit of activity in the sea, including in Arctic seas. It is a core interest for Norway to contribute to strengthen and further develop the law of the sea, as a common set with rules that provide predictability and stability.

Arctic sea areas in which Norway has jurisdiction for the fishermen's son at Svalbard, Norwegian economic zone along the mainland and the fishing zone at Jan Mayen, in addition to continental shelf outside 200 nautical miles in the Arctic Ocean, Svalbard and Jan Mayen. Some countries and actors are watching Arctic sea areas in the Arctic Ocean as special, and advocates establishment of new regulations in the Arctic Ocean. It is important for Norway that it is not the law of the sea already regulates all activities in arctic sea areas. All the five coastal states of the Arctic Ocean,

Norway, Canada, Denmark / Greenland, Russia and the United States, act in accordance with the law of the sea, and has documented, among other things, or are in the process of documenting the boundaries of their own continental shelf opposite the Continental Shelf Commission in New York. Norway has documented its shelf and received i 2009, as the first of the coastal states around the Arctic Ocean, came mission's recommendation on the extent of the shelf.

It will take a long time before the coasts of the coastal states are seen between them. Meanwhile, the government is concerned that We maintain our good dialogue with the other coastal states on marine law issues and management of the Arctic Ocean.

In order to prevent any unregulated fishing in the Arctic Ocean, signed Norway, together with the other coastal states, in 2015 the *Oslo Declaration* on Research Cooperation and Action against unregulated fishing in the international part of the Arctic. coastal states express agreement on inter alia banning their own fishermen to fish in unregulated areas. It is important to expand obligations in the *Oslo Declaration* also to apply to others country fishermen. Therefore, we are now negotiating a further Closed statement, a legally binding agreement, as well include EU, Iceland, Japan, China and South Korea. Agreement expected to be negotiated in the summer of 2017.

The coastal states must, in accordance with the law of the sea, and ensure responsible and sustainable management in the Arctic Ocean. The Oslo Declaration is an example of such clarity. Områ- Debated management measures, as marine conservation areas, are important tools in the work for sustainable use and conservation of marine ecosystems. Norway attaches importance to making decisions Establishing area-based protection measures should be good

Law of the Sea

Sea law is a common term of international law which governs the rights of the states, freedom of action and duties on the sea. The sea law has been under development since the 17th century. After the rules for centuries had developed in state practice, they were written down (codified) by the UN through three constitutional conferences in 1958, 1960 and 1973-1982. The last conference of the oaths led to the adoption of the United Nations Convention on the Law of the Sea in 1982.

The United Nations Convention on the Law of the Sea of 1982 is the superstructure for all activity in the ocean. It gives the frames for the rights of the states, freedom of action and duties at sea. The convention clarifies which states own which ones resources and what use rights they have in which geographic areas, and it gives the coastal states, ie states which has land territory bordering on an ocean, special rights and duties. The Convention on the Law of the Sea has 168 parties, but have almost universal support, which is explained by balancing different considerations, interests, rights and duties.

CLEAN BORDERS

Norwegian-Russian delineation agreement by 2010 is a good example of practical use of principles of the law of the sea. In addition to fixing the actual boundary line, the agreement states that Both will continue as before and that the parties will collaborate in connection with the recovery of any cross-border petroleum deposits. This The unity is now expressed by Norway and Russia has negotiated an agreement on border disruptive seismic oil and gas exploration activities, which is expected to be signed in spring 2017.

It is officially justified and that it must be facilitated sustainable use as long as this is compatible with the protection target. The precautionary principle must be based on where it is not There is sufficient knowledge. It is important to the purpose of the protection area is well defined and that the protection measures are effective, targeted and suitable to ensure long term protection of nature and ecosystems. When it comes to the assessment of protective measures in the international sea areas of the Arctic Ocean, it is important to The rights and responsibility of coastal states are respected.

GOVERNMENT WOULD:

- **Work widely internationally to increase knowledge about the UN Convention on the Law of the Sea as the legal one the basis for managing the Arctic waters**
- **Continue collaboration with the others coastal states of the Arctic Ocean on marine law questions and management of the Arctic Ocean**
- **Continue work for protection and sustainable use of the Arctic waters and promote understanding internationally in order for it to be facilitated that protective measures in international marine areas must be combined with sustainable use that is compatible with the protection purpose**
- **Finish and sign a legal bond agreement that develops the Oslo Declaration commitments on research collaboration and measures against unregulated fishing in the international part of the Arctic Ocean, to also apply to remote fishermen, such as the EU, Iceland, Japan, China and South Korea**

Resource sharing. PHOTO: AUDON RIKARSEN

AREAS

Private sector

- higher up in the value chains

GOAL:

- Secure financially, socially and environmentally sustainable industrial development in the High North
- Increase value creation in North Norwegian companies based on the region's resources
- Create value through collaboration between academia and business areas where the region has an advantage
- The state must support the region business policy goals

A sustainable business community in the High North

The government will facilitate continued high growth and value creation in Northern Norway. A profitable business provides jobs, skills raising and revenue, and is a prerequisite for a positive and sustainable discovery development. Forward-looking businesses create value of rich natural resources and delivering solutions that reduce the burden on a vulnerable environment in the High North. The consequences of climate change can undermine nutritional basis in the High North, for example by affect the behavior of different species of fish or pastures reindeer. At the same time, smaller seas in the Arctic can make more available for new business activities. The world has raised the potential for business development ling located in the Arctic. The government assumes that all business activities in the High North must be economical, environmentally and socially sustainable. We must stay better to find solutions where new business brings benefits for both the environment and society, at the same time as the

real return on their investments. Government's commitment Green competitiveness is an important contribution to this. The players in Northern Norway have unique skills and experience call on how to run sustainable business activities in the High North. This competence is a competitive advantage Norwegian companies should exploit even better. Business activity may in some cases conflict for environmental reasons, with each other and with other interests. A good regulatory framework that takes environmental considerations and other inter-Aces, along with good landscaping is crucial to ensure that different considerations are safeguarded in the best possible way.

Sami interests

The government is committed to safeguarding Sami interests. Samer has through reindeer husbandry, fishing and other traditional landmarks for centuries utilized areas in the north also sustainable way. Reindeer husbandry and traditional Sami terrestrial industries are important in the High North. They have been and is a central part of the basis of Sami culture and culture society. The government's goal is to grow the community and value creation must exist side by side with the Sami traditional industries that also contribute to important value-creation. The Government submits a parliamentary report reindeer husbandry spring 2017. As indigenous peoples, the Sami have the right to be consulted on matters which can directly affect them. consultations shall take place in good faith and with the aim of achieving agreement the proposed measures. This follows from the ILO Convention No. 169 on indigenous peoples and tribal peoples in independent states. The Government and the Sami Parliament entered into a separate agreement in 2005

The government presented a national action plan in 2015 for follow-up of UN guidelines for business and industry human rights where indigenous peoples' rights are mentioned special. It is important that Norwegian companies become familiar with these guidelines as well as the OECD guidelines for responsible business.

GOVERNMENT WOULD:

- Provide for a good and early dialogue between industrial business players, Sami interests, local authorities and locals

Opportunities and challenges in nordnorsk business community

It goes well with the business community in the north. Unemployment is lower than in the rest of the country, northern Norway-spoon companies are exporting more and the economic Growth is clearly higher than in the rest of the country. The government's business policy is well helped by the krone-prices and good prices for important raw materials. Northern Norway has i day growing and strong exporting industries. The There are large variations within the country, but compared with southern Norway the fisheries and aquaculture sector one Clearly, the country is characterized both by volume and growth. Business services, on the other hand, constitute a relatively smaller proportion of the North-Norwegian economy, especially compared to metropolitan areas in the south. Hand in hand opportunities lie ahead of us. In the economic The barometer for northern Norway has been counted on

CARIBBEAN CARPACCIO PHOTO: MATPRAT

on procedures for consultations that concretise required by the ILO Convention. Government authorities can also have a duty to consult with other Sami interes-looks in addition to the Sami Parliament. This is especially true if the activities directly affect Sami industries, such as reindeer husbandry. The government emphasizes having a good dialogue with the Sami Parliament and other Sami interests also in cases where it is not

duty of consultation.

LEADING SEA MATNESS

Norway is a leading seafood nation. The seafood industry in the north plays an important role in this. In Nordland, Troms and Finnmark landed just under 42 percent of total land quantity of fish in Norway. 77 percent of all Cod fishes landed in Norway are landed in northern Norway, while the corresponding share for pelagic fish is 15 percent. Measured in initial value, more than half of them are landed in the fish in northern Norway.

About half of the country's 11,000 fishermen and about 56 per cent of the country's 6 000 fishing vessels are registered in the three northernmost counties. Norwegian seafood industry consists of less than 440 companies that together make up make 10,000 man-years. Almost half of the companies are located in the three northernmost counties. Seafood industry in Northern Norway has seen significant growth in recent years, and has a productivity improvement that is better than for the rest of the country.

Expected investment projects in Northern Norway. The next For eight years, 580 investment projects have been identified for a total of NOK 635 billion. About half of This is related to offshore activity. Public investment calls in infrastructure and public buildings then constitute a significant part. In addition, private investment comes we do not know the extent of. It is an important goal to pro- the objects will give ripples and a social, environmental and economic sustainability for the region. Infrastructure investments also provide guidance for how fast A green change can take place.

Central industries in the north

The harbor industries are particularly important for the value creation in north. The traditional harbor industries are the fishing industry, aquaculture industry, petroleum industry and maritime industry. These and new harbor industries, such as marine biotechnology, energy, seabed minerals, sea transport and ocean based tourism, has a significant future potential.

There is high demand on the world market for seafood. Villfisknæringen has good prices and profitability. It is

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VINTERTURISMEN grows in northern Norway. Here from Kirkenes Snow Hotel.

PHOTO: KIRKENES SNØHOTELL

Expected growth in farming. The increasing activity and ver The discount in the seafood industry has a positive effect on many communities along the coast. Sustainable management fishing and sustainable aquaculture, as well as access and quality of the raw material is of great importance to the of the entire value chain. Resilience and innovation, not least by means of automation, branding and supplier development are important keywords for future profitability and growth. Food safety will be an important consideration. Breeding of new species, utilization of residues and bio-prospecting opens new growth opportunities. Government marine strategy emphasizes the potential for growth that lies a stronger cooperation between Norway's strong harbor industries with regard to knowledge and technology, marketing efforts

petroleum province. From 2016 it is produced hydrocarbons and gas in the Barents Sea. The government has led one Active and predictable policy for land allocation throughout licensing rounds to ensure effective exploration as well in the north. Nearly half of the expected undiscovered The resources are located in the Barents Sea, but it is still large areas on the Norwegian shelf where geology is not adequately mapped. The government will strengthen geological cooperation, both of petroleum resources and mineral occurrences. Utilization of profitable resources can form the basis for value creation, growth and future profitable jobs in Northern Norway. The region has a large production of hydropower and potential for others renewable energy.

<p>and management</p> <p>A future bioeconomy based on more bear- powerful, efficient and profitable use of renewable biological recent years have been great. The industry is now estimated to be employed Resources are described in the government's bioeconomic strategy Development of resources from forestry, agriculture, farming comes from all continents. Most of all, it grows and fishing can separately provide a basis for new ones profitable bioeconomic companies. Northern Norway has strong particularly in the blue bioeconomy, with close it is a high quality marine resource area.</p> <p>In recent years, petroleum activities have moved northwards, and the Barents Sea is established as a full-fledged</p>	<p>Desired to experience nature in Svalbard and in North Norway is growing and they have the growth in the tourism industry as many as the entire fisheries and aquaculture industry. growth Asian segment. The tourism industry in the north is primarily based on the unique nature experiences and must therefore be in line with a sustainable use of nature. The government has laid forward message. St. 19 (2016-2017) - <i>Experience Norway - Unique and adventurous</i> , and in January 2017 a strategy was presented the agricultural and reindeer-based tourism industry.</p>
	<p>North-West Strategy 2017\ 027</p>
<p>CIRCULATIONS OF SNOW WHITE BUILDING</p> <p>The development of Snøhvit LNG (2002-2008) has created large local ring effects for the Hammerfest region. On that mostly 2,500 people have been employed during construction business. Operation, Maintenance, Modification and Support Snøhvit services have created 400 permanent jobs, where three quarters are recruited from northern Norway. Statoil operating organization has 340 employees. 680 LNG loads has hitherto gone from Snøhvit. In total, goods were delivered services for NOK 1.74 billion from the Hammerfest region in 2015 ("Delivered 2015", Bodø Knowledge Park).</p> <p>Follow-up analysis shows that the Snøhvit development has reversed a negative population and employment winding in Hammerfest. There has been a powerful expansion housing in Hammerfest, and the municipalities Revenue has increased significantly. It has been done extensively investments in rehabilitation of school buildings, infrastructure and development of cultural services. Snøhvit development has created competence building in the region, which affects also other industries. Hammerfest municipality has worked systematically in several areas over time. This can be source of inspiration and learning also for other municipalities.</p> <p>Supplier development for the petroleum sector i Northern Norway (LUNN) - an experience to build on</p> <p>LUNN was established in 2008 on the initiative of Statoil, Research- Council and Innovation Norway. The program was terminated in 2016. The goal was to contribute to the development of a tent, solid and competitive North Norwegian supplier- industry that offers products for the petroleum industry and related activities nationally and internationally. Total i</p>	<p>Today, 80 percent of the shipping traffic in the Arctic is in or through areas where Norway is responsible for search and rescue preparedness. The trend in recent years shows that activity generally increases. Less sea ice is making more and more of the coastal and sea areas in the north, especially around Svalbard, available throughout major parts of the year. This development will probably continue. This is especially true of maritime activity, and the shipping, fishing, aquaculture and cruise tourism.</p> <p>Northern development has strong industrial environment and access in rich natural resources. The process industry already has come a long way when it comes to using climate-friendly solutions and adapt to special norwegian environmental requirements for energy- efficiency, reuse and emission reductions.</p> <p>Minerals and metals are included in large parts of global commodity production and will be a necessary input factor in future technologies. Mineral activity has been an important industry in Northern Norway and it is potential for future growth and value creation. Mineral mapping alone</p> <p>There have been more than 400 participants in the program period program divided into clusters, businesses and single- zones. Key topics that were highlighted were health, environment and safety, quality control and quality management, Statoil procurement strategies and experience transfer from companies which has succeeded in the petroleum market. It was also given individual follow-up and customized skills measures. According to Statoil, this program has a lot of credit in order for the Norwegians to share their deliveries has increased by 30 percent. LUNN has not worked in a vacuum, but in interaction with other measures to increase the ring effects of petroleum activities in northern Norway.</p> <p><i>The key experiences one can draw from LUNN are:</i></p> <ul style="list-style-type: none">• The program must be anchored to the developers.• It must be based on a broadly composed partnership, with builders and main suppliers in the center.• The instrumentation tool at Innovation Norway and The Research Council of Norway must take an active part in the program in order to draw on arrangements and instruments.• Supplier development requires long-term work and one Programs must go over several years.• Competence boosting the petroleum industry provides also competence raising against other industries.• Mobilization of potential suppliers should be in style with the volume in the relevant markets. <p>Research- In a regional and national effort for the development of new, competitive supplier environments within central growth industries in the north, LUNN's experience will lie shallow.</p>

