

极地国际问题研究通讯

同济大学极地 & 海洋国际问题研究中心

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本期主持: 王传兴教授

同济大学极地 & 海洋国际问题研究中心



本期主要内容

焦点关注

2014 年北极边疆会议综述

成果评介

《挪威：小国、北极和海洋大国？挪威与欧盟在北极地区的关系》评述

极地政治

因纽特北极理事会主席在 2014 年北极边疆会议上的发言

极地国际治理

“北极水域海洋航运”研讨会综述

极地国别政策

日本北极大使在 2014 年北极边疆会议上的发言

英国极地部门负责人在 2014 年北极边疆会议上的发言

极地学术最新动态

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CONTENT

Focus

- ℓ An Overview of 2014 Arctic Frontiers

Commentary on Academic Products

- ℓ Book review: Norway: Small State, Arctic and Maritime Great Power? The Relationship between Norway and the EU in the High North

Polar Politics

- ℓ Inuit in the New Arctic Challenges of Change

Polar Governance

- ℓ Summary of “Maritime Shipping in Arctic Waters” Workshop

Polar Policy

- ℓ Japanese Arctic Ambassador’s Presentation at 2014 Arctic Frontiers
- ℓ UK Polar Regions Department Head’s Presentation at 2014 Arctic Frontiers

Polar Research Brief



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主编的话

同济大学极地与海洋国际问题研究中心主办的《极地国际问题研究通讯》，首先要感谢过去一年里所有关心、关注这份非正式出版电子刊物的有关领导、专家、学术界同仁的帮助和鼓励。如果说我们曾经为中国的极地国际问题研究做出过一些微薄的贡献的话，这也是与大家的鼎力支持分不开的！

在新的一年里，我们将继续努力办好这一交流平台，并期待您继续关心和帮助《极地国际问题研究通讯》。从2014年第1期开始，《极地国际问题研究通讯》尝试采取专题形式出版；专题可以是国别形式的，也可以是议题或领域形式的。为此，《极地国际问题研究通讯》将尝试在每期邀请一位主持专家来对相关专题进行规划和组稿，这尤其需要得到国内极地国际问题研究领域专家的支持！

冬去春来，《极地国际问题研究通讯》已经跨过第三个年头了。作为刊物的编辑者，我们期待她能够百尺竿头、再进一步，为中国的极地国际问题研究做出更多贡献！

2014年3月25日



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焦点关注

2014年北极边疆会议综述

同济大学极地 & 海洋国际问题研究中心王传兴

2014年1月19-24日,2014年第八届北极边疆会议¹(2014 Arctic Frontiers)在挪威特罗姆瑟大学(University of Tromsø或UiT;也被称之为北极大学)举行,主题是“人类在北极:健康、社会和环境/海洋上的运作挑战”(Human in the Arctic: Health, Society and Environment/Maritime Operational Challenges)。笔者参加了此次会议的政策部分(Policy Section,1月20-21日;科学部分,Science Section,1月22-24日)会议。此外,笔者还参加了1月22日下午在特罗姆瑟弗莱姆中心(Fram Center)举行的主题为“北极水域海洋航运研讨会”(Workshop on Maritime Shipping in Arctic Waters),会议由挪威贸易、工业与渔业部主办。

政策部分的第一节主题为“2014年北极状况”(State of the Arctic 2014),发言者除了北极理事会成员国中环北冰洋国家挪威、冰岛、加拿大、美国和俄罗斯的官员分别阐述各自国家的北极政策外,还有挪威萨米人代表、北极理事会观察员国中的日本北极事务大使和英国极地事务官员精心准备好的发言。

政策部分的第二节主题为“海洋上的运作挑战”(Maritime Operational Challenges),发言者有来自挪威国家石油公司(Statoil SAS)、DNV GL集团(世界领先的船级社之一,以及石油天然气、可再生能源和电力行业的风险管理专家,并位居全球三大管理系统认证机构之列)、挪威船东协会(Norwegian Shipowners' Association)、奥斯陆能源论坛(Oslo Energy Forum)、挪威工业科学研究院(SINTEF)和挪威太空中心(Norwegian Space Center)的企业家和专家学者,以及意大利驻挪威大使和韩国海洋渔业部官员。话题主要围绕北极地区的资源、海洋活动和监管、以及北极地区的可持续发展而展开。随后还举行了题为“北方海航道”(The Northern Sea Route)的专题辩论会,辩论者既有政府官员,也有企业代表;既有挪威和美国的海岸警卫队官员,也有北极非政府组织代表;既有来自意大利的外交官,也有来自韩国的学者。

政策部分的第三节主题为“健康、社会和环境”(Health, Society and Environment),会上首先发言的有挪威首相、格林兰总理、芬兰外长等官员。北极理事会秘书长Magnus Johannesson接下来主持了健康议题的专题讨论。随后还有专家学者就海鲜与健康、北极因纽特人在北极变化下面临的挑战、北欧国家合作协调、北方地区的职业健康等方面的发言。此外,还有北极边疆会议冉冉升起的青年领袖(Arctic Frontiers Emerging Leaders)在会上的陈述发言也特别引人注目。

在1月22日下午举行的“北极水域海洋航运研讨会”上,有43人应邀参加,包括北极和非北极国家的政府官员、企业界人士、学者和研究人员、行业协会代表等。在东亚国家中,中国、日本、韩国和新加坡都有代表参加,而且日、韩两国代表都在会上作了发言。

笔者注意到,会议呈现出以下几个特点:

第一,北极国家之间、北极国家与非北极国家之间在政策立场表述上存在温度差和各自的侧重点。例如,在21日的健康、社会和环境(Health, Society and Environment)专题上,挪威首相Erna Solberg女士在发言中强调的内容之一,是加强国际合作和海洋安全——因为北方海航道现有的80%航运需途经挪威水域。而在20日的2014年北极状态(State of the Arctic 2014)专题上,冰岛外长Gunnar Bragi Sveinsson在发言中,则强调除化石资源开发外,还应推动北极地区地热资源的国际合作开发。而对于北极治理,北极理事会成员国政府代表在发言中,都当仁不让地强调自己所应扮演的“主人”角色,非北极国家则突出自己对北极治理的作用,如英国外交与英联邦办公室极地局(Polar Regions Department, Foreign and Commonwealth Office, UK)负责人Jane Rumble在20日的State of the Arctic 2014专题发言中,重点介绍的就是英国能够为北极治理做出什么样的贡献。

第二,北极国际问题及其研究呈现新趋势:发言者在2014年北极边疆会议上纷纷强调,人们不仅要

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应对北极环境变化所带来的后果,而且更要适应北极环境变化所带来的后果;无论从北极资源开发还是北极治理角度看,从“应对”到“适应”北极环境变化,一词之差透露出北极国际问题正开始发生实质性的变化。也就是说,如果说“应对”体现的更多是被动地作出反应的话,那么“适应”则呈现出应如何在变化中的北极环境下积极从事北极经济社会活动和环境治理的趋势。

第三,对北极航道开通的(潜在)商业价值,我国学术界与国际上存在明显的温度差。在国内有关北极航道开通问题上,相关研究中的主流声音是趋向于肯定其潜在的(巨大)商业价值。但是在22日的“北极水域海洋航运研讨会”上,主流的声音都是对北极航道开通的(潜在)近中期商业价值持谨慎的保留态度,尤其是日本邮船株式会社(Nippon Yusen Kabushiki Kaisha)的企划调研部经理 Hiroyuki Goda,在其发言中更是持这样的观点,认为鉴于技术、通航时间、通航成本等方面的局限,北极航道的商业价值非常有限。

第四,会议对原住民和当地社会(local communities)表现出高度关注。但另一方面,在现实中,原住民和当地社会之间的关系则很复杂。例如,在20日的State of the Arctic 2014专题发言后,笔者曾抓住机会与挪威萨米人议会(Sami Parliament)主席 AiliKeskitalo 女士进行交流。当问及萨米人的利益与挪威中央政府的利益出现不一致的问题时,AiliKeskitalo 女士毫不犹豫地告诉笔者说,萨米人利益需要让位。因此,中国学者可加强对原住民吁求与现实差距之间的研究。

第五,在北极国际问题及其研究上,需要在中国推动建立政策制定者、学者、民间人士和企业家相互交流的平台。这一点对中国的北极国际问题研究具有启发意义。

第六,会议对中国(未来)的北极政策表现出高度关注。这一点从笔者作为会议参加者应邀接受多家欧美媒体——美联社、英国《卫报》、丹麦全国性报纸 Politiken 等——记者的采访上可见一斑:采访中涉及的问题都与中国(未来的)北极政策有关。此外,参加会议的人员就有关北极问题寻求加强与中国进行政策沟通、合作和学术交流等表现出积极意愿,例如,中方学者能够参加第八届北极边疆会议和“北极水域海洋航运研讨会”,就是由会议主办方积极促成的。

¹ 北极边疆会议第一届会议于2007年在UIT举行,此后每年都在UIT举行。



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成果评介

《挪威：小国、北极和海洋大国？挪威与欧盟在北极地区的关系》评述

同济大学政治与国际关系学院博士研究生罗毅

《挪威：小国、北极和海洋大国？挪威与欧盟在北极地区的关系》(Norway: Small State, Arctic and Maritime Great Power? The Relationship between Norway and the EU in the High North)一文作者 Njord Wegge 为挪威南森研究所助理研究员，该文为其 2013 年于挪威特罗姆瑟大学政治学系完成的博士论文。文章论述了挪威和欧盟在高纬度北方的利益关系和小国如何在国际关系中影响政策结果并在国际社会获得利益。文章认为，挪威不仅仅是因为拥有漫长的海岸线和多山地而促使其开发海洋的历史从而被认为是北极和海洋国家，更是因为 1982 年的联合国海洋法公约使挪威拓展了领土、并在专属经济区和大陆架中获得的巨量的自然资源。挪威作为一个小国，虽然没有驱使其他国家的能力，但是可以通过《联合国海洋法公约》促进北极地区的政治规范和治理。文章强调，作为三个拥有北极领土和漫长海岸线的欧洲国家之一，其优越的地理位置将在欧盟北极和海洋事务中发挥重要作用。

