

Policy for harmonizing national park management and local business development



A project in the programme Environment 2015

Norway Research Council

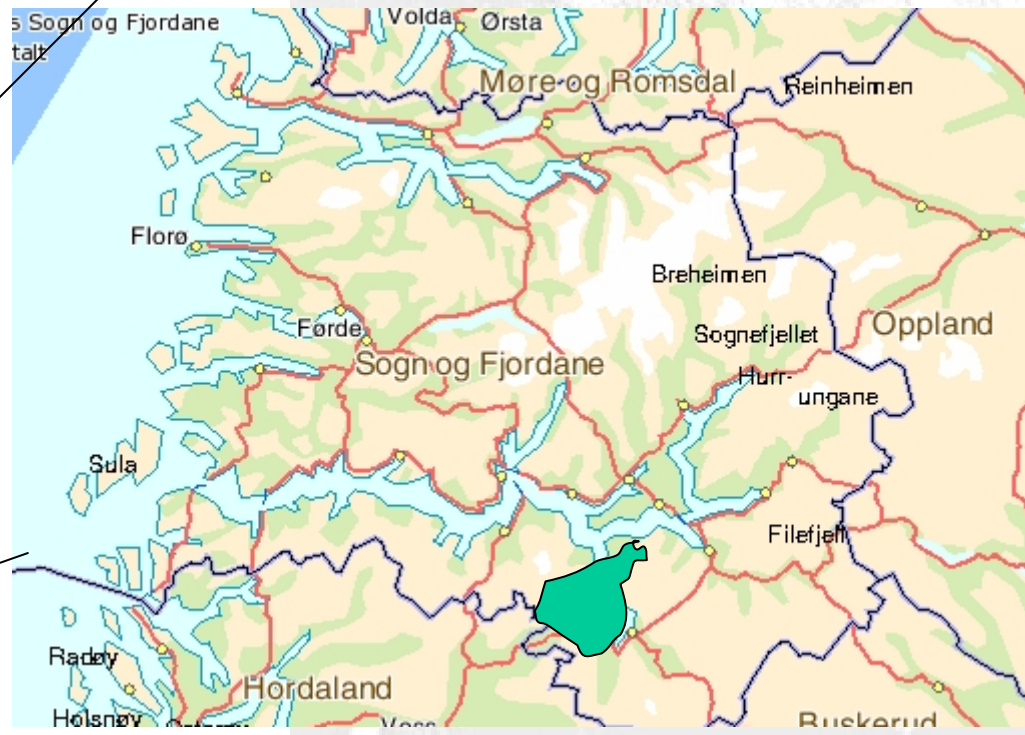
WESTERN NORWAY RESEARCH INSTITUTE

VESTLANDSFORSKING



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Research objectives

- **To create knowledge about how changes in politics and management could stimulate the integration of local socio-economic development and conservation goals**
- **The project is connected to different change processes:**
 - Jostedalsbreen National Park, established in 1991
 - Hohe-Tauern National Park in Austria, established in 1981
 - Breheimen, designation process 2005-2009.
 - Nærøy Fjord area, Part of World Heritage Site The Western Norwegian Fjords (Geirangerfjorden is the other part)



Vestlandsfjordens Verusarvomsråde Nærøyfjorden
 Vå, Aarland og Lerdal kommunar, Bogn og Fjordane
 Vasskommune, Hordaland


 Ekkodataene 80 meter
 Skala 5 km


Kartprosjekt: R30, karttid: 2016, 2017, 2018, 2019
 Kartredigjort av: Fellevannet i Bogn og Fjordane



