

1/19/12
Presentation:
Pacific
Northwest
Economic
Region –
Arctic Caucus
Update

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Northwest Economic Region – Arctic Caucus
Update</SUBJECT><COMM>HEDT27</COMM></TARGET>



Pacific North West Economic Region Arctic Caucus Working Group

2011 Arctic Caucus

*Yellowknife, NWT
August 20, 2011*

Arctic Caucus Oil Spill Task Force

Yukon



Alaska



Northwest Territories



Arctic Caucus Oil Spill Task Force

Designated Representatives

Brian Love – Yukon

Peter Vician – Northwest Territories

Larry Dietrick - Alaska

Mission

Action Item #6 - Establish the Arctic state/territorial oil spill task force to educate, share information, collaborate, and coordinate oil spill planning, preparedness, and response in the Arctic

Arctic Caucus Oil Spill Task Force

Task Force Teleconference

November 16, 2011

Participants

Calum MacPherson, NWT

Ron Sumanik , Yukon

Perry Diamond, Yukon

Larry Dietrick, Alaska



Renda and Healy



Nome Fuel Delivery

Arctic Caucus Oil Spill Task Force

Task Force Teleconference

November 16, 2011

Agenda

Review and discuss implementation of Action Item #6

Verify the “official” points of contact

Share information

Future collaboration

Arctic Caucus Oil Spill Task Force

Task Force Teleconference

November 16, 2011

Discussion

Each member has different jurisdiction, authority, organizational frameworks, responsibilities and interests in spill preparedness and response. In that regard the extent and degree of participation on the Task Force may vary. Participation is also influenced by devolution, other commitments, priorities and relationships with federal counterparts and other organizations and agencies that may have responsibilities for spill preparedness and response. These variables will influence the extent and degree of participation in the Task Force and are also drivers in how the Task Force may evolve and move forward.

Arctic Caucus Oil Spill Task Force

Task Force Teleconference

November 16, 2011

Outcome

All participants agreed to a follow up future teleconference to continue discussions about future Task Force direction and activities.

There was also agreement to exchange basic information between members about the extent and scope of spill preparedness and response programs for each member prior to the next teleconference.

Arctic Caucus Oil Spill Task Force

Items of Interest

Arctic Council

Task Force on Oil Spill Preparedness and Response – Arctic Mutual Aide Agreement
Arctic Council Best Practice Prevention of Marine Oil Pollution – Arctic Prevention Practices
Emergency Prevention and Preparedness Working Group

CANUSNORTH 2012

Arctic Shield offshore drill

Alaska North Slope Mutual Aide drill

National Energy Board Report – Drilling Safety

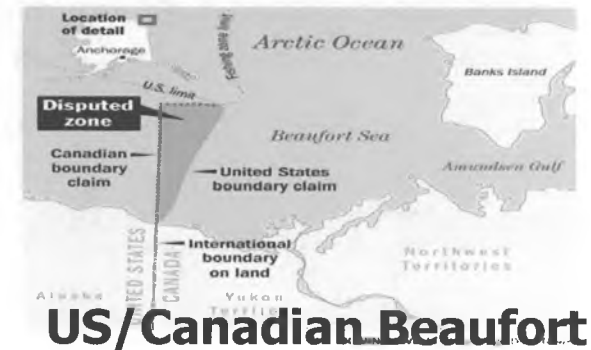
Northern Waters Task Force Report – Alaska Legislature

University of Alaska Fairbanks – Science and Technology Center for Oil Spill Prevention and Preparedness in the Arctic

Offshore drilling – Chukchi and Beaufort Seas – 2012

Shipping and Vessels in Innocent Passage – Response Capability and the Polar Code

Oil Spill Plan Updates - Alaska's northern coast



Information

Pacific NorthWest Economic Region: <http://www.pnwer.org/>

Arctic Caucus Working Group: <http://www.pnwer.org/WorkingGroups/ArcticCaucus.aspx>

Alaska Department of Environmental Conservation Spill Prevention and Response:
<http://www.dec.alaska.gov/spar/index.htm>



USPS Bypass Mail

The USPS bypass mail program allows shippers to mail commodities to rural communities in the state of Alaska at parcel post rates, which are significantly lower than the rates that would apply if shipped via regular air freight. The shippers deliver the goods directly to the air carriers, who carry it to the various hubs and to the villages beyond those hubs. This shipping process “bypasses” the USPS facilities entirely.

