



## The EU and the Arctic: Facing Challenges and Missing Opportunities?

*The northern hemisphere is becoming increasingly relevant in contemporary geopolitics, with superpowers such as Russia, the US and Japan being well positioned in the current fight to access raw materials and new routes to be exploited to boost global trade. As an externality, sea levels might rise in the coming years with potential negative impacts for coastal regions in terms of floods and coastline erosion, an area where the EU population is clearly exposed. Does this scenario imply that the EU is mainly facing Con's and missing Pro's in the new Arctic developments?*

The current acceleration in the melting of the Arctic ice not only represents a threat to the fragile environment, but also an opportunity for economic development. As a consequence, today's world superpowers are strengthening their stake in the region to ensure access to raw materials, new routes in transports and possible positive consequences for trade. Evidence suggests that Russia, the US and Canada might have greater benefits from the ice-melting process in the Arctic, due to national borders covering large portions of the region. Compared to such 'competitors', the European – not to mention EU – presence is relatively small, with Denmark through its somewhat autonomous Greenland, Norway and Iceland being the sole countries with state boundaries in the Arctic. Although of strategic interest for the EU, getting access to the Arctic would imply a re-definition of power relations amongst powerful central EU Members and countries traditionally peripheral to EU policy-making. However, Arctic developments are not just good news: sea levels might rise in the coming years as a consequence of the rapid ice-melt, with negative impacts for coastal regions in terms of an increase in floods and coastline erosion. Environmental sustainability and coastal protection is therefore expected to become a central element of EU regional policies, beyond the current rhetoric in Structural Funds and Cohesion Policy. New dynamics in the Arctic pose complex policy dilemmas. But will the EU be capable in the current crisis, to fully address such complex and strategic issues? Time will tell, and won't be long.

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### Crossing the Arctic - Shipping above 66.6° North

For many a mental image of ships in the arctic invokes stories of bravery, discovery and disasters of some of the greatest explorers in our history. When Captain Bering completed his decade long expedition along the Siberian coast in 1748, he and his crew established what is more commonly known as 'the North Sea Route' (see also picture left; source: *The Economist, Special Report, Arctic, 16 June 2012. P. 4*). It was an extraordinary feat, but one that would cost Captain Bering and many of his crew their lives. When more than a century later Nordenskjold completed the long sought after transit from the Atlantic to the Pacific (in 1879) he became an instant hero. This great prize of the North-east passage cut the distance from Europe to China by over 40% and brought Nordenskjold titles, wealth and fame. In the following 40 years Nansen, Amundsen and finally Peary added many heroic and romantic chapters as well as advancing in our knowledge about the Arctic. In the 21<sup>st</sup> century, climate change and receding summer sea ice (see also graphic on P. 2) have changed shipping in the Arctic from being a foolhardy endeavor by explorers and researchers to an economically attractive proposition. (JG) *Continuing on Page 3...*

**Buzzes from Brussels**  
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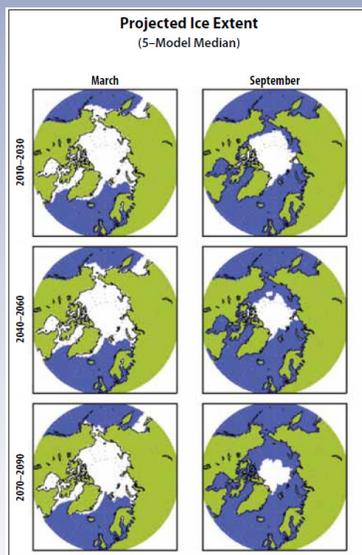
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The Arctic is growing exponentially in media attention and as a subject of policy-making debates and initiatives. A few buzz-words are becoming a mantra for policy-makers active in Brussels:

- **The Arctic and Europe:** Ensuring a territorial access to the Arctic is a strategic interest for the EU, although EU borders in the regions are limited if compared with other macro-regions; moreover, not all European countries near the Arctic are EU Members (Norway) and some are not at the core of current EU politics (Iceland and Denmark);
- **The Arctic and Energy:** A main element of interest in the Arctic is clearly access to raw materials, given the current possible shortage of resources and the political and economic importance for the macro-region to ensure energy self-sustainability;
- **The Arctic and Trade/Transport:** The Arctic itself is bound to become an important path for transport, tourism and, most importantly, global trade of goods; although the first official crossing of the region was Chinese, competition is now global;
- **The Arctic and Environment/Climate:** Last but not least, the melting of ice will have relevant consequences at a regional and global level for climate change and environmental consequences, particularly although not exclusively for coastal regions.

