

# West Nordic Council

*Strategic assessment for regional  
Arctic cooperation*



VESTNORDISK RÅD

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## ***Strategic assessment for regional Arctic cooperation***

### **Key points**

**Arctic developments** are of the utmost importance for the three West Nordic countries and the work of the West Nordic Council, as an on-going pan-Arctic parliamentary cooperation, aims to promote these regional Arctic interests.

**Global trends** are favorable for the West Nordic region and the importance of the Arctic is likely to increase significantly. As will the strategically important location of the resource-rich West Nordic area at the crossroads of the world's three largest economies.

**Local participation** is key to any decision-making in the West Nordic region and the West Nordic Council offers a unique regional cooperation platform for consensus on important issues. The democratic foundation of these islands societies should play an important role in the region's future development.

**Priorities identified** in regards to West Nordic Arctic cooperation are (1) transportation/infrastructure, (2) a West Nordic free trade zone and (3) seafood/fisheries. These are all of immense significance as they are on their own, and especially collectively, of fundamental importance for the region's economy.

**Innovative cooperation** should be encouraged between the three islands societies in order to develop further synergies and build on the strong three decades long foundation that is the work of the West Nordic Council.

**Complimentary goals** are essential for any successful West Nordic cooperation project and in regards to the aforementioned Arctic priorities and each national Arctic policy, there are no major obstacles detectable that hinder this premise.

## Proposal

On the occasion of the West Nordic Council's 30<sup>th</sup> anniversary this year, the Council would like to propose the idea of producing a joint report on Arctic cooperation between the governments of Greenland, Iceland and Faroe Islands. The goal of the report would be to identify, analyze and present West Nordic strategic cooperation opportunities on Arctic issues, with work carried out by a West Nordic expert group. The substance of the report would build on the Arctic policies of all West Nordic governments, including the Kingdom of Denmark's Arctic strategy, for strengthened regional West Nordic Arctic cooperation on topics that can be complimentary to each of the existing national Arctic policies.

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## **1. Background: An emerging Arctic focus**

The Arctic emerged as a focus topic of the West Nordic Council in 2012 with a Theme Conference in Ilulissat in March on "The West Nordic Geopolitical Position, focusing on the Arctic". Among the conference's main conclusions were that environmental and climate changes in the Arctic region have had, and will continue to have, many and various consequences. Not least of those is the increased economic activity in the region, due to the exploitation of minerals and other resources, both living and inanimate, as well as the possible opening of new shipping routes in the Arctic. The result is that a growing number of countries are exhibiting greater interest and engagement in the region.

Following the Ilulissat Theme Conference "Recommendation No. 2/2012 on Arctic Strategy" was released and in 2013 an Arctic specialist was commissioned to write a "Report on Economic West Nordic Arctic Cooperation Between Faroe Islands, Greenland and Iceland", which was presented at the West Nordic Council's Theme Conference in January 2014 in Sandoy. On the 1<sup>st</sup> of September 2014, in conjunction to the Council's Annual General Meeting, the three West Nordic Foreign Ministers met in Reykjavik and had a fruitful dialogue on West Nordic Arctic policy cooperation. Topics discussed within Arctic context included cooperation on economic affairs, business, transportation and social services.

All three governments have emphasized the importance of West Nordic cooperation and it is the Council's hope that it can be pursued on topics with mutual benefits to all stakeholders. In August 2014 the West Nordic Council furthermore applied to become an observer to the Arctic Council and in November 2014 the Council hosted a plenary session on West Nordic parliamentary cooperation at the 2<sup>nd</sup> Arctic Circle assembly to present the Council's work for an international audience. In January 2015 the Council's Annual Theme Conference in Aasiaat was dedicated to "The West Nordics in the

Arctic – from vision to reality” and in March 2015 and May 2015 a special committee on Arctic affairs<sup>i</sup>, within the Council, held its two first meetings.

## **2. Arctic priorities and important trends**

The special committee on Arctic affairs has identified three priorities for strengthened West Nordic Arctic cooperation: (1) transportation/infrastructure, (2) West Nordic free trade zone, and (3) seafood/fisheries. The focus of this strategic assessment will be to bring forward these themes in a regional and global context, in order to identify future opportunities for further policy coordination and cooperation that can bring joint benefits for the West Nordic region. Despite focusing on the opportunities, the West Nordic Council is well aware of the vast challenges that Arctic developments can have on the environment, culture, security and other critical factors that have a direct impact on the well-being of the region’s population.

