



Pressing Issues in the Arctic

September 7, 2011

Anchorage, Alaska

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Key International Issues in the Arctic



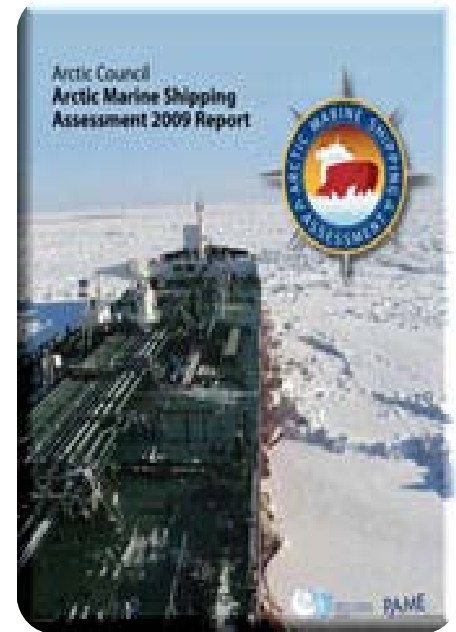
- Search and Rescue Capability
- Oil Spill Prevention, Preparedness and Response
- Regulation of Arctic Shipping
- Managing the Environmental and Societal Impacts of Increased Arctic Shipping



Arctic Marine Shipping Assessment (AMSA)



- U.S. co-led with Canada and Finland development of the AMSA in the Arctic Council from 2004 – 2009
- AMSA remains the seminal work on the future of Arctic shipping
- Contains a number of recommendations in three categories:
 - Enhancing Arctic Marine Safety
 - Protecting Arctic People and the Environment
 - Building the Arctic Marine Infrastructure
- The Arctic Council, through its working groups, is following up on a number of the recommendations





Arctic Search & Rescue (SAR) Agreement



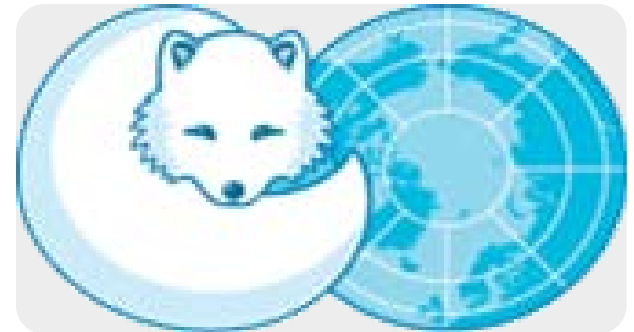
- Arctic states recently concluded a binding agreement on maritime and aeronautical SAR (first ever among the Arctic states)
- Expecting all Arctic states to soon notify the Canadian depositary that they are ready to implement domestically (only U.S. and Russia have so far)
- What the Agreement Does:
 - Defines Areas of Arctic In Which Each Party Has Responsibility for SAR Response
 - Parties Committed to Provide Mutual Assistance In Response To Incidents
- Main means of implementation will be exercises – both tabletop and actual
- Canada holding the first tabletop exercise in Whitehorse in October
- First Effort To Maximize Effect of Limited SAR Capacity in Remote Arctic Region



Arctic Council: Oil Spill Task Force



- Arctic Council established Oil Spill Task Force in May 2011
- Task Force charged with developing instrument for arctic oil spill preparedness and response
- Task Force chaired by U.S./Russia/Norway
 - AMB Dave Balton: co-chair
 - U.S. Delegation led by USCG Admiral
- First Meeting: 17-18 October in Oslo
 - U.S. interagency coordinating proposal
 - Possible U.S. lead on drafting effort for final instrument