ROBOT IN FISHING ANALYSIS, Automation is at full speed into the seafood industry. Here from Brødrene Karlsen on Husøy outside Senja where a robot replaces two people who emptied about 30 tons of salmon per day. The automation project is one collaboration between campus Narvik (University of Tromsø), Norwegian and Swedish suppliers and student center at Finnsnes. Tax discoveries have been used to facilitate funding. PHOTO: VINCENT FLEISCHER, KMD

is not sufficient to create growth in the mineral industry. chain orientation makes a large share of value creation
Good and predictable regulations are important and government in these industries there is outside the country. Further growth
Gen is concerned with efficient planning processes. mineral supply access to adequate and relevant competence
to be evaluated and a mineral recovery regula- tion in the labor market. Automation and digitization can
the seabed should be in place. In connection with the evaluation streamline labor-intensive processes. A third
of the Mineral Act shall include the proposals of the Joint Committee. The challenge is that companies research relatively little and have low
considered. proportion of employees with research competence. Bridge building between
academia and businesses will be significant. Access to capital
Internationalization and market orientation is also an important prerequisite for the development and conversion of
All of these industries have good prerequisites for growing business community. Much indicates that in total there is no shortage
further in the years to come. Relationships with those countries capital in Norway, but especially small and medium-sized companies
Where the markets exist, whether China, EU or can sometimes experience it as challenging to get in touch with
The United States is of great importance. Normalization of relations investment-willing capital. The government will now put one down
For example, China will have direct consequences for both public committee to assess if expected profitable
export companies and tourism companies in the north. They projects in Norway have sufficient access to capital.
The areas in Russia, Finland and Sweden are particularly important
for both mutual trade and other business cooperation in
Green change in the north
The development of low and zero emission technologies goes fast.
cooperation and Interreg, facilitates economic growth Together with a strengthened climate policy, this will affect
integration and development of new profitable business over the framework for economic activity and the commodities markets
the borders in the north. Interreg project *Visit Arctic Europe* and products also produced in the High North. Goods
aims to market North Norway and Sweden and services that are climate-friendly can increasingly get one
and Finnish Lapland as one tourism destination. This is competitive advantage, while high emissions can be a steady one
example of how local businesses in the three countries major disadvantage. These development features provide opportunities
can stand together to improve their joint competitiveness growth in industries such as renewable energy, industrial production
in a global market. In the follow-up of the *Growth from report* with low emissions, fisheries and aquaculture. At the same time, it contributes long
Nord explores Norway, Sweden and Finland how they can distances, cold climate and an energy and transport demanding
exploit the complementarity of each other's strong industries business to relatively high emissions. Conversion must
- like LNG, mining and various cold-climate technologies - to Therefore, so that the regions in the north can maintain good
promote sustainable growth throughout the region competitiveness in the transition to the low-emission society.
A challenge for the further development in northern Norway Low-emission solutions and infrastructure development
is that the strong industries have a close connection to nature-contributes to reduced emissions in this context
resources, while limited processing and important. The government will therefore continue to offer venture capital

NUTRITIONAL MEASURES:

- Target the implementation of the new one growth system for salmon and trout farming and make first capacity assessment in 2017
- Develop a strategy for utilizing residues where the goal is increased value creation. A strategy should also be developed full-time jobs in the fishing industry
- Complete a new proposal for regulation about withdrawal and utilization of genetic material (Bioprospekteringsforskriften)
- Enhance the petroleum activities in The Norwegian Sea and the Barents Sea can provide profitable ring effects local and regional. Efforts shall be through dialogue and interaction between local and regional authorities and business, based on regional plans and strategies
- Strengthen geological mapping, both mapping of petroleum resources and mineral deposits.
- Further develop the tourism industry with emphasis on profitability and sustainable management of nature and culture, cf. Report. St. 19 *Experience Norway - unique and Adventurous and Strategy for Tourism based on agriculture and reindeer husbandry's resources*
- Make sure that it is prepared visitor strategies for national parks, with a goal that all national parks have a visiting strategy by 2020, cf. Report. St. 19 *Experience Norway - unique and adventurous.*
- Take close contact with tourism actors seized to facilitate the travel industry within the so-called Management Area 10 at Svalbard, which includes includes the Isfjord area and the neighborhoods around the communities [Cf.. Meld. St. 32 (2015-2016) *Svalbard*].

NEW CO₂ EXCHANGE? Finnfjord AS uses CO₂ from ferrosilicium process to produce algae. Algae must be tested as salmon feed. The project is being done in cooperation with the University in Tromsø. Professor Hans Chr. Eilertsen from the University of Tromsø shows the 6000 liter tank. Finnfjord's ambition is to become the world's largest ferrous silicon producer without CO₂ emissions. PHOTO: FINNFJORD AS.

through the environmental technology scheme to businesses that wish to develop new products with environmental benefits. When North Norway is doing well, it is important to Be aware of the big differences from region to region and from place to place within the region. Good strategies for further growth and business development, account must be taken of the specific conditions and different forms of competence around the country. At the same time, stronger cooperation, both across northern Norway and with the best environments outside the country, necessary to trigger the growth the triangle found.

GOVERNMENT'S HARBOR STRATEGY, "NEW GROWTH, STORY HISTORY"

Norway is today one of the world's leading port nations. Harbors contribute to good conditions for the maritime industries. The rings' contribution to value creation and employment in the maritime industry is considerable. Together, the petroleum industry, maritime industry, continuing and the seafood industry is working for over 250,000 people and further develop one creates value for NOK 760 billion. The industries are responsible, predictable make up 70 percent of our export earnings. Havnæringenes and knowledge-based Contributions to employment and value creation are important in the northernmost counties. In Finnmark, the harbor industries are responsible for 39 percent of the county's total value creation.

The goal of the government's marine strategy is to contribute to the growth in the possible total value creation in the harbor industries based on sustainable use of marine resources. The strategy reveals opportunities for business activity in the sea, and has particular attention to strengthen the interaction as well knowledge and experience transfer between harbor gene. The government will:

- facilitate knowledge and technology development in the maritime industries through research, innovation, education and competence.
- Strengthen the Norwegian marine industries' international competitiveness through assisting in the work with market access, internationalization and profiling of the harbor industries.

manufacturing processes. For example, the aquaculture industry has and the metal industry common ambition for efficient processes through robotization and automation. In a part of the country Access to labor is a challenge for such technology shift opportunities that should be exploited. Expected growth in industries such as tourism, farming, petroleum and public infrastructure can have greater ripple effects

OIL AND GAS IN NORTH. Melkøya, Statoil. PHOTO: OLE JØRGEN BRATLAND

Increased value creation in North Norwegian companies based on the region's resources

From North Norway's own actors ⁷ it is expressed clearly The ambition that further growth must be based on a better utilization of the resources the region possesses, both in form of expertise and natural resources. In Nordland calls did they climb the value chains. The government is lagging behind such an ambition.

Increased profitable processing of raw materials, stronger rebuilding, development of suppliers, for example within Business services are key elements of efforts to promote sustainable business development in the north. The same is a stronger cooperation between business and industry and education and research communities to increase access to relevant research and expertise. Establishment of new industries will be easier if you can utilize existing ones expertise, supplier environments, market channels, or others regional advantage. ⁸ How can competitiveness and conversion capacity for existing North-Norwegian companies is strengthened. Fluctuations in international markets and new technologies enables conversion to be central.

The new bioeconomics and the circular economy will could promote relatives and mobility between the industries that waste and by-products from one type of industry could be used as a resource and raw material for another type of industry. Government A commitment to green competitiveness will support one such development, for example within the maritime sector and renewable Energy. Digitization and automation make industries want change and accommodate both new products and more efficient

if one focuses on the development and qualification of competitive supplier environments. In some cases It may be easier to give larger contracts to regional business environment if the supplier environments are well-coordinated and familiar with the buyer's requirements. Over a number of years, a systematic work has been done Statoil, Innovation Norway and the Research Council (see box). The government wishes to build on the experiences that is done here, in the process of developing more, competitive strong supplier environments within other growth industries in the north. All experience indicates that private capital owners can mainly Expected to invest money and time in areas they have expertise in. Access to capital is an important prerequisite for the development and conversion of business. Norwegians companies research less than companies in the country (Research Council, 2016). There are relatively few people with research expertise in these companies and companies and research communities cooperate less than what is common in other parts of the country. Which cooperation you have between research communities and industry affects the region ability to change. ⁹ A strategy for increased value creation in Northern Norway should therefore be facilitate better cooperation between the R & D environments and business. When such cooperation takes place in areas there The companies have the prerequisites for contributing to the experience based knowledge and funding of projects will likely Also, research could more easily provide solutions like Also, research strengthens the companies' competitiveness. There are several schemes that link academia and businesses. The Research Council shall be the driving force for development, dissemination and use of research-based knowledge to obtain for more value creation. This work is important in northern Norway. The county councils regional research fund has a special role in producing good research projects that both hold high scientific quality and supports the regions strategies for specialization and differentiation. Innovation Norway has important assignments from county counties and has several offices in the region that will trigger industry opportunities by facilitating more good entrepreneurs, Government companies and innovative business environments. Both Innovation Norway, the Research Council's regional initiative and Siva. Nurseries and incubators will support county authorities' strategies in the north.

GOVERNMENT WOULD:

- Strengthen the development of North Norwegian supplier environments by establishing a supplier development program via Innovation Norway focusing on Northern Norway
- Strengthen the bridge building between northern Norway research communities and businesses. thematic facilities must be based on the strategies of the regions for business development and innovation
- Consider a modified device on it undisturbed seed grain fund, or alternative tools with similar purposes
- Collaborate with regional authorities about developing good practices for how facilitate attractive communities, business development and inclusion of successors.

The state must support the region business policy goals

premises for how the state aid device with Innovation Norway, the Research Council and Siva more increased value creation in the north. The county authorities have themselves Responsibility for important sectors such as education, transport and business development in its region. The county councils work With strategies for so-called *smart specialization* is a good one framework for effective coordination of efforts. a close cooperation and effective division of labor between regional authorities, Innovation Norway, the Research Council and Siva is important for Norwegian companies to have good conditions for innovation and renewal. Nordland County Municipality has been out early develop a regional strategy for research, development and innovation based on the EU framework *smart specialization* . Finnmark and Troms follow quickly. Thus follows Northern Norway best European practice for designing such strategies. The government will support this strategy work (see box).

<p>The government will strengthen regional planning and coordination of local, regional and state actors. The county authorities must use the Planning and Building Act actively as a tool for giving direction to societal development cf. Prop. 84 S (2016/2017). The ministries will impose its underlying agencies active and committed participation in regional planning processes and to participate as active partners by following up the plans, also through agreements. To ensure that business development is effectively implemented In areas with growth potential, the government will also re-nominate the cooperation between state, county and municipal authorities in these areas. The work will be anchored in the regional north area forum.</p> <p>The Government is responsible for the national policy. The county authorities have an important role to play</p>	<p>It is important that different plans, including coastal zone plans, are updated. The pressure on the areas and the environment in the coastal zone is large. To reduce conflicts in the coastal zone it is required to be solid planning from the municipalities, in cooperation with county councils and municipalities, to ensure the needs of today and the future.</p> <p>The government will prepare good guidance and map tools for coastal zone planning and facilitate an active planning in counties and municipalities along the coast. It will ensure one similar practice, among other things, of environmental considerations must be taken care of.</p> <p>The state has extensive operations in the north and significant regulations of the sectors that have growth potential in the north-Norway. The agencies in different sectoral areas have a major impact on business development. Examples are the Norwegian Maritime Directorate, Coastal Administration, Fisheries Directorate, Food Safety Authority, Avinor, NAV</p>
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REGIONAL STRATEGIES

<p>Smart specialization is a framework for business development established by the EU, whose regions base their distinctive and place-based prerequisites for driving forward innovation-based growth.</p> <p>Smart regional strategies establish a framework for coordination and regional planning of research and innovation policy instruments. The method assumes that a wide range of players are connected. The analyzes is based on the region's comparative advantage and identifies possible areas of innovation that can strengthen the region. The goal is to bring forward something new at the same time as what is successful and present from before in the region.</p>	<p>There are several common features between the framework for smart specialization and how county counties work to develop regional plans with the Planning and Building Act as a framework.</p> <p>Several county municipalities now use smart specialist ring. The Ministry of Local Government and Modernization has in cooperation with the county authorities established a national arena for mutual learning, experience exchange and knowledge building on how smart specialization The framework can be used in a Norwegian context. This came through the workshop for regional development that became started in 2016. The ministry will, in cooperation with the county The local authorities also consider developing a Norwegian supervisor for smart specialization.</p>
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<p>or county councils. The business community, county councils and the drawbacks as much as possible. To ensure indigenous peoples the mouths and municipalities also have absolutely central roles. The need a good and early dialogue between industrial It is important that relevant government sector authorities work with business actors, reindeer interests, local authorities well with county counties and business. and locals. The industrial players themselves have one Good strategy and planning work from the county authorities responsibility for ensuring dialogue with Sami interests. is the best way to secure this. At the same time, the government will work for government agencies with particular relevance to Growth industries in the north take better part in such work regionally.</p> <p>When industrial business interests come to it, it can Conflicts of interest arise, both in terms of the use of areas and environmental impact. The frames for weighing lies in environmental and sectoral regulations. At the same time, laying, including coastal zone plans, has a key role here. Coastal plans are in many places not updated. On the ocean the management plans lay the overall framework for coordination activities. The government is keen to find sustainable solutions and helps to reduce conflicts</p>	<p>GOVERNMENT WOULD:</p> <ul style="list-style-type: none">■ Identify and remove unnecessary obstacles for growth by reviewing how state sectoral authorities nationally and regionally collaborates on a selection growth industries in the High North■ Develop good guidance and map tools for coastal zone planning and facilitate an asset planning in counties and municipalities along the coast■ Strengthen regional planning and state participation and follow-up of regional plans
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AREAS

Leading on knowledge

- and good link to business needs

GOAL:

- Norway will be leading knowledge of, for and in the north
- Access to knowledge and competence should be improved to increase the innovation capacity and value creation in the business sector in the north
- Quality and implementation throughout the education course must be strengthened

A knowledge-based northern area policy

Knowledge is a basic prerequisite for a well-successful northern area policy. As a polarization with strong Norway's interests will still be Norway The leading nations in terms of knowledge of, for and in the north. Our resource and environmental management, business activity and community development in the High North will be based on a good scientific basis. International researchers are looking to Norway both because of its unique geographical location and Norwegian research community expertise in the High North. Simultaneously performed important parts of Norwegian North-region research in strong academic communities elsewhere in Norway.