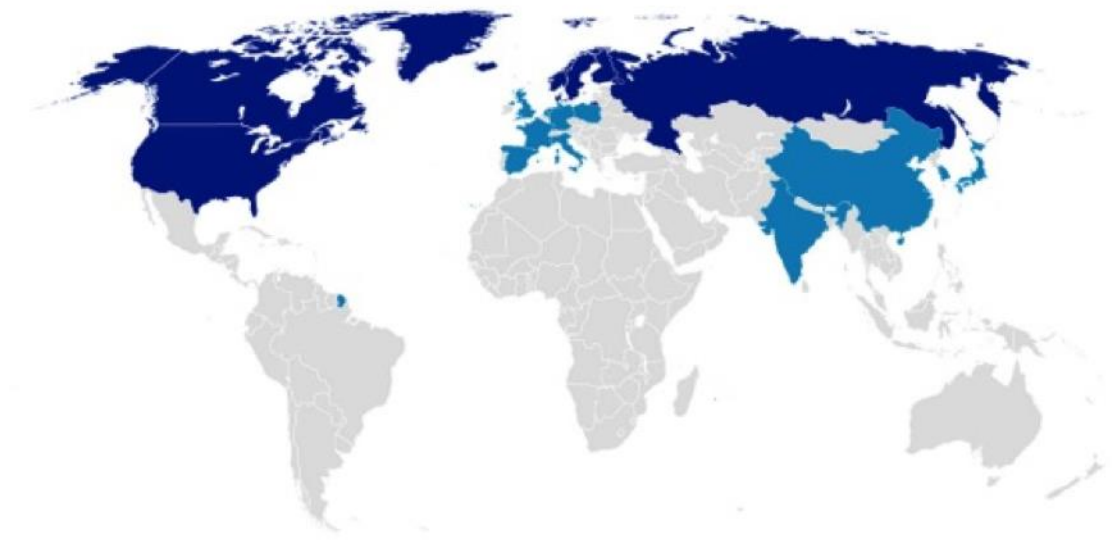
The reasons for why Arctic affairs have in the past few years become a focal point in West Nordic cooperation are based on global trends such as a rising demography, urbanization, natural resource scarcity, increasing purchasing power, globalization, climate change and technological advantages; which are all likely to impact the West Nordic region, including its position in international affairs, significantly in the coming decades. We already see Arctic issues attracting global attention, mainly due to climate change and economic opportunities in the region. Despite being one of Earth’s most sparsely populated regions, the Arctic it is still very relevant for commerce as 88 percent live north of the equator, and global trade more or less reflects this fact. In the Northern Hemisphere, the shortest distance between the continents is often over the Arctic, including connections between the world’s largest economies and traders in East Asia and Europe/N-America, making the Arctic significant in terms of the world economy<sup>1</sup>.

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<sup>i</sup> The committee is made up of the Presidium; Bill Justinussen, President, Lars-Emil Johansen, 1<sup>st</sup> Vice President, Unnur Brá Konráðsdóttir 2<sup>nd</sup> Vice President, and one additional Council member from each country; Gunvør Balle (FOR), Randi V. Evaldsen (GRE) and Vigdís Hauksdóttir (ICE).

## 2.1 The Arctic's global significance

The Arctic is a vast region, covering more than 1/6 of the Earth's landmass and estimated to hold up to 1/5 of the planet's remaining recoverable natural resources, including energy (both renewables and fossil fuels), minerals, fresh water and seafood<sup>2</sup>. Investments into the Arctic have been estimated to reach over 100 billion USD this decade (2010-2020) and the Arctic region<sup>3</sup>, which saw an approximate 8.3% annual growth rate over the first decade of this century, is expected to continue to outperform both developed and emerging markets in the coming years<sup>4</sup>. Now, all G8 economies are represented at the Arctic Council, the region's highest-level intergovernmental forum, and the BRICS<sup>ii</sup> are following, with China and India already having obtained observer status to the Arctic Council<sup>56</sup>.



*"Arctic Council Members and Observers following the Ministerial meeting in Kiruna... 2013"*<sup>7</sup>

Despite this surge of interest the Arctic's current annual economy is only \$230 billion<sup>8</sup>. Taking global trends and the Arctic's strategic geographical position into account, this figure is likely to grow in the near future and the West Nordic region will need to prepare for changes that can be both beneficial and challenging. Examples of such global trends can be found in regards to energy and food needs when an additional three billion people will have joined the

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<sup>ii</sup> **BRICS** is a grouping acronym that refers to five influential emerging economies, namely of Brazil, Russia, India, China and South Africa.

