

Engagement and Opportunities engaging with the PAME

Submitted by: USA

Summary: In light of the intent of the ARHC and PAME to explore a cooperative memorandum of understanding, this paper informs the ARHC of potential opportunities to support the Arctic Shipping Best Practices Information Forum and webportal as one area of potential collaboration.

Related Documents: ARHC-9 D5.1 “ARHC PAME Draft MOU”

Related Projects: see www.Pame.is and <https://pame.is/arcticshippingforum#part-ia-safety-measures>

Background

“IMO has adopted the International Code for Ships Operating in Polar Waters (Polar Code) and related amendments to make it mandatory under both the International Convention for the Safety of Life at Sea (SOLAS) and the International Convention for the Prevention of Pollution from Ships (MARPOL). The Polar Code entered into force on 1 January 2017.”¹

The Arctic Council’s PAME Working Group has undertaken a number of projects to support effective implementation of the Polar Code, including the establishment of the Arctic Shipping Best Practices Information Forum (ASBPIF). The aim of the Forum is to raise awareness of the Polar Code’s provisions amongst all those involved in or potentially affected by Arctic marine operations and to facilitate the exchange of information and best practices between the Forum participants.” The primary tool for achieving this aim is a public Webportal (<https://pame.is/arcticshippingforum>).

The ASBPIF Webportal contains access to authoritative information via hyperlinks related to navigation in the Arctic and organized along the structure of the Polar Code, including chapters of potential interest to the ARHC, such as Safety of Navigation (Chapter 9), Communication (Chapter 10), and Voyage Planning (Chapter 11).

Over 50 entities are currently participants in the Forum representing government, industry, academia, indigenous groups, and other organizations, including the ARHC.² The 3rd annual Forum meeting was hosted by the U.S. Embassy in London (June 2019) an overview of which is provided in a Press Release (see Attachment A), a meeting summary (see Attachment B) and meeting notes prepared by Jonathan Justi (see Attachment C). IMO CL 4009 promulgates information of the ASBIF to all IMO members (see Attachment D).

The Fourth meeting of the ASBPIF is expected to take place in May/June 2020.

¹ <http://www.imo.org/en/MediaCentre/HotTopics/polar/Pages/default.aspx>

² <https://pame.is/index.php/arcticshippingforum/participants>

Analysis/Discussion

Liaison with PAME, ASBIF, and its related projects presents an opportunity for the ARHC to market and brand its expertise and fill information gaps related to hydrography to broader communities interested in navigation safety in the Arctic. The ASBPIF is one effort of the PAME Working Group that is rapidly developing and potentially highly relevant to the goals of the ARHC to chart the oceans and protect the marine environment.

Potential short-term deliverables to support the Forum could include:

- ARHC review of the ASBPIF Portal to provide comments, corrections and suggested hyperlinks to additional authoritative information
- Cross participation by ARHC in ASBIF meetings/PAME meetings, if invited, and by PAME in ARHC-10
- Generation of Information sheets for broader distribution and information sharing. For example, ARHC AICCCWG might produce a one-page summary on survey and charting updates from 2019 extracting this from the National Reports presented at ARHC-9. The ARHC might collaborate with ASBIF and others to present fact sheets (1-2 page) on annual ship traffic trends and developments in the Arctic branded as an ARHC summary. Factsheets could utilize the newly adopted ARHC logo and be used to update audiences of recent hydrographic developments and maritime trends in the region.
- Technical input to the ASBPIF and PAME on topics relevant to the IMO Polar Code such as
 - “ice definitions/ice class” on navigational products reflecting “real world conditions”
 - Operational assessment of ice and safety depending on underway speed, ice class, etc..
 - Input on the future of digital services, including new polar navigation satellites
 - Hydrographic community perspective on projected revisions to SOLAS, such as SOLAS III (Life Saving Appliances and Arrangements) and IV (Radio Communications)
- Deliberation on considerations in implementing the IMO Polar Code
- Place and monitor the implementation of the IMO Polar Code on the ARHC agenda
- Opportunities for leveraged efforts (in-kind, other). For example, would the ARHC like to offer to maintain and administer the ASBIF portal chapter on voyage planning³ in connection with ARMSDIWG efforts?

Recommendation

The ARHC is invited to

1. take note of the 3rd annual ASPBIF meeting and anticipated Fourth meeting in summer 2020 and review the breadth of angles related to Arctic shipping addressed within the ASBPIF;
2. explore interest to engage the ASBIF in the context of interests expressed to-date in developing an MOU with PAME; and
3. take any action agreed.

³ See <https://pame.is/index.php/chapter-11#national-oceanic-and-atmospheric-administration-noaa>. This page appears informed from ARHC input in the development of the prototype. However, it is not geographically or thematically organized at present.



