



How to Read an Island

Christian Pleijel

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The lighthouse on Lismore, Inner Hebrides in Scotland.

Foreword

In my frequent lectures and presentations on the life and economic survival of small island societies, I usually emphasise the particularities of the economies of scope. Where economies of scale and specialization cannot be practised, small island inhabitants deploy what have been called “economies of scope”, which means that islanders develop and make clever and skilful use of a repertoire of diverse skills and competences, which they go about using successively and/or simultaneously. The metaphor used to explain this behaviour refers to hats. All seasoned and culturally acclimatised islanders develop a sophisticated wardrobe that contains many hats: this equates to a generous supply of social capital. Then, they entrepreneurially choose, or are forced to adopt, one or more particular hats from their wardrobe to survive, or exploit an opportunity as and when it arises, as long as it may last, and for as long as it is practical and/or profitable to do so.

Small island inhabitants connect with each other over and over again by means of the multiplicities of hats they use; each hat becomes associated with a particular socio-cultural, political or economic role; and in this way relationships between the same two persons become complex, multi-layered, thus difficult to disentangle. Where a mainlander sees many role conflicts, an islander sees a rich and peopled network conducive to livelihood and likely prosperity.

I must admit to a similarly intricate relationship with Christian Pleijel. Let me count some of the ways in which we have shared in each other's lives (I will probably forget and omit a few, to my embarrassment, and I apologise upfront for this.) We have broken bread together on both his island (Kökar) and mine (Malta); we have contributed to each other's intellectual and professional development; we

have co-authored an article in a peer-reviewed journal; we have discussed small island economic development while exploring the landscape of Kökar, as well as on one of the two and a half hour ferry crossings that are very much part of Christian's, and small island, life.

Now Christian surprises me – and shows me another aspect of his rich wardrobe of hats – with a new and creative approach to the use of hats and islands. He resorts to the ‘six thinking hats’ methodology developed by my Maltese co-national Edward de Bono and uses this to good effect to unpack and come to better terms with the nature and challenges of island living.

Of course, (small) island living presents a challenge – but especially so to mainlanders trying to figure out how these islanders manage the isolation, the lack of choices on the shelves at the only grocery store, the stoic waits for the next ferry service, the logistics and costs involved for visiting the only available skin specialist within a day's travel time... Islanders may remind themselves that the difficulties also come with some real rewards: tighter communities (for better or for worse); safer neighbourhoods, and a particular island pace of social life.

Not everyone buys into the small island way of life. Particularly in Europe, where all of the 2,455 inhabited islands except four (mainland Malta, mainland Ireland, mainland Britain, and Cyprus) belong to a larger, mainland state. Islanders can (if they afford) choose to ditch their island and settle elsewhere within the mainland. And some do, leading to a depopulation of various islands and a skewed demographic in others, left to survive in the absence of young families and children. As they leave, their place (literally)

may be taken by the romantic urbanites, who have had enough of the rat race in the traffic-snarled cities, and believe it is high time for them to reap some quality of life – where else but on an island, on a full-time or part-time basis? No wonder that the ‘settler versus native’ tension is the deepest bone of contention, and yet a seat of such rich diversity, in contemporary island life.

This reader-friendly text speaks of islands as little big places, always larger than what they may seem. Thank you and well done, Christian, for offering us this little big book. Here is a series of autobiographic, assorted cameos and reflections – factual, emotional, experiential, critical, celebratory, pejorative – that will appeal to those who love small islands, equally resonate with those who reject them, inform those who govern them, and otherwise interest the many others who would at least visit or live on islands when they can – does that not sum up everybody”?

Godfrey Baldacchino
Professor of Sociology, University of Malta, Malta

Island Studies Teaching Fellow, University of Prince Edward Island, Canada

Visiting Professor of Island Tourism, University of Corsica, France

Editor, *Island Studies Journal*



European islands, especially those mentioned in this book.

Introduction

This book is about Europe's small islands, the people that live there, their lives, joys, the ferries, children and jobs: islands as societies.

I utilize the *six thinking hats*¹, a concept developed by Edward de Bono as a tool to help make our thinking processes more effective. "Put on your thinking hat", the Maltese developer of "lateral thinking" de Bono says, referring not to one but rather to six hats, which invite parallel thinking as opposed to argumentation. The hats provide a role-play strategy that separates ego from opinion – they are not *my* hats, I am just borrowing them for a while to look at islands from differing angles, in order to gain perspective.

Fourteen years ago, I took an Edward de Bono course in Serious Creativity and learned then how to use these hats. I wear them often and always find them very useful as tools for thinking by myself and as a method of having a meaningful dialogue with others. The hats allow time for creative thinking; making it possible to ask a group to think creatively for a time thus stopping other people from being incessantly negative. The hats allow us to look at the advantages of an idea whilst allowing us to express our intuitions and gut feelings within a serious context.

Using them to structure my book, wherein each and every one of the six chapters are written one of the hats:

- Chapter 1, White Hat: facts and figures about Europe's islands. Neutral and objective.
- Chapter 2, Yellow Hat: positive thinking. Good examples, role models. Optimism.
- Chapter 3, Black Hat: critical judgement. What are the risks facing the islands? Pessimism, caution.

- Chapter 4, Red Hat: emotions such as anger, hatred and love. Hunches, intuition and values find voice here.
- Chapter 5, Green Hat: creativity. New ideas, new concepts, new and untried approaches to solving old problems.
- Chapter 6, Blue Hat: agenda, control over the process, focus. Chairperson's hat. What it's all leading to. Summaries, conclusions and decisions.

The hats are my working process, that I attempt to visualize within the supplemental map in the book.

Living on a small island, engaged in island issues, I work as a consultant. My job gives me the opportunity to influence, support and even execute policy insights in addition to implementation of strategic designs that are interspersed throughout my book.

Part of the revenues from this book will be used to create a fund which will be administrated by the European Small Islands Federation (<http://europeansmallislands.com/>), mainly to make it possible for students to focus on and travel to small islands as part of their studies.

The title is inspired by the book, *How To Read A Church*, in which the author Richard Taylor explains how one should read a church: what the architecture, colours, sculptures and symbols represent in order to be correctly understood; how one should interpret images in church art, how to identify people, scenes, details and their significance; the symbolism of individual animals, plants, colours, numbers and letters; what it all means and how it is all related.

Islands and churches have many similarities: they are solitary, clearly divided from their surroundings. They have

many visitors, but few people actually work and live within their boundaries. They are mythic, mystic, evoking profound questions within us and sometimes providing an answer. They are rich but live under difficult economic conditions. The common opinion of some is that churches and islands are only occasionally needed and could be closed most of the year.

I welcome you to grab your hats and follow me on a journey to some of the 2,431 small islands of Europe. Allow me to guide you along a factual, positive, pessimistic, loving, creative and structured path.

All the ideas, arguments and errors to be found in this book are mine only. If you care to give me feedback, you may contact me at christian@pleijel.ax or telephone number +46-70-284 77 97.

Kökar in September 2014
Christian Pleijel

¹The Six Thinking Hats – Copyright IP Development Corporation © 1985, 1999 created by Dr Edward de Bono, used with permission of de Bono Global Pty Ltd

Chapter 1

White Hat Thinking

With the white hat on, I focus on facts, figures and information – already known or those needed. I look for information that is relevant for my understanding of the islands. I separate the facts from speculation.

- *What information do we have?*
- *What information is missing?*
- *What information would we like to have?*

In asking for white hat thinking; I mean that we should put aside arguments and opinions so that during this time we can focus on the actual facts as they are, neutrally and objectively.



Spring morning - at Björnsöra, Åland Islands.

What Is an Island?

An island is a piece of land surrounded by water. It can be large or small. It can lie in a river, in a lake, beside a coast, in an archipelago or lie far out in the middle of the ocean. Volcanic or coralline, mountainous or flat; it can be a low sandbank that hardly sticks up out of the sea... furthermore, there are also islands that are at times completely under water (many that risk that fate). An island can be connected to the mainland by ferry, bridge, tunnel, plane or cable car. Islands can be cramped or they can be spacious. Devoid of habitation, sparsely populated or overpopulated; they can be populated year-round or only part of the year. An island may be a place to live on, visit, escape from or to not be able to escape from. It can be a municipality, a town, a region or a state. But a piece of land surrounded by water, is an island.

The attraction of islands is their remoteness and their seclusion. They are small, distinct worlds in readily understandable shapes where you can feel oriented and safe. If we put aside the 25 biggest ones, Europe has 2,431 populated islands in medium, small, and tiny sizes. On those islands people grow up, go to school, dream, move away, move back home, work, have children, grow old and die. It is these island communities and the people within them, the book is written for and about.



Aerial view of Eckerö island in the Baltic Sea.

Considering the seclusion and character of islands, I don't think that it is difficult to gather information – either known or needed facts – that is relevant to be able to understand islands as communities. Just the facts, in a neutral and objective manner, as describing islands in a Wikipedia-like way or as Edward de Bono says about white hat thinking, “Can you role-play being a computer?”

Field studies will of course be necessary. It is not possible to find everything needed at the library or on the Internet. I need to take a closer look at what is known – it may not be what I think. Working with the white hat on is important since the quality of every decision that's made depends on the quality of the information that forms the basis of that decision. At this moment, I am on

board a B & F FK9 Mark IV ultra-light plane flying 4,000 feet over the outer archipelago community of Kökar, where I live. It is a beautiful winter day. Soon we will be passing over Eckerö on the way towards Sweden, our destination for today. I can see miles away over Åland's archipelago by the mouth of the Gulf of Bothnia in the Baltic Sea. My friend Bjarne is pilot and we're flying on a strong eastern wind that's giving us a speed of 122 knots.

I love flying, the smaller the plane the better. In bigger planes, I have no problem sitting cramped next to others as long as I get to sit by the window. I always have a map with me so that I can see where we are, study the landscape, the cities, the seas, the rivers and of course, the islands. It is like being a company commander on reconnaissance, packed into a tank, an off-road vehicle or a helicopter, with an office in my right pocket. I don't mind, trained for it, I am used to it.



Godfrey in my kitchen in Kökar, looking at my family.

My Island

My home island of Kökar is 64 km² of land but 2,100 km² of shallow, treacherous waters, covered in ice during the winter. In the old days, fishermen, seamen and explorers would have given a lot to be able to sit here in this plane – to have this view and be able to survey the coast and the sea from above. I have huge respect for those who have painstakingly found and mapped the ground, sunken rocks, reefs, skerries, islets and cays: how they've found ways through the waters.

I am not born here, but my wife is. Ten years ago, we move to her family's farm and I become an islander. Officially, we 29,000 Ålanders belonging to Finland, however we have a large degree of autonomy, with our own parliament and government. Having become a government official, my job is to help develop the six archipelago municipalities, their business enterprises, and their relations with the ministry, each other and with the outside world. There are five thousand islands here, of which fifty are populated by 2,700 people. I work with many aspects of life on the islands: tourism, transportation, healthcare, safety, fishing, agriculture, energy and the environment. I visit all the populated islands and get to know many of the inhabitants. I make my own island alphabet. I learn how to read an island as a place for people to live more or less well on, and or less safe on. I get

Map of Kökar painted by Jonas Nordberg, 10 years old, who has an hour's travel by boat to school every day.

involved in local politics and become Vice Mayor on my island.

After five years I quit working for the government and become a senior advisor in a company that helps towns, municipalities, counties, regions and states with transportation, architecture, energy and environmental engineering. My work includes early, strategic planning for communities that become affected by significant changes in transportation systems. I still live on Kökar, grow my own potatoes and my work is where I hang my hat, which is often on an island. I draw upon my five years' experience of islands in the Baltic Sea in relation to other islands – but how can that experience also be utilized for other political, legal, economic and cultural questions? Are island communities similar to each other? What characterizes modern life on an island and what is needed for an island to fully develop its potential?





Yeah, yeah, yeah

Les Îles du Ponant

Another day. Flying again, this time to Les Îles du Ponant (the Islands of Brittany). They are a widespread group of islands and archipelagos on the west coast of France, where the sun is setting. Le Ponant is French for the opposite of le Levant, which means: where the sun rises and explains why we call the eastern Mediterranean the Levant.

These islands are comprised of four island groups – Chausey, Glenan, Arz and Molène – and makes up eleven islands: Bréhat, Batz, Ouessant, Sein, Groix, Belle-Île, Houat, Hoëdic, L'Île aux Moines, Aix and Yeu.

I am on the way to Yeu. I appreciate, as you can surely understand, the incredible view with Yeu on the horizon. I'm wearing the white hat, gathering facts, constructing an objective view of these islands. I try to answer questions like:

how many people live on these remote and distant islands? How do they support themselves? Do they have the same social norms as mainlanders have? Is there a bakery on every island? A dentist? Who is in charge of these islands?

I visit five of these islands, on which I carry out field studies (listed northernmost first): Chausey, Bréhat, Hoëdic, Ouessant and Groix.

An Archipelago Where Bicycles Are Not Allowed

Chausey is a small archipelago in the Gulf of Saint Malo, south of Jersey and just off Baie de Mont Saint-Michel. Geologically, Chausey belongs to the English Channel Islands and it has always been a bone of contention between France and England. Chausey looks like small white bits of granite on the ocean surface, with 14-metre tidal waves. There are 52 islands in the Chausey archipelago at high tide, but 365 counted at low tide.

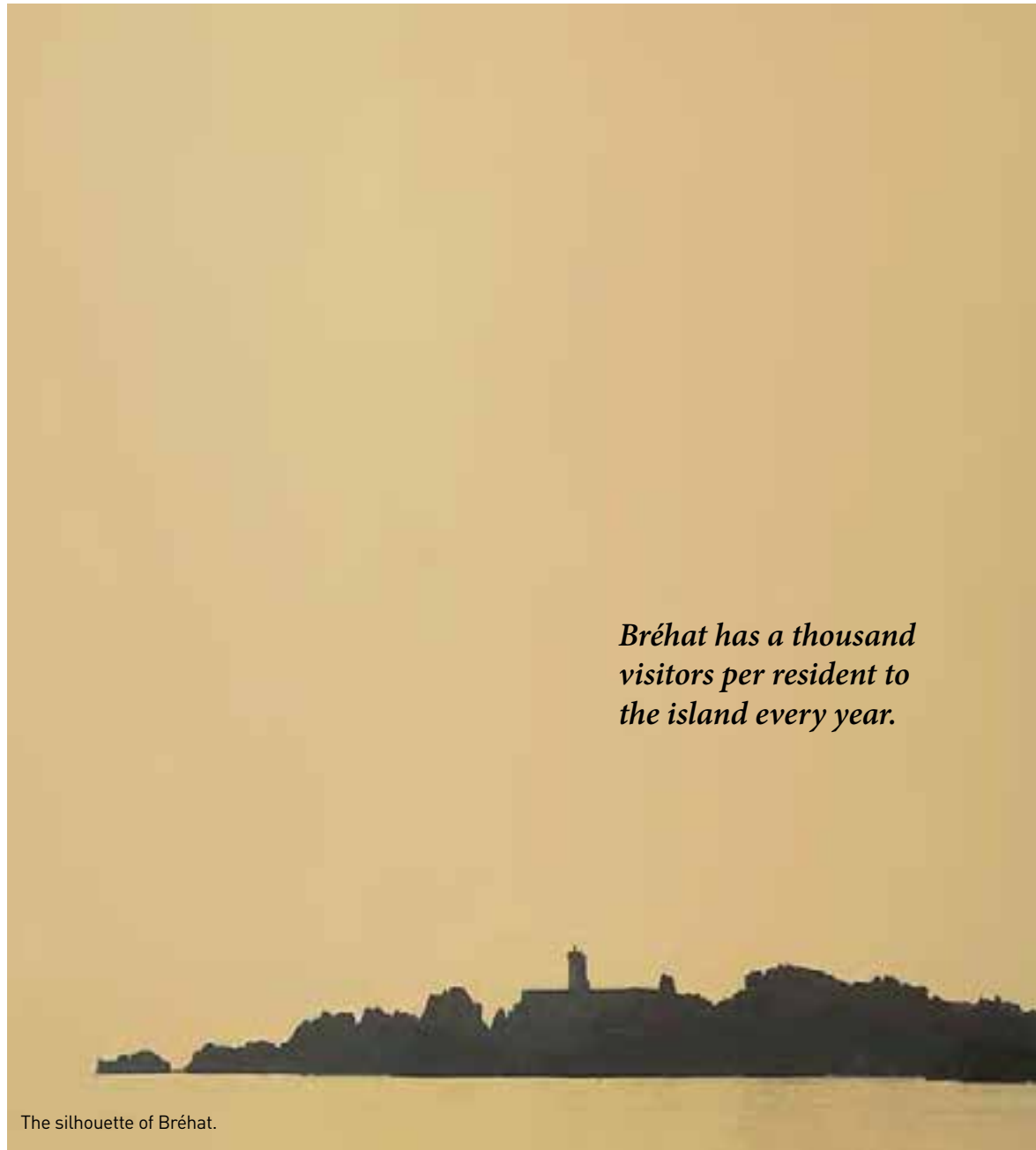
Of the islands (52 or 365), only Grande Île is populated, with 13 residents in the winter and 100 during the summer – as well as taking on 100,000 visitors every year. No cars or bicycles allowed, however Grande Île's size above sea level at only 1.5 kilometres by 0.5 kilometres wide, means it doesn't appear difficult to be without.

Bréhat

Bréhat is composed of two islands of pink granite that are separated at high tide by the small strait of Pont ar Prat. Bréhat is surrounded by reefs and holms. We are at the north side of Brittany. The crossing from l'Arcouest only takes 15 minutes, but by low tide it takes longer to walk from the ferry up to the actual island, containing a land area of 309 hectares.

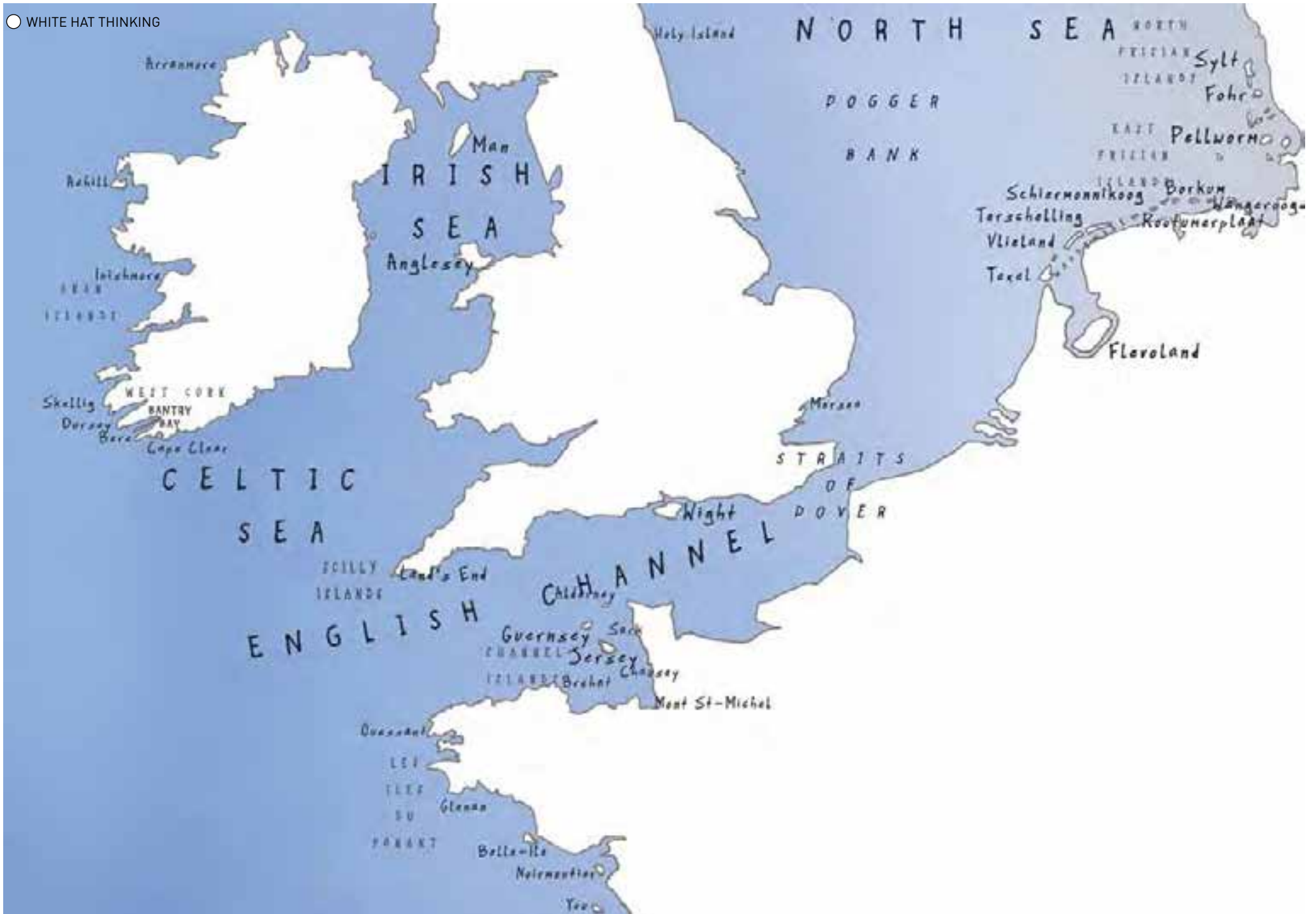
The island has a fantastic flora with; figs, eucalyptus, honey-suckle, mimosa and birdlife with many different species of sea birds going down the Atlantic coast in the Autumn. They say that Matisse lived here, but it wasn't actually Henri Matisse - it was his brother, Auguste Matisse.

Bréhat has 444 year-round residents, with a thousand visitors per resident to the island every year. There are 3,042 guest beds, which makes it 982 per square kilometre... That's a tough record to beat!



Bréhat has a thousand visitors per resident to the island every year.

The silhouette of Bréhat.



The Blue Suburb

Groix is the next biggest island of the Îles du Ponant after Ouessant. There are 2,260 year-round residents, which represents a decline of about a quarter since 1968 – while the summer residents have simultaneously doubled in numbers.

The ferry from Groix takes 45 minutes direct route to the centre of Lorient, which explains why Groix is known as the blue suburb. The island is strongly linked to the city.



Groix, the harbour.

Belle-Île

Belle-Île-en-Mer is a rather large island (84 km²) with 5,200 permanent year-round residents (islanders), 5,100 part-time residents (second-home residents), and 40,000 visitors during the French vacation period from the middle of July until the middle of August (summer residents). It is one of the few islands among the Îles du Ponant with a population that's increasing.

Belle-Île has attracted artists such as Matisse (Henri), Monet, van Gogh and Vasarely (who may have invented Optical Art here – nothing that appeals to me). After the British fleet conquered Belle-Île in 1761, they traded it two years

later in exchange for Nova Scotia.

There are four communes on the island: Bangor, Le Palais, Sauzon and Locmaria.

Jean-Yves Bannet is mayor of Locmaria for the last twenty years up until January 2014. He is mayor during the December storm of 1999, when the tanker Erika broke apart. "We have already suffered enough from this foul oil slick. It's appalling, appalling...this pollution is a terrible act of violence", Bannet said on radio.

Agriculture on Belle-Île is significant as more than 60 per cent of the land is cultivated. Jean-Yves Bannet describes his community's enterprise in the following manner: fishing including 12 active vessels; agriculture: 40 farms with cows (both milk cows and cattle for slaughter); sheep farmers, dairies; vegetable growers; a construction sector that provides 13% employment and tourism with 380,000 visitors per year.

There are 30,000 guest beds divided between 15 hotels, 650 houses to let, 10 campsites, 6 guest houses, 2 vacation villages and 56 B&Bs.



Jean-Yves Bannet.

Hoëdic

Hoëdic is a narrow strip of land outside of the Quiberon peninsula. Hoëdic is the little-sister island to Houat, both of which lie in the Mor Braz Bay, an EU Natura 2000 protected area on the lee side of Belle-Île. Hoëdic is only two km² in size and has 119 residents. Bicycles are allowed but there are no cars here. The whole island is Znieff I (Natural Zone of Ecological Interest of Fauna and Flora Type 1), and 96 per cent is SIC or ZPS (Site of Community Importance and Special Protection Zones and Habitats, Bird Sanctuary). Part of the island used as grazing land, houses a local sheep breed "Landes de Bretagne".

There are islands where the women take care of almost everything, since the men are away for long periods of time as fishermen, or seamen on merchant ships and as boatmen in the royal navy. Women cultivate the lands and the fields, harvesting seaweed, and make decisions regarding all issues concerning life on the island. Hoëdic is such an island.

At ten o'clock each morning, the church bells ring as the first ferry arrives with flour, newspapers, cigarettes for the three pubs on the island, and mail that's not delivered but rather must be picked up by the postwoman, Jeanne. Emelie, who is actually from Reims but lived here during summer while studying anthropology and married a local fisherman, works as the community secretary and Garde du Littoral. Sophie, daughter of the hotel owner here on Hoëdic, married a seaman and is the island's nurse. "In emergency cases the helicopter comes, otherwise the patients must wait until the doctor comes", she says.

Hoëdic's residents have decreased by almost half in the last fifty years, but there is the next generation that Anne-Gaëlle, the island's teacher, takes care of. "No one else wants the job." She has fourteen students from age 3 to age 11 and is a part of the CIP school network.

Winter Mode/ Summer Mode

Concerning the remaining islands – Molène archipelago, the dangerous Sein, Glénan archipelago with its remote appendix l'Île aux Moutons, Houat which is the big sister to Hoëdic, the islands Arz in Morbihan Bay and Aix with its renowned Fort Boyard: my knowledge is second-hand... with the exception of Yeu where I'm landing by plane. I'm meeting Bruno Noury, who was recently (March 2014) re-elected as Lord Mayor of l'Île d'Yeu having received 60 per cent of the cast votes (2,897 of 4,237 eligible voters). He is mayor of the canton, a French administrative entity that includes a number of communes. Several cantons make up a district or borough. There are 4,040 cantons in France – Yeu is one of them. From next year, 2015, it will be the only canton among les Îles du Ponant, all the others will join a coastal canton.

Chausey	13
Glénan	0
Bréhat	444
Batz	574
Ouessant	856
Molène	214
Sein	214
Groix	2318
Belle-Île	5120
Houat	274
Hoëdic	118
L'île aux Moines	573
Arz	254
Aix	233
Yeu	4807

Today, there are a total of 16,000 people living year-round on the islands of les Îles du Ponant.

The traditional businesses here – fishing and farming – have decreased drastically, while the possibilities of traveling between the island and the mainland have increased dramatically. The populace is an indeterminate mix of year-round residents and part-time residents. The mainland controls the islands to a large degree due to the design of the transport system, and via trade and capital income, Bruno says. He tells me that it costs about 25-30 per cent more to build on Yeu than on the mainland, due to long supply chains, travel costs for the tradesmen, specialists, as well as the lack of qualified services such as banking services, attorneys and engineers. The same problem exists in reverse as well: items produced on the island cost more to make because of the transport issues. Fuel costs are 13 per cent higher than on the mainland. Uneven seasonal needs for water, waste management and energy consumption mean that Yeu requires a disproportionately large system for handling such issues consequently driving up costs.

“That’s how it is for all of les Îles du Ponant,” Bruno says. Most of the islands’ populace lives on Belle-Île, Groix and



Denis Bredin works with Bruno Noury in les îles du Ponant. It seems he knows almost everything there is to know of these islands.



Bruno Noury and Bengt Almkvist.

Yeu, where we are right now. A hundred years ago, the population was twice as large. Only five of the islands – two big (Belle-Île and Yeu), two medium (Bréhat and Batz), and one small (Arz) – have increased their populations since 1980.

Up until the transport evolution during the second half of the 1800s, island life was very limited. Islanders lived somewhat poor and isolated lives with some degree of autonomy, heavily burdened with the task of clothing, feeding and keeping themselves warm. Today, there are a total of 16,000 people living year-round on the islands of les Îles du Ponant:

Sixty per cent of the houses on these fifteen islands are summer residences; the islands have a total part-time population of 20,000 to 25,000 people. In other words, the summer residents comprise more than one hundred and fifty per cent of the winter population. A growing number of part-time residents are moving in, and a growing number of descendants to the original islanders are moving out. On the up side, most of the island residents are here of their own free will rather than being here due to coercion and economic necessity, as in the past.

All the islands except for Arz have their own doctor or nurse. Bréhat, Batz, Arz and Aix have no pharmacist. Access to fresh bread is crucial for the quality of life for most Frenchmen, as Sein recently got a baker who even sells bread to the mainland, only those living on Molène lack this necessity and must wait for the ferry to get fresh bread.

Yeu is known for being France's secondmost remote island (the most remote being Corsica, if you don't count France's islands in other parts of the world), twelve nautical miles to the mainland harbour of Fromentine. Since catamarans started being used here in 2006, the journey takes half an hour. I am here at the beginning of summer, the tourist season hasn't yet started, but soon 80,000 visitors will come here – that is to say an average of 17 visitors per islander.

The number of people on the Îles du Ponant may be up to ten times more on a summer day than on a winter day. The systems for fresh water, energy and rubbish disposal need to be a ten-times greater ca-

capacity during summer than during the winter. Previously, fresh water on the islands came from rainwater, but that is no longer sufficient today – which explains why six of the islands have fresh water piped in directly from the mainland, two get fresh water delivered by boat during the summer, six have dams, five use wells, two desalinate sea water, and Molène has an ingenious water catchment system for rain.

Water from the other end – the sewage – is cleaned primarily by biological means. Hoëdic has built a system of dams in order to clean sludge water resulting from 1,500 people, despite the island's population being merely 118. The islands' total amount of rubbish is over 20,000 yearly tons (2009), equating to 1.3 tons per islander per year. The average for a Frenchman living on the mainland is close to 0.5 tons.

Ten of the islands have submarine cables supplying electricity from the mainland, three have heating plants running on oil. Glénan has a gas oil generator additionally wind power and solar cells, Hoëdic has 800 square metres of solar cells that produce 100 MWh per year.

Yeu harbour.

Accessibility

The Îles du Ponant are scattered along France's coast with the majority in Brittany and one respectively in Charente Maritime, Calvados and Vendée. They are situated, more or less far from the mainland with distances ranging from half a kilometre (l'Île aux Moines) to 25 kilometres (Ouessant). However, distance in kilometres doesn't relate to the sense of remoteness and isolation – that's expressed better in minutes and hours...that is to say, how long it takes to travel between the islands and the mainland. The transportation system, including frequency of services, and the connecting traffic possibilities that decide how accessible an island is – for the residents, for entrepreneurship and its visitors.

A Groix resident needs as stated 45 minutes to commute to the mainland but arrives directly in the middle of a large community. From Belle-Île it also takes 45 minutes, but Belle-Île residents are forced to spend yet another hour's travelling time to reach a larger community (Vannes or Lorient). This time-related (in)accessibility affects the costs for tradesmen, consultants, fuel transports, fresh produce, livestock, officials, politicians, construction materials and cultural events. Belle-Île is thus considerably less accessible



M/s Skarven on her way through a difficult passage at Föglö, Åland Islands.

than Groix and is therefore considered much more remote.

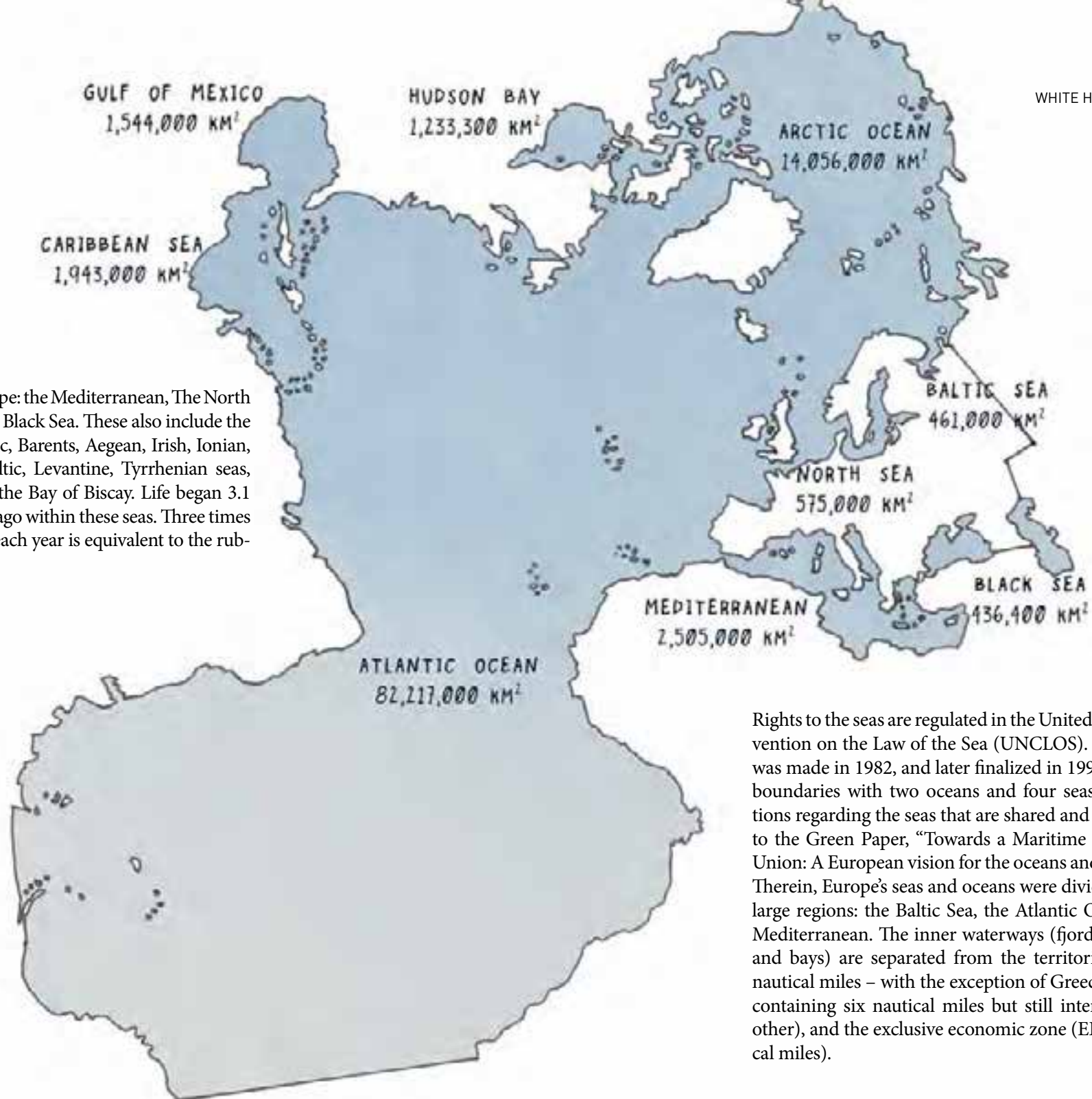
In China, there is a distance measurement called a “li”. This length has varied throughout history and was finally determined as 500 metres in 1929. Before this, a li had differing lengths that varied depending on the condition of the road being measured: a li on an uphill road was considered shorter than a li on a downhill one. In the mountainous Nepal, people never speak of distance as a length, counting distance in time: first take the bus for seven hours, and then walk for two days.

In order to judge the islands' accessibility; as similarly stated above, not simply count in nautical miles and kilometres, I must find out the ferries' operating hours, count waiting time in departure and arrival ports, consider how fre-

quently the ferries come and go – which varies between the islands and seasons, additionally considering where I actually land when I step off the ferry. Thus, I will get a more accurate accessibility measurement. Since I work with the traffic system and traffic planning, this type of reasoning is well known and obvious. In my line of work, we talk of “shortening travel time” since we also express road lengths in time: A slip lane past the roundabout, a better parking place, a bridge or tunnel means the traveller gains time. If every trip were a minute shorter in a rush hour workday for a thousand people both to and from work; 938 days a year would be converted from travel to work time (besides less burden on the environment).

Sea

There are four seas in Europe: the Mediterranean, The North Sea, the Baltic Sea and the Black Sea. These also include the Adriatic, Alboran, Balearic, Barents, Aegean, Irish, Ionian, Ligurian, Norwegian, Celtic, Levantine, Tyrrhenian seas, Skagerack, Kattegatt and the Bay of Biscay. Life began 3.1 billion to 4.1 billion years ago within these seas. Three times the weight of fish caught each year is equivalent to the rubbish dumped in the seas.



Rights to the seas are regulated in the United Nations Convention on the Law of the Sea (UNCLOS). The first draft was made in 1982, and later finalized in 1994. Europe has boundaries with two oceans and four seas. Many questions regarding the seas that are shared and integrated led to the Green Paper, “Towards a Maritime Policy for the Union: A European vision for the oceans and seas” (2002). Therein, Europe’s seas and oceans were divided into three large regions: the Baltic Sea, the Atlantic Ocean and the Mediterranean. The inner waterways (fjords, gulfs, inlets and bays) are separated from the territorial waters (12 nautical miles – with the exception of Greece and Turkey, containing six nautical miles but still intertwining each other), and the exclusive economic zone (EEZ, 200 nautical miles).

Europe has two archipelago states: United Kingdom with Britain, Orkney, Shetland, Western Isles and Northern Ireland; along with Malta containing Gozo and Comino. We have three other island-states: Ireland, Iceland and Cyprus. Thirteen islands and archipelagos form part of a state but have a political and administrative autonomy: Faroe Islands, Greenland, Åland, Sicily, Sardinia, Svalbard, the Azores, Madeira, the Balearic Islands, the Canary Islands, Guernsey, Jersey and the Isle of Man. Two islands being regions: Corsica and Crete.

Common issues concerning the sea that must be solved, include the dramatic decrease of biomass in the last hundred years; aquaculture and fish farming; refineries; ports; sea-going transport; cruise ships; submarine cables conveying pipes for electricity, telephony and data, oil and gas; tourism; energy production aided by wind, waves, tidal waters and streams; military interests; rubbish; pollution including ammunition and radioactive waste; and the fact that a third of all birds migrating between Africa and Europe are in ill health.

The islands located in these seas give rights to the sea; the seabed, areas under the seabed, and the airspace above the islands and their sea surface. The Azores, the Canary Islands, Madeira, Svalbard, England and Ireland give Europe the rights to sea areas of 3,813,155 km². These rights do not apply to the individual islands that often lack legal, administrative, and political power over “their” sea or “their” water – which amongst other things relates to whether the island is a state, a region, a municipality, a part of a municipality or just a tiny small-island community with a village council.

If you google an island, the information you get will refer to the islands’ land size - the dry area, not sea.

“The Crown State Commission owns the shore between

high-water mark and low-water mark”, Terry explains to me on the Scottish island Iona. An Irish island includes only the land area down to the high-water mark – the rest belonging to the State. Also the situation in Italy and Greece, with the consequence that the islanders do not own their water, and all too often see it as an endless resource to dispose of their rubbish and sewage.



Terry Hegarty, Iona.

There are exceptions: Neil Harvey on Alderney in the English Channel informs me that his island, similarly to the other Channel Islands of Guernsey, Jersey, Sark, Herm, Jethou and Brecqhou have legal jurisdiction over the sea spanning three miles out from their own coasts. Together, they negotiate with France and Britain in order to expand their territorial waters from 3 to 12 nautical miles – primarily in order to further develop their wind power energy. The seabed itself is owned by the English Crown, with exception of the seabed surrounding Alderney. Within twelve nautical miles north of Alderney and west of Guernsey are the Hurd Depths – a dumping place



Map of Texel, one of the Frisian islands in the Wadden Sea, showing its land and sea area

for ammunition and weapons from two World Wars, radioactive waste from the Cold War, and as a burial place for British frigate HMS Affray that sunk here in 1951.