“consumer class” between 1990-2025<sup>9</sup> or in 2050 when the Earth is estimated to have 9.7 billion (increasingly urban) inhabitants<sup>10</sup>. Making the Arctic an important source of energy, fresh water and food, as well as an environmental frontier, for future generations. A long-term perspective is therefore very important when we analyze and promote cooperation today.

## 2.2 A regional approach

The West Nordic countries, strategically located in the Atlantic Arctic and home to around 10% of the Arctic’s 4.2 million inhabitants, are in a prime position to gain from the opportunities in-hand while also dealing in a responsible manner with the many challenges<sup>11</sup>. This needs to be done in coordination between relevant stakeholders within the region and a democratic pan-Arctic interparliamentary cooperation such as the West Nordic Council can play a key role. Global interest in Arctic issues also calls for stronger regionalization within the Arctic area, as Arctic nations increase both internal and external cooperation to express and promote their own interests.

The West Nordic region can learn from cooperative approach to Arctic affairs in some other regions, e.g. Scandinavia (with the report Growth from the North: How can Norway, Sweden and Finland achieve sustainable growth in the Scandinavian Arctic?<sup>12</sup>), the Barents Euro-Arctic Region (for example a comprehensive Barents transportation plan<sup>13</sup>), and provinces/states within Canada (e.g. Quebec’s Plan Nord<sup>14</sup>) and the United States (Where regions outside of Alaska, e.g. Maine, have launched their very own Arctic initiative<sup>15</sup>). It is important that the West Nordic region remains competitive for Arctic opportunities. In order to do so policy coordination and original initiatives are of great importance. The West Nordic Council’s Arctic cooperation is not an altogether new direction, but rather an extension of the national policies in regards to each countries priority on issues where a common ground for West Nordic cooperation can be found.

### 3. West Nordic Arctic Cooperation

#### 3.1 Outline of West Nordic Arctic strategies and cooperation opportunities

Despite some differences in geography, climate, culture, economy etc., many stakeholders within the West Nordic region share strong common interests and gains from closer cooperation. It is important for these micro-countries to have a common voice in order to yield more influence in Arctic affairs. The West Nordic governments seem to be in agreement on most Arctic issues, such as the Arctic Council's status as the Arctic's main international forum; the importance of seeking economic development while maintaining high environmental standards; indigenous rights to direct involvement in decisions on regional issues and the value of traditional livelihoods; and crucially all their Arctic strategies recognize the importance of West Nordic cooperation.

The most visible disagreements are on the "Arctic 5" collaboration, which Denmark promoted<sup>16</sup>; and in which capacity Greenland and Faroe Islands participate at the Arctic Council's decision-making meetings<sup>17</sup>. These disagreements are not between the West Nordic countries themselves and will hopefully not affect Arctic cooperation within the West Nordic Council. All national West Nordic Arctic strategies (including the Kingdom of Denmark) emphasise the importance of West Nordic cooperation and the West Nordic Council's can offer a platform for cooperation between the three countries, complimentary to their individual Arctic policies (summarized below):

**Iceland** presented its first explicit Arctic strategy in 2011, focusing on issues such as: Trade, resource utilisation, environmental issues and tourism. It also places a specific emphasis on West Nordic cooperation: "[I]ncreased cooperation between the West Nordic countries will strengthen their international and economic position as well as their politico-security dimension"<sup>18</sup>. The Icelandic government's focus on West Nordic cooperation has increased since adopting the current Arctic strategy and this is clearly visible in annual reports of the Minister for Foreign Affairs for the Icelandic parliament<sup>19</sup>. The 2014 annual report of the Minister for Foreign Affairs to the parliament further states that



there is much will to strengthen this cooperation further and the Icelandic government has amongst other things emphasized on opportunities that are entailed in further business between the West Nordic countries<sup>20</sup>. Furthermore, the programme statement of the current Icelandic government (May 2013) states: “[T]he Government will work towards making Iceland a leading power in the Arctic and an engaged participant in West Nordic affairs”<sup>21</sup>. In January 2014 a Ministerial committee, which includes five ministers and is lead by the Prime Minister, was established<sup>22</sup> and in April 2015 the committee sent out a draft for an “Icelandic Interest Assessment on Arctic affairs” for comments from stakeholders<sup>23</sup>.

