

SHARING COMMON VISION

In some aspects, Alaska and North Norway are two competitive regions in the global market. However, they share one major common characteristic: a high dependency on the ocean and its resources. Subsequently, transnational and multi-sectoral approaches in (fisheries) management, science, policy, industry and business connecting across disciplines are imperative for the future of the region.



Offshore Energy

Development of an LNG Bunkering infrastructure

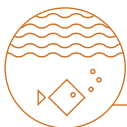
The development of an LNG “bunkering” Network from Northern Norway to Alaska to meet demands for a low carbon fuel for the maritime industry and the demands of increased ship traffic on the Northern Sea Route, over the North Pole and through the Bering Straits. A common standard will be necessary to allow this network to be available to all users. DNV-GL is championing the transition to LNG fueled ships from traditional oil-based fuels and has standards that can be used as a starting point.

Development of barge mounted power facilities

To be utilized for seasonal activities including temporary ports (cruise ships, safe haven), repair facilities, and fish processing, as well as seasonal demands in the Northern most regions of Norway at the end of the Statnett grid when hydro and wind power may be at the lowest. This is an extension of the LNG bunkering as these barge mounted facilities would be LNG powered. The Norwegian shipbuilding experiences in designing to the Polar Code and fabricating ice hardened vessels can be utilized in the creation of a design template that can be used in Norway and Alaska.

Development of an independent power distribution company

The utilization of alternative power is limited in Alaska due to size but most importantly due to a fragmented power grid/distribution system that is limited to what is known as the railbelt - the transportation corridor that runs from Anchorage to Fairbank and is managed by six separate utilities. A single utility operator with responsibility for regional planning, and the ability to balance statewide production and distribution, could provide sufficient scale for renewable energy projects like Cook Inlet tidal. This could also provide an opportunity to manage small power distribution grids in rural areas.



Fisheries and Aquaculture

Exchanging best practices

Best practices applied by each state in fisheries management and policy could provide key lessons for the future. For instance, both Norway and Alaska are global players in the salmon industry. Salmon production is an extremely profitable source of income and employment for both regions. Keeping in mind that the salmon industries in Alaska and Norway are carried out in a fundamentally different manner, there is great potential for them to learn from each other’s practices, with Alaska’s successful development of hatcheries and sustainable management of salmon stocks, and North Norway’s highly profitable aquaculture. With half of Norway’s

aquaculture companies operating in North Norway, the region can offer practical experience and technical solutions for the development of the industry in Arctic conditions, as well as successful marketing strategies for maintaining markets. The two sectors need to interact and exchange best practices, improving and maintaining their status in future.

Fostering research cooperation

Research partnerships have contributed significantly to academic and scientific progress related to fisheries and should dominate both states' scientific agendas for the near future. Further collaboration between academic organizations focusing on fisheries research such as the University of Fairbanks (UAF), the University of Tromsø (UiT), or the High North Research Centre for Climate and the Environment (Fram Centre) should be fostered, stimulating new interdisciplinary fields, and increasing opportunities for meaningful impact on policy making, as well as finding solutions to common challenges.

Engaging Local Communities

Social development in the Arctic is characterized by generally growing, often highly innovative Arctic cities and thinning-out rural areas that face demographic and resource challenges. However, both regions have maintained management models and practices in order to promote local socio-economic growth, that can be worth exchanging. Alaska's community-based fisheries, such as the Tamgas Creek Hatchery, and initiatives such as the Community Development Quota or the Local Fish Fund program of the Alaska Sustainable Fisheries Trust, aiming to protect and support local fishing businesses and revitalize fishing communities, could inspire similar approaches in Norway. Meanwhile, the established management regime of the red king crab in Finnmark could serve as an example for maintenance of a small-scale fishery for the benefit of the local communities while preventing ecological impacts on the native ecosystem, with reported increased appeal and value of the end product.



Maritime Transportation

Expanding Expedition Cruise Tourism

Expedition cruise tourism remains limited across Arctic Alaska. In contrast, Svalbard has witnessed a rapid growth of ice-class expedition-type cruises which account for a growing share of visits to the archipelago. Expedition tourism makes 5x the economic contribution per passenger to the local economy compared to conventional cruises. Expedition cruises are characterized by smaller vessels that are not reliant on port infrastructure and bring passengers close to nature by making landings in more remote areas. This makes them especially suitable for Arctic Alaska where port infrastructure is limited. Svalbard's experience and effective marketing in this sector as well as best practices learned can help inform how to expand this industry in Alaska.

Improving Coastal Transport Systems

Both the Alaska Marine Highway System (AMHS) and Norway's coastal Hurtigruten provide year-round ferry service to more than 30 ports. While AMHS has seen a decrease in ridership over the past decade, in part due to budget constraints which resulted in a reduction of service, Hurtigruten has seen steadily increasing revenue and occupancy rates placed a number of new vessels in service over the past decade. AMHS' operating costs have long exceeded its revenue despite several fare increases; cost recovery rate has decreased from between 50-60 percent in the 1990s and early 2000s to only between 30-35 percent since 2004. AMHS may benefit from a comparison of economic models between the two systems to understand how Hurtigruten has been able to successfully position itself in the market and operate not only as a transport system.

Managing Growing Cruise Tourism

While cruise ship tourism has long been a staple of maritime activity across many Alaskan ports, larger vessels and more frequent port calls now represent a challenge for smaller ports. Limited berthing infrastructure increasingly requires "hot berthing" systems, where vessels cycle through the docks or lightering, where passengers are transferred to shore with smaller tender vessels.

Some Norwegian ports have seen growing calls to limit cruise ship visits and the number of passengers going ashore. North Norwegian ports can benefit from the experiences in southeast Alaska and through a dialogue with its Alaskan counterparts can develop tools to manage passenger flow and ensure sustainability as cruise tourism is slated to grow over the coming two decades.

ALASKANOR is a three-year project, running from 1 August 2018 to 31 July 2021. It is coordinated by the **High North Center for Business and Governance, NORD University** and involves eighteen partners from Norway and the United States. AlaskaNor aims to improve knowledge-sharing about the blue economy potential in Alaska and North Norway, particularly in the sectors of offshore energy, fisheries and aquaculture, and maritime transportation, in order to enhance business and improve public policy decision-making.

FOR MORE INFORMATION, SEE:

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These recommendations are a joint effort by the project's work package leaders - the **Fridtjof Nansen Institute**, the **Institute of the North, The Arctic Institute** and the **High North Center** - and their respective project partners. The recommendations are based on the first findings of the project reports that are currently being finalized. These reports analyze and compare the blue economic status quo of offshore energy, fisheries/aquaculture and maritime transportation in Alaska and North Norway, as well as related governance aspects.