在第二章研究范畴和理论框架中，作者从国际关系理论演变、现代国际关系理论之间的分歧、欧盟国际关系分析、国际关系中的权力概念、权力在本文中的概念和小国国际关系分析进行了层层展开，对文章研究范畴和理论框架进行了构建。在现代国际关系理论演变和分析中，作者梳理了国际关系理论演变历程，重点讨论了 21 世纪的实证主义和后实证主义；建构主义和理性主义之间的理论分歧，并通过引述大卫·雷克(David Lake)、杰弗里·切克尔(Jeffrey Checkel)、理查德·乔丹(Richard Jordan)等人的观点，提出这些理论分歧促进了国际关系理论的多元化发展，特别是建构主义和理性主义之间激烈的辩论，促使了现代国际关系理论从方法导向型向问题导向型转变。文章还提出，美国的霸主地位和其想法对于现代国际关系建构有着重要作用，美国为数众多的高水平学术杂志和大学极大地促进了这一学科的发展。文章对“权力”这一概念进行了深入的探讨，并就挪威在欧盟政治制度发展能起到的作用进行了分析，认为对于挪威这一小国来说“针对具体问题的结构性权力”(Habeeb, 1988:19)是挪威参与欧盟政治事务的出发点，挪威应该专注于海洋相关事务。哈比布(Habeeb)的理论认为特定权力包含三个变量：替代性、承诺力和控制力，对于欧洲海洋事务，挪威可以通过释放善意和制造吸引力，或者是通过制定企业规范等方面深入发展，从而进一步成为欧盟海洋事务的榜样和规则的制定者。

文章第三部分对整篇文章的研究脉络进行了梳理。在研究方法中，作者介绍了“过程跟踪”和定性定量分析方法。过程跟踪是通过对细节的具体分析使研究人员对事物和事件有一个整体把握，研究人员可以沿各种途径增加对事物的把握，通过对历史过程的详细论述，从而对理论或者假说进行探索(Jeffrey Checkel, 2008)。定性和定量分析方法是社会科学领域重要研究手段，作者认为不能简单的将定性和定量分析方法对应为小样本和大样本分析(或统计学分析)，而是在定性的基础上(区分一般和特殊事件)进行材料的归类，从而进一步对事物进行定量分析。在挪威参与北极和欧盟渔业事务这一议题中，作者将事件分为，全局性：单一个体—单一事件、单一个体—多个事件；嵌入式：多个个体—单一事件、多个个体—多个事件四个类型，对事件和数据进行了有针对性的选取和归类，就本文来说，作者在研究时，将挪威影响欧盟海洋政策决策成功案例和失败案例、挪威在欧洲经济协定中纷争、欧洲议会海洋事务进程与挪威的影响力等各个事件进行了分别讨论，理清了事件的脉络，为结论的提出打下了良好的基础。

在论文的结论部分，作者认为挪威可以在进一步保障领海、专属经济区、大陆架的主权；保障欧盟船只和他国船只竞争的平等性；坚持联合国海洋法公约对于北极地区的主体地位；继续推动国际通用航行标准的建立和应用科学标准对海洋资源进行管理和开发等方面做出努力，从而对欧盟北极及海洋事务产生影响力。正如约瑟夫·奈(Joseph Nye)关于软实力的著作中论述的那样，挪威作为一个只有 500 万人口的小国，

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却能在世界政坛上获得了超出其能量的地位，就是因为其致力于世界和谐的努力和决心。

整篇文章结构完整、脉络清晰，通过事件分析、采访、数据佐证等方法充分阐述了挪威参与北极及欧盟海洋事务的优势，得出了令人信服的答案，令人印象至深的是，该论文是在作者此前在国际著名学术刊物上发表的数篇相关学术论文基础上完成的，进一步体现了作者扎实的学术功底。



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极 地 政 治

Inuit in the New Arctic: Challenges of change

Speech by

Aqqaluk Lyngø, Chair of the Inuit Circumpolar Council (ICC)

At

Arctic Frontiers conference in Tromsø

Humans in the Arctic – preparing the new Arctic future. Policy section - Session III: Health, Society and Environment.

Thursday 21st January 2014.

Honoured Participants, Ladies and Gentlemen, Dear Organizers.

Thank you for your kind invitation to let me speak about the changing Arctic and those challenges we already are facing, and those challenges that expectedly and unexpectedly will emerge in the future. My starting point will be the policy recommendations that the Inuit Circumpolar Council (ICC) constantly is working diligently to develop.

The ICC believes that healthy communities should be based on sound economies where social; health, environmental, cultural and other factors fully are taken into account. In an Arctic context, this means that the nature and environment must be spared so that also future generations can sustain life by using the renewable, or living resources. Our organization is not against the exploitation of non-renewable resources or industrial development in the circumpolar Arctic, but find it highly relevant that this development takes place on sustainable premises where the public is fully informed about the consequences of how industrial, oil and petroleum projects can impact nature, the environment and society. As in other parts of the Arctic, large-scale projects will be a new phenomenon in Greenland, and therefore it is also necessary to provide a set of minimum requirements for the actors. A responsible exploitation of non-renewable resources can mean a significant and sustainable contribution to the Greenlandic society for the benefit of present and future generations.

The principal goals of ICC are to:

1. strengthen unity among Inuit of the circumpolar region;
2. promote Inuit rights and interests on an international level;
3. develop and encourage long-term policies that safeguard the Arctic environment; and
4. seek full and active partnership in the political, economic, and social development of the circumpolar regions.

In 1986 “*Principles and Elements for a Comprehensive Arctic Policy*” was drafted. This has later been developed, and is to day known as the “Inuit Arctic Policy”. This political statement deals with issues, such as:

1. Inuit Rights, Peace and Security
2. The Environment
3. Social Issues
4. Cultural Issues
5. Economic Issues
6. Educational and Scientific Issues
7. and finally a plan of Implementation.

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Moreover, the ICC has adopted two declarations that directly are dealing with issues related to climate change and the changing opportunities within the Arctic. The first declaration, “A Circumpolar Inuit Declaration on Sovereignty in the Arctic” was adopted in April 2009, and is primarily dealing with the fact that “The Arctic is our home” and this homeland stretches from East Greenland to Canada, Alaska and the coastal regions of Chukotka in Russia. “For Inuit living within the states of Russia, Canada, the USA and Denmark/Greenland, issues of sovereignty and sovereign rights must be examined and assessed in the context of our long history of struggle to gain recognition and respect as an Arctic indigenous people having the right to exercise self-determination over our lives, territories, cultures and languages.”

As a good example of why we needed this declaration, is that we noted that the 2008 Ilulissat Declaration on Arctic Sovereignty by ministers representing the five coastal Arctic states did not go far enough in affirming the rights Inuit have gained through international law, land claims and self-government processes.

The second declaration may be even more relevant to the challenges of a changing Arctic. “A Circumpolar Inuit Declaration on Resource Development Principles in Inuit Nunaat” was launched in May 2011, and it establishes the minimum standards Inuit wish state governments, regional governments, corporations and other resource development players should follow. The Declaration thus includes the following principles:

1. Healthy communities and households require both a healthy environment and a healthy economy.
2. Economic development and social and cultural development must go hand in hand.
3. Greater Inuit economic, social and cultural self-sufficiency is an essential part of greater Inuit political self-determination.
4. Renewable resources have sustained Inuit from the time preceding recorded history to the present. Future generations of Inuit will continue to rely on Arctic foods for nutritional, social, cultural and economic purposes.
5. Responsible non-renewable resource development can also make an important and durable contribution to the well-being of current and future generations of Inuit. Managed under *Inuit Nunaat* governance structures, non-renewable resource development can contribute to Inuit economic and social development through both private sector channels (employment, incomes, businesses) and public sector channels (revenues from publicly owned lands, tax revenues, infrastructure).
6. The pace of resource development has profound implications for Inuit. A proper balance must be struck. Inuit desire resource development at a rate sufficient to provide durable and diversified economic growth, but constrained enough to forestall environmental degradation and an overwhelming influx of outside labour. Resource development results in environmental and social impacts as well as opportunities for economic benefits. In the weighing of impacts and benefits, those who face the greatest and longest-lasting impacts must have the greatest opportunities, and a primary place in the decision-making. This principle applies between *Inuit Nunaat* and the rest of the world, and within *Inuit Nunaat*.
7. Resource development results in environmental and social impacts as well as opportunities for economic benefits. In the weighing of impacts and benefits, those who face the greatest and longest-lasting impacts must have the greatest opportunities, and a primary place in the decision-making. This principle applies between Inuit Nunaat and the rest of the world, and within Inuit Nunaat.
8. All resource development must contribute actively and significantly to improving Inuit living standards and social conditions, and non-renewable resource development, in particular, must promote economic diversification through contributions to education and other forms of social development, physical infrastructure, and non-extractive industries.

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9. Inuit welcome the opportunity to work in full partnership with resource developers, governments and local communities in the sustainable development of resources of *Inuit Nunaat*, including related policy-making, to the long-lasting benefit of Inuit and with respect for baseline environmental and social responsibilities.

Let us take a closer look at the international instruments created for the world's indigenous people:

ILO Convention 169 is the only legally binding international instrument, which deals specifically with the rights of indigenous and tribal peoples. It was ratified by two Nordic countries namely Norway and Denmark, including Greenland and the Faroe Islands. The convention in 1996, Article 32 reads: "Governments shall take appropriate measures, including by means of international agreements, to facilitate contacts and co-operation between indigenous and tribal peoples across borders, including activities in the economic, social, cultural, spiritual and environmental fields."

As the only indigenous peoples in the Kingdom of Denmark, the ICC Head office in Nuuk receives yearly support both from the Danish and Greenlandic governments. With the help of other grants and cooperative agreements with universities and the science community, we are enabled to fulfil our obligations, in the work at the UN and the Arctic Council. In addition to those activities, we have started an important program for capacity building in order to qualify for participation in the hearing processes related to industrial activities. In Greenland, we are the only civil society organisation with a capacity to do so.

In 2002, the Permanent Forum on Indigenous Issues (UNPFII) was established at the UN and after almost 25 years hard work, the UN General Assembly, in 2007, adopted the Declaration on the Rights of Indigenous Peoples (UNDRIP). An Expert Mechanism on the Rights of Indigenous Peoples as well as a Special Rapporteur on the Rights of Indigenous Peoples have been established.

With the Permanent Forum and this Declaration, together with other international mechanisms, the indigenous peoples are secured a much better foundation in dialogues with governments and other players on our territories. But we still have a long way to go until the UNDRIP will be fully implemented.

Indigenous Peoples in the Nordic Countries gathered in Christiansborg, Copenhagen this past November to celebrate 40 years of cooperation and to look into the future. The year 1973 was the starting point of the Inuit and Saami cooperation. The ICC and the Saami can today look back at our struggle and our accomplishments with pride. We have time and time again shown that our cooperation has resulted in a better international understanding of the Indigenous Peoples' way of life and has paved the way for a better dialogue in a peaceful but also a forceful manner!

The Saami Council and Inuit Circumpolar Council share a vision of continuous cooperation into the future and we decided in November to recommend that:

1. ICC and the Saami will work towards full implementation of the United Nations Declaration of the Rights of Indigenous Peoples.
2. With the goal of strengthening the Arctic Council, an Arctic Council co-chair/vice-chair nominated by the Permanent Participants will be established.
3. The Arctic Council and other Arctic (International) fora should be encouraged to undertake processes whereby the full and effective inclusion of Arctic indigenous governments will be considered
4. Custom freedom for indigenous Arctic peoples for products produced in the Arctic should be established.
5. A joint independent *Arctic Indigenous Extractive Industries Monitoring Mechanism* should be established.