**The Kingdom of Denmark’s Strategy** for the Arctic 2011-2020 is presented as an “equal partnership” between Denmark, Greenland and the Faroe Islands and aims to strengthen the Kingdom’s status as global player in the Arctic. While, maintaining the Arctic as a peaceful, secure and safe region in political terms, as well as promoting sustainable growth and economic development. It reinforces the Arctic Council, as the only relevant political organization that has all Arctic states and peoples as members, while also retaining its position on the “Arctic five” as a usual forum for the Arctic Ocean coastal states. There is also an objective to advance the development of cooperative relations between the EU and Greenland and the Faroe Islands. The Kingdom strategy seeks to promote cooperation in and around the Arctic in the range of organizations representing regional or sector organized interests, including West Nordic cooperation<sup>24</sup>.

The Faroese government considered it beneficial to furthermore produce a national assessment on Arctic affairs, with a focus on areas of particular relevance and interest for **Faroe Islands**. The strategic assessment contains concrete proposals in the fields of economic development, shipping and fishing, research, pollution defence and emergency management. It states that priority should be given to participation in the Arctic Council and all relevant working groups; while on regional issues it says, “a joint West Nordic approach in Arctic cooperation, together with Iceland, Greenland and Northern Norway, should be promoted and enhanced”<sup>25</sup>.

**Greenland** is the only West Nordic country not to have issued an independent Arctic strategic assessment/policy. However, Greenland's self-government highlights the West Nordic dimension as a: "Special cooperation with Iceland and the Faroe Islands is organised through the Nordic Atlantic Cooperation and the West Nordic Foundation"<sup>26</sup>. According to Greenland government's coalition agreement for 2014-2018 it aims to expand trade and diplomatic relations with its closest neighbouring countries, which could include both Iceland and Faroe Islands, but there is no specific mention of the West Nordic Council or West Nordic cooperation<sup>27</sup>.

The meeting of the three West Nordic foreign ministers in September 2014 in Reykjavik, which was for the first time the Council initiated such a meeting, was an important step for the three countries Arctic cooperation<sup>28</sup>. This strategic assessment will emphasize areas for cooperation where these stakeholders can find synergies and is thought of as complimentary to the aforementioned country priorities rather than a new overarching West Nordic Arctic strategy.

### **3.2 The Arctic in an international context and the West Nordic region's position**

With increased international importance of the Arctic and strengthened regional cooperation, all eight Arctic states have now developed strategies focusing on Arctic affairs. There have also been released policy documents by non-Arctic states including the United Kingdom<sup>29</sup>, Germany<sup>30</sup>, Korea<sup>31</sup>, as well as international and intergovernmental/supranational organizations such as NATO<sup>32</sup> and the European Union<sup>33</sup> are acknowledging the Arctic as an issue of rising global significance. While approaches from the Non-arctic states differ, most policy documents have in common that they touch upon economic, environmental, security, geopolitical, social and cultural issues.

The eight Arctic states differ greatly in size and approach to the Arctic. Russia is the country that emphasizes most on the Arctic region's importance to its overall national strategy, while the Arctic does not rank highly in the United States,

much to the dismay of Alaska. Canada is closer to Russia in its approach and retains a firm stance of its sovereignty in the Arctic. The Nordic states are all small states and cannot be counted as geostrategic players in the same way as the three large Arctic states. However, they are very significant together and have much to contribute to Arctic affairs. All the currently valid Arctic strategies have been developed within the past decade, approaching the Arctic as an area of cooperation and focus on its economic and geopolitical importance, as well as environmental challenges and cultural heritage<sup>34</sup>.

### **3.3 Regionalization and West Nordic priorities**

Global interests' in Arctic affairs calls for stronger regionalization within the Arctic area, as Arctic nations increase both internal and external cooperation to express and promote their own interests. The Nordic Council and the Nordic Council of Ministers' have showcased an increased Arctic focus<sup>35</sup>. Recently there was also an interesting report issued by a non-formalized regional cooperation, titled: *Growth from the North: How can Norway, Sweden and Finland achieve sustainable growth in the Scandinavian Arctic?* The report was published by the Prime Minister's Office of Finland and holds recommendations from an independent Scandinavian expert group from Finland, Sweden and Norway<sup>36</sup>.

The report introduces four drivers of growth and four instruments. While the drivers are more specific to the Scandinavian Arctic, the instruments can have direct applicability in the West Nordic Arctic: 1) one regulatory framework, 2) one pool of talent and labour, 3) one long term transport and infrastructure plan, and 4) one voice in Arctic matters<sup>37</sup>. The Scandinavian Arctic report holds many more excellent suggestions that could be well fitted for joint West Nordic Arctic initiatives, and the adoption of some of the instruments could potentially strengthen Arctic cooperation between the West Nordic Arctic countries.