## Receding summer sea ice



Source: Arctic Climate Impact Assessment

Summer sea ice is expected to continue to keep receding throughout the century. In winter the sea ice will maintain its long term average extent, however with much younger ice. These are serious changes in the arctic climate, which are happening at incredible speeds. (JG)

## The EU Policy Context on the Arctic

The process of shaping the Arctic Policy as a domain for EU Foreign Policy is rather a recent development. It all started in 2008 with the paper on “Climate Change and International Security” of the then High Representative for Common Foreign and Security Policy Javier Solana. It warned of an intensifying fight for access to resources that will be easier to exploit due to climate change and related ice melt. Along the same lines, the first official European Commission’s Communication, published in the same year (COM (2008) 763 final) was proposing cooperative action within the existing legal framework rather than suggesting a new international treaty on the Arctic. In 2011, the European Parliament contributed in 2011 with an official resolution (European Parliament resolution of 20 January 2011 on a sustainable EU policy for the High North (2009/2214(INI)) to “lay the foundations for a meaningful EU Arctic Policy”. The recent communication (JOIN (2012) 19 final) jointly published by the European Commission and the High Representative of the Union for Foreign Affairs and Security Policy refers to those policy domains with a direct bearing on the Arctic, such as transport, energy and research with a particular emphasis on environment and climate change. It assesses the initiatives undertaken alongside three primary strands: support research and knowledge generation to tackle the environment and climate changes in the Arctic; contribute to economic development in a responsible manner; engage in dialogue with the Arctic states and their citizens.

Well aligned with international efforts to fight climate change and the Roadmap for moving to a competitive low-carbon economy in 2050, the EU has funded a total of 15 projects worth € 96.7 m (2008 – 2012) under the current FP7 programme to analyse the Arctic environment and the impact of climate change. The European Commission also supported actions for systematic environmental impact assessment through an understanding of the EU’s footprint on the Arctic region. The ‘Arctic Footprint and Policy Assessment’ project was aimed at identifying the EU’s environmental footprint, a scenario development until 2030 for Arctic related areas, such as transport, energy, resource exploitation and climate change and provided policy guidelines. The EU satellite programmes are vital tools for observation and monitoring of the thickness and the extent of Arctic ice will be promoted further with the planned deployment of Sentinel satellites under the Global Monitoring for Environment and Security (GMES) Programme. This adds up to the Galileo satellite system for global navigation and positioning, which is aimed at supporting increased safety and Search and Rescue (SAR) capability in the Arctic.. There will also be a platform to pool data on the state of the seas and high-resolution sea-bed mapping will contribute in establishing safe transport routes in Arctic Waters. Sustainable development in the Arctic is fostered through a group of initiatives: through its financial contribution to the Support Fund of the Northern Dimension Environmental Partnership (NDEP) providing grants in the projects in the Barents region of the Arctic for environmental and nuclear clean-up activities, the EU contributes to reduced discharge of waste water and improvement of energy efficiency. In order to further shape its policy through close dialogue with Member States and regions in the Arctic, the EU considers the Arctic Council a key player to foster international cooperation in the region and aims to have observer status to intensify cooperation and gain detailed understanding of the concerns of Arctic partners. (MW)

Further reading: [http://eeas.europa.eu/arctic\\_region/docs/join\\_2012\\_19.pdf](http://eeas.europa.eu/arctic_region/docs/join_2012_19.pdf)  
<http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0763:FIN:EN:PDF>