With just a little time left, I will not go into all the details of our recommendations, but I assure you that we

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will continue our cooperation in the Arctic with all players to work for the implementation of our goals, but I will comment on the need for the establishment of a joint independent *Arctic Indigenous Extractive Industries Monitoring Mechanism*.

A special ICC legal study on the question of implementation of UNDRIP in Denmark/Greenland says that there is still a long way to go. Greenland must look carefully at how we should move further on this subject especially with the speed of the industrial development.

The Self-Government is a public government, not an indigenous government, whose rules and regulations include every citizen of Greenland, not only the indigenous Greenlanders. The 2009 Act takes into account the fundamental principles of the right to self-determination, the right of Greenland to its natural resources, the status of the Greenlandic language and the right of Greenland to assume the remaining areas of jurisdiction. The Self-Government Act itself does not open the gates to Greenland's independence; its main mission is autonomy within the Danish Kingdom. Another referendum is needed if the Act has to be changed.

But until then, and most likely also after, there will be indigenous peoples in Greenland. It is only a question of how long we will enjoy being a majority in our own country!

The recent development in the Arctic, mainly Greenland Government wish to open mines, and by allowing offshore oil exploration in ice filled areas as well as the latest decision by a small majority of the Greenland Parliament to lift a ban on uranium mining. The question is... if we have learned from our past mistakes. Failing to respect the principles of free, prior and informed consent and not to inform the population about the consequences of this policy is not good governance. For the Arctic peoples, it is important that our homeland enjoy the freedom and political stability since the Cold War. Is the Arctic moving into a new territory of dispute and fight for riches with a dire consequence for security conflicts? I'm afraid that we are on a path that could prove dangerous for the peoples of the Arctic and we could lose our small political gains if we don't do it right.

Because of such actions, it is important that indigenous organizations such as ICC continue to fight for the Rights of the Indigenous Peoples, and especially that those rights that we have obtained will be acknowledged, respected and finally implemented in the laws and regulations of our homelands.

ICC is well-placed and well prepared to play an important role in the future of the Arctic.

Thank you for your attention.

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理**Maritime Shipping in Arctic Waters**

Workshop held in Tromsø Norway, 22 January 2014

Organized by the Norwegian Ministry of Trade, Industry and Fisheries

Summary of presentations and comments based on the discussion

Prepared by Arild Moe, Fridtjof Nansen Institute

The workshop was opened by Ida Skard, Director General, Norwegian Ministry of Trade, Industry and Fisheries, who pointed at possibilities and challenges associated with shipping in the Arctic. This workshop is a follow-up of the Arctic Maritime Summit which took place during Nor-Shipping 2013 in Oslo.

Arild Moe from the Fridtjof Nansen Institute in Norway gave an overview of traffic developments on the Northern Sea Route. Destination traffic dominates. Despite a drastic increase in relative terms, transit traffic is still very limited. In 2013, 71 transit voyages were reported. A closer look at traffic statistics reveals that only 17 voyages involved journeys between two foreign ports, or between a Russian port and a foreign port, with cargo. Most of the voyages are between Russian ports in the western part of the country (e.g. Murmansk, Arkhangelsk) and eastern ports (Pevek, Petropavlovsk). 22 of the voyages were ballast or repositioning. The dominating cargo is hydrocarbons.

Odin Kwon, Vice President, Daewoo Shipbuilding & Marine Engineering Co (DSME) in Korea presented advances in design of Arctic vessels with a special focus on ice-strengthened LNG carriers for the Yamal LNG project. DSME has a preliminary contract for delivery of 16 such vessels. These ships will be built according to ice class 7 which means that they will be permitted to work in first-year ice of up to 1.8 meters in the winter/spring season and in second year ice (2 meters) in the summer/fall season. They are 299 meter long and 50 meter wide, with a draft of 11.7 meters and can carry 172,000m³ of LNG. They are designed to operate independently, without ice-breaker assistance in 1.5 meters of ice, but icebreakers may nevertheless be used to increase safety. The intention is to sail eastwards from Yamal in the summer and fall season and westwards in the winter and spring season.

Yuri Glebko from the Central Marine Research and Design Institute (CNIIMF) in St. Petersburg argued that LNG tankers might go independently in some periods, but would require icebreaker escort to operate on a whole year basis (even if only sailing in the western part of NSR in the winter). He stressed that at present the ice-breaker captains do not have enough experience in escorting large ships, and that vice versa crews on large ships are not used to operate in the Arctic. The eastern part of NSR is accessible 5 months with diesel icebreakers and 7 months with existing nuclear icebreakers. With the new series of 60 MW nuclear icebreakers, of which the first vessel is under construction, the season can be extended to 10 months. They will have a length of 160 meters and breadth of 33 meters, with variable draft of 8.5 and 10.5 meters. The first vessel is scheduled to be finished in 2017. To keep the eastern part of NSR open the whole year a new generation of 110 MW icebreakers, which are only on the drawing board, will be needed. So far almost nothing is happening in the eastern part of NSR, except mapping of the sea floor.

Hiroyuki Goda from the Research Group at Nippon Yusen Kaisha Ltd. (NYK Line) in Japan presented the outlook for container shipping on NSR, mainly from Japan. He pointed out that due to location Japan has most to earn from use of NSR to cut distance to Europe. He argued, however, that there are several factors making NSR

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less relevant for Japan: The volume of cargo is relatively small – and decreasing, Japanese manufacturers are to a large extent producing abroad, especially in China, but the tendency is to move production to southern Asian countries. The size limitations are a general obstacle to profitable container traffic. Only the smallest of NYK Lines' container ships carrying 2,700 TEU will be able to navigate the passage inside the New Siberian Islands (the Sannikov Strait). Vessels carrying up to 9,000 TEU can go north of the islands when the ice situation permits it. Even if a ship using NSR consumes considerable less fuel than a ship traversing the Suez route, the fuel cost per container is much higher on NSR. The main barrier to use of NSR for container shipping is not the icebreaking fee, but the lack of economy of scale. An additional comment is that if LNG is introduced as a fuel on a large scale, ships which currently go slow will be able to go full speed on the southern route.

Jan Fritz Hansen from the Danish Shipowners' association stressed that developing container traffic on NSR implies over-investing in equipment and infrastructure since the route cannot be used year round. He also commented on the possibility of establishing reloading ports or hubs along the route. Usually a hub is established where there is some hinterland - i.e. consumption centers or transport infrastructure to such centers. This is lacking most places along NSR.

The discussion touched many issues. The prepared comments from Jan Kvåsvold of DNVGL and Sören Ehlers from the Department of Marine Technology at the Norwegian University of Science and Technology focused on safety and risk issues in particular. Safety barriers are not only about technology. Organization and human issues are also very important. It was pointed out that there is a lack of empirical evidence or data to assess risk, e.g. about the consequences of oil spills, and also that there is a shortage of capabilities to deal with emergencies. The ice classes that are used are derived from experience in the Baltic Sea. They may not always correspond with the situation and challenges in the Arctic.

Even if the final contract for construction of the new ice strengthened LNG carriers designed for Yamal LNG has not yet been signed, it seems very likely that this will be done soon and that building will start in the near future. LNG production from Yamal could then commence in 2017-18, forming the basis for a stable stream of traffic on the NSR. Clearly, Russian authorities see the project as strategic, not only for its role in developing the NSR, but also because the port of Sabetta could become a hub for other hydrocarbon projects on the Yamal peninsula, again generating more traffic on the NSR.

The future role of icebreakers in this context is not quite clear. The dominant position among Russian institutions associated with operations on the NSR seems to be that the ice situation to a large extent is cyclical and that it cannot be excluded that in some years ahead there will generally be more ice than now. The new LNG carriers are, however, designed to navigate independently – if they sail eastwards in summer and westwards in winter. And the prevalent international position – in line with IPCC – is that the tendency is towards less and less ice, even if there will be significant annual variations. This disagreement about the outlook for the ice situation also has implications for the perceived need for icebreaker escort. Generally speaking Atomflot and also other Arctic related institutions see a need to use icebreakers or at least have icebreakers ready for escort most of the time, whereas users like Yamal LNG argue that they can do without them most of the time, but not all of the time. Clear policies defining requirements for icebreaker use and development of systems to optimize use of icebreakers have to be worked out.

Meanwhile the construction of one new nuclear icebreaker, which will be the strongest in the world, has started. It is scheduled to be completed in 2017, a time frame many find very optimistic. It has been decided to build two more of this class, but start-up is still not agreed. It is plausible that Russia in a few years, after more of

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the currently operating icebreakers have been taken out of service and before the new series has been completed, will have less icebreaking capacity for long-haul voyages than today. Under such a scenario, and with increased transit traffic, the need to optimize use of the icebreaker fleet will be all the more urgent. The availability of icebreaker services may also have considerable significance for insurance rates.

There seems to be very modest expectations for development of container shipping along the NSR. During the seminar it was mainly the considerable obstacles to making such traffic profitable that were highlighted. But it is known that some ports in northern Japan are actively looking at this possibility, and also that Chinese companies are considering this option. It seems, however that the size limitations on NSR, compared with the southern route, translate into a higher transport cost per TEU that outweighs gains in speed and total fuel consumption per journey, by far. Development of dedicated terminals and ships represent an additional cost. Besides, unpredictability due to ice is a special challenge for container lines operating on the just-in-time principle. Bulk and tanker shipping on the NSR does not face the same obstacles, at least not to the same degree, and therefore has a brighter outlook.



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极地国别政策

Arctic Frontiers 2014
Uit, Tromso Norway
January 20, 2014

Statement by
Ambassador in charge of the Arctic Affairs of Japan
Mr. Toshio Kunikata

Ministers,
Excellencies,
Distinguished delegates,
Ladies and gentlemen,

At the outset, I would like to extend my appreciation to the organizing body of the Arctic Frontiers 2014 for providing me with the opportunity to give a presentation at this renowned annual meeting.

Japan, as a maritime state that is surrounded by the sea, is highly interested in changes and opportunities in the Arctic from various perspectives including the environment. Recent changes in the Arctic due to climate change and the consequential opportunities and challenges are much taken up by the media, and are attracting people's close attention in Japan now. In addition to efforts by the government of Japan, which I will touch upon later on, parliamentarians have recently formed groups to study issues and to promote policy related to the Arctic.

Recognizing the importance of addressing internationally issues caused by human activities, including influences on the environment as well as on life and health of the people living in the Arctic, Japan is determined to actively participate in the international discussions on the Arctic.

Relevant efforts made by the Government of Japan

Let me introduce some updates on the relevant efforts made by the Government of Japan. In April last year, the Government developed as cabinet decision new Basic Plan on Ocean Policy, which for the first time incorporated policy measures regarding the Arctic. Given changes in the Arctic Ocean caused by climate change, recognizing that there exist diverse issues to study and address, Japan is to take comprehensive and strategic measures to cope with these issues.