Teiknforklaring

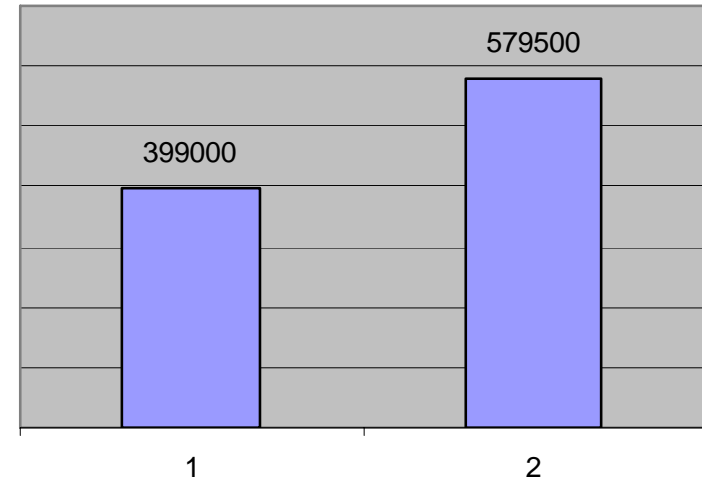
-  Grønne for verneomsråde
-  Naturreservat
-  Landskapsverneomsråde
-  Fylkesgrense
-  Kommunegrense
-  St
-  Skog
-  Dykka mark
-  Myr
-  Tett buskveg

World Heritage Site: Western Norwegian Fjords

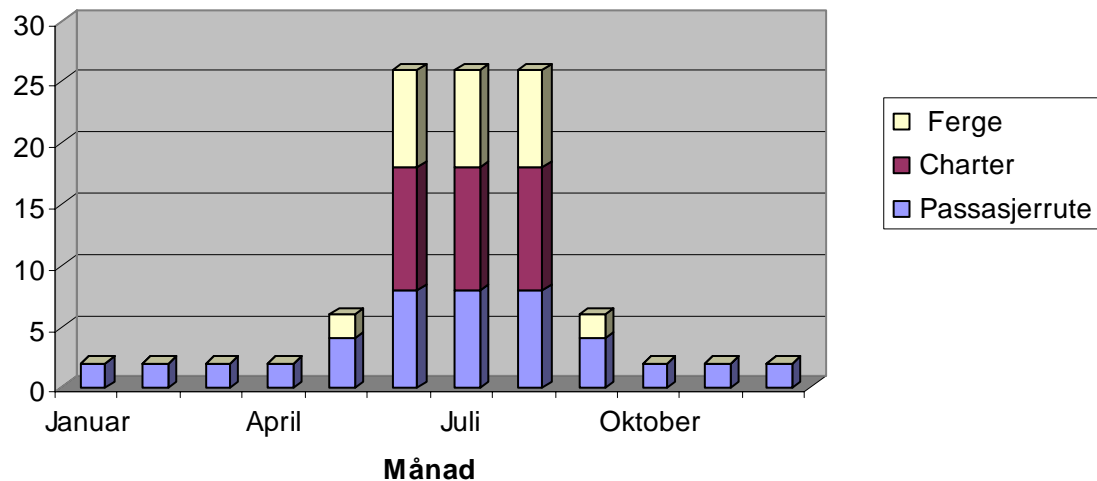
- **Over half a million tourist every year coming mainly from abroad entering the country in Bergen or Oslo**
- **A node tourist traffic point with train, bus and boat well developed infrastructure.**
- **Less than 20% stay overnight**
- **Municipality with app. 2000 inhabitants where more than 20 percentage with income from tourist sector**
- **Protected area designated in 2002 & World Heritage site in 2005**