Press Release 4 June 2019

Arctic Shipping Best Practice Information Forum Convenes for the First Time Under Iceland's Arctic Council Chairmanship

Today, the Arctic Council's Arctic Shipping Best Practice Information Forum (the Forum) convened for the third time since its inception in 2017, and for the first time since Iceland assumed Chairmanship of the Arctic Council last month.

The purpose of the Forum is to support the effective implementation of the International Maritime Organization's *International Code for Ships Operating in Polar Waters* (Polar Code). This is accomplished by collecting and posting on a dedicated Web Portal authoritative information relevant to all those involved in safe and environmentally sound Arctic shipping, including shipowners and operators, regulators, classification societies, marine insurers, and indigenous and local communities.

'From Theory to Practice' is the theme of this year's Forum meeting with presentations oriented around practical experiences in implementing the Polar Code with a particular focus on successes, impediments, and remaining challenges.

The Web Portal, accessible at www.arcticshippingforum.is, provides links to carefully selected, reliable information essential to implementation of and compliance with the Polar Code. For example, links are available on hydrographic, meteorological, and ice data information needed to plan for safe and environmentally sound navigation in the Arctic.

Information for the Web Portal has been contributed by many stakeholders, including Arctic States, intergovernmental organizations, classification societies, the shipping industry, marine insurers, and non-governmental organizations. The Web Portal is regularly updated and expanded as new information becomes available.

[The Arctic Shipping Best Practice Information Forum](#) was established in 2017 by the eight Arctic States (Canada, the Kingdom of Denmark, Finland, Iceland, Norway, the Russian Federation, Sweden and the United States) to help raise awareness and to promote the effective implementation of the Polar Code.

The Secretary General of the IMO, Mr. Kitack Lim, opened the meeting with video remarks highlighting the importance of the Forum's work and collaboration between the Forum and IMO.

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The importance of this collaboration was highlighted by the IMO's recent accreditation as an Arctic Council Observer, which will further strengthen the two organization's efforts in support of sustainable Arctic shipping.

Iceland's Sverrir Konráðsson, the Forum Chair said:

"I am pleased to see the strong interest in the Forum and the evident commitment of its Participants to making it a success. I look forward to building on the substantial progress made to date and further strengthening the Web Portal so that it becomes an indispensable tool for all those involved in Arctic shipping."

The meeting took place in London from 3-4 June and was hosted by the United States Embassy. For further information about the Forum, its third meeting, and its participants, please visit the Meeting Site.

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For more information, contact Soffía Guðmundsdóttir, the PAME Executive Secretary, pame@pame.is.

About the Arctic Council

The Arctic Council is the leading intergovernmental forum promoting cooperation, coordination and interaction among the Arctic States, Arctic indigenous communities and other Arctic inhabitants on common Arctic issues, in particular on issues of sustainable development and environmental protection in the Arctic. Members of the Arctic Council are Canada, the Kingdom of Denmark, Finland, Iceland, Norway the Russian Federation, Sweden and the United States.

About PAME

PAME is one of six Arctic Council working groups. PAME is the focal point of the Arctic Council's activities related to the protection and sustainable use of the Arctic marine environment and provides a unique forum for collaboration on a wide range of activities in this regard.

Photo of the meeting Participants – free for use (Photo by PAME)



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Attachment B

(see ARHC-9 web site meeting documents for 15 page meeting summary)

Attachment C

Bulleted notes from ASBPIF (June 2019)

Jonathan Justi

- Forum Theme: Polar Code “From Theory to Practice”
- Good attendance. (80 registered attendees; government; organization; private; academic, many countries). Breaks and sponsorship by the American Bureau of Shipping (ABS) (www.eagle.org); US Embassy provided conference facilities. excellent mix of stakeholders
- Third annual meeting. Forum is still finding it’s way
- Iceland- Chair of Arctic Council (AC) and Chair Forum. Their message in their tenure appears to be “economic growth, environmental protection/social inclusion”
- IMO received observer status to Arctic Council on May 7, 2019 at the AC ministerial meeting.
- IMO MSC meeting happening immediately following the ASBPIF- many common participants at both. Excellent synergy from ASBPIF Forum to the IMO MSC
- Indigenous peoples are represented through the AC member states. AC member states are represented by member states, not the IMO.
- Supports UN SDG goal #14 and others.
- PAME and ASBPIF are “under resourced”- “less than a shoe strong budget”
- In force as of January 1 2017, the polar code has limitations. For example, State vessels are exempt. Most vessels are state vessels. Terminology and meaning of parts of the Code open to wide range of interpretation. Polar code at some point to be revised.
- 22 ships from Norway have been certified under Polar Code (what exactly does that mean though).
- Russia has 61 ships with Polar certificate. Certificate and operational manual.
- Polar Code is a “goal-based instrument” and is the first and only one at IMO. (what does “only one” mean?)
- Singapore is an observer at Arctic Council since 2013.
- Ice definitions/ice class- not really clear “real world” conditions. A topic that will need to evolve with studies--- operational assessment of ice and safety depends on ice conditions, underway speed, ice class, etc... 99% of time there is more ice than you see in satellite imagery. (someone said this) Procedures documentation- more needed. Planning (Polaris) and Operational (look out from the bridge)
- Ships must declare intent to enter polar waters. Declare to who?
- Arctic Economic Council (look into this)
- What new equipment is coming online for ships to acquire?
- New iridium is coming. China (Beidou) and India GNSS entering GMDSS.
- Mr. Sacha Presentation, IMO Safety Division. NCSR (January 16-25, 2019). MS-13 Navigation Services. Draft guidance on definition and harmonization of format and structure of maritime services. Future of digital services
- Revision of SOLAS III (LIFE-SAVING APPLIANCES AND ARRANGEMENTS) and IV (radio Communications) will be coming for Polar Code.
- See NCSR 6/WP.5 annex 9.
- Sabetta Terminal. (a new and key important Arctic hub for Russia and LNG)