One of the primary purposes of the bypass mail program, as directed by federal legislation, is to ensure commercially viable passenger service levels for rural Alaska. As such, bypass mail is a critical part of the infrastructure for the roadless communities in the Western and Northern parts of the state. The revenue from bypass mail helps passenger air carriers offset the extremely high costs of flying to the Bush. As such, any reduction in bypass mail revenue impairs the economics of this air service and would likely require passenger carriers to raise fares, reduce frequency or both.

Background

- For Alaska Airlines, the designated bypass hubs are Dillingham, Bethel, Nome, Kotzebue, King Salmon, and Barrow
- The USPS assigns the mail to mainline air carriers to carry it to the rural regional hubs and then onto bush carriers who carry the mail from the hubs to the rural villages surrounding the regional hubs.
- Alaska Airlines currently moves bypass mail from
 - a. Anchorage to Bethel, Nome, Kotzebue, and Dillingham
 - b. Deadhorse to Barrow
 - c. Seasonally from Anchorage to King Salmon
- In the 12 months ended November 2011, Alaska Airlines carried 18.6 million pounds of mail.

Program under Scrutiny

The bypass mail program is under scrutiny. The USPS is under financial distress and is looking to cut costs across its system, including the cost of the bypass mail program. In addition, there is postal reform legislation pending in Congress that could potentially alter the program.

Possible Actions

In this environment of scrutiny, there are a few key options for the program under consideration:

1. Maintain Status Quo

- Benefits
 - i. Maintains stability in the air transportation infrastructure, especially for those bush villages beyond the hubs. Access to medical care and affordable passenger transportation is critical.
 - ii. Prevents disruption in flow of goods to bush communities; keeps products in bush communities – already at incredibly high price levels – from becoming even more expensive.
 - iii. Businesses that use bypass for shipping goods are able to plan and continue with normal programs.

Alaska Airlines supports maintaining the status quo, as it is the best means of ensuring commercially viable passenger service levels for rural Alaska.

2. Bypass Program remains, but with some changes designed to save money

- Two main concepts have been put forward:
 - A. Rate Making Process is eliminated. USPS solicits for competitive bids. Equitable tender provisions eliminated.
 - Benefits:
 - i. Saves postal service money, but only a fraction of the cost of the program
 - ii. Possibility of mainline carriers building partnerships with bush carriers to get mail to the rural communities
 - Negatives:
 - i. Bush communities at risk, because all-cargo carriers may win a large share of the mail to rural villages. If this occurs, passenger service to the communities will most likely be reduced and prices for transportation will likely increase.

Alaska Airlines could potentially support a competitive bidding process provided it is under the bypass structure. However, Alaska Airlines prefers the status quo, as it is the best means of ensuring commercially viable passenger service levels for rural Alaska.

B. Hub overflying is allowed without penalty to mainline carriers serving rural hubs. New overfly hubs such as Savoonga, Chevak, Hooper Bay, etc. are designated.

- Negatives:
 - i. Mainline carriers would mostly likely only want to operate 1x per week.
 - ii. Negatively impacts passenger service levels between rural hubs and villages.
 - iii. With the uncertainty of the bypass program, significant capital investments would be needed in these locations to facilitate mail service. It would be difficult for any carrier to fund.

Alaska Airlines opposes hub overflying, as it would divert mail revenue and, thus, negatively impact commercial passenger service levels (frequency and price) to the hubs and between the hubs and villages.

3. Bypass Program is eliminated in its current form entirely

- Negatives:
 - i. Regional hubs likely to see an increase in cost of goods previously shipped via bypass
 - ii. Bush communities likely to see higher commodity costs, air fares, and reduction in service beyond hubs

Alaska Airlines opposes elimination of the program as it would negatively impact the commercial viability of maintaining current passenger and cargo service levels to the rural hubs and villages.



Pacific North West Economic Region

*PNWER Capital Visit- Juneau January 18 & 19, 2012
PNWER Delegation*



**Hon. Currie Dixon
Minister of Economic Development
Government of Yukon**

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Whitehorse, Yukon
Y1A 2C6
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Fax: 867 393-7400
E-mail: currie.dixon@gov.yk.ca



**Hon. David Ramsay
Minister of Industry Tourism and Investment
Government of Northwest Territories**

Legislative Assembly, P.O. Box 1320
Yellowknife, NT X1A 2L9
Tel : (867) 669-2377
Fax : (867) 873-0388
Email: david_ramsay@gov.nt.ca