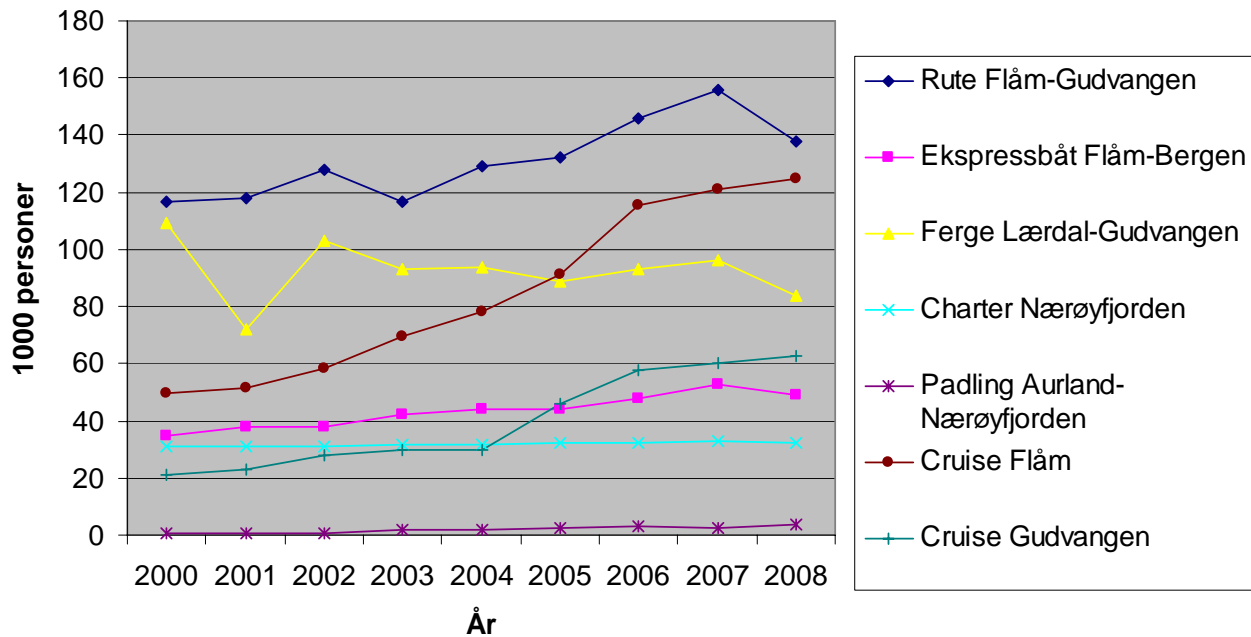
Tal reisande med Flåmsbana i 2001 og 2007



Tal gjennomfarter i Nærøyfjorden per dag for ulike båttilbod, år 2008, (førebels tal)



Tal personer på fjorden, ulike type båtprodukt (førebels tal)

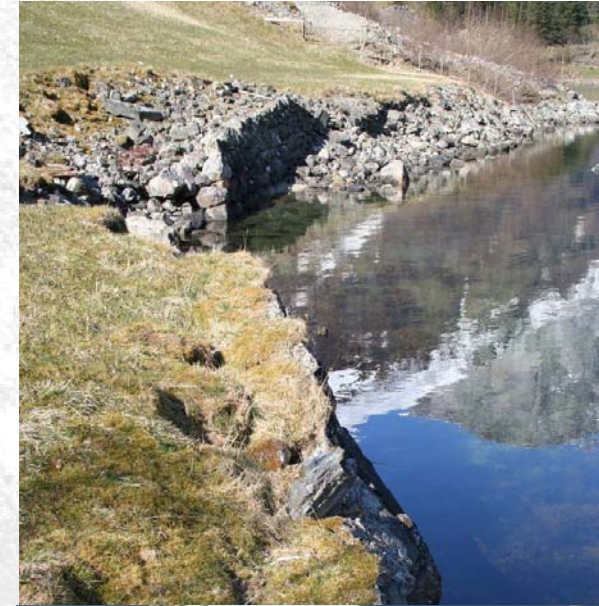


What kind of tourism do we want?

- **Questions addressed by the small scale agriculture entrepreneurs:**
 - Can the traditional tourism industry create joint interest with new adventure businesses?
 - Can such a partnership integrate protection and local community development?
- **Research question:**
 - How does the resource regimes influence the attempt to make correspondence between individual and collective rationality?