The Government of Japan will consult and coordinate with relevant states for observation and research in the Arctic, while we promote examination of feasibility and technical and economic issues of the Arctic Sea Routes, liaising with relevant states and private companies.

Regarding the foreign policy on the Arctic, Ministry of Foreign Affairs of Japan, taking cognizance of the nature of the issue that requires cross-regional and cross-sectional work, developed a basis for addressing the foreign policy on the Arctic comprehensively and continuously, including establishing the Arctic Task Force within the Ministry in September 2010, and appointment of a new post of Ambassador in charge of the Arctic Affairs in March last year, which I assumed in the subsequent September.

International Law

Japan is convinced that oceans, as the commons for all the people of the world, should be free, open and

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safe. Japan also sees the importance of promoting settlement of disputes by peaceful means based on universal principles of international law including United Nations Convention on the Law of the Sea. Let us reiterate our support to the view expressed in the Ilulissat Declaration that an extensive international legal framework, including the law of the sea, applies to the Arctic Ocean. In committing this legal framework, it is needless to say that Japan recognizes and respects sovereignty, sovereign rights, and jurisdiction of the Members of the Arctic Council. Japan also attaches great importance to the observance of relevant international law and the assurance of freedom and safety of navigation in the Arctic Ocean.

Cooperation with the Arctic Council

Japan was granted observer status to the Arctic Council last year. I would like to express our gratitude again to the Members and the Permanent Participants to the Council for their support. I would like to reiterate our determination to further contribute to the Arctic Council by sharing our expertise built upon its years of research and observation of the Arctic, enjoying more stable status than ad-hoc one.

Just to take an immediate example, Japan is to attend the Working Group meeting for Conservation in the Arctic of the Flora and Fauna, to be held in February. This is going to be the first occasion for us to participate in this Working Group, which will be the third Working Group under the Council for us to attend, followed by Arctic Monitoring and Assessment Programme and Sustainable Development Working Group.

The Arctic Sea Routes

The Honorable Chairs,

Decrease of sea-ice in the Arctic Ocean increases the navigable days of the Arctic Sea Routes. So far, one cruise in 2012 and three cruises in 2013 shipped energy resources to Japan via the Arctic Sea Routes.

The Arctic Sea Routes shortens the navigational distance between Europe and major ports in Japan by up to 40 percent than that of south routes via the Suez Canal. The Arctic Sea Routes, however, still have problems to overcome; for example, it requires ice-breakers preceding cargo vessels in almost all cases; there are shallow waters on the sea lanes; operational conditions such as sea ice distribution are hard to predict due to severe weather conditions.

Ministry of Land, Infrastructure and Transport of Japan, or MLIT, established a study group on the Arctic Sea Routes, setting as its basic position to seize the present situation and to more precisely predict conditions in the near future of technical, institutional and economic issues as well as influences caused by the use of the Routes, putting together varied expertise. In addition, MLIT is sorting out and analysing basic information towards these of the Routes, while participating in the efforts by the International Maritime Organization, IMO, and promoting cooperation with the Russian authorities. In next April, MLIT is to establish a joint committee that combines efforts both by private companies and the Government so that the companies are able to make sound business decisions to use and utilize the Arctic Sea Routes.

To introduce efforts at municipal level, in Hokkaido, the northernmost and largest prefecture of Japan, examination on possibility and potential usage of the Arctic Sea Routes has been under way with the relevant public and private sectors involved. Tomakomai and Wakkanai ports have potentials to become transit and stopping points on the routes. All of these are connected to the "Northeast Asia Terminal Initiative", advanced by the Governor of Hokkaido.

At its 7th Ministerial Meeting in 2011, Members of the Arctic Council signed the Agreement on

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Cooperation on Aeronautical and Maritime Search and Rescue in the Arctic as its first legally binding agreement. Japan considers this as another example of the Council to take concrete action.

Japan, as a maritime state, has experiences of cooperating with non-Arctic States including search and rescue joint exercise based on Agreements on Search and Rescue Regions. With the use of the Arctic Sea Routes increasing, Japan considers that such cooperation with Arctic States will be more and more beneficial for building reliable search and rescue arrangements in the Arctic Ocean.

Natural Resources

The Arctic Ocean and the surrounding waters are thought to be promising fishing grounds blessed with rich phytoplankton. As to non-living resources, ten percent of the unexplored crude oil and thirty percent of the unexplored natural gas is said to lie in the Arctic. The exploitation and use of both of living and non-living resources is expected to increase.

Japan Oil, Gas and Metals National Corporation (JOGMEC) has been a member of the geophysical data collection program offshore Greenland. In last December, two exploration licenses in northeastern part of offshore Greenland were awarded to Greenland Petroleum Exploration Co., Ltd, financed by JOGMEC. JOGMEC will continue to be involved towards further explorations.

Having said that, I would also like to reiterate that Japan shares with Arctic states the principles of environmental protection and sustainable use of natural resources, observance of relevant international law and respect for rights of indigenous peoples living in the Arctic. Japan is determined to contribute to the region through the Arctic Council as well as bilateral cooperation so that developments in the Arctic will be conducted in accordance with international law and in the way that the environment and peoples' rights are fully protected.

Observation and Research in the Arctic

The Honorable Chairs,

The observation and research activities by Japan in the Arctic date back to as early as the 1950s, and cover broad fields such as land, waters, atmosphere and ecosystem now. Achievements through these activities reveal impacts that changes in the Arctic due to climate change will have on non-Arctic States including Japan, not to mention on Arctic States. In addition, it is prospected that they can be applied in various fields such as prediction of navigation conditions and measuring on life and health of people living in the Arctic. Japan is determined to make contributions across regions and fields by conducting observation and research activities in the Arctic.

In FY 2011, Ministry of Education, Culture, Sports, Science and Technology initiated the Green Network of Excellence Program, in which competent universities and other institutions collaborate strategically by the research field of importance in environment and energy so that the world's highest level of research activities and human resources development are comprehensively pursued. More than 300 scientists from over 35 organizations participate in the "Arctic Climate Change Research Project" within the framework of the Program, where they are conducting research on whole of the Arctic under international cooperation.

Let me go through some of the Japan's observation and research institutions and their major achievement. First, by using simulation model based on observation data collected at number of points in the Arctic, GRENE Arctic Program aims to help understand the mechanism of warming amplification in the Arctic, where climate change proceeds about twice as rapid as the global average. In addition, the program is also working toward building of "Arctic Navigator", a navigation support system providing information and simulation models on

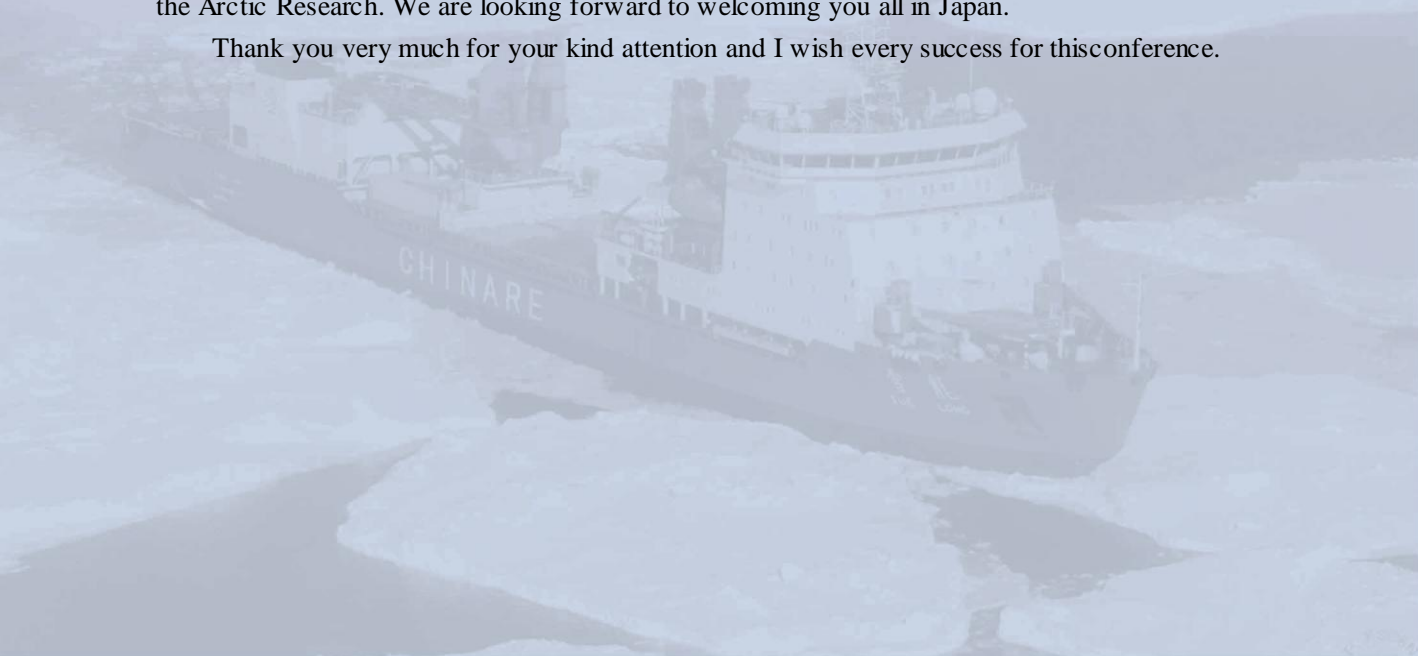
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prediction of sea-ice thickness and distribution, combining data obtained by satellites and on-site observations. Second, National Institute of Polar Research (NIPR), which plays a major role in the GRENE Program, after establishing Arctic Observation Centre in 1990, has been running Arctic Environment Research Center in Ny-Alesund, Svalbard, since 1991 when they initiated activities such as successive observation of greenhouse gas. NIPR has experiences of joint research programs with Arctic States including participation in the European Incoherent Scatter Scientific Association, EISCAT, where we set up the observation radars in Longyearbyen in Svalbard and here in Tromsø to conduct observations. Third, Japan Agency for Marine-Earth Science and Technology, JAMSTEC, has been conducting integrated observations of the Arctic Ocean using Research Vessel Mirai, icebreakers and drifting buoys to clarify changes in atmosphere, sea ice and ocean as well as interactions between them while conducting observation of cryosphere variations, the hydrological cycle and the influence of climate change in the Arctic region on climate systems around the world. Analysis of the meteorological data has revealed that decrease in the sea-ice in the Barents Sea influences climate change in the Middle latitude areas including Japan. Fourth, Japan Aerospace Exploration Agency, JAXA, contributes to clarify causes and mechanism of climate change to prevent it by providing data obtained from satellites. Based on the data obtained from Advanced Land Observing Satellite "DAICHI.", Japan Coast Guard publishes sea ice condition chart."