**MLA George Groeneveld
Member of the Legislative Assembly- Alberta**

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highwood@assembly.ab.ca



**Colin Smith
Past President, APEG BC**

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Canada

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Email: peter.taylor@international.gc.ca

Additional Attendees

Matt Morrison, Chief Executive Officer, PNWER
Steve Myers, Program Manager, PNWER
David Kettles, Government of Alberta
Harvey Brooks, Government of Yukon
Steve Rose, Government of Yukon
Val Boxall, Government of Yukon
Lynda Comerford, Government of Northwest Territories
Peter Vician, Government of Northwest Territories



Pacific NorthWest Economic Region

2011 - 2012
PNWER Executive
Committee*

DRAFT

Rep. Mike Schaufler; Oregon
President

January 17, 2012

Lyle Stewart, MLA,
Saskatchewan
Vice President

The Honorable Hillary Rodham Clinton
U.S. Secretary of State
U.S. Department of State
2201 C Street NW
Washington, DC 20520

State Sen. Kevin Ranker
Washington
Vice President

Hon. David Ramsay
Northwest Territories
Vice President

Dear Secretary Clinton,

Hon. Mel Knight; Alberta
Immediate Past President

As Members of the Alaska State Legislature, and the representatives of the governments of Yukon and Northwest Territories in the Pacific NorthWest Economic Region Arctic Caucus we are writing to suggest that the United States and Canada cooperate to prioritize issues that both nations would like to bring forward to the Arctic Council when the leadership of the Council returns to Canada (2013-2015), and then to the US (2015-2017).

State Sen. Lesil McGuire;
Alaska
Past President

George Groeneveld; MLA
Alberta

Just as Denmark, Sweden and Norway agreed on common objectives for their respective chairmanships, the PNWER Arctic Caucus sees inherent value in the U.S. and Canada cooperating during their Chairmanships, and beginning a discussion now about what specific issues could have shared prioritization during the subsequent terms when Canada, and then the US will chair the Council.

John Les; MLA
British Columbia

Rep. George Eskridge; Idaho
Past President

Jim Kenyon; MLA Yukon
Past President

Rep. Deb Eddy;
Washington

We believe that the peoples of the northern communities of Alaska, Yukon, Northwest Territories, and Nunuvut have a common heritage, and share many common concerns, and would be well served by such a discussion.

State Sen. Cliff Larsen;
Montana

Hon. Bob McLeod;
Northwest Territories

The PNWER Arctic Caucus was formed in 2009 to provide a forum within PNWER for sub-national jurisdictions to discuss their mutual interests in cross border policies, regional economic development, health, and safety issues. The Caucus is chaired by the governments of Yukon, Northwest Territories, and the State of Alaska on a rotating basis and includes representatives from across the PNWER region. Meetings are held in the North.

Neil Windsor, P.Eng.; Alberta
APEGGA,
Private Sector Co-Chair

Jan Romerdahl, Washington,
US Bank,
Private Sector Co-Chair

Enclosed is some background information on the Caucus, and PNWER. The Arctic Caucus leadership will be in Washington, DC on March 8, 2012 and look forward to meeting with Julia Gourley to discuss this further.

*Partial listing

Founded in 1991, PNWER is the only statutory, non-partisan, bi-national, public/private partnership in North America. PNWER is the forum for collaborative bi-national planning involving both the public and private sectors and was chartered in statute in 1991 by the states of Alaska, Washington, Oregon, Idaho, Montana, and the western Canadian provinces of British Columbia, Alberta, Saskatchewan, the Yukon and Northwest Territories.

The Arctic Caucus and PNWER applaud your efforts on the Arctic Council and stand ready to assist in any way we can.

Sincerely,



Rep. Mike Schaufler
PNWER President 2011-2012
Oregon State Representative

Senator Lesil McGuire
Past PNWER President 2009-2010
Alaska State Senate



Representative Bob Herron
PNWER Arctic Caucus
Alaska State House of Representatives

The Honourable David Ramsay
PNWER Vice President
Government of the Northwest Territories

The Honourable Currie Dixon
Government of Yukon



Matt Morrison
Chief Executive Officer
PNWER

cc: Julia Gourley, U.S. State Department



Pacific NorthWest Economic Region

2011 - 2012
PNWER Executive
Committee*

DRAFT

Rep. Mike Schaufler; Oregon
President

January 16, 2012

Lyle Stewart, MLA,
Saskatchewan
Vice President

Ms. Fran Ulmer
Chair
U.S. Arctic Research Commission
420 L Street, #315
Anchorage, AK 99501