If you search online for Texel, you'll find information about a land area of 161 km² and a water surface of 302 km² – showing the Dutch also have a tradition of conquering land from the sea.

As I see it, the wet part of an island consists of five different spaces:

- (a) the surface of the sea, used for transportation, specified in square metres
- (b) the seabed, most important for industrial use, also specified in square metres but not equivalent to the water surface
- (c) the sea mass = the volume of the sea with all the assets of the living sea, computed in cubic metres
- (d) land that is sometimes dry, or wet.
Danish Rømø island on the Jutland coast is barely above sea level. Twice a day, the tide drains vast areas of the seabed around the island which is called vadehavet. The sea around Nordstrand, Pellworm, Amram, Föhr, Sylt and the Halligen islands is called Wattenmeer in German. I guess the English term is mud flats and vasière in French.
- (e) land mostly dry like marshlands = former seabeds where the bottom is dry at high tide but full of grooves and furrows filled with water

All these areas may be called the *marea* – the wet, inhabitable but vital parts of an island, while the dry parts the *dryrea*.

My home island of Kökar similarly has land and water areas

I pointed out in the beginning of the chapter, and as described on Wikipedia. Here you can see that merely 3 per cent is land and the rest is the sea with bedrock, rocky shallows, seabed, fish, wind and waves. I live in the middle of an enormous mass of water where my home sticks up out of somewhat. There are lots of beings living down there in the water mass. A single shake of a bladderwrack seaweed – an important habitat for fish, molluscs and crustaceans – can reveal 1,617 cockles (5 mm large), 227 small mussels, 219 molluscs of species *Theodorus fluviatilis*, 51 Märil shrimp (*Gammarus*), 47 water woodlice, 45 molluscs of species *Hydrobia ventrosa*, 26 flatworms (1 cm), 12 opossum shrimp (3 cm), 9 sedge-flies (4 cm), 5 annelid worms (5 cm), and 2 fish of species *Pomatoschistus minutus* (7 mm). Altogether, making 2,251 individuals, not counting all the moss animals (Bryzoa), sinister spiral tubeworms, yellow periwinkle snails, and the barnacles (small crustaceans that, while laying on their backs in the sharp cones of lime, sweep in food with their legs).

Under the water's surface are also a number of shipwrecks – I know of at least twenty-three. One of them is the oak schooner "Frida" built in Lübeck. She ran aground in a tough autumn storm on 29 October 1910, becoming wrecked on the west side of Barskär's cliffs. Thankfully, the crew was saved. Parts of the wreck now serve as the outdoor privy on the Bond's farm where I live.

In the beginning of time, man floated in water. By the millennium, the sea became our travelling route; connecting us all. Later, communications moved to land, and soon thereafter up in the air. Nowadays, it's in the ether: the non-tangible world of smartphones, iPads with Facebook and Twitter. But here the sea is still an obvious part of the historical, economic and cultural identity of an island and its inhabitants. The sea is the fisherman's field; the islands can have differing strategies for exercising their rights, opportunities to access travel routes, winds, waves, oil, gas and freedom. If an island weren't surrounded by water, it could be any English hill, French village or Silesian land tract.

15 or 26?

The fifteen islands off the west coast of France actually number twenty-six in total, however some don't count the three islands of Île de Ré, Île d'Oléron and Noirmoutier since they have bridge connections to the mainland (they are considered peninsulas). Some don't count the eight Channel Islands of Jersey, Guernsey, Alderney, Sark, Herm, Jethou, Brecqhou and Lihou since they belong to the British Crown but not to the United Kingdom (they are all that remains today of the British feudal monarchy's Duchy of Normandy, divided into two autonomous bailiwicks that each have their own legal system with courts, legislature and taxation powers. As they have transferred foreign policy powers to Great Britain, explains why they are not counted as completely independent and instead belong to Great Britain, even concerning sports).

Also, not counted in the fifteen islands are the small islands considered France's second-most-popular photographic themes following the Eiffel Tower: Mont Saint-Michel, and Le Gouffre (northeast of Brest) with its only house situated between two cliffs – since these two islands have been connected to the mainland. There are more than 60 islands with just one house in Brittany, all of them except Quéménéès (Molène archipelago) are secondary houses. Finally, not included are the teeny tiny micro-communities such as l'Île Biniquet outside of Bréhat (44 hectares with farm, functioning farming industry and a little chapel) or the sandbar of Île Madame opposite the praised Fort Boyard with its sad and dark history, as it is no longer populated.

Does Ré Want to Be an Island Again?

Islands that become linked to the mainland lose (a part of) their island identity and (sometimes) some of their advantages. Ré is a large sandbank, France's fourth-largest island with 85 km² of land, 18,000 wintertime residents and 220,000 summer residents. The island is earlier served by ferry, from La Pallice on the mainland to Sablanceaux on the island. The number of travellers is 40,000 passengers in 1947, but increases considerably to 872,000 in 1957 and to 2,171,000 in 1967. The ferry connection does not meet the travellers' requirements, as it doesn't run between midnight and 6am, has very long queues (up to more than 6 hours waiting time during summer), a journey time of between 45 minutes to 1 hour and 30 minutes for a five-kilometre-wide sound, and cancelled ferries when the seas are rough. For acute medical transport, a helicopter from La Rochelle has to be called out.

A tunnel is discussed but the idea given up and the decision made to build a bridge, and completed in 1988 after just two years. It is 2,927 metres long by 42 metres in height, and cost 59 million euro additionally almost twice that was needed for connecting roads. The load is 10,000 vehicles per day during the low season and 250,000 vehicles per day during the summer months. After one year (1989), the traffic reaches 1,510,959 vehicles; after ten years (2007), it is up over three million. On 11 July 2009, the number of cars that drive over the bridge reaches 16,429 – the record high.

The bridge is financed from the region Charente with road tolls: free for islanders, pedestrians and cyclists; 16.50 euro per car from the middle of June until the middle of September – and 9 euro per car during the low season. The toll includes an environmental tax of 3.05 euro. The bridge is completely paid off in January 2012, and road tolls suspended being replaced by an environmental tax. Half of this tax money is divided between the ten communes on the island (with the purpose of preserving the local nature sites), and half is used for transportation on the island itself.

The bridge construction project becomes an object for unforeseen controversy and drawn out legal proceedings. Many – but not a majority – are against the bridge; they want to keep the island as it is. A legal appeal is made to the administrative court, partially due to the bridge being built so quickly and partly due to the slow French court system. The bridge stands completed when the court in November 1988 makes its decision: the bridge should never have been built.

The bridge is not torn down; it is protected by its status as public property and because the general public interests outweigh those of special interest groups. Those that are pro-bridge see; contrary to those that are anti-bridge, the advantages of having the bridge: to be able to commute to work on the mainland, that children can go to high school and university in La Rochelle, that acute medical care can be handled quicker and cheaper, providing the islanders more secure living.

When I visit Ré in spring 2014, anti-bridge advocate and “Rétais” Sabine (Ré islanders call themselves Rétais when they refer to one born here), grew up on the island and whose father is a skipper, says: “It is a bridge that doesn’t really exist.” She thinks that life was better before the bridge; she wants Ré to be an island again.



Sabine and Fredrik.

When I visit Ré in spring 2014, anti-bridge advocate and “Rétais” Sabine (Ré islanders call themselves Rétais when they refer to one born here), who grew up on the island and whose father is a skipper, says: “It is a bridge that doesn’t really exist.” She thinks that life was better before the bridge; she wants Ré to be an island again.

440 or 2,431?

In 1861, the British Government makes a definition of what an island is: if populated, then its size does not matter; but if it is not populated, must provide summer grazing for a least one sheep (which is about two hectares). If it cannot support this, then it is not an island.

EU's Definition

In 1993, Eurostat – the statistical bureau of the European Union – carefully defines what is considered to be an island, which will lay the groundwork for data collection and databases within the union.

After much consideration, the following definition is adopted:

1. An island should have at least 1 km² of land area
2. An island should lie at least 1 kilometre from the mainland
3. An island should have a permanent, all year round, resident population of more than 50 people

This definition provides the basis for the “Portrait of the Islands” published by the European General Directorate for Regional Politics publishes in 1994, wherein the

number of European islands is established to be 440. Exclusions to what is defined as an island includes capital cities or areas encompassing a capital city (for example, Copenhagen, London and Dublin), and areas that have a permanent connection to the mainland. Thus the additional criteria to defining an island:

4. An island cannot be home to a capital city
5. An island cannot have permanent connections (bridge, tunnel, causeway) between the island and the mainland

Definition is later used in the General Directorate's for Regional Politics, “Study on the islands and outermost regions (2003)”. In EU-15, the only effect is to exclude Ireland and Great Britain (before the tunnel under the English Channel is built) as “islands” but include regions whose entire

population live on an island (Sicily, Crete, Gotland). The definition is used in the “Green Paper on Territorial Cohesion”, although it considers Malta and Cyprus as islands, despite them both having capital cities (the exception is made in order for them to be eligible for funding from the EU Structural Funds and Cohesion Fund).

The definition is simplified somewhat in the 5th Cohesion Report: “Criteria regarding the incidence of a capital city and what entitles an island to funding from the Structural Funds and Cohesion Fund is removed.”

In conclusion, the European Commission considers an island to be larger than 1 km², with at least one kilometre distance from the mainland, at least 50 residents, and without a permanent connection to the mainland.

“This classification is stable now”, states the Commission (2011). Astounding, I say (2014).

Islands of the European States

Most of the small islands are not European statistics entities (the so called NUTS-2 and NUTS-3 areas) and are therefore often excluded from studies. I do the opposite: since this is a book about small islands, I want take away the largest islands.

Not straightforward, as some of the largest islands are almost continents, for example Greenland, which really is an island group of 59 islands that we rather sloppily call an island – with a land area of 2,176,000 km². In effect, 50 times greater than that of Denmark.

I exclude Great Britain (219,000 km²), Iceland (102,000 km²), Ireland (84,000 km²), Iceland (103.125 km²), Cyprus (9.258 km²) and Malta (316 km²) which are islands, but which are also states.

Most of the islands in the Arctic are very big and mainly unpopulated: Severnyj Island, Spitsbergen, Juznys Island, Nordaustlandet, Edgeøya, Kolgujev, Vajgatj Island and Prince Georgs Island.

In omitting large islands in the Mediterranean: Sicily, Sardinia, Cyprus, Corsica, Crete, Rhodes, Euboea and Mallorca, and the large Spanish islands of Tenerife and Grand Canary, as they are so populated with big cities, complex energy and transport systems, I could call them small islands but *not* small island societies. Some are NUTS-2 or NUTS-3 areas.

Many of the Danish islands are closer to being considered mainland than islands: Sjælland, Vendsyssel-Thy and Fyn.

Finally, I have put aside Gotland and Saaremaa located in the Baltic Sea, but I consider Åland a small island because the population is smaller and in fact 55 inhabited islands.

	Populated small islands		Big islands	Unpopulated islands
	Number of islands	Number of residents		
Albania				7
Cyprus			{1}	
Denmark	76	976 771	3: Sjælland, Vendsyssel-Thy and Fyn	
Estonia	13	37 448	1: Saaremaa	217
Finland	455	54 000		179 000
France	188	58 674	1: Corsica	
Faroe Islands	12	48 574		
Greece	144	1 078 082	4: Crete, Lesvos Rhodes, Euboea	
Greenland	39	56 648	{1}	
Ireland	65	22 376	{1}	244
Iceland	3	4 433	{1}	34
Italy	73	237 369	2: Sicily and Sardinia	
Croatia	42	115 447		1 000
Latvia	5	773		
Lithuania	1	1 642		
Netherlands	21	1 190 015		12
Malta	2	31 057	1 (Malta)	
Montenegro	2	125		
Norway	104	356 319		
Portugal	14	3 213 013		
Rumania	1	25		
Russia	5	204 683		
Spain	18	3 213 013	3: Mallorca, Tenerife and Gran Canaria	
Great Britain:			{1}	
England	27	734 924		
NorthernIreland	1	110		
Scotland	86	99 623		79
Orkney	21	18 664		
Shetland	10	22 785		
Isle of Man	1	64 679		
Channel Islands	7	125 000		
Sweden	879	220 000	1: Gotland	221 800
Germany	45	345 932		
Ukraine	3	3 744		
Åland	52	28 007	{1}	6 412

That adds up to 25 big islands which I have excluded from this book. The remainder are 2,431 islands, here arranged by state and territories:

Austria, Belarus, Belgium, Bulgaria, the Czech Republic, Hungary, Luxembourg, Moldavia, Slovakia, Slovenia and Switzerland do not have populated islands (kindly correct me if I'm wrong).

A fair and accurate account is nearly impossible to achieve and providing differing numbers depending on definitions and purposes. My own counting for the purposes of this book is based on the information from Eurostat, ESPON, national statistics, national island organizations, UN, CIA, Wikipedia and island researchers Anders Källgård, Ioannis Spilanis and Godfrey Baldacchino. The total number of populated islands including islands with and without permanent connection to the mainland is, to my knowledge, 2,431 and the number of permanent, year-round island residents is 12,535,948 (the 25 big islands are not included in this count).

Island Regions

Europe's islands can be divided into six clearly separate geographic regions:

The Mediterranean Islands

This region includes the Balearic Islands, islands in Italy and Greece, islands in the Adriatic and Black Sea, and the Cyprus and Maltese islands.

The most populated region, with about 3,000 populated islands and one of the world's most heavily trafficked sea lanes: with over a third of the world's cargo ships and thousands of cruise ships yearly. There are high occurrences of sea pollution, primarily from chemical and raw oil spills. Water in the Mediterranean is seriously over-fished, which has led to disturbingly low fish reserves in these waters.

The Macaronesian Islands

The volcanic islands in the Atlantic off the coast of Africa, from northernmost to southernmost: the Azores, Madeira, the Canary Islands and Cape Verde.

The Baltic Islands

Islands in the Baltic Sea – that is to say those on Denmark, Germany, and Sweden's eastern side – as well as the Estonian and Finnish islands.

The Northern European Atlantic Islands

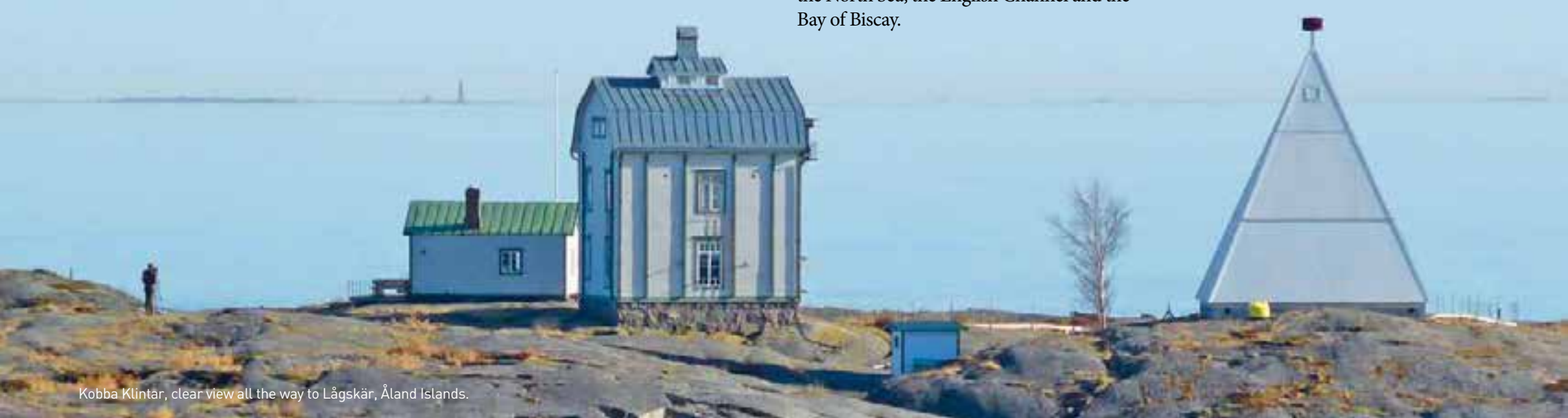
Iceland, the Faroe Islands, the Shetlands and Orkney, Norway's islands, the Danish islands, the German islands, the Dutch islands, and the French islands in Kattegatt, the North Sea, the English Channel and the Bay of Biscay.

The Arctic Islands

Iceland, Svalbard and Greenland, with 39 year-round populated islands.

Overseas Islands

The sixth region is comprised of outside-of-continental Europe islands such as Bermuda, the Falkland Islands, French Polynesia, Guadeloupe, Martinique, Mayotte, New Caledonia and Réunion. They are of extraordinary economic and strategic importance, but are not included in this book.



Kobba Klintar, clear view all the way to Lågskär, Åland Islands.

Summary

Aside from exceptions, this book discusses the small, populated European islands in land-area size counted in descending order from number 26, which is Hinnøya in Norway, to number 2,431 – which is hard to determine. Several of Europe's countries claim to own the smallest populated island (not smallest as a visitor destination). For example Comino, which belongs to Malta with 3.5 km² of land area and four residents – however, is far from being the smallest populated island in Europe. Green Island in County Clare on Ireland's west coast has only one resident on 1.06 km². Denmark's previously smallest populated islands of Aebelø, Hesselø and Barneholm are now unpopulated, but on the 2.56 km² Stóra Dímun in the Faroe Islands, there are five residents remaining on the world's most remotely located farms. Tragonissi, which lies outside of southern Patmos opposite Lipsi in the Dodecanese Islands of Greece, is just 0.7 km² in land area and is home to a goat herder – and his goats, of course. Sweden has 64 islands each populated by only one person, truly islanders. Artur and Gunbritt Nordberg have lived on Tvarun in Piteå archipelago since 2011. There is no regular boat traffic here; they have access to a hydrocopter during the “thaw” period and drive a car on the ice when entirely frozen. Tvarun may be Sweden's and possibly Europe's smallest populated island even though it has become larger since Artur Nordberg bought it in 1937; at that time it was 758 m², but due to the land raising, it is now 1.500 m² large.

If we look at built-on but not populated smallest islands, then a lighthouse such as Bishop Rock outside of Scilly Islands would take the prize, or else Märket in Åland's Sea – which I pass by every week and whose ownership is shared by Sweden and Finland, despite the border being a bit shaky since it's been decided that just the lighthouse is Finnish.



Östra Notkläppen.



Husö island south of Kökar.

Islands Are the Buttons on the European Coat

Summer is here, Europe unbuttons its big dark Napoleon coat and people stream out to the islands lying like a row of buttons along the coast, from island-like Gibraltar to the North Cape.

Now, docks and shops are needed on the islands, now demands for healthcare, hamburgers and harbourcaptains are made. One must be able to buy petrol, daily newspapers, fresh bread and freshly caught fish. There must also be plenty of ferries with onboard catering, seating for everyone, Wi-Fi and disability facilities. The islands should be beautiful shiny brass buttons all in a row on a big blue coat of wool. Cows should be grazing in the meadows, fields of wheat should bow gently in the wind, the bays should be glittering and blue without algae, and the devilish sea eagles should circle majestically over the eider duck's fledglings.

When summer is over, everyone runs back inside the Napoleon coat again. The buttons are buttoned up, they are hidden and forgotten. The islands are not in people's minds during the winter half year. The islands disappear behind thought's horizon. It's as though they stop existing at all – as though there weren't still people in need of care, service, education, employment and safety. As if permanent island residents weren't needed to keep the island in good shape, to till the soil, to keep the landscape open, maintain housing and barns in working order, or keep history and precious stories alive.

When summer is over, the islands become invisible. They should preferably lay in a mothproof bag until next summer, or in some type of deep freeze so that one could thaw them out when summer came again.

If I Were Wikipedia

On page 9, I thought the clear definition and character of an island, it wouldn't be so difficult to gather all the information about these island communities. Just the facts, in a neutral and objective manner... in a "Wikipedish" way.

Wearing a white hat in this chapter and surprisingly note that many important features of an island or community are disregarded, overlooked or simply not seen. The actual number is difficult to decisively determine and varies between different informants and sources, primarily because there are different definitions for what an island is.

Surprised that their true area is magically stripped away, distance is expressed in an insufficient manner, and the human presence is defined so narrowly.

There are 2,431 small, populated islands in Europe. They are highly varied concerning their size, geology, morphology, climate, accessibility, demography, cultivation, aquaculture, societal values and benefits. To state that an island must be at least 1 km², be at least 1 km away from the mainland, have a permanent population of more than 50 residents and not have a permanent connection to the mainland is not only a serious insult to those people that live on islands that do not entirely fulfill these criteria, but it also distorts our understanding of islands and island societies – making it difficult to read them, much less support their development.

If I were Wikipedia, I wouldn't define an island just as an area of land or territory: the surrounding sea area should also be

included since it has psychological, cultural, economic, legal, environmental and political importance.

If I were Wikipedia, I would count an island's population as permanent residents + part-time residents + holiday residents, and add shortterm visitors (tourists) with indicators or ratios that give true input to the measurement and financing needs for energy, drinking water, rubbish management and transportation systems.

If I were Wikipedia, I would measure the distance between the mainland and an island both in nautical miles/kilometres and in time. The distance should include a complete accounting of the time it takes for an islander to get to fundamental services.

If I were Wikipedia...but, hold on, I am! Wikipedia is an open encyclopaedia written by all of us together. The Finnish author Tove Jansson writes the novel "Det osynliga barnet" (The Invisible Child) in 1962. It's about a girl, Ninni, who is scared into becoming invisible by an ironic old woman. In the Mumin Family's care, she becomes visible bit by bit. First the feet, then the torso, then all the way up to the neck and finally to the nose in her hair. But her face isn't visible until she dares to get angry, and that doesn't happen until Papa Mumin shoves Mama Mumin in the snow. Then Ninni clamps down on Papa's tail – and her face becomes visible again.

I must bite Wikipedia on the tail!



Boathouses on Simskåla, northern Åland.

Chapter 2

Yellow Hat Thinking

The yellow hat represents optimism, and takes a positive, logical outlook at matters. It looks at viability and how things may be accomplished.

The yellow hat is not at all as natural as the black one, since naturally we seek to avoid danger and minimize risks. Yellow hat thinking demands a conscious effort. Being optimistic is a conscious choice. The advantages are not always obvious and we must search for them. But every creative idea deserves a little yellow hat attention.



Energy Thirasia

Heat quivers in the air. It smells of thyme, savoury and oregano. The soil is exactly as dry as it should be in order for the olives to thrive. Above the Riva harbour – the “New Harbour” – lies the little church of Saint Irina, chalk-white against the intense blue sky. The harbour is the heart of the island. Ships bear goods and people come here. Used visitors are shipped out from the island and unused disembark. It’s a hubbub of pallets, sacks, carts and baskets that need to be loaded off and on the trucks, mopeds and donkeys.

I’m having a cup of coffee with Captain Michelis, while waiting for “La pantoffla” – the platform ferry, that comes when it comes.

Everything stands still.

Time goes by.

There is nothing to do here, nothing to buy and there is no Internet. This is Therasia, a little island with 268 residents, five villages and 21 churches in the Aegean Sea. Therasia forms a tiny part of a volcano that collapsed in 1600 BC and left behind a ragged strip of land with steep slopes around an inner bay.

Opposite Therasia lies Thera, also known as Santorini, which is the decidedly bigger part of the volcano with ten thousand residents and half a million tourists each year. Very few tourists come to Therasia from Thera. Those that do stop at Korfou (“Old Harbour”), swim and eat at one of the two restaurants in the little harbour. Not many walk the 270 steps in the sizzling heat up to the village 85 metres directly above.

I have walked all across the island, from one harbour to the next, through a sunburned

landscape with fragrant mountains, donkeys and lone mopeds with friendly-waving riders. The island is suffering because the traditional industries here – grape/wine growing, stonemasonry (pumice, that amongst other things was used to line the Suez Canal), fishing and donkey breeding have changed. The population has decreased with a skewed age distribution and imbalance between the number of men and women. There is a general lack of understanding from politicians in Athens and Brussels.

Therasia seems like Santorini was 35 years ago (the last time I was here).

But Therasia hasn’t given up and has chosen an entirely different route than that of Santorini, based on a principle of sustainable development. With the help of Kostas Komninos, an engaged and gifted young man from the Greek Island organization DAFNI, the island has produced an energy efficiency plan for which it currently seeks EU funds in order to realize and put into

effect. The plan includes: a collective heating system for fifty households, new communal lighting, exchanging the community petrol-driven cars for electric cars, two bicycle-loaning stations with 20 bicycles at each station, new bicycle paths and hiking trails (for sustainable tourism), desalinization plant for sea water, new rubbish management system with recycling, privately financed wind-power farm, new electricity grid with cables connected to Santorini and an electric minibus for communal traffic.

The passenger ferry from Santorini comes five times a week. For cars and bicycles there is a flat-bottomed platform ferry that I, out of curiosity, wait for. It’s owned and run by the islanders together, it’s sensitive to weather and currents and has a permissive schedule. I ask for another cup of coffee and think that islanders must engage in positive thinking – that which Edward de Bono calls the yellow hat perspective: “Yellow is for sunshine and brightness. Optimism. Focus on benefit. Constructive thinking and making things happen. Being positive is a choice.”



The chapel above Riva, Thirassia.

Samsø

Precisely in the middle of Denmark lies Samsø, a small island wherein the four thousand islanders twenty years ago heat their houses with either coal or electricity from the mainland, just like all the other islands here. They send up tons of carbon dioxide into the atmosphere per person per year and are heavily oil-dependent. Also, in Kalundborg on Sjælland two hours' journey away, Denmark's biggest oil refinery and Scandinavia's largest coal plant spews out millions of tons of carbon dioxide every year.



In 1977, Denmark sends out a notice concerning competition for which can be Denmark's most-sustainable-energy island, and Samsø is chosen as the most developable. The goal is considered to be around 35 per cent renewable energy. The islanders are rather unaware of the designation, but Søren Hermansen – born and raised on the island – gets the people behind him and the goal by travelling round to meetings, placing a case of beer on the table and talking himself hoarse about windmills, solar cells and woodchip boilers.

“That bit about me bribing people with beer is just something that journalists have made up”, says Søren laughingly. “Gatherings here in Denmark always entail pots of coffee and bottles of beer on the table. It would have been entirely unnecessary to bring extras...”

Søren gets me thinking about professor David Gleicher at the University of Columbia, who has come up with a formula for change:

$$C = D \times V \times F > R$$

wherein

C = Change

D = Dissatisfaction currently experienced by the involved individual(s)

V = The vision held by the involved individual(s)

F = The knowledge of the first steps needed to achieve the vision

R = The resistance present

Yes, I know, it is not a real mathematical formula. But it does give context. The three driving factors on the formula's left side must exist in order for change to occur. Other versions of this formula show the factors added as terms, which gives me the impression that the absence of a term can be compensated by increasing the size of another. But that is not the way that I see things.

Søren breaks the opposition. It takes one year to come to the decision that fossil fuels will be replaced with renewable energy for heating, electricity and transportation. Samsø Energiselskab is founded, eleven 1 megawatt wind turbines are built on the countryside, oil boilers are exchanged for heating pumps, energy cooperatives are formed with woodchip, straw boilers for heating, and a few years later yet another ten wind turbines are built out to sea. Two of the sea-based, two of the land-based windmills are owned and shared between about 500 households. One share costs about 2,000 euro and provides a yearly intake of 400 euro, tax free. This ownership and participation are important early steps in the quick changeover, as Gleicher teaches.

While prices for heating are slowly rising throughout Denmark, it is 10 per cent cheaper on Samsø. Three kilos of hay are equal to a litre of oil and give 10 kilowatt-hours. A household uses 20,000 kilowatt-hours per year.

It takes Samsø four years to decrease their use of fossil fuels by fifty percent. After another two years they are no longer importing electricity – instead they are exporting it. Søren becomes a celebrity; he is TIME Magazine's “Hero of the Environment 2008”. Samsø becomes a tourist attraction, even richer as a result of founding the Samsø Energy Academy, which attracts four thousand visitors each year: politicians, researchers, schools, islanders, journalists, students – and myself.

Søren explains.

David Gleicher's formula for change:

$$C = D \times V \times F \rightarrow R$$

wherein

C = Change

D = Dissatisfaction currently experienced by the involved individual(s)

V = The vision held by the involved individual(s)

F = The knowledge of the first steps needed to achieve the vision

R = The resistance present



Gonzalo Piernavieja.

El Hierro

El Hierro is considered to be at the end of the world until Columbus “discovers” America. The island is the smallest, youngest and southernmost of the Canary Islands, with a land area of 269 km², a volcano that has been active on a low scale since 2011, strong northeast winds and a lot of sun.

For thirty years, the island’s politicians say that tourism has its advantages, but that they don’t want mass tourism on El Hierro. They want the island’s economy to develop in balance with its cultural and natural resources. In 1977, a sustainable plan for the island is adopted, which leads to its designation as one of UNESCO’s “600 Biosphere Reserves” (due also to its unique landscape, flora and fauna and the fact that only 10 percent of the island’s surface is cultivated ground).

In 2014, yet another big step is made: a new wind farm with five turbines on the northeast tip of El Hierro near the main city of Valverde is put in place. The farm has a total output of 11.5 megawatts, which provides a hundred percent of the island’s needs. A surplus is even produced, which will be smartly used to pump water from a tank in the vicinity of the harbour to a volcanic crater 700 metres above sea level. The water reservoir works as a giant battery: when there is no wind, water is released down to the lower water tank through turbines, generating 11 megawatts of electricity.

In the past, release of carbon dioxide was 18,200 tons per year. Now that wind power has replaced the oil (40,000 barrels/year), the CO₂ output required to support the 10,700 permanent residents, its farming cooperative, fruit industry, fish factories and 60,000 annual tourists has shrunk to zero.

The wind park costs 80 million euro to build and is financed fifty percent by the EU and the government in Madrid. The wind park owners are the communities on the island (60 percent), the Spanish-Italian

energy company Endesa (30 percent), and the Instituto Tecnológico de Canarias (10 percent). The partnership counts on earning 5 million euro per year on sold electricity, and on saving 2.5 million euro on diesel fuel per year.

A fifth of the oil previously used on the island went to running three desalinization plants that produce ten million litres of fresh water daily for the island. These are now also powered by wind-produced electricity. The island’s politicians promise furthermore that by 2020, all of the island’s 4,500 cars will be electric; they have entered into an agreement with manufacturer Renault-Nissan. If the electricity for the cars costs the same price as the cost of gas today, then the investment in recharging stations and other infrastructure costs will be paid off in ten years.

Instituto Tecnológico de Canarias’ sporty and energetic research head Gonzalo Piernavieja tells me that they are also building a plant on El Hierro to make biodiesel from used food oils – an unwanted by-product that will in future be reintegrated into the island’s energy circulation.

To run on feedback usually means a system, a conversation, is no longer contributing; but it can also mean that the system is running without consuming energy, leaving a footprint or making a loss. On El Hierro, the wind power, the economy and the food oil sustains itself. Not too bad.



“My island uses as much energy in a year as a ferry does in a week”, says Camille Dressler.

Eigg

The ferry from Mallaig to Eigg takes four hours. There are 85 adults and 11 children (2009) living here on 3,049 hectares.

The island is bought privately (by Keith Schallenberg from Yorkshire) for one and a quarter million euro in 1975, but he loses the island in a divorce and has to buy it back from his wife for more than a million euro. But his relationship with the Eigg islanders is no more what it used to be, so he sells the island to a German artist for almost two million euro in 1995. The artist in question is extremely elusive, and the islanders want to buy back the island for themselves. They found the Eigg Heritage Trust and manage, with support from the Scottish Highland Council and Scottish

Wildlife Trust in addition to their own funds, purchasing the island for 1,9 million euro in 1997. Surprisingly enough, the seller proves to be a Hong Kong businessman.

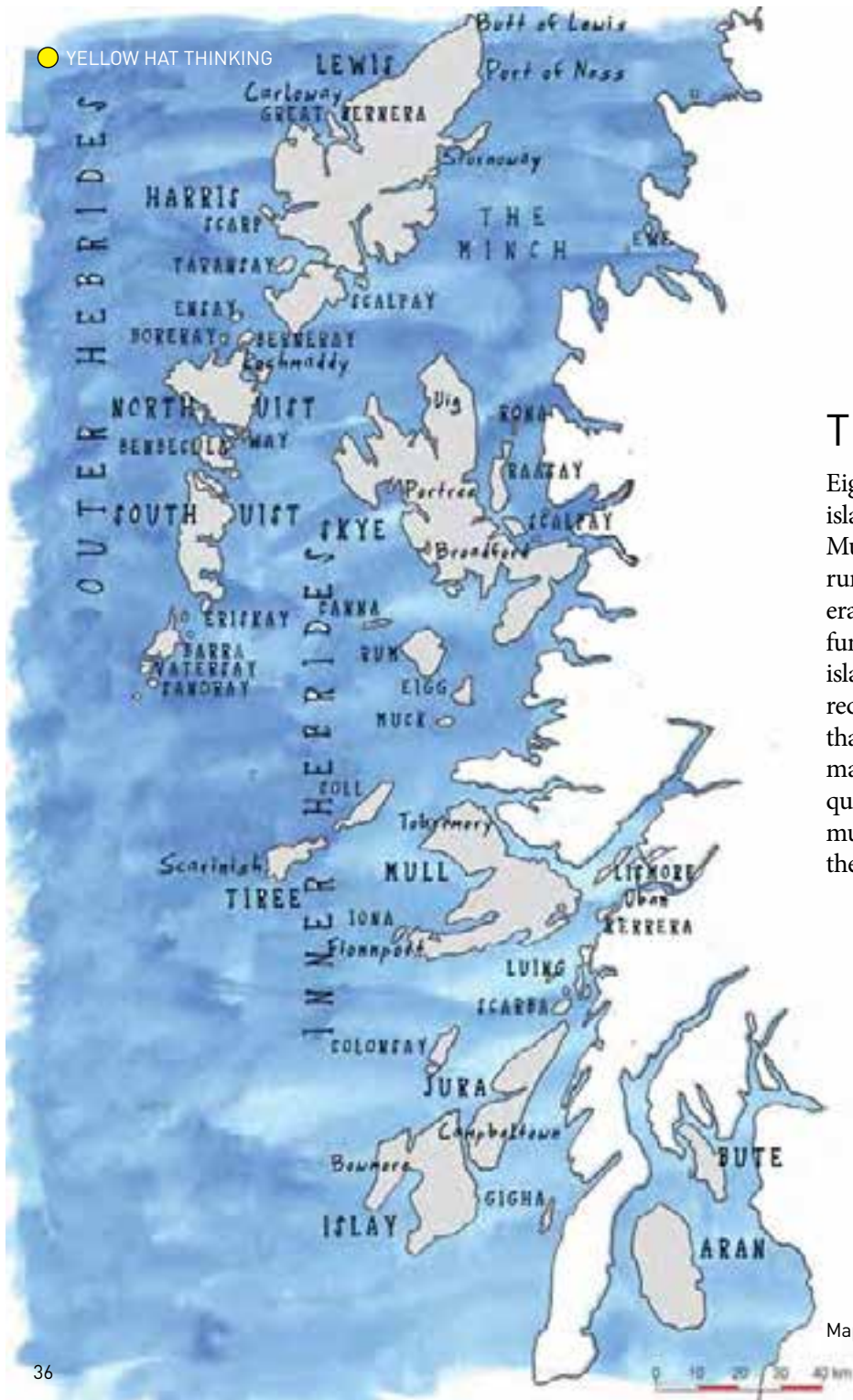
After the Eigg islanders become the island owners, they decide to take a big green step forward into the future: after years of using diesel generators to produce electricity, they create Eigg Electric in 2008 and their first electricity grid comes into service.

“My island uses as much energy in a year as a ferry does in a week”, states Camille Dressler who lives here. She is also the Chairperson of the Scottish Islands Federation as well as Vice Chairperson within the European Small Islands Federation.

Eigg now has three hydroelectric generators (that produce electricity in the waterfalls made by the extreme down-

pours) and four wind generators below the An Sgurr mountain. But since it does not rain constantly all the time, the electricity is rationed out to one instant usage of 5 kilowatts per resident. That’s what’s required to boil water for tea and to run a washing machine, or else to run a fifty-watt light bulb. Everyone has a meter at home in order to keep track of their electricity, and quickly learns to spread out the usage throughout the day. Companies are allotted 10 kW.

Angry little low-pressure systems come in from the Atlantic with downpours that last fifteen minutes, then the sun starts to shine again. The wind blows – and the islanders make something of it.



Tiree and Gigha

Eigg's neighbours aren't so bad either: the islanders on Tiree outside of Tobermory on Mull borrow 1.5 million euro to own and run an Enercon E44 wind turbine that generates 2,100 MWh/year. The first year, the fund provides a return of 2,000€ that the islanders, company and organizations can request support from – but more money than expected comes in. 2013, the fund makes 175,000€, approves 44 projects with qualification that they are part of the community's long-term plan and furthermore the projects benefit the public.

Gigha, which is south of Mull, has 150 permanent residents. It is home to Scotland's first cooperatively owned wind park and is connected to the electricity grid. Called the "Dancing Ladies", they include three Vestas 225 kW wind turbines that were bought second-hand for 550,000€ and produce 21 GW per year which equals two thirds of the island's need for electricity. After a few hiccups, they are 'dancing' again and provide a yearly net result of more than 100,000€.

Map of the Inner och Outer Hebrides.

Mykines

Mykines is one of the eighteen Faroe Islands, only 10 square kilometres in area. There are eleven permanent residents here that produce electricity with diesel generators and warm their houses with oil. There is only one child in school. National Geographic calls the island “the World’s most unspoiled island”, and in order to experience this, visitors come here on cruise ships and land in droves of 500.

The islanders decide to acquire a better energy system. It blows a lot on Mykines: winds of 73.9 metres per second (226 km/h) are recorded in March 1997. But the wind blows rather unevenly and in order to handle the periods of too little wind, an energy storage unit is needed. According to the initial work done, the conditions are good here: Mykines has a good infrastructure with winds and large surface areas.

But the challenges are great: “Despite Mykines being an isolated island for a large part of the year, it is also home to Europe’s biggest colony of Puffins – and that’s something that demands special attention and care”, says Magnus Lindén at Sweco, who is working with the project.

Anders Källgård says that the “little harbour is a challenge to land on, it is monstrously difficult, requires good weather, just the right wind direction and knowledge of the local conditions.”

Islands have limited transportation and infrastructure compared to inland communities. This is a barrier to renewable energy projects but also a potential opportunity to design infrastructure around the needs of local users, make efficient use of renewable resources and realise the dreams of a low-carbon future.



The ferry from Tiree coming in to Tobermory on Mull.

Thomas Takes Care of Your Pig

Thomas Kaas Pedersen is a pig farmer on Vasagård, which is beautifully situated between tall trees outside of the little town of Svaneke on Bornholm in the southern Baltic. He inherited the farm from his father. It included 16,000 heavily medicated and unprofitable pigs. Thomas sold most of the pigs and today only has 300, which roam freely in his enclosed woods.

Pigs are docile, loyal and devoted animals. They dream when they sleep, talk to their family members through a variety of grunts and maintain lifelong relationships. They like to swim and bathe in water or mud, since – just like dogs – they are unable to sweat. They are very clean and prefer their toilet far away from their eating and sleeping spots. Pigs are no swine.