## Fisheries Agreements: the EU-Greenland Bilateral Agreement

A Spanish vessel fishing in the Arctic Sea? Claro que si ! Thanks to the EU-Greenland fisheries partnership agreement, not only Spanish, but also German, British, Portuguese and Danish vessels regularly cross the Atlantic sea to benefit from the fish-rich waters in front of the Greenlandic coast. Despite the fact that the Danish royal government remains in charge of foreign affairs, security and financial policies, Greenland maintains full authority over its natural resources, thus enabling the giant iced region to independently negotiate fisheries bilateral agreements with third countries. The first fisheries agreement concluded between the EU and Greenland dates back to 1985. The current one covers the period 2007-2012 and its annexed protocol fixes the fishing possibilities for cod, redfish, shrimp, capelin and other species. With its focus on resource conservation and environmental sustainability, bilateral agreements ensure that all EU vessels are subject to the same rules of control and transparency. In return, the EU pays the partner countries a financial contribution composed of two distinct parts: the first one covering the access rights to the country’s exclusive economic zone and a second one, the so-called ‘sectoral’ financial support, to promote the sustainable development of fisheries in the partner countries. As the Arctic countries struggle to agree on a shared and sustainable governance of the Arctic Sea and its natural resources, could the EU-Greenland bilateral agreement serve as role model? (DZ)

Further reading: [http://ec.europa.eu/fisheries/cfp/international/index\\_en.htm](http://ec.europa.eu/fisheries/cfp/international/index_en.htm)

## The Arctic dimension in EU energy policy

Steadily growing populations, the increasing use of oil and gas and the scarcity of these energy sources are the main drivers for the race to discover new energy resources all over the world. The best example of the world's unsatisfiable demand for energy is the Arctic, where there are (based on an estimation of the U.S. Geological Survey (USGS), 13 % of the world's undiscovered conventional oil resources and 30 % of its undiscovered conventional natural gas resources. These resources seemed to be protected under thick ice and extreme weather conditions which have made it unrealistic to ever extract them. But the consequences of climate change and the continuous increase of oil and gas prices brought the extraction of these resources on the political agenda.

But EU's access to Arctic resources is limited. Even the accession of Iceland, which would transform the EU into an Arctic coastal entity, would not change the fact that, for European oil and gas consumers, the access to any substantial quantity of Arctic energy resources would most likely go through Russia, the owner of 43 of the large Arctic fields (33 of which are natural gas and 2 oil). 35 of these fields are located in the West Siberian Basin, by far the most resource rich part of the Arctic with an estimated undiscovered amount of 132 billion barrels of oil equivalent.

However, as the Arctic resource base is largely composed of natural gas and natural gas liquids, which are significantly more expensive to transport over long distances than oil, and the costs of extraction in the Arctic are very high, there is an interdependence relationship between Russia and the EU. The EU is a major consumer of these potential resources, but also a major provider of energy extraction technologies. It is only in Russia's interest to share the high costs and risks of extraction with the EU and to use EU's technological expertise for an environmental secure extraction. The EU on the other hand can thereby enter the negotiations on how and what to extract. (AP)

Further reading: [http://www.eia.gov/oiaf/analysispaper/arctic/pdf/arctic\\_oil.pdf](http://www.eia.gov/oiaf/analysispaper/arctic/pdf/arctic_oil.pdf)  
[http://www.geopoliticsnorth.org/images/stories/attachments/claes\\_harsem.pdf](http://www.geopoliticsnorth.org/images/stories/attachments/claes_harsem.pdf)

## Crossing the Arctic - Shipping above 66.6° North

...continuing from P. 1...As the summer sea ice cover continues to shrink, trans-arctic voyages along the North-East passage are becoming increasingly possible and used. Last year alone 34 vessels completed the journey compared to only 23 vessels between 1984 and 2004. The advantage is that journey times are cut by 22% from Rotterdam to Shanghai and the perilous piracy infested waters of the Gulf of Aden can be avoided, something that is costing shipping companies up to €10 billion per year in insurance premiums.

The melting summer sea ice has enabled mining and hydrocarbon extraction to become increasingly profitable. Given the harsh Arctic conditions, bulky and reinforced cargo ships are the only means of effective and safe transportation. In 2009 alone around 1 200 of these vessels operated in the Arctic, often accompanied by one of the 12 nuclear icebreakers in the most precarious regions. With the mineral development of the Arctic, significant investments are being made into the necessary infrastructure and shipping services. As shipping in the Arctic becomes less risky, more accessible and therefore profitable, we can expect traffic to continue to increase.