Mr. Bernard Funston
Chairperson
Canadian Polar Commission
Suite 1710, Constitution Square
360 Albert Street
Ottawa, Ontario, K1R 7X7

State Sen. Kevin Ranker
Washington
Vice President

Hon. David Ramsay
Northwest Territories
Vice President

Dear Colleagues,

Hon. Mel Knight; Alberta
Immediate Past President

State Sen. Lesil McGuire;
Alaska
Past President

The Pacific Northwest Economic Region (PNWER) Arctic Caucus requests your consideration to have a caucus representative attend and participate on behalf of the PNWER Arctic Caucus to the joint Canadian Polar Commission and U.S. Arctic Research Commission meeting at the 2012 International Polar Year Conference in Montreal, QC on April 27-28, 2012.

George Groeneveld; MLA
Alberta

John Les; MLA
British Columbia

At the Arctic Caucus meeting in Yellowknife, NWT August 16 – 19, 2011, it was agreed to reach out to the U.S. Arctic Research Commission and Canadian Polar Commission on ways to support development of Northern Research and potential collaboration with sub-national governments on further development of post-secondary education, training and research opportunities across the North.

Rep. George Eskridge; Idaho
Past President

Jim Kenyon; MLA Yukon
Past President

Rep. Deb Eddy;
Washington

The Arctic Caucus was formed in 2009 to provide a forum within PNWER for sub-national jurisdictions and others to discuss their mutual interests in cross border policies and regional economic development. The Arctic Caucus is chaired by the governments of Yukon, Northwest Territories, and the State of Alaska on a rotating basis and includes representatives from across the PNWER region. The purpose of the Arctic Caucus is to identify shared issues that have cross border implications and to collaborate among the territories and the State of Alaska to support the needs of northern communities.

State Sen. Cliff Larsen;
Montana

Hon. Bob McLeod;
Northwest Territories

Neil Windsor, P.Eng.; Alberta
APEGGA,
Private Sector Co-Chair

Jan Romerdahl, Washington,
US Bank,
Private Sector Co-Chair

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*Partial listing

The Arctic Caucus looks forward to your response and consideration to join the discussions in April.

Sincerely,

Senator Lesil McGuire, Co-Chair, PNWER Arctic Caucus
Past PNWER President 2009-2010
Alaska State Senate

The Honourable David Ramsay, Co-Chair PNWER Arctic Caucus
PNWER Vice President
Government of the Northwest Territories

The Honourable Currie Dixon
Government of Yukon



Matt Morrison
Chief Executive Officer
PNWER

cc:

ALASKA STATE LEGISLATURE
HOUSE SPECIAL COMMITTEE ON ECONOMIC DEVELOPMENT, TRADE,
& TOURISM



Representative Bob Herron, Chair

State Capitol Building, Room 411
Juneau, Alaska 99801-1182
Phone (907) 465-4942
Fax (907) 465-4589
Rep.Bob.Herron@legis.state.ak.us

Rep. Neal Foster, Rep. Berta Gardner, Rep. Reggie Joule, Rep. Wes Keller,
Rep. Cathy Muñoz, Rep. Kurt Olson, Rep. Steve Thompson, Rep. Chris Tuck

Thursday, January 19, 10:15 – 11:45 AM
Capital Rm. 124
PNWER Arctic Caucus Update
Meeting Agenda

Senator Lesil McGuire

- Arctic Caucus Background and Introduction

Matt Morrison, Executive Director, PNWER

Hon. David Ramsay, Minister of Industry, Tourism & Investment, Northwest Territories
Hon. Peter Vician, Deputy Minister of Industry, Tourism & Investment, Northwest Territories

- Arctic Caucus Introduction and NWT Arctic Caucus Action Items

Hon. Currie Dixon, Minister of Economic Development, Yukon
Hon. Harvey Brooks, Deputy Minister of Economic Development, Yukon

- Yukon Arctic Caucus Action Items
- Alaska/Yukon Relationship

Larry Dietrick, ADEC Div. of Spill Prevention & Response, Director

- Update on Alaska/Yukon/NWT Oil Spill Response Discussions

Colin Smith, Past President Assn. of Professional Engineers & Geoscientists of BC and Co-Chair of PNWER Workforce/Northern Development Working Group