Japan is willing to contribute to the international society primarily by participating in the work of the Arctic Council based on the scientific expertise and observation methods built upon the years of research and observation experiences in the Arctic.

In closing my speech, let me take this opportunity to invite you to the Arctic Science Summit Week 2015, which will be held in Japan in April next year. As you know, the Summit Week, organized by the International Arctic Science Summit, or IASC, is an annual gathering, where research cooperation in the Arctic is discussed. During the summit week next year, on the occasion of 25th anniversary of IASC, there will be additional meetings alongside working meetings such as the 3rd International Conference on Arctic Research Planning, where projects of Arctic research in the next decade will be discussed, and the 4th International Symposium on the Arctic Research. We are looking forward to welcoming you all in Japan.

Thank you very much for your kind attention and I wish every success for this conference.



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Japan in the Arctic

Toshio Kunikata

Ambassador in charge of Arctic Affairs

Ministry of Foreign Affairs of Japan

January 2014

1. Relevant efforts made by the Government of Japan

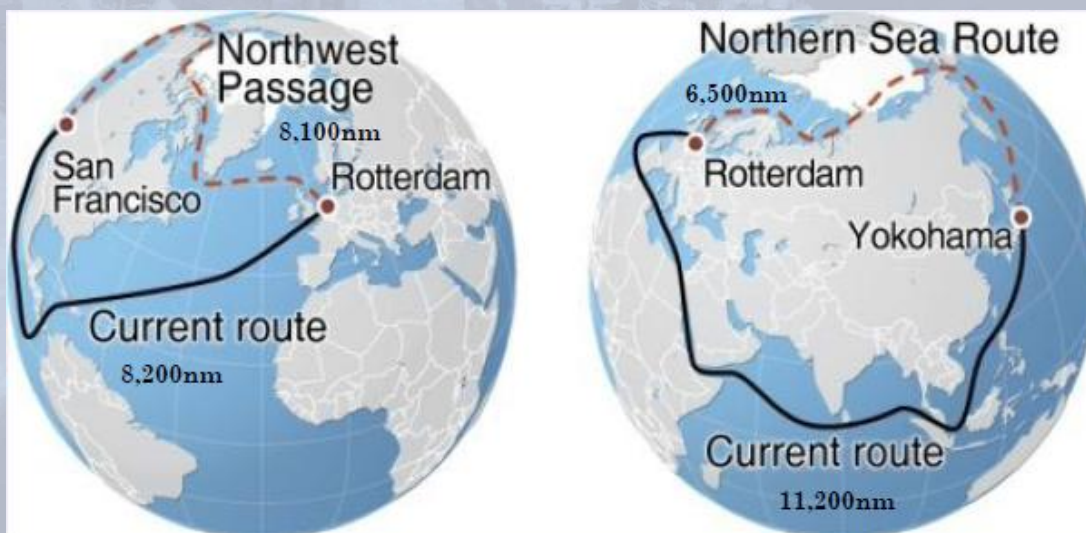
- (1) Basic Plan on Ocean Policy 2013~2017
- (2) Ministry of Foreign Affairs
 - Launch of the Arctic Task Force
 - Appoint of Ambassador in charge of Arctic Affairs

2. International Law

3. Cooperation with AC

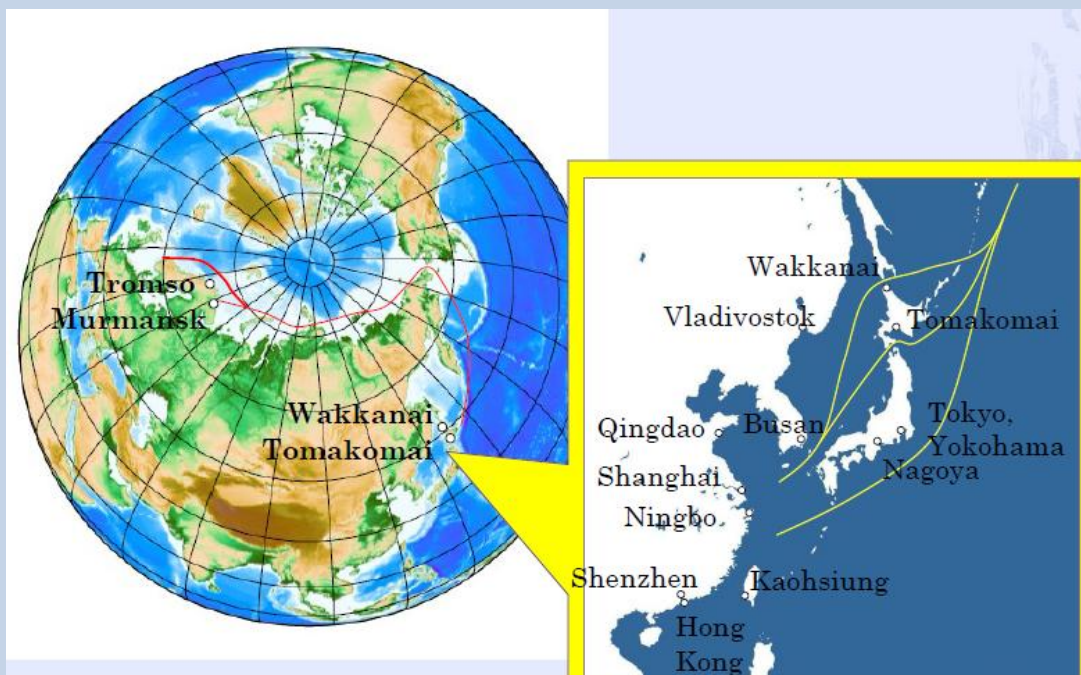


4. Arctic Sea Routes



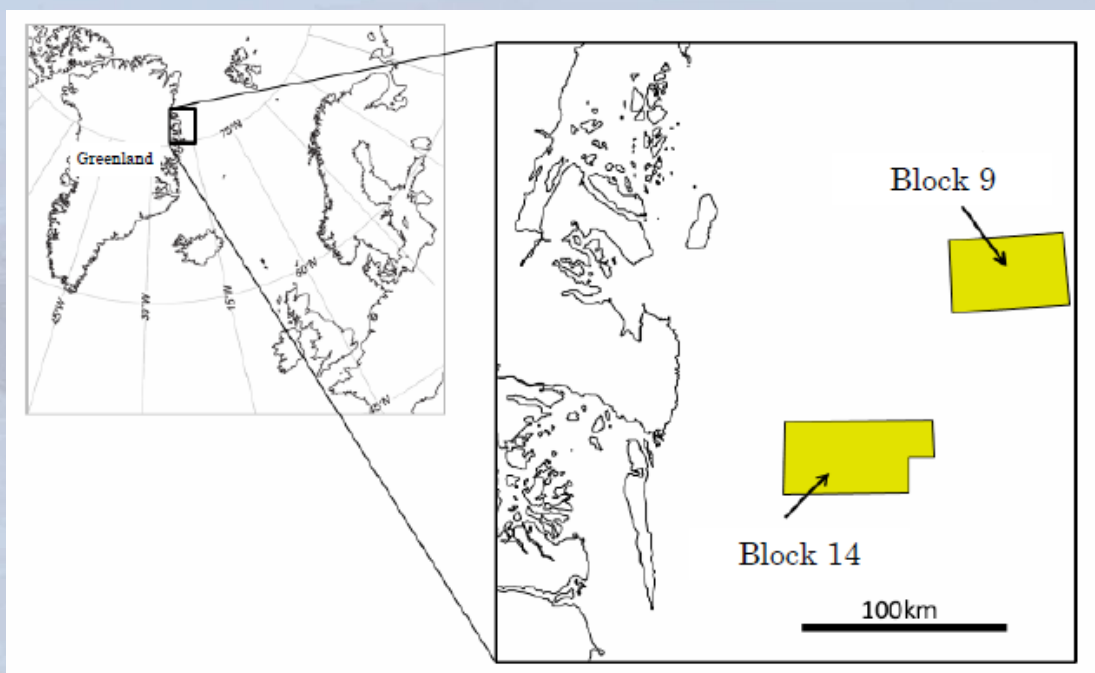
[United Nations Environment Programme (UNEP)/GRID-Arendal]

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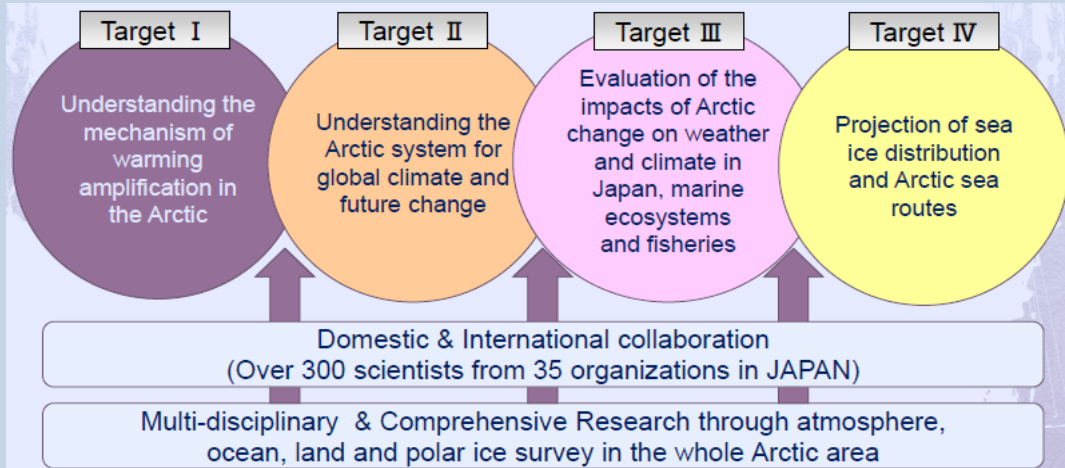
5. Natural Resources in the Arctic