In order to deliver outstanding research and participate in international National cooperation at a high level requires strong academic communities. Through the mergers of the structural reform of universities The government and the tertiary sector have helped to strengthen academic communities in the north. University of Tromsø - New Arctic University and North University are at the forefront. ¹⁰ Sami high School consists of a separate college but must cooperate closely with

work with a separate strategy for research and higher education settlement on Svalbard with a view to submission in 2017. We need more knowledge on topics such as climate change calling and environment, natural resources, geopolitics, socio-development, indigenous peoples, business development and green change. The government facilitates strong and visible knowledge closet environments. We will still provide good framework conditions for Norwegian northern area research so that it holds a high international level. Norway's Research Council is our most important adviser in research policy issues. Research also allocates significant resources to the High North in line with priority areas in their North-West strategy. ¹¹

Sea, climate and environment

Sea and climate are central to the northern area research. More knowledge about the relationships in the sea, ice conditions, geology, biodiversity and ecosystems are fundamental both for a holistic management of the northerners sea areas and for business development and value creation. Knowledge will be increased about the total load of increased human activity, other environmental impact and climate change in the north, as well as expected changes in climate and the environment. In the long-term research and higher education (2015-2024) ¹² and the government's marine strategy (2017) the government emphasizes the need for more knowledge about the sea and climate change, and emphasizes the pivotal role for increased value creation in ocean-based industries. New Arctic Framcenteret in Tromsø, the construction of new high house research vessel and the research project "Arven after Nansen »are concrete expressions of strengthened commitment

DYBDKUNNSKAP

PHOTO: PETER LEOPOLD

The government will work to strengthen Norwegian participation through active mobilization to the EU's research and international research collaboration. The great interest in the Innovation Program Horizon 2020.¹⁴ Late for research on climate change in the Arctic leads to one significant presence of international research communities on Svalbard. Research cooperation under the Arctic Council and the EU. The government believes there is a potential for better coordination of research programs are central to Norwegian researchers, and design and profiling of these competence environments in the north and delivering important contributions to the international knowledge cooperation with academia, management and business the winding up of the Arctic. Norwegian northern area research is also

**FRAM - NORDOMRÅDESENTER FOR
CLIMATE AND ENVIRONMENTAL RESEARCH**

The center consists of 20 institutions with 500 researchers engaged in interdisciplinary research within science, technology and social sciences. The Center also provides new knowledge and environmental on the Arctic for management, business and the public. In addition to research in the various member institutions nene collaborates on six major research applications:

- Effects of climate change on fjord and coastal ecology in the north
- Havisen in the Arctic Ocean, technology and agreements
- Ocean acidification and ecosystem effects in the north waters
- Impact of climate change on land-based ecosystems, landscape, society and indigenous peoples
- Environmental impacts on ecosystems and health
- Environmental impact of new business activities in north (MIKON)

EVENING NONE

Research needs related to
changes in ecosystems and increased
human presence in

The Arctic is so extensive, cross-professional and logistically intensive to they burst the frames for what single institutions or individual professional environments can accomplish.

Eight major Norwegian research studios from all over the country go therefore together in research the quest *for the Nansen* to map and understand Issues around a Barents Sea in change. The goal with the project is to create a more comprehensive understanding of an Arctic eco and climate system in change, as well as provide a solid knowledge base for management and sustainable business activity in the Norwegian part of Barents Sea. The initiative can be an important Norwegian contribution to the international arctic research. NOK 10 million has been allocated to the project over government budget 2017.

KRONPRINS HAAKON Norway meets the future with a new ice-going research vessel Crown Prince Haakon. The ship will could operate in the difficult accessible northern areas of the Barents Sea and in the Arctic Ocean, thus contributing to acquire new and important knowledge. ILLUSTRATION: SEP RESOURCES INSTITUTE

consider how this potential can be triggered at best possible way. The government therefore considers it necessary to create a competence center for ocean and arctic issues in Tromsø. In addition to increased coordination and profiling, such a petanza center help create debate and illuminate national and global development features that affect Norwegian interests and the action room Norway has as a sea and coastal nation. and what creates attractive, green and diverse communities in the north. There are strong Norwegian research communities on these areas in both southern and northern Norway. North supplies North University, with the North-West Center and the North- research, important research. The same does the University in Tromsø, like several other institutions. Simultaneous conducted important research under the auspices of the OECD, Arctic

Knowledge of business development and community in the High North

Sustainable social and business development in the north must build on a good knowledge base on society and eco- nominal conditions. Important areas for research in the future will be knowledge of how business can strengthen its resilience and competitiveness in a vulnerable environment, how climate change affects local communities and indigenous peoples.

NORSK-RUSSIAN COOPERATION ON RESEARCH AND MONITORING OF MARINE RESOURCES IN BARENTS SEA

The Barents Sea is a very important area for harvesting of marine resources such as fish, crab and shrimp. IN The Barents Sea shares the fish stocks with Russia. Research and monitoring are carried out in cooperation with Russia. Norway's research and monitoring efforts at Marine resources amount to about NOK 165 million per year. The marine environment in the north is constantly evolving and is constantly changing. Therefore a good monitoring program to ensure one sustainable management of resources. monitoring and the research pointers in the Barents Sea are among the world's most advanced and monitors everything from plankton to whales. The Institute of Marine Research leads the Norwegian work, labor, and every year four vessels are collecting samples from over 400 places in the Barents Sea.

YOUNG SETTINGS MOBILITY AND EDUCATION ON THE AGENDA

Nordic Council of Ministers recently conducted the foresight study *Future Regional Development Policy for the Nordic Arctic: Foresight Analysis 2013-2016* . is The study has completed workshops in 12 selected local- society in the Nordic Arctic regions, and has put in particular emphasis on capturing future perspectives from the young population. Participants from Hasvik, Kautokeino and Steigen was involved in the work. Many people paid particular attention that there is a need for well-developed infrastructure, in particular the digital. Social media and the internet is a big one source of inspiration. Mobility is absolutely crucial to and work. More wishes stronger development of nature-based tourism, including with attachment to local culture and food, and deep sea fishing. Participate- This score also highlighted the importance of good integration of immigrants, to meet the region's needs

SMARTBYEN BODØ

"We create the world's smartest city, when we build new airport. "

«New City - New Airport» is one of the Bodø and Salten regions

Council, Barents Cooperation, EU Programs and Nordic Ministers. These work is among other things used in the pursuit of this strategy. Research on Sami living conditions, history, culture and language is important for preserving and strengthening the Sami community, and The research is closely linked to traditional Sami

major development projects. The project will have significant growth and development in the county and the region, but also has national significance in a northern area perspective. The project aims to create "the world smartest city ".

The Storting decided that Bodø Hovedflystasjon should play a given after 60 years of combat-based operation. This opens for the opportunity to build the new airport further away from the city and freeing land in the center of the city for urban and port development.

The project has created international attention, and Bodø is now a pilot project for a new, smart, compact and environmentally-friendly future city in the High North. When the areas are released, it opens for the opportunity to test and develop new methods for energy efficiency, transport and environment using "smart" technological solutions. The project is funded from both private and public funds, including from Horizon 2020, Research Council, Interreg, Climate Measures and regional development funds.

Bodø won «Attractive city - The state's price for sustainable urban and urban development 'in 2016.

ILLUSTRATION: BODØ MUNICIPALITY

ARCEX - COMPETENT CENTER FOR PETROLEUM-ABSENCE IN THE BARENT SHEET AND ARCHTIS

A research and competence center for petroleum-administration of the Barents Sea and the Arctic (ARCEx) became Established in 2004 at the University of Tromsø. ARCEx has been aiming to acquire new knowledge of petroleum-resources in the Barents Sea, and develop knowledge and methodology for environmentally friendly exploration. ARCEx cooperates with key oil companies and research communities to strengthen this competence and have established work Packages that address important issues research in the field.

Access to relevant competence to the labor market

knowledge, not least in questions relating to nature and resource management. In order for Norway to continue to put the internal sional agenda in the north we also need research geopolitics and international relations in the Arctic. Research The NORUSS program under the Research Council of Norway has given us important knowledge of international relations in the north, russian arctic policy, international maritime legislation for the north-Eu shipping and Norwegian-Russian petroleum cooperation in the north.

GOVERNMENT WOULD:

- Strengthen the interdisciplinary subject management and nutritional utilization of the North Sea by supporting the research project, *Arven efter Nansen*
- Complete the new research vessel "Crown Prince Haakon" in the autumn of 2017
- Strengthen development and utilization of infrastructure for research and surveillance in the Arctic
- Strengthen capacity and quality in Norwegian arctic research through mobilizing for Norwegian participation in EU research program Horizon 2020
- Continuing research with Northwest relevance at a high level through programs and other instruments in the Research Council
- Continue research on climate and environmental change in the Arctic on a high level, as the basis for environmental management, long-term social planning, business development and understanding of global impacts of climate change
- Continue mapping of the seabed through the MAREANO program
- Continue research on environmental impacts of new business activities in the north through Framsender's research project MIKON
- Continuing support for Northern Norway competence communities to contribute to the knowledge will benefit research and innovation in business, community life and management
- Consider creating a competence center for sea and arctic issues in Tromsø

NATIONAL COMPETENCE-POLITICAL STRATEGY (2017 - 2021)

National competence Sepolitical strategy became prepared in cooperation between the government, the parties in the workplace, Sami Parliament and Adult-Training Association. Some of the main points- The strategy's strategy is:

- The competence policy responsibility for regional people-elected level is strengthened
- The knowledge base for competence policy must be improved

NATIONAL EXERTISE POLICY STRATEGY 2017-2021

Good development and use of the citizens' competence and one education system that gives young people a solid foundation is determined for a viable business and community life in northern Norway.

Northern Norway is the country in Norway with the largest imbalance between supply and demand for labor. Companies in Northern Norway are having more problems with Recruit competent and relevant labor than the rest of the country. At the same time, unemployment in the country is low. The lack of skilled manpower applies in particular construction, industry, accommodation and dining. ¹⁶ In public sector is the lack of qualified teachers critical, which contributes to weakening quality in primary school. It is also big lack of people with Sami language skills on one variety of subject areas. Access to Sami-language labor is a prerequisite for Sami language, culture and social life should be preserved and developed for the future.

Population development in northern Norway is moving towards young and more elderly, which will reinforce the lack of labor in the coming years. With such a development becoming it is even more important that the labor force has good basic assessment and relevant competence for the tasks that await.

Increased competence key to continued growth

Access to sufficient and relevant labor is a critical factor for growth and value creation in Northern Norway. The offer of further education, vocational education and higher education must be relevant to the regional labor markets. One challenge with competence policy is that it is sector-overreaching. It plays out at the intersection of labor, education, integration, business and industry regional policy, and in addition at different levels of administration. Large geographic distances make accessibility to education and various competence environments for individuals and Businesses vary greatly within the country. The concrete

- Develop a more comprehensive system for career guidance in all parts of the country
 - the cooperation between the education system and the workforce is strengthened to ensure relevant educational
 - The strategy is followed by a competence policy advise where county councils also participate
- The strategy is based bl. a on recommendations from the OECD-Report *Skills Strategy Norway*

WELLFUL SATSION ON DESENTRALIZED KOMPETANSEUTVIKLING.

Nord-Troms Study Center is owned by the North Troms Region-councils (municipalities Kvænangen, Nordreisa, Skjeivøy, Kåfjord, Storfjord and Lyngen), an area of about made 16,000 inhabitants. The area has no higher education programs other than those organized nom study center. The center has over 10 years business completed competency course for about 1,200 participants, in cooperation with industry-life in the region, Innovation Norway and others. They have also made it possible for about 1,000 students within health science, education and business economics have been given decentralized education at UiT - Norway's Arctic university. The Center's operations are financed by the munen and Troms county municipality by about 70% of the cost, while about 30% is self-financing from external partners.

NORDNORSKE BEDRIFTER needs skilled workers. PHOTO: ULF ANDREAS DAHLSLETT

efforts to strengthen skills development must take place regional and local where the businesses are located and residents live. ¹⁷

The government makes expectations to county authorities to facilitate better access to competent work power that meets the needs of the regional labor market, through the development of regional competence policy strategies. ¹⁸ This is particularly relevant in Northern Norway. The work must be done in cooperation between county municipalities, social partners, business and state Equal businesses in education, labor market and business development.