However, one should be careful from over-exaggerating this 'push for the North'. Fishing, small cargo ships and research vessels still constitute 75% of all the yearly Arctic shipping traffic. Despite obvious advantages the Arctic is still a perilous, vast and inhospitable place with very scarce facilities or rescue possibility. On top of that despite the summer sea ice retreating, the winter sea ice remains at its historical average, limiting the Arctic shipping season to several months over the summer. When one combines these constraints with the necessary alternations to strengthen the ships and extra costs of icebreaker assistance, large container shipping becomes economically less attractive.

Taking the above stated into consideration, the vast economic potential of the Arctic is slowly opening up and shipping will follow. Yet the question remains if this is necessarily a good thing. (JG)

Further reading: [http://www.arctic.gov/publications/AMSA\\_2009\\_Report\\_2nd\\_print.pdf](http://www.arctic.gov/publications/AMSA_2009_Report_2nd_print.pdf)

## Future Arctic Policy Funding

Through its *Horizon 2020 initiative*, the European Commission will step up its efforts for the forthcoming programming period (2014 - 2020) and through research in climate change; energy and resource scarcity as well as water security will provide a significant contribution to the Arctic research agenda. In particular, Horizon 2020 will support cooperation with the national administrations active in the Arctic to pool their efforts by aligning national research programmes and establishing common research infrastructures. Building on the *Arctic Footprint and Policy Assessment*, it will advocate the information sharing, notably in the field of environmental and maritime monitoring and observation, remote sensing and research as well as non-technological knowledge. More specifically, it has just awarded a preparatory action of € 1m for Strategic environmental impact assessment of the development of the Arctic aimed at increasing awareness of the Arctic and its changing political, economic and environmental landscape. Further to that, the preparatory action refers to impact assessments and their importance as a tool to set-up an inventory for the use of policy- and decision-makers and the related legal processes. (MW)

Further reading:

[http://eeas.europa.eu/arctic\\_region/docs/join\\_2012\\_19.pdf](http://eeas.europa.eu/arctic_region/docs/join_2012_19.pdf)

<http://www.arctic-footprint.eu/>



## Climate Change in the High-North

Arctic summer sea ice is receding by several kilometres each year, causing large scale land erosion of previously solid and frozen ground. The oceans are becoming warmer, more polluted and acidified due to increased human activity and the retreat of the permanent multi-annual ice cap. Mammal and fish populations are suffering as a result, while species from lower latitudes are moving further north putting additional pressure on the habitat.

Such rapid changes are also a global issue: if all the continental ice in Greenland was to melt, sea levels around the planet would rise by up to 7 meters, flooding many of the biggest cities on the planet. The Arctic region also functions effectively, as a thermostat, by cooling the planet and effecting the speed and direction of the different wind currents. A warmer Arctic will mean slower warmer winds leading to an increase in weather fluctuations and regionalisation. This means that weather will become less regular and more extreme weather events will occur. It also means that wet areas will become wetter and dry areas dryer. We can see this already starting to occur in parts of Africa. These changes have already led to regional armed conflict over water. However, the climate of the Arctic has always changed, be it because of volcanos, changing ocean currents or indeed natural climate cycles... see on P. 4...

## Selected Ecorys projects related to the buzzwords

### Ecorys Research Programme (ERP): Economic evaluation of Arctic Ice melts

The implications of climate change and the melting of the Arctic ice sheet for regional and global economies have been rather unexplored. Expecting the issue to become more pertinent for the EU policy agenda, Ecorys and the NEI foundation have been granted this research project through the ERP aimed at identifying the main drivers, uncertainties and possible implications at sector level, both within the Arctic region and beyond. The study is about to be completed and has resulted in a number of market leads that are currently being followed-up.

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### European Commission DG MARE: Blue Growth, Scenarios and Drivers for Sustainable Growth from the Oceans, Seas and Coasts

The Blue Growth project identified 11 key economic areas for the future sustainable growth of oceans, seas and coasts. The study also featured four case studies on maritime clusters and an expert hearing as well as a wider stakeholder meeting. The final report included an analysis of sea-basins, in which the socio-economic characteristics, the environmental status and the governance and policy developments of the Arctic were addressed.