Successful Award of Exploration Licenses offshore Greenland

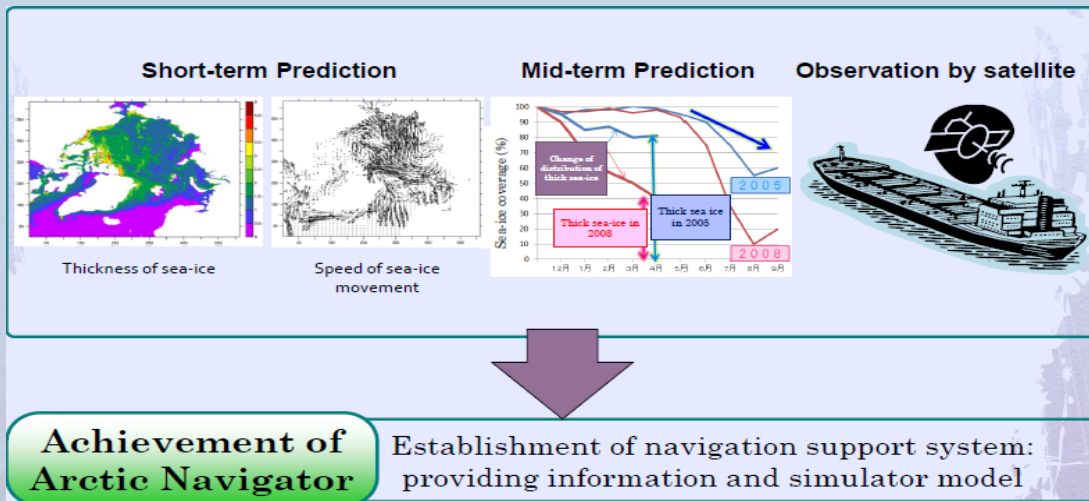


6. Observation and Research-Arctic Climate Change Research Project under GRENE Project

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For more details <http://www.nipr.ac.jp/grene/e/index.html>



NIPR
(National Institute of Polar Research)



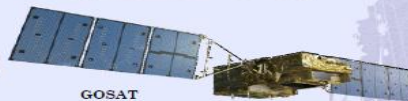
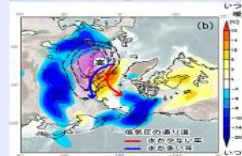
JAMSTEC
(Japan Agency for Marine-Earth Science and Technology)



JAXA
(Japan Aerospace Exploration Agency)



IARC
(International Arctic Research Center)



GOSAT

10

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Toyama International Conference Center, Toyama, Japan

April 23-30, 2015:

April 23-25 Business Meeting

April 26 Public Lecture

April 27-30 ICARPIII & ISAR-4

Welcoming you all in Toyama!

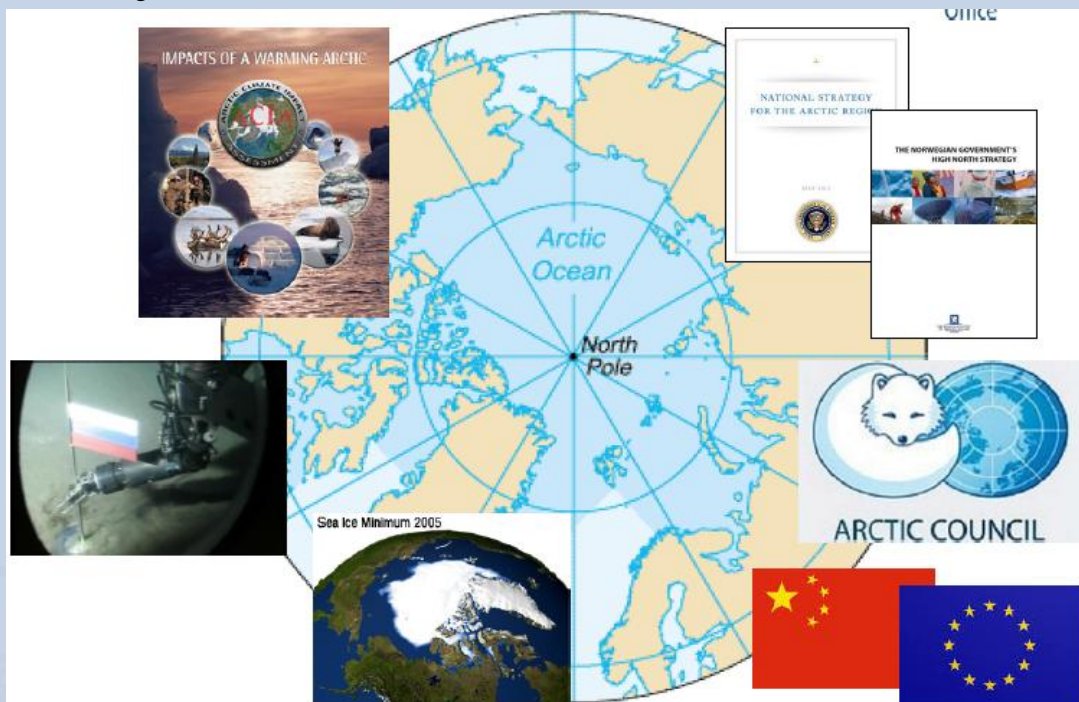


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Adapting to Change UK policy towards the Arctic

Jane Rumble, Head of Polar Regions Department

1. Increasing Global Interest in the Arctic



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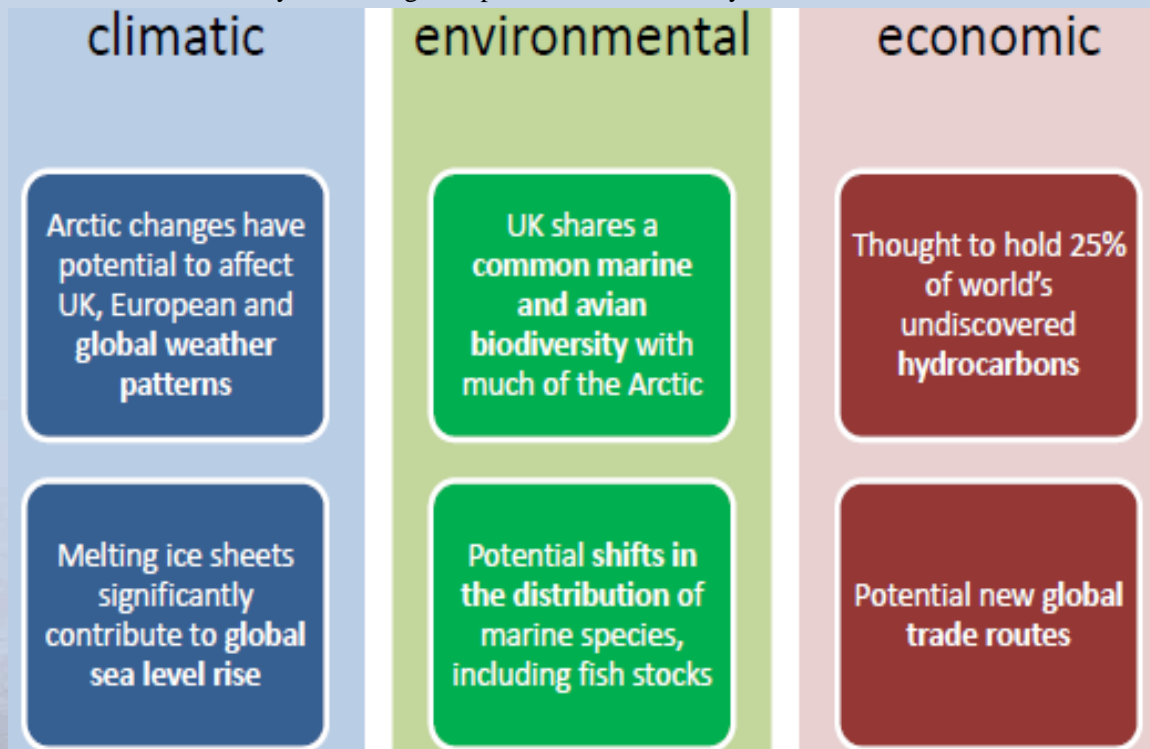
2. What are the UK's Arctic interests?

UK is the Arctic's nearest neighbor with:

- (1) strong interests in the strategic importance of the region;
- (2) as well as climate change and environmental protection;
- (3) scientific co-operation;
- (4) sustainable use of mineral and natural resources;
- (5) transportation and access.

3. Arctic is linked to global processes

The Arctic is inextricably linked to global processes, whether they are:



4. Arctic Policy Framework

- (1) Tell the UK's story – Why it matters
- (2) Communicate existing policy – What we are doing
- (3) Set the direction for future policy – Adapting to change
- (4) Lay out the UK's offer – Our strengths

5. UK's approach to the Arctic

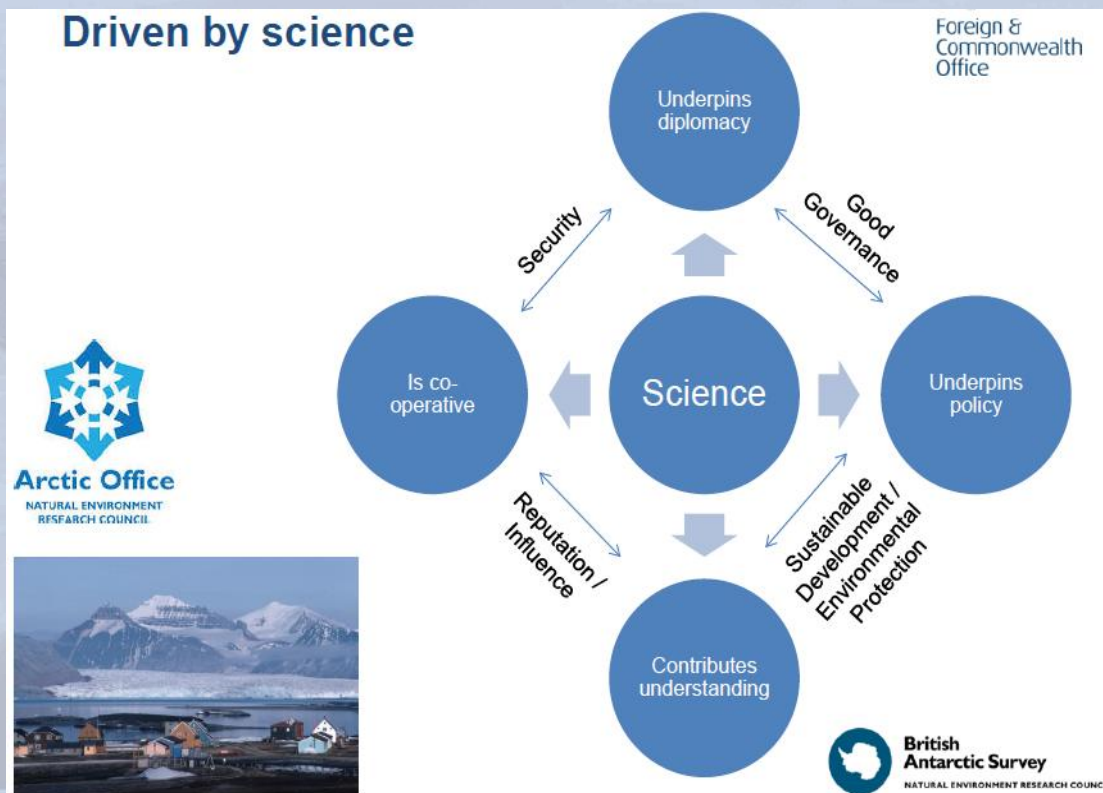
- (1) A new vision: work towards an Arctic that is safe and secure; well governed in conjunction with indigenous peoples and in line with international law; where policies are developed on the basis of sound science with full regard to the environment; and where only responsible development takes place.
- (2) Supported by three principles: respect, leadership, co-operation and driven by science.