The universities and colleges will through their work assignments working with local and regional work life. Institutions will actively participate in the design of regional plans and competence strategies. ¹⁹

high school is low and lower in the Sami areas than in other areas of northern Norway. Weak recruitment and big lack of qualified teachers ²² in the north weaken training gene. Particularly worrying are the recruitment challenges to Sami kindergarten teacher and teacher education. ²³

The government is working to raise the level of education, improve the quality of training offerings and combat dropouts in high school . The municipalities, county municipalities and the Sámi Parliament with government agencies all a responsibility and a role to meet the challenges throughout training course. The municipalities have the main responsibility for good quality in elementary school and kindergarten. The county councils is in charge of upper secondary education and vocational schools. The Sami considerations in education policy work shall be safeguarded through good dialogue with the Sámi Parliament. In addition plays the state at the Directorate of Education, County Governor

The vocational and vocational education under the auspices of Skills Norway has an important role for follow-up and important because they provide vocational education that meets needs in the country's working life. County authorities work for to raise the skills of the companies. This may be special useful for strengthening the work of continuing education in smaller companies with small resources. Kunnskapsde- The party will launch an investigation on the framework for a clearer strategic competence policy responsibility in county councils as announced in the parliamentary poll about the regional reform. ²⁰

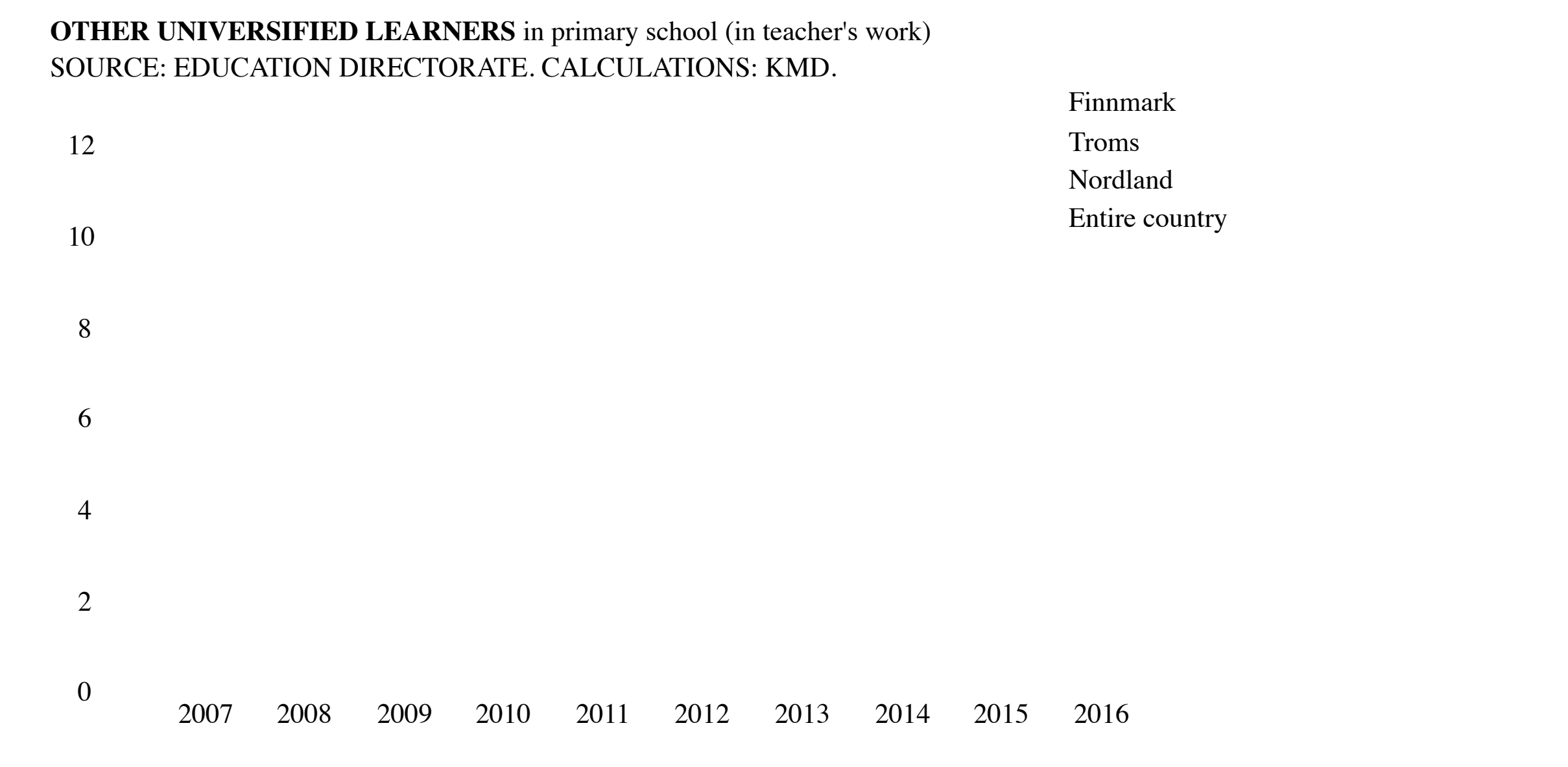
The disadvantage of large geographical distances can be reduced with flexible and online education and training offer. This is already exploited. The region has a larger one share of flexible students than in the rest of the country, and Sami. For example, college has developed online-based studies in reindeer husbandry and fishing in Sami areas.

Increased quality and implementation in education and education

High quality and implementation in education will contribute skilled labor in the labor market in the region. The region has lower education and quality in basic education than in the rest of the country. ²¹ Implementation in

In the spring of 2017 the government submitted a parliamentary report early efforts and quality in primary school. ²⁴ In this message the government proposes that state resources for competence development school should be more widely differentiated and targeted against the municipalities and county municipalities that have the greatest challenges, including parts of northern Norway. Through it county municipal quality network is knowledge-based the tune in regular dialogue with the three northernmost county councils the mouths of implementation in upper secondary education.

The situation in the region makes it necessary to develop more coordinated and targeted measures adapted to the challenges in Northern Norway and Sami areas. To consider how The challenges in the field of education must be solved on maps and The long term in the north is now a pre-project prepared until July 2017. The project will be a collaboration between national, regional and local actors and the Sámi Parliament. The preliminary project shall clarify roles, responsibilities and division of labor between the players. The role and responsibility of the municipalities and county authorities as school owners, and the state's responsibility for higher education lies solid. The work is rooted in the regional Northern Region Forum and coordinated with relevant ongoing processes.



- To meet the great lack of teachers in the north have the government initiated a collaboration between educational the institutions that educate teachers, and regional and local authorities. A number of measures are identified to strengthen quality in the teacher education and recruit more students in and around region. The lack of qualified teachers is particularly serious in the Action Zone for Finnmark and North Troms. Evaluation of the Action Zone shows that the person-oriented instruments (tax credit and student loan write-off) contribute to relocation to the zone and to people staying. The government has introduced a student loan scheme to the student-students who complete five-year primary school teacher education teacher training. There is a special refusal to live
- **Strengthen skills development in the workplace in the north, through regional career centers under the direction of Expertise Norway**
 - **Stimulate more Sami projects through Competence Norway's grant scheme «Competitive work and volunteering»**
 - **Outline the frameworks for a clearer strategic competence policy responsibility in county municipalities, cf. the parliamentary poll on the regional reform.**
 - **Take a comprehensive and targeted approach about education policy:**
 - **In cooperation between representatives of municipalities, county municipalities, Sami Parliament and state actors carry out one**

and work in Northern Norway after graduation.

GOVERNMENT WOULD:

- **Follow up national competence policy strategy by:**
 - **Support development and implementation of regional competence policy plans and strategies managed by county counties**
 - **Mobilize companies to enhance their skills to employees through continuing education, under the direction of county counties**

- pre-project until July 2017.**
- **Support and contribute to plans as regional actors are developing to increase the recruitment of teachers and teachers to the country.**
- **Introduce partial redemption of student loans for teachers in Northern Norway who have completed five-year teacher education commenced in the autumn of 2017 or later.**

AREAS

infrastructure

- a prerequisite for growth and green conversion

GOAL:

- Northern Norway must have an effective and coherent infrastructure that contributes for sustainable development, green change and adaptability for the country's business community.

SUBGOALS:

- Ensure a reliable, efficient and environmentally friendly transport system
- Secure a transport system that supports business international transport needs
- Ensure a safe and efficient power supply
- Ensure good access to digital infrastructure
- Reduce greenhouse gas emissions, local pollution, and limitation of negative consequences of nature intrusion

Good infrastructure in the north is important, not just for Northern Norway, but for the whole country's economy and society. How the transport and energy infrastructure developed is also essential for long-term reduction of greenhouse gas emissions. Development of the infrastructure in the north should facilitate regional development and contribute to growth and green change for the country's business community. Accessibility and an efficient transport system are important for business competitiveness. region The largest industries are commodity and export-based. Industry The business often takes place far away from the main years. The transport takes place at both municipal and county municipalities and state owned infrastructure before the goods are exported out in the world. Industry's biggest concern related to

The infrastructure in the north is unpredictable in transport system. The government puts this on the agenda. Improvement The predictability of the transport system assumes good coordination between state and regional level.

The people and the business community are moving across municipal and county boundaries. Regional plans the areas, resources and social development are seen in a larger context is therefore important for further growth and development of business and local communities. The county authorities have an important clothing to influence community development. The government wants to The northern areas will be developed from below and will do regional planning more binding for the regional elected level, regional state actors and municipalities. 25

Reliable, efficient and environmentally friendly transport

The government aims to develop a transport system like is safe, promotes value creation and contributes to conversion to the low-emission society. Good accessibility and one efficient transport system is important for business confidence and kurranseskraft. The transportation system will be more reliable and robust, and bottlenecks and scratched stretches must rectified. By seeing the transport system throughout Barentsregion the region in context, we contribute to regional development and creates new opportunities for important industries.

The government has great ambitions for the transport system in northern Norway. Several major development projects in the north are prioritized in the National Transport Plan 2018-2029 (NTP). IN In addition, the government will focus on operation and maintenance in order to

<p>COMFORT . PHOTO: ODD WALTER HISIVAARA</p> <p>better accessibility. For users of transportsys- The theme is the importance of a well-maintained infrastructure, sufficient capacity for ferries, open mountain passes and a reliable route offer at regional airports. A good flight offer is important for maintaining sys- settlement and settlement throughout the country. Through the scheme With the purchase of airplanes, the population and the business community are ensured in northern Norway a good flight offer, where it is not keds basis for a commercial flight offer. The scheme of purchase of domestic air routes becomes over- led to county counties as part of the regional reform, cf. Prop. 84 S (2016-2017). With a regionalization of responsibility will the purchase of air routes in northern Norway be seen in context with other measures that have a lot to say for societal development gen regional, eg other transport measures. Good maritime infrastructure is important for effective maritime transport and for dismantling and settlement along the entire coast. The government will facilitate the development of a competitive, secure and environmentally friendly maritime transport. The government is working to More of freight transport uses the sea, and has taken place more steps to achieve this.</p>	<p>GOVERNMENT WOULD:</p> <ul style="list-style-type: none"> ■ Develop a transport system that is safe, promotes value creation and contributes conversion to the low-emission society ■ Set about NOK 40 billion (NTP 2018-2029) to investment projects in the three northernmost counties. In the first part of NTP's planning period (2018-2023) It is up to spending over NOK 16 billion for investments in infrastructure in the north. In this The period is up to completion / start-up of the following major infrastructure projects: ■ National roads: <ul style="list-style-type: none"> • E6 Helgeland south and Helgeland north, repair of a total of 260 km • E6 Megården-Mørsvikbotn, new road • E10 / rv 85 Tjeldsund - Gullesfjordbotn - Langvassbukta, will shorten the stretch between Tjeldsund bridge and Gullesfjordbotn with about 30 km • E8 Sørbotn - Laukslett, new and sure road towards Tromsø • E6 Kvænangsfjellet, new tunnel • E69 Skarvberg tunnel, construction of new and safe tunnel and slope protection ■ Airports: <ul style="list-style-type: none"> • Bodø. Grant to new airport located to the southern edge of the south • Mo i Rana. Grant for new airport at Hauan ■ Harbors and fishing port projects: <ul style="list-style-type: none"> • Submission of Senjahopen. Extraction of filling, industrial harbors and fishing service facilities • The fishing port of the Andes. Extraction of containment and parts of the harbor. Extension of the pier with 300 m • Longyearbyen port. NOK 300 million to Port Action: Improvement of Port Infrastructure, New flytekai with terminal buildings for passenger traffic ■ Transfer responsibility for purchasing domestic air routes to county municipalities as part of the regional reform ■ Transfer ownership and responsibility for management, operation and further development of state fishing harbor facility from the Ministry of Transport and Communications to the county municipality as part of the regional reform ■ Disregarding the consequences of pharmacy management linked to county roads will be transferred to regional people-selected level as part of the regional reform ²⁶
<p>E10 / RV 85 TJELDSUND - GULLESFJORDBOTN - Langvassbukta</p> <p>The project is located in Nordland and Troms, and is part of it of the connection between Lofoten and Vesterålen and E6. The project also includes a short stretch of Drive 83 from the E10 towards Harstad. The road is important nutrition transport for fishing. The projectors The site comprises reconstruction of 82 km of road and road will cause the E10 from Tjeldsund to go to Gullesfjordbotn the card will be inserted with about 30 km. Saved travel time is calculated for 21 minutes. Cost estimates for pro- The project is NOK 8.4 billion (NTP 2018-2029).</p>	

NEW AIRPORT IN MOUSE IN RANA

The government will contribute NOK 1.47 billion to new port of Hauan in Mo i Rana in the last part of the planning (NTP 2024-2029). Remaining amount of the total The cost framework of NOK 2.09 billion is expected covered through local contributions. The new airport will both ensure a more appropriate approach and opportunities to land and ease with larger aircraft. The can lay the foundation for an expanded offer and Destination Development in the Country (NTP 2018-2029).

Planned new airport in Mo i Rana.
GRAPHIC: NORDIC OFFICE OF ARCHITECTURE

A transport system that supports business international transport needs

Business in the north needs good transport links goods going to international markets. Often drive a way out of the country via Sweden or Finland. By closed National roads in northern Norway are often Sweden's only alternative between north and south. Large volume of fish is transported on Finnish roads for further exports to Asia on flights from Helsinki.