<https://webgate.ec.europa.eu/maritimeforum/content/2946>

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**European Commission DG ENV: Arctic NGO Forum**  
Launched in 2011, the Arctic NGO Forum aims to provide a platform for NGO's to exchange ideas and perspectives on arctic and environment related issues. Its aim is to coordinate and strengthen the role of NGO's towards the global Arctic community. The Forum, jointly run by UNEP/GRID Arendal and Ecorys will meet twice a year and three larger workshops will be organized related to the state of the Arctic environment. The European Commission's DG Environment provides the seedfunding for an initial period of three years to establish this forum and attract wider funding support. *More information:* [www.arcticngoforum.org](http://www.arcticngoforum.org) *Contact:* [Hans.Bolscher@ecorys.com](mailto:Hans.Bolscher@ecorys.com)

**Ecorys also holds an NEI chair at the University of Rotterdam related to sustainability and climate change. Prof. dr. Gail Whiteman** published on sustainability in leading management and ecology journals, including the Academy of Management Journal, Nature, Ecology & Society, Organisation Studies, among others. Following a two-year period living with the Cree in sub-Arctic Canada, including a trip to the Arctic Archipelago in 2010, she is now establishing networks between polar scientists and global leaders and is leading a project to evaluate the economic costs of lost climate services from a melting Arctic. *More information:* <http://www.rsm.nl/people/gail-whiteman/>

### Climate Change in the High-North

...continuation from Page 3...For instance during the Younger Dryas (around 11 500 years ago) ice extended as far inland as the great lakes in North America and Scotland in Europe, all in the period of about 30 years. This is not to deny that humans are having an impact, indeed we are, but the extent of it is still rather unclear and is dwarfed in comparison to natural events in the planet's past. Nevertheless the delicate nature of our climate and the importance that it plays in human prosperity and survival is alone a substantial enough reason for addressing the issue.

Yet the whole issue is more complex than just a changing environment. The Arctic, for instance, has always been changing and the people living there have adapted to this by moving with the ice. Mankind has done precisely that throughout its existence, it has migrated. This has changed in the last century with the emergence of fixed national borders and the rise of nations. States have both encouraged and prevented its citizens and outsiders from moving for economic, political or environmental reasons. When one combines this with the astonishing increase in our population, we arrive at a state where there is a tremendous strain on all natural resources and people sometimes living in places unfit for human habitation. Yet they are unwilling or unable to move to alleviate the problem as in the past. Climate change is indisputably a serious and pressing global issue that threatens the very nature of our society as we know it. However, the reasons behind it are complex, as are the solutions which should not only constitute prevention, but also adaptation. The Arctic itself will see major changes and not all of them positive. Yet the people of the far North will experience immense and unprecedented economic development, bringing wealth to the region and the wider world - an undeniably positive effect of climate change in the Arctic. (JG)

Sources: Funder Svend et al, 2011: A 10,000 year Record of Arctic Ocean Sea-Ice Variability – View from the Beach. *Science* 5, Vol. 333 no. 6403. Alley, Richard B., 2000: The Younger Dryas could interval as viewed from Central Greenland. *Quaternary Science Reviews* 19(2000).

### Movers and Shakers

(cf. European Voice Vol. 18, No. 20, 22, 25) (AP)

The former Finnish deputy ombudswoman of the Finnish Parliament **Maija Sakslin** is the new chairwoman of the managing board of the EU's Fundamental Rights Agency. Her deputy was named the Austrian **Manfred Nowak**.

The European Council on Refugees and Exiles (ECRE) has a new Secretary-General, the US citizen **Michael Diedring** replaces Allan Leas, who had been acting since September 2011. Diedring has worked on legal reform in central and Eastern Europe since the early 1990s.

**Margarete Hofmann** has been appointed policy director of OLAF, the Commission's anti-fraud office, with effect from 16 July. Before, Hofmann, a German lawyer, had been head of a unit in charge of OLAF's external and inter-institutional relations.