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6. Based on Respect

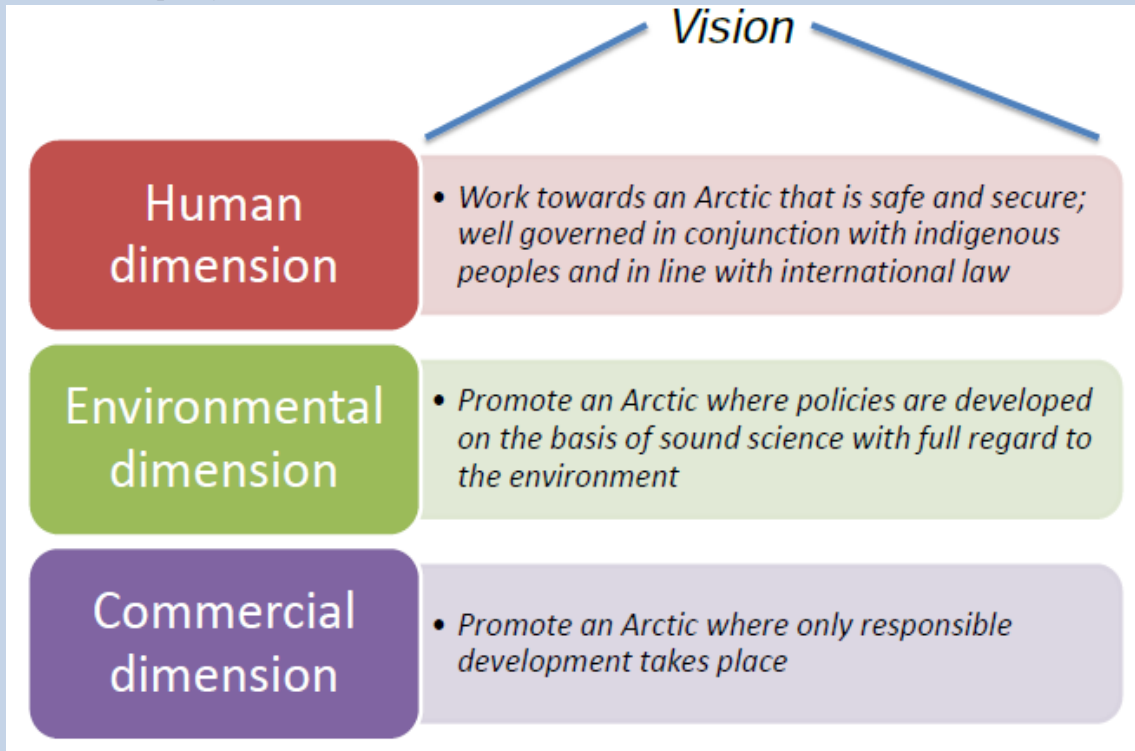


7. Driven by science



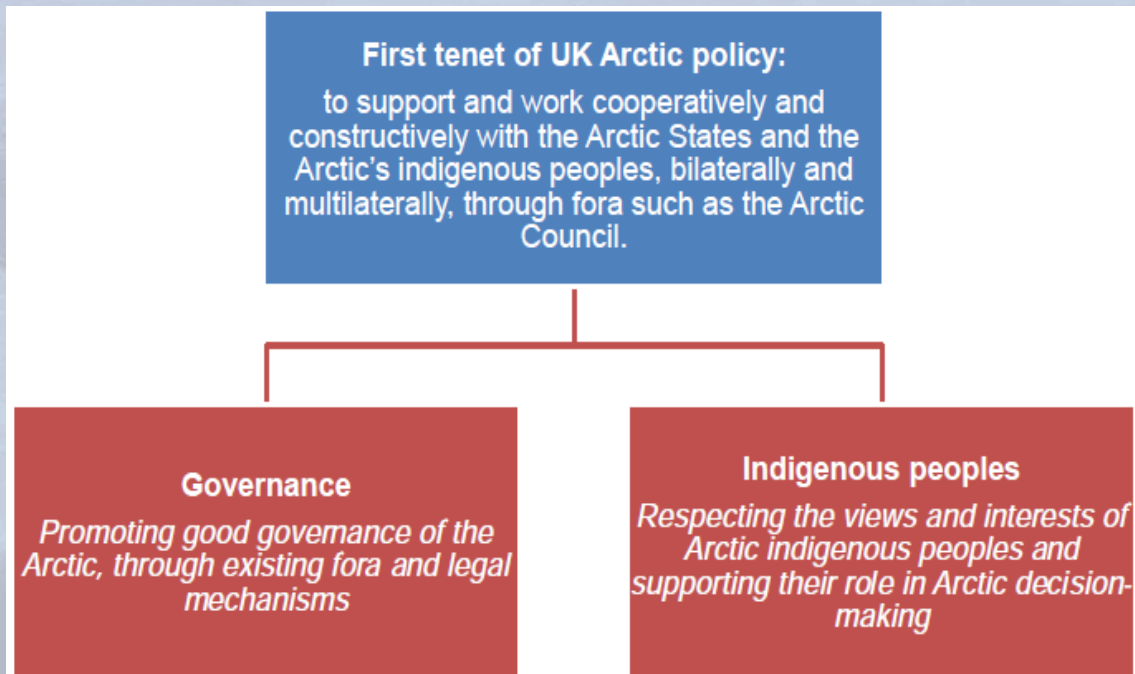
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8. UK Arctic policy in 3D



9. Human Dimension

Work towards an Arctic that is safe and secure; well governed in conjunction with indigenous peoples and in line with international law



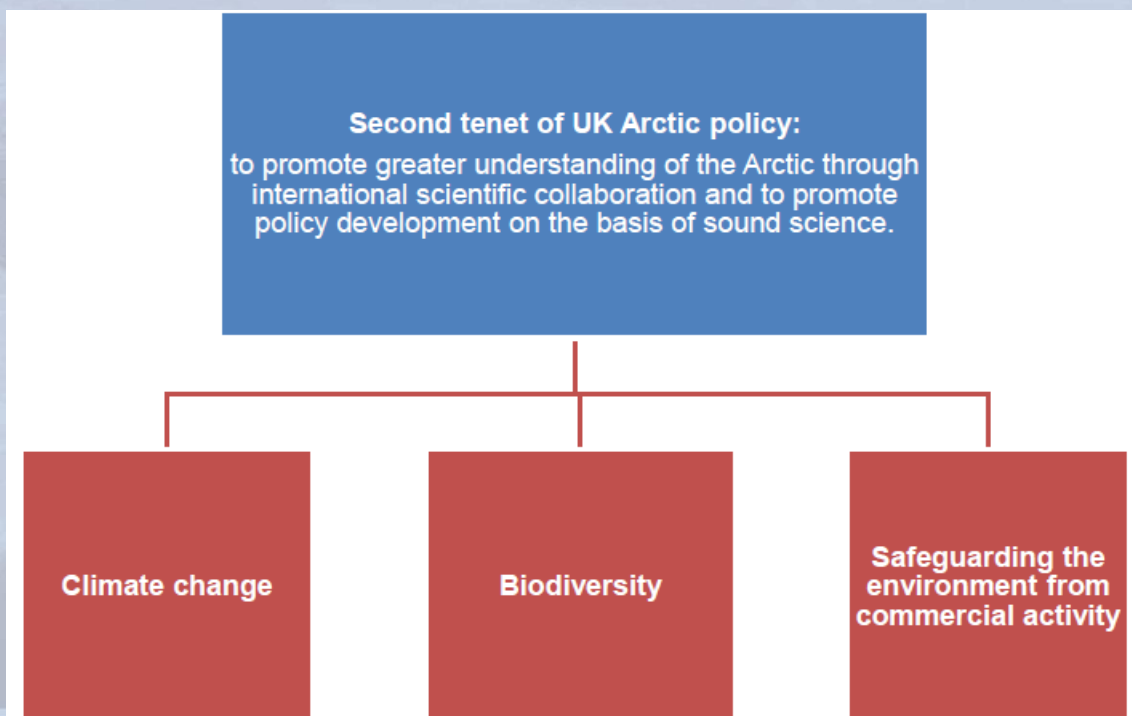
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10. Arctic Saami expertise in South Georgia



11. Environment Dimension

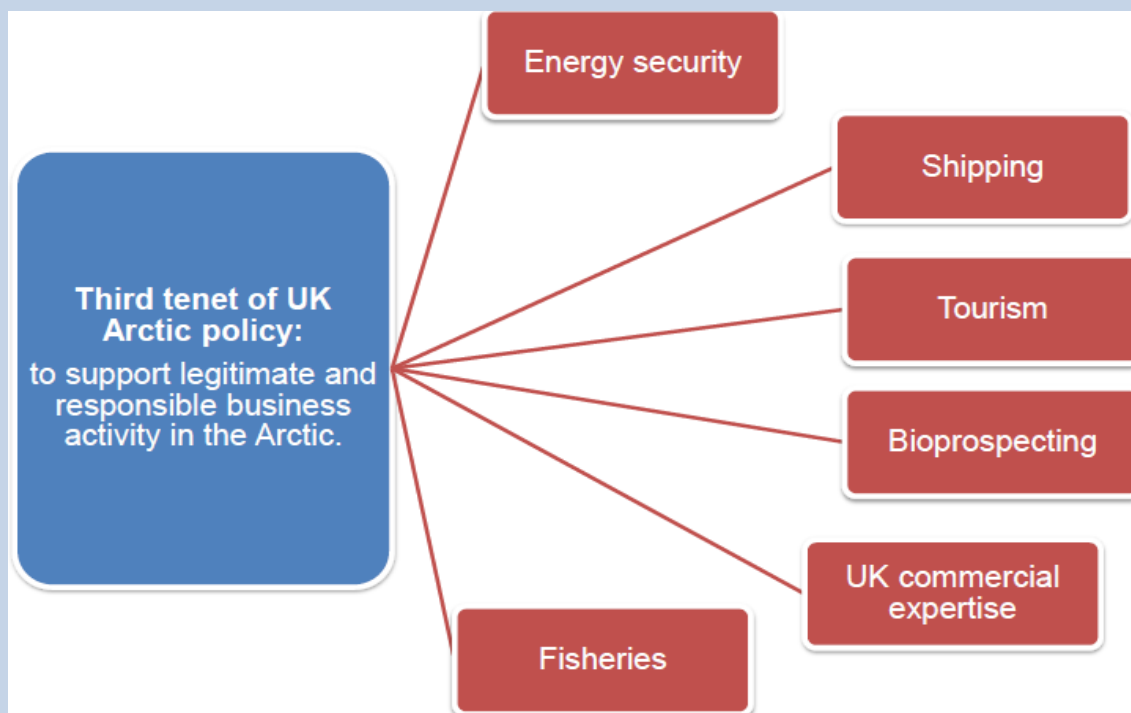
Promote an Arctic where policies are developed on the basis of sound science with full regard to the environment.