The government prioritises efforts to improve trans- port connections across the Barents region through cooperation with Sweden, Finland and Russia on *Common Barent's transport plan* . The document, with particular emphasis on trans- port networks are of great benefit to national and regional transport planning and management. The work helps to see border crossing transport links in the Barents region as a whole. The main follow-up of the Common Barents transport plans are made in the different countries through national planning and priorities. For planning and development of concrete cross-border connections is the most appropriate with bilateral cooperation.

The common Barent's transport plan is scheduled to dated under the Russian presidency of Barents- cooperation in 2017. In connection with the update will the government facilitate greater regional involvement in the process. The county councils in the north have, as responsible for regional infrastructure and business development, knowledge

SHIPPING IN ARCHTIS

Today, 80 percent of the shipping traffic in the Arctic is in through areas where Norway is responsible for search and rescue preparedness.

To position Norway best when new maritime opportunities open, it is important with solid knowledge Retrieval. The Center for High North Logistics (CHNL) created in 2008, has since become an important knowledge environment for the use of new maritime transport opportunities north. The center became part of the North University in 2015 and in the churches.

Shipping in northern sea areas is expected in the first place to increase in connection with transportation to and from destinations

As the ice conditions change, both Northeast and north west passages are appropriate for transportation between markets in the Atlantic Ocean and the Pacific Ocean. North-East Passage is the entire stretch of sea between Europe and Asia through Russia's northern coast. Russian authorities uses the name of the northern navy on the route between the Kara Sea and Bering Strait. Russia wants to make the passage an important transport route. Currently is modest.

Commercial utilization of the Northeast Passage is dependent of a number of factors, such as climatic conditions, prices on raw materials and fuel, insurance costs and requirements destination assistance. Currently, it is only a very small one

The region and serving the delivery of gas and petroleum products. In a slightly longer term you will also experience an increased pure international transit between end up in Europe and Asia.

which is relevant to this work. They are therefore involved in the process.

GOVERNMENT WOULD:

- **Help to update Common Barents transport plan in dialogue with Russia, Finland and Sweden in 2017. County councils In Northern Norway involved in this work**
- **Follow up with *Barents Co-operative Euro-Arctic Transport Area* consisting by national transport authorities in Sweden, Finland, Russia and Norway**

A safe and efficient power supply

Northern Norway has large renewable energy resources, and has overall a power surplus. Security of supply is however, strained for periods. Much of the production is unregulated hydropower, which gives power surpluses in the summer and power loss in the winter.

A stable energy supply is fundamental to one modern welfare society, and a competitive advantage for Norwegian industry. A power network with sufficient transmission Capacity is a prerequisite for good security of supply and efficient utilization of the renewable resource base in the country.

Especially wind resources in the north are good compared to other areas. At the same time, consumption in the area is relative low, and the distances to major consumer areas are significant.

Power generation and power grids are to be developed socio-economic profitability. Development of power-

Construction of a new power line between Balsfjord and Skaidi. PHOTO: STATNETT

046 / Northwest Strategy 2017

Andøya Space Center. PHOTO: COLOR BLIX

The network provides increased security of supply and facilitates new power generation and new business activity. on the other since the development of the mains is often associated with major investment costs and negative consequences for nature and environment. It can also conflict with others land interests. In matters of renewable energy development will use other land use, including reindeer husbandry and Sanfor interests could impose restrictions on the development.

Statnett is now building a new 420 kV line from Ofoten to Balsfjord and on to Skaidi. This will contribute to a safer one power supply in the north. The amplified power grid will add facilitate increased activity and power consumption in industry and new production of renewable power. In addition, the supply and

and transport networks. The state contributes to development in areas where there is no commercial interest. Through com- The funds can be applied for from the grant scheme as managed by the National Communications Authority (Nkom).

Large distances make areas and island communities in the north- The areas are extra prone to insulation by breaking electronic communication. Deferred municipalities, also in Northern Norway, prioritized in the Government's commitment "Reinforced ekom »²⁷ directed by Nkom. Together with the providers of electronics Tronic communication establishes base stations for mobile communication with additional routes (redundant lines) and three-day reserve power. Base stations ensure the population in the area coverage in places that are important for local emergency preparedness.

The government believes that county councils should take a choir dinning responsibility for the development of digital infrastructure, and that The task is a natural extension of the role of regional planning authority and responsible for overall societal development ling. cf. Prop. 84 S (2016-2017). The government will facilitate for dialogue with county municipalities for county councils should be able to fill the role as best as possible. The ministry looks great benefit from the fact that county counties are actively working to add one to facilitate co-ordinated expansion of broadband in its county. It will be central to business development and innovation in Northern Norway that more routes are established between Nord- and southern Norway. This is also important from national strategic

until existing power consumers are improved. The will be possible to transfer more than previously mersong power surplus out of the region and lead in power to the region in the winter.

GOVERNMENT WOULD:

- Provide for the efficient use of renewable energy resources that provide a basis for business development and value creation
- Provide for profitable production of renewable energy
- Contribute to a strong transmission network in the north. The Ministry of Energy has granted a license new transmission network from Ofoten to Skaidi, and The development between Ofoten and Alta is well under way.

Good access to digital infrastructure

The government will arrange for the whole country to have Access to good digital infrastructure. In the north where the large, distance-reducing technology means a lot more business community. Business needs an infrastructure like handles high speed and provides good data storage capacity.

The government has set up a commercial based on broadband development for both households, businesses

safety. An eventual establishment of a new sea cable from northern Norway to southern Norway, under the direction of commercial actors, will increase delivery security in the national fiber network and help increase capacity and reduce time lag electronic communications from northern Norway to abroad and to Svalbard. Such a new sea cable will also add gear for the data center industry in the north, and act as attractive transport route. The government will continue with concrete sering of possible government measures that can help to add correct for more fiber cables abroad.

Norway is a country that greatly benefits from space bet. With scattered population, large seas and large elements of natural resource-based business activities and Maritime transport Norway has a great deal of benefit from satellite-based navigation, communication and monitoring. Especially this applies in the High North, where the distances are the only ones bigger than in the south.

The Government has carried out a draft election ning (KVU) to assess the needs and opportunities for a strengthened distance navigation system in the High North. The report was completed in late March 2017. The government is working to quality assure this.

The Government's commitment to the European satellite navigation Gone programs, Galileo and EGNOS, help to cover important Norwegian needs in the High North as precise and

navigation and search and rescue. Similarly, contributes the focus on the Earth observation program Copernicus to mapping of sea ice, ship monitoring, fisheries surveillance, monitoring of oil spills and algal blooms, Climate and Environmental Monitoring, Resource Management and Supreme nationality in the north.

GOVERNMENT WOULD:

- Work on with the concreteization of possible government measures that can help to add correct for more fiber cables abroad
- Provide good broadband coverage in the country, including in the north.

Reduction of greenhouse gas emissions, local pollution, and limitation of negative consequences of nature intrusion

The transport sector accounts for about 60 percent of the non-quota-related emissions in Norway. Large portions of emissions The reductions to be taken within the country in non-quota terms in the sector, therefore, must be taken here. ²⁸ Road transport stands for the largest proportion of emissions, and that is also where the potential for The reduction in emissions reductions is greatest.

The transport sector is now facing a technological shift, and the use of new climate technology can contribute to emission cuts forwards. The government imposes, inter alia, policy and infrastructure investment for the use of new technology and reduced emissions from the transport sector.

As owner of county roads and public transport in Nord-Norway, county counties are key contributors and has an independent responsibility to help reach national climate goals. The government will support the county Munenes opportunity to offer climate-friendly public services, and help promote low and zero emissions.

Demolition and dismantling of natural areas is today the main reason why many species and habitats stand at risk of disappearing and also loss of pristine nature-areas. Development of transport and energy infrastructure is a contributing factor to this and may also come in conflict with reindeer husbandry and Sami interests. Government will facilitate the negative consequences for Nature and Sami interests are limited by planning and infrastructure development.

GOVERNMENT WOULD:

- Reduce climate and environmental impact from ferry traffic and domestic shipping through low and zero emission solutions
- Reduce greenhouse gas emissions from road transport through advantages for zero and low-emission vehicles, and by increasing the collective share
- Establish a temporary test scheme in three in 2017 year with grants for the transfer of goods from road to sea
- Grab the opportunities that new technology brings and add a strategic approach to this
- Enhance local authorities in Collaboration with relevant actors working for that The cruise industry reduces its pollution to greenhouse gas emissions and local air pollution
- Work for environmental and climate considerations Still being well incorporated in decision basis and weighted in

- Exposed municipalities, including municipalities In northern Norway, priority is given to the government commitment "Enhanced ekom"
- The county authorities take a coordinating responsibility for the development of digital infrastructure
- Continue Norway's participation in the European ESA space organization and assess continuation of Norwegian participation in EU space programs Copernicus (Earth Observation) and Galileo and EGNOS (satellite navigation) after its current programming period (2014-2020)
- Follow up the Concept Selection Study (KVU) for communication in the High North with quality fuse (KS1), before further follow-up is decided
- Develop a national space strategy in 2017

GREEN SHIPPING

Green shipping is among the government's five efforts-areas of climate policy and one of the main objectives of the maritime strategy. Norway is among the foremost in the world when it comes to developing and using green shipping technology. Maritime transport is important in the north-Norway, and green shipping could contribute to equal emission reductions. The government appointed The expert committee for green competitiveness believes that emission-free maritime sector can provide major emission cuts and significant nutritional effects. The maritime industry has launched proposals in connection with the committee's work for solutions through a "Sea Map for Green Coastal Navigation".

Significant resources are used in geared to support the Norwegian maritime industry environmental initiatives. Long-term and strategic commitment has made Norway a world leader in the use of liquid natural gas (LNG), and now also battery and hybrid themes in the shipping industry. The cooperation between subsystem, state and other public authorities and business has achieved good results.

Today, we are seeing a growing interest in developing and make use of battery and hybrid solutions in the shipping industry. Requirements for low and zero emission solutions in tender processes in the ferry sector has been an important driver for this. The government will continue work on more climate and environmentally friendly shipping.

SMARTE WEIGHTS IN ARCHIC STRUCTURE

Fast and predictable transport to foreigners markets are essential for parts of aquaculture ring. Several cross-border roads in the north are therefore important for the export of seafood. The border road E8 is in cooperation between Norwegian and Finnish authorities chosen as a testing arena for intelligent transport systems (ITS) in the Arctic climate. It is set at NOK 30 million in 2017 to launch a series of ITS actions on the E8. In the first phase mounted camera, traffic gauges, bulletin board clay and weather stations. Further testing will include new ones technological solutions and vehicles. The purpose is that The new technology will provide new standards throughout road network, which streamlines the transport of food and provides safer passenger transport.

area decisions relating to infrastructure.

AREAS

Environmental protection, safety and preparedness

- Ensure proper activity

GOAL:

- Take care of threatened and valuable nature and ensure good environmental condition in ecosystems
- Ensure sustainable use and preserve one selection of natural areas that show variety width in Norwegian nature
- Reduce greenhouse gas emissions and pollution in accordance with national goals and international obligations
- Strengthen safety and readiness linked to increased activity in the north

Environment

The northern areas have some of the most beautiful scenery in Norway. The government will take care of endangered nature, make sure that eco- can offer. Nature diversity is rich, both on land and in sea. In Svalbard we find some of Europe's last, pristine wilderness areas. Nature diversity always has been the basis for settlement, value creation and welfare in the north. Fisheries, aquaculture, agriculture, marine industry and tourism utilizes this natural foundation and is dependent of sustainable management that gives good condition in nature.

Use of area for road and housing construction, industry, agriculture and other nutritional purposes are important to society, but can have a major impact on nature diversity. climate change poses a huge and increasing threat to species and ecosystems, in addition to making them more vulnerable to other tax-readings. Combined with increased activity brings climate change challenges that require new knowledge and new grips. This is an important issue for the north area policy and work between the northern countries.

PHOTO: GEIR WING GABRIELSEN, NORSK POLARINSTITUTT

The government will take care of endangered nature, make sure that eco- The systems are in good condition and conserve natural areas which shows the variation width in Norwegian nature. Meld. St. 14 (2015-2016) *Nature of life* points out the direction for this work, also in polar areas. The municipalities are important partners to take care of nature diversity in north. The government reviews the supervisor for the municipalities area plans in the coastal zone and work for nature conservation still to be incorporated and emphasized in relevant area- decisions. In Svalbard there are particularly high targets for environmental protection. The extent of wilderness-prone areas must be maintained des, and the flora and fauna must be kept virtually untouched local business. Protective areas that cover most of the time on land and areas and territorial waters must be preserved as large, pristine reference areas for research. It The new Svalbard report states that the high environmental targets and today's environmental regulations are fixed. Within these framework

MARINE CONSUMPTION 90% of the plastic **exploration** in the sea comes from marine activity. PHOTO: BOARD

It should be facilitated for the necessary conversion.

This is especially true of tourism in the surrounding areas local communities and in the isfjord.

Norway has established a long-term storage for backups of the world's seed collections in Svalbard. The seed store is largest of its kind in the world and holds up to 900,000 seed samples of the world's most important agricultural crops. This helps ensure future food production and adaptation to global climate challenges.

The sea and the coast in the north have large resources that provide foundation for new jobs and sustainable value- ping, but at the same time facing major environmental challenges. Climate change, sea acidification, contamination and sewage threatens the life base of the ocean - and thus also the people which lives from what the sea produces. The challenge is to combine increased value creation with the need for stronger protection of the marine environment and resource base.

The Government's overall tool for ensuring a full- Proper management of the sea is the management plans for the Norwegian sea areas. The management plans are all seen activity in context. Management plans shall add to facilitate value creation through sustainable use of resources and ecosystem services in the marine areas and while maintaining the structure of ecosystems, way, productivity and nature diversity. The government has recently submitted an update of the management plan for the Norwegian Sea, and initiated the academic worked for a full revision of the management plan for Barents Sea - Lofoten in 2020.