## Interview with Steffen Weber, Secretary General, EU Arctic Forum Brussels

**Buzzes:** Where do you see the primary opportunities for the EU in the Arctic?

**Steffen Weber:** “We have to understand that the EU is engaged in the Arctic in a broader sense than only through its institutions and programmes. The European Union is firstly the world’s largest consumer market for products from Arctic origin, e.g. primarily through gas and oil, with the Arctic capturing approximately one quarter of the global undiscovered resources in oil and gas. Besides this, the Arctic also hides minerals and rare earth elements that are vital for the high-tech communication industry. Therefore, the EU can also impose certain quality standards related to sustainable production techniques. Secondly, Europe is a developer and investor in the Arctic, e.g. through its satellite programmes. The latter is the biggest gap in the EU policies, since they all too often ignore this aspect in their official policy statements. Third, and contrary to the press stressing the conflicts in the Arctic, e.g. Denmark (Greenland) and Canada disputes over the Hans Island, the Arctic serves as a good means for policy-makers to learn more on cooperation between states, regions and communities. Last but not least, the Arctic is also an important element to include in the picture in terms of the EU’s ambitions to preserve the environment and curb climate change.

**Buzzes:** How can the EU institutions ensure to be on board the Arctic ship?

**Steffen Weber:** “The main report was the 2011 report of the European Parliament, which built a very realistic and holistic picture of the EU engagement in the Arctic by clearly outlining a list of priorities for which the EC has now entered into with a joint communication in July 2012. The current European Commission’s position is directed at supporting the application for observer status in the Arctic Council. That’s a fine goal. However, the Communication falls short in developing a roadmap or a clear set of actions. That would be particularly relevant in view of the current legislative procedure of the Multi-Annual Financial Framework 2014 – 2020.

**Buzzes:** What can be done to open the policy up to more stakeholders?

**Steffen Weber:** “First and foremost, it will be vital that both politicians and Arctic stakeholders (NGOs, scientists) understand that it is not only one step from policy to action, but it’s a very complex procedure. Those political procedures function according to their own timing, and according to their own logic. The EU Arctic Forum has been a platform to build bridges between Europe and the Arctic, bringing together actors from civil society, businesses, national administrations and the European Parliament, to enable that their experience and their knowledge are understood in the political processes in Brussels. Only if these two elements come together, whom to approach when and how to translate the document in a clear manner for politicians to understand it – you have a chance to have proper input.”

More information: <http://eu-arctic-forum.org/>



## Events / Conferences

**Workshop: Arctic Days 2012, 14<sup>th</sup> – 16<sup>th</sup> November 2012, Plouzane, France**

Arctic Days 2012 is an international workshop focusing on arctic marine ecology and ecosystems. The workshop, organized by the European Institute for Marine Studies (IUEM), aims to facilitate exchanges and collaborations between French and international experts in arctic research. The workshop focuses on two objectives: 1) to establish the state of the art and current research challenges and 2) to allow researchers involved in the study of the Arctic marine environment to interact with French and international researchers in order to develop partnerships around identified emerging issues. *More information:* <http://jda2012.sciencesconf.org/>

**Holocene Climate Change Conference, 4th – 5th April 2013, London United Kingdom**

The main theme of the conference is the examination of high frequency climate changes reflected in the geological record, and the pace of change and their geological consequences, during the Holocene (the past 11,700 years). The meeting will be divided into sessions on ocean change, sea-level variability, terrestrial change, ice core change, the modeling of these, and the interaction between climate and humans. Provisional keynote speakers include Graeme Barker, University of Cambridge, Rosalind Rickaby, University of Oxford, and Heinz Wanner, University of Bern. *More information:* <http://www.arcus.org/events/arctic-calendar>

Dates

To watch

**20<sup>th</sup> – 25<sup>th</sup> January 2013:** Arctic Frontiers: Geopolitics and Marine Production in a Changing Arctic, Tromsø  
**24<sup>th</sup> – 28<sup>th</sup> February 2013:** Workshop: Dynamics and Mass Budget of Arctic Glaciers, Obergurgl  
**14<sup>th</sup> – 20<sup>th</sup> April 2013:** 2013 Arctic Science Summit Week; the Arctic Hub-Regional & Global Perspectives, Krakow  
**13<sup>th</sup> – 17<sup>th</sup> May 2013:** 45<sup>th</sup> International Liege Colloquium on Ocean Dynamics, Liege  
**27<sup>th</sup> – 31<sup>st</sup> August 2013:** 8<sup>th</sup> IAG International Conference on Geomorphology, Paris  
**26<sup>th</sup> – 30<sup>th</sup> May 2014:** 2014 International Glaciological Society (IGS) Symposium, Chamonix