## **4. Transportation and infrastructure**

*Q1 Can the West Nordic region become an Atlantic Arctic transportation center?*

*Q2 What solutions are available for infrastructure cooperation in such a sparsely populated region?*

*Q3 What are the ways forward to improve joint infrastructure and increasing transportation efficiency in regards to cost and time, within and from the region?*

Geographically, the West Nordic region is excellently located at the center of the Atlantic Arctic, with a foothold in both the North Atlantic and the Arctic Oceans', between Europe and North America, as well as offering some of its shortest connections to Asia through the Arctic. This strategically important Northern Hemisphere geographical location puts the West Nordic islands, which covers around 1,5% of Earth's land surface, in a favorable position towards the world transportation networks despite having a population of within 500 thousand<sup>38</sup>.

Transportation is the foundation of international business and as island societies it is of utmost importance for the West Nordic region to be fully integrated into the international shipping and aviation networks. Transportation and infrastructure in the Arctic has improved immensely recently due to a push for Arctic resources and land stemming from, amongst other reasons, climatic and demographic factors. Transportation to and from the region is done by sea and air, carrying passengers and/or cargo, while hubs to service this activity are both built out of current infrastructure and for some instances almost from scratch.

#### **4.1 Aviation in the Arctic**

In the case of aviation the West Nordic region has great potential to increase both its number of passengers, mainly for tourism and transit flights, and in regards to cargo carried within the Northern Hemisphere where over 80% of international trade takes place<sup>39</sup> and some of the shortest flight connections between the world's largest markets in Europe/N-America with Asia are through the Arctic. A case in point is the cargo at Ted Stevens Airport in Anchorage, Alaska, which serves as a hub for transport of goods between Asia, Europe, and the United States. Anchorage, a city of 300,000 inhabitants, within a state of 700,000, has one of the five largest cargo hubs in the world<sup>40</sup>.

Iceland's Keflavik International Airport, located in Reykjanes, a town of 14,200 inhabitants on the outskirts of Reykjavik, has seen a steep rise of passengers the

past decade, from 1.6 million in 2004 to over 3.8 million in 2014<sup>41</sup>. Almost three times more passengers travel through Keflavik airport than actually visit Iceland itself, equivalent to almost the total Arctic population. Around one million of these passengers visited Iceland, as tourism last year became Iceland's largest contributor of foreign currency earnings for the first time<sup>42</sup>. The West Nordic region has great potential to benefit further from its geographical location in terms of both cargo and passenger flights and it is of great importance that the regional network is well integrated and beneficial for the three countries to utilize for internal flights, as well as for travel and trade internationally. Aviation has the potential to provide an excellent example for successful infrastructure building in a sparsely populated Arctic setting.

#### **4.2 Shipping in the Arctic**

In regards to shipping there are extensive North Atlantic networks in place but there are possibilities to improve the efficiency of the West Nordic network. Through opportunities for the West Nordic economies to further pool their resources in an efficient way both for intra-regional trade and to increase the value of (often time sensitive) products to international markets. While passenger shipping is also important for the region, in regards to both people and goods the Ocean both divides and unifies the West Nordic island societies.

Arctic shipping has also been seen as a potential boon for the West Nordic regions, as these emerging sea routes can connect the world's largest economies in the Atlantic and Pacific via more profitable, shorter, faster and thus more environmentally friendly trade routes than conventional shipping lanes. Arctic shipping can cut distance between Asia and N-Europe by half, and in this decade vessels transiting through the Northern Sea Route (NSR) have gone from 4 in 2010<sup>43</sup> to 71 in 2013<sup>44</sup>, and down to 31 in 2014<sup>45</sup>. The development of Arctic shipping has not happened as rapidly as many had hoped, however if large shipping companies see a gain in connecting them to their international networks an increased flow through the Arctic could prove transformative for the world's most important trade routes between Asia and N-America/N- Europe (accounting for 60% of transcontinental TEU cargo volumes<sup>46</sup>).



**Arctic Shipping Routes<sup>47</sup>**

### 4.3 Infrastructure in the Arctic

Increased infrastructure in the area is needed, not only for intercontinental transits but especially increased coastal traffic. An example can be found in the massive influx of cruise ships into Arctic waters. In 2013 over 100 cruise ships visited Iceland with around 100,000 passengers on-board<sup>48</sup>, while visitors to the more hazardous and icy waters of Greenland were over 30,000<sup>49</sup>. The idea of hosting an international search and rescue center located in the West Nordic region has been promoted within the West Nordic Council and would be important for regional safety in terms of maritime and aviation activities.