When I visit the farm, the children are just getting home from school. A pair of springer spaniels greet me and there are also horses and goats. By the road there is a sign: “Buy a pig. Tel: 2814 2231”.

You can buy a piglet from Thomas and he will feed and care for it for 9 Danish crowns – just over one euro – per day. He believes pigs should have thyme, nuts, and corn in their feed, but points out that a free-range pig chooses for itself. “We can’t force a pig to eat a special type of food, not when they live in a giant food store.”

You can come by, visit your pig and near to Christmas – or whenever it suits you – get it slaughtered then delivered. One could say that Thomas takes care of your pig.

Thomas didn’t come up with this by himself. He had the help of a consultant and Professor Jan Krag Jacobsen from Roskilde University, Denmark, who carefully monitors how things are going, how one can get customers to pay for higher quality, better taste and a better life for the pigs.

Thomas earns just as much from his 300 pigs as his father did from 16,000 pigs. What bothers Thomas (and the professor) is that the pigs can’t be slaughtered on Bornholm, but instead have to be transported by boat to Sjælland.

“It’s a pity, when one tells the nice story about how good the pigs have had it here, and then finish by saying that we have to ship them over to Sjælland in order to slaughter them,” says Thomas. “When one buys a pig from me, one buys the whole package, how the pig has lived – from birth to the dinner plate. So if one wants the cheapest possible meat, then I can easily advise that you do not buy a pig from me. In return, you know exactly what the pig has been raised on, and how it has lived its life”, continues Thomas. The next step is a farm abattoir on Vasagård.

Bornholm isn’t really located where one thinks, it is a long distance from Sjælland. I come here on the ferry from

Ystad (southern Sweden) to Rønne, a distance of 70 kilometres, which takes the ferry 1 hour and 20 minutes. In a car you can travel 120 kilometres in the same amount of time. The virtual distance to Bornholm is more than is shown on the map; the island feels more remote than it actually is – which the Bornholm islanders have a good laugh over when I tell this to them.



Where Bornholm is on the map (white area), and virtually.



Fleur de Sel (Flower of Salt)

By four o'clock in the afternoon, if the weather is good, one can see "les sauniers" (called "paludiers" in the rest of France) – the salt workers – out on the salt marshes on l'Île de Ré. As the water evaporates in the dams in the middle of the day, small particles of salt rise up and form outspread crystalline chains in thin, shiny crusts with pointed edges that look like ice. This is fleur de sel, the flower of salt – so sensitive that it must be harvested immediately. Nighttime humidity or a puff of wind can destroy it. It is salt with a richer and longer-lasting taste, finer, and somewhat pink coloured due to the microscopic algae *Dunaliella salina*. The salt also has a slight taste of violet.

The islanders have used it for generations, but not in the cooking process. Instead they use it as table salt. It wasn't until the 1990s that someone came up with the idea of selling it as a commercial product. Today, 5 per cent of all salt sold is Fleur de Sel.

Sabine – you remember, 'anti-bridge Sabine' – doesn't really believe this. "No one talked about fleur de sel when I was a kid; that's something that's come up in the last twenty years". A package of Fleur de Sel costs more than twice a normal package of sea salt. As my friend Aage Reerslev used to say:



"Products are made in factories; brands are manufactured in people's minds."

La Conche des Baleines – the Gulf of Whales – is Ré's most praised beach, known for its fine sands. It is three kilometres long but is slowly eroding out at sea. In 100 years, it loses 75 metres, but since 1950 it has lost a half metre per year. The concrete German forts from WWII that once stood on the dunes, now stand with their feet in the water. Part of the movie "The Longest Day" by Darryl F Zanuck is filmed here in 1961. The reason that Zanuck chooses this spot is that the beach is completely undeveloped (apart from the concrete fort), which is no longer the case in Normandy.

For a couple of months, John Wayne, Robert Mitchum, Henry Fonda, Sean Connery and Richard Burton live here on the island. Announcements for extras are placed in the local papers, and the movie recording is a huge event in the island's history, including the numerous weddings between American film technicians and local Ré girls.

As I walk on the beach in early summer 2014, I see no signs of the movie production but unfortunately, a good deal of evidence from visitors nowadays.

Good from the Archipelago, Good for the Archipelag

A year ago, Casper and Susanna Mickwitz move to Kökar. Susanna has degrees in social work and business management. Casper has a masters in theatrical studies – he’s an academically taught actor, with an education in media directing in film and TV. They support themselves primarily by driving a taxi and get to know the Kökar islanders (people rarely talk as much as they do in a taxi). They buy an ice-cream delivery moped, and thus also get to know all the children on the island.

At the turn of the year 2013/2014, they buy an existing bakery on the main island, Åland. The bakery has one product: bread called “an archipelago loaf”. The bread is characteristic – it lasts a long time, has an established clientele and is sold primarily on the ferries between Åland and Sweden as a souvenir. It has an added value: it is archipelago produced bread. 93,000 loaves are sold per year.

Casper and Susanna learn all about the bakery machinery, the production process and how to get up at two-thirty in the morning. They create a small consortium that finances the buying of recipes, machines and helps acquire customers. They get some support from the province, build a bakery on Kökar and move the knowledge, production, distribution and customer contacts to Kökar.



It’s the first time that someone builds something on Kökar that no one is against. They create an entirely new business on the island, provide themselves with work and hire three workers in the bakery for the first summer, and then three more in the café that they open up next door (a part of the business plan). They realize that it’s sufficient if they get up at six in the morning in order to make three batches of bread – totalling 220 loaves – by seven o’clock in the evening. In July, they bake 13,000 loaves.

The bread was earlier sold via fax and telephone. With smarter use of IT, a slightly better administration, more advanced marketing, working a nightshift, they can produce and sell 200,000 loaves per year.

Kökar is a micro-community with 260 residents. If you move to Kökar, you get free day-care for six months, and every child born on Kökar receives a “stork gift” of 500 euro for the first year and just as much the second year (if you and the child still live on the island). There is an immigration team of voluntary islanders that help you with the move here: the planning, finding a home, the practicalities of moving, social services, introducing you to the neighbours and helping you to become a member of the hunting or sports team. Skills needed here are: auto mechanics,



Susanna and Casper.

fishers, blueberry growers, carpenters, plumbers and hairdressers. There is also community work here within health and social care. The trick is to make the work of a fulltime job support two people. The number of businesses on Kökar has increased from eighteen to thirty-three since 2009, due to so many who, like Casper and Susanna, start their own companies. They create their own jobs, which islanders have done throughout the ages, using one of the following two strategies:

(a) In the first case, do what you have always done at home and use the capital (the land, or the rights) passed down through the family. That provides a reasonable livelihood. It could be a farm, small tourist facility (on the farmland), workshop, tavern or construction company with - for example - a digging machine. Your company is closely connected to you. The company's competence = your competence. The company's economy = your economy = the family's economy. The business is located on your land. It is the family's olive trees, sheep pens, fields, buildings or fishing waters that you have inherited. Your company is hard to sell and it is difficult to increase its value. Does the next generation wish to continue in the same way? Do your children want to live the same life as you? What happens if they don't want to, and no one wants to buy the company because it has no value - other than possibly the value of the land?

This type of company has the goal of providing you a wage from day to day, month to month and year to year. Pardon me if I sound terse, but you are locked in to your company. If you love what you do, your children see you as role model and want to be like you, then everything is fine. But if you are wearing yourself out over your work, your financial margin is too small, if others take advantage of you and you find it difficult to support your family: if times change in a way that you find hard to defend yourself against, it can end badly with a forced selling and a bitter retirement.

(b) In the second case, you make certain that you have a company that can be sold. It is not located on your own land. It can be animal care, food production, a workshop, a tavern or a construction company. The business can have a small but very slowly increasing profit margin; you take care of your taxes and employees in an exemplary manner. The company's competence = management + accounting + client database + market knowledge. You have a brand that you take care of; you value and look after your suppliers and customers. The company's economy is separate from your own economy. Your business can be sold, but you don't need to sell it. If you were to sell it, you would make five times the annual profit...not too bad. You can leave your company behind you if you want, when you think the time is right.

Your company has the goal of building up a free-and-clear capital for you in an account that you can withdraw from. You can leave your company behind you, start over with something else if life and circumstances require it.

This type of company does not stop you from also taking a monthly wage from the account - month after month, and year after year as well.

My understanding is that most companies (on small islands) are of type 'a', while Susanna and Casper's company make an excellent example of type 'b': not because they want to move from Kökar, nor because they want to make a so-called "exit", and neither because they plan to sell the business in five to seven years - but because they can. That gives a feeling of freedom; it's a sound way to run a business, a smart way to arrange your life. They came to Kökar from Helsinki and Paris; they have energy and ideas and make good bread that's good for the island community.

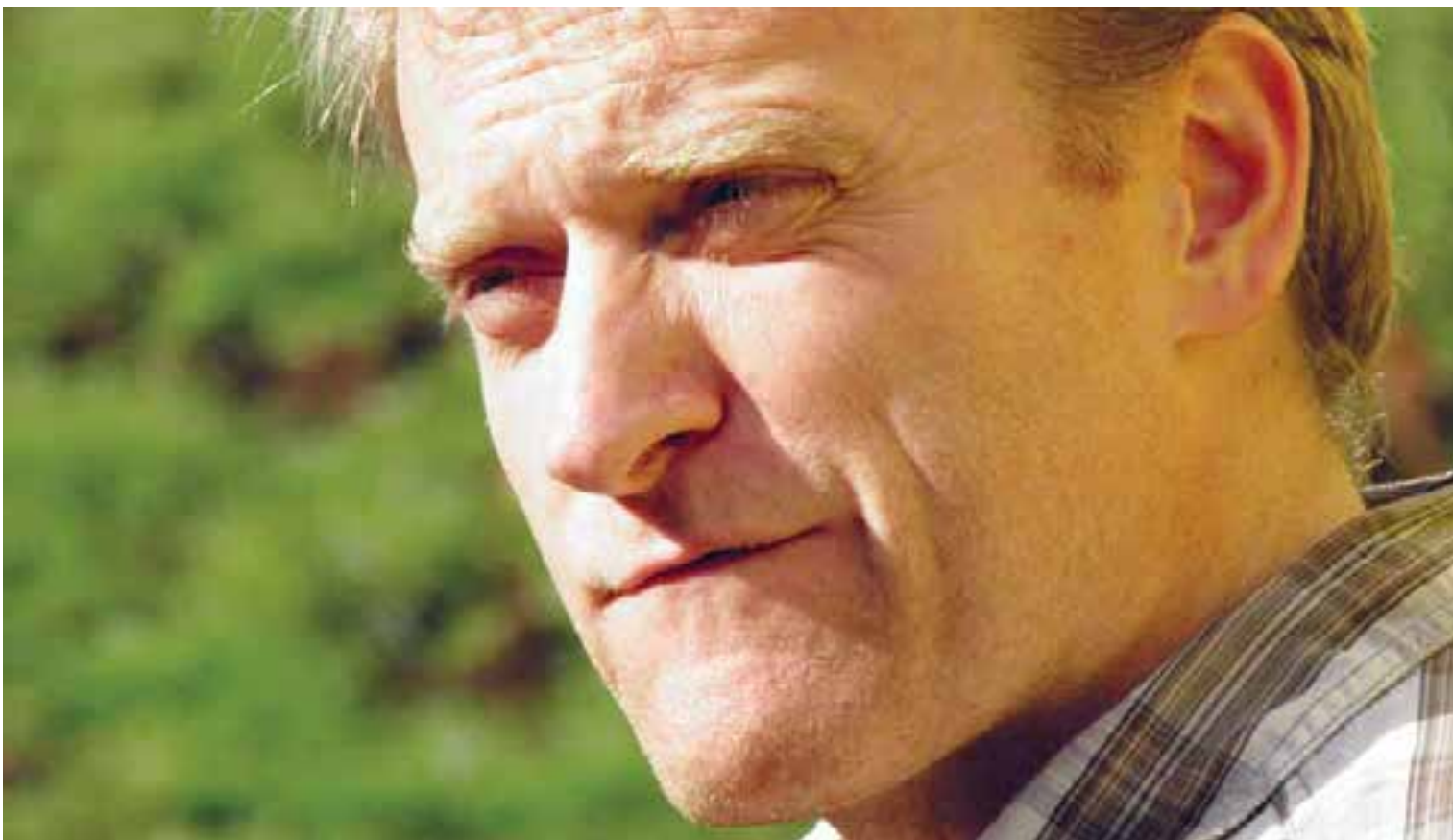
Bisquits from Mull

Mull, which lies on the west coast of Scotland, is a part of the Inner Hebrides. There are 2,500 people living here in an area of about the same size as New York. But there are no skyscrapers here, no McDonald's, no subway and no traffic lights. There is, however, a roundabout, and an active cinema as well as an excess of wild land, mountains, streams, and clear, clean water with a lot of fish and shellfish. It's often windy and rainy but it usually lasts a short while.

Joe Reade grows up with his two brothers on Mull. His parents move here from Somerset in 1985, buy a farm outside of Tobermory and start making cheese. "We needed a challenge." Joe goes to university but decides in 2001 to return home to Mull with his wife, Dawn. When I visit the bakery in 2012, he runs a biodynamic bakery in his brother's garage, has eleven employees and produces 15,000 biscuits an hour. "It was my Mummy's idea."

The biscuits are really good, especially the "Lemon Melts" are to my taste, and made from only five ingredients, while a mainland bakery typically uses 27 (you don't want to know what they are) to make a similar product.





John, Brandon and the third brother.

Joe's brother Brandon, produces local electricity in a water channel below the bakery. They collect wood from the surrounding grounds. The third brother takes care of the cheese farm.

At the time of my visit, Joe has just gotten a contract with Marks & Spencer to deliver biscuits to 260 shops. When I follow up with him a year later, he has 500 M&S shops as customers and is producing 80,000 biscuits per day – with the same high quality, completely organic ingredients, and locally produced electricity. He has invested 2 million euro in the company and has increased his personnel force to 20 employees.

“The banks just thought I was bonkers to be building a bakery on a Hebridean island,” states Joe and says that he contacted Marks & Spencer's when they made public their Plan A for sustainability. “They are very strict on quality but they are out there after something different and special. They are not coming to us for a fast commodity; we are not competing solely on price. We are giving them something unique and they are paying a fair price. This gave us a USP and it turned our remote location that was not very practical into a real advantage,” he says.

“The company's experience shows how minions can take advantage of strategic developments with the giants.”

The bakery's biggest problem is the costs for transportation of the biscuits on the ferries. The decisive factor is to have a short but wide van (“A short fat van on the ferry costs 60€ a week, a long van costs 190€”).



The parents.

Tourism

Iona

At the other end of Mull lies the little island of Iona, with 125 residents. The monk Columba arrives here in 563 AD with his twelve followers. Eventually, he is granted the island by the King of Argyll and founds a monastery here. A hundred years after his death in 597, the monastery's ninth abbot, Adomnan, writes the life history of

Columba – which is how we know so much about the saint and his work. Another two hundred years later, Norwegian Vikings plunder the monastery in the years 702, 795, 806 and 825. Thankfully, Iona's treasures are carried away to safety – including the Book of Kells, a masterwork amongst Celtic manuscripts, written here on the is-

land. In the 1200s, the Benedictines found a new monastery here on the grounds of the old ruins. Sixty Scottish, Irish and Norwegian kings are buried here.

Terry Hagerty, who is the gardener here since eighteen years, says that 20,000 visitors come here every year to Mull's windy, singlelane roads by bus, car and on foot.

In the little fishing harbour Fionnphort, one can find 40 to 50 buses parked here at the same time, waiting for visitors who have taken the ferry over to Iona. "A cultural honeypot", says Terry, worried over the island's sustainability, the high monthly electricity bills and where all the funds will come from.



The chapel of Iona.



Seffers Museum.

Thinking Backwards

Our society is built upon the principle “pay first – consume later”. We pay for food before we eat it, a book before we read it, and entrance into a cinema before we see the film. Even at restaurants, the price is decided before we eat (it’s written on the menu), although we don’t pay until we have finished eating. If it’s bad, we can complain. Is that always a good principle, or is it sometimes a problem?

Our society also praises the principle of saving in bad times. If there are no revenues, we should decrease spending on everything: services, opening hours, personnel, and development. We don’t like to back ideas or projects during bad times, particularly within the cultural fields. Is that always a good principle, or is it sometimes a problem?

Small islands have small museums that grapple with small economies. Having limited opening hours in order to save money on the museum supervisor, and taking modest entrance fees to finance their operations. That is so usual that we think of it as obvious. But people don’t always want to pay beforehand for something unknown and possibly uninteresting, so they don’t go in – especially if it’s an entire family. This causes museums to miss out on visitors.

But what if visitors were able to pay afterwards? What if we turn around the principle to, “pay first – consume later”? They might even pay more if they have experienced a fun

and inspiring museum visit.

Seffers is a little museum in the archipelago community of Vårdö on Åland that has changed from taking an entrance fee (2005) to taking an exit fee (2006 and onwards) instead, and has radically changed their opening hours.

During summer 2005, the museum is open from 28 June until 30 July on Tuesdays, Thursdays, and Saturdays, from noon until 3pm. All in all, 15 days. A museum officer is hired for those 15 days, which cost 920 euro. They have 111 people visit the museum, paying a total sum of 104 euro for entrance (some are children), as well as donating 34 euro. The museum also receives 400 euro in funding from the community, making a yearly intake of 538 euro. But since the cost of the museum guard is 920 euro, the year’s result is a loss of 382 euro.

The next summer, the museum is open for 21 days, Monday-Friday from June 3-31, between 10am and 4pm. A museum guard is hired for 10 days, which costs 963 euro. The remaining 11 days, volunteers take on the museum guard duty by each volunteering one day, which they think is fun and a very positive experience.

The result is a total of 256 visitors to the museum (an increase of 231 percent!). Visitors pay no entrance fees, but instead pay a total of 140 euro in a voluntary exit fee. This is

despite the fact that no one asks them for the exit fee, there is simply a moneybox in the form of a small, old-fashioned wooden barrel about 30 cm tall and 20 cm in diameter next to the guest book. If visitors ask if they can donate some money, they are then shown the “moneybox”.

In summer 2007, the number of visitors increases to 505 and the total in voluntary fees rises to 342 euro.

	2005	2006	2007
Number of visitors	111	256	505
Entrance fee	104	-	-
Voluntary exit fee		140	342

Faced with the problems of decreased visitor numbers and falling revenue, the management for Seffers dares to turn the problems around instead of trying to solve them directly. They turn their setbacks into success through a creative look at their income revenue system (despite an apparent risk for even bigger income decreases), and by daring to keep longer opening hours (despite the increased costs).

It’s not enough to just be creative, one must be brave too.



Strategies

Small islands have their strategies: they creep under the political radar, ride the waves as others do, build networks and alliances. Researchers have made models and tried to describe how islanders survive in a globalized world wherein the focus is always on economies of scale and low costs. For example, Professor Geoff Bertram from New Zealand proposes that small islands balance-up their small, slow industries and commerce with two income sources: support from those that have moved away alongside support from the public sector, including Migration, Remittances, Aid and Bureaucracy. In his model, called MIRAB for short, economies are skilled at asserting themselves politically (through the UN) and in developing, for example, offshore banking and tourism. Typical MIRAB islands are Samoa and Tonga in the Pacific Ocean, Saint Helena, the American Virgin Islands, Guadeloupe, Martinique and Cape Verde in the Atlantic Ocean.

Professor Godfrey Baldacchino introduces an alternative model in 2006. He proposes that small islands don't have to be victims of the world's economy but rather can play an active role and proactively influence their own fate. Because these islands lack hinterland, they look instead to the mainland as territory that can be exploited and colonized. Baldacchino calls his model PROFIT, which focuses on political and legal aspects rather than at economics: how small islands handled immigration, how they manage difficult negotiations over wind power, oil, transportation and taxes. Compared to the MIRAB economies, PROFIT islands depend more on their sub-national domestic political rights and create income through diplomacy; directed more at procedure instead of direct subsidies, and through low levels of funding, local industries, and their own strong economic management.

PROFIT islands are Jersey, Guernsey, the Bahamas, the Cayman Islands, the Isle of Man, the British Virgin Islands,

Malta, Bermuda, Cyprus and Åland (where I live and know well).

In the 1920s, Åland is granted comprehensive autonomy by the League of Nations after attempting to reunite with Sweden failed. We thereby get our own flag, postal service with our own stamps, our own citizenship (the Åland Right of Domicile, that gives citizens the right to own permanent property), become a demilitarized zone with no conscription, and are given a tax exemption allowing tax-free sales on ferries that pass to and from Åland. Which is why cruise ships stop in at Åland on their way to Stockholm, Helsinki, Åbo and Tallinn. It is also why the capital-intensive Åland maritime cluster has ten shipping companies with thirty ships directly employing over 3,700 people (of which 1,600 are Ålanders), many living in the archipelago. Maritime transport contributes 26 percent of Åland's GNP. Counting the spill-over effect (including purchases and employment outside of Åland), the shipping cluster yearly turns over one billion euro gross income and employs 7,000 people yearly.

Passenger traffic, in contrast to shipping, is not "transport" and therefore not as vulnerable to price pressures. Rather, passenger traffic creates its own added value on board with the support of logistics, entertainment and trade on the vessel. Within the shipping cluster, Åland, despite its small size, is dependent on the surrounding world concerning energy prices, interest rates, commercial growth and economic slow-downs, as well as wages, laws and exemptions. Ship-

ping companies have their main offices on Åland, but run the majority of their business abroad; they are "bigger than Åland". Changes that the Åland maritime cluster faces will affect a large part of the Åland labour market.

The foodstuffs cluster includes primary industries and the food industry. The employment in these includes 600 people within agriculture, forestry, and fishing, as well as 300 within the food industry (comprising 7 percent of Åland's total employment; 5 percent of Åland's total GNP). Counted with indirect effects on transport, construction and commercial industries, employment within the food cluster is accounts for 1,400 people.

The services cluster includes knowledge-intensive businesses within tourism, trade, finance, insurance, IT, gaming, legal services, on-vessel trade, agencies and education. Tourism is partially shippingcompany related (largescale tourism primarily connected to Mariehamn Harbour), partially local small-scale tourism that has some effect on the countryside and in the archipelago. The amount of yearround labour serves around 400 people (5 percent of the total employment). The money tourists spend onland accounts for 3 percent of GNP; together with other direct tourism income, landbased tourism accounting for 4 percent of the GNP.

Åland service-related businesses that work within finance, IT and gaming are successful and, to a large degree, part of the European and global economy. Unemployment is just over 4 percent.



"If Germany had 12% of its population living on islands, geographical subjects would have greater impact." Jean-Didier Hache.



The South Aegean islands better organised: a wet dream for a European administrator.

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The Dodecanese and Cyclades encompass 48 small islands, of which five are doing well. They comprise the South Aegean, one of Greece's thirteen regions. Mass tourism in the Cyclades started in the 1990s. Today (2010), Antiparos has 321 tourists per meter/beach, Santorini 861 (and little Thirassia 22), Folegandros 1,330, Mykonos 1,837 and on the beautiful, densely populated Syros which is the region's marine hub. The regional capital Ermoupolis, has a breathtaking 5,227 tourists per meter of beach.

Most islands in the Cyclades use illegal waste systems relating to EU 1993/31, high sound level (they are noisy) and a low ratio of recycled trash. Garbage fires are burning on the nazes.

Samos has lost many of its tourists and the number of beds available decreased due to unclear strategy and weak management. Syros has the highest proportion littered beaches (no wonder), Santorini has the highest proportion of illegal buildings and Tinos has no municipal waste plan.

Climate change is expected to bring more tropical nights with temperatures above 20 Celsius in the Aegean Sea and 30 more summer days, which extends the tourist season and hopefully evens out the fresh water and electricity needs of the 15 million guest nights.



Map of the islands belonging to the South Aegean Region.



Arriving to Lappo.

Lappo

One of the islands in Åland's archipelago, Lappo, contains 8 km² with 40 permanent residents. Lappo islanders are becoming a rarity – purely statistically, there should be 20.5 young, well-educated people that wish to move to Lappo. In 2010, Gallup research asked 350,000 youths in 48 countries if they wanted to move away from their country, and if so, to where. The poll showed that the desire to move to certain countries is just as great as the wish to move away from other countries. I know that three million people live on two dollars a day or less. I understand that it is difficult to live in the Sahara, Sierra Leone and Haiti. But I didn't know that, if people were able to move freely all over the world to wherever they wanted, every sixth person on Earth would move. That is 700 million adults.

Many wish to move to Canada or the USA. Australia and New Zealand are also popular. Finland comes in at eighteenth place. If immigration were completely open, Finland's population would increase by 29 percent—more than one and a half million people. Finland is known as one of the world's happiest countries. Of Finland's 342 municipalities, those that are located in the archipelago and by the sea are the happiest. Vårdö community takes top place, with Kumlinge coming in at eighth place and Brändö in ninth.

Lappo is just a part of a municipality, an island not covered by statistics. But the situation arising in the intersection between Vårdö, Kumlinge and Brändö creates a case that Lappo would be one of the fifth, sixth or seventh happiest places in Finland and thereby one of the happiest places in the entire world. According to the Gallup poll, the most attractive parts of the world's most popu-

lar countries could count on figures twice as high. In effect, California, Singapore and Lappo could increase their populations by 58 percent, resulting in 55 people living on Lappo and an increase for the entire municipality from 488 to 771 people.

It must now be the municipal executive board's most important task to find those 283 people that would like to move to Brändö, and most of all, those twenty and a half young and well-educated people that want to move to Lappo. Yes, I know it will be hard to find them. But they can find Lappo, if the island is clever in marketing itself as a happy, safe and beautiful place where there is ample employment and housing. What's important is to make Lappo known in the world.

There is an independent bank here, a quality museum, large guest harbour and a decent pub. The Lappo islanders are a fantastic collection of ministers, salad growers, bank directors, seamen, professors, carpenters and tourism business owners. Lappo makes me think of Höedic with its gifted and strong women, like Åland's Prime Minister Camilla Gunell, Traffic Minister Veronica Thörnroos, author Åsa Lind, and business owner Tiina Eriksson who has run a guest house for the last ten years in an old converted village school and offers...nothing.

Tiina sells the absence of activities, undisturbed nature, water that is not polluted, the lack of a lot of background noise, and the lack of air pollution blocking the view of the stars. She thinks that her guests can stand up and take care of themselves and has therefore built the guest house partially as self-catering – but she makes a fantastic nettle soup, bakes bread and serves free homemade juice. Everyone wants to return here, even though Tiina just sells silence. And birdsong.



Idyllic Pellas Guest Home on Lappo.



Archipedalo

If you google the English word “archipelago”, you will receive 41 million hits. At the top of the list will be Wikipedia, mentioning the archipelagos of Sweden and Finland as well as the Croatian archipelago. Next the search engine finds Stockholm’s archipelago, then Åboland and even Åland.

Google’s image of the archipelago is national. The Baltic’s archipelago is one of the world’s biggest, with 45 miles stretching from the Finnish Bay over southwest Finland and Åland to eastern Mälaren. The archipelago has over 100,000 islands that can hold their own against the Windward Islands in the Lesser Antilles archipelago stretching from Guadeloupe down to Grenada, or l’Archipel de Tahiti in the French Polynesian Islands. The Baltic archipelago is divided by three nations and been so ever since the Great Northern War ended in 1721. But maybe archi-pelago can be reunited? Although the islands are divided by borders, they have the same origins—geological, historical, political, linguistical and cultural.

On the eastern side, Finland is the mother to these archipelagos, with Åboland the big sister and Åland as the little sister, grown up together. Tens of thousands of cycle tourists visit this archipelago every year. They are sympathetic visitors, who leave surprisingly large amounts of money behind and, simultaneously, conspicuously small ecological footprints. Of course, they don’t see the black borders that run through the sea between Finland and Åland, in the middle of Delet, just east of Jungfruskär, between Asterholma and Immaskär, between Torsholma and Nätö, and between Jurmo and Osnäs. The archipelago landscape is a single destination – not two (or three, if Sweden is counted). In autumn of 2008, the idea of creating Åland’s Archipelago Committee is launched. In Finland, the archipelago’s representative Tapio Penttilä obtains the support of his politicians. In April of 2009, the committee gets



Map showing biking possibilities in the joint Åboland and Åland archipelagos in the Baltic Sea.

underway – Åland islanders alongside Åboland islanders work side by side so that visitors can bicycle through the communal archipelago, seamlessly, without hassle or administrative headaches.

Cycle enthusiast Martti Nilsson is hired as project leader and cycles through all the land and sea roads, observing, noting, judging and documenting bicycle paths, safety, signage, services and prices.

The project publishes a popular, free bicycle map (30,000 in total) that shows the various cycle routes through the archipelago, providing general information, links and useful telephone numbers in three languages. The result

of the project is an increase in cycle tourism, the fact that one can now rent a cycle “take and drop” (borrow a cycle in one place and leave it in another), and that there are now cycling package trips (that include one getting one’s travel bags moved by car). The fifteen thousand cyclists spend an average 80 euro per person per day and there are now five-day cycling package trips to these Nordic island destinations that cost the equivalent per person, as a week in the Mediterranean.

Ferries

In 1973, I meet my future wife and start traveling by ferry between Sweden and Kökar. The ships on the route between Långnäs and Kökar are the m/s Kökar and the m/s Tre Måsar, which are replaced in 1980 by the m/s Gudingen. In 1985 comes the m/s Skiftet. These ferries are now 34 and 29 years old, respectively.

For thirty years, I have been a summer resident of Kökar. Every Christmas as well as every autumn, spring and summer break we are here. That's nearly 500 trips there and back - about fourteen thousand nautical miles. In 2006, I move to Kökar and the number of trips increase, of course. As the province's archipelago developer, I travel round the archipelago and between the city and the archipelago. Two trips a week for five years makes 29,000 nautical miles. By now I have travelled a total of 43,000 nautical miles on our archipelago ferries, which is equal to two trips around the world.

On average, European men reach the age of 77, and women the age of 82. Of that time, we spend nearly six years watching TV. A third is spent on sleeping, while we eat for less than six years and kiss each other for two weeks. City people spend two weeks waiting for green lights. Women spend ten years of their lives taking care of the home and children, while men hardly spend three months doing that. We spend nearly eight months having sex, and our morning toilette engages us for 1.5 years of our lives. Men do the

The ferry is the islands umbilical cord to the mainland. Also, serving an important social function as a meeting place for islanders to meet, talk and get the latest news.



Hydrofoil ferry to Ischia.



The Storsund ferry at Trondheim, Norway.



The ferry to Texel crosses the Wadden Sea.



Ferries on the Bosphorus.



Ferry crossing famous Malö Strömmar in Sweden.



Ferrying sheep in Scotland.



The ferry to Arran, Scotland, from Ardrossan (there is a small one too from Cloonaig).



Meeting outside Procida outside Naples.



Ferries in the small port of Ischia.

most exercising, nearly two years and eight months, while women spend a year of their lives doing gymnastics. Whereas I have done away with four thousand hours of my life by taking the ferry, have had time to think about this and that, as well as writing this book.

Thinking outside of the box means thinking differently, unconventionally or to consider something in an entirely new manner—to think beyond the usual scope. Take a modern, ferry for example: like a box, both physically and as a system. The ship is shaped to meet the transportation needs of its travellers, to meet the sea in which it must be seaworthy, and to meet the financiers' demand for profitable business.

There are four ways to solve transportation needs:

1. Rethink

Change the needs of people going to and from the islands. Do they always have to bring their cars?

2. Optimize

Use the transport system better. In the past the vessels were the greatest cost within transportation. Today fuel and wages account for one-third each. Could we use the ships in a more differentiated way, have summer mode/winter mode?

3. Rebuild

Improve the available transportation.

4. Build new

Create new flows, points of change, harbours and ferries.



FRS Halunder Jet leaving for Helgoland.



Bound for Korfu.



The Caledonian MacBrayne ferry to Iona.



Bound for Nådendal, Finland.



You can change attitudes and behavior with information, communication, marketing, collaboration, coordination, and control measures. Such measures require minimum investments, are quick actions and have good cost/benefit ratios.

A one-man cable ferry pulled by hand over a little sound between two islands on Koster meets the needs of a lone traveller with sufficient safety and comfort at a low cost. A fourthousandton ferry meets the needs of tens of thousands of travellers, with a high degree of safety and comfort, to journey over the Tyrrhenian Sea between the Italian mainland and Elba for the cost of 14 euro per single crossing is an entirely different system – a different box.

There are some 200 short route ferry operators that traffic the European islands: Condor Ferries, Red Funnel Ferries, Moby Line, Isle of Man Steam Packet Company, Gozo Channel Company, Grandi Navi Veloce, Småøernes Faergeselskaber, Blue Star Ferries, Eckerölinjen, UN RoRo, SNCM Corsica Ferries, Scandlines, TransManche Ferries, Stena Line, BornholmerFaergen, Grimaldi Lines, Hoverspeed, Viking Line, Wightlink and Föörde Reederei Seetouristik (FRS) are some of them. FRS based in Flensburg operates ships in the North Sea, over the Strait of Gibraltar and in the Baltic Sea. Their ships traffic Helgoland, Sylt, Stralsund and Iniö. Their subsidiary Nordic Jet Line has just acquired three vessels and will operate three lines in my home waters.

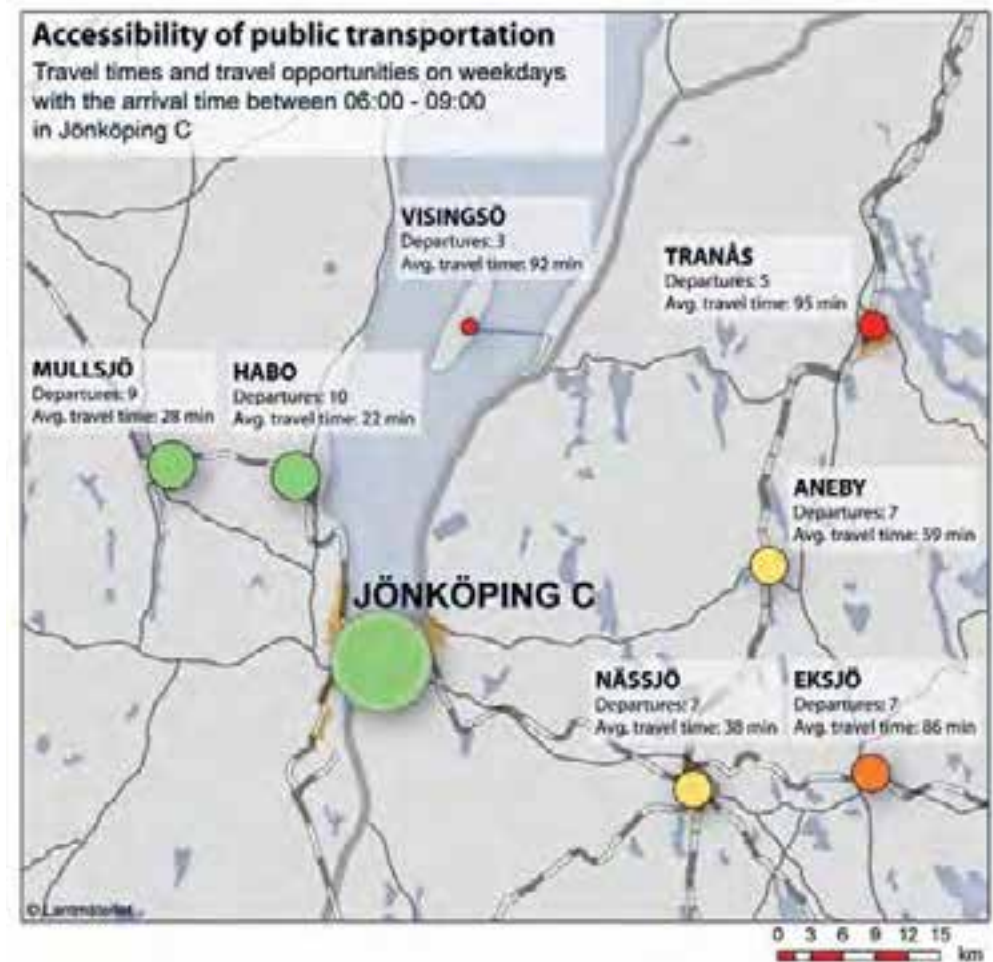
The branch is growing quickly and that pleases most of the islanders, since it entails both accessibility and work. But all the more think outside of the box, out of the usual scope, out of the normal box range by questioning what the travellers' needs are, how those needs can be met and the transportation systems' various parts work together (or not). A large cruise ferry of 50,000 gross tons consumes on average twice as much energy per person per kilometre than equivalent road traffic. Small ferries like the Åland archipelago ferries I often travel on (1,000 gross tons) consume approximately 17 times more energy.



Visingsö

Visingsö is located in Lake Vättern in Sweden. There are 740 people living yearround here on this long and narrow island, 14 kilometres by 3 kilometres at its widest point. There is a school for children in classes 1-6: older children have to take the ferry Christina Brahe to Gränna. There are construction companies, farmers and hauliers, about sixty island-typical small businesses and many 'jack-of-all-trades'. The municipality is of course the biggest employer, clearly indicated in the CPMR's energetic Secretary, Jean-Didier Hache's comment: "The main occupations on islands are tourism, transports and public service."

Half of the island's gainfully employed population works on the island, half commute to the mainland. The commuters will soon be travelling on the new ferry, Braheborg, christened in Gränna harbour in January 2014 after eight years of planning and building—200 tons heavier than originally planned and with new ferry berths on both sides. It can accommodate 34 cars and 397 passengers but has met with local opposition. Many of the permanent residents are opposed to such an enormous ferry and think that there are already more than enough cars on Visingsö. Maybe, they don't need such a huge box.



Travel time with public transportation and accessibility with public transportation to Jönköping city from neighboring towns, villages and Visingsö island. Maps created by my colleagues Marianne Lindblom and Malvina Lija at Sweco.



Children and Youths
The Blue Classroom

On our way to the outer archipelago.

Åland is comprised of some 6,429 islands that are bigger than a residential property lot (3,000 m²). Tens of thousands of the rest: islets, islands, craggy rocks and skerries, one or a couple of hectares are suitable for study objects within school lessons.

During my training as an islander, I work as a teacher on the island. For two months I am the form teacher for the merged classes 1 + 3 (6 students), as the usual teacher is on sick leave.

It is a small, old fashioned school where all the children are known by all the teachers, where the teachers are still an authority and where no one leaves the dining table before we all give thanks for the food, together. Being a teacher is a fantastic shortcut into a community: to the children, their parents and family, to the island community's structure and conditions. One day I ask the children to show me their school route. Jonas Nordberg, living on a small island north of Kökar, produced the map on page 10.

During the following study year, I am the high school teacher and for home economics for classes 7 and 9. I also teach the extra curriculum course on 'Wilderness,' for which I take the lessons outside to "the blue classroom".

As schoolroom, a little island provides an exciting university of nature: an unlimited, understandable world for curious, eager to learn teenagers. One could call the island a blue school, surrounded by water.

One starts research beforehand. One dreams, fantasizes, gets the facts. Zoom in on the island on Google Earth, look at sea maps, geological maps, and depth maps. An island has such natural borders; it offers a sufficiently large study object. An island allows itself to be captured in a presentation. Having been on the island, one can gather one's experiences, knowledge, memories, notes, drawings, and pictures for a future exhibition, a slide show or a book.