## ECORYAN SPEAKERS' CORNER

**Johan Gille, Senior Consultant, Ports and Shipping, Ecorys Netherlands**

**Buzzes: What do you think as the major rationale for the EU in further shaping an Arctic policy?**

**Johan Gille:** "While the Arctic is a large and to a large part unpopulated area, its physical processes directly influence the European environment and economy. The risks involved with a melting and thawing Arctic are immense. On the one hand, these include rising sea-levels, ocean acidification, species extinction, and changes in global climate regulation, all of which might carry significant costs to global societies and economies. On the other hand, melting sea ice increases the accessibility of natural resources suddenly exposed for exploitation and opens up new transport routes which may bring potential short-term economic benefits and a surge of investment capital."



**Buzzes: Where do you see major business opportunities in Arctic transport? How do you perceive the regulatory environment for Arctic shipping?**

**Johan Gille:** "Indeed, maritime shipping in the Arctic is expected to increase with global warming and less sea ice. Up to 2020, the dominant pattern of traffic is expected to be destination, however, with marine shipping going to and from Arctic harbours. I think it will take time for trans-Arctic shipping between the continents to eventually develop into considerable volumes on regular commercial scales. Factors such as a lack of major ports and critical infrastructures along the Arctic sea routes, inadequate search and rescue capabilities and problems keeping fixed timetables necessary for the 'just-in-time' delivery in the container transport will most likely be an impediment. EU shipyards can also play a role in supplying technology and equipment, e.g. in the recent € 35m order to ABB Finland for a new icebreaker vessel for Russia's state shipping company, Rosmorport. These developments may trigger the increasing interest of EU and other policy-makers to adjust the regulatory environment: should we for instance raise the safety regulations in this vulnerable environment? And what measures should be brought in to deal with an accident if one should take place there?"

**Buzzes: How do you perceive Ecorys' market position related to research on the Arctic?**

**Johan Gille:** "Economic valuation in relation to climate services is an emerging area of interest of our clients. Governments are particularly interested in economic evaluation as a way to help solve environmental problems, to quantitatively underpin choices in complex trade-offs that they are facing, or to raise awareness of the potentially (large) costs of passive or delayed action. We believe there is great need for further research in this area, and that Ecorys is well equipped to make a contribution to this emerging field because of its strong base in economic research and methodology development."

## ECORYS ACADEMY CORNER

### Upcoming trainings

#### Study visits in Brussels

The Ecorys Academy is well positioned to prepare a working visit to the heart of Europe. Depending on your needs and wishes, we can organize visits ranging from 1 day up to 1 week with for example meet and greet sessions with key players, visits to Permanent Representations, European institutions, European public affairs firms, think tanks and other international umbrella organizations. To get the maximum out of a study visit to the 'capital of Europe', Ecorys Academy organizes a preparatory course for your organization. This course consist of guest lectures on how the EU functions and what the competences and roles of the institutions are. The costs for a study visit to Brussels depend on the duration of the working visit and whether it includes preparatory courses etc. Costs amount to approx. € 1,450 per person with a minimum number of participants 20 (max. 40). 1st suggested date for the study visit is 16 - 17<sup>th</sup> May 2013, with a preparatory course 7<sup>th</sup> May 2013.

#### Other announcements



#### Ecorys Academy will deliver training on Water Management

Together with its consortium partners Deltares and Grontmij, the Ecorys Academy recently won the three year training contract about water management. Through the Matra South programme, the Dutch Ministry of Foreign Affairs is supporting activities that stimulate the democratic transition in the Arab region and strengthen relations between the Netherlands and recipient countries. The programme is expected to run from 2012 to 2015. Overall, 25 participants from Tunisia, Morocco, Libya, Jordan and at a later stage Egypt, will be trained one week on several aspects of water management in the Netherlands, followed by a deepening follow up course in the region. The first training week in the Netherlands is scheduled in December 2012. Recruitment of the participants will take place with active involvement of the Royal Dutch Embassies in the region.