In addition, the regional water management plans come which will provide good conditions in the maritime areas within one nautical miles from the baseline. These include, among other things, significant management for aquaculture and other industries in coastal waters.

Navy shredding is a significant and increasing problem. Government's This has strengthened its efforts both nationally and internationally in order to prevent and clean up coastal and marine councils, and to strengthen the knowledge of sources, effects and possible measures to combat marine siphoning and micro-plastic.

A report on waste policy and the circular economy will be launched in spring 2017. Here will be measures and measures against marine scouring and micro-plastic will be key themes.

The government is investigating the establishment of an oil spill and environmental center in Lofoten / Vesterålen. The investigation is based in need of oil protection and marine plastic sewage. IN The budget for 2017 has been granted NOK 17 million and so on planning of the center.

Marin robbery is a global problem that can not resolved without international cooperation. Norway has taken ini- a tentative of global cooperation with plastic and micro-plastic in the sea through the UN system. The international work will be More specifically presented in the Government's report on see the Foreign and Assistance Policy of March 24, 2017. ²⁹

The northern regions and the Arctic are supplied with significant amounts long-distance pollution from other countries. Many Species are vulnerable to the effects of environmental poisons like piles get up in the food chain. It is therefore important to bet Further on research to map the effects of environmental

poison on arctic flora and fauna. The government will continue work for global measures against environmental pollution, and Keep a restrictive practice in accordance with the Pollution Act point emissions in Norway.

GOVERNMENT WOULD:

- Establish an oil conservation and environmental center in Lofoten / Vester- the eel that will be a leading national competence- environment with an international knowledge base for work on oil protection and marine plastic retrieval
- Work for nature conservation to be incorporated and emphasized in relevant area decisions in the north
- Take action to maintain viable stock and improve the condition of endangered

Maritime strategy is a guiding principle for prevention and maritime safety and emergency response to acute pollution. Long distances or extensive and cross-border

Contaminated contamination may also require a need international assistance. Norway therefore participates extensively international cooperation on security and preparedness in Arctic. We cooperate with the member countries in Arctic Council and bilateral with Russia on search and rescue and alert and assistance in case of emergency oil spill.

Preventive work

Much has been done over the past ten years to increase maritime safety in the north. The most important thing is the work to prevent accidents. The government is working nationally and internationally to

- **and vulnerable species in the High North.**
- **Further develop the management plans as marine planning tools**
- **Submit a revised management plan for the Barents Sea - Lofoten in 2020**
- **Develop a plan for further work on marine protection and a national action plan for seabirds**
- **Continue the high environmental goals and today's environmental regulations in Svalbard.**
- **Develop management plans for the national parks of central spitsbergen**
- **Continue international cooperation the seed store in Svalbard to ensure the genetic diversity and contribute to global food security.**

Security and readiness

Activity in northern seas increases. fishing vessels goes further north than before and the trawls grow bigger. Extraction of petroleum is moved north. Cruise traffic in northern waters are increasing. The amount of oil and gas transported Tanks on tankers in Norwegian waters were doubled from 2016, and is expected to increase further.

The increased activity provides opportunities for growth and development, but also increases the risk of accidents with consequences for life, health and environment. As the activity goes on longer and further north, the distances and tough weather conditions also create challenges for preparedness.

Norway has a special responsibility such as flag, coastal and sea nestat to facilitate safe and environmentally friendly activity in Norwegian waters. We must be present and contribute with a good monitoring, security and readiness in ours large sea areas.

Meld.St. 20 (2014-2015) *Update of the management plan for the Barents Sea-Lofoten* watching the consequences of, and the risk of, different activity for sea-environment. Meld.St. 35 (2015-2016) *On the right course and the right tone*

Ensure that vessels and equipment are suitable for operation in Polar waters and that the crew has the necessary expertise. IN Additionally, the work is done with traffic monitoring and control of traffic through Norwegian waters.

Shipping and seafaring - international cooperation

Shipping is a global industry, and regulation of this must through international cooperation. UN Maritime Organizations Compensation, *the International Maritime Organization* (IMO), plays a central role when it comes to putting global security and security environmental standards for shipping, to prevent accidents. Arctic Council also works to promote sustainable development for arctic shipping. The Council has its own expert group for shipping, including representatives from the shipping industry genes and important shipping nations, such as China, South Korea and Singapore, participates.

An important part of the prevention is to ensure that ship design and equipment is suitable for operation in polar waters and that the crews have the necessary skills. Norway, at the Maritime Directorate, has led the work of the IMO with Establish a globally binding regulatory framework for operation of ships in polar waters (Polar Code). The polar code entered into force January 1, 2017, and will help reduce the risk of undesirable incidents, increase the safety of ships and crews and provide better protection of the vulnerable environment in Arctic waters. In the future it will be important to secure international implementation of the Polar Code.

Traffic separation systems and recommended sailing leader

As a result of increasing international shipping traffic with tankers along the Norwegian coast, Norway established Norway in 2007 wheat dredging outside the territorial waters on the route Vardø-Røst. The measures were approved by IMO. Traffic separation systems and recommended sailing leader and the importance of the separation of shipping traffic in Norwegian waters and

routes, to reduce the likelihood of collisions and groundings. Tankers and other large vessels Lead to predefined leader about 30 nautical miles from the coastline.

shipping control

Maritime Traffic Service - Vessel Traffic Service (VTS) is an international service that is in Norway operation of the Coastal Administration. VTS has the task of improving maritime safety and protect the environment in the coastal zone. Traffic FICs organize ship traffic, control teaches that the sailing rules and sea rules are followed, and gives the vessels navigation-relevant information areas where shipping traffic poses a particular risk. Vardø traffic center is responsible for the areas at Melkøya / Hammerfest and Svea in Svalbard. Vardø traffic center also monitors all tanker and other risk traffic along the entire Norwegian coast and sea Council around Svalbard, with the exception of the areas of activity to the Coastal Administration's four other maritime traffic centers. Vardø Traffic Center also has an agreement with Murmansk maritime traffic center on mutual warning of risk traffic.

traffic Monitoring

The monitoring from the maritime traffic centers (see box) is large importance when it comes to revealing events and deviations from safe sailing, so that the necessary safety and preparedness Cabinet measures can be quickly implemented as needed.

The establishment of the sailing leader, the introduction of AIS monitoring king and the establishment of Vardø Maritime Traffic Center has done that one could reduce the tug capacity in northern Norway from three to two vessels. These patrol the coast continuously, and have short reaction time if an accident should occur.

BarentsWatch is developed as part of the government High North policy. It is a comprehensive surveillance and information system that will provide access to quality assurance information on the northern seas and coastal areas. By The help of the system involves different management institutions An easier way of exchanging information and data. IN The years ahead will be able to use the system both management and business activities in the High North. Wave hazards and traffic information around Svalbard is under development as part of the system.

Barents Ship Reporting System (Barents SRS)

Norway and Russia have established the ship reporting system Barents SRS, following approval by the UN Maritime Organization and IMO. It is the traffic centers operating the system. Vessels over 5000 gross tonnage, tankers, vessels with Dangerous or polluting cargo and some other vessels are required to report through the system prior to sailing in the area between Lofoten and the agreed boundary line mel-lom Norway and Russia. Barents SRS provides an overview of vessels with which cargo in the waters, and strengthens this maritime security in the Barents region.

Modernization of navigation infrastructure

Infrastructure for navigation is important for safety. Coast-the work is constantly working to reduce maintenance leap on the navigation infrastructure along the coast. IN thread with message. St. 35 (2015-2016) *On the right course - Prevented marine safety and emergency response to acute pollution* , should the existing infrastructure be further developed and modernized to give better effect and reduce operating and maintenance expenses. The Coastal Administration will among other things update you light bulbs with LED-based light sources, and equip them with remote monitoring systems.

petroleum activities

Petroleum activities in Norway are subject to strict requirements for health, safety and the environment. Authorization is required for all activity, including exploration drilling, development, operation and the ending phase. Emphasis is placed on ensuring good coexistence with other users of the ocean. To meet everyone Types of challenges have the authorities, in cooperation with industry, developed a comprehensive HSE framework as imposes strict requirements on security and management of the business. The regulatory nature of the regulatory framework implies that the requirements for the sake of security becomes more stringent when the business is in operation. nationally, processes have been initiated to increase knowledge- open, strengthen risk understanding and develop technical solutions adapted to arctic conditions. The Petroleum Safety Authority Norway also has good cooperation with the petroleum industry about locker development.

GOVERNMENT WOULD:

- **Work actively to ensure continued goodness cooperation on maritime safety and environment in the Arctic Council**
- **Continue the work of IMO and Arctic Council for one harmonized implementation of the Polar Code globally**
- **Continue the work of marine mapping of important areas around Svalbard**
- **Strengthen the knowledge of prevention of acute events in petroleum activities, which may cause contamination**

Infrastructure for maritime communications

Well-functioning communication systems are important for navigation and for an efficient and safe rescue next and emergency communication. Satellite-based infrastructure plays a big and increasing role in dealing with the particular or the challenges that are related to maritime activity in north. Existing satellite communication systems have However, little or no coverage north of 72 degrees. Many sectors have interests in establishing an improved communication infrastructure in the High North. autumn In 2016, the government therefore initiated a draft election ning (KVU) to investigate needs and possible concepts for satellite-based communications system in the High North. The KVU was completed in late March 2017. This will then be the basis for a quality assurance (KS1), as planned in the autumn of 2017, before further follow-up is decided. An effective preparedness is also dependent on the country-

areas that impose strict requirements. No petroleum activity based communication works optimally. The last ten years have seen a significant strengthening of the maritime infrastructure. Something on the Norwegian continental shelf is carried out while less than 10% of the monitored shipping traffic in Norwegian coastal and coastal areas can be performed in a proper manner. sea areas have been significantly strengthened and today one exists

Responsible petroleum activities in the Arctic require In-depth knowledge of risk. Both national and inter-

INTERNATIONAL COOPERATION FOR VERY SIK^{and e} AUTHORITY IN ARCHTIC PETROLEUM ACTIVITIES^{and S}

A collaboration forum, Arctic Offshore, has been established with Regulators Forum, among the authorities with a special-separated responsibility for regulating safety in petroleum activities in the High North. The purpose of the forum is continuous improvement of security within petroleum activities in the Arctic through exchange of experience and knowledge of safety and regulation.

based communication works optimally. The last ten years have monitored shipping traffic in Norwegian coastal and coastal sea areas have been significantly strengthened and today one exists far more detailed situation picture than before. Automatic identification system (AIS) is an anti-collision aid for shipping. Vessels equipped with AIS equipment are sending out and exchanges information about its identity, position, speed and course over frequencies on the VHF band. The signals are captured also up of land based base stations, and of satellites with receiver equipment. The Norwegian satellites AISSat-1 and AISSat-2 passes through the highlands 16 times a day and has contributed to a better situation picture. During 2017 another two Norwegian satellites are shot with AIS receivers up. However, the existing AIS infrastructure does not provide a continuously updated traffic image in the High North. For To strengthen the maritime traffic monitoring, the government wants

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NATURAL RAILS IN NORD ARE AN IMPORTANT LIFE BASIS FOR PEOPLE AND ANIMALS. PHOTO POLARINE INSTITUTE

build land based AIS base stations on the west coast of Svalbard, as well as assess further developments in Svalbard. This will provide a better overview of both commercial ship speed and recreational craft equipped with AIS in the area, Better opportunities to follow up accidents and take action effective rescue operations. The development of the land-based AIS base stations are mentioned in Report. 32 (2015-2016) *Svalbard*, Meld. St. 35 (2015-2016) *On course* and Meld. St. meld. (2016-2017) *National transport plan 2018-2029*.

In cases of oil, oil can be transferred to other states. Rules about international cooperation in acute pollution is down fields in conventions and intergovernmental agreements. Norway has signed provide agreements with neighboring countries for cooperation for combating acute pollution. These agreements ensures effective alert for acute pollution and establishes routines for follow-up. Annual meetings and exercises are important part of the international work.

In the north, the bilateral agreement is in particular Russia on oil spill preparedness in the Barents Sea and the Agreement between the eight member states of the Arctic Council on Cooperation on preparedness and action on oil pollution in the Arctic, of great importance.

Response time for action after an emergency discharge on Svalbard can be long, depending on the distance to urban oil spill equipment and vessels that have oil spill equipment on board. Oil spills can therefore spread over large areas before oil spill measures can be implemented. To avoid acute emissions of heavy bunkers oil in connection with ship accidents is this type of oil banned within most of Svalbard

GOVERNMENT WOULD:

■ Carry out quality assurance (KS1) of Concept Choice Research (KVU) for communication in the High North, before further follow-up is decided

■ **Build AIS base stations on the west coast of Svalbard to strengthen the maritime traffic monitoring and provide the Maritime Traffic Center Vardø and other agencies are continuously updated maritime situation image, as well as assess Further development on Svalbard (see St. meld. (2016-2017) *National transport plan 2018-2029***

Emergency Prevention
and oil spill preparedness

An action against acute pollution can be so extensive that there is a need for international assistance. In some

territorial waters.
In case of emergency emergency oil spill around Svalbard will
The person responsible for the discharge is responsible for cleaning up.
The Governor's Service *Polarsyssel* is the most important
resource in the oil spill preparedness in Svalbard. The vessel is

equipped with oil spill equipment. It is also a state-owned oil-coordinating responsibility for search and rescue in each area
Verny pot in Longyearbyen and oil spill equipment in Ny Ålesund (see map of responsibilities). Hovedredningssentra-
Barentsburg and Svea. See Meld.St. 32 *Svalbard* for more
Details of oil spill preparedness in Svalbard.

GOVERNMENT WOULD:

- Equip the ice-going research vessel "Crown Prince Haakon" with fire extinguisher equipment, helicopter facilities and trails so that it can be a part of the preparedness and can provide assistance by accident
- Continue the good cooperation with Russia about oil spill preparedness in the Barents Sea
- Still be an active driver for strengthening of oil spill preparedness cooperation between the Arctic countries
- Assess measures to improve preparedness acute pollution in the area on the basis of the challenges identified in environmental risk and preparedness analysis for Svalbard and Jan Mayen

Search and rescue

There is agreement between the Arctic countries that increased traffic combined with long distances, tough weather conditions and
Relatively few rescue resources in the region require strength
international rescue cooperation. Norway has regular
search and rescue exercises bilaterally with Russia and on the go of Barents Cooperation under *Barents Rescue* .