The Polar Code

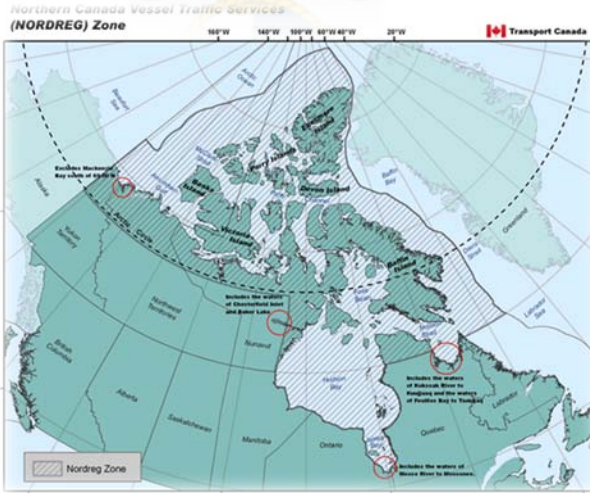


- Based on MSC and MEPC's 2002 non-binding guidelines for ships operating in ice-covered waters (MSC/Circ.1056-MEPC/Cir.399)
- 86th Session of MSC (2009) approved development of mandatory Polar Code
- Ship Design & Equipment (DE) sub-committee has lead for development effort
- Correspondence Group working on draft for DE
 - Current structure includes both mandatory provisions and non-binding recommendations
 - Applicable to Arctic & Antarctic
 - Based on functional requirements (ship design & operational) unique to polar areas
 - Likely limited SOLAS/MARPOL regulated vessels in first instance
- Aggressive timeline for development





Northern Canada Vessel Traffic Services (NORDREG) Zone



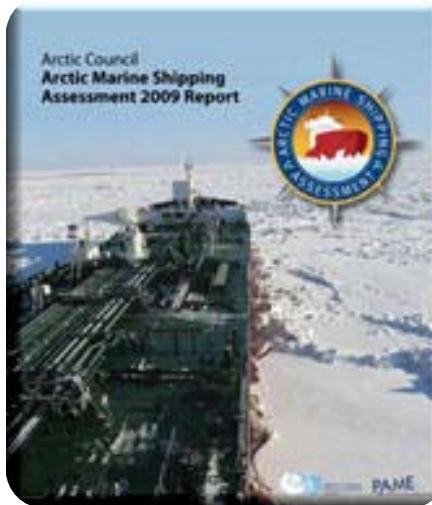
- Effective July 1, 2010, all ships in Canada's claimed Arctic waters must register/report
- Canada claims authority to deny entry to EEZ, straits, territorial sea
- US supports safety/environmental protection objectives, BUT
- Concerned that NORDREGs are inconsistent with important law of the sea principles related to navigation rights and freedoms
- US and others urging Canada to submit NORDREGs to IMO to provide solid legal foundation and broad international acceptance



CMTS: Arctic IAT



- **Committee on Marine Transportation formed Arctic Interagency Action Team (IAT) in January 2010.**
- **CMTS Arctic IAT is developing a U.S. Arctic Maritime Transportation System: Overview & Policy Recommendations report. All CMTS agencies are participating in this effort.**
- **The report will:**
 - **identify gaps in the U.S. Arctic MTS and risks associated with various alternative actions & mitigation plans**
 - **provide recommendations for safe, secure & environmentally sound utilization of the U.S. Arctic for maritime transportation**
 - **build upon the Arctic Council's Arctic Marine Shipping Assessment 2009 Report**





Environmental Issues: Back Carbon



- **AMSA recommended: Arctic states “decide to support the development of improved practices and innovative technologies for ships in port and at sea to help reduce current and future emissions of greenhouse gases (GHGs), Nitrogen Oxides (NO_x), Sulfur Oxides (SO_x) and Particulate Matter (PM), taking into account the relevant IMO regulations.”**
- **Black Carbon (BC), a component of PM, has particularly negative effects in the Arctic and is of prime importance to most members of the Arctic Council**
- **Although scientific uncertainty remains about BC’s warming effects, there is far less uncertainty about its negative effects on albedo (i.e. surface reflectivity)**

