

AU-sak 24/16 UTTALELSE – BÆREKRAFTIG VEKST I LAKSENÆRINGEN I SKJERSTADFJORDEN

I regionrådets møte i februar 2016 ble det av ordføreren i Saltdal fremmet forslag til en uttalelse vedrørende sikring av bærekraftig vekst i laksenæringen i Skjerstadjorden.

Regionrådet ønsket at det skulle jobbes videre med uttalelsen, og ga Arbeidsutvalget fullmakt til dette.

Uttalelsen har i ettertid blitt bearbeidet og følgende forslag til uttalelse legges med dette frem:

Forslag til uttalelse:

Havbruksnæringen får en stadig større betydning for Saltenregionen. Det investeres tungt fra næringen, og det foreligger en rekke spennende utviklingsplaner i regionen som kan bidra til økt verdiskaping, kunnskap og flere arbeidsplasser. Dette kan igjen bidra til å sikre utviklingen i flere Saltenkommuner.

Regionrådet er kjent med de miljømessige utfordringene som havbruksnæringen møter i flere områder langs norskekysten. Utfordringer med bl.a. lakselus, som næringen og myndigheter i fellesskap må løse.

I denne situasjonen har Salten Regionråd registrert at oppdrettsnæringen fra departementets side er tilbudt å kunne ta ut inntil 5 % vekst hvert annet år, dersom anleggene tilfredsstiller de nasjonale lusekravene. Disse kravene er såpass strenge at det kun vil være et fåtall lokaliteter i Norge som vil kunne ta ut denne vekstmuligheten.

Under disse forutsetningene fremstår Skjerstadjorden i nasjonal sammenheng som unik. Oppdretterne som er lokalisert i fjorden har drevet sjømatproduksjon i 40 år uten å ha vært utsatt for luseangrep. Dette blant annet på grunn av fjordens spesielle forutsetninger med stor vannutskiftning i hele vannsøylen, og et høyt ferskvannsinhold i vår- sommerhalvåret. De lokale lakseoppdretterne har drevet og driver sin virksomhet ut fra de strengeste miljøstandarder innen bransjen, og er de eneste i landet som per tiden har sagt ja til, og har tatt i bruk 5 % økt MTB (maksimal tillatt biomasse) med de nye miljøkravene som er stilt fra myndighetenes side.

I utviklingen av laksenæringen i Norge har ikke oppdretterne i Skjerstadjorden fått de samme vekstmuligheter som andre aktører, da fjorden i mange år lå under et midlertidig vern (1989-2007.) Skjerstadjorden har sannsynligvis nasjonens beste forutsetninger for en miljømessig bærekraftig vekst, noe som nå bør åpne for å kunne ta ut en større vekst enn de tilbudte 5 % MTB økning.

Salten Regionråd anmoder derfor Nærings- og fiskeridepartementet om å legge til rette for en reell miljø- og samfunnmessig bærekraftig vekst i lakseproduksjonen i Skjerstadjorden. Primært via tildeling av nye konsesjoner som kan bidra til å sikre og utvikle det lokale eierskapet og administrasjon. Sekundært ved en sterkere vekst enn 5 % maksimal tillatt biomasse(MTB) per konsesjon. Salten Regionråd ber samtidig departementet sørge for at Skjerstadjorden for fremtiden defineres som et eget produksjonsområde, for å sikre miljøstandard og muligheter for økt verdiskaping.

Havbruksnæringen i regionen tilfører kommunene en betydelig aktivitet, arbeidsplasser og inntekter. Med dagens store etterspørselsvekst i markedet etter laks er det Salten Regionråds oppfatning at produksjonsvekst må skje der den miljømessige bærekraften er størst. Skjerstadjorden er i særdeleshet et slikt område.

Bodø, 08.04.2016

*Kjersti Bye Pedersen
sekretariatsleder*

*Heidi Robertsen
prosjektkoordinator*



Utskrift fra møteprotokoll

Møte i: **Arbeidsutvalget**

Dato: **15. april 2016**

Sak: **AU-sak 24/16**

Uttalelse – bærekraftig vekst i laksenæringen i Skjerstadjorden

Enstemmig vedtak:

Arbeidsutvalget ønsker å bidra til en positiv utvikling i havbruksnæringen, men tar ikke stilling til forslag til uttalelse.

Saken oversendes til kommunene v/næringsnettverket for faglig vurdering og som et innspill i arbeidet med strategiplan for havbruk.