Near the end of May, we sail in mild winds 11 distance minutes (22 kilometres) to the outer archipelago with ten youngsters, to a remote fishing skerry where we conduct our lessons for a few days.

On the schedule:

- mapping, how to map the island from north to south and from east to west, draw a map of the island, figure out how long the island's shoreline is, measure the island's height above sealevel (trigonometry)
- study the vegetation (flora)
- study animal life: insects, birds, algae (fauna)
- describe the ground rock (geology)
- study the waters surrounding the islet: depth, bottom vegetation, animal life (biology)

- describe the island, in words and imagery, i.e. through photography, sketches, drawing and writing (art, data)
- play, rest and orientation (sport)
- pitch a tent, cook food, personal hygiene (home economics)
- learn to take care of oneself and of others (social behaviour)

We see Black-throated Loons migrating and 1,100 Brant geese fly over at 4 o'clock in the morning. Four sea eagles have nests on the skerry next to us. We lay, and catch herring and flounder that we prepare. We organise ourselves in cooking teams who take turns to prepare and serve delicious, three-course meals, and clean up after. For three days the skerry is our classroom.



The ferry has arrived at Lipsi harbour.

Sottunga and Lipsi

Sottunga is Finland's smallest municipality with exactly 100 residents. There are many islands here, of which four are populated. Total land area is 27 km² but the municipality's area including water is a huge 343 km².

In the autumn of 2007, Sottunga school decides that they will take a trip to an island the following spring. The school includes five girls: Edit and My (13 years old), Frida, Lena and Sara (14 years old). They want an island that is just as big as their own island in size, that should be at least an hour's journey with a smaller ferry from the mainland or a larger island, it should be cheap to fly to a bigger town in the vicinity, be able to meet other young people and possibly board with someone for one or two nights, they should visit a school, have a suitable language (Swedish or English), and it should be exciting, beautiful and have different food. The selection results in Lipsi, north of Rhodes.

Lipsi has 700 residents on 10 km² of land area that is seven times as many residents as Sottunga on one third of the land area and

one thirtieth of the sea surface. Still there are many similarities: fish farms, age structure, lack of fresh water and a lack of jobs for young people.

Lipsi is one of Europe's most inaccessible islands. If four kids from Lipsi decide to go to a rock concert in Athens, they need a car and they must change ferries twice, waiting for appropriate frequencies. It takes at least one day (maybe two, depending on season) for them to travel 336 kilometres and it will cost them €323. If four kids in Brussels want to go to a rock concert in Paris and take the car, they will have to drive 308 kilometres. It takes 3.5 hours and costs them €25 in petrol.

After contacting the Greek school's principal, Sophia Haita, they begin preparations. They study Greek history and culture, they read about the Dodecanese. In addition they prepare a presentation of their own island's history, geography, commerce, communications, and environment as well as what it is like to be young on a small island—in English. They work to save up the necessary travel money.

In April, teacher Jerry Lindholm and Helena Johans, a parent, accompany the girls (as minders) to Rhodes. They take a Norwegian built catamaran departing at 8:30am, arrive at Symi at 9:20am, making Kos at 10:55am, Kalymnos at 11:45am, Leros at 12:40pm, and finally reach

Lipsi at 1:10pm, where they are heartily welcomed. The community serves them lunch and they take a drive around the island ("Lipsi was like Sottunga, but half as big"). They discover that everyone there lives centrally and right next to each other ("almost like at home"), they get to hear that no one manages on just one job, learn that there is no cinema but that there is a youth centre on Lipsi as well as fifty chapels. They learn that there is a health station with a doctor once a week, and they visit a garbage dump that leaves a deep impression on them. They visit a school with 60 students in primary class and 40 students in secondary studies, good computers, and smoking in the faculty lounge (!).

The girls' presentation goes great; it is well prepared and Sophia translates into Greek. The trip results in a variety of impressions. "Now I see that a disadvantage of a small school is that one is used to one's own little group and not accustomed to being in larger groups, larger contexts," says one of the participants. "But I learn fast."

Vormsi

During the Cold War, the Estonian coast is the Soviet Union's outpost against the West. The islands' inhabitants are driven away in order to make room for rocket silos, air bases and barracks. "Gavaritje paruski?" one can ask – but on Vormsi, it's better to ask "Do you speak Swedish?" since many here do, despite fifty years' absence.

During summer of 2009, sixteen youths meet on Vormsi for a youth exchange week. They come from islands belonging to Åland, Estonia and Sweden and use the "Six Thinking Hats" in order to investigate the question, "What is it Like to Be Young in the Archipelago?" Wearing the white hat, they discuss amongst themselves, the factual conditions regarding their respective islands. Wearing the yellow hat, they discuss the strengths of island life. Wearing the black hat, they objectively discuss the disadvantages of being a youth on an island. Wearing the red hat, they share many common feelings, both positive and negative. Wearing the green hat, together they make a concrete and creative list of ideas, possible improvements and projects in order to finally – wearing the blue hat – summarize their most important impressions and conclusions.

Two quotations:

"One often says that youths are the future, but forgets that they are also in the here and now."

"It is possible for many more 30+ aged people to live in the archipelago, but it's unnecessary; there are already so many older people here."

Patricia Hellström is a gifted girl from Kökar whom I have the pleasure of knowing during a few school years. The fifteen-year-old expresses herself:

"There are lots of opinions about what archipelago life is like. Whenever I meet a new person and say that I am from



Black and white hat groups on Vormsi.



Making music. I guess the hat is red, not blue.

Kökar, they get surprised and say, “Oh boy, you must have to spend a long time on the ferry,” but I just shrug my shoulder’s and say that one gets used to it. And that of course it can feel like a long time to sit on a ferry for two and a half hours if you are not used to it, but if one’s been dependent on the ferry one’s entire life for transportation then it works out okay.

When the ferry goes out from Kökar bay, one can see the contours of the land in the distance, beautifully rounded as they meet the sea, already seeing how the Kökar nature differs from the rest of Åland.

You could almost believe that it is its own little country.

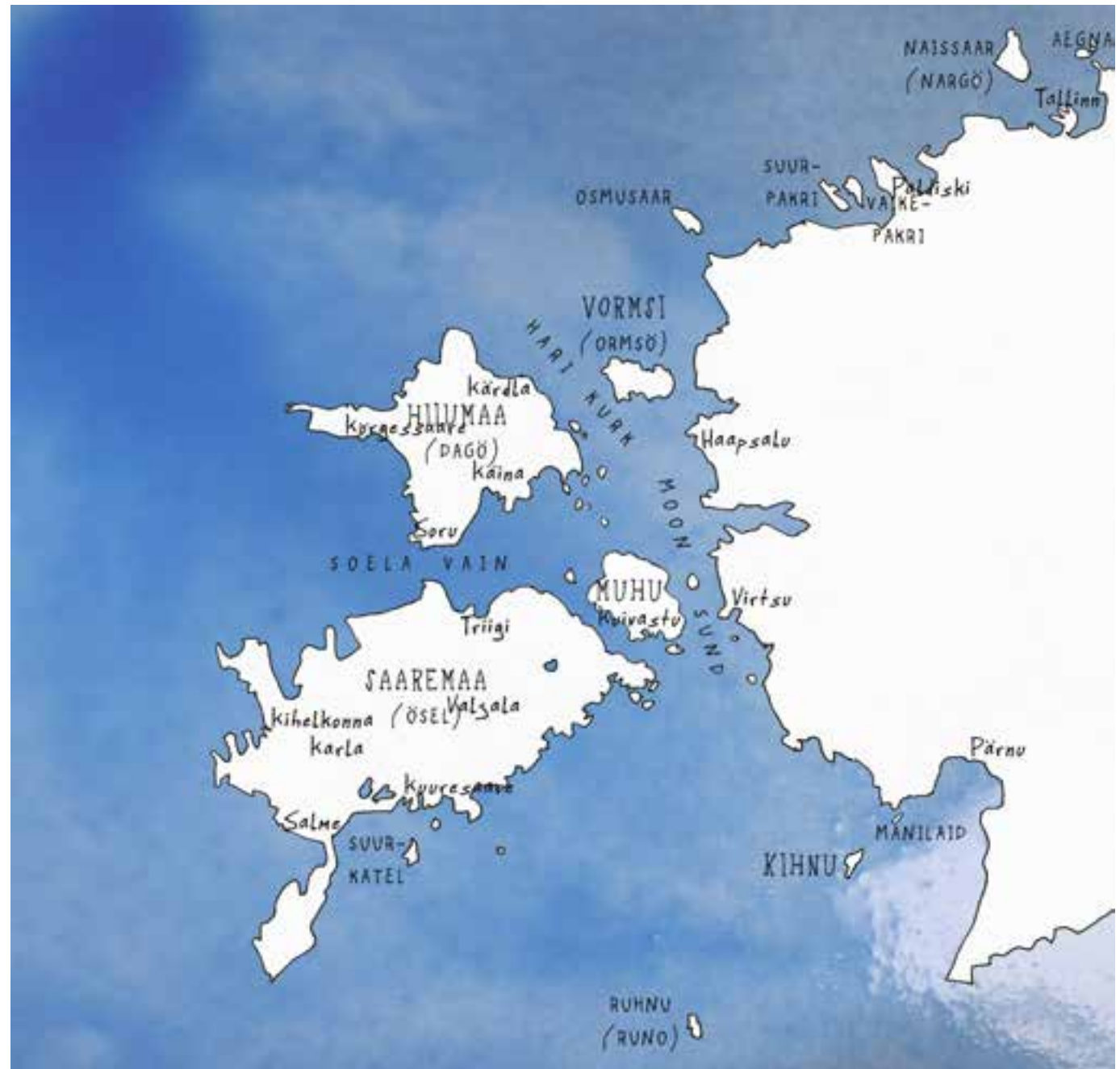
If you ask a youth that lives on Kökar what there is to do in their free time, you will often get the answer, “nothing”. But that is simply something most people say in pure reflex, without thinking and without considering that there are certainly things to do.

If you ask me, I will tell you that just like everyone else on Kökar, I have a full program every day: volleyball, the Voluntary Firemen’s Corps, floorball, music, cardio’ and weight training, gymnastics and a lot of other fun stuff.

The only difference here from a bigger town is that on Kökar, the young as well as the old get involved and it can be anyone arranging the activities, so we have to work together to share responsibility. These are good qualities that we can always use in the future.

As I sit here wondering about Kökar life, I conclude that I am very grateful that I got to grow up on Kökar. I think that everyone should get a chance to do the same.

Because Kökar is different, but in a really good way.”



Beginners

In my youth when I am called up for military service, the system is such that one doesn't get to do what one actually *can* do – one simply is not the best at what one does.

Things work differently in the military. Take the field kitchen, for example. The cooks' vehicles are awful monstrosities of four tons that have been around since the Second World War: with wooden stoves, puffing vents and camouflage netting. Inside this 'beast,' one cooks food (for 150 men) in the pitch dark at 3am on a cold February morning of minus 15 degrees, with a rifle on one's back and as quietly as possible. And it's just all the more tiresome if the cook is a trained restaurant chef and "knows" how everything should be done. Better to have completely green recruits and teach them over a few months.

That's pretty much how things work in all areas of the military: skilled shooters don't get to be sharpshooters, truck drivers don't get to drive trucks, and construction workers don't become pioneers. People have a hard time relearning things and it takes too much time. An educated chef must first be taught to forget all of his old methods and then learn the new routines. He or she is never as good as the beginner that one teaches, starting with the basics.

That's how things are outside of the military as well, although we have a hard time admitting it. We think that we *can* do what we do. We are satisfied with our work, with our bosses, stay at the same workplace year out and year in. Everything is consistent, as it has always been.

That's how it is on a small island community too. One has friends, relatives, own land and water. One knows what everyone thinks. Everything is consistent, as it has always been.

A beginner is a gift to an organization. A newly moved-in resident, a gift to an archipelago community.

Beginners require educating. To do that, one must really think about what one knows; what one wants, give structure to it and be able to impart it. Beginners, just like new residents, put forward dim questions that can turn out to be the smartest questions that anyone ever asked. Beginners and 'newbie' islanders don't have the same preconceptions as everyone else. Beginners don't know the solutions to problems and can therefore find new solutions.

Some beginners are critical and they are the most valuable: newbie islanders that think that ferry traffic should be further developed and more environmentally friendly; new colleagues that think that the routines and work flow are old-fashioned. They take on an important role expressing not only their own criticisms, but show that it is acceptable to have a different opinion. They stand for diversity, creativity and civil courage.

Learn from the critical, the newly moved-in and the beginners. Accept that they require more attention and more information, since they feel uncertain and ignorant. If you don't give them time, they will at any rate take time.

- Life isn't just about being here for beginners, grumble the old.

But, who knows? Maybe beginners see something that no one else sees anymore? Like my colleague in the blue classroom said, "The most difficult thing about working with the young, is the old."

The Luminous Island

Iniö used to be a municipality of its own but is now a part of the town Pargas in Finland, where all municipalities are getting bigger and bigger. You cannot call Iniö an island as there are over 1,000 skerries, islets and islands here, altogether 64 km² land scattered over 273 km² of water. Ten of the islands are inhabited wintertime by 220 people, summertime by 1,000, and visited by 17,000.

One of the islands is Keistö and as all these islands are members of ESIN (see page 143) they are engaged in the "Green Islands" and "Smilegov" projects. When incorporated in Pargas, a deal was made that the town that would change the street lighting on Keistö to energy-efficient diode lamps: if the electric energy was produced on the island. Keistö is home to photographer Janne Gröning, an ingenious man. He found usable technology, solved the financing issues and engaged the whole village in providing his island's illumination.

"You can accomplish anything if you do it whole-heartedly", says Janne.



The wind turbine on Keistö.

If I Were to Move to the Island

I'm thinking about the TV program "A Different Way to Live", wherein big-city folk that want to get away from their stressed routines, try living with various remote tribes in Ecuador, Ethiopia, Namibia and Indonesia. I particularly remember a woman who thrives in the jungle. Life is care-free, people spend time together, have no stress, no debt and no bills (in any case, none of that are visible on TV). The tribe likes her a lot and decides to marry her off to a suitable man, so that she can be integrated into their community and will not be able to move back home. This is how it is for me too; the reason I live on the island is that I am married to someone from the island tribe.

"If we were to move home to Kökar..." says my wife ten years ago. It's never a question about choosing a particular island: there is only one island.

In Åland, where I live, there is a law stating that, as an immigrant, only after five years of permanent residency can one obtain the right of so called Åland "citizenship", which the government grants only after one has first obtained Finnish citizenship, then been approved through the application and verification process.

A complicated integration, I say. As an immigrant, I am first integrated into home life on the farm. My father-in-law teaches me to work at a calm pace and to do one thing at a time. I learn how to navigate the waters, where the reefs and the sea bed are. I learn how to read the weather and wind, and how one finds the way to old Grandfather's secret haunts for catching cod. I am told about everything that has happened here: between walls and roofs, along paths and roads. I start a lifelong course in the history of the relatives: where they came from and how they lived one, two, and three hundred years ago.

As an immigrant, I am then integrated into the island community with its complicated relationships between relatives

and villages. Who owns which fishing waters and hunting grounds? Who cultivates which fields? Who owns that cottage? I get to know the strong and distinct local culture on Kökar, it's music, unbelievably rich history, local dialect; just like when to be silent and when to speak up.

Then I am integrated into the archipelago region with its six municipalities and 2,700 permanent residents. I work for five years as an official, with responsibility for, in large part, all archipelago issues: commerce, tourism, health, safety, immigration and transport. I get to know almost all of the archipelago's 240 businesses. I give advice to growers and tourism based companies, hold lectures for banks and museums, meet entrepreneurs, officials, politicians, and am responsible for projects within tourism, immigration and culture. I visit all of the populated islands and a good deal of the unpopulated ones.

Finally, I am integrated into the Åland Islands' community in its entirety. That I am a former Commander in the Swedish Armed Forces is, of course, not a plus on these demilitarized islands. Having my mother's hot French blood in my veins is also not a benefit on calm Scandinavian Åland.

As an immigrant, I become an Åland Islander after five years, first applying for and obtaining Finnish citizenship – which I can add to my earlier nationalities. I have prior both Swedish and French citizenships. I now have four citizenships, consider myself European and realize now that integration involves several things melting into one, into something that doesn't resemble anything prior to it. When someone like me becomes an islander, it is not just me that changes but also the island community somewhat. It is not just me that has migrated in—we have migrated into each other, my island and I.

Chapter 3

Black Hat Thinking

With the black hat on, I see threats, risks and danger that threaten the islands. I see islands that wanted to develop through tourism, more jobs and bridges but that instead got waste, catastrophes and depopulation. This is a pessimistic chapter.

The black hat is by logic negative. Why something isn't going to work. Why something doesn't fit in with our knowledge and experience.

The black hat is critical thinking and judgement. It points out why something cannot be done, and that mistakes can be avoided. No one wants to make mistakes or do stupid things, so the black hat is very valuable. It is the most utilized, and possibly the most useful hat.

On the other hand, it is very easy to overuse the black hat. Some people think that it is sufficient to be careful and negative. If you prevent mistakes, everything will be all right. The black hat is valuable, but overuse can be a problem.



Photo: Dennis Minihane

Little Big Island

Dustin Hoffman plays Jack Crabb in the film “Little Big Man”, from 1970. Jack is a man who, looking back on his extremely long life, tells his life story about growing up amongst Indians and fighting against General Custer. He is a short, small man that has made a big effect – ‘a Little, Big Man’.

Small islands have a big effect on our expectations and conceptions, bigger than their relative size, number and population really justifies. Despite their smallness, they fill our dreams and thoughts with their strong, distinct characteristics. They are written in bold in Mother Earth’s book; they have a different character and identity from that of a German forest, French village or British hill.

Islanders are more energy demanding than mainlanders, and get to eat a larger piece of the states’ and regions’ pie in the form of investment per capita in transport, healthcare and education. There is a good reason for this: the islands are a European treasure chest. They are ‘little big’ islands.

Take Helgoland, two small islands in the North Sea forty nautical miles outside of Germany’s coast. Originally one single island, the sand island Düne separated from the main island in an enormous storm on New Year’s night in 1720. The islands are small: 1 km² and 0.7 km² in size. The first is a steeply sloping red craggy island and the other is a smaller, flat sandy island.

There are 1,370 Helgolanders living here, all of which are on the main island either up on the island Oberland, or down by the harbour, Unterland. They speak Halunder, their own variant of East Frisian, on which in Helgoland is

called Deät Lun (‘The Land’, short and concise). There is a maritime rescue centre here and a marine biology laboratory.

Helgoland has an extremely fluctuating, somewhat bizarre history. Originally Danish, it becomes British after the Napoleonic Wars. In 1825, a bathing establishment is opened with six beach chairs, which soon grow in number. Etiquette is very open here, with a varied mixture of artists, educated bourgeoisie and scholars. Most of the tourists are German; one of them is Hoffman von Fallersleben, who writes the text to “Deutschland, Deutschland über alles” here in the summer of 1841.

In the 1880s, the British exchange Helgoland with the Germans for Zanzibar. The British claim to be pleased, saying that they will exchange a trouser button for an entire suit. But the Germans are equally pleased, ban the English



Helgoland beach.

language on the island and begin to reinforce the trouser button. When World War I breaks out in 1914, Helgoland is fortified like a permanently anchored battleship and an important naval base. The two thousand islanders are evacuated in one day and don't get to return until the winter of 1918. Helgoland is then demilitarised and becomes a tax-free paradise.

But once again, everything changes – due to the Nazi's takeover as Helgoland is converted into a naval base with 13,000 people working and living here. The British bomb the islands ferociously during the war, and continue to use them as a target for field practice bombing raids after the war. They attempt to blow up the entire island in April of 1947 with 6,700 tons of remaining ammunition. As can be seen on YouTube, the explosion makes a big impact but it does not sink the island into the sea as is intended. There are further plans to test an atom bomb here. In 1952, Great Britain returns Helgoland to Germany, and seven years later Helgoland islanders get to return to their ruined island.

Now living off of tourism; a quarter of a million health resort tourists, avid sailors, birdwatchers and military historians visit every year. Those that don't sail, get here either with the M/S Atlantis, travelling from Cuxhaven at 18 knots with 1,000 passengers, arriving in 1.5 hours daily between May and September. Or they take the catamaran HSC Halunder Jet, travelling from the Hamburg harbours of Wedel and Cuxhaven at the speed of 36 knots with 579 passengers. There is also a small aircraft landing strip on Düne. Many people want to buy tax-free goods such as spirits, cigarettes and perfume – which one could easily say forms the basis for Helgoland's economy.

There are only a few cars on Helgoland. Both cars and bicycles are not allowed, with the exception of an ambulance, a few small Unimog fire engines, and one police car (the police used to walk or cycle, since they were exempted from the 'no bicycles' law). There are also a few electric cars here.

The island's electricity is previously produced by a diesel run mechanism, but in the spring of 2009, the undersea cable ship Nostag 10 rolls out one of the longest DC power cables in the world; some 53 kilometres from the mainland to Helgoland, resulting in a considerable decrease in Helgoland's ecological footprint.

The ecological footprint is a measurement of the amount of resources that



Tax-free shops on Helgoland.

a person uses up. Two scientists, Mathis Wackernagel and William Rees, coined the concept. They calculated how large a biologically productive area is needed to be in order to produce all that we consume, and to absorb the waste produced. It includes all the surfaces on the earth required to meet, for example: our demand for food, construction material, transportation, heating, lighting, the space required for all of our buildings and roads.

A substantial part of our ecological foot-

print comes from use of fossil fuels. This part of the footprint is counted by estimating how large an area of newly planted woods is needed in order to "catch" the release of carbon dioxide from our use of oil, carbon and gas.

The ecological footprint is given in global hectares (gha) = one global hectare in respect to average biological productivity.

If one divided up the earth's productive surface by the number of people on earth, each one of us would have 1.8 gha at our

disposal. A German has an average footprint of 4.4 global hectares, almost thrice the mean. If everyone on earth had as big a footprint as the Germans, we would need just about three planet Earths instead of the one that we have.

Inspired by Wackernagel and Rees's book "Our Ecological Footprint: Reducing Human Impact on the Earth", published in 1996, a group of students under the direction of Professor Beate Ratter at Hamburg University in 1997 make an estimation of Helgoland's ecological footprint. They multiply 1,370 residents by 365 days, add the 288,102 day visitors at 0.5 days each, and then add the 206,477 overnight visitors at 1 day each. The total is 848,578 days.

Then they add all the food, electricity and water consumed by people during 848,578 days. This is before the undersea cable is laid. They add the ships' fuel for 494,579 transportation vessels there and back, which makes 85 per cent of the entire imposition.

They assume that Helgoland's area is 1 km² (the wicked and usual way of determining the area of an island) and calculate that the ecological footprint of both islands is 10,502.5 gha. Helgoland manages to consume 62 times its own surface.

An island, is a 'little big' land.

Islands are Repulsive, Inaccessible and Unsound

Small islands can be appealing, hospitable and healthy but they are also repulsive, inaccessible and unsound.

Repulsive in that they have difficulty in attracting business, since they have a lack of resources, low competence and high transportation costs. They steadily lose inhabitants, because they have difficulty in offering jobs for families, difficulty in keeping good schools alive and open and in offering community services at a basic level. They are therefore unattractive, unappealing communities: they are repellent.

Inaccessible, in that they are difficult to get to and from, not so much due to their geographic remoteness as for the manner in which their transportation is organized. It makes an inaccessibility of time: trips that are long in time, including changes, combination destinations and waiting time. That affects school hours, healthcare, craftsmen, consultants, fuel transporters, perishable goods, slaughter animals, officials, politicians, construction goods, and cultural events. It drives the costs through the roof and makes small islands inaccessible.

Unsound in that they, to a large degree, live off tourism and receive large amounts of visitors. They are dependent on the mainland for their energy supplies; they cannot take care of their own waste, and many islands lack adequate fresh water. They are, therefore, *not* sound, self-sufficient ecosystems with small ecological footprints.

Island Products

It's 27 degrees in the shade; nothing living wants to be out in the sun. A mangy little Greek cat is lying under the table next to me, sleeping. It is a warm September day in Plomari village, on the island of Lesvos. With its 1,450 km², it is one of the biggest islands mentioned in this book and home to 100,000 people.

Thanasis Kizos is a professor at the University of the Aegean. The university, with its institutions spread over Lesvos, Chios, Samos, Rhodes and Syros is one of the world's biggest universities, defined by surface area. I am taking part as a guest in the ERASMUS programme, 'Sustainable land management and climate change—case studies in different regions of Europe', with doctoral students from

Finland (Uleåborg), Spain, Germany and Poland. It is the olive oil that particularly interests me.

There are 19,000 growers here on Lesvos and they have what one could call a handicap, because their olive trees grow on steep slopes where machines can't be used (that's the case for all the Greek olive groves on the islands and most of those on the mainland as well). The tree is sensitive to the cold but can tolerate heat and drought, up to a certain limit. On Lesvos, a stone wall is laid around each tree so that it can get sufficient rainwater. The wall is built by hand and is laid and fixed every year. Fertiliser used is primarily organic, thanks to the ample number of goats and sheep on Lesvos, which are a part of the feta cheese production here. Harvesting the

olives takes a couple of weeks and they are then rushed to the 70 olive presses to be poured into bottles, cans, canisters and barrels. In total, 15,000 tons are produced, of which a third is kept for private consumption and two thirds are sold on through a cooperative sales organization, aside from a small quantity that's sold as organic oil (12 tons) and yet another small quantity sold as protected designation of origin Lesbos oil (22 tons). But most of the oil is sold in bulk and a substantial amount becomes ...Italian!

Olive oil is a highly sought-after product. The world's two biggest exporters of olive oil are Spain and Italy, but Italy sells three times more olive oil than it produces. In 2007, The Guardian reported that only 4 percent of olive oil from



Geographer Thanasis Kizos (in a red t-shirt, no 8 from the left) with his international Erasmus students.

Italy was actually pure Italian olive oil. Italians buy Greek olive oil for 1.70 euro per litre and then sell it for a much higher price.

Since 2001, the production of olive oil in Greece has diminished due to warmer summers and dehydration. The olive industry on Lesbos is comprised of a large-scale cooperative that functions like wholesale trade, organizes the value chain from the grower and presser to the packing factory and retail trade. This cooperative organization hasn't succeeded in letting the market know that it has what is possibly the world's best olive oil. It sells its product below cost price and doesn't manage to be profitable. The profitable sector of the olive oil industry on Lesbos is the small-scale, which sell their product for what it is and succeeds in getting paid for it.

This is where initiatives such as EU's, "Labelling Products of Island Farming" can be of huge significance. A workshop is arranged by DG Agri in June 2013 in order to determine:

- If a protected designation of origin would help farmers and producers on islands
- If a new type of branding could add extra value to island products

An island brand would work best along with the protected designation origin labelling. Kalamata olive oil from the Peloponnese is protected through a geographic designation: the production, processing and preparation must be done within a specific geographic area in order to be called 'Kalamata olive oil'. Camembert cheese and Parma ham have similar protections.



The tree and the product.



Anna-Karin Utbult Almkvist from ESIN takes part in the workshop and concludes:

“There is a lack of data about what is produced on small islands and if special labelling or quality criteria are used; big islands may have food industries, more money for marketing, opportunities to provide authorities and media with information about their products. We, who live on the small islands, know that farming can be very important on these islands. This fact can easily be overlooked by authorities, especially if we are lost in the statistics by Eurostat island definitions. We know that there are many, many islands in Europe with few inhabitants. We need to speak more about the importance of added value farming products from small islands.”

How Far Does a Litre Get You?

I've just passed by Nisida, the little island that gained notoriety after William Gladstone wrote in 1851 about conditions in the island's Bourbon prison. The island was used for military prisoners during World War II; today it is used as an institution for youths. The ferry continues on with its 20 nautical mile trip through the shimmering, dark watery surface on the way to Ischia outside of Naples. This is the ferry's last round for the night. The stars come out, glistening, although still and weakly.

Since I work with transportation, I naturally do not just sit here and wax poetic, but also think about what I'm consuming in terms of fuel. I have travelled from my home on Kökar on the archipelago ferry to Långnäs harbour (29 nautical miles = 54 km), by car from Långnäs to Mariehamn (32 km), with a bigger ferry over the Sea of Åland to Kapellskär (36 nm = 66 km), by bus to Stockholm (79 km), by train from Stockholm to Arland (40 km), by plane down to Naples (2,130 km), on bus again from the airport to the harbour (7 km), and now I'm sitting here on the ferry on the way out to Ischia (20 nm = 37 km).

How far can I travel on one litre of fuel with: the archipelago ferry, by car, with the Åland ferry, bus, train, and airplane? I would need to multiply the fuel usage, the fuel's energy contents and how many people shared the transportation in question along with me. I would also have to consider: each vehicle's age, density, load factor, ice, cold-starts, speed, and the road travelled on.

I count out my journey, starting from home with the ferry m/s Gudingen. During March, she travels 3,670 nautical



Ferry m/s Skiftet waiting at Galtby harbour in Finland. Did you know that waiting time is perceived double as long as travel time by commuters and travellers?

miles with 1,588 passengers, utilizing 94,500 litres of fuel. Every passenger trip is then 60 litres. With a 27 km average trip distance, that makes it 2.2 litres per passenger/km. So that in late winter, without ice, for me to get from Kökar to Långnäs takes 119 litres of fuel.

Then I drive from Långnäs to Mariehamn with my ten year old pick-up that uses 1.2 litres per mile in fuel on winter tires. That's about 4 litres.

Then I board the m/s Rosella ferry, which takes me 66 km west. She is half full and thus uses 0.74 kWh per person/km. One litre ship fuel corresponds to about 10 kWh. So this part of my journey equals 5 litres.

The bus from Kapellskär to central Stockholm only uses 0.13 kWh per person/km if it is well filled with passengers

(which it is). The stretch is 79 km, so I *personally* utilise 1 litre of diesel here.

I change over to the train from Stockholm to Arlanda Airport. A train is incredibly energy efficient, and this one is electric – so I cannot count in litres here. The train uses 14.4 kWh per km and is half filled, so the energy used to get me to Arlanda is equal to just one half of a litre of petrol.

I then board the plane to Naples. It is a Boeing 737-800 with 150 people on board (almost full). We use 0.3 litres airplane fuel per seat per kilometre, equalling 64 litres per passenger for the entire stretch of 2,130 km. If I travel by train instead of by plane, the energy consumption will be 10 times less but the trip will take 10 times longer.

I take the bus from the Capodichino Airport to the Calata Porta di Massa harbour, a stretch of 7 kilometres. There are only four of us on the bus, so I will count one litre.

So far, I have journeyed 2,373 km. The total fuel consumed is 195 litres. Far more than half went into the first 27 kilometres, and far less than half went on the following 2,346 kilometres.

I haven't arrived yet, I still have 20 nautical miles left on board the Ro/Pax Rosa d'Abundo: 390 tons deadweight, built in Japan, put to sea in 1980, it can take me and 700 others plus 60 cars to Ischia at a speed of 18 knots. But we are only about 50 passengers aboard—I don't dare to finish this fuel calculation.

Ferry m/s Knipan on her way to Föglö in the Åland Islands.



Ischia

On land in Ischia, I meet Doctors Jonathan Tagliatela and Vincenzo d'Acunto, who have carried out a survey of traffic on the island. The island's land area is 46 km², containing 58,000 inhabitants. Ferries like the m/s Rosa d'Abundo provide shuttle service between Naples and the island, with a couple of one million tourists every year. Tourism is the biggest industry here and Ischia seems to be a health retreat island; as it's teeming with spas and baths, but in summertime the traffic comes to a complete standstill—which isn't really so strange: there are 64,000 cars on the island.

"This is the island's single most important problem", says Giosué Mazzella, who is the councillor on Ischia. This is exactly the reason why Jonathan, Enzo and I are meeting. Traffic needs to be safer, the emissions have to decrease, transportation must become more effective and cost relatively less, and the island's vitality and appeal must be protected. "Our children and grandchildren will thank you," Mazzella says.

Not so easy. The island is very mountainous and people live wherever possible; with some living in the island's subtropical climate zone in the southwest and others living in the north, in the shadow of Monte Epomeo (788 MASL). It is a true example of the country's individuality and strong local politics, with inhabitants here divided into six different municipalities: Ischia (which is the head municipality and where Mazzella is the councillor), Barano d'Ischia, Casamicciola Terme, Forio, Lacco Ameno and Serrara Fontana. The proposal to unify the island into one single municipal-



Doctors Jonathan Tagliatela and Vincenzo d'Acunto have a good database, plenty of ideas and are eager to discuss them and realise them.



ity did not, of course, make it through public referendum. Ischia is a part of the Campania region (but Italy's provinces are currently under dissolution).

There is no energy production on Ischia. Almost all transportation utilizes fossil fuels (diesel and gas), the collective traffic functions very poorly, bicyclists don't have space on the cramped roads and the island lacks functioning sewage systems: most of the sewage goes straight out into the sea (you might remember, dear reader, what I said earlier about how islands should have greater responsibility for their surrounding waters). One municipality started to build a purifying plant in 2011, but it hasn't been completed. Houses are heated with oil and food is cooked with gas.

Electricity is supplied via four high-voltage underwater cables than run from Cuma on Kampanien's coast to Lacco Ameno on Ischia. One of the cables sprang a leak in 2007, causing a huge release of environmental toxins in the Regno di Nettuno; which is a biological marine reserve and one of the biggest ecosystems in the Mediterranean, a designated 'priority habitat' in the Annex I in the EEC, "Habitats Directive" (92/43/EEC).

Not so easy.

But Jonathan and Enzo have some ideas and they have a good database. They're considering bicycle lanes that run along the outside of Ischia's roads and boats that take the outer route outside of Ischia around the coast. If Ischia is a box, then they are truly thinking outside of the box.

Garbage

The sun sits lower, and the nights have gotten longer. We rush through a meteor shower of dirty snow and gravel called the Perseids and can see comet trails and falling stars, maybe over 100 per hour. The birds peep, tweet, click and clack but they don't sing anymore. Soon they will be migrating to Italy and Africa. The tomatoes ripen, the currant marmalade is ready and it will soon be time to dig the potatoes up from the ground. A lone crane cries out in the meadow.

The summer guests are leaving. It's time to clean up the grandchildren's toys and take care of all the rubbish. On a little island like mine, there are 100 tons of waste per year from the permanent residents, of which of 35 kg is newspapers, 12 kg cardboard, 1.5 kg metal packaging, 5 kg plastic, about 100 aluminium cans and 19 kg of glass per person to go to recycling. The summer residents, relatives, guests, sailors and tourists contribute love, companionship and enjoyment but they also contribute garbage. Together they

produce more than the permanent residents, despite being here for only a short amount of time. The summer residents on Kökar produce all told 100 tons of garbage a month. Those that come here just for a day or overnight, produce 60 tons of rubbish, including 8,000 aluminium cans.

The amount of waste material has generally increased by 200 kilos per person since the 1980's. Italy has 36 small islands with 220,000 permanent residents. They have problems with goods' transportation, fresh water supplies, laws and rights, social care, banking services, agricultural development, livestock, fishing and waste. They are dependent on tourism and are plagued by all the downsides of tourism: seasonality, high cost levels, huge amounts of waste, wear and tear on nature and local culture, and overfull ferries.

Italian food and art arouse my appetite and admiration, but the same can't be said for Italian politics and administration. After the fall of the Roman Empire and following Luca

Pacioli inventing double bookkeeping in the Middle Ages, it seems as though Italians have spiralled out of control. But now something has happened: their island organisation ANCIM has proposed that parliament create a hybrid state/regional/municipal committee for small island issues, with a budget of 40 million euro per year from 2014-2020, to be controlled by and from the EU's program funds. This would be 280 million, equivalent to 1,000 euro per islander.

A special island tax of 0.5 per cent would be charged to islanders earning over 1,500€ per year. Every island visitor; every person not living on the island or having a residence there, would pay 1.50€ in tourists' tax on the ferry or in the guest harbour. The money generated would be earmarked for development of tourism, local culture, environment and waste management.

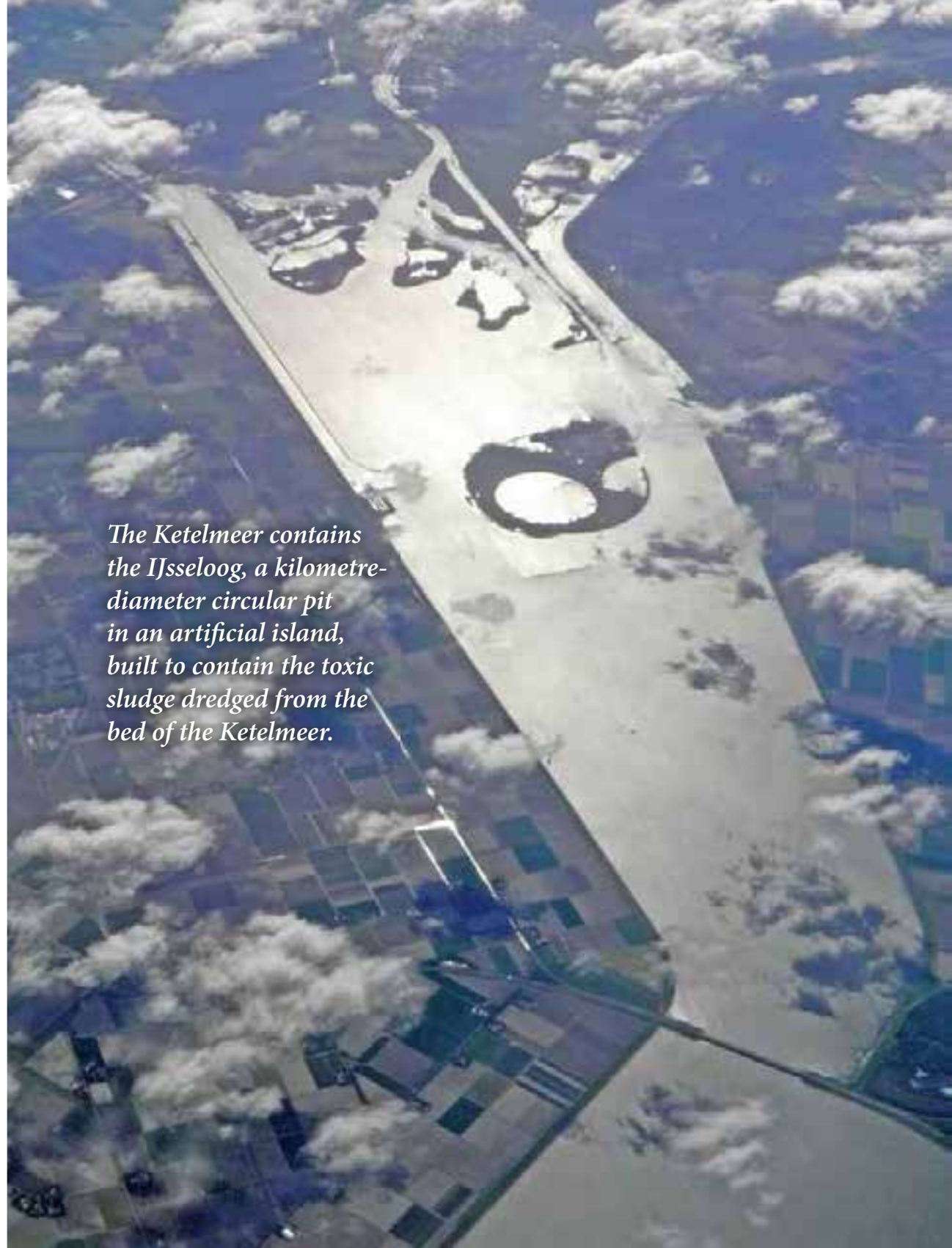
Ijsseloog

Small islands have difficulty in taking care of their waste, but there are also islands that exist just to take care of waste: for example, the manmade island of Ijsseloog ('Ijssel's Eye') is one kilometre wide and has a 50 metre-deep tank in the Ketelmeer. It is one of the world's biggest, most environmental and most technically advanced dredging projects.

