Ny infrastruktur i nord

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1. Project/publication	Lian, J.I. (ed.). (2010): *Ny infrastruktur i nord. Del 1: Utviklingstrekk i viktige næringer og transportbehov fram mot 2040*. [New infrastructure in the north. Part 1: Development trends in important industries and transportation needs until 2040]. Oslo: The Institute of Transport Economics, 115 pages. http://www.ntp.dep.no/2014-2023/pdf/InfrastrukturbehovInordFase1-20101126.pdf
2. Initiator	The assessment was carried out on behalf of the Norwegian transport agencies and Avinor, which were delegated responsibility from The Ministry of Transport and Communications and the Ministry of Fisheries and Coastal Affairs.
3. Objective	The objective was to carry out a strategic assessment about the needs for transport infrastructure in the north in order to create a better knowledge base for future decisions about infrastructural development. The assessment functions as a contribution to the work relating to the National Transportation Plan 2014-2023. Based upon this assessment, choices will be made about the employment of more specific assessments.
4. Geographical delimitation	The focus is on northern Norway, but the report also includes main features of the developments in northern Sweden, northern Finland, and north-west Russia, which are of relevance for the transport developments in northern Norway. Svalbard is not included.
5. Time horizon	The historical time series use a 20-years perspective, which include demographic developments. Futures are depicted for 2040. Thus, a 30-years time-horizon is used.
6. Thematic focus	The assessment consists of two phases. This report finalizes phase 1, which describes potential developments within sectors that are of large importance to future transport needs, as well as the development of the transportation system. The second phase of the assessment process provides a picture of the potential transportation system in the north on the longer term. This phase is finalized in May 2011, with a report that deals with the particular transportation-infrastructural projects in the north that need to be further assessed in the context of the National Transportation Plan 2014-2023. The following sectors are considered as particularly important and provide a basis for the structure of the report: fisheries/aquaculture, tourism, industry, mining, and international shipping and maritime industries. The scenarios for the various sectors include – to a varying extent – elements of decisive events within petroleum exploration; decisions about whether or not to bring oil and gas ashore; cooperation with Russia; and developments in Sweden and Finland.
7. Images of the future	Explicit scenarios have been drawn with reference to high and moderate growth in the various sectors. High-growth scenarios receive most attention. Following from a description of what characterizes a high-growth scenario in the form of sectoral and societal development trends, the report presents the associated transportation and infrastructural requirements. For the various sectors, variations from the high-growth scenarios are reproduced for the moderate-growth scenarios.
8. Key driving forces	The main focus is on the developments in the industries that are based on natural resources. In the scenarios for 2040 there is little focus on *what* triggers certain

	developments. The focus on large-growth scenarios implies that there have been discoveries of oil, gas and minerals, and that these can be successfully exploited. Simultaneously, trade and cooperation with neighboring countries is assumed to be prosperous as well. The report puts little emphasis on internal communication within the region related to labor capacity and commuting, public service provision, the agricultural sector and the food industry. The report does not deal explicitly with demographic developments either. Climate change and environmental issues are not described or analyzed explicitly; however, it is taken as a premise that the predicted climate changes for the Arctic continue, as assessed by the United Nation's Intergovernmental Panel on climate Change. It has been decided to focus on the opportunities that might be opened rather than to focus on the negative sides. It is said that climate conditions and environmental aspects are to a larger extent drawn into phase 2, as well as in the agency's work with the National Transportation Plan. The aspect of indigenous people is not part of the assessment.
9. Uncertainties/ wildcards	Even though the scenarios are rather explicit in their description of events (for example production of oil and gas resources in specific areas, including onshore landing, processing and industrial use in specific places), the transportation requirements that follow from these events turn out to be rather vague descriptions. This can however be explained by arguing that phase 2 deals more explicitly with these requirements.
10. Accomplishment and collaboration	The work was carried out by experts from research institutions and consultancy firms in collaboration with various government agencies that participated through "development workshops".
11. Method	The study is purely qualitative in its descriptions.
12. Sources of information	No specific data sources are mentioned.
13. Strengths	The study cannot be characterized as particularly original. The scenarios are consistent and relevant, but the extent to which the scenarios are plausible is difficult to say. The high-growth scenarios can be argued to be somewhat unrealistic in the sense that many things happen simultaneously which all generate growth. The moderate-growth scenarios seem to be more plausible, but are given less attention.
14. Weaknesses	The study is traditional in its approach, with rough qualitative descriptions of transportation needs, which are derived from rather specific scenarios about important industrial events. The reason for this is that the scenarios are not quantitative. Therefore, it is difficult to say whether a certain event creates needs for new or improved infrastructure, beyond the general need for "good" and "satisfying" transport solutions.
15. Attention and significance	This report has been discussed in newspapers and resulted in a number of chronicles, which unsurprisingly derive from industrial actors and politicians. These argue for more resources to be spent on transportation and infrastructural initiatives in northern Norway. This study and the work in phase 2 will serve as input to the development of the next national transportation plan.

16. Relevance for the Fram Centre	It could be relevant for the Fram Centre to be in touch with the agencies that were part of this assessment, especially in order to understand how industrial expansion in the High North/Arctic can be stimulated or hindered through the available transportation infrastructure.