- Update on the PNWER Workforce/Northern Development Working Group

- Arctic Caucus Introduction and NWT Arctic Caucus Action Items

Hon. Currie Dixon, Minister of Economic Development, Yukon

Hon. Harvey Brooks, Deputy Minister of Economic Development, Yukon

- Yukon Arctic Caucus Action Items
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Larry Dietrick, ADEC Div. of Spill Prevention & Response, Director

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Colin Smith, Past President Assn. of Professional Engineers & Geoscientists of BC

and Co-Chair of PNWER Workforce/Northern Development Working Group

- Update on the PNWER Workforce/Northern Development Working Group

(No Known Offnets)

Juneau Itinerary January 18 - 19, 2012

Matt Morrison Cell Phone: 206-399-4026

Tuesday, January 17	
Delegation Arrival	<p>Please make your own ground transportation arrangements to the Hotel</p> <p>Juneau Westmark Baranof Reservations: 1-800-544-0970 Code: PNWER2012 Online: Link to Juneau Westmark Baranof -</p>
Optional Dinner - 7:00pm	<p>Meet in the Lobby Sen. Fred Dyson will join for dinner</p>

Wednesday, January 18	
8:00am	Breakfast - on your own - be ready to leave hotel at 8:45am from the Lobby
9:00am	Initial meeting with PNWER House Delegates Room - Butrovich Room - Capital 205
9:30am - 9:50am	Meeting with Sen. Fred Dyson Location: Room 121 Phone: 907-465-2199
10:00am - 10:30am	Meeting with Rep. Bryce Edgmon PNWER Delegate Location: 4th Floor, 416 Phone: Tim Clark, 907-465-4451
11:15am	Meeting with Lt. Governor Mead Treadwell Location: 3rd Floor, State Capitol Phone: Cameron Eggers (907) 269-7460
12:00pm - 1:00pm	Pizza Lunch with Legislators in Capitol (House Speaker Chambers, 2nd Floor Rm 208)
1:00pm - 1:30pm	Meeting with Rep. Beth Kerttula, House Minority Leader Location: Room 404 Scheduler: Aurora- 907-465-4766

1:30pm - 3:00pm	<p>Meeting with Senator Lesil McGuire, Chair; Senate Finance Subcommittee for the Department of Military and Veterans' Affairs Butrovich Room - Capitol 205</p>
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3:00pm - 3:30pm	
4:00pm	Meeting with Rep. Alan Austerman, House Majority Leader Location: Room 204 Scheduler: Erin Harrington 907-465-2487
5:00pm - 6:30pm	Welcome to Juneau Reception – Centennial Hall, Juneau 101 Egan Drive
7:00pm	State of the State Address by Governor Sean Parnell (details through Speaker's Office) (907) 465-3779 (invitations thru Rules Committee – Chair, Craig Johnson – limited seating may be only for elected reps)

Thursday, January 19	
8:00am - 8:45am	Breakfast- – on your own – be ready to leave hotel at 8:45 am from the Lobby
9:00 am	Meeting with Senate President Gary Stevens Location Room 111 Phone: Nona or Katrina 907-465-4925 (needs to be confirmed)
9:45am	Meeting with Speaker Mike Chenault Location: Room 208 Phone: Tyra Smith 907-465-3779
10:15am - 11:45am	Rep. Bob Herron (D) and House Economic Development, International Trade & Tourism Committee presentation on Arctic Caucus Action Plan Presenting: Matt, Minister Ramsay, Peter Vician, Minister Dixon, Harvey Brooks, Colin Smith, Peter Taylor
12:00pm - 2:00pm	Lunch with Larry Dietrick, head of Alaska's oil spill response section Location: Zen Restaurant - 51 Egan Drive (907)586-5075
2:00 - 2:30	
2:45pm	Meeting with Governor Sean Parnell Location: 3rd Floor, State Capitol, Governor's Conference Room
4:00pm - 5:00pm	Meeting with Captain Ed Page US Coast Guard (Ret). Executive Director Marine Security Exchange of Alaska Location: 1000 Harbor Way, Suite 204
5:00pm - 6:00pm	Dinner

Friday January 20	
8:00am	Breakfast and departures

Meetings to be confirmed:

Meeting with Senator Gary Stevens, Senate President (requested for early am)

Hearing on Arctic Caucus with Alaska Finance Committee

Rep. Joule, Chair of Northern Waters Task Force

Minister Curry Dixon, Yukon

Minister Dave Ramsay, NWT

Pizza Lunch with Legislators

Meeting on oil and gas development – Alaska Economic Development Commission

Rep. Mark Neuman (discussion of TransCanada and status of pipeline), Rep.