- Krylov Research Center. (<http://krylov-centre.ru/en/>) The Krylov State Research Centre is one of the world's major ship research & design centres established in 1894.) Located in St. Petersburg
- polar code implementation underway, interpretation variances, Polaris/polar ice in manual (to do? Done?), much implementation work remaining, planning challenges, assess and mitigate/manage risk. Survivability issues and "fixes."
- ice extent needs to be put on ENCs.
- Voyage planning. 13 species of marine mammals in the Arctic. No Russia data on marine mammals at present. Mammals on charts (S10#)? CASRAS-Canada. MPA's on S-101/indigenous communities on S-10#.
- Solas Chapter V safety of navigation Annex 23.
- NSR draft restrictions- navigation increasingly viable. Announcement by COSCO 2 days ago that 8 to 15 voyages in 2019.
- Expedition and cruise industry wanting to go to new places- state of hydrography state? "what are they doing there? Everyone knows it's a rock garden"
- Polar Class (PC) 6 and PC7. So why is industry ordering IA and IAS- stay in Baltic. PC and PC7 would go into the Arctic. Need advocate these for the arctic.
- Suggest including IMO Voyage Planning language to the ASBPIF portal
- Need more analysis of trends in arctic navigation showing growth and helping understand needs and context for hydrography (leads to new services, regional focus, assessment that needs are met or emerging priorities, etc...) generate annual usage overviews for Arctic navigation for ARHC...

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Circular Letter No.4009
24 July 2019

To: All IMO Members
United Nations and Specialized Agencies
Intergovernmental organizations
Non-governmental organizations in consultative status

Subject: **Arctic Shipping Best Practice Information Forum**

1 The Maritime Safety Committee, at its 101st session (5 to 14 June 2019), having noted document MSC 101/INF.18 (Canada et al.), providing interesting and useful information on a public web portal launched by the Arctic Shipping Best Practice Information Forum ("the Forum"), to assist in the effective implementation of the Polar Code, requested the Secretariat to circulate the information set out in the annex to all Member States and international organizations.

2 The aforementioned Forum was established by the Arctic Council's Working Group on the Protection of the Arctic Marine Environment (PAME) in 2017 and facilitates the exchange of information and best practices between Forum members on specific shipping topics.

3 Participation in the Forum is open to Arctic Council Member States, Permanent Participants and Arctic Council Observers, as well as to any widely recognized professional organization dedicated to improving safe and environmentally sound marine operations in the Arctic as demonstrated by expertise and experience in Arctic shipping and/or related issues.

ANNEX
INFORMATION SHARING

1 In May 2018, the Arctic Shipping Best Practice Information Forum launched a web portal to assist in the effective implementation of the Polar Code. The publicly accessible web portal contains information specific to each chapter of the Polar Code and relevant to all those involved in safe and environmentally sound Arctic shipping, including vessel owners/operators, regulators, classification societies, marine insurers, and indigenous and local communities.

More information on PAME and the web portal can be found here:

The Protection of the Arctic Marine Environment Working Group (PAME)
<https://pame.is/index.php/shortcode/about-us>

Arctic Shipping Best Practice Information Forum
<https://pame.is/arcticshippingforum>

2 The web portal provides links to authoritative information essential to implementation of, and compliance with, the Polar Code. For example, links are available on hydrographic, meteorological, and ice data information needed to plan for safe and environmentally sound navigation in the Arctic.

3 This compilation, exchange and public sharing of information will assist all those involved in the decision-making processes in relation to Arctic marine operations under the Polar Code.

4 Many stakeholders have contributed information to the web portal, including Arctic States, intergovernmental organizations, classification societies, the shipping industry, marine insurers and non-governmental organizations. The web portal will be regularly updated and expanded as new information becomes available.