Following a flood in 1916, the decision is made to drain the Zuiderzee inland bay. In 1932 the sea is closed off and Zuiderzee's name is changed to Ijsselmeer ('Sea at the end of the River Ijssel'). Located within this sea are the islands of Urk and Schokland, as well as Flevoland, which link the mainland by bridges, is entirely surrounded by the lakes of Veluwemeer, Ketelmeer and Gooimeer, and is one of the biggest reclaimed land islands in Europe.

One of the lakes surrounding Flevoland is the Ketelmeer, which since the 1950s take in huge amounts of sludge from industries along the Rhen and Ijssel. The sludge contains high levels of cadmium, nickel, lead, arsenic, quicksilver, chromium, copper and zinc. Ijsseloog is a gigantic storage place to keep toxic sludge from reaching the surrounding agricultural lands. The island has the capacity to store 23 million m³ of sludge from the sea plus an additional 5 million m³ from other sources.

Construction of Ijsseloog began in 1996 and finished in 1999. The dredging work is expected to take 15-25 years in order to completely fill the island. The inside of the storage dump is coated with foil and the bottom is sealed in thick mud. When the tank is full, it will be sealed with layers of mud and sand, then "nature will take over", and the man-made island will be converted into a nature reserve. I have only seen Ijsseloog from a plane and I can't say that I'll be longing to travel there in the future, but it surely is an interesting island.



The Ketelmeer contains the Ijsseloog, a kilometre-diameter circular pit in an artificial island, built to contain the toxic sludge dredged from the bed of the Ketelmeer.

Bridges

Blues for a Bridge

Replot is a pair of islands connected by a small spit of land. It is located in a beautiful and strange archipelago in Finland, and has 2,100 permanent residents. The island doesn't have regular passenger transportation to the mainland until the beginning of the nineteen hundreds. It takes another fifty years before the island receives ferries with the capacity to take cars, goods and people over a 2.8 kilometre wide sound. Of course, this connection to the mainland is dependent on weather, wind and ice. The islanders dream of a bridge.

In 1975, a causeway is built out in the sound so that the two cable ferries can serve the islands over a shorter distance (750 metres). It is a disappointment; the islanders want a bridge to the mainland. They argue, plan and get agitated; reasoning that a bridge will attract more people to live there. Consideration to traffic needs over the sound are substantial, with cottage owners and tourists that will come and spend money. They say that industry, commerce and services will be developed: it will be easier, better and simpler to live on the island with a bridge. The only negative aspect arising is burglaries and crime increase. The islanders dream of a bridge.

Then suddenly one day, the politicians say that the islanders will get their bridge, and on the 27th of August 1997, the bridge stands ready. It is the country's longest bridge and costs a startling 32 million euro to build. And if that wasn't enough, a few years later, the archipelago that the island belongs to becomes designated as a UNESCO, "World Heritage site" – one of the world's 962 most extraordinary places, of great importance for all humankind.

The islanders have now had their bridge for fifteen years.

The bridge to and from Replot.



How did it go with their dreams, goals and calculations?

1. In the villages nearest to the bridge, there are more—and younger people living there, but in the villages further away on the island the populations have decreased and the residents are older. The bottom line: there are just as many residents now as before, but overall, there are more older people now.
2. Traffic has increased somewhat: during the cable ferry's time, it was 1,600 vehicles per day. Now it is 2,000 vehicles per day. The increase is due to work commuters, islanders' trips for other purposes, tourism and because the islanders buy more of their everyday goods on the mainland (yes, you read correctly).
3. In spring 2012, the school on the farther island was closed; the municipality wanted to save 1,900€ per year.
4. Crime has not increased.

Everything amounted to nothing. Can one say that without the bridge the island would have been depopulated and businesses shut down or phased out?

Maybe.

The island previously had two independent municipalities; now they are a part of a larger one. Should the islanders go back to their municipal executive board and ask if they can return the bridge: if they can get the cable ferries back? That might not be such a bad idea, if they could also keep some of the bridge money for local development work.

Thorough strategic work and planning is required in order to develop an island. Not even a bridge and a World Heritage designation are sufficient if one doesn't know what one wants them for, how best to utilize and create something worthwhile from them.



The bridge to and from Torsö.

Torsö

From the travels of my youth, I remember the Torsö ‘10 sign’ with a picture of the ferry from my trips between Stockholm and Göteborg along the E20. In 1994, a bridge replaces the ferry and the sign is changed ...but what else has changed?

Torsö is actually two islands that have grown into one, in lake Vänern 2 kilometres north of Mariestad, Sweden. There are 580 permanent residents here. The bridge to Torsö is shaped in a slight arching 953 metres with a navigable clearance of 18 metres. It cost thirteen and a half million euro to build, of which the bridge itself accounts for twelve million euro.

There are the usual economic motives for building the bridge, more specifically in the form of operational and maintenance costs of the existing cable ferry over the Östersund sound that has a capacity for 36 cars. The transport authority also anticipate future investments in new ferry terminals. Mariestad’s municipality lends money to

Vägverket (Swedish Road Authority) and the construction is underway in 1993.

After having the bridge for fifteen years, the municipality closes the island’s school in 2008. Children have to commute to the mainland but the Torsö islanders (called “wolves”) start a private archipelago school one year later, with virtually the same personnel as earlier. The school includes pre and extracurricular school, and classes 1-6 with 35 students. The school consciously utilizes nature in their instruction program, informs educator Eva Widlund from the Skärgårdarnas Riksförbund (The Swedish Archipelagos’ Association), including the woodlands, waters and fields. They make it into the finals in the “Lilla Aktuellt”, Swedish news events school competition in 2014 and win. A little school with big results.

Permanent Connections

A bridge is a permanent connection with the mainland, a marriage between the mainland and the island that dramatically changes the ‘bachelor’ lifestyle of an island. There are bridges that join islands into a larger road system: the bridges over Öresund, Storströmmen, Stora and Lilla Bält in Denmark are strictly speaking not there to connect the islands of Själland, Fyn, Mön, Falster and Farö to the mainland, but rather are there to connect the Danish nation with the continent and Sweden. The bridge over Svensund also constitutes a part of the Danish infrastructure—it isn’t just motivated by the needs of the Tåsinge and Langeland islands.

Euboea is Greece’s second biggest island and has two bridges over the Evripos sound, which is very narrow with swiftly flowing water. The older bridge from the 1800s is a draw-bridge, 38 metres wide. The new high bridge is from 1992, and is 215 metres long. One cannot say that the bridge has influenced the number of inhabitants, as before being built, it was 209,132 (1991), and was 217,218 ten years later (2001) and 210,815 twenty years later (2011).

Bridges, causeways and tunnels make islands the outermost point on a stretch of road. The bridge replaces earlier, non-fast connections such as ferries. Primosten is a little island north of Trogir in Croatia. A bridge connects it with the mainland, and the name Primosten means just that, “brought closer by a bridge”. The bridge to Krk and the Zdrelec bridge to Ugljan and Pasman serve the same function.

The expectations that arise from making a bridge are just as big as from a marriage; the plans and economic calculations are life-long; jobs, growth, visits, identity and culture are affected. The bridge goes both directions. For good or bad, the island fills and empties via the bridge in a much more effective manner than via ferry, without a timetable, queues or long travel times.

The French islands of Oléron and Noirmoutier can be likened to fruitful marriages with the mainland. Oléron acquires a bridge in 1966. Noirmoutier had its praised, four kilometres long stone-lined sandbank that sits under water twice a day, and builds a bridge to Fromentine on the mainland in 1971. Since then, both islands' populations have increased slowly, but steadily by between 20 to 40 percent in about forty years.

The Churchill Barriers are built by Italian prisoners of war in the 1940s as protection for the naval base Scapa Flow on Orkney. Now they serve as causeways to the populated Burray to South Ronaldsay and to the unpopulated Lamb Holm to Glimps Holm. Burray's population increases from 262 in 1961, to 357 in 2001, and to 409 in 2011. Simultaneously by contrast, the population in the larger South Ronaldsay south of Burray with the same causeways decreases from 980 to 854 and then rises to 909 in 2011.

The six kilometre long bridge to Öland in Sweden stands completed in 1972, and has since changed the demography on the island considerably. Färjestaden, was the island's third largest town is now the biggest—thanks to being located close to the bridge and that many residents commute to the town of Kalmar on the mainland side of the bridge. The island's other urban areas of Borgholm and Mörbylånga are also growing since they are near to the bridge and Kalmar. On the rest of the island, depopulation continues: a 'three month country' of summer residents.

Bridges don't always meet the expectations of development. When Anders Källgård studies the population development linked to the ten largest bridges in Sweden connecting islands with the mainland, he concludes that on five of the islands the population has increased, and on the other five it has decreased.

Bridges are judged and estimated from economic, social and ecological aspects. Despite Norway's good revenues, it's unrivalled road system, its tunnels and bridges are built primarily from toll fees. Atlanthavsvägen (Road 64) replaces the Örvik-Tövik ferry over the Romsdalsfjord in 1989 and with its eight bridges, unites a number of islands and islets. Originally, the road is intended for a railway. It is partially financed with road tolls and paid for itself in ten years. Helgeland Bridge (arguably Norway's most beautiful bridge) southwest of Mo in Rana, replaces the Alsta ferry in 1991, is financed with road tolls and paid off in 2005.

The crossing to Skye in west Scotland is provided by legitimate private ferries ever since the 1600's, and in modern times by the Caledonian MacBrayne ferry—which is a very lucrative crossing. In 1995, the Skye Bridge Ltd consortium builds a 500 metre long bridge that is financed by road tolls. The estimated construction cost is 19 million euro but the actual cost is 31 million, and the bridge toll passed on to the islanders is fourteen times higher than what the islanders had expected to pay (simultaneously to other island bridges being built in Scotland without road tolls).

Many Skye-islanders refuse to pay the toll: five hundred islanders are arrested and one hundred and fifty are convicted—among them Clodagh MacKenzie, an elderly lady that sold a part of her land for the bridge abutment. Some are sent to jail, others are fined fees; which include a personal appearance and a new trip over the detested bridge—whereupon some of the islanders once again refuse to pay and are convicted afresh.

Scotland obtains their own parliament in 1998, which in 2004 buys the bridge for 27 million pounds and immediately lifts the road toll (that has brought in 33 million pounds up until then).

In the Faroe Islands there are 48,000 people residing on 12 islands that are connected by roads and bridges built during the heydays of investment in the 1970's and 80's; all Faroe islanders live within an hour's journey from each other: a successful social project of enormous measure. Now they are also building tunnels under the fjords between the biggest islands. But the construction process is a strain on the society: all the transportation needs, determining which types of materials are to be used and what they involve in terms of emissions.

What effect does the building of a bridge have in comparison to the operation of the bridge, compared to the ferry that it will be replacing? For example, the building of a tenement has just as big an effect on the climate as the complex's total upkeep and operation for 50 years. The railway is singled out as a climate-friendly means to travel, since the carbon-dioxide emissions per person/kilometre are very low; but in the actual building of a railway, the effect on the climate is considerable.

Sylt is a 99 km² island off the German North Sea coast, with 20,000 residents that yearly accommodate 850,000 visitors who stay an average of 8 days, making a total of six million overnight visits per year. This is how they want it on Sylt: tourists should stay overnight and therefore take a car ferry from Denmark and a motorail that runs on a bridge from Germany, but no car bridge. The Sylt islanders say an unequivocal 'no thanks' to a bridge when the proposal is made.

Bridge Dreams

Dreams of a permanent connection over the Messina sound between Sicily and the Italian mainland have been around since the days of the Romans. The technical challenges are enormous, the costs gigantic. Three continental plateaus meet here, and powerful earthquakes hit in 1693, 1783, and 1908. The sound is between 3 to 16 kilometres wide, with strong currents from both the south and the north that change the direction of the tides. It is here that Ulysses meets the monster Scylla and the whirlpool Charybdis.

Despite the distance, earthquakes, costs and mythic dangers; Italy's government has twice decided to build a bridge here. That is in 2005 and 2009, when Berlusconi is the prime minister. The plan is to build a suspension bridge with the world's largest span, 3,300 metres, at the cost of 6 billion euro, to be completed in five years. In Febru-

ary 2013 the project is put aside due to the country's national debt.

The proponents of the bridge claim that the bridge will create jobs, both directly in the building of the bridge, and indirectly through tourism when completed. Opponents to the bridge say that if one improves Sicily's roads instead, the transport of goods can be improved at a fraction of the cost. As is well known, there is a Mafia on Sicily, and the bridge opponents fear that a large chunk of the bridge money will disappear into their pockets.

A bridge over the Messina sound would cause Sicily to lose its status as an island in the legal eyes of the European Parliament.

Gozo is Malta's little sister, with thirty thousand residents occupying 67 km². Ferry traffic already begun here in the year 1241(!) and up until 2008 ferries also trav-

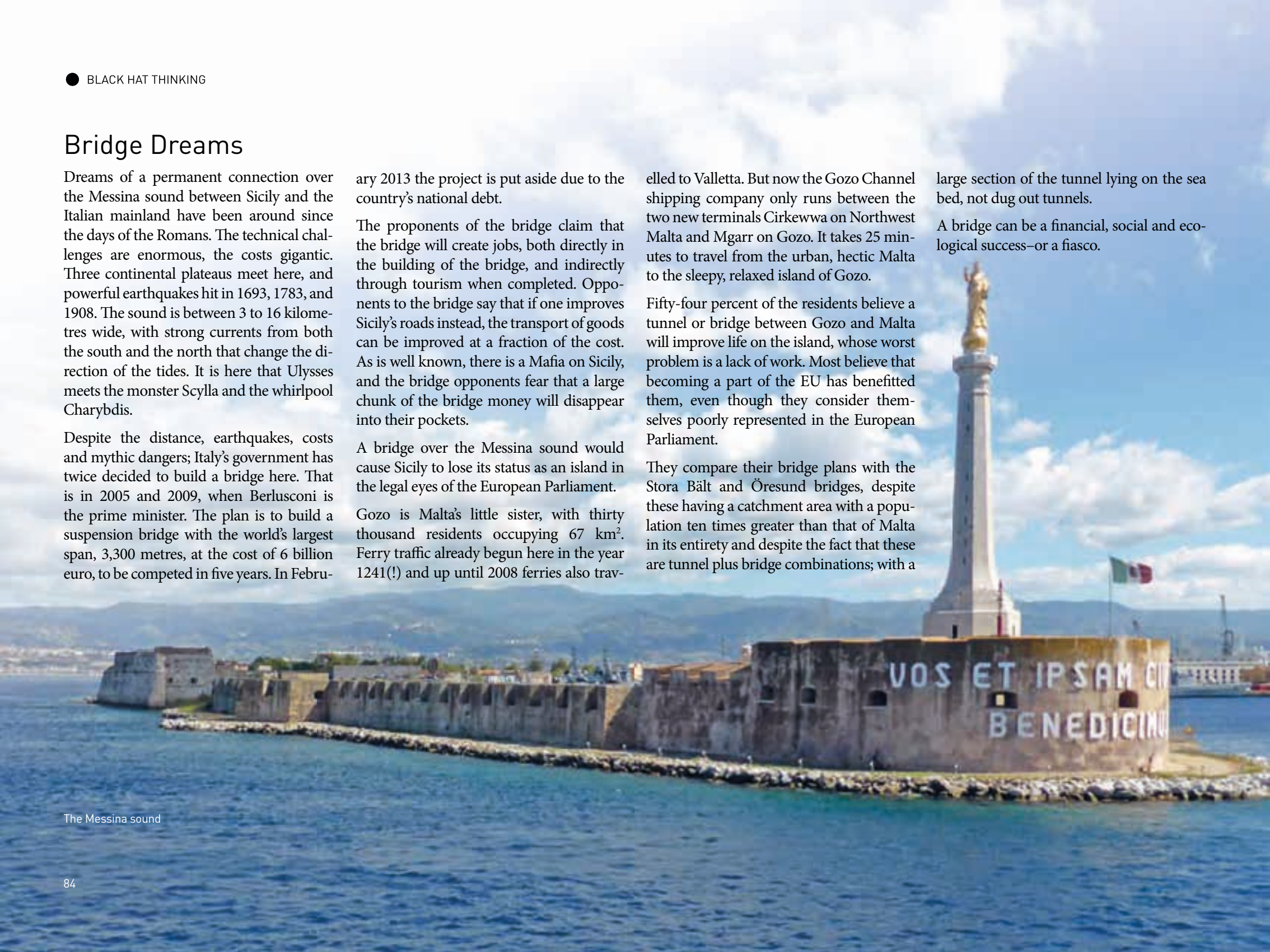
elled to Valletta. But now the Gozo Channel shipping company only runs between the two new terminals Cirkewwa on Northwest Malta and Mgarr on Gozo. It takes 25 minutes to travel from the urban, hectic Malta to the sleepy, relaxed island of Gozo.

Fifty-four percent of the residents believe a tunnel or bridge between Gozo and Malta will improve life on the island, whose worst problem is a lack of work. Most believe that becoming a part of the EU has benefitted them, even though they consider themselves poorly represented in the European Parliament.

They compare their bridge plans with the Stora Bält and Öresund bridges, despite these having a catchment area with a population ten times greater than that of Malta in its entirety and despite the fact that these are tunnel plus bridge combinations; with a

large section of the tunnel lying on the sea bed, not dug out tunnels.

A bridge can be a financial, social and ecological success—or a fiasco.



The Messina sound

Sudden Catastrophes

Oil Catastrophes

Last big European oil catastrophes include the m/s Prestige, spilling 76,000 m³ of oil 250 kilometres off the coast of Spain in 2002. The ship breaks apart after seeking a port of refuge from Portugal, France and Spain. In addition, the m/s Amoco Cádiz run aground off the coast close to Ouessant in Brittany, spilling 233,000 tons of Persian oil.

The m/s Erika sinks in a December storm in the Bay of Biscay in 1999, spilling tens of thousands of tons of oil that later reach the shores of Brittany's islands.

In 1993 the m/v Braer runs aground the Shetland Islands in 1993, with 85,000 tons of oil from the nearby Gullfaks oil field, on board. Mercifully, the oil isn't as thick as North Sea oil normally is, and one of the Shetland's worst storms of all time dissolves the oil in the sea "in a natural way".

In 1967 the s/s Torrey Canyon hits the Seven Stones reef outside of Land's End, the most westerly point of England, leaking 130,000 tons of oil from Kuwait into the Celtic Sea.

An oil rig being towed into Malta harbour for maintenance.

"I worked there as a pilot. Boy, it was terrible. Terrible."

Whiddy Island Disaster

Bantry Bay in County Cork, Ireland, is one of Europe's best natural harbours: 40 metres deep, 4 miles long and 5 to 10 kilometres wide. Bere Island is on one side of the bay, and the small Whiddy Island with its 20 residents is farther in on the southern side of the bay.

In the 1960s, oil tankers are built with a dead weight of 300,000 tons, so large that they can't enter Europe's harbours and require transshipment sites. When the Suez Canal closes in 1967, Gulf constructs an oil terminal near Whiddy with protected, deep waters far from large population centres. It is a good deal for business on the island, providing good livelihoods and jobs.

In January of 1979, the tanker *Betelgeuse* (121,000 DWT) goes in to Whiddy's terminal with a full load, 114,000 tons of crude oil. Part of the crew goes on land before the tanker starts to unload, which is expected to take 36 hours. She catches fire in the middle of the day, suffers a series of explosions, breaks apart, and sinks after 12 hours into the 40 metre deep water, which puts out the fires. It takes two weeks before it is possible to get near the tanker in order to retrieve the 41 deceased bodies and pump out the remaining oil.

A Dutch company salvages the wreck in four sections. The first part (the bow), is towed out to the open sea and deliberately sunk 10 miles out, which of course causes heated protests from the Irish fishermen. The next two sections are transported to Spain to be turned into scrap metal and the last part is taken care of at the original disaster site.

The insurance company pays the cost of the rescue operations, clean-up operations and compensation refunds. All the demands and counter demands between the terminal, the shipping company and the oil company are settled out of court. Gulf has never utilized the terminal again.

I ask Jackie O'Sullivan from Bere Island about the accident. "I worked there as a pilot. Boy, it was terrible. Terrible."





The storm Ulla in February 2014.

Storms

European windstorms are a type of cyclone in low pressure areas tracking over the North Atlantic to Western Europe. They are most common during the winter, particularly January and striking Britain, Ireland, the Netherlands, Norway, the Faroe Islands and Iceland as the storms swing southward. The islands are usually more vulnerable than the coasts.

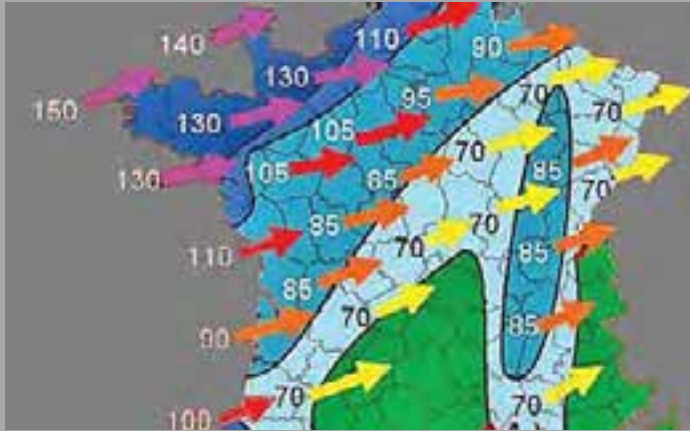
The land (or sand) that makes up Texel in the Netherlands is formed in the storm Allerheilegnflut in 1170. A hundred years later it becomes an island as it is separated from the mainland in another windstorm. In 1651, a storm divides nearby Juist and Langeoog into two and in 2007 the sand dunes on Helgoland are rearranged by a tough storm.

There are abnormally high amounts of rain in December 2013 and January 2014; it is actually the rainiest month in Britain since they started to measure and record the weather in 1766. In February 2014, after rainfall four times greater than usual, the storm Ulla sweeps in over Brittany with 35 metre per second winds (125 km/h), forming 10-metre high waves off Belle-Île.

In Europe, windstorms cost us two billion per year in damages, of which insurance covers 1.4 billion euro. European windstorms are insurance companies' second biggest reason for losses caused by natural catastrophes (second after USA hurricanes).

Numerous climate models point to fewer low pressure areas in Europe that could generate storms, but the deepest low-pressure areas might become even deeper and more intensive.

With a warmer climate, the temperature difference between the poles and the equator decreases, creating slower circulation in the atmosphere with fewer low pressure areas. Simultaneously, the air in a warmer atmosphere can hold more water vapour releasing more heat, which in turn contributes to increased wind speeds in low pressure areas and more intensive storms as a result.



The storm Ulla from a TV picture.



Discussions on the pier of Oiléan Chléire – Cape Clear Island after the bad winter storms of 2013, breaking the 'bull's nose' of the jetty, piers, cross-ties and walls.



After the storm on Oiléan Chléire.

Refugees

If you Google Lampedusa, you will find that it is an island in the Mediterranean, a land area of 20 km² and with 6,000 residents, located 60 nautical miles from Africa, 110 nautical miles from Europe, and known for its beautiful beaches.

If you read further under the title you can see that Lampedusa wound up in political hot water after a missile attack from Libya in 1986 and several incidents with refugee boats from North Africa. The refugees are considered to be a big problem by Italy and the islanders.

In October 2013, a boat capsizes with five hundred refugees on board, three nautical miles off Lampedusa's coast. After the boat's motor dies, the captain sets afloat a blanket in order to be seen from land. But the fire spreads and causes an explosion. The time is four o'clock in the morning, still nighttime. Few of the refugees can swim.

One hundred and fifty-five of the passengers survive, but about twice as many perish. Seven of the deceased are children, one just a month old infant.

The deceased are primarily Eritreans. They come from a country with a long history of war and hunger, one of the world's harshest dictatorships. Those who flee have the same right to try improve their lives as Irish, Italians and Swedes that immigrated to America during the hunger years of the 1860's.

The same right people have during wartime and when work dries up at home.

Certainly, the captain should be legally prosecuted, as well as his partners and those that employed them, for luring refugees on board a useless vessel. But those refugees that buy a spot on those boats are not unaware of the risks. They are desperate people who want and dare to try to change their lives. Most are young men, under the age of twenty-five. They expect, but cannot evaluate the risks. Seeing that the boats are not unseaworthy, they can predict motor and rudder problems. Still, they dare to try. Paying thousands of euros to a smuggler who doesn't care about the boat's condition or cargo limits and who has eyes only on the money. Those who flee, do so because they see no other possibilities making anything of the life awaiting them at home.

The number of refugees on the island can run into thousands at any time; the official capacity is for 801 refugees. The survivors are taken to an overfull shelter facility. They know extremely little about their future fate. Should they be fined €5,000 as illegal immigrants and sent back to Eritrea?

The total number of refugees entering Lampedusa in 2011 is estimated to be 48,000.

Slow Catastrophes

EU

Søren Hermansen says, “We have been spoiled for years and years by a centralized administration taking more and more political power out of the local community equaling a slow catastrophe for the small islands.”

Depopulation

Árainn Mhór, or in English, Arranmore, is an island that is being depopulated at a fast pace, from 768 people in 2006 down to 487 people in 2008. The island is on northwest Ireland outside of the Burtonport harbour, where there are two ferries in service: a slow one (15 minutes) and a fast one (5 minutes), both running daily year-round. With my usual method of reasoning, this means that Arranmore lies either 17 or 6 kilometres from land (70 km/h x 15 minutes or 5 minutes, respectively). If measured on a map, it is 5 kilometres. Not so bad a ferry connection situation, in other words.



Even so, the population continues to decrease and at the same time, a hotel, pub and three shops close. Burtonport’s fishing cooperative shuts down; a school is threatened with suspension and the island’s GIP (gross island product, like the GDP) decreases by 1 million euro.

But Arranmore doesn’t give up easily and has the support of Professor Alyne Delaney of the Aalborg University, Denmark, who has created the “Donegal Islands Survival Plan”, 2012-2015. We will have to wait and see how things go.

Simultaneously, Professor Jørgen Møller from the same Danish university has proposed that Denmark should “Shut down the smallest Danish islands”; that is to say that the smallest islands should be entirely depopulated. The reasoning for this is that every seventh resident has left these islands since 2003. Now there are only 4,605 people living year-round on the 27 populated and small Danish islands and that these cost 14 million euro per year—primarily

in transport (= the ferries).

“It can also be *too* boring, can’t it?” asks Jørgen Møller in a radio interview as well, meaning island life generally—which he apparently doesn’t really understand.

Jørgen Møller thinks that islanders can be bought out, without being forced, by a ‘hard to resist’ offer. Their houses could then be used as vacation homes, writers’ cottages and summer camps. His outspoken words create a lot of attention in Denmark, islanders hit the roof, the media latches onto it, and politicians rush to the islands’ defence. But chairperson for Sammenslutningen af Danske Småøer (The Association of Danish Small Islands), Dorthe Winther, kept her cool. She said, “Thanks, Jørgen Møller, you have put a spotlight on the small islands and for that we are happy.”

Climate Change

It has been believed that the seas rose between four and six metres in the span of the last two ice ages, but it was actually closer to between six and nine metres, as paraphrased from Professor Michael Oppenheimer in an article in the esteemed "Nature Journal". Researchers frequently use, said time period as a comparison for estimating how the earth is changing due to a warmer climate.

That the sea level is rising is dependent on the fact that the weather is getting warmer, which in turn on the one hand causes the glaciers and Greenland's ice to melt, while on the other warm water takes up more volume than cold water. Most are considered to be in agreement that the sea level could rise sixty centimetres within the century, which would have huge consequences in Europe, especially for the coastal as well as island regions of Britain and the Netherlands.



Algal blooms in the sea outside Kökar, summer of 2014.

SOS – Save Our Seas

A ship leaks oil from the engine and machine rooms, mixes with the water in the keel space and is called “bilge water”. A large cruise ship produces an average of eight tons of oily bilge water per day.

Wastewater that isn't oily is categorized as “blackwater” or “greywater”. Blackwater comes from toilets and urinals, from sickbay nursing cabins, washstands, bathtubs, scuppers and live animals. The release of blackwater into the sea is prohibited and is regulated in MARPOL 73/78.

Greywater comes from dishwashing machines, showers, laundries, washbasins and kitchens. Greywater comprises the largest amount of liquid waste from cruise ships. The release of greywater into the sea is not prohibited by international law. In some cases, it is released directly into the sea, but in certain sea areas and whenever moored, greywater must be stored and treated.

The Ocean Conservancy has estimated cruise ship sewage-water production to between 114 and 322 litres per person/day as follows:

- toilet flushing without vacuum flush: 6-8 litres per flush
- toilet flushing with vacuum flush: 1.2 litres per flush
- 1 minute shower: 12-14 litres

A large cruise ship such as the Costa Concordia produces about 300 litres of greywater per day per person, and from toilets, kitchenettes and laundry rooms about 70 litres per person daily. The total of blackwater on a large cruise ship's vacuum system: 20-30 cubic metres of blackwater per day.

The Baltic Sea, in whose centre I live, is the world's most polluted sea. It is over-fertilised, meaning that too many fertiliser ingredients such as phosphorus and nitrogen have made their way into the sea. This contributes, amongst other problems, to the odious algal blooms.

The release of these substances has decreased through big improvements in treatment plants, agricultural and fishing industry processes in the last 20-30 years. But a substantial part of the over-fertilisation comes from shipping traffic in the Baltic Sea, which can be described as follows:

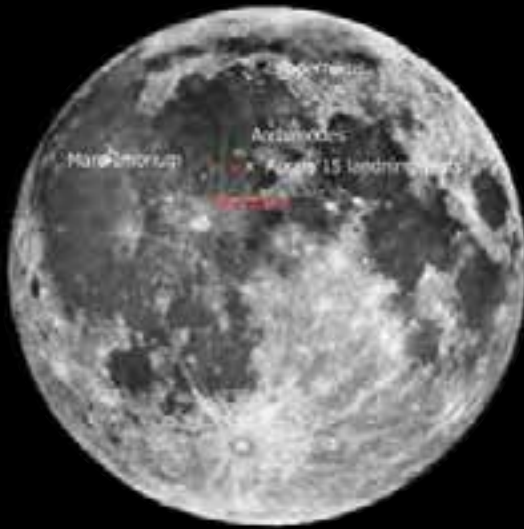
- 16 ferries that make 90 million trips per year, on average 4 hours per trip
- 250 to 300 cruise ships with 1,000 crewmen and 3,000 passengers on board
- 584,000 shipping vessels (1,600 per day) each having 15 crewmen, with a typical duration of one day in the Baltic

In total, the wastewater from these vessels contains 132 tons of nitrogen and 33 tons of phosphorus, in addition to bacteria, viruses and other contaminants and heavy metals. Ships that conduct themselves correctly leave their wastewater (to be properly taken care of) in the harbours, but many of the cruise ships continue to dump their grey and blackwater outside of the twelve mile limit in the Baltic.

In 2007, the World Wildlife Fund contacts shipping companies and request that they voluntarily refrain from emptying their tanks in international waters. By 2008, many ferry companies take part in this agreement but only three of the international cruise ship companies join. After four years of intense lobbying, WWF convince the International Maritime Organisation (IMO) to prohibit all tank emptying in the Baltic Sea, for new vessels beginning in 2013 and for all vessels in 2108 (on condition that the harbours continue to accept wastewaters for treatment).

Wastewater dumping adds to the negative effects of rising average temperatures that result in warmer summers and favourable conditions for the blue-green algae. The detested algal blooms come earlier, more frequently and stronger every year. The summer of 2014 was a dismal record for my sea.

If I Were to Move from the Island



If one has a dog, one gets both exercise and the time to think. It is a warm summer night, the moon is full and it glitters in the water's reflection. We wander on a southerly route as we usually do, my dog and I, towards Sirius, the "Dog Star".

Orion lights itself up with its white, hot stars (except Betelgeuse, which is as red as its namesake that exploded at Whiddy). On Orion's Belt, the sword hangs with the giant gas nebula M42, so clear that I can see it with naked eyes. If I follow the belt down and towards the left, I find one of Orion's dogs: the constellation Canis Major, the "Great Dog", and within this is the star Sirius, which is also called the Dog Star. It is the most clearly shining star in the sky (after our sun), but of course it's "only" 8.6 light years away—which in this context can be considered very close.

It's been 400 years since Galileo Galilei completed his first telescope and could begin to study the sun, moon, planets and stars. Since then, the starry skies are on their way to being destroyed, an equally threatened biotope as our seas. Mankind sends out so much light that those who live in big cities can only see a few stars numbering the tens in the sky. According to International Dark Sky Association, 99 percent of the population in Western Europe can no longer see the Milky Way from where they live.

The rights to space are regulated in the superpowers' agree-

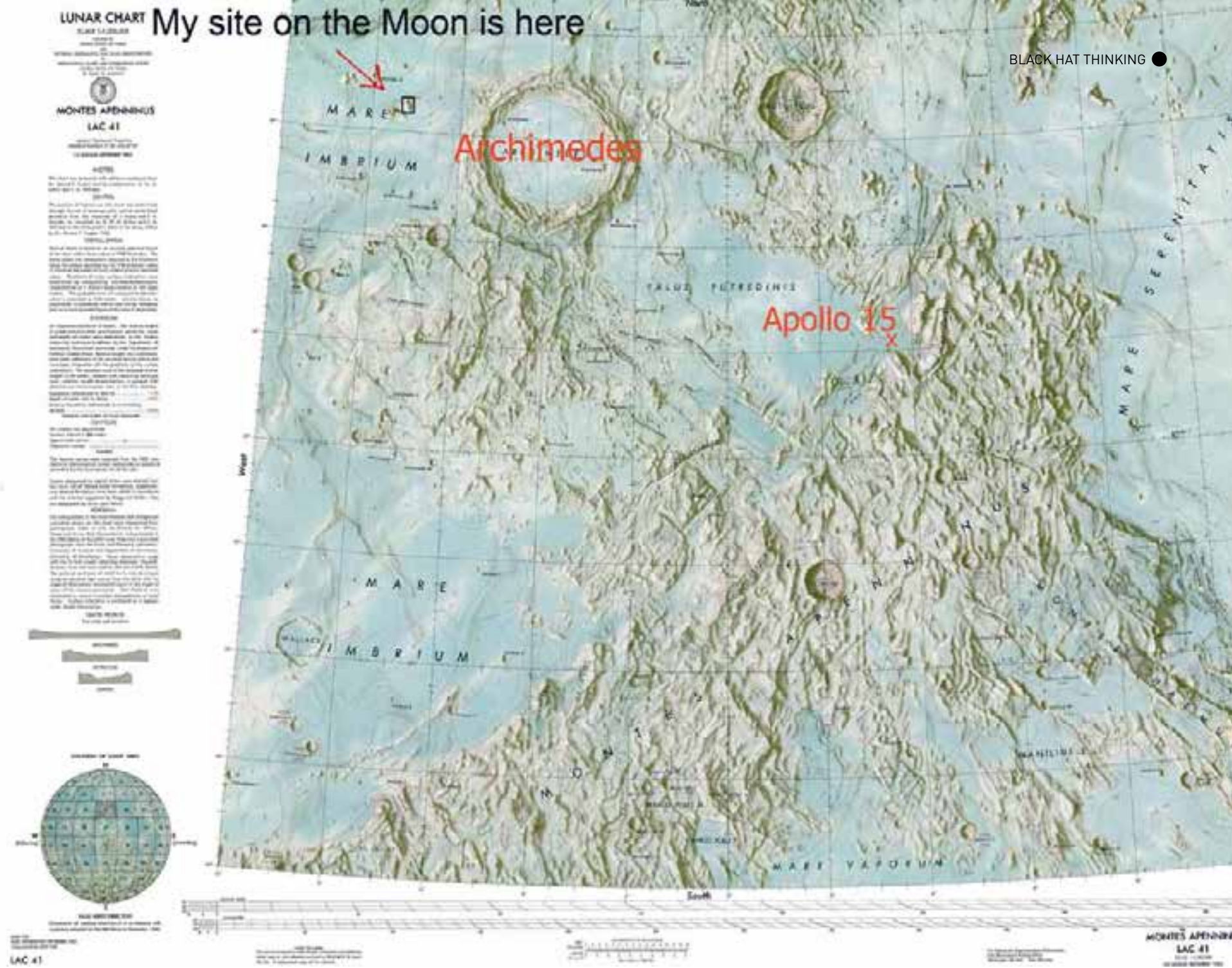
ment, "The Outer Space Treaty" of 1967, adopted in order to keep nations from claiming land in space and thereafter exploiting it. But the agreement doesn't address the issue of individual claims and along comes Dennis Hope in 1980. He registers his exclusive right to these individual possibilities in a worldwide copyright, and ever since sells land on the moon. So far, he has sold 300,000 lots to individuals, including Jimmy Carter, Ronald Reagan, John Travolta, Harrison Ford and Nicole Kidman and to me.

I bought a lot for 56 US dollars in 1997. It is of course, an island in a sea, more specifically the Mare Imbrium (Sea of Rains), on the western side of the Archimedes crater, between the Apollo 15 landing spot and the spot where Luna 17 put down the Lunokhod robot in 1970. The lot is rather large, 1,778 acres. Since 1 acre = 4,047 m² (barely ½ ha), then 1,778 acres = 7,823,000 m² = about 8 square kilometres. My island on the moon is therefore as big as Whiddy Island, as big as Marettimo outside of Sicily or as one of the islands here beside Kökar. This is water area uncounted, but then again the moon is rather dry.

I don't want to move away from here, but if I am forced to, I might just as well take myself off to my island on the moon. But this is highly unlikely; I guess I will stay here with my head in the stars and my feet in one of the world's dirtiest seas. Endangered, but happy under the Dog Star.