Under the agreement between the eight Arctic countries of 2011 on cooperation on search and rescue in connection with Arctic Air and Sea Transport (SAR Arctic Agreement), the Arctic was divided in search and rescue responsibility regions in which the member states have

The county of Northern Norway leads an expert group for follow-up of the SAR-Arctic agreement under the Arctic Council's working group *Emergency Prevention, Preparedness and Response* (EPPR).
Various actors contribute to making preparedness even more efficient. Norwegian rescue and preparedness organizations collaborate with partners from other countries, as well as with institutes and industry to develop procedures, measures, capacities and technology.

COOPERATION PROJECTS ON SEARCH AND RESERVATION

- Funds have been allocated for the development of a center for Arctic Security at the University Center on Svalbard (UNIS) in cooperation with among others Governor.
- Cruise industry at *The Association of Arctic Expedition Cruise operators* , with support from The main rescue center of Northern Norway and The Coast Guard in Iceland has established a cooperation about search and rescue, including annual workshops and exercises (tabletop) for affected actors.
- The *Arctic Coastguard Forum* was established in 2015 between the coast guards of the eight states of Arctic advice. The cooperation is primarily about search and rescue and environmental issues / oil spill in arctic regions.
- Central Rescue Center Northern Norway (HRS NN) collaborates with Nord University about different projects, exercises, workshops and seminars in search and rescue. central Examples are MARPART that are initiated and directed by North University, and SARiNOR, which is initiated and led by the Shipowners' Association.

THE MANAGEMENT OF THE KYSTWAKT

The Coast Guard is part of the Navy and is subject to military command. Its main tasks are suve-
purity assertion and authority exercise.

The Coast Guard is the state's most important authority to sea and performs in all sea areas where Norway has jurisdiction. It is the primary authority practitioner within fisheries control, and cooperates closely with fisheries authorities to ensure that fishing activity in Norwegian waters are in accordance with current regulations.
The Coast Guard has further tasks in customs supervision, environmental inspections, rescue operations, call check as well as a number of other tasks that are defined in more detail Coastguard Act. Some of these tasks require that
The Coast Guard has limited police authority, something that is granted on the basis of the Coast Guard Act.

Coast Guard PHOTO: OLAV STANDAL TANGEN / RESPONSIBILITY

The defense constitutes a very important part of society overall preparedness and crisis management capabilities, including for search and rescue in the north. The coast guard sails continuously in maritime areas where Norway has jurisdiction and is an important one emergency preparedness and authority actor in close coastal coats and the great seas in the north. As part of NATO's

LARGE RESPONSIBILITY IN NORD. Responsibilities distributed between the Arctic states as part of the search and rescue agreement
SOURCE: ARCTIC PORTAL LIBRARY

integrated air surveillance cooperation Norway has fighter aircraft. The Norwegian maritime industry is a responsible player, and Continuous and very high preparedness in Bodø. The planes are still taking initiatives to promote sustainability also used for search in rescue operations. The maritime development in the Arctic. One of these is the SARiNOR project as patrol flights in Andøya (eventually at Evenes) represent aims to create an arena for collaboration in search and also centers an important resource for search and rescue. In line rescue between private and public actors. The project with the new long-term plan for the Armed Forces, it will be still in a report in November 2016 that is being considered to acquire new maritime patrol flights. The Armed Forces operate with responsible national authorities.

Rescue and preparedness in Svalbard

In Svalbard, in recent years a significant king of the rescue and preparedness area, both as regards One is about to acquire new rescue helicopters like Resources like new helicopters, new service vessels with increased will replace today's *sea king* . Border Guard in South Varanger sailing season and the introduction of preventive measures such as performs, in addition to its military mission, continuously sailing season and the introduction of preventive measures such as Monitoring of the Norwegian-Russian border, on behalf of government troubled service and introduction of port and water law. police. If necessary, in principle, all parts of the Armed Forces The Storting agreed to this through the treatment with the resources available at any time, provide assistance to by Meld. St 32 (2015-2016), cf. S 88 (2016-2017). IN The statement further states that "*the committee also believes*

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that the government should consider Longyearbyen as a hub for search and rescue in the Arctic. "

Directorate for Social Security and Preparedness (DSB) has investigated this and the investigation is being considered by Justis- and

Longyearbyen is through its location and rescue resources very central in search and rescue work in the Arctic. As part of the new *National Transport Plan* (2018-2029) it is decided to rectify the port infrastructure in Longyearbyen. The Governor is the leader of the local rescue center at Svalbard in addition to representatives of current public, private and voluntary organizations from the local area participating in major rescue operations.

To strengthen the search and rescue work on Svalbard and in the nearby seas, the Storting agreed that The Governor from April 1, 2014 would receive major rescue helicopters. A contract has been signed with Lufttransport AS about renting two Super Puma helicopters with advanced equipment. The reason for this is both the extended responsibility as well follows from the agreement on search and rescue in the Arctic. The meaning of Longyearbyen will be the basis for rescue and pollution preparedness in northern waters.

The Governor's service vessel "Polarsyssel" is a central Rescue and Emergency Resource Resource ver. The grant has been increased to expand the season for service vessel with about three months. It's hard important that helicopters and vessels can cooperate in a good way, and "Polarsyssel" therefore has a large-scale helicopter tire enough for the Governor's helicopters.

The preparedness for Svalbard is assessed continuously, in light of the activity on the archipelago and changes in the risk picture, Sett. S 88 (2016-2017) and Meld. St 32 (2015-2016). After slipped in Longyearbyen on December 19, 2015, Sys- the salesman questions about the possibility of being able to summon and use civil defense as a resource also in Svalbard.

Emergency Ministry.

As part of the new *National Transport Plan* (2018-2029) it is decided to rectify the port infrastructure in Longyearbyen.

A large floating dock in Longyearbyen harbor with terminal building Passenger traffic will provide increased capacity and better facilities for small and medium-sized ships, especially in the summer season when there is large passenger traffic and research activities.

The Governor will, in dialogue with other relevant prepared stakeholders, assess co-location of equipment in Longyear- City. These measures will further strengthen Longyearbyen in search and rescue.

Safe navigation in the Arctic is dependent on reliable and increased information on maps and ice data. These are an important part of the infrastructure to ensure life, health, environment and values.

Mapping of the sea areas in the Arctic generally is man- gigantic, and increased traffic density, deeper and more fast-paced vessels set new requirements for the maps. Therefore will the ongoing work on sea charting of important ones areas around Svalbard will be continued.

GOVERNMENT WOULD:

- **Improve and strengthen the international cooperation with the Arctic countries, about search and rescue, especially with a view to further operationalization of the SAR-Arctic agreements through the Arctic Council's Working Group Emergency Prevention, Preparedness and Response**
- **Evaluate the SARiNOR report and its recommendations**

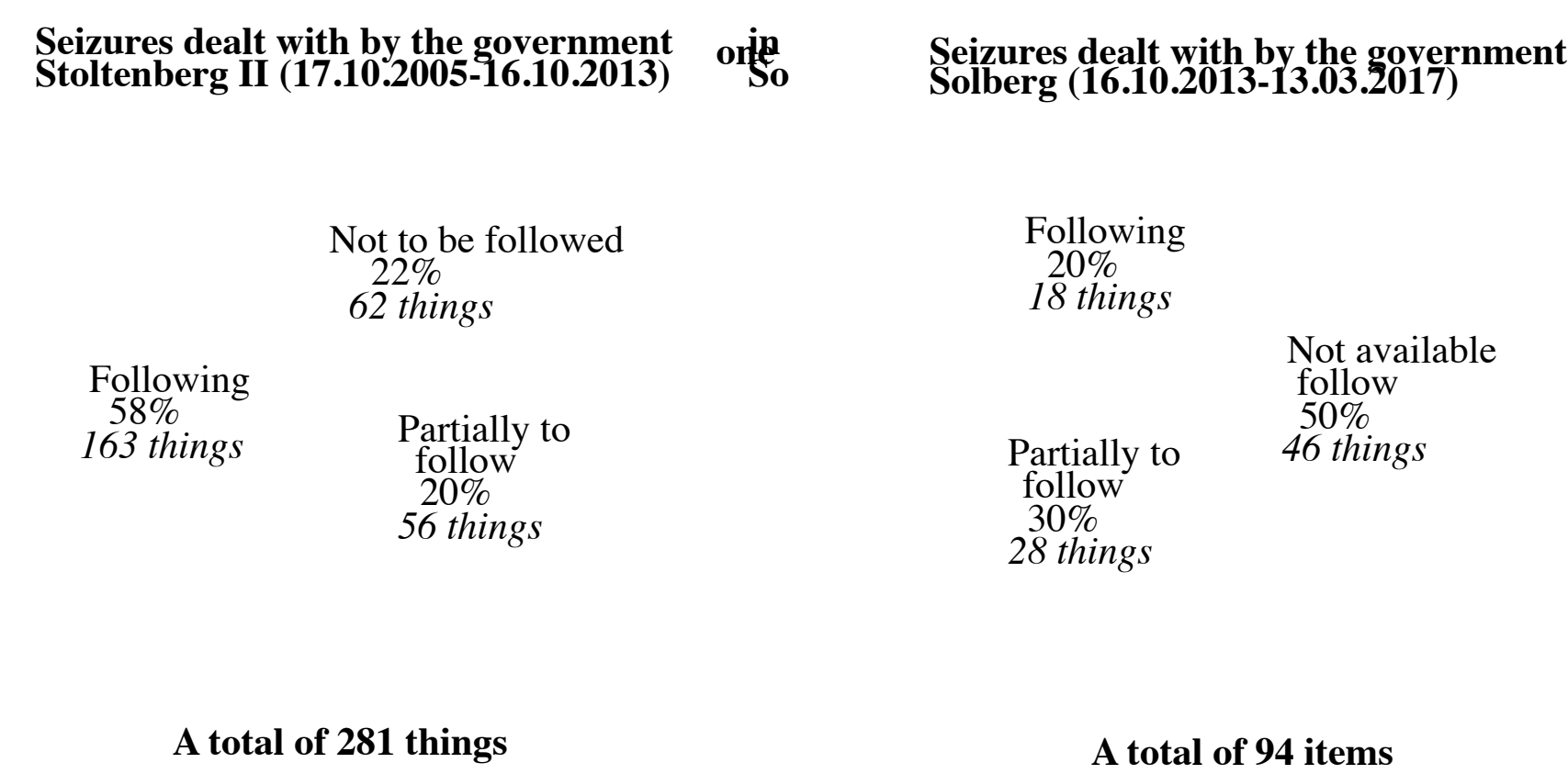
PHOTO: COLORBOX. EUGENE SERGEEV

More efficient planning processes

- makes it easier for companies

Simplified planning processes are an important part of the government's strategy to improve the business environment. Compliance with other regulations, better interaction between municipalities and sectoral authorities, fewer objections and increased local self-government. It is a goal that the planning time in larger projects must be able to halve, especially in large transport projects. It will focus on measures that provide competence lift in municipalities and counties.

Therefore simplification is also an important part of the north- Digital tools have an important role to play in ensuring transparency, policy. The government simplifies the Planning and Building participation and efficient planning processes. Digital Plane Dialogue and at the same time reduces planning time. Responsibility fois a tool that makes it easier for residents to follow The Planning and Building Act has now been assembled in Kparticipateand the planning process, to provide input to the plan modernization Ministry. Planning and construction and to read others' input. Many municipalities have Things must work more efficiently together to make it total already used the tool, and it is particularly relevant in time usage will be shorter. It requires better coordination Northern Norway where the distances can be large. Government



The figure shows that the number of opposition cases handled by Stoltenberg II government and the Solberg government is reduced from 281 to 94. SOURCE: KMD

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will look at opportunities for developing digital plandialog on regional level, making processes easier for com-mouth and parties otherwise.

The Government's work in this area is discussed further in Meld. St. 18th (2016-2017) Breathable villages and strong district.

- Several measures have been taken:**
- The objection threshold has been raised. The municipalities now get to a greater extent impact on their proposals
 - Review of seal practices to ensure better follow-up early in the planning phase and more consistent practice with new deadlines for handling objections.
 - Trials in twelve counties in which the county governor is responsible to coordinate state objections and authority to reject objections. This provides more efficient and targeted treatment of planning matters and better cooperation between municipality and state authorities.
 - Use of supplementary regulations that clarify rules of law and governs planning practices in the most efficient manner direction.
 - Five-year rule for implementation of regulatory Down is replaced with a general requirement for assessment and any updating of the chart basis.
 - There is a deadline for the municipality's transmission by decision of the county governor by opposition, auctioneers deadline for the county governor to forward the matter to the ministry.
 - There are time limits for the municipality's treatment of curricula after consultation and public inspection, as well as to notify the proposer if the municipality does not promote a proposal for a regulatory plan.
 - Simplification has been introduced in the rules on impact threading.

GOVERNMENT WOULD:

- **Spring 2017 aims to promote proposals for Parliament to make a separate consideration zone for mineral resources. The proposal will give the municipalities a tool to visualize mineral resources in municipal area plans. This is how a friday will be recovery of these resources will not be hindered by more short-term plans.**
- **In 2017, clarify whether the attempted coordination of state objections to municipal plans must be continued as a permanent arrangement. The trial currently comprises 12 counties. Evaluation of The experiment shows that it contributes to better dialogue between municipalities and state opposition authorities, and more conflict cases are resolved in the past.**
- **Follow up the opposition authorities' work with to develop guidance to the municipalities and to clarify opposition basis within its areas.**
- **Promote proposals for the Storting spring 2017 on that the regional forum, as an important arena for Early dialogue and coordination in the planning processes shall be a statutory task for the municipalities.**
- **Introduce a practice on the municipalities regularly update the municipal plan land management. This will provide increased predictability for business and faster treatment of private individuals regulation proposals and applications for construction measures.**

- Legislative amendments have been adopted that allow for clearer and more formalized framework for the start-up of the regulatory planning process, with more binding dialogue and early clarifications. This will provide a more for-visible and unified planning process.