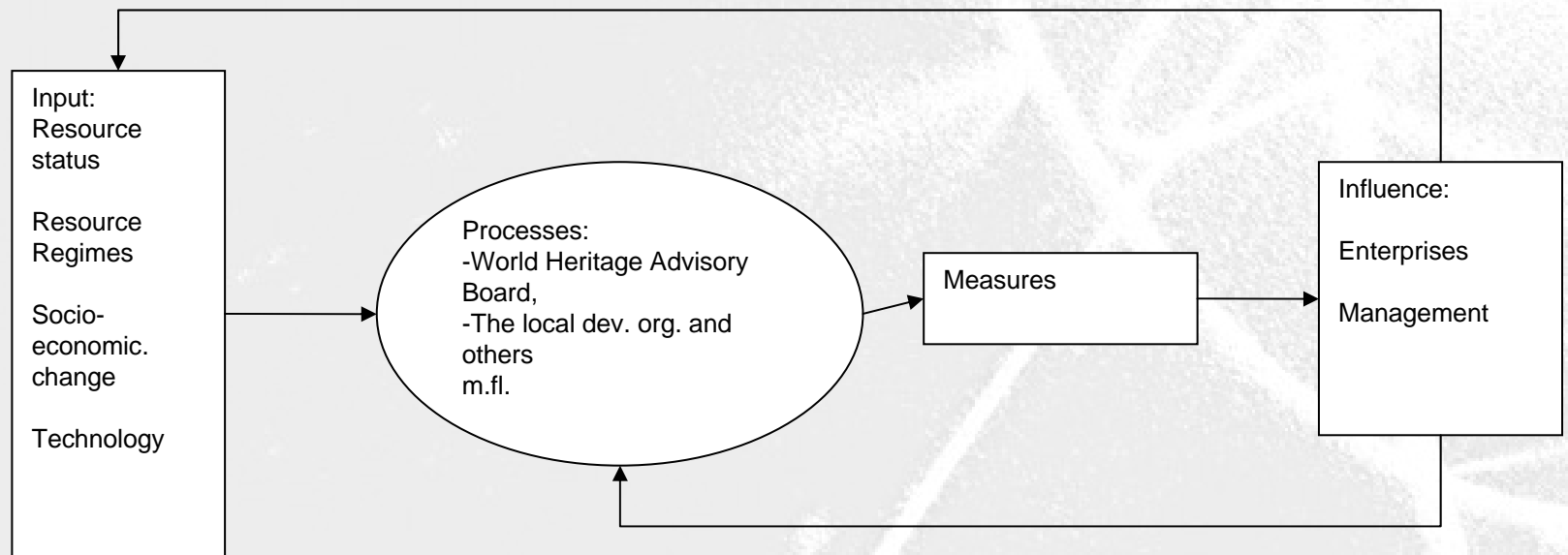
Resource regime

- Fragmented management (the conservation versus transport regime) - lack of collective action
- Nature resources and processes are inherent interconnected (Vatn, 2005):
 - Resource use therefore necessarily influences other resource use
- The human systems, the market and resource management, struggle to copy these connections
 - Different level of authority (local, regional and state)
 - Sector organisation (agriculture, environment, transport, tourism)
- Open access is “institutionalized” cost shifting due to the interconnectedness of resources



How to make collective action?

- Identities and capabilities govern our behaviour (March & Olsen, 1995)
 - Who we are and what we are doing (norms, values etc.)
 - Resources, organisation, competence, regulative power
- Identities and capabilities are formed by the socio-cultural relationship we belong to: what network, organisation, society etc.
- If these relationships change, identities and capabilities could change – and action could change
- **Current theories of collective action are lacking three elements:**
 - the importance of the characteristics of external political regimes in an analysis of how internal variables affect levels of collective provision of rules;
 - the need to reflect the incremental, self-transforming nature of institutional change
 - the need to include information and transaction costs (Ostrom, 1990).



Previous findings

- Open access to the fjord systems do not only lead to cost shifting, but also income distribution
- The conservation regime (and World Heritage Status) fit “volume and travelling through” tourism, but makes some hindrances for the development of small scale tourism on land in the fjord
- The transport regime does not stimulate the integration of tourism, conservation and local community development:
 - Conflicts about decisions for scheduled traffic permission
 - No legal authority to claim economic contribution from the tourism businesses to maintain the public goods in the area
- Change from open access to common property among the people who produce the goods could change the conditions for collective action