LUNAR CHART My site on the Moon is here

BLACK HAT THINKING ●



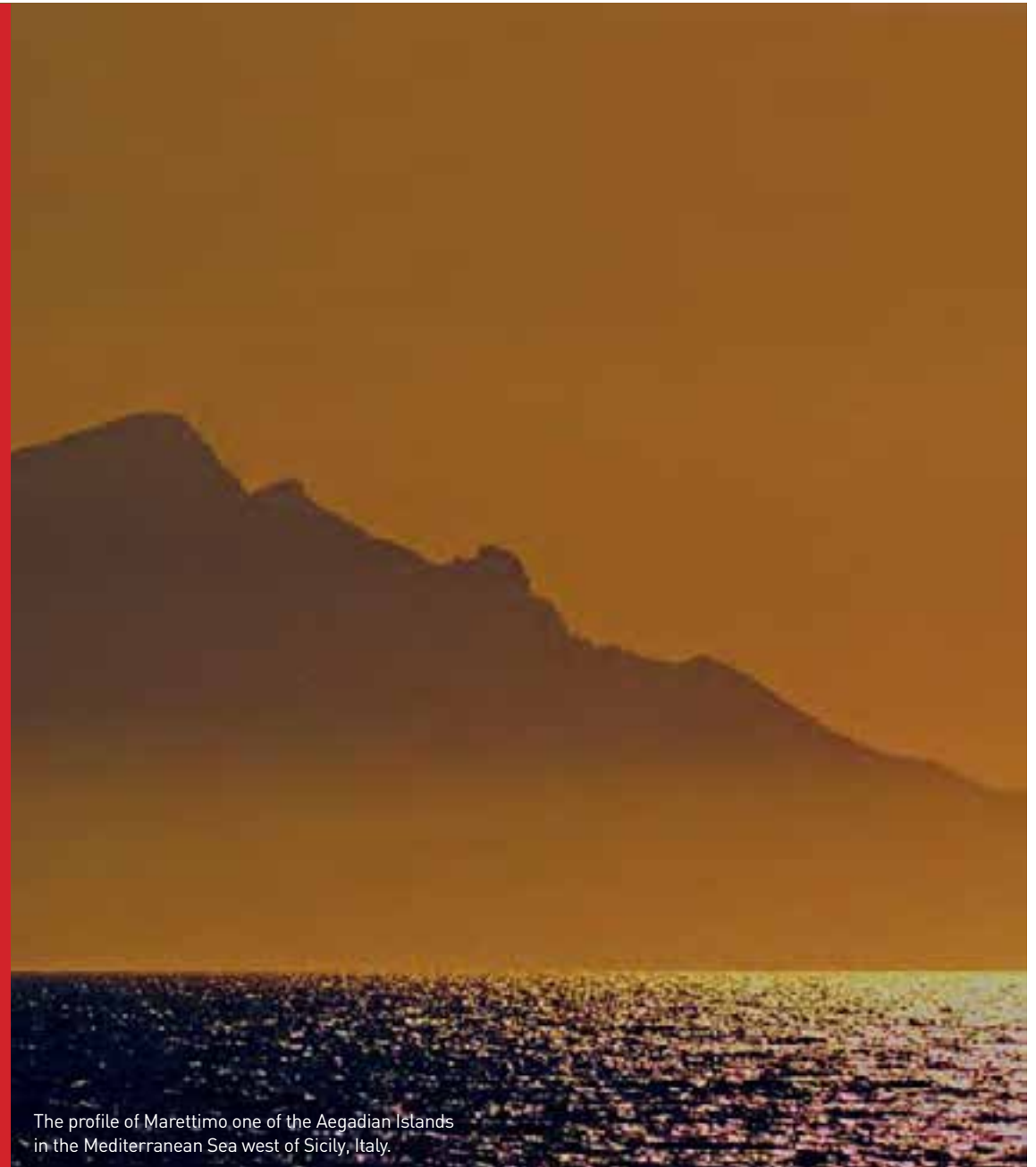
Chapter 4

Red Hat Thinking

Think of red as fire and heat: the red hat concerns emotions, intuition, hunches and assessments. The red hat gives you permission to express your emotions and your beliefs without excuse and justification.

We have learned not to express our feelings in important meetings, but note that people do so regardless and try to hide what they feel behind dubious logic. With the red hat on, feelings have a legitimate place and can come into the discussion without pretending to be anything other than what they are. Intuition can be a complex assessment based on many years of experience and can be very valuable, even if the reasons behind the intuitive expression cannot be consciously clarified.

Sometimes, it's valuable to get emotions out in the open.



The profile of Marettimo one of the Aegadian Islands in the Mediterranean Sea west of Sicily, Italy.

I have a panoramic view from my desk at home. The Överboda meadows stretch a half kilometre westwards and about a kilometre from north to south = 25 hectares, or a fourth of a square kilometre. I live here with a family of kestrel falcons which hover above the fields or sit on posts keeping watch for prey.

Kestrels need a few square kilometres of home range. Is it maybe a bit cramped for them here? Since they eat half a dozen voles per falcon daily, this could explain why I also see them hunting down by the fields towards the sea.

The least shy, is a young male falcon. When I wrote the first few sentences in this book about a year ago, he would sometimes rest on my windowsill. Usually, he sits on a telephone wire directly above me as he likes to have an overview, looking for possibilities. If he catches sight of an insect or a vole, he drops like a stone, turning upright in the last second with his clawed feet outstretched.

I haven't seen him catch any birds; according to reports, only two percent of a falcon's diet is small birds.

The Swedish word "torn" in the falcon's name tornfalk refers to the species' habit of taking advantage of high structures for nesting grounds. In the past, when the church

was the only tall building around, falcons often used the church tower (torn) for a residence. The falcon has also been called the "church falcon" (kyrkfalk); the name tornfalk was first used in 1728. From Överboda, it's a long way off to the church. I think they're living in one of the ramshackle old barns here.

The falcons have decreased in number since the second half of the 1800's. The situation just now is said to be more stable, there are two thousand couples in Finland.

It is now September 2014 and I am writing the last of my book. This morning I saw one of the falcons hunting at a dizzying speed. Summer is nearing its end and soon the falcon will be flying down to Southern and Western Europe's countries, beaches and islands.

This is the red chapter: "the opposite of neutral, objective information. Hunches, intuitions, impressions. No need to justify. No need to give reasons or the basis", says Edward de Bono.



Small

I think that small is beautiful. I like falcons, terns and swallows. Big things are troublesome, like bulky stationary computers and big fuel guzzling cars. At times one has to have them, but preferably...not. Technical gadgets should be compact, portable, easy to grab in and out of pockets and rucksacks. Small yet intelligent, they should draw little electricity and be as unnoticeable as possible when one isn't using them: a small mobile, miniature camera, memory stick, thin wallet with just one debit card, a few notes and the driving license. I want to be mobile, light, untethered by things. I am a finicky character that enjoys the serene, small, simple and smart.

I like small food dishes, little but good. I prefer going to small museums like Åland's Museum and l'Annonciade in Saint Tropez. I like small words, like yes, no, I, you and we. Big words are troublesome: multilateral, indefectible, cohesion policy... I prefer short texts, essays, poems, poetry, short project plans, simple programs that everyone can understand. Few, thoughtful words. Short speeches with a lot of substance. I prefer Brahms' chamber music over Beethoven's symphonies. I seek love in small, concentrated doses.

I like children, that which is in the process of growing. I like people who don't talk big but do good things. Big egos are troublesome: people that bellow and take up too much space. I prefer people that have a balanced, spiritual metabolism. I like it when wise thoughts are expressed in simple, clear plans that produce concrete results. Not the opposite: wordy, lengthy projects that one hardly understands and that result in very little. I like small budgets and small emissions. I admire those that voluntarily live simply, those that place the spiritual foremost, using little energy. I try to shop rarely though expensively, rather than too often and cheaply.



Blue tit.

ESIN

I like small islands and have for the last eight years been on the board of the European Small Islands Federation, ESIN. ESIN gives a voice to 448,000 islanders on 1,300 small islands, and was founded thirteen years ago so that small-island communities could survive and thrive. ESIN works on two levels:

1. Local level: reinforce the islands' cultural identity, facilitate spread of information between members, make comparisons of conditions, distinctions between islands, nations and share knowledge.
2. EU level: inform relevant EU institutions, influence European policies, increase awareness about and understanding of small islands.

ESIN is a federation whose members are national island-organisations: in Denmark it is the Sammenslutningen af Danske Smaaøer, www.danske-smaaer.dk; in Estonia The Society for the Estonian Islands <http://saared.ee>; in Finland, The National Association of Finnish Islands, www.foss.fi; in France, Les Îles du Ponant, www.iles-du-ponant.com; in Greece, Hellenic Small Islands Network, www.smallislands.eu; Ireland, Irish Islands Federation, www.oileain.ie; Italy, l'Associazione Nazionale Comuni Isole Minori, www.ancim.it; Scotland Scottish Islands Federation www.scottish-islands-federation.co.uk/; in Sweden, Skärgårdarnas Riksförbund, www.skargardarna.se in addition to the independent Åland Företagsam Skärgård, www.skargarden.ax.



Mario Corongiu is chair of the Italian small islands' organisation ANCIM and Bengt Almkvist is founder and chairman of ESIN.

Elba

In 2012, ESIN holds its yearly meeting on Elba, to which I travel late at night by boat from the mainland. The wind is half-hearted and the night is black. After an hour's journey, Elba's steep coastal cliffs loom before me. The lighthouse on Scoglietto flashes the way. The scents of broom, myrtle, rosemary, heather, strawberry tree and oleaster (wild olive trees) waft from the land. The ship, m/s Moby Baby, is heavily painted with a series of cartoon characters in white and blue. The service on board is good, the price is 14 euro for a single ticket without car.

Morning comes as the sun rises up behind Elba's mountains, which are comprised of mica schist from the carboniferous period and shale, marble, gneiss and sandstone formed during the Permian period. During Mesozoic times, lime and marl were formed so the sediment became packed even tighter. During Oligocene, what geologists call now, "only" forty million years ago; red hot masses of melted granite welled up through the sediment, seas boiled and Monte Capanne rose 1,108 metres above the sea, criss-crossed with veins, druses and pockets filled with crystals of quartz, mica and feldspar.

One hundred and fifty different minerals are found here: shiny white aragonite, shimmering green chrysolite, bluish hematite, brown pyrite, and grey-white quartz. Those that don't want to search in the deserted old stone quarry can buy beryls, garnets, opals, biotites, tourmalines, and amphibolites in the town shops.

Following breakfast, it is time to research a little more closely. Elba has tall mountains, and valleys, bays, headlands, beaches and flowing brooks surrounded by crystal clear waters that whale and dolphins come to birth in. Even though the island is hardly three miles long, one must go up and down and around all the mountains. Many cycle, a good deal walk. The traffic is moderate and calm (by Italian standards). There are eight charming small towns on the coast with beaches, restaurants, cafés and shops.

Monte Capanne is good for hiking. One starts at Poggio (330 MASL), up a craggy ravine that soon opens up onto a dizzying landscape. Via the Feraie crest (760 metres above sea level), you then come up to the cable car's end station (990 MASL). It takes two and a half hours up and one and a half hours down; good shoes and a bottle of water are necessary. It is an unbending urge that one always wants to go up to the highest point of an island to survey and get a good overview, the whole picture.

In the early bronze and iron age, Europe's oldest furnaces are burning on Elba. The Greeks call Elba "spark island"; the iron ore holds 60-65 percent iron. Many Roman legionnaires carry swords of iron from Elba—for what good it does. Eventually, the Roman Empire falls and vandals devastate the island. Roman temples and villas become stone quarries for churches, houses and roads.

The Frankish King, Pepin the "Short" gives Elba to the Pope, who has to defend it against the Saracen's pirate fleets for three hundred years. Chaos and disorder prevail until Prince Cosimo de Medici of Florence convinces the Pope to give him Elba in 1548. Cosimo builds fortifications, and the new town Portoferraio (iron harbour). He introduces impunity, freedom from taxes, and religious freedom on Elba, which attract lots of enterprising immigrants with diverse backgrounds to the island (something for our depopulation threatened islands?).

But how does that help? The Medici dynasty dies out, the Spaniards take a third of Elba, the French grab another third and a one hundred year war breaks out. When peace finally comes in 1737, Elba lies in ruins and is still divided between three powers.

The island becomes Napoleon's "prison" when he abdicates from the French throne in 1814. He is given a "retreat post" as Elba's king and, with his usual energy and organisational skill, turns the island upside down. He allows the planting of potatoes, lettuces and cauliflower to make Elba self-supporting cultivating: vegetables, plants, chestnut trees to inhibit erosion, as well as olive trees and vineyards. He writes laws, organises waste collection, arranges street lighting, improves schools and hospitals, builds facilities for trade and shipping. He is Elba's biggest celebrity, but after ten months, the island gets too small and he makes a new attempt to take control of Europe: marking the "Hundred Days" before he is finally exiled to the considerably more remote island of Saint Helena in the South Atlantic.

In a typically Italian manner of mixing the present with the past, someone has written "Ti amo" here in the passageway up to Napoleon's palace and laundry hangs to dry outside a house built in the Middle Ages, that ever since then has been partially rebuilt over and over again.

According to the EU's definition, Elba is an island: it has a land surface area greater than 1 km², a greater distance than 1 kilometre from the mainland, has more than 50 permanent residents, is not the site of a capital city and it has neither bridge, tunnel nor causeway to the mainland. This definition always comes up at ESIN's meeting and is considered deeply offensive by the members. The only one of these five criteria that ESIN agrees with is the fifth: an island should not have a permanent connection to the mainland. Otherwise, the definitions are a source of great irritation, leading to feelings of inferiority and a sense of powerlessness felt by the islanders over not being seen, acknowledged as communities that are, to a large degree, advantageous for Europe and who respond to a strong demand. Islands have special needs, states the ESIN, due to:

- Decreased populations
- A skewed age and gender differential
- A very large number of visitors during a limited time of the year

The European and national politicians are unresponsive in the face of the islands' small scale. Even if ESIN doesn't have members in Great Britain, Germany, Holland, Iceland, Norway, Poland, Latvia, Lithuania, Ukraine, Russia, Rumania, Albania, Montenegro, Turkey, Croatia, Malta, Spain and Portugal, yet, ESIN is the voice of the small islands in Europe.

Paradise is an Island. So is Hell.

“The Atlas of Remote Islands” is a remarkable and idiosyncratic book, a mix of poetry, atlas and essays. The author, Judith Schalansky, considers fifty islands that she has never visited. The title of the chapter “Paradise is an island. So is hell”, comes from the foreword in her book. She writes, “Islands are not only real places but projections of human ideas for a better world and the social wish to cast out undesirable subjects and objects at the same time. So it is not surprising that the image of remote islands is located somewhere between utopian paradise and jailhouse. My book is about the huge gap between longing and reality.”

Rotumerplaat

In 1971, writers Jan Wolkers and Godfried Bomans each live for one week on the unpopulated sandbank island of Rottumerplaat, which has an area of 7.8 km² and is located between Schiermonnikoog and Rottumeroog along the coast of the Netherlands. Their only connection to the outside world is a daily radio interview with radio presenter Willem Ruis, who stays at a hotel on the mainland and broadcasts interviews on radio programme “Alone on an Island”.

For Godfried Bomans, the time on the island is a catastrophe. He is deeply disturbed by the noise from the numerous seagulls and is troubled by loneliness. Jan Wolkers experiences his stay on the island as an adventure fishing eel and shrimp, boiling sandworms and saving the life of a seal.

Both authors write a book about their stay on the island: Godfried Bomans writes “Dagboek van Rottumerplaat” (published posthumously, 1988) and Jan Wolkers writes “Groeten van Rottumerplaat” following his return from the island in 1971.





Procida and Ischia in the Gulf of Naples.

BLUE STAR DELOS

PIRAEUS

4

Disgraced Islands Delos

Coming from Mykonos the ferry takes 45 minutes. Travelling by sea, one sees ruins, columns and archways that rise up towards the sky. After one climbs off the ferry and pays the 6 euro fare, one can go wherever one wishes on the island, but one can't stay overnight. During the ancient times of the Delian League, one could neither be born nor die on Delos.

Two thousand years ago, the Romans become annoyed with the Rhodians because they won't take part in their war against the Macedonian king, Philip V, and therefore designate Delos as a tax-free island for 166 years. This is a hard blow for businesses on Rhodos, as they have previously charged a 2 percent tax on all trade.

For a hundred years, the island of Delos blossoms. Phoenicians, Syrians, Egyptians, Palestinians, Jews and Persians gather here without risk to life or property. Trade is primar-

ily in slaves: people captured from around the entire eastern Mediterranean. There are reports that 10,000 slaves are sold in one day (although sometimes the number 10,000 is used symbolically, to denote a very large number).

The tradesmen build beautiful houses with the money (non-taxed) they earn on their human and non-human goods. These houses are later plundered by pirates who, thankfully, can not take the mosaic floors with them. Eros

still rides the black dolphins here and in the villa opposite, Dionysus rides a panther with its claws outstretched. I walk down the path to the theatre and sit on the topmost stone benches—a fantastic vantage-point.

Delos is ravaged in 89 BC. Everything is burnt, temples and houses are flattened to the ground, and all the island's 20,000 residents are killed or enslaved. After attempting to rebuild, 23 years later the island is once again plundered and lies almost desolate until the 400's, during which time it is up for sale—but without finding a buyer. Since then, the island remains almost deserted.

Poveglia

Poveglia lies before the long island of Lido that separates Venice's lagoon from the sea. Starting the Roman times, plague-infected people are shipped here during the Middle Ages, bubonic plague-infected people are kept here; and up until a hundred years ago the island is used as a quarantine area. One hundred and sixty thousand people died on this island, which is only about 7 hectares big (17 acres).

In 1992, the island becomes a psychiatric hospital with an evil doctor, who is said to torture, slaughter and eat his patients before finally committing suicide by jumping from the clock tower. No wonder Poveglia is one of the thirty places on Earth featured in the TV series, "Scariest Places on Earth".

The hospital is closed in 1968 and the island is left empty. In 2014, the Italian state sells Poveglia as a possible place for a luxury hotel for half a million euro to a businessman. Good luck.



Aerial view of Venice with the main island in the upper left, quadratic San Michele in the upper centre, the northern end of Lido in the middle left and Poveglia just outside the picture, to the left.

Utøya

Utøya is a horrible place, nowadays. Here, on a 10 hectare island in the Tyrifjorden lake in Norway four miles north-west of Oslo, is the location of the Norwegian Arbeiderpartiet (Labour Party) youth camp, where 69 people are massacred in the summer of 2011. The victims are innocent youths that get up in the morning, take showers, and eat breakfast without any idea that this is the last day of their lives. They just happen to be in the wrong place at the wrong time.

To honour the victims, a memorial concert is held in summer 2012 in Oslo. Bruce Springsteen sings "We Shall Overcome." But people don't dare to hold summer camps on Utøya that year.

Summer 2013, the Arbeiderpartiet begins to reclaim their island that risks becoming a "Toteninsel" (Isle of the Dead), the title of Arnold Böcklin's famous painting. The summer camp takes place and the artwork "Memory Wound" is planned for the mainland north of Utøya, on a bluff. The bluff will be cut with a huge incision into the stone; the 69 victims' names will be carved on one side of the incision, and on the other side there will be a viewpoint facing the names. The stone mass cut away and lifted out of the "sore" will become a memorial stone in Oslo's government quarters.

The plans upset people with summer cottages in the area that don't want to be reminded about the massacre. The property prices go down, and yes, of course it happened ...but one wants to forget it, push it back, not know about it, not see it in one's own backyard. –Not In My Back Yard.

Holy Islands

Sivriada

Sivriada is a small island (0.05 km²) outside Istanbul, Turkey. In 1911, Istanbul's mayor decides that all of the city's stray dogs will be collected and deported to Sivriada. But soon thereafter the city suffers an earthquake that is interpreted as an omen, a punishment from God for abandoning the island's dogs, consequently the dogs are brought back to the city.

On the island, there are the ruins of a cloister from the 800's, graves of patriarchs and priests that were held prisoner here, a shipyard and a few fishing huts.

Lindisfarne

Lindisfarne is just north of Farne Islands, which includes half a dozen uninhabited birds' islands a few kilometres off the coast of England. Lindisfarne is a populated and particularly famous island. Despite comprising only five square kilometres of Northumberland's total area, Lindisfarne takes up considerably more room in the European culture's expansive landscape. It was from here that England was evangelized, and the Vikings raided here for the first time in June of 793. Numerous films have been recorded and enacted here, such as *Macbeth*, *The Scarlet Pimpernel* and Roman Polanski's chilling, *Cul de Sac*.

At low tide, twice a day, the 160 islanders cease to be islanders, and every year some 650,000 pilgrims take this opportunity to visit the island by foot.



Ukko's Rock in the middle of Enare Lake.

Ukko's Rock

In Enare Träsk Lake, there is a steep rock island called Ukonkivi (Ukko's Rock), or Addja in Sami. Ukko means man, grandfather, or old man. It can also mean thunder or rumblings. The island is small, only 50 x 100 metres, but it's thirty metres tall. It has been used as a holy place ever since the Sami's were evangelized. Arthur Evans is here in 1873, and finds a sacrificial site with bones and a beautiful piece of silver jewellery most likely from the 1200's (long kept in the British Museum, but now returned to the Samis). Evans becomes famous when he later dug out Knossos on a different island: Crete.

Mont Saint-Michel

Mont Saint-Michel is loaded with powerful religious symbols: the island itself granite, the history of the Archangel, the wide sandy bottom that three million pilgrims walk over at low tide yearly. "Mont Saint-Michel must remain an island. We must save it from mutilation!" wrote Victor Hugo when a causeway was built out to the island in 1879. Sometimes the sandbank is flooded over; last time was July 2013, when the island is an island again for twenty minutes, by the European Union definition.

In 2014, a jetty bridge is replacing the causeway. From July, you can walk on it; from November, you can take a bus (no cars allowed). Once the causeway has been demolished, the the sea will once again flow across the estuary and even flow over the bridge, making the island's 44 residents 'real' islanders again, a couple of times a year.

The shadow of Mont Saint Michel island.

Burial Islands

When you're dead, you're dead. Not much you can do about it. But those who loved you might want to remember and grieve for you. What, then, could be more suitable than a grave on a little island?

Eilean Munde

On the road along one of the world's most beautiful rail-ways from Glasgow to Mallaig in the Scottish Highlands, one passes by Loch Leven with its graveyard island of Eilean Munde. The Cameron, MacDonald and Stewart clans owned the island jointly and they all used the island as their graveyard even when they were feuding with each other. One can get here by private boat, such as kayak, from Ballachulish. The chapel built by Saint Fintan Mundus from Iona in the 600's burned down in 1495, but the powerful Celtic grave crosses still remain.

Vido

In 1915, retreating Serbian soldiers and civilians retreat through Montenegro and Albany to Vido at the mouth of Corfu. Most go to Corfu, but because of the risk of an epidemic, the sick and the dying; most of who are soldiers, are put on Vido. Since the island is small and rocky, more than five thousand people have to be buried in the ocean's blue grave off of the island, with rocks as sinkers. Read the Serbian poet Milutin Bojic's ode, "Plava Grobnica", or listen to Dragan Nikolic's recital on YouTube.

San Michele

Not far from Poveglia lies San Michele, a square shaped island across from and lying before Murano in the north. It



The grave of Ezra Pound, San Michele.



Gravestones on Eilean Munde.

only takes five minutes to get there by "vaporetto" (water bus) no. 41 from Fondamente Nuove. Previously, the dead were buried inland in Venice, but the ever-efficient Napoleon changes that in 1797 by designating the island of San Michele—a gondola trip's distance from the main island's northern dock, as the city's graveyard. One wishes that Napoleon could rise up and also do something about the city's sewage system (everything goes into the canals).

Even as Venice is decreasing in population, it is still cramped on San Michele. After twelve years bodies are dug up and for those relatives that can afford it, the remains are placed in a metal box. Otherwise, up until fifty years ago, the bones were taken northward to the island of Sant'Ariano in the



Burano lagoon. Nowadays they are placed in a common bone pit on San Michele.

Certain bodies are allowed to remain buried, for example, the ill-fated master poet Ezra Pound. In autumn 1972, four black-clad gondoliers row his body here to rest beside Igor Stravinsky in the little Protestant corner.

A strange island, quiet and still beside the clamour of the city. It feels like the ship of death, a soundless ocean liner loaded with the dead. But the quiet solitude is broken by a blaring loudspeaker that with a raspy voice orders us back to the clattering, rattling vaporetto and to the considerably less quiet cruise ships at Venice that bring just as many visitors daily as the total number of residents: 58,000.

Prison Islands

The sky is mighty but quiet. I think about how islands are delimited, often difficult to access and easy to survey. It makes them excellent prisons, not the least for political prisoners.

I think about all the young, strong, daring, creative people that have been transported and kept on islands turned into prisons and labour camps. Islands are perfectly suited for those that want to hide away and forget their opponents. The rest of us sit up on the mainland, pretending we know nothing about it.

There are islands that have a romantic glow about them, such as the Chateau d'If outside of Marseille and Île Sainte-Marguerite outside of Cannes, that are both considered to have been a prison for the mythical "Man in the Iron Mask". Île Sainte-Marguerite has been a prison since the end of the 1600's, with prisoners such as the steamboat inventor Marquis de Jouffroy d'Abbans, Abdel Kadir (an Algerian leader during the 1960s), and Marshall Bazaine—the only one that succeeded in escaping from here. There are twenty houses or so here. In the past, islanders supported themselves by selling fish and spirits to the soldiers and prison guards. Indian businessman Vijay Mallya has now bought a large section of the island for about 40 million euro.

Belene is a big island in the Bulgarian part of Donau, with a land area of 41,078 square metres. It is known for its concentration camp, situated here from 1949 to 1953 and 1956 to 1959. There is still a prison on the west side of the island, while the east side is a nature reserve and there are plans to build Bulgaria's second nuclear power plant here.

Goli Otok

Most of the prison islands are spots of disgrace on the island-map, offensive places that no one wants to visit. The small cliff-island of Goli Otok off the coast of Croatia starts being used as a prison during WWI. In 1949, it becomes a secret prison and labour camp for Stalin supporters, soviet-friendly communists, and anti-communists discovered by the Yugoslav Informbiro.

Prisoners here work in a stone quarry without regard for the weather or winds. There are reports of 32,000 prisoners dying on Goli Otok. The prison is closed in 1988 and is now a desolate ruin. The only visitors are rare lone tourists (like myself) and shepherds from the beautiful nearby island of Rab (which is Italy's prison for Serbians and Jews during WWII).

Makronisos

One nautical mile eastward from the Temple of Poseidon at Cape Sounion, one can see a barren, long island called Makronisos. It is one of those sun-bleached Greek islands that we love, but which is seldom mentioned in tourist magazines or guides. Makronisos exemplifies that mankind can turn a paradise into a hell.

When most of Europe are celebrating the end of WWII, Greece is entering into a civil war. Thousands of leftists are executed, fifty thousand are thrown in jail and tens of thousands are deported to remote islands. Beginning in



Map of Makronisos just outside Cape Sounion.

1946, young communists of eligible age are sent to the five-hundred metre-wide and thirteen kilometre-long island of Makronisos off the coast of Attica, to be rehabilitated there. The treatment includes living in miserable tents in extreme heat or cold, and suffering hunger, thirst, isolation, threats and brainwashing. Their spirit of opposition will be broken down and they will sign an avowal of their misdeeds and beg for forgiveness. Thereafter, they are called in to the army to fight against their own. Those who refuse to sign are tried in court and executed by firing squad or kept prisoner on Makronisos.

Battalion D lies on the north side of the island. There are five hundred civilians and officers. The prisoners are kept fourteen to every tent, isolated from other groups by a three-metre-high barbed wire fence. The young Mikis Theodorakis is prisoner here in the winter and summer of 1949. He and thousands of other young men who refuses to become defectors are beaten and tortured with pokers, iron pipes and bamboo rods, resulting in broken bones, spinal injuries, loss of sight, trauma and death.

This continues until the end of the civil war in 1949, but Makronisos comes into use again during the military junta of 1967-1973.

When young people laugh, there is no cure. We are all

infected. It can't be helped. Just across the dew-covered mountain, young people walk without looking left or right. Nothing is difficult, or permanent.

The rest of us crouch in cottages and farms. We worry about rain and drought, timetables and thieves. The young ignore caution. They simply don't know any better. They walk by without a care about procedures, how the roads run, what agreements exist, what the plans are. They are on the way to Syntagma, Woodstock or Tiananmen Square. They are on the way to change the world with their carefree laughter.

When young people speak, there are no obstacles. No money, language, skin colour, class differences stand in the way. Romeo didn't care that Juliet was a Capulet, Tristan didn't care that Isolde was promised to his uncle and leader. What do idealists care about borders, tolls and bans?

The rest of us know better, but the young don't and that's a good thing. Those that want change don't care about laws, traditions and sanctions. Summer builds its cumulus castles in the sky but the young don't seek out the shade. Sun, wind and water are all the foods needed on the journey for those that have a worthy goal. The path to the future may not be so clear, but is light and easy to walk when one knows better.

When young people are imprisoned, there are no limits. Situations can reach any depths. We lose the young in another reality, like when the trees bloom and blend into a shared woods. They disappear out of our sight, in a world that we don't know. They are on strange islands. The clouds that were just a splash of colour on the sky's blue canvas shadow them now.

The rest of us don't understand what's happening. We worry, wander along roads and waterways and call out but get no reply. Will they overcome? Late at night, the lights flicker anxiously in the village. The stars gather in tight flocks in the sky.

When young people are killed there are no words. What can we say when things have gone too far? When all of our prayers and wishes were in vain? When the world is just as evil as we feared. When the worst imaginable is precisely what happens.

The rest of us have no answer to the simple question: why? We can't answer and don't know who we should ask. Our experience is worthless, wisdom is useless. Our language doesn't suffice. We live on without understanding the order of things. The stars appear, they shine stilly and weakly. The sky is mighty but silent.

The World is Actually Getting Better

On the six beautiful Solovetsky Islands in the White Sea, Russia, 861 people are residing mainly on the biggest island Bolshoy Solovetsky, which has a land area of 246 km². This is the place for Soviet's first gulag, in use from 1921 until 1939. Nowadays it is a very popular tourist destination, not because of the gulag but due to the medieval cloister that is also here, making it a UNESCO World Heritage Site and as such

illustrating a significant period of human history. This of course relates to the outstanding example of a monastic settlement in the inhospitable environment of northern Europe showing the faith, tenacity and enterprise of medieval religious communities. To me, it also illustrates another significant period in human history.



Gorgona

Gorgona is a lone, two square metre island north of Elba, outside of Pisa in the Ligurian Sea. Its residents are 79 prisoners and 47 guards, plus one island-born person: 86 year-old Luisa Citti-Corsini with her cat, ET. In 1869, an experimental labour camp is founded here with the task of working the island's fields. The prisoners work with cultivation, animal care and building. Right from the start, good living quarters are arranged at the camp with large cellars, common rooms and a football field. Most work outdoors and down in the village.

The prisoners are only locked in at night. It is considered impossible to escape from Gorgona, since it is 20 nautical miles to the mainland coast (but one prisoner has disappeared and is never found). The ferry comes once a week, but can't dock and passengers are taken to land from anchorage.

The vineyards here are resumed in 2009 when Umberto Prinzi (41 years old, sentenced to 22 years for murder) arrives from Sicily. Now the prisoners produce 2,700 bottles of excellent wine called Gorgona that costs 50 euro per bottle.

Benedetto Ceraulo (55 years old, sentenced in 1998 for the contract killing of Maurizio Gucci) makes ricotta cheese here, amongst other types from cow and sheep's milk. The Chinese gangster Jin Zhaoli (sentenced to 15 years prison for murdering his wife) grows tomatoes, zucchini and aubergines.

Gorgona's governor, Maria Grazia Giampiccolo, is known for her progressive methods. "We must have real possibilities of reintegration into society. If our only method is prison, then we are on the wrong track", she says.



Bastøy

One reaches the prison island of Bastøy in Oslofjorden, Norway, from Horten with a special ferry whose crew is partially made up of prisoners. The island is 2.6 km², and there are 115 prisoners here in Norway's biggest open correctional facility. Of the seventy personnel, only half wear uniforms and most go home by ferry in the evening. Only four remain here over night.

The prisoners can move freely on the island, they work in agriculture, carpentry, laundry and school. They are counted twice a day living six, to each simple cottage scattered on the island. In the houses, they each have their own bedroom, a common laundry room and kitchen where they cook breakfast and dinner. Everyone eats lunch together (one of the counting occasions). They earn five euro per day

on their work so that they can buy breakfast and dinner in the island's shop.

The idea is for the prisoners to practise personal responsibility. When they arrive here, they live in larger groups; afterwards they move on to living in smaller groups in the cottages in order to practise self-reliance before their release.

This prison was arranged in 1982 according to humane principles and replaced a previous juvenile prison that had a terrible reputation. The modern Bastøy has been described as a paradise for prisoners, but

what do we want a prison to be, really? A typical European prison produces 70 percent repeat offenders at a cost of about 100 euro per day, living under unacceptable conditions. The goal at Bastøy is to be one of the world's best prisons, to be entirely ecological, to manage entirely without oil and have a repeat offender rate no more than around 10 percent (according to Statistisk Sentralbyrå SSB, the National Statistical Bureau of Norway, 25 per cent of prisoners in Norway in 2003 are back in prison again within three years).

Islands in Art

All people have relationships to islands. If not as a home, then as destination, a dream about a destination, a metaphor, an image, or song. The very concept of an island sits deeply rooted in our psyche, maybe because we ourselves are island-like; to me it's not: "No man is an island", but rather, "Every man (and woman) is an island".

This planet that we live on is an island moving alone in the sea of Space, extremely remote even for its nearest neighbour. Those qualities we attribute to an island can easily be applied to our planet. Would we be threatened by global warming, extinction of species and lack of resources if we had nearby neighbours in Space with ample cold, extra species, plenty of resources and free space?

Zoom down to Earth again, to any island fighting to create both wellbeing and sustainable development in a complex, stressed and globalised existence and you will soon realise that island-thinking is not just a fun metaphor, but a necessary way of thinking.

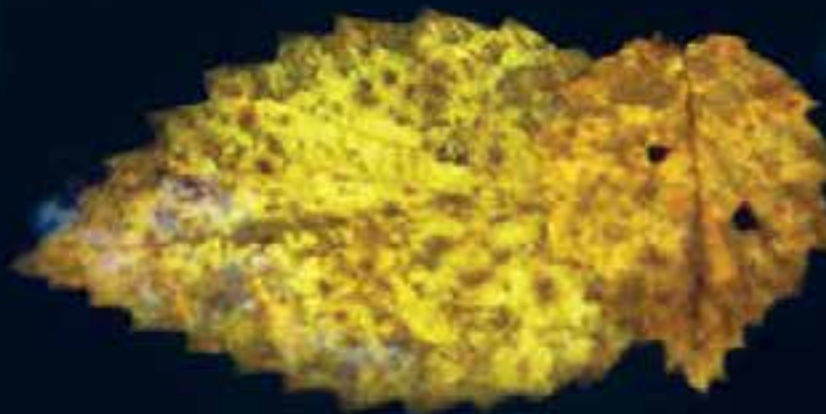
In art, islands are much more numerous than they are in reality, 2,431 (only counting the small European ones). They take up far more space in the human conscious than they actually do in the material world.

412 Rock Songs

Daniele Mezzana from Rome, Aaron Lorenz from USA and Ilan Kelman from Oslo have listened their way through 412 rock songs from the period of 1960-2009 that are about islands. These included songs from The Beatles, Beach Boys, Bob Dylan, Bob Marley, Jethro Tull, Neil Young and Simon & Garfunkel, just to name a few. The 'rock poets' usage of islands has been arranged into five main themes:

Space	Seclusion
	Fate
	Distance
	Water, Sea, Ocean
	Vulnerability
Lifestyle	Escape
	Adventure
	Exoticism
	Love and Romance
	Closeness
Emotions	Sadness
	Fear
	Loneliness and Despair
	Happiness
	Beauty
Symbolism	Spirituality
	Mystical
	Lost Ground
	Paradise, Eden and Utopia
	Artistry
Politics	Domination
	Social Criticism
	History
	Crime, Violence and Dystopia

Sometimes I can muse rather long in order to understand what a song is about, to grasp an artist's means of expression. Sometimes I don't understand at all. Sometimes it works and it's stimulating, bracing, delightful, different, disconcerting, unexpected and beautiful. Many artists I like – J W Turner, Monet, Pierre Bonnard, Paul Klee; seem to be all around me, when I walk in the woods and on the beach at home on the island. They must have been here to get inspiration. I see their work everywhere. They're changing my concept of the world, every day.



Are Islanders Happy?

I'm travelling from Kökar with Tom Eriksson and Elin Thomasson, past Kyrkogårdsö (Graveyard Island) and Husö (House Island), directly northwards past Pjukan-sören (impossible to translate). We round Stumskär (Mute Islet) and continue on between Stora and Lilla Gloskär (Big and Small Inlet Islet) and in to Snäckö (Shell Island). It's raining and blowing a 10 metre-per-second northerly wind.

The last bit on Kumlinge (Stone Pile Island) is bewitching. The road is lined with bluebells, dropwort, wild strawberries and butterfly-orchids. The festival site is at a beautiful location on a rock cliff. But it's raining. One can just about see over to the other side of Ådöhålet (Eider Strait). The Swedish band, "Yonder" is playing their creative mix of acoustic country, blues and Southern gospel. It is s-l-o-o-w, sad music ... four members with double bass, drums, guitar, a singer and harmonica.

"They go well with the rain", says Elin.

She is entirely right.

Isn't it strange that one can be happy from hearing sad music? That one can be happy from listening to something sorrowful? The music moves your inner state, gets you slowly in a good mood. Despite the rain.

People gather, archipelago islanders and tourists who arrive on the extra boats that the Project "Culture in the Archipelago" has



A sea eagle passes by my boathouse on Kökar.

arranged from Hummelvik (Bay of Hops), Överö (Over Island), Långnäs (Long Peninsula) and Kökar. The festival's third day begins, with between one and two thousand people.

Yonder is the day's second band. When they start to sing with the promise of slowness, it stops raining. They sing about love ("I Wan-

na Wake Up With You") and about being a young bachelor ("Single Man Blues"). When they sing about faith ("Faith"), the sky clears up. The longer they play, the more everything improves, both inwardly and outwardly. The melancholy turns to joy. After forty-five minutes, one encore and long applause, the sun is shining from a cloud-free sky...both the outer and the inner weather on top form.

Despite that happy occasion, Kumlinge's 370 permanent residents come in 139th place in the happiness measurement carried out by the "Ilta-Sanomat" newspaper in Finland each year. It seems strange. The municipality's economy is good, with high tax revenues, a lot of money in the banks and little borrowed. The population, which has declined since 1950, has increased somewhat in the last three years. Almost everyone votes at election time. Transportation is good: one is "right in the hub", with an airstrip and fibre network on the way. There is a post office, three banks and a police station.

Or do we have the wrong perception of happiness? Happiness research is an interesting subject that has expanded quickly in the last twenty years. Measurements are usually based on a good economy (growth), social tolerance and democratization (meaning individualism and freedom of choice), as well as good health, employment, friends and a life companion. Islanders in the Outer Hebrides, Orkney and Shetland are 'singing in the rain' since they are the happiest people in Britain, despite having the worst weather. They have the highest degree of life satisfaction, self-esteem and happiness, states ONS, the Office for National Statistics, 2013. One must, of course, believe them.

Islanders and In-landers

Finally, after 25 years on a deserted island, Joe was being rescued.

As he climbed onto the boat, the curious crew noticed three small grass covered huts.

”What are those?” they asked.

”The first one is my home,” Joe said. ”The second is my church.”

”What about the third hut?” the rescuers wanted to know.

”Oh,” says Joe, “that’s the church I used to belong to.”

Are islanders different from other people? Are ‘isle-ies’ different than townies? Are they more like hillbillies, or are they a breed of their own: ‘isle-billies’? Can life on a little island make you ‘island-ish’, make you develop ‘island-ness’? Do islanders develop different qualities, a special characteristic, or strange behaviours?

Many say so. One of them is Anders Källgård, doctor and nesophile (island lover) with a nearly encyclopaedic knowledge of islands throughout the entire world. In his book “Öar” (Islands), he describes Homo insularis, an island-person that is characterized by contentment, integrity and interest in one’s fellow man. He writes this about the

islanders on Koster who are carefully studied in a public health project: “Koster islanders are faithful to their islands. They live in contentment with their vulnerable position. They don’t complain about the lack of services when they, seriously ill and possibly with high fever or bad pain, must be transported on a three wheel cargo moped in the cold and wind to the nearest dock, for the difficult transport by boat to Strömstad.”