PHOTO: MINERALKLYNGE NORWAY / MUCH IN MEDIA

EFFECTIVENESS OF PLAN PROCESSES AND MINERALS

The government will facilitate the development of mineral industry and believes that mineral resources must be prioritized stronger in municipal and regional plans. localization of new withdrawals should be clarified at municipal level and Relationship to other interests can be considered and weighed in a better basis for treating mineral issues.

The government is concerned that the planning process should be effective so that the mineral industry can get a quick clarification on whether current projects can be carried out. Local Government and the Ministry of Modernization has therefore instructed state and regional agencies to participate actively in municipal planning processes, and bring early and clear input on what considerations need to be addressed in planning work. The Ministry has further amended the rules on impact assessment so that the municipalities can over-

coordinate the processes under the Planning and Building Act, zoning law and mineral law better. It can be Currently revising the guide "Mineral deposits and treatment under the Planning and Building Act "which is not intended for mining. This will give the municipalities a better basis for treating mineral issues.

The Ministry of Local Government and Modernization approved spring 2014 regulatory plan that provides the basis for recovery of copper from Nussir and Ulveryggen in Kvalsund Municipality. The Ministry emphasized that this is one of The largest mineral projects in Norway for a long time and that The recovery will have positive ring effects in the municipality and the region. Ministry assumes that mining The cabinet in consultation with the reindeer husbandry industry is emerging

sent to the Directorate for Mineral Management to determine mitigating measures that lay the foundation for continuation of reindeer husbandry in the area. Environmental Directorate reached January 2016 decision on permission for mining and landfill of waste masses according to the injunction act. The decision about emission permit was maintained by Climate and Environmental Ministry of the Environment, assess measures to streamline the party in December 2016.

Results of the government

High North efforts

International cooperation

- The agreement with Russia on border certificate was 4 March 2017 extended to include the entire Neiden
- "Oslo Declaration" on research cooperation and measures against unregulated fishing in the Arctic Ocean was entered into along with the other coastal states of the Arctic Ocean.
- A cooperation mechanism for reducing emissions of Black carbon and methane are established under the Arctic Council
- Secretariats for the *Arctic Economic Council* and the *Arctic Council The Indigenous Peoples Secretariat* is located in Tromsø.
- The Armed Forces have increased the number of flights with and has introduced permanent presence by submarine in north with base at Ramsund Battle Station
- The Armed Forces have completed the construction of two new stations to the border guard in southern Varanger
- The defense begins in 2017 the preparations for establishment by a company group at the garrison in south-Varanger
- Ministry of Foreign Affairs established in 2015 subsidy scheme *Arctic in 2030* to support the Government's Priorities in the Northern Area Policy, through support especially for knowledge and innovation projects
- The Government assumes that 400,000 mills will be granted. NOK in the program period 2014-2020 for participation in EU border regions covering North Norway and Kolarctic

Private sector

- Production at the oil field Goliat was launched in March 2016
- An attractive new exploration area has been awarded in the 23rd licensing round and the first drilling in the Barents Sea southeast starting in July 2016
- The Government has allocated 56 new production licenses in *Allotment in predefined areas* (TFO) 2016, and commencement of APA 2017 is expected soon.
- The government has started the process of 24 licensing round, and aims to announce second quarter 2017.
- The company Nyrstar ASA received a regulatory plan in 2014 with the aim of facilitating the recovery of copper in Kvalsund municipality. In 2016, the company received permission under the pollution act for mining and landfilling of waste masses.
- The government has strengthened the environmental technology scheme in Innovasjon Norway with NOK 130 million to NOK 534.5 million in the state budget for 2017. In Enova's management agreement for 2017-2020 focuses on climate and technology development.
- The government has allocated a total of NOK 428 million for the period 2015-2017 to petroleum-oriented technology development through *DEMO 2000* . The program has a general goal to support technology relevant to the High North. In this The period has NOK 90 million of the allocations to *DEMO 2000* has been earmarked technology and business development for petroleum activities in the High North.
- In 2014, NOK 150 million was allocated to the northern region-related business projects, managed by Innovation Norway for the period 2014-2019

- In the period 2012-2014, NOK 9 million was allocated
- The government has allocated funds over a number of years

agricultural agreement for a commitment to arctic agriculture with the purpose of contributing to development and increased utilization of Arctic quality as a competitive advantage for agriculture in the highlands.	mapping of the seabed in the north through MAREANO-2017
<ul style="list-style-type: none"> In the spring of 2017, the government will present a parliamentary report about reindeer husbandry. The government launched a new brand and communication strategy for the national parks. The goal is increased visits, increased local value creation and better protection of the areas. Varanger Peninsula National Park is one in four national parks that are pilots in the strategy. The government launched a new maritime strategy in 2015 also includes the High North and a parliamentary report about the seafood industry with the aim of strengthening the food industry's competitiveness. 	<ul style="list-style-type: none"> The government has established a research program environmental impact of business development in the north (MIKON) at Framcenteret in Tromsø, to strengthen knowledge on the basis for the work of government and industry with limiting the "footprint" of business activity in the highlands. In 2017, NOK 20.5 million was allocated to a new joint research building in Ny-Ålesund In 2017, NOK 10 million was allocated for research The project "The inheritance of the Nansen" For a number of years, the government has funded research from mineral resources in northern Norway and geological surveys in the Barents Sea, with a view to future business development in minerals and petroleum. Funds have been allocated for building an Earth observation torium in Ny Ålesund which is part of a global research network for accurate mapping of the movements on the earth's surface and for the earth's changes. The observatory is of crucial importance for accurate earth observation and climate monitoring in the High North. The National Center for E-Health Research was established in Tromsø in 2016. The national center is subject to the Health North, and will support national needs for research and investigation in e-health, telemedicine and mobile health.
<p>Knowledge</p> <ul style="list-style-type: none"> Six higher education institutions have entered into a merger plan. This has resulted in two strengthened universities in the north: University of Tromsø - Norway's Arctic University and Nord University. In 2017, NOK 972.1 million was allocated for the construction of a new ice-going research vessel "Crown Prince Haakon" In 2016, more than NOK 750 million was awarded to the north for field-related research through the Research Council in different programs To strengthen the quality of school, teachers from Finnmark will be who apply for further education through the program <i>Competence for quality</i> prioritized, and the state contributes to cover expenses for travel and stay for these underneath further education. The foundation stone of a new building at Framcenteret was added in January 2016, and the new building will be completed in February 2017. The center will then consist of 20 institutions operating with interdisciplinary research, counseling, management and dissemination in natural sciences, social sciences and technology. The Marine Research Institute only has an annual monitoring and research budget for fishery resources in the North amount to about NOK 165 million. (Activity occurs in part in cooperation with Russia.) A research and competence center for petroleum-activities in the Barents Sea and Arctic (<i>ARCEx</i>) were established at the University of Tromsø in 2014. ARCEx has as its goal to acquire new knowledge about the petroleum resources in the Barents Sea and develop knowledge and methodology for environmental management, enjoyable exploration, in cooperation with the petroleum industry The freezing of the research vessel Lance Winter 2014/2015 has provided new knowledge about the northern sea ice 	<p>infrastructure</p> <ul style="list-style-type: none"> Northern Norway has gained a larger share of a significant greater infrastructure investment. The allocation to the national infrastructure fund in 2017 is 1.5 billion NOK. Investments (per annum) 2 in northern Norway have increased from average on average NOK 2 150 million in the period 2010-2013 to average NOK 3 050 million in the period 2014-2017 Completed projects completed in 2017 and 2018: <ul style="list-style-type: none"> E6 Hålogalandsbrua E6 Sørkjosfjellet in Troms E105 Elvenes - Hesseng, the last part of the connection between the Church of Kirkenes and Storskog E6 on the inner line of Nordnes - Skardalen, building of a long tunnel through the Nordnes mountain in Kåfjord municipality will shorten the E6 by about 8 km. E6 Storsandnes - Langnesbukt, the last part of the project E6 west of Alta Increased capacity on the main road, completion of cross-country road, completion of the Oteråga crossing Upgrading of Fauske freight terminal

- | | |
|---|---|
| <ul style="list-style-type: none"> Innseiling Tromsø Innseiling Bodø Innseiling Grøtøyleden Napp, Mehamn and Båtsfjord fishing ports | <ul style="list-style-type: none"> vessel "Polarsyssel". Polarsyssel is a central resource for rescue and emergency preparedness shipwreck, groundbreaking, oil spill and personal injuries. |
| <ul style="list-style-type: none"> The state grants for county roads have increased 232 percent in Nordland, 204 percent in Troms and 170 Percentage in Finnmark since the turn of the government. In 2017 NOK 2.3 billion in total to county roads in 2017, more than a triple since 2013. A large proportion of these The funds are for maintenance and upgrading. | <ul style="list-style-type: none"> The government has increased the Armed Forces helicopter preparedness at Bardufoss |
| <ul style="list-style-type: none"> In 2015 a new certificate of attestation was established, which | <ul style="list-style-type: none"> Entry into force of the Polar Code January 1, 2017 In 2013, the Government has supported the SARiNOR project, an initiative from the shipping industry to strengthen rescue capacity in cooperation with knowledge environments and rescue agencies. Since 2013, the government has supported the MARPART project |

- makes it easier to get a qualification for qualified navigation supplements. Over time, this will contribute to lower costs both for emergency services and shipping. The scheme is special important for short sea shipping and coastal traffic.
- The level of freight charges was reduced by 86 mill in 2016. NOK, which has been continued in later years. Fee reduction is arranged in such a way that the framework conditions for and coastal traffic is improving.
- Two northern Norwegian ports have landed with support from Enova
- In 2015 the Government granted Statnett a license for the construction of a new 420-KV power line from Balsfjord to Skaidi.
- Within the project "Enhanced Ekom" it has become used funds to part-finance a fiber connection over Vestfjorden between Bodø and Røst, so that the whole of Lofoten soon has redundant fiber management. The new fiber cable shall be scheduled for operation in April / May 2017.

Environmental protection, safety and preparedness

- The Government has submitted Meld. St. 14 (2015-2016) on Nature Diversity, which alerted new grips to preserve nature diversity on the Norwegian mainland, in the sea dene and the Arctic.
- The government has initiated work to set goals for which condition is to be maintained or achieved in Norwegian ecosystems.
- The government opened a new ambulance helicopter in 2015, base at Evenes.
- Rescue capacity in Svalbard is strengthened by two big rescue helicopters and the Governor's service-
- The government has supported Norwegian participation in the EU's Earth Serving program Copernicus, which provides among other things knowledge about ice cover, forest conditions, oil spill, rash danger and long-range pollution.
- Barents Watch monitoring and information system further developed
- The government has been organizational and economical facilitator of international cooperation on research Structure of Earth System Research in Svalbard (Svalbard Integrated Arctic Earth Observing System, SIOS).
- The Government has, through Norway's waterways and energy directorate, established regional snowmobile warning for Nordenskiöldland in Svalbard, and assisted by events in Longyearbyen.
- The government updates the management plans for Barents-Sea and Norwegian Sea on the basis of new knowledge of environmental status and activity in the marine areas.
- New marine protected areas have been established to protect cold water corals from destruction as a result of fishing activity. In January 2016 a coral area became established in Finnmark and one in Nordland.
- Management plans have been prepared and implemented conservation areas in Svalbard which take into account climate change and facilitates increased traffic in accordance with the protection objective.
- The government has prepared and initiated the implementation of an action plan to prevent introduction and spread of alien species on Svalbard.

Notes

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2. Meld.St. 7 (2011-2012) Northern Territories. Vision and infrastructure
3. Meld. St. 18 (2016-2017) Ready-made villages and strong districts
4. North America (2014) Value creation and resources. Climate Report
5. Source Akvaplan-Niva 2015 «Russian value creation in southern Norway»
6. Growth from the North. How can Norway, Sweden and Finland achieve sustainability growth in the Scandinavian Arctic? http://site.uit.no/growth
7. A good example of this is Nordland County Municipality's Innovation strategy 2014-2020.
8. Mariussen, et al. 2016 and Nordland's innovation strategy
9. Nordlandsforskning, 2013
10. Report. St. 18 (2014-2018) Quality Concentration - Structural reform in university and college sector
11. The Research Council's priority areas for North-region research
12. The international arctic dimension, climate and environment, so that only development and the rest of the population have a place in
13. NAV Business Survey 2016
14. Report. St. 18 (2016-2017) Ready-made villages and strong districts
15. National expectations for regional and municipal planning
16. Report. St. 18 (2016-2017) Ready-made villages and strong districts
17. Prop. 84 S (2016-2017) Regional Reform
18. Statistics Norway, Education
19. Statistics Norway, Education
20. Statistics Norway, Education
21. Statistics Norway, Education
22. Statistics Norway, Education
23. Statistics Norway, Education
24. Report. St. 21 (2016-2017) Teachership - Early effort and quality at school
25. Report. St. 22 (2015-2016) New elected regions -rol, structure and
26. The Norwegian Public Roads Administration (SSV) consists of the Road Directorate and five regional roads
27. The "Enhanced Ekom" program establishes enhanced mobile coverage so that only development and the rest of the population have a place in

- in the north, food from sea and land, renewable energy, petrol proximity area to provide and receive messages even in case of loss of power and mineral resources, knowledge-based business development, and research long time. In the beginning of the program, municipalities are prioritized infrastructure. which are particularly vulnerable to extreme weather. The places where the base stations
12. Report. St. 7 (2014-2015) Long-term plan for Research and Higher Education is appointed in consultation with DSB and affected county officials. 2015-2024 The long-term goal of the program is to establish a reinforced ecom in
13. New growth, proud history - government's ocean strategy (2017) the municipalities of the country.
14. Government's strategy for research and innovation cooperation with NTNU 2018-2029
- EU (2014) 29. Report. St. 22 (2016-2017) Sea in foreign and development policy
15. North Region (2017) Future Regional Development Policy for the Nordic Region Arctic. Foresight Analysis (2013-2016).

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