The West Nordic region would be in a prime position for the Central Arctic Route, as well as connecting both into the Northeast Passage and Northwest Passage, although their main transshipment hubs might be located in Arctic and sub-Arctic Russia, Norway, Canada and the United States. There are many uncertainties in place and discussions on infrastructure, such as where

transshipment hubs for Arctic shipping within the West Nordic region should better take note of reality, while daring future visions are also important. Joint policy initiatives and a focus on inter-regional trade and the most valuable products need to be put into perspective with any transportation and infrastructure plans to capture growth for the benefit of all West Nordic stakeholders.

## **5. West Nordic free trade zone**

*Q1 The four freedoms, can they be applied to the West Nordic Area?*

*Q2 A Free Trade Agreement, what should its foundation be?*

*Q3 Harmonizing economic cooperation in the area, is it possible?*

Upon inspection there seem to be no legal barriers in regards to a West Nordic Free Trade Zone to be established between Faroe Islands, Greenland and Iceland. Iceland and Faroe Islands already have a Free Trade agreement in place, as the Hoyvik agreement was ratified in 2006. While trade on Greenland products within the region are largely toll-free, hindrances in regards to service contracts and investments affect West Nordic economic cooperation. Iceland, as a member of European Free Trade Agreement (EFTA) since 1970 and the European Economic Area (EEA) since 1994, is bound by certain European Union rules and standards that can be problematic in regards to for example some agricultural and maritime products. A West Nordic Free Trade Agreement could address these issues in a more comprehensive way and although some of these issue seem small in terms of trade volume and value, they are often important in a West Nordic setting, not the least for cultural and identity reasons.

The idea to establish a West Nordic Free Trade Zone was approached at the West Nordic Council following the 2014 Theme Conference in Sandoy and the Theme Conference in Aasiaat in 2015, and is a political debate in process. Greenland are in the position of not having a free trade agreement with either Iceland or Faroe Islands, while the two latter have a bilateral FTA. Greenland's approach to the idea of creating a West Nordic Free Trade Zone is thus a deciding factor. A West

Nordic Free Trade Zone has the potential to support a more economic pooling of the region's valuable resources while utilizing the joint regional infrastructure and transportation networks, as well as opening for regional investments and service contracts. In theory, the three countries could thus increase the value of their own international exports while better-coordinated intra-regional flow of both internal products, which could also reduce price of consumer products.

## 6. Seafood / fisheries

*Q1 The status of seafood/ fisheries in the three countries*

*Q2 Cooperation on marketing, trade, quality, research and other topics*

*Q3 One West Nordic voice on fisheries, is it realistic?*

Seafood is the main industry of the West Nordic region and fisheries represent a significantly larger share of these three economies than in the other Arctic countries. With fish and fish products counting for 92,5% of merchandise exports from Greenland<sup>50</sup>, 44,6% of those from Iceland<sup>51</sup> and 91,3% of those from the Faroe Islands<sup>52</sup>, while it accounts for much less in neighbouring Arctic countries, e.g. approximately 6% of Norway's<sup>53</sup>, 4% of Denmark's<sup>54</sup> and less than 1% of the export earnings of the United States<sup>55</sup>, Canada<sup>56</sup> and Russia<sup>57</sup> (all figures are from 2012 or 2013). Despite being significant fisheries nations, with the North Atlantic and Arctic areas together representing over 10% of global seafood catch<sup>58</sup>.

There are many ways for the West Nordic countries to increase cooperation in regards to seafood and fisheries, although the focus here is largely on a joint marketing initiative and R&D for sustainable fisheries in the region and the full utilization of each fish in regards to value captured, both through technological improvements in production and pooling of resources. There is much room for growth in gaining access to an affluent global market with high quality, MSC certified and traceable, seafood from prime North Atlantic and Arctic waters, as well as high-tech aquacultures. These initiatives should all be complimentary to the already established practices in each countries seafood sector, although the



transfer of knowledge and skills could also significantly benefit the region as a whole.

Increased West Nordic cooperation on the division of pelagic species could also be a great boon for the region, building on scientific advice and traditional knowledge from, for example, national biological assessments and international cooperation such as the North-Western Working Group within the International Council for the Exploration of the Sea (ICES). Changes taking place due to climate conditions and the North Atlantic oscillation especially affect the migration of fisheries stocks. The region as a whole has a great quantity of valuable living resources and the West Nordic region could gain from having one voice in negotiations on pelagic fisheries stock distribution with for example the European Union and Norway.

## **7. Conclusion**

In recent years the West Nordic Council has increased its Arctic focus and expects to only become more engaged with the important global trends significantly impacting our own region. The need for regional cooperation to safeguard and promote the West Nordic area has never been higher and we see other regions around us pulling together to ensure regional interests.