He also discusses the island Åstol, previously a fishing village, where the revivalist movement awakened to life about a hundred years ago and where piety still runs deep. He sees “a black-clad, stooped woman wobbling slowly along in the heat” and thinks that she and others on Åstol have more in common with Mediterranean islanders than they do with Swedes in general. He admits though that he finds it easy to see the islanders in a romantic light, but does not retract that “island-people have stronger integrity, don’t allow themselves to be controlled by trends or powers”.

I agree with him that islanders are different, even in today’s island-societies. My theory is that this difference depends on the fact that islanders have: (a) a limited social circle, (b) a lack of services and necessities, and (c) must manage boredom.



Four vital functions on a small island: Geraldine Uí Mhéalóid is a teacher, Niamh Ní Dhrisceoil is a local politician, Margaret O Driscoll is (was) the nurse and Padraig C Ó Drisceoil is a ferryman, all on Oiléan Chleire-Cape Clear Island.



Limited Social Circle

Townies choose who they want to socialise with based on interests, values, taste and style. Those that like hard rock or opera listen to that music together, those that collect stamps or watch birds do that together, those that wear black clothes work at black clothes businesses and party at black clothes clubs, those that are socialists meet socialists, those that are conservative meet conservatives, and those in class six in school play football with those in the same year - maybe even just with those of the same sex in the same year.

This is not how it is on a little island. There is maybe only one who wears black, one who likes opera, and the socialists are few. Islanders learn to socialize with whomever is there to socialise with. There would be no football games if one didn't mix boys and girls in various ages. One has to accept that maybe not everyone likes black, or is interested in birds. It is often said that friends you choose, family you get. On an island you can't choose who you want to socialise with, you are who you are. Islanders become therefore more like siblings and develop a tolerance with, an interest in and a love for others that is deeper than style, taste and external attributes.



Kids on Kökar.



Lack of Services and Necessities

Townies can always walk down to 7-Eleven and buy condoms or a breakfast bun. Townies can always get time at a car garage or at a dentist's. There are always plumbers and cash machines, Google Maps and taxis. Townies don't like to be by themselves but are often alone.

Self-esteem is our knowledge and experience of who we are, how well we know ourselves and how we relate to ourselves. Self-confidence is an entirely different matter, it is about what we can: what we can do, what we are good at, what we are accomplishing. Good self-esteem is often accompanied by good self-confidence.

It's not so bad to be alone. It's easier to get to know oneself if one abstains from other people's constant attention; if one doesn't have to think about dressing in the right clothes, doesn't have to work at the right job, work-out at the right gym, get one's hair cut at the right stylist's, drive the right car and listen to the right music.

On a little island where the range of goods and services is very limited, where transportation is long and slow and where the market (i.e. the residents) is small, then the supply is also limited. An islander must either walk to the neighbour's or fix the car himself or herself. Island dwellers learn to fix the drains, mix oil in petrol, find their way home through the dark and help others.

Boredom

Townies don't have time to talk to each other. There are too many smartphones, too much traffic, lights and noise, time for meetings, time to book, time to change bookings. To wait and yearn is not very modern. Townies get anxious when something isn't constantly happening, when they aren't connected and communicating with someone somewhere else. Our verbal abilities are waning next to our telegram-

like writing skills in the form of SMS and on Facebook. The image is becoming all the more important as a communication tool. But a picture does not say more than a thousand words, it says something else. Townies don't have the time to talk and they don't have the time to listen.

Islanders have hours on the ferry where there isn't anything else to do other than talk. They have learned to have fun

when it's boring. Islanders know that a twenty minute visit to the dentist takes eight hours. They can be in a boring situation without being bored. They can be bored without being bored. They can have long conversations with neighbours, strangers, politicians, the priest, schoolchildren and the helmsman several times a week. They have time to meet and time to converse.



Waiting for the ferry at Mossala, Finland.

If I Were an Artist

If I were an artist, I would want to create an artwork like “Surrounded Miami Islands.”

Artist couple Jeanne and Claude Christo’s work was comprised of packaging materials of gigantic proportions. They waved away all the deeper analyses of their work and explained that all they wanted to do was to show a new way of seeing familiar landscapes and beauty. In an interview, Christo said, “I am an artist, and I have to have courage... Do you know that I don’t have any artworks that exist? They all go away when they’re finished. Only the preparatory drawings and collages are left, giving my works an almost legendary character. I think it takes much greater courage to create things to be gone than to create things that will remain.”

I have been captivated by their art ever since I saw Pont-Neuf wrapped up. Their most beautiful artwork in my opinion “Surrounded Miami Islands”, eleven islands in Biscayne Bay in Miami that they surround in 1981 with 600,000 square metres of pink floating plastic sheets of polypropylene.

A team of lawyers, marine biologists, ornithologists, building engineers, marine engineers and construction workers start the work in April 1981. They clean 40 tons of

waste from the islands, including refrigerators, tyres, countertops, mattresses, a boat and receive permission for their artwork from all the municipalities, city districts and federal agencies. From November through April, plastic fabric is sewn in seventy-nine varying shapes in order to follow the islands’ contours and is then folded like an accordion to be spread out over the water later. The plastic fabric is fastened from the outside with booms held in place by six hundred and ten specially crafted anchors; the inside is fastened with grappling irons hidden in the beach vegetation. The project is financed in its entirety by the artists themselves through the sale of sketches and collages of the artwork.

Four hundred and thirty people unfurl the plastic fabric into place on 4 May 1983. The plastic stretches sixty-one metres outside of the islands’ coastline. The artwork exists for two weeks and is breathtaking with its pink colour from the sky’s light contrasting against the tropical green of the islands and the opacity of the shallow waters.

If I were an artist I would like to create just such a mind-blowing and beautiful piece of art showing that an island is *more* than an island, that it is fragile and perishable.



Chapter 5

Green Hat Thinking

The green hat represents creativity, new ideas, new concepts, new understandings. When I put on the green hat, I am allowing time and space for creative thinking. When I ask someone else to put on the green hat, it is a request for creative input. “We need some new ideas here. Could we solve this in another way? Could there be another explanation? Listen up, we could use a little green hat thinking now.”

With the green hat on we search for alternatives and possibilities, we try out hypotheses and new ways of thinking. We move the task forward without judgment.



When God Made the Danish Islands

I'm speaking with Marius, helmsman on the m/f Kyholm, a 3,300-tonner built 25 years ago to run the Kalundborg-Samsø route, with a capacity for 550 passengers and 90 cars. The shipping company is private and is tendered out every fifth year by the Danish government, which subsidises 20-30 percent of the operational costs. The ship has a five-man crew, with two deckhands, a chief, helmsman and skipper. Marius is the captain today, telling me all about the ferry and the future.

I have the green hat on. I can wear it now since I've already worn the white, yellow, black and red hats. So you won't be tortured by a rampant, multi-branched, unfocused creativity that doesn't know what it wants or where it's heading. My creativity can take a starting jump from the facts, possibilities, risks and feelings about island communities that I have been in. My creative abilities can start to look for possible changes and suitable renewal. I can do this with you, cherished reader, since we have made this journey together, and read the islands together.

I'm peering out over the sea from the m/f Kyholm's bridge and realize that God is in a good mood when she makes the Danish islands. It is on a weekday thousands of years ago. The sea lies pale blue, big, still and the sun shines from a cloud-free sky. First she puts the land and the islands in place. She has practised a bit on the Swedish west coast, but it hasn't turned out so good: not enough water close to the land, and all-too-narrow passageways behind Tjörn and Orust. It is better on the east side of Sweden, with the possible exception of Gotland that is a bit too far away.

Now everything's going to be nice and well organized, she thinks, and puts the large bit, Fyn, in place. She breaks Själ-



Marius the helmsman on the m/f Kyholm.

land into smaller pieces and firmly mortars Mön, Falster and Lolland. She takes a handful of seabed, south of Lolland and casts it off to Bornholm—oops, that was a bit too far. A few shards are left around Fejö.

She stands with one foot on Jylland, the other on Själland, carves a trench through Stora Bält with her hand and a channel through Lilla Bält with her finger. Now things will flow well, she thought. She flicks away a few specks that fastened on her finger up towards Kattégatt, to Anholt and Laesø. She lays out Langeland and Aerø on either side of Fyn, then sits down on Aarhus and puffs out a breath after her exertions. Her back pushes Himmelbjerget up to the height of one hundred and forty-seven metres.

Drying off her fingers, and with the sandy remains places Samsø in the middle of Stora Bält, like a miniature of Denmark, in the middle of Denmark. She dresses the island in beech and spruce, with grasses and heather moors. She makes ravines, shaped dunes, lays out meadows, hills, beaches, inland seas and reefs. With infinite care, she plants anemones, primrose and finishes it all off with masses of aster.

Humans will have it good here, she thinks. On an island everyone must get along. It can't be better. Secure, honourable islanders that don't have to have everything in the



m/f Kyholm coming to Samsø.

world but believe things are good enough with bacon and potatoes on the table, wood for winter and a loved one in bed.

It would be nice if they could sing too, she thinks. Then I could hear psalm song rising from all the churches on Sundays while the flags flap in the wind... flags with a white cross on a red background that they'll eventually come to have.

God is in a good mood today. Hmmm, I won't make them so religious, she thinks – forget about the psalm song. I'll make

them friendly, happy and convivial instead. What if later, as I'm on a roll anyway I make it good to be alive?

This is going to be great, she mutters, pleased with herself. Tomorrow I'll make cows, pigs, cod, flounder, nightingale and stork. On the sixth day I'll make Søren and Malene. Then I'll rest.

New Ferries to Samsø

Soon, Samsø will be getting two new ferries. Søren Stensgaard, the technical head in the municipality, is talking about the new municipal ferries being built by Remotowa in Poland by OSK-ShipTech A/S, to be delivered in autumn 2014. They will hold 160 cars; run the Jylland-Samsø route, summer crew and winter crew (“winter mode” he calls it), 27 million euros on the price tag, of which the ferry cost 23 millions—no EU funding needed, Søren Stensgaard says and laughs, it’s sufficiently advantageous to run on local gas and electricity anyway. Financing was provided on the basis of return on investment and operational costs, no problem.

The new ferry is powered by locally produced biogas (LNG) and uses surplus electricity from local wind farms. The ship’s gas must be compressed and chilled (liquid gas has 600 times less volume than gaseous gas) and cannot be pumped in pipelines like gas fueled buses.

But the island’s citizens won’t sit still in the boat. They want a fast route to Aarhus, Denmark’s second largest city. They want to be able to commute to the city within 50 minutes and they want to compete with the Aarhus suburbs.

A private workgroup (soon to be joint-stock company) with nearly 500 people



Søren Hermansen.

buys a catamaran from Hautschildt Marine for 3 million euros, of which the vessel cost 2.4 million. Carbon-hulled and running on marine diesel (unfortunately). The yearly operational costs are estimated at 500,000 euro. The ship has a capacity for 100 passengers and bicycles, and reaches Aarhus centre (inner harbour) in 50 minutes.

No government funding and no EU aid-grants. Søren Hermansen is proud.

Attractiveness

Identity

There are three Aegadian Islands: Favignana, Levanzo and Marettimo, with five thousand residents in total. They are somewhat differ in their characteristics but form a joint municipality. They previously lived off tuna fishing, but their business life has now turned completely towards tourism.

Marettimo has 300 residents and postal service, a bank, cash machine and the castle Punta Troia, which was an extremely nasty prison between 1793 and 1844. Marettimo is also Sicily's biggest nature reserve. The sum of those people, destinies, characters, culture and history are the qualities that make an island, both positive and negative. That which lives on, in what history calls 'the collective memory' casts its shadow over today's opinions.

Profile

Marketing is about being appealing to those that one wants to attract. When an island profiles itself, that means it makes a choice selection of qualities from its identity and presents them to the target audience. It wants to be attractive, for example, to tourists, but even more so to tourism companies that can cash in on tourism.

The profile is those qualities that make the island unique and attractive.

Professor Ioannis Spilanis, based at the University of the Aegean, Greece—that led the big island-study EUROISLANDS, states that islands make themselves attractive partially for people and partially for businesses. It is two sides of attractiveness, two different target groups.

Attractiveness is built on:

- Economic, technical and financial infrastructure (i.e., a cash machine on the island)
- The transportation system
- Access to competence and workforce
- Quality of life
- Image

Spilanis believes that island societies cannot compete on equal terms with city societies, because islands cannot create equally attractive profiles. They cannot create scale advantages, they are not as accessible, they have high transportation costs and they don't have access to the competence networks existing in cities.

Simultaneously, islanders want to have the same services that mainlanders have: healthcare, libraries, schools, administration and more.

Image

Close your eyes and think of an island. If the island you see before you is surrounded by the blue Mediterranean with sun and white-sand beaches, you might think it's a mountainous island (like Marettimo). Even if you have never been on a similar little Italian island, you at least have an image that's been shaped by brochures, films, travel magazines and TV programs. That picture or image is the sum of all the impressions that those who don't live or work on that island have of the place in question = you.

I agree that islands have a strong image. I agree that islands have an image that is created in an unlikely realm between their identity (= reality) and their profile (= a choice selection of their qualities).

That image works well for tourists but considerably worse for businesses and residents. A good image should be able to help a small island compete for a moderate number of visitors, smart investors and suitable workforce. A bad image results in too many visitors that leave too little in exchange, put too much strain on the island, which also results in short-sighted investors and a cheap, transient workforce.



Marettimo island profile with former prison rock at the right end.

The Importance of Tourism

Jerome McElroy at Saint Mary's College in USA has developed a Tourism Penetration Index (TPI) in order to illustrate the importance of tourism for an island and how much it impacts the society. TPI is based on the island's area, population, number of tourists (overnight and cruise-ship passengers, including days and duration), number of hotel rooms on the island and how much tourists spend on the island. He has researched 36 islands with less than one million residents.

Utilizing this, he wants to attribute a measurement of tourism's economic, social and ecological importance for the island:

- Tourist expenditure per capita = how much each visitor spends is the measure of the economic penetration.
- Number of tourists per 1,000 population = number of tourists daily per 1,000 residents is the measurement of the social penetration.
- Number of beds per km = number of rooms per square metre of land is a measure of the effect on the environment.

Jerome McElroy works with islands around the entire world and has established that tourism has the biggest impact in

the Mediterranean and the Northern Pacific Ocean, while the Southern Pacific Ocean and Indian Ocean islands have a low TPI. The nine most developed and most impacted islands are the smallest in his research; they comprise 40 percent of the total number of tourists and hotel rooms in his study. Is small beautiful?

For a European context, his TPI is used in an ESPON study 2006.



Ferries leaving Stockholm harbour.

Texel

Texel is a municipality in the Wadden Sea, another one of UNESCO's World Heritage Sites. It is one of the Frisian Islands, 301 km² whereof 162 km² land, with 13,735 residents, 43,000 guest beds and a million tourists yearly. Tourism is regarded as both blight and blessing –not strange considering that it brings in 91 million euro per year compared to the agriculture (55 million) and fishing (32 million) industry totals in 2000.

Texel can't quite cope with its tourism. The unique sheep and lamb found here that provide cheese, wool and meat aren't those that visitors find on their plates (most imported from New Zealand), and pollutants are making Texel an ever more polluted place. The island's starry skies are near to being eradicated, an equally threatened biotope as its sea. Many of Texel's visitors are ornithologists that worry over how the birds are being affected by night light from villages, cars and ships.

In 2007, people from Texel and the neighbouring islands of Terschelling, Schiermonnikoog, Ameland and Vlieland gather for a conference about the island's future. There are various experts from both the islands and the mainland, for example: environmental planners, conservationists, tourism experts, farmers and artists. The conference produces four different scenarios for the future. These are then discussed with all the Texel islanders, resulting in a fifth scenario called Texel Unique Island, which includes a ceiling for tourism of 47,000 guest beds. There are three strategic areas:

- (1) Texel provides energy, meaning that the island will produce more renewable energy than it uses.
- (2) Texel as a "human" recharging station, meaning that the island will give renewed energy and strength to its visitors.



Sandbanks in the Eems river estuary.

- (3) "Tested and Tried" on Texel, meaning that the island will be an experimental area where various types of trials and tests can be carried out. The phrase 'light pollution' is coined here.

Texel limps out of the Icelandic bank crash somewhat mangled a year later, and still hasn't fully recovered. But as a part of its three-point strategic plan, in 2012 all outdoor lights are changed to LED bulbs, reducing the energy consumption by 60 percent. The new lighting uses renewable energy, have lower maintenance costs, no CO₂ emissions, and cause less light pollution.

Texel sells the dark. And starlight.



Settlement on Svalbard, photograph by Fredrik Pleijel .

Visit Yourself

In 2012, there are one hundred thousand tourists on the Faroe Islands, of which 52,000 comes via cruise ships (meaning, they eat but don't sleep on land). But the tourist intake, currently around 60 million euro, should be 100 million by 2020. To accomplish this, there is a new tourism strategy, new tourism director and new tourism budget. The Faroe Islands are going to sell calm, quiet, inner peace, rain, cold and pure nature. The same strategy that Tiina has on Lappo, though on a larger scale: say 'hello to yourself'.

Islands of Peace

There are a few areas in the world where military forces and installations are prohibited by national decision or international treaties. They are called demilitarized zones and may not be used as a base for military attacks (but there is nothing to prevent fighting in the area when a war actually breaks out). There are three demilitarized island zones in Europe: Svalbard, the Aegean Islands that lie farthest east, and Åland.

Svalbard

Svalbard is a group of islands in the northern Arctic Ocean with eight bigger islands (Spitsbergen, Nordaustlandet, Barentsøya, Edgeøya, Kong Karls Land, Prins Karls Forland and Bear island) and smaller islands that lay between 74° and 81° northern latitude, 10° and 35° eastern longitude. They have a total area 61,022 km², of which glaciers cover 60 percent and less than 10 has vegetation. There are 2,394 residents, one of whom is the Norwegian governor, Odd Olsen Ingerø.

It was certainly the Vikings that gave the islands the name Svalbard, but people usually say that they were "discovered" by Willem Barents, who came to Spetsbergen in 1596. Although the islands belong to Norway, on Svalbard several countries are allowed to have industries, rock quarries, fishing and hunting through rights decided in the Svalbard Treaty signed in Paris in 1920. The agreement also designated the islands as a demilitarized zone.

The Greek Islands

Through article 11 in the Treaty of London signed 14 November 1863 (Traite conclu entre l'Autriche, la France, la Grande-Bretagne, la Prusse et la Russie relativement a la reunion des Îles Ioniennes au Royaume de Grece), the neutrality of, amongst others, the islands of Corfu, Ithaca, Paxos, Cephalonia, Zakynthos and Lefkas in the Ionian Sea become "une neutralité perpetuelle". This neutralisation is coupled with demilitarisation.

The eastern Aegean islands are very close to the Turkish coast and can pose a threat to Turkey's security. Therefore in 1914 Great Britain, France, Russia, Germany, Italy and Austria-Hungary stipulate that Lemnos, Samothrace, Lesbos, Chios, Samos and Icaria continue to belong to Greece if they remain demilitarized. This is established by the Peace Treaty of Lausanne 1923, and in the Peace Treaty of Paris 1947, the islands of Stampalia, Rhodos, Calki, Scarpanto, Casos, Piscopis, Nisiros, Calimnos, Leros, Patmos, Lipsos, Symi, Cos and Castellorizo are similarly allocated to Greece under the same conditions: that they will remain demilitarised.

Since 1960, Greece not respecting these agreements, has largely contributed to the strained relations between Greece and Turkey.

Åland

The peace treaty signed in Fredrikshamn 17 September 1809 results in Sweden and Finland going their separate ways. Therefore, Swedes usually say that they have had peace for more than 200 years. It makes the 17th of September more worthy of celebrating than November 6th, “Gustaf Adolfsdagen” or “Swedish Day”, as it is called in Finland.

We rarely celebrate peace days. Peace efforts don't really attract our media very much. A single king that dies, shot in the back when he (due to his bad sight) gets separated from his own men, is more interesting than ten peace agreements. I get happy when I think about August Palm in Malmö on 6 November 1881 holding the first socialist treatise with the title “What do the Social Democrats Want?” He intentionally chose that date for the sake of challenging our celebration of wartime monarchs.

The reason that peace and disarmament efforts become overshadowed is surely that there is so little money to earn on working for peace, as opposed to war and armament. The senseless waste of billions on weapons in a world where efforts in so many human areas are so glaringly needed never ceases to amaze.

When I attend Military High School, we get to learn that it is those defending themselves that truly trigger war. If one doesn't defend oneself, if one allows the fists to rest and don't fill the machine gun with cartridges, there will be no rumble, no fight, and no war. These are the grounds for demilitarization and pacifism.

It is a difficult lesson to learn for a young and eager captain. It is a hard lesson to learn for everyone. One of the hardest. One of the most important.

Actually, it is not a war one that one wants to win, but peace.



Ferry m/s Gudingen at Harparnäs harbour, Åland Islands.

To Win Peace

It's difficult to make good films from good books, particularly Shakespeare. Shakespeare never goes to the movies and never thinks along those lines. He writes for a small stage without a landscape, panning, zooming or close-ups. Entirely fearless of this, Englishman Kenneth Branagh makes a film of Shakespeare's drama about King Henry V, who one summer day in 1414 sails with ten thousand soldiers to France. Henry has a small but well-trained army with a new weapon: the longbow.

In October of the following year, the Englishmen meet a large French army at Agincourt. The French number 60,000 men, with a well-equipped heavy cavalry—the cream of the French nobility. Due to hardship and sickness, the English army, comprised mostly of foot soldiers, has shrunk to 5,000 men. Henry is “the royal captain of this ruined band”. At dawn, he holds one of the world's most famous speeches: “We few, we lucky few, we band of brothers”.

At seven that morning, the superior, sure to be victorious Frenchmen stand arranged at one end of a rain-drenched field. When the Englishmen take their place at the other end of the field, they attack.

The French ride in to volley after volley of arrows from the English longbows. The arrow from an English longbow can soar at 400 metres, kills at 200 metres, and goes through armour at 100 metres. A longbowman can shoot five arrows in one minute. The French are completely unprepared for this. Row after row of their cavalry fall, the battlefield gets

smaller and smaller, and they cannot move in the mud with their heavy armour. The French troops in the rear cannot make it through the wounded and fallen. The English triumph over the twelve times larger French army, thanks to their technique, courage and leadership.

This is where most of the boy's books and adventure films end. The heroes are victorious, the enemy is crushed, and evil is defeated.

Is it?

Evil is not defeated with a sword but with seeds, spades and schools.

In Shakespeare's drama, as in the film, the story of Henry V continues after the victory at Agincourt. Henry grieves for both his own fallen and those of the French. He speaks of reconciliation, humility and gratitude; not of cheering, intoxication and arrogance.

Henry V wins a huge fight but wants to win something bigger, peace. He forbids murder, plundering and rape and punishes his soldiers if they steal. He wants to see France bloom, and marries the French princess, Katherine.

He understands that peace must also be won; that it doesn't come by itself when war is over. That one must disarm and make oneself open for peace. That one must demilitarise and increase one's preparedness for non-violence. Break arrows into wood, and forge ploughs from swords.

Peace demands reconciliation, not humiliation. It demands people that dare to depend on each other. There are not actually so many who dare. But we can. Leave the guns aside, the house open and the car unlocked. We few, we happy few. We on the Islands of Peace, as Åland is called.

There are weeklong peace courses here for youths on Gregerö, directed by the Stockholm Peace and Arbitration Association. Strangely enough, there aren't any Ålander youths taking part. Ålanders should make themselves known for celebrating peace, agreements and treaties that have successfully ended periods of unimaginable suffering, devastation and torment. The Åland calendar should be filled with all of the world's peace days, for example: the Peace Treaty of Paris following the end of WWII on the 10th February 1947, the Peace Treaty of Versailles the 28th June 1919, the peace in Nöteborg the 12th August 1323, the capitulation of Bomarsund the 16th August 1854, the Peace of Nystad the 30th August 1721, the Peace of Campo Formio the 17th October 1797 and the Peace of Westphalia the 14th (or was it the 24th?) October 1648, just to name a few. However, unsuccessful peace treaties like the Treaty of Amiens the 25th March 1802 we will not include.

Cars

Isola Tiberina

Who can resist a promenade on Isola Tiberina when one is in Rome? It is an island that is only 300 metres long and has only one resident (the priest in the basilica of San Bartolomeo). It is a strange oasis, completely devoid of cars in the middle of a clamorous world-renowned city with 2 million cars and even more residents.

It is not an island according to the EU's definition, but I see no reason to exclude it. It is still an island even though it has a bridge, is near the mainland and has special conditions that partially, but not always, are more favourable than those of other islands.

From the Trastevere you walk over the Pons Cestius, which is actually from Roman times but was rebuilt when the quays were constructed around Tiber Island at the end of the 1800's. You come straight to the excellent restaurant, Sora Lella. If it happens to be lunchtime, you can eat at this famous son and grandson "Little Sister" restaurant. And of course, it happens to be lunchtime.

After lunch, you can visit the church that is named after Saint Bartholomew, the saint that you may remember from the Sistine Chapel where he is holding his own skin in his hand. You can walk down to the island's south end to see the Ponte Rotto, which is just a bridge column from antiquity's Ponte Aemilius. This island used to be the centre for the god of medicine, Asclepius, and even today a majority of the island is a hospital. It's quiet on the island compared to Rome, but as usual, it is life endangering to walk across the road as I leave the island via the Pons Fabricius, built a generation before Christ. In Rome, 200 people die in traffic accidents every year and 25,000 are injured (that's several times as many as in London or Paris). The roads here are



Isola Tiberina, view from the Ponte Rotto.

not asphalted, but composed of small black lava stones (san pietrini) that becomes slippery as glass when it rains. There are nearly two million cars here.

I am impressed by all those that ride Vespa's and cycles, for example, the smart knife-sharpener "arrotini" that comes cycling, unhooks his bicycle chain and uses the pedals to power his grindstone. He comes

from Frosolone (like all the knife sharpeners) and complains that the restaurants rent their knives nowadays and that the people of Rome buy new knives when the edge has become blunt. But the hospital is a big customer, which is why he's here. Rome's new mayor, Ignazio Marino, also bicycles every day. He has promised fewer cars and more bicycles in the town's centre.

Car-free Islands

There are car-free islands throughout Europe: Zlarin and Prvic in Croatia; Hydra in Greece; Christiansø and Fredriksø outside of Bornholm; Koster, Styrso, and Brännö off the Swedish west coast. Aix, Sein, Bréhat, Hoëdic, Houat, Batz, Yeu and Molène on the French Atlantic Coast and Porquerolles on the French Riviera; the western Frisian Islands of Schiermonnikoog and Vlieland belonging to Holland and the eastern Frisian Islands of Helgoland, Baltrum, Spiekeroog, Langeoog, Wangerooge, Juist and Hiddensee belonging to Germany. However, Sylt is not car-free even though it doesn't have a road connection to the mainland; one ships cars there via rail.

Of course, the islands are not completely car-free and the challenges just get bigger as populations increase on the islands. On Zlarin (8 km²; 276 residents) and Prvić (2 km²; 453 residents), service vehicles and tractors are allowed. On Hydra (52 km²; 1,900 residents on the main island), there are not actually any roads. There are only two garbage trucks; otherwise it is donkeys, bicycles and taxi boats. No wonder Leonard Cohen managed to write his calm, quiet songs here.

Christiansø and Fredriksø are two small dots on the radar eleven nautical miles northeast of Bornholm, called Ertholmene. Christiansø is 22 hectares with 92 residents and is primarily a fort. With 60-80,000 tourists per year, it isn't impossible to have a car here but it is not allowed. To keep Ertholmene from decreasing in population, the Danish government has given the residents special tax exemptions.



Porquerolles is a car-free island on the French Riviera.



Hydra is a car-free island in the Saronic Gulf, Greece.



Koster island on the Swedish coast is car-free but not entirely free of motor vehicles.

Aran Islands

The three Aran Islands off of Ireland's west coast, Inis Mór, Inis Meáin and Inis Oírr have a total population of 800 residents. It takes 40 minutes to get there by ferry from Ros-saveal or Doolin.

Houses here are heated with heating oil and coal. Fire hazardous liquids cannot be transported here on the ferries due to health and safety regulations and insurance costs; instead fuel is shipped by tanker. Electric energy is produced locally in part by wind, and on Inis Mór energy comes partially from a 3-MW underwater electricity cable to the mainland. The islands plan to be independent of energy from the mainland by 2022. Therefore, a new system is being tried now with eight electric cars on the islands: six on Inis Mór, one on Inis Meáin and one on Inis Oírr. Each car is on loan to one household for half a year, with the project spanning three years for a total of forty-eight test trials.

Each household pays a 400 euro one-time fee for a charging station at home, in addition paying a deposit of 400 euro for the car. The electricity cost is estimated at about 32 euro for a half year of driving if the car is charged night-time (electricity is cheaper then and produced locally with wind) and with a maximum mileage of 2,500 km for the half year.

The cars have a daily range of 60 kilometres at a speed of 65 km/h after a nights recharging. The fuel efficiency is 130 Wh/km, which is equivalent to 0.13 litre/mile.

Rainy road in the Aran Islands, a group of three islands located at the mouth of Galway Bay, on the west coast of Ireland.

A private economic cost calculation for a typical Aran island household shows that, comparing to a traditional car like an Opel Astra 1.3L, the fuel saving is 300 euro a year; the service maintenance cost saving is 200 euro (among other things, the EV does not need any spark plugs, engine oil or fuel filters); the Vehicle Registration Tax for an EV is zero; and there are no road tolls for EV's.

On the other hand, the EV owner pays 64 euro a year on electricity and has to install a charging station which costs 400 euro.

The capital costs are not included since the electric car is only on loan as the household still retains its petrol car.

The CO₂ emissions, which are 600 kilo for a petrol car but 0 for an electric car if the electricity is produced with local wind, are decreased. The electric car produces 350 kilo if using electricity via the sea cable—still a reduction in CO₂ emissions. The energy consumption for the fuel ship plus its CO₂ emissions produces an indirect effect.

The islanders are able to test the electric cars at a low cost for half a year. They get a charging station in the deal for future use. The project thus tackles the usual human resistance to change, ie: the unusual new vehicle technique and system issues with positive rewards (charging, maintenance, financing and decreased need for fuel ships to the islands). If there were five million cars on Europe's 1,852 other small islands that are replaced with electric cars fuelled by wind power, the CO₂ emissions would decrease by 3 billion kilo per year, immediately.

Stockholm's Archipelago

The archipelago of Stockholm stretches from the window table of Restaurant “Zum Franziskaner” in the Old Town eastwards over 1,700 km² with 30-35,000 islands, islets and skerries covering 530 km² of the total area—a quite dense world of islands. There are 10,000 year-round residents and 50,000 vacation homes (which would correspond to about 100,000 seasonal residents). The bigger islands in the inner archipelago (Värmdö, Vaddö, Vaxholm, Ingarö, Yxlan, Blidö and Ljusterö) have either bridges or car ferries. The smaller islands in the middle archipelago (Ingmarsö, Möja, Runmarö, Nämö, Ornö and Utö) and the smaller islands in the outer archipelago (Sandhamn) have passenger ferries with set schedules. The islands are for the most part car-free and large parts are open to the public.

Despite this rural area is very close to a large city, it is not easy to live here. In 1959, the population has decreased by half in comparison to what it was after the war; schools close and shops go under. An Archipelago Foundation is founded to manage land, keep the countryside open, care for the land with the help of grazing animals, agriculture and small-scale methods, monitor animal protection areas, care for culturally historical buildings, manage cleaning and waste collection.

1998 the town of Stockholm gives all its archipelago territories to the foundation, which becomes vastly bigger, owning 12 percent of the islands land area and the biggest employer of the archipelago with 70 employees, most of whom are rangers and conservationists. Additionally, there are hundreds of people working on the foundation's 3,000 premises: hostels, inns, cabins, guest marinas and 190 latrines.

The foundation helps islanders to live and reside in the archipelago while simultaneously allowing urbanites to experience forest and fields, natural harbours and beaches.

“These islands are the smallest societies we have. This is where complicated rules make the most damage” says Gustav Hemming, one of Europe's few regional politicians with a distinct responsibility for small islands, and chairman of the foundation since 2011.

Strategy

It is only when we have differing but comparable, viable and realistic alternatives that we have created a true situation of choice, manoeuvrability and latitude. Otherwise the road forward is just a necessity, a must, something we are forced and compelled to do.

Strategy is a process and the result of free, sensible people's choice of long-term direction. The purpose of strategy is to find alternative roads ahead whilst singling out a fast, sustainable, safe and beautiful one.

By thinking strategically, we make the necessary decisions needed to manage development and challenges. We choose a path and we know why. Strategic planning also entails knowing the paths we did not take and why we did not choose them. That implies that we can reconsider, in case conditions change. Our strategic plan is well based but flexible. It provides us with goals and methods, and enables us to count on resources for moving forward.

“strategy [strat'e`gy] n.—A plan of action designed to achieve a long-term or overall aim,”

Oxford Dictionary, 2014





Seven Wild Sisters

The island of Ireland itself covers 84,431 square kilometres of land. Ireland can also claim over 890,308 square kilometres of marine and undersea territory, which is ten times greater than the size of Ireland. The Marine Institute outside Galway has created the fascinating “Real Map of Ireland”, which gives an unusual and new image of the identity, culture, jurisdiction and possibilities of an island.



Dursey motorway.

If we were to look the same way at each country’s exclusive economic zone, nearly 50 percent of Europe is underwater.

Down in the southwest corner of the dry part of Ireland lie seven populated islands: Cape Clear, Sherkin, Heir, Long Island in Roaringwater Bay, Whiddy, Bere and Dur-

sey in Bantry Bay. The Atlantic is mother to these islands, and Ireland is their father. Mother Atlantic met Father’s coasts, beaches, docks, piers and lighthouses with her soft, demanding embrace and the result was these children; these seven wild, beautiful, moody islands. They are hard to reach and hard to care for. Father mainland provides them with goods and necessities, keeps them in touch with ferry lines, wires and cables, gives them allowance, rules, cautions and punishment. They complain and fuss and want to be off with Father, but Mother is another story. She just surrounds them with her warm gulfstream—endlessly mysterious and beautiful.

I am here in late winter 2013, the week after a violent storm ruined harbours, crops, houses and boats. I am lucky to be here for work during a calm week to discuss and plan energy solutions within the framework of the SMILEGOV project. We survey the islands with our thinking hats observing herringbone diagrams, but who makes the final decisions on measures and investment?

The Seven Islands

Every island is special: *Oiléan Chléire* where Michael John and Máirtín O’Méaloid live and work in the odd private-cooperative-government collaboration that operates daycare, a woodshop, bus traffic, summer colleges, builds a new water-supply system

on the island and is co-owner of the ferry run by the skipper, who navigates through just about all weather conditions.

Then there’s Dursey, with its special transport solution: a cableway built in 1969, spanning the 374 metre wide Dursey sound. Inside the cabin, which has space for six (two years ago one could also bring a cow), there is a bottle of ‘holy water’ next to an emergency telephone...one wonders which one should grab first.

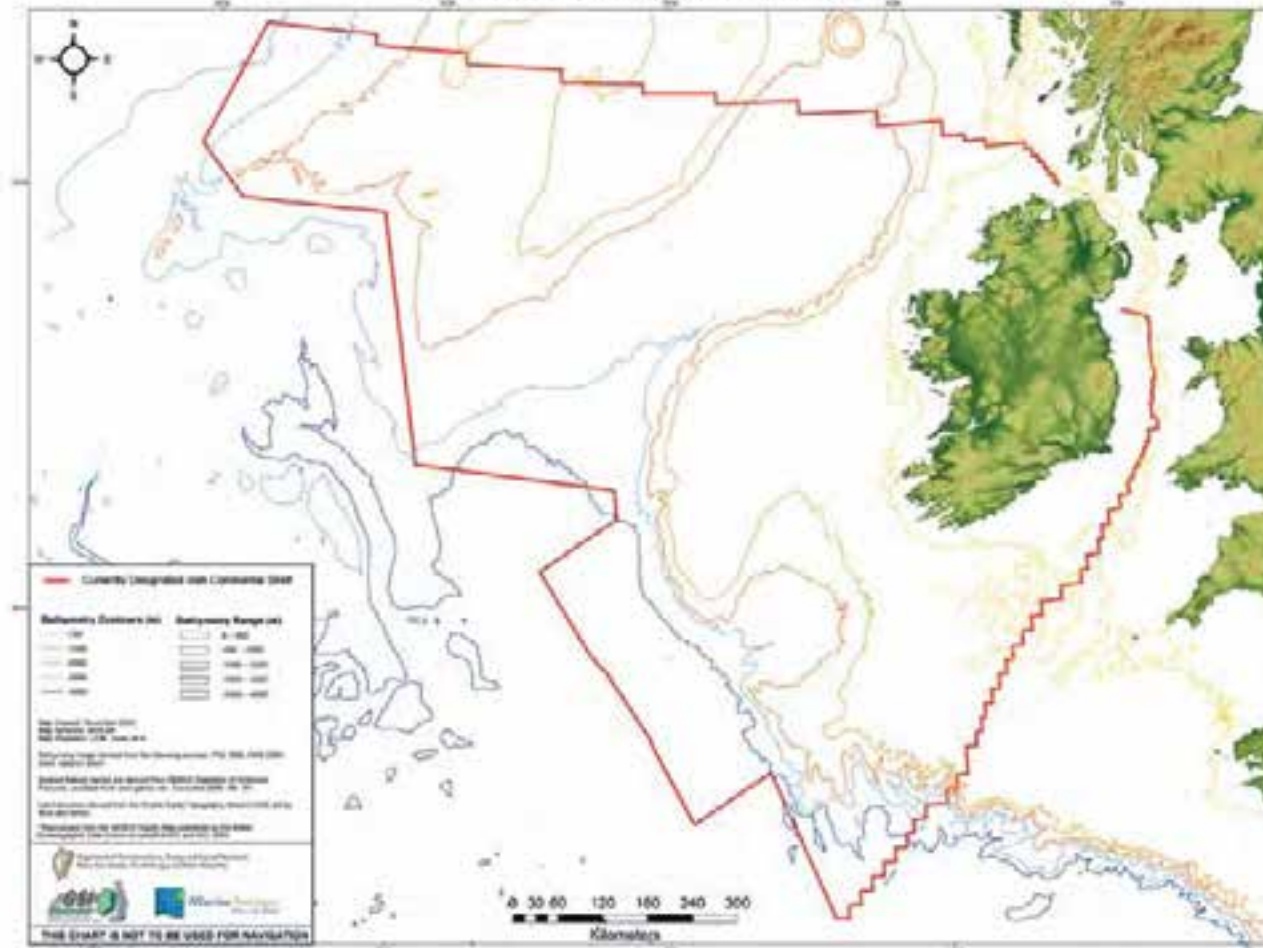
Bere Island has 210 residents and a projects group, which is a non-profit organization that raises support. It has two employees, John Walsh and Laura Power. John says:

- “We deal with every issue from the cradle to the grave. We are involved in developing walks on Bere Island, Dursey Island and hope to incorporate them into the Beara Way. We run horticultural projects, computer courses in the school as well as guitar lessons, belly dancing, Irish dancing and basket making in the Heritage Centre.”