REQUEST FOR STATEMENT

TEN-T Corridors: Forerunners of a forward-looking European transport system

Plenary Session

Monday, 20 June 2016, 16:30 – 18:30

Organisational aspects:

This session will be opened by the Chairman with a general introduction which will be followed by incipient statements of a few panellists. Conference participants will then have the possibility to make short statements (maximum duration: 3 minutes) on one of the following five topics:

1. Multi-modality and efficient freight logistics
2. Intelligent transport systems
3. Boosting R&I results on TEN-T Corridors
4. Implementing clean fuel infrastructure on TEN-T Corridors
5. Integrating urban nodes into TEN-T

The statement may be illustrated with a maximum of two slides.

Amongst the candidates submitting requests for statements, the Commission will select those which it considers particularly relevant for the topic of the session and which contribute best to a stimulating debate overall. In line with the ambition of the session – to become a forum for multi-sectorial exchanges on future-oriented corridor developments – the Commission encourages statements which refer to successful innovative practices and promising solutions (in terms of technologies, organisation, financing etc.), and which look – in a visionary though viable way – into still little explored opportunities of the Core Network Corridor approach as a whole.

Further information may be obtained from Gudrun.Schulze@ec.europa.eu

Request for a participants' statement:

Name and function of the speaker, and of the organisation he/she is representing:

Arne Opheim, Municipality of Bodo, Norway (on behalf of Salten Regional Council)

Topic for the statement:

Multi-modality and efficient freight logistics; implementing clean fuel infrastructure on TEN-T Corridors:

Key messages:

Narvik – North-Norway – A key logistical hub in the Arctic and connected with the TEN-T rail network through Sweden via the Ofoten railway.

Vulnerability – Currently if there are interruptions on the railway – there are no alternative routes for railway freight.

Possibilities – 250 kms south of Narvik ends the northern branch of the Norwegian railway network – the Nordland railway – part of the complimentary TEN – T network.

Aim – Establishing a new rail-link between the two railway lines would generate flexibility and an alternative freight route between North – Scandinavia and Europe. Thus being a further guarantee for customers in Europe for getting their products on time.

The Nordland railway – part of the complimentary national TEN-T network is currently one of the longest non electrified diesel operated railways in Europe with its 700 kms.

Objective – By 2050 all parts of the complimentary TEN-T railway network must be CO² neutral.

Scheme – Making the Nordland railway a European test bench for alternative clean fuel infrastructure on railways – making use of the harsh arctic climate in the region to test out the durability and efficiency of new and modern technology.

Conclusion: Interlinking the Ofoten (TEN-T) and Nordland (Complimentary TEN-T) railways and operating the Nordland railway as a European arctic test-bench for alternative clean fuel railway infrastructure provides EU with a win-win situation:

1. Transport security – alternative routes for rail transport to the Arctic.

2. A large-scale harsh climate test bench for alternative fuels used in railway operations.

TEN-T Corridors: Forerunners of a forward-looking European transport system

To keep pace with technological, societal and behavioural changes and challenges of the next years and decades, Europe's transport system must clearly own up to innovation. To enable the economy to continue to grow, freight must be moved in a smarter and more sustainable way both within the Union and to other parts of the world. Workers and citizens expect that new-generation mobility services, which are slowly emerging and which are shifting the focus from transportation to users' solutions, are appropriately boosted by politics and industry. Carbon emissions from transport must be reduced markedly. As other sectors of the economy, transport must change its face!

In 2013, when the EU revised its trans-European transport network's policy, it anticipated such developments: A genuine network policy was introduced which put equal emphasis on nodes and on links, on construction projects and on the efficient management of existing infrastructure, on equipment for intelligent and innovative transport as well as on connections between infrastructure and vehicles and the shift to digital mobility solutions. TEN-T corridors not only include all modes of transport but combine all these elements with each other and offer unique opportunities to make these corridors forerunners of a forward-looking European transport system. They are the means to shape mobility.

Continuity and innovation must go hand in hand towards the development of a forward-looking European transport system. Boosting innovative opportunities along the Core Network Corridors may only yield ambitious results when it is backed by continuous progress with existing plans and programmes, when synergies are sought between a wide range of activities.

The TEN-T challenges of a more "traditional nature" – building major cross-border projects, filling missing links, removing bottlenecks and interconnecting modes along key European transport axes, enhancing Europe's ports and airports as well as their hinterland connections to enable increasing global exchanges – remain top priorities for Member States and infrastructure managers throughout the next 15 years. Investment needs are enormous and can only be met when efforts are combined and concentrated on the commonly agreed projects, when private finance is mobilised where possible and when resources – both infrastructure assets and finance – are efficiently used.