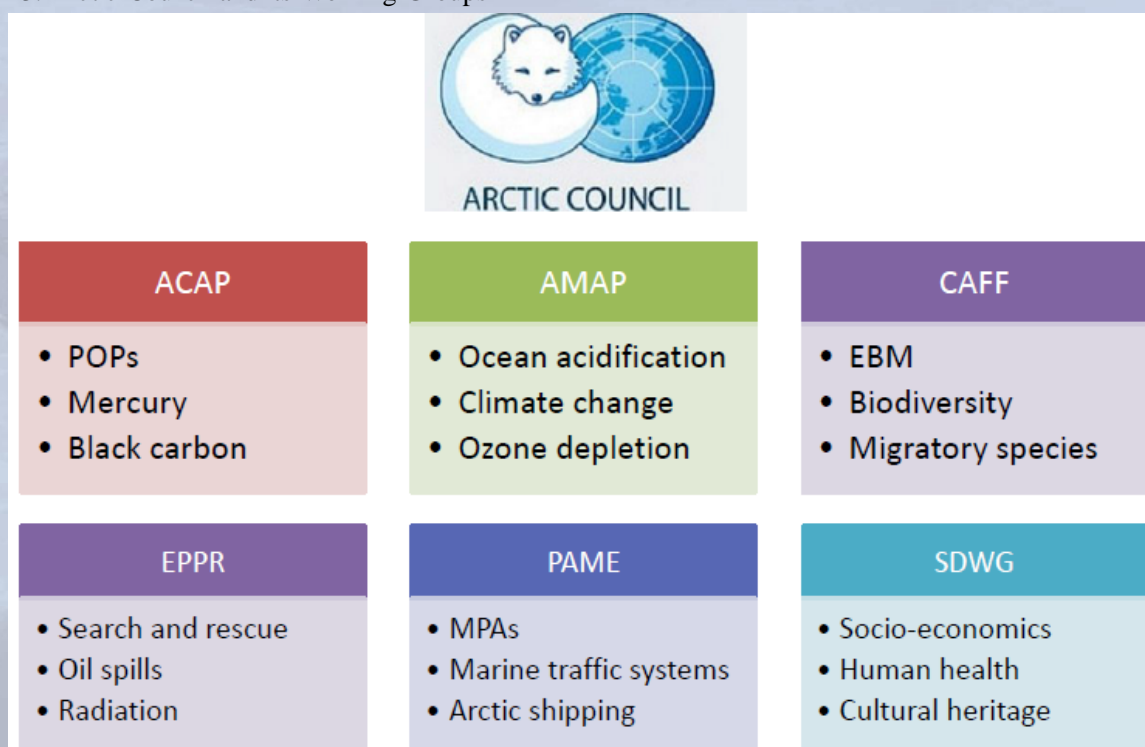
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12. Commercial Dimension

Promote an Arctic where only responsible development takes place

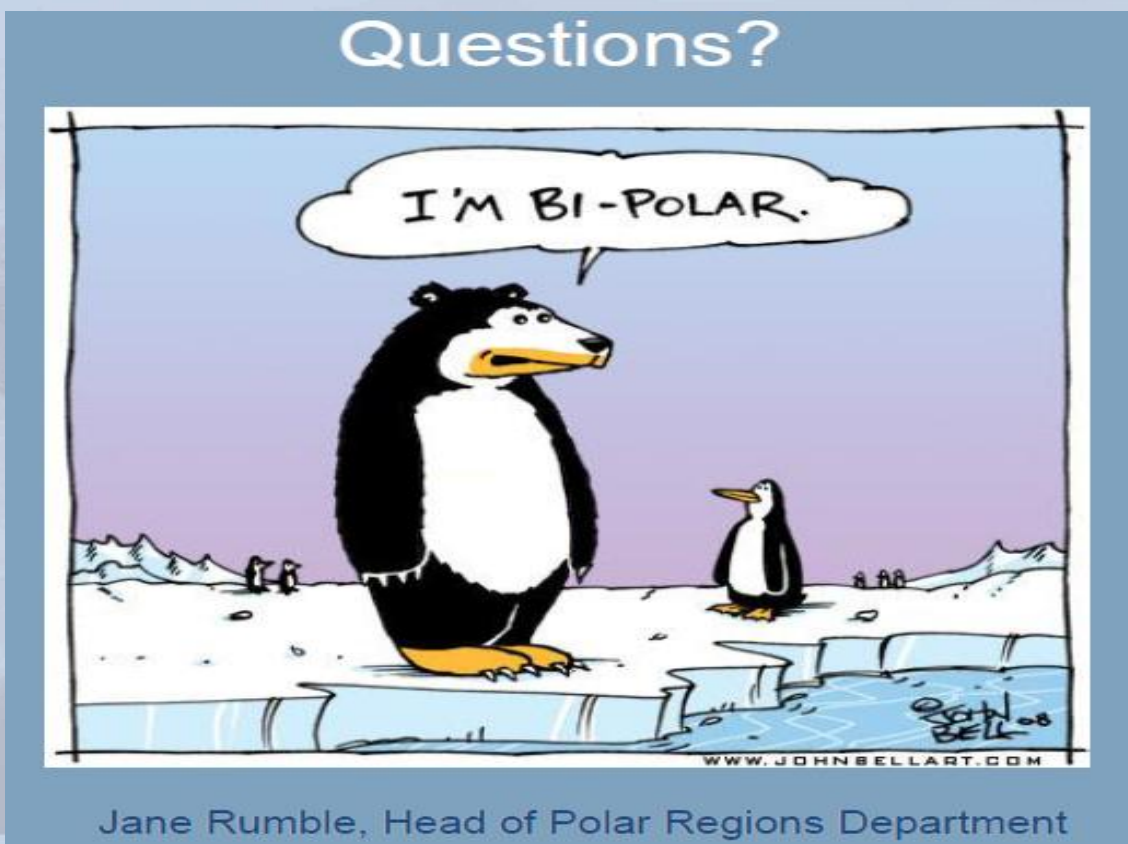


13. Arctic Council and its Working Groups



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14. Promoting a Better Understanding



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极地学术研究动态

同济大学极地 & 海洋国际问题研究中心成为中国-北欧北极研究中心的创始成员之一

2013年12月9日,中国-北欧北极研究中心在中国极地研究中心成立,同济大学极地 & 海洋国际问题研究中心与上海国际问题研究院、中国海洋大学极地法律 & 政治研究所、中国极地研究中心、芬兰拉普兰大学北极中心、挪威南森研究所、冰岛研究中心、丹麦北欧亚洲研究所、挪威极地研究所、瑞典极地研究秘书处一起成为中国-北欧北极研究中心创始成员。本中心夏立平主任代表本中心签署协议。

(同济大学极地 & 海洋国际问题研究中心)

2013年12月23日,王传兴参加在苏州举行的中国-北欧北极研究中心(China-Nordic Arctic Research Center, 或 CNARC)成立报告起草会议。

同济大学极地 & 海洋国际问题研究中心签署合作建设国家领土主权 & 海洋权益协同创新中心协议

2014年1月2日,同济大学极地 & 海洋国际问题研究中心与武汉大学中国边界 & 海洋研究院签署合作建设国家领土主权 & 海洋权益协同创新中心协议。该协同中心已入围教育部2011协同创新中心名单,2014年将直接进入教育部协同创新中心最后一轮评选。双方合作领域 & 合作方式包括:合作开展科学研究、合作开展人才培养、合作开展学术交流等。本中心夏立平主任代表本中心签署协议。

(同济大学极地 & 海洋国际问题研究中心)

2014年1月3日,夏立平等接待欢迎芬兰驻上海副总领事一行访问同济大学极地 & 海洋国际问题研究中心。

2014年1月7日,王传兴、宋黎磊接受香港《南华早报》访谈,访谈内容于2014年1月11日在该报上刊登。访谈内容如下:

CHINA URGED TO DEFINE ITS POLAR AMBITIONS

January 11, 2014 Teddy Ng in Beijing

Beijing needs to clearly define the strategic objectives of its Arctic and Antarctic exploration, as its growing presence in the polar regions has raised international concerns, experts affiliated with government think tanks say.

They said worries over China's involvement would only grow as Beijing stepped up its efforts in the regions. A blueprint would address the needless confusion, they say.

Beijing's polar ambitions were brought to the fore this week when the research vessel Xue Long was stuck in pack ice after helping to evacuate 52 people from a Russian ship trapped in the Antarctic. The vessel, which was on a mission to scout locations for a fourth Chinese research station, finally broke free on Tuesday.

Last month, China signed an agreement with institutes from the Nordic nations to establish a joint research centre. It was also recently granted observer status in the Arctic Council, although some of its eight members are wary of Beijing's involvement and believe it should be solely a regional group.

Wang Chuanxing(王传兴), a deputy director of the Centre for Polar and Oceanic Studies at Tongji

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University, one of the institutes that signed the agreement on the research facility, said: "China will be more positively evaluated if we make it clear about what we are going to do in the region."

Relations with Nordic states have grown more important to Beijing amid concerns about the impact of global warming on China and the country's increasing demand for energy.

The Arctic is estimated to hold nearly a third of the world's undeveloped natural gas reserves.

Song Lile(宋黎磊), an international relations professor also at Tongji University, agreed that Beijing needed to spell out its objectives in the Arctic and Antarctic. "Such a paper by China can help address the concerns of the Nordic states," she said.

Song is the author of a report on whether the Nordic states territorial disputes have similarities with those between China and its neighbours.

In 2010, Russia and Norway resolved their 40-year-old dispute over a maritime area of 175,000 square kilometres in the Barents Sea by signing a treaty.

Song said similar methods might not be applicable to China because the disputes among the Arctic states are discussed through the Arctic Council.

"There is no such platform between China and nations involved in territorial disputes, and China prefers to settle dispute on a bilateral basis," she said.

But Wang said that by looking at the experiences of the Nordic states, "we can see how countries resolve their disputes without rising tensions among themselves".

2014年1月19日-24日,王传兴、罗毅参加在挪威特罗姆瑟举办的ARCTIC FRONTIERS2014年年会。

2014年2月21日,夏立平等接待中国驻挪威使馆外交人员张一鸣到同济大学极地与海洋国际问题研究中心进行调研活动。

2014年3月11日,王传兴主持加拿大北极研究学者David Gary博士在同济大学极地与海洋国际问题研究中心的“加拿大北极地区事务与政策”讲座。

王传兴在《中国社会科学报》(2014年3月12日B02版)上发表《北极问题靠加强国际合作解决》文章。

2014年3月17日-19日,王传兴参加在韩国济州岛举行的The First Seminar of North Pacific Arctic Research Community会议。



征稿通知

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