Joint Strategic Planning

Due to their distance and small size, it’s considered, as usual—costly to arrange infrastructure and services on these islands. Relative to the population numbers, they are expensive to operate. Michael John says, “We are an expensive but valuable populace”.

The Real Map of Ireland



The Real Map of Ireland is developed by the Irish Marine Institute outside Galway. It shows Ireland's 220 million acres of marine resource. Ireland's continental shelf is a flat area of gently sloping land around the edge of the continent, with fertile fishing grounds due to sediments washed out from rivers.

The Abyssal Plain that lies beyond the territorial zone is similar to desert on land. It is scarred or featureless without a hill for thousands of kilometres, intensely cold, dark and under a high pressure. The bottom of the abyss is covered by a slippery and cold substance called 'ooze'.

The islands have developed a joint plan, the *West Cork Islands Integrated Development Strategy*, which includes:

- 1 Description of current situation with socio-economic profile and SWOT analysis.
- 2 Vision and goals for the islands
- 3 Joint key activities such as water and sewage systems, garbage, internet, supply of energy, accessibility, roads, transportation, landscape and building, agriculture, fishing, food production, economic infrastructure and entrepreneurship, tourism, real estate, population, health-care, emergency care, education and school, sport and leisure, social inclusion, culture, history, traditions, language
- 4 Individual plan of action for each and every one of the seven islands
- 5 How the plans will be implemented
- 6 Environmental consequences

The seven islands are a prioritised area in their county of Cork (450,000 residents), and work together through the "Islands Community Council" and "West Cork Islands Agency" under the direction of County Cork's official, Theresa White, who is the Assistant County Manager and Chairperson in the West Cork Island Interagency Group, along with Development Worker, Aisling Moran.

Following a workshop on energy issues, I'm taking part in an Island Interagency Meeting in Bantry in February 2014. It's at this level that measures and investment can be discussed and decided on. I realize that I am most known as 'the man with the thinking hats', but I'm able to show that strategic planning can be conveyed very well using this concept.



Ferry in Nagu, Winter.

Ferry in Tilos, summer.

Similarities and Dissimilarities

There are many differences between islands and island societies, but also big differences concerning power: empowerment, self-determination and voice (the number of islanders is small in regional and national context).

A small island can be a village community, a municipal district, a municipality, or several municipalities—in general, a very small actor on the large sea floor. If it wants to develop within renewable energy, long-term environmental issues, sustainable transportation, and balanced business life, the island must have the power coupled with competence to climb up through all the overlying levels: municipal officials,

politicians, municipal associations, and other inter-municipal cooperation organizations, regional boards, government ministries and parliament, to finally make its way through the European Commission's long corridors. No small task for a community with a few hundred or thousand residents.

Networks

In lieu of political power, islands have created networks and pacts, such as:

CPMR

Conference of Peripheral Maritime Regions www.cpmr.org was founded in 1973 and unites 150 regions from 28 nations. CPMR's Secretary General is Eleni Marianou.

A subcommittee, the Islands Commission, brings together the islands of Cyprus, Bornholm, Hiiumaa, Saaremaa, Corsica, Guadeloupe, Martinique, Mayotte, French Polynesia, Réunion, Ionia Nissia, Notio Aigaiio, Sardinia, Sicily, Gozo, the Azores, Madeira, the Balearic Islands, Canary Islands, Gotland, Orkney, Shetland and Western Isles. It also includes several islands not covered in this book. Ioannis Machairidis is the Islands Commission Chairperson; the astute Jean-Didier Hache, the Executive Secretary.

ESIN

The European Small Islands Federation <http://europeansmallislands.com/> was founded in 2001 on the initiative of the organization's continuously re-elected Chairperson, Bengt Almkvist, an important, diplomatic and relentless voice for Europe's small islands. In 2006, the network formalized into a federation, wherein Estonia, Italy and Greece joined. Åland joined in 2009.



ESIN works on two levels:

1. Local level: reinforce the islands' cultural identity, facilitate the spread of information between members, make comparisons of rules and peculiarities between islands and nations, share knowledge.
2. EU level: inform relevant EU institutions, influence European policies, increase awareness about and understanding of small islands.

ESIN leans towards the Article 174 of the Lisbon treaty: "In order to promote its over-

all harmonious development, the Union shall develop and pursue its actions leading to the strengthening of its economic, social and territorial cohesion.

In particular, the Union shall aim at reducing disparities between the levels of development of the various regions and the backwardness of the least favoured regions.

Among the regions concerned, particular attention shall be paid to rural areas, areas affected by industrial transition, and regions which suffer from severe and permanent

ESIN girls on Iona in September 2012, from left to right Lise Sørensen and Dorthe Winther from Denmark, Anetté Larm-Johansson from Sweden, Kristin Mattsson from Finland, Eva Terkelsen from Denmark and Marian Bennet from the Scilly Islands.

IslePact members in Valetta, summer of 2014, from left to right: Panos Coroyannakis, CPMR; Felipe Oliveira, Madeira; Terry Hegarty, Iona; Michael Larsen, Samsø; Lise Guennal, CPMR; Lili Vasileva and Mark Zammit, Malta; Søren Hermansen, Samsø; Johan Malmros and Bengt-Olof Grahn, Gotland; Jean-Didier Hache, CPMR; Penélope Ramírez, the Canary Islands; local Maltese guide; Ilias Efthymiopoulos, DAFNI; and Savvas Vlachos, Cyprus.



natural or demographic handicaps such as the northernmost regions with very low population density and island, cross-border and mountain regions.”

But, as Jean-Didier Hache from CPMR puts it: “It is not possible to go to court on Article 174.”

ESINs members are national island-organizations, as follows:

Sammenslutningen af Danske Småøer, www.danske-smaaoer.dk founded 1974; interest organization for the 27 Danish Islands of Aarø, Agersø, Anholt, Askø, Avernakø, Baagø, Barsø, Birkholm, Bjørnø, Drejø, Egholm, Endelave, Fejø, Femø, Fur, Hjarnø, Hjortø, Lyø, Mandø, Nekselø, Omø, Orø, Sejerø, Skarø, Strynø, Tunø and Venø.

Association of the Estonian Islands, <http://saared.ee> founded 1992; brings together the 21 Estonian Islands of: Abruksa, Aegna, Hiiumaa, Kassari, Kessulaid, Kihnu, Kräsuli, Kõinastu, Manilaid, Muhu, Naissaar, Osmussaar, Suur-Pakri,

Väike-Pakri, Piirissaar, Prangli, Ruhnu, Saaremaa, Vahase, Vilsandi and Vormsi.

Finland’s Öar rf, www.foss.fi is a bilingual civil organisation for islanders in Finland with Bergö Öråd, Hailuotoseura rf, along with: Samassa veneessä rf, Livonsaaren kyläyhdistys rf, Nötö Hembygdsförening rf, Pro Åbolands utskär rf, Velkuan saaristolaisyhdistys rf, Vänö Vänner rf, private persons, municipalities and companies as members.

Les Îles du Ponant, www.iles-du-ponant.com is an organization for the 15 French islands of Chausey, Glenan, Arz, Bréhat, Batz, Ouessant, Molène, Sein, Groix, Belle-Île, Houat, Hoëdic, L’Île aux Moines, Aix and Yeu.

Hellenic Small Islands Network, www.hellenicmallislands.eu represents the following 42 small islands in Greece: Corfu, Matraki, Ereikousa, Othoni, Ithaki, Meganisi, Lefkas, Kalamos, Kastos, Kythira, Anitikythira, Spatses, Hydra, Agkistri, Poros, Alonisos, Skopelos, Skyros, Kea Tzia, Lithnos,

Ai Stratis, Nisi Ioanninon, Milos, Komolos, Sifnos, Elafonisos, Sikinos, Astupalaiia, Leipsoi, Nisiros, Tilos, Oinousses, Patmos, Samothraki, Antiparos, Kasos, Chalki, Psara, Kastellorizo, Serifos, Agathnisis and Dokos.

The Irish Islands Federation or Comdhail Oileain na hEir-eann, www.oileain.ie organises 31 small Irish islands: To-raigh, Árainn Mhór, Inis Bo Finne, Inis Fraoigh, An tOilean Rua, Gabhia, Coney, Demish, Clare Island, Inis Bigl, Inishcuttle, Inishlyre, Clynish, Inisqort, Inishnakliew, Inislandmore, Inishturk, Claggan, Inishbofin, Inis Mór, Inis Meáin, Inis Oírr, Inis Tra Mhor, Foynes, Oilean Chleire, Sherkin, Bere Island, Heir, Long, Whiddy and Dursey.

L’Associazione Nazionale Comuni Isole Minori, www.ancim.it brings together 36 municipalities on small Italian islands: Capri, Elba, Ischia, Procida, Ponza, Ventotene, Portovenere, Isole Tremiti, Calasetta, Carloforte, La Maddalena, Sant’Antioco, Favignana, Lampedusa, Leni, Lipari, Malfa, Pantelleria, Santa Marina Salina, Ustica, Elba, Capraia, and Giglio.



Eleni Marianou of the CPMR and Bertil Klintbom, Gotland.

Scottish Islands Federation, www.scottish-islands-federation.co.uk/ is since 2001 the organisation for Lewis, Skye, Soay, Small Isles (Canna, Rum, Eigg and Muck), Coll, Tiree, Mull, Iona, Staffa, Lunga, Ulva, Lismore, Kerrera, Slate, Colonsay, Bute and Aran.

Skärgårdarnas Riksförbund, www.skargardarna.se in Sweden represents since 1982: Blekinge Kust- och Skärgårdsförening, Bohusläns Skärgårdsråd, Gräsö Skärgårdsråd, Hemsö Skärgårdsförening, Holmöns Utvecklingscentrum, Hvens Byalag, Luleå Skärgårdsförening, SIKO, Smålandskustens Skärgårdsförening, Söderhamns Kust & Skärgårdsförening, Sörmlands Skärgårdsintresseförening, Vinöns Kultur- och Hembygdsförening, Visingörådet, Östergötlands Skärgårdsförening and Skärgårdens Ungas Riksförening.

Företagsam Skärgård, www.skargarden.ax on Åland is an organization for the six archipelago municipalities of Brändö, Föglö, Kumlinge, Kökar, Sottunga and Vårdö.

If I Were an MEP

Tilos is an island north of Rhodes, known for its creative and contentious mayor, Anastasios Aliferis. Tasos, as he is called, is the islands doctor and unusual bird lover. He discourages bird hunters from his island by mobilising the majority of the islanders and over 6,000 ornithologists from all over Europe in an appeal that led to Tilos becoming a protected bird sanctuary. In 2008 he carries out the marriage of two homosexual couples, for which he is threatened with imprisonment. However, the case is dropped in 2009. Sadly, Tasos passed away this year, at mere sixty years old.

Tilos is its own municipality, 65 km² with a positive trend in their population development in the last few years: In 1961, the island population is 789 people, in 1981 301 which decreases to 258 in 1991 caused by to emigration to USA and Australia. Now turned upwards with 780 residents. There are good natural resources here and the island is in some places very fertile.

In the ESPON report, "EUROISLANDS", the effect of European policies on small island communities like Tilos is analysed and receive a consistently low rating:

- agricultural policies resulting in negative effects on islands
- weak results in the rural development program
- transport policies having no impact
- competition policies (privatizing in



Anastasios Aliferis, former Mayor of Tilos.

transport and energy) have positive results on large islands but negative results on small islands

- renewable energy has positive results sometimes, depending on regional support and regulations
- Lifelong Learning: slight impact on small islands
- ERDF/cohesion policies: positive but insufficient result
- the framework for investigation is inadequate and inconclusive

Tasos Aliferis contended that small islands are culturally and geographically defined areas of Europe, having common features but big differences in development levels as well as lacking cooperation. On the 22nd June 2010, he proposed that the European Parliament build a new region comprised of the small European islands.

If I were an MEP, I would pick up his proposal and dust it off.

Chapter 6

Blue Hat Thinking

So far, through five chapters this book has been about me and my relation to island-societies, experiences, thoughts and ideas. This sixth chapter is about you, dear reader; your relationship to islands and islanders.

This is the book's instruction manual: How to Read this Book.

The person wearing the blue hat sets the agenda, decides in which order the hats should be used and when we should change hats.

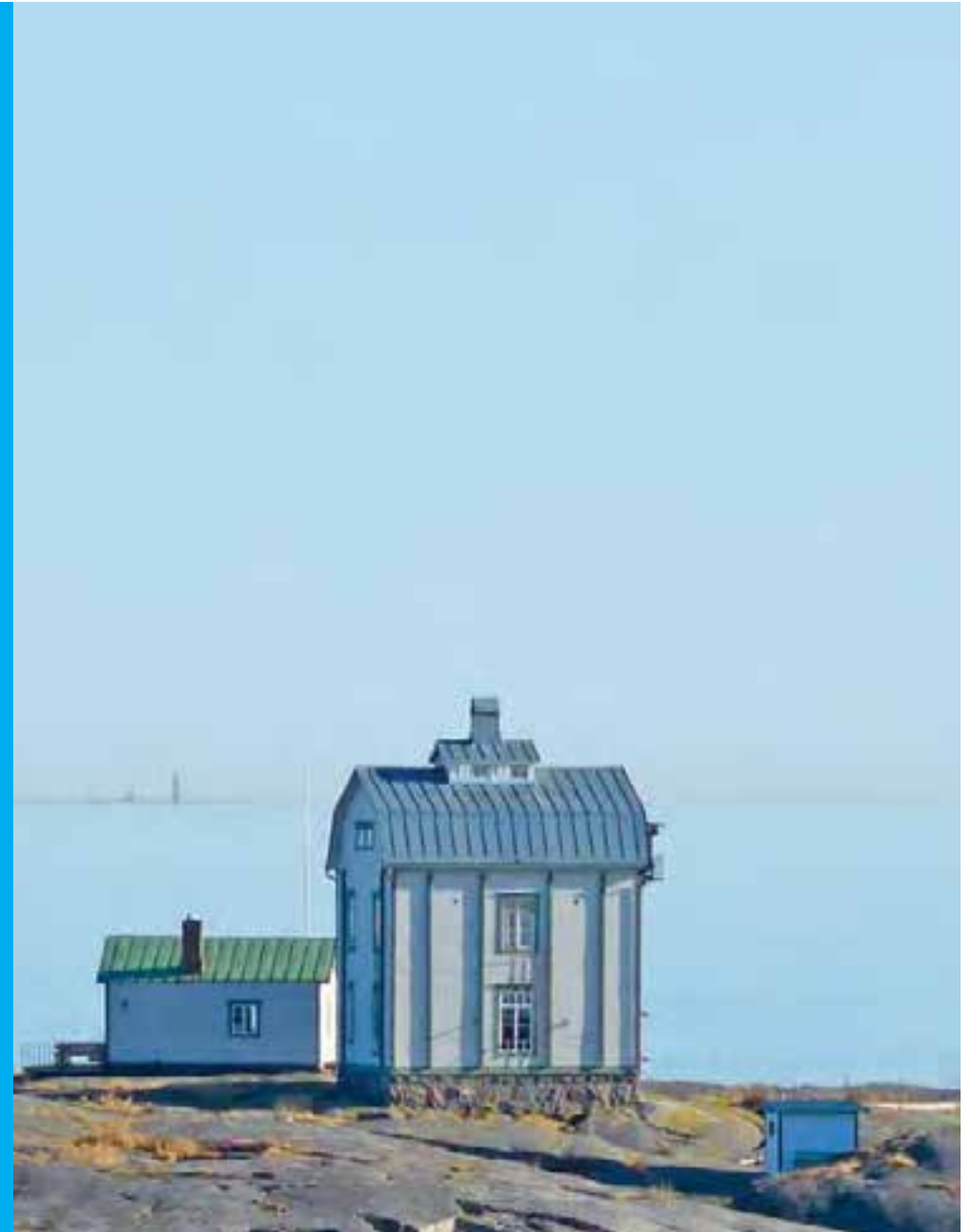
The person wearing the blue hat suggests the next step in thinking, focuses on summarizing, making conclusions and decisions.

The person wearing the blue hat manages thinking about thinking.

Just now, that is you.

Who are you?

What do you want?



If You Live on a Small Island

If you live on a small island, like me, like twelve million other Europeans...is there anything you can learn from another islander, from me? Don't you already know everything about island life?

Maybe not. Even if you as an islander are generally an open and curious person, you most likely don't know how: cleverly they have arranged schooling on the French islands (chapter 1), how smart our island children are (chapter 2), how big a footprint we islanders make (chapter 3), how abominable people can be (chapter 4), and what resourceful, farsighted islanders there are (chapter 5).

Put the book aside for a little while. Read a bit now and then. Allow yourself to be inspired by others. I think you'll find both gravel and grains of gold.



Sign in Plomari village on Lesbos.

If You Want to Move to a Small Island

Are you thinking about moving to an island? To a small island, that is—not Sicily, Ireland or Iceland? Are you looking for drive, inspiration and help? Talk to those living on the island, read up on their homepage, speak with the island's Employment Office, read the schedules, visit the Municipal Office, ask about energy, waste management, environmental protection, education and healthcare. If there are two of you or you have children, you are valuable and welcome to every small island community. Most of the islands have an aging and decreasing population (see chapter 1). It is a challenge to arrange work for two, arranging community services, a good place to live and integrate (chapter 2). Many islands have fantastic, engaged leaders (every chapter); others have strong networks that can assist you with a helpful immigration team, for example my own island.

A small island offers safety, good schools where each child is considered and neighbours truly care. On a small island, you don't need to lock the car or the house.

Don't read chapters 3 and 4. Well...okay, of course you should. I wouldn't want you to jump into island-life with closed or 'drugged' eyes. But you must promise me to read chapter 4 in its entirety and then also read chapter 5.

If You Love Islands

If you are a nesophile, a nice word for an island-lover – then I hope that you will read my book affectionately and critically, kindly informing me of any errors, shortcomings and things you like.

If You Want to Be Scared

Read chapter 3.

If You Want to Be Amused

This is not really a funny book, but there is a bit of a joke on page 117.

If You Are in a Hurry

If you're thinking about speed-reading my book, then I recommend that you don't bother. That will give neither you nor me anything in exchange. Go and do something else urgent instead, check your Facebook, write an unnecessary SMS or read a worthless tabloid paper.

If You Are a Local Official or Politician

If you have a position of responsibility on your island, either out of choice (as politician) or at work (an official), then there is the risk that you know everything and have all the answers. While at the same time think that you can't influence the island's development (and decline) because it is so dependent on external forces beyond your control. I understand how that feels, I agree in part with you, but encourage you to read about Camille, Sören and Tasos in chapter 5.

Additionally, I think that you:

1. Should not give up a millimetre of your independence.
2. Read what I write concerning an island's area in chapter 1. How do you define your island? What jurisdiction do you have over your waters? In what way do you integrate your waters into the island's identity – culturally, economically, historically, ecologically?
3. Develop your individuality, your brand (see chapters 4 and 5) employing that as a base, formulate a strategy for in-migration: As to how you will strengthen your appeal.
4. Engage yourself and others in various island-networks. It can produce significant benefits in the form of knowledge, exchange, projects, influence and financing (see chapter 5).
5. Apply pressure at regional, national and European levels (for example, via networks).

If You Are a National Official or Politician

If your local island communities has islanddwellers, then you have a great deal of knowledge and endless experience, but that still doesn't cover everything. For issues such as: energy, transport on sea and land, environmental, fishing, farming, tourism development, healthcare, legal rights and youth work, outside help is paramount. Local knowledge, drive and creativity need to be married with regional competence, strength and economic power.

Information, education and training is needed to create a point of view; insight and proficiency that leads to understanding and experience, in turn an island such as Samsø becomes a centre for competence in energy issues.

Build on the island's own creativity. Yes, I know, creativity can be maddening. Some people are incessantly creative about everything; their fantasy and creative desire flaps about and constantly barges into new bumps and exciting obstacles that stimulate their ingenuity. There is seemingly no limit to what they can imagine.

That is not the type of creativity I am referring to. It is not that sort of creativity we need when we are going to develop a small island community. I am looking for serious, focused, and engaged creativity; inventiveness directed at the most serious problems that seek solutions to them that are within reasonable bounds. It is wasting time to put on the green (creative) hat before we've worn the white (facts), yellow (optimism), black (pessimism) and the red (emotions) hat. Only then can *we*, as a group of individuals, focused and in unity with each other, manage to be beneficially creative together.

Make it possible for islanders to draw an accurate picture of their island, society, challenges, risks and hopes. It is important to concentrate on the right questions, intelligently ordered, in a time and cost-efficient manner. Islanders that



View towards Fastnet lighthouse on Oileán Chleire.

have to travel from a long distance want focus and to use precious meeting time in an effective way. There must be a clear structure and time for all the important aspects of an island. Protocol and meeting notes must be open, truthful, easy to understand and follow up on.

If You Are a European Official or Politician

There are several concepts of region, within nations. For example, the fifteen Îles du Ponant islands belong to three differing regions (Brittany, Pays de la Loire and Poitou-Charente), while Lipsi and Tilos belong to the Southern Aegean Sea region. But there are also European regions that are supranational or intergovernmental; ie: Danish small

islands belong to three differing inter-regions while Replot in Finland and the Holmöarna islands in Sweden on both sides of Kvarken belong to the same region.

“Islands are the orphans of the European regions”, says the governor for the Southern Aegean Sea, Ioannis Maheridis, at a conference in June 2001. An ingenious way of describing how overlooked the islands are in the European perspective.

I know Søren Hermansen dreams of an island-embassy in Brussels, a permanent contact point both between all of Europe’s islands and parliament. It is a brilliant idea and Søren would be the most suitable ambassador one could think of, *but* that is not enough. The islands need to be their own region. The embassy can be an important step along the way.

If you, as a European politician or official, are reading my book; I hope it evokes thoughts about a more just manner of describing the small islands on Europe’s margins. That you understand the importance of listening to the islands’ collaborative organisations; realize islands are a threatened socio-biotope without a well-functioning society. That you want to do something about the all too many regulations, recommendations, programs, directives, committees, councils, governments and parliament that a small island must go through in order to get permission for a desired development. Finally, I hope you look up and reconsider Anastasios Aliferis’ 22 July 2010 proposal to the Committee of Regions.

I had the privilege of learning this with Edward de Bono himself fifteen years ago, and I have used it extensively since then. It laid the ground structure to this book, often providing structure to my work and it brings clarity to my thoughts. For further information on the Six Thinking Hats or de Bono tools and programmes please visit www.debono.com.

There is no more superb a method than de Bono's Six Thinking Hats for islanders to be able to speak with and listen to each other in good order. Without having to sacrifice personality and opinions, one can take in impressions and new ideas in a simple but complete structure for thought. The method is simple, only takes a few moments to explain and is easy to keep alive throughout a meeting. It is easy to generate intimacy, openness, an overall view and a holistic approach so that every individual feels welcome and involved.

I usually use the six hats in a mixture that I call the 'Hats and Bones': one part hats, part Ishikawa's herringbone diagram, and part Metaplan:

Herringbone Diagram

In 1982, Kaoru Ishikawa, formerly an engineer at Kawasaki's shipyards, now a Professor at the Faculty of Engineering at the University of Tokyo, developed the cause/effect diagram that had been around since the 1920's. The diagram is used to determine root causes and looks like a fish skeleton with a spine that has a head at one end where the 'problem' is written in and bones coming out from the spine

describe various main causes, or aspects. The smaller branches on the bones are where all the detailed causes can be noted.

I use the 'herringbone' in order to create an overall picture of the six hats and document what was considered and said under the respective hats.

Metaplan

Developed by brothers Eberhard and Wolfgang Schnelle in the 1970's, Metaplan is also called 'note training' in everyday speech. One starts with a question, for example: What is best about the current ferry service (or is worst)? Each participant writes key words or short sentences on post-it notes, one per note. A few minutes is usually enough. The notes are read by a moderator; the 'discussion butler' (need not be the chairperson), who places them on a wall, or whiteboard. The person who has written the note may supplement if necessary, and others may ask questions to understand it but may *not* criticize. In this way, everyone's viewpoints are heard. The moderator groups the notes ideally by theme, or focus.

If You Are a Student or Researcher

If you are a student or researcher, I hope that my book inspires you to see Europe's small islands in a new light: as an exciting area of research. Here are some areas that need research and investigation:



"Art is not what you see, but what you make others see." Edgar Degas

Who are "tomorrow's islanders"? Who will be residing on the islands 10-20 years from now? Can any trends be described; changes in norms, typical clustering, or residential district choices in similar island regions (see chapter 1)? –an that result in recommendations to local officials and politicians (without resources to undertake such an investigation)?

How does the eco-tax system work in Italy, France and on the Faroe Islands (chapter 1 and 5)? How much money do the islands get from it and how is it used? Are there any lessons to be learned for others; is this one future financing source for island development?

How are ecological footprints, or organic surge (chapter 3), counted on islands? –How can these be utilized?

Can a change in the transport system on an island (primarily cars) result in a change of transport system to and from the island (the ferry)? Where are the relevant ideas, models, and experiences? What economic and ecological profits can such a system shift produce?

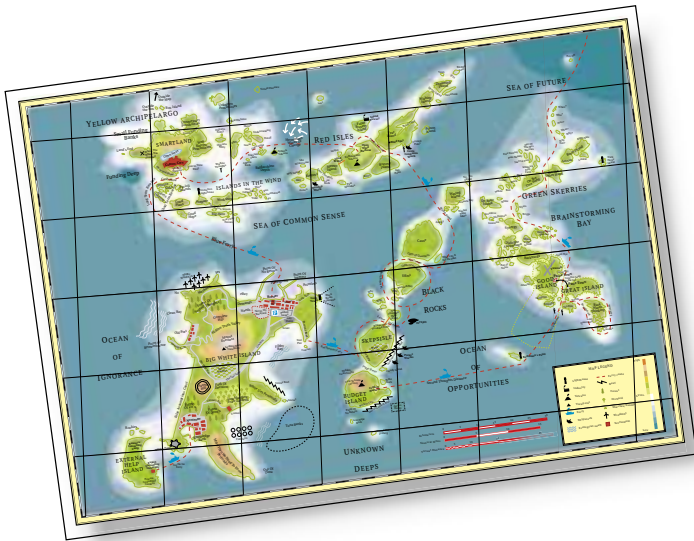
How is a small island-community surveyed? What basic facts and key attributes can be used to capture and produce a fair picture? Could a good description model be constructed?

Did you know that you can apply for a scholarship from ESIN, if an islander: your studies/research is directed at little island/s in Europe and you need to subsidize your travels?

If You Want to Know what I Think

Read the concluding “If” in every chapter: (1) If I Were Wikipedia; (2) If I Were to Move to the Island; (3) If I Were to Move From the Island; (4) If I Were an Artist; (5) If I Were an MEP.

If You Wonder What the Supplemental Map Depicts



I am fond of maps, both the usual topographical maps and the more unusual mind maps. Like Yanko Tsvetkov’s “Atlas of Prejudice”; Charles Joseph Minards “Carte figurative des pertes successives en hommes de l’Armée Française dans la campagne de Russie 1812-1813”, a flow map published in 1869 on the subject of Napoleon’s disastrous Russian campaign of 1812; Louise van Swaaij and Jean Klare’s “The Atlas of Experience” or why not the simple map on page 87 from Air Portugal’s flight magazine wherein the Azores and



Roadsign in Iniö, Finland.

Madeira have moved in to a handy distance from the motherland—probably because it’s so quick to fly there with the company’s planes.

When starting to write this book, I drew out an imaginary journey, the reader’s journey—the process of understanding an island as, “a trip through an island landscape”, an archipelago.

The journey starts on the Big White Island. There, one is objective as there are false assumptions and more than we need to know: difficult, easy paths forward and a treacherous shortcut to the Black Rocks. The journey with the Blue Ferry travels northward into the Yellow Archipelago, where we are kindly met with team thinking, financing possibilities and commendable role models.

Continue in amongst the Red Isles and pass Feedback Sound with a rush of positive and negative feelings buffeting us before we near Black Rocks, where danger lurks among risks and threats of underfinancing, failure, scepticism and resignation.

Eventually however, we reach Borkmann’s Point and begin to work our way through good, excellent, and brilliant suggestions, letting loose our abilities in brainstorming and innovative thinking.

The Blue Ferry holds the course; it takes care of crew and passenger arrangements and safely guides the travellers through the island landscape.

If You Are a Curious and Open Person

Read everything, but don’t read it all in one sitting. This is *not* a crime novel, with a solution on the last page.

If You Want Facts

Chapter 1, White Hat Thinking, is the factual section of the book, wherein I try to describe the islands from a factual perspective with geographic and demographic facts under headings like “What is an Island?”, “Winter Mode/Summer Mode”, and “Accessibility”.

When visiting an island, I usually have ten questions in my head as shown to the right.

I never manage to answer more than seven. Therefore, I refrained from listing the islands in this book in such a chart. I am also not a systems analyst and would really like a researcher to undertake this task.



Road in Rügen, Germany's largest island by area.

10 island questions

- 1 Population relative to area**
Whether the island is sparsely, or densely populated
- 2 Population development**
A bar graph, maybe two: one for now, one projected
- 3 Age structure**
Histogram
- 4 Accessibility**
Travel time, waiting and connecting travel showing time and money
- 5 Enterprise**
Tourism, transport, public services and other enterprise. The number of employees is always hard to count with multi-chore islanders, but it can be done.
A pie chart?
- 6 Labour market, unemployment**
Men and women.
Commuting, long-distance workers
- 7 “Human density”**
The total ‘strain on’ the island from residents, summer residents and visitors.
- 8 Risks**
Clear natural and human threats
- 9 The political system**
Degree of autonomy
- 10 Percent renewable energy of total energy consumption**
Degree of environmental impact

If You Want to Solve Problems

The three crucial obstacles in my creativity and ability to solve problems are:

- I believe I already know what the answer is in advance.
- Generalise rather than ascertaining the actual detailed circumstances.
- That I am not persistent enough.

Maybe you share my sentiments; possibly we have these same obstacles in common? Pardon me in persisting, but my best method of getting past these obstacles is the six hats thinking, and I gladly wear them in the company of others...you, for example.

If You Like to Read Books Backwards

I have all respect for those of you who like to read newspapers and books backwards, who start browsing at the end, finishing at the beginning. I like to do things backwards; I believe in solving problems and planning from the back, forward. “Livet forstås baglaens, men må leves forlaens”, wrote Søren Kirkegaard 1843. [Life must be lived forwards but can only be understood backwards].

I remember with pride, a conference about environmental issues on an island community, where we tackled environmental problems backwards by starting at the future desired. You are very welcome to read my book backwards and are possibly reading this chapter—the instruction manual, as the very first? I should have numbered the pages backwards.

If You Want to Know What Others Think

Sometimes one talks to oneself, in monologue. Someone may listen, but he or she does not get involved. Sometimes there are a few people speaking; if everyone gets to be heard and listens to each other, that is a dialogue. Sometimes hundreds, maybe thousands of people need to talk: an entire populace. If they can be heard and listen to each other, that is a demologue (from the Greek *demos* = people and “logos” = speak).

European politics are in a crisis of confidence. In several countries, voter participation is decreasing as well as party membership and other forms of political involvement. The general population has become more sceptical towards politicians, political parties and institutions. There is dissatisfaction with the institutions and processes of representative democracy. Simultaneously, there has been an increased demand for political reforms that increase citizens and interest groups participation in politics and reshaping the democratic decision process. Interest for politics has generally increased. We are witnessing new forms of participation, such as signing petitions, joining civic groups and engaging in unconventional political activities.

A shift is occurring from representational (islanders choose elites that then make decisions on their behalf) to direct democracy (islanders gather for discussions, wherein they make the final decisions themselves). Islanders, just like citizens in general, are demanding greater transparency from their governments and want to participate in the formation of policies that effect their lives.

We are increasingly more educated and all the more difficult to manipulate. We have increasingly more knowledge at the push of a button. All the less judgemental but all the more dependent on what others think, of others' assessments.



Bornholm, a Danish island in the Baltic Sea.

If you really, truly are interested in islanders and their needs, you must listen carefully. You must also be certain that you have listened to all (or most): permanent residents, seasonal residents, natives and those newly moved in. How do you make sure that women are heard in debate? Are the voices of children important? Is everyone discussing the same question or is there a tendency for the conversation to move in several differing aspects, and thereby never ending? Are the talkative all dominating and the quiet almost unheard?

If you truly, want to know what islanders think, allow the dialogue to take time, carefully, painstakingly gather, store, compile, analyse all the opinions and suggestions that come in. You must know who has said what and how. How could they otherwise count on you having really listened? Or count on you having heard correctly?

People are diverse. If you really want to help them, find out how.

If You Want to Know More About Specific Islands

Wikipedia is a good source of information. You'll find most islands but not always with complete and reliable information (aspects that I request at the end of chapter 1).

Most of the islands have their own homepage with somewhat of a bias towards tourism and in-migration, ie, information about traffic, administration, culture and population.

The Global Islands Network, <http://www.globalislands.net/> wherein Graeme Robertson is responsible for a nearly inexhaustible source of information.

Two people with nearly encyclopaedic knowledge about islands are Anders Källgård, regarding Sweden and Denmark's islands and Hamish Haswell-Smith on the Scottish islands.

As a former intelligence officer, I can't resist naming the CIA's excellent, “The World Factbook”, <https://www.cia.gov/library/publications/the-world-factbook/>—very useful and current general encyclopaedia.

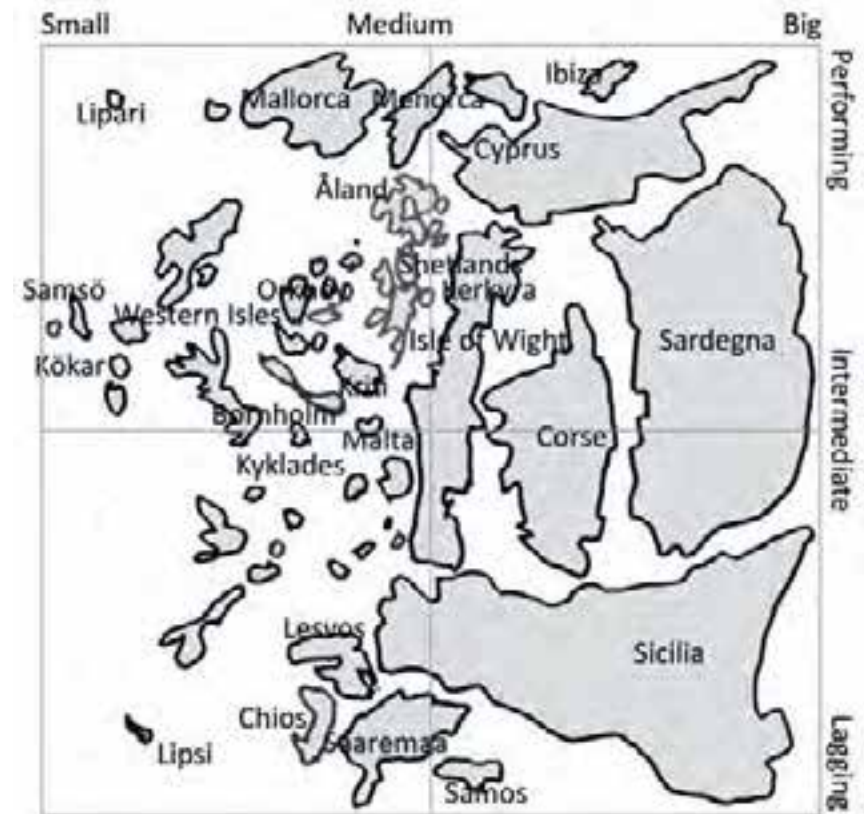
If You Want Systems, Models and Explanations

Read the Maltese Professor Godfrey Baldacchino's fact-filled "A World of Islands: An Island Studies Reader" (617 pages) from 2007. He wrote the brief introduction himself and then let loose his research colleagues and island peers. I particularly appreciate: Stephen A Royle's "Definition and Typologies"; Geoff Bertram (New Zealand) and Bernard Poirine (Papeete, French Polynesia) on "Political Economy" in general; Edward Warrington (Malta) and David Milne (Prince Edward Island, Canada) on "Governance"; Professors Andrew Cliff (Cambridge, UK), Peter Haggitt (Bristol, UK) and Matthew Smallman-Raynor (Nottingham, UK) on "Epidemiology" including Panum's ground-breaking research on the Faroe Islands, 1847 and Graeme Robertson, who started Global Islands Network (<http://www.globalislands.net/>), on "Islands Studies Resources"; (literature, networks and research on islands). His contribution could be described as similar to what I'm doing here, but far more exhaustive.

Read Stephen Royle's singly-authored "A Geography of Islands" from 2001. This is similar to my book, with less pictures but much better written and well planned out.

In addition, read Grant McCall's article "Nissology: A Proposal for Consideration" published in the *Journal of the Pacific Society*, 1994. Grant McCall has been leading the ISISA—the International Small Islands Studies Association, until 2014, when Godfrey Baldacchino replaces him as chairman. ISISA is a non-profit, independent organisation that studies small islands and encourages open scientific discussion about island issues such as smallness, islands' character, dependency, sustainability, environment and living conditions. See <http://isisa.maui.hawaii.edu/index.php>.

Having these on the bookshelf is like having an entire island art museum at home. I can walk into the Källgård/Haswell-Smith hall with its affectionately accurate impressions of individual islands like a hall full of Manet and Monet, then carry on into Stephen Royle's quietly systematic Gainsborough paintings. I can walk over to the Grant McCall corner, which brings to mind Gauguin's far off islands. I can continue on into Baldacchino's intelligent and humorous investigations of various island themes—as precise, clever and well-made as Paul Klee's drawings and then visiting Spilanis collection's spirited systematic attack à la Picasso. I see them as artists that bring their temperaments into island knowledge with different approaches.



Typology of European islands developed by Ioannis Spilanis and myself for the Espon EUROISLANDS project, showing the islands arranged by landmass size on one axis and GDP/capita median on the other ("Atlas of the Islands", page 21).

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I keep six honest serving-men
(They taught me all I knew).
Their names are What and Why and When
and How and Where and Who.

I send them over land and sea,
I send them East and West;
But after they have worked for me,
I give them all a rest.

Rudyard Kipling



I live on a small island in the Baltic Sea. It is the size of Manhattan but only has 250 inhabitants. Travelling to the mainland—over the Hudson River, so to say takes 2.5 hours. For me, that is not a big problem, but when it comes to livestock, school kids, litter and doctors, the crossing becomes more complicated and energy consuming.

I have been a Commander in the Swedish Armed Forces, a serial entrepreneur who has co-founded seven companies of which I have been the CEO of some, a government official and the Vice Mayor of my island. I write a monthly column in my local newspaper, grow my own potatoes and my workplace is where I hang my hat, which often happens to be on an island.

I work with long-term planning for municipalities, county councils, regional councils and governments in the fields of engineering, ground, air and sea transport systems, with collaborations on energy, waste and environmental issues on small European islands.

I often think in images. Writing this book, it is most natural for me to see it as a map, a journey through the six chapters. I am a practitioner, not a scientist, nor a journalist or a professional photographer. I am an islander who wants islands to develop to their fullest potential within their natural limits. I want islanders to use their knowledge, their creativity and their legal rights to shape their common future.

I welcome you to use my map, grab your hats and follow me on a journey to some of the 2,431 small islands of Europe. Allow me to guide you along in a factual, positive, pessimistic, loving, creative and structured way.



Christian Pleijel
christian@pleijel.ax
Tel +46-70-284 77 97