An important step for the West Nordic region is to identify, analyze and present its Arctic interests in a coordinated and comprehensive manner. It is our hope that the three West Nordic governments take the matters into their hands and that the Council can play a decisive role in promoting regional interests, both internally and externally, in a coordinated and complimentary manner with each existing national strategy.

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- <sup>1</sup> <http://www.worldpolicy.org/blog/2015/04/22/iceland%E2%80%99s-arctic-awakening>
- <sup>2</sup> <http://thediplomat.com/2015/02/why-trade-with-china-an-arctic-perspective/>
- <sup>3</sup> <http://www.lloyds.com/~media/Files/News%20and%20Insight/360%20Risk%20Insight/Arctic Risk Report webview.pdf>
- <sup>4</sup> <http://ptcapital.com/about-us/history/> (Calculated from: Arctic Human Development Report 2001. Bureau of Economic Analysis 2001. Arcticstat.org 2012. CIA World Factbook 2012. Stat Canada 2012. St. Louis Federal Reserve 2012)
- <sup>5</sup> <http://www.arctic-council.org/index.php/en/about-us/member-states>
- <sup>6</sup> <http://www.arctic-council.org/index.php/en/about-us/arctic-council/observers>
- <sup>7</sup> <http://www.thearcticinstitute.org/2014/09/092214-China-arctic-ambitions-arctic-council.html>
- <sup>8</sup> [http://www3.weforum.org/docs/GAC/2014/WEF\\_GAC\\_Arctic\\_DemystifyingArctic\\_Report\\_2014.pdf](http://www3.weforum.org/docs/GAC/2014/WEF_GAC_Arctic_DemystifyingArctic_Report_2014.pdf)
- <sup>9</sup> Dobbs, Manyika, Woetzel (2015). *No Ordinary Disruption: The Four Global Forces Breaking All the Trends*. USA: PublicAffairs
- <sup>10</sup> [http://esa.un.org/unpd/wpp/Publications/Files/Key\\_Findings\\_WPP\\_2015.pdf](http://esa.un.org/unpd/wpp/Publications/Files/Key_Findings_WPP_2015.pdf)
- <sup>11</sup> <http://ams.hi.is/wp-content/uploads/2014/03/the-west-nordic-council.pdf>
- <sup>12</sup> [http://valtioneuvosto.fi/documents/10616/1095776/10415\\_Growth+from+the+North\\_net.pdf/2613b2d6-96f8-4ca1-813a-658eaa7f858](http://valtioneuvosto.fi/documents/10616/1095776/10415_Growth+from+the+North_net.pdf/2613b2d6-96f8-4ca1-813a-658eaa7f858)
- <sup>13</sup> [http://www.barentsinfo.fi/beac/docs/Joind\\_Barents\\_Transport\\_Plan\\_2013.pdf](http://www.barentsinfo.fi/beac/docs/Joind_Barents_Transport_Plan_2013.pdf)
- <sup>14</sup> [http://www.plannord.gouv.qc.ca/wp-content/uploads/2015/04/Synthese\\_PN\\_EN\\_IMP.pdf](http://www.plannord.gouv.qc.ca/wp-content/uploads/2015/04/Synthese_PN_EN_IMP.pdf)
- <sup>15</sup> See for example: <http://www.pressherald.com/2015/03/30/looking-for-edge-maine-plunges-into-arctic-policy/>
- <sup>16</sup> See difference in Arctic strategies of Iceland and Kingdom of Denmark: <http://www.mfa.is/media/nordurlandaskrifstofa/A-Parliamentary-Resolution-on-ICE-Arctic-Policy-approved-by-Althingi.pdf> & <http://um.dk/en/~media/UM/English-site/Documents/Politics-and-diplomacy/Greenland-and-The-Faroe-Islands/Arctic%20strategy.pdf>
- <sup>17</sup> See for example: <http://www.globalpost.com/dispatch/news/afp/130515/greenland-boycotts-arctic-meeting-after-swedish-snub>
- <sup>18</sup> <http://www.mfa.is/media/nordurlandaskrifstofa/A-Parliamentary-Resolution-on-ICE-Arctic-Policy-approved-by-Althingi.pdf>
- <sup>19</sup> <http://www.utanrikisraduneyti.is/utgefif-efni/skyrslur-utanrikisradherra-til-althingis-um-utanrikismal/>
- <sup>20</sup> <http://www.utanrikisraduneyti.is/media/utn-pdf-skjol/Skyrsla-radherra-2014.pdf#page=16>
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- <sup>25</sup> <http://cdn.lms.fo/media/5345/101871-foroyar-eitt-land-%C3%AD-arktis-uk.pdf>
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<sup>30</sup> [http://www.bmel.de/SharedDocs/Downloads/EN/International/Leitlinien-Arktispolitik.pdf?\\_\\_blob=publicationFile](http://www.bmel.de/SharedDocs/Downloads/EN/International/Leitlinien-Arktispolitik.pdf?__blob=publicationFile)