However, this "traditional" infrastructure development needs to go along with a strengthened focus on areas which are "newcomers" in TEN-T policy but are of no less importance to make the European transport infrastructure network a genuine basis for a future-oriented overall transport policy. In order for the infrastructure network to play its role as enabler of modern and sustainable transport in full, areas which are situated at the interface between infrastructure development and service operation or transport policy challenges must be integrated.

To this end, and with the objective of extending the scope of projects and of potential benefits of the TEN-T corridors, European Coordinators (supported by the European Commission and advised by stakeholders) have looked into a number of areas which involve unprecedented opportunities to generate synergies and added value for the transport system as a whole. The findings of this work, implemented within the framework of the TEN-T corridor development, will in particular contribute to the achievement of a major objective of the European transport policy: significantly reducing carbon emissions while responding to new and increasing mobility needs for people and freight. These findings shall guide the European Commission, Member States and the broad range of relevant public and private actors in embarking on new (cross-cutting) solutions and cooperation schemes.

This analysis substantiates that:

- developing the full dimension of transport infrastructure, as identified in the TEN-T Guidelines' Regulation, implies a significant potential for generating synergies between the different areas and for enhancing key features of the European transport system such as sustainability, efficiency and user benefits; boosting relevant projects on the TEN-T core network, and notably on the core network corridors, helps concentrating EU policy action, accelerating and spreading innovative approaches and increasing effectiveness;
- the coordination and governance structure of the Core Network Corridors, which is led by European Coordinators, which builds on coherent corridor analysis and work plans and which involves a broad range of actors for their implementation, offers challenging and rewarding opportunities to boost "non-traditional" TEN-T projects; such projects address inter alia the areas of multi-modal transport and freight logistics, intelligent transport systems, innovation and clean fuel infrastructure as well as urban nodes; corridors are also strong instruments to reinforce infrastructure cooperation with third countries;
- enhancing multi-modal transport and the efficiency of freight logistics along corridors implies, in terms of TEN-T development, for example a strengthening of the corridor perspective in the development of terminals and their accessibility (also including ICT infrastructure components), an increasing involvement of users to identify infrastructural needs for seamless transport chains and the promotion of freight transport digitalisation along TEN-T corridors;
- promoting a coordinated deployment of intelligent transport systems is important to advance efficient transport flows and the exchange of information, enhance safety, security and environmental performance; extending such coordinated deployment beyond the so-called ITS corridors (also including in nodes) provides for full-scale coverage of forward-looking and interoperable solutions; building on the C-ITS Platform and the Amsterdam Declaration, investment in digital infrastructure shall be stimulated to deploy cooperative intelligent transport service, and new mobility services shall be enabled;
- the TEN-T corridor approach, which brings together all transport modes and encompasses the relevant innovative and intelligent components, involves unique possibilities to deploy results of research & innovation activities in line with strategic transport policy objectives; the actors concerned, in particular those involved in R&I as well as industry and TEN-T stakeholders, could benefit from the corridor governance structure, strengthen their cooperation and deploy innovative projects; this should help spreading innovative practices over other corridors and the core network as a whole and overcoming remaining obstacles in the transition from R&I to large-scale deployment;
- TEN-T corridors shall become forerunners in deploying infrastructure for alternative fuels – including all main options, namely biofuels, electric, hydrogen and natural gas (compressed – CNG - and liquefied – LNG) in accordance with the provisions of Directive 2014/94/EU; for this purpose it is vital to take a genuinely ambitious approach and reinforce cooperation across national borders; such new concepts should be tested along TEN-T corridors through pilot action to stimulate the market up-take of alternative fuels vehicles / vessels and the related infrastructure;
- strengthening the role of urban nodes within TEN-T corridors calls in a particular way on actors at all governance levels (European, national, regional and local; public and private) to work together to close

gaps in TEN-T infrastructure - both within and between modes, to enhance "last mile" connections for TEN-T users and to promote synergies with relevant urban functions; fully deploying the specific decarbonisation potential of transport in urban nodes (technological and organisational innovation) vitally contributes to smart and sustainable corridors overall, and vice versa, a "greening" of long-distance transport requires integration into urban mobility concepts along corridors; interaction between Sustainable Urban Mobility Plans and TEN-T measures shall be reinforced;

- ensuring continuity of the TEN-T, its corridors and other major international transport axes in different geographical areas outside the European Union is of mutual interest in order to facilitate exchanges and to facilitate broader cooperation; this also involves the common striving for coherent standards.