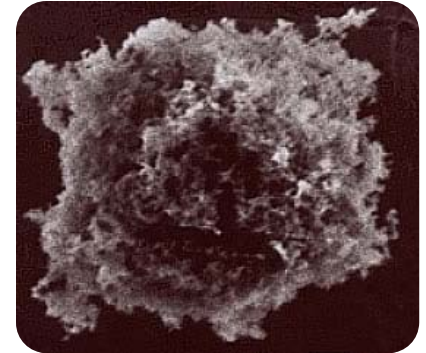




Environmental Issues: Back Carbon



- **AC Task Force on Short-lived Climate Forcers (SLCFs) recommended that the Arctic states take action domestically to mitigate BC emissions as soon as practicable**
- **Norway recently proposed action on BC at the IMO Marine Environment Protection Committee (MEPC), but a number of countries opposed the proposal, including Russia (which also generally opposes action in the Arctic Council on BC)**
- **The general policy view is that if the Arctic states can significantly reduce BC emissions – which is relatively easy and cost-effective – we may be able to slow cryospheric melting and thawing, buying precious time while the global debate on carbon dioxide continues**





Environmental Issues: Invasive Species & Ballast Water



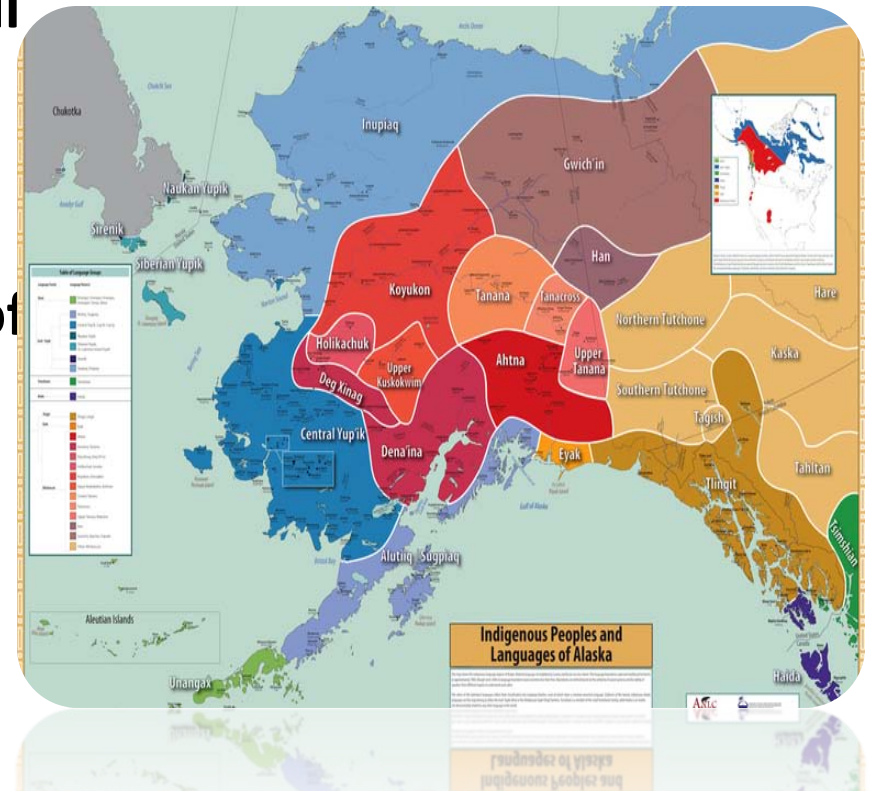
- Little is known about whether and how invasive species may enter the Arctic marine environment and what effects they may have
- Increased shipping could lead to the introduction of invasive species through ballast water, as has happened in other oceans
- This is an area the Arctic Council may want focus on, beyond the AMSA recommendation that the Arctic states ratify the IMO Ballast Water Convention



Impacts on Indigenous Peoples



- Increased shipping in the Arctic will inevitably affect the livelihoods of Arctic indigenous peoples
- The AMSA recommends:
 - Arctic states conduct surveys of indigenous maritime uses;
 - engage with Arctic communities;
 - the Arctic Council undertaking some of these activities now





Questions



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