<sup>31</sup> See for example: <http://www.arcticfrontiers.com/downloads/arctic-frontiers-2013/conference-presentations/monday-21-january-2013/69-10-byong-hyun-lee/file> & [http://www.wilsoncenter.org/sites/default/files/FINAL%20CI\\_140915\\_Tonami\\_brief\\_v1.pdf](http://www.wilsoncenter.org/sites/default/files/FINAL%20CI_140915_Tonami_brief_v1.pdf)

<sup>32</sup> See for example <http://www.natolibguides.info/arcticsecurity>

<sup>33</sup> [http://www.eeas.europa.eu/arctic\\_region/](http://www.eeas.europa.eu/arctic_region/)

<sup>34</sup> For a comprehensive overview of Arctic strategies see: [http://www.arcticyearbook.com/images/Articles\\_2012/Heininen\\_State\\_of\\_the\\_Arctic\\_Strategies\\_and\\_Policies.pdf](http://www.arcticyearbook.com/images/Articles_2012/Heininen_State_of_the_Arctic_Strategies_and_Policies.pdf)

<sup>35</sup> See for example: <http://www.norden.org/en/theme/arktis> & <http://www.norden.org/en/nordic-council-of-ministers/ministers-for-co-operation-mr-sam/the-arctic/the-nordic-council-of-ministers-arctic-co-operation-programme-2015-2017>

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<sup>38</sup> [http://ams.hi.is/wp-content/uploads/2014/03/the\\_west\\_nordic\\_council.pdf](http://ams.hi.is/wp-content/uploads/2014/03/the_west_nordic_council.pdf)

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<sup>41</sup> See <http://www.isavia.is/files/arsskyrslur/flearsskyrsla2004.pdf> &

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<sup>42</sup> [http://www.ferdamalastofa.is/static/files/ferdamalastofa/Frettamyndir/2015/mai/tourism-in-iceland-in-figures\\_15.pdf](http://www.ferdamalastofa.is/static/files/ferdamalastofa/Frettamyndir/2015/mai/tourism-in-iceland-in-figures_15.pdf)

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<sup>44</sup> <http://www.arcticyearbook.com/index.php/briefing-notes2014/116-arctic-shipping-an-analysis-of-the-2013-northern-sea-route-season>

<sup>45</sup> [http://www.arctic-lio.com/docs/nsr/transits/Transits\\_2014.pdf](http://www.arctic-lio.com/docs/nsr/transits/Transits_2014.pdf)

<sup>46</sup> <http://www.worldshipping.org/about-the-industry/global-trade/trade-routes>

<sup>47</sup> [http://library.arcticportal.org/1498/1/Grunnkort\\_Siglingal\\_source\\_AP.jpg](http://library.arcticportal.org/1498/1/Grunnkort_Siglingal_source_AP.jpg)

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<sup>49</sup> <http://arcticjournal.com/climate/339/buzz-hangover>

<sup>50</sup> <http://www.dst.dk/pukora/epub/upload/17959/faroe.pdf>

<sup>51</sup> <http://issuu.com/hagstofa/docs/landshagir2014?e=7193385/10349675>

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<sup>53</sup> <http://www.fao.org/fishery/facp/NOR/> (seafood) &

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<sup>54</sup> <http://www.fao.org/fishery/facp/DNK/en#CountrySector-Overview> (seafood) &

<http://wits.worldbank.org/CountryProfile/Country/DNK/Year/2012/Summarytext> (total exports)

<sup>55</sup> <http://www.fas.usda.gov/data/us-fish-and-seafood-exports-reach-record-level> (seafood) &

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<sup>56</sup> <http://www.fao.org/fishery/facp/CAN/en> (seafood) &  
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<sup>58</sup> See for example [https://www.islandsbanki.is/library/Skrar/English/Products-and-Services/Publications/northAtlantic\\_FINAL\\_vefur\\_low.pdf](https://www.islandsbanki.is/library/Skrar/English/Products-and-Services/Publications/northAtlantic_FINAL_vefur_low.pdf) &  
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