FINDINGS & RECOMMENDATIONS OF THE

ALASKA NORTHERN WATERS TASK FORCE



January 30, 2012

Diminishing sea ice and the intensifying worldwide race for natural resources has rapidly increased international interest in the Arctic. Arctic Nations are anticipating the development of northern shipping routes, mineral extraction, oil and gas exploration, commercial fisheries, and tourism.

For Alaska, the economic benefits over the long term could be substantial. But how will we confront the challenges and opportunities awaiting us in the Arctic while also providing for sustainable communities and protecting the environment?

In 2010, the Alaska State Legislature established the Alaska Northern Waters Task Force (ANWTF) to identify opportunities to increase the state's engagement with these issues. On both the state and federal level, the task force has found many urgent needs. The following are its topmost recommendations:



Priority Recommendations

1. Statewide public testimony gathered by the task force made it clear that the state and federal governments must provide Alaskans with meaningful opportunities to participate in Arctic policy and Outer Continental Shelf development decisions. Many local government officials, tribal government representatives, and individuals expressed a need for timelier, more frank, and more thorough information from state and federal authorities regarding policies and activities off Alaska's coasts. The task force believes that consistent, structured communication and consultation—particularly with those Alaskans likely to be most impacted by evolving conditions—is the best way to build consensus, advance responsible policies, and stimulate broadly beneficial economic development.

2. The state of Alaska has only just begun to grapple with the challenges and opportunities developing in the far north. It is imperative the state be strategically involved and in a leadership role in the development of policies affecting the state, its communities, and citizens. It is therefore among the task force's highest priorities to press for the creation of a commission to develop a comprehensive state strategy for the Arctic. As the Arctic changes, the decisions Alaska faces will continue to evolve and grow in complexity. An Alaskan Arctic Commission will enable Alaska to more effectively respond to unfolding developments and will jumpstart Alaska's preparations to ensure that the interests of the state and its people are protected.

3. The ANWTF recommends that the Alaska State Legislature and the state of Alaska continue to urge the United States Senate to ratify the United Nations Convention on the Law of the Sea (UNCLOS). Joining the more than 160 nations that have ratified

UNCLOS will enable the U.S. to legitimize its claims to resources in areas of the Continental Shelf that extend beyond the 200-mile Exclusive Economic Zone. To quote President George W. Bush, who, like President Barack Obama, supports U.S. ratification of the convention, "It will give the United States a seat at the table when the rights that are vital to our interests are debated and interpreted."



Map shows the extent of the US Continental Shelf off Alaska's Arctic coast.

The following summarizes top recommendations among the many task force findings in areas including Arctic governance, oil and gas development, marine transportation, infrastructure, fisheries, and research.

The full recommendations of the task force can be found at www.anwtf.com

Governance

Changes in the Arctic make it necessary to evaluate the adequacy of existing Arctic governance structures and to consider adjusting these systems or creating new ones to better suit developing needs. At the international level, Arctic Nations must strengthen their relations and enhance regulatory frameworks and policy mechanisms to address pressing issues. We in Alaska must ensure that our Arctic residents and the state of Alaska have a strong voice in these matters.

1. The ANWTF supports the development and implementation of a comprehensive U.S. Arctic strategy. This strategy should ensure that national interests are balanced with Alaska state interests, so that commitments to safeguard the environment and the wellbeing of the region's communities and cultures accompany all plans to advance economic development.

2. The ANWTF recommends that the state of Alaska and the United States participate in the adoption of international agree-

ments for shipping, fisheries, oil and gas development, and other transboundary issues. It is in our interest to ensure all parties develop resources in the region safely and responsibly.

3. The ANWTF recommends the state of Alaska and the Alaska State Legislature support greater international cooperation through the Arctic Council. Having recognized that the Arctic Council is the world's predominant intergovernmental forum for Arctic governance, the ANWTF recommends greater state engagement with the council and its working groups and encourages the council's member countries to support expanding its mandate as an institution for forging multilateral agreements among Arctic Nations.



Oil and Gas Development

A warming Arctic provides new opportunities and challenges for oil and gas development. The U.S. Geological Survey estimates that 13 percent of the Earth's undiscovered oil reserves and 30 percent of undiscovered gas reserves are in the Arctic.

1. The ANWTF recommends that the state of Alaska and the United States develop a framework for the identification, acquisition, and sharing of data and other information to support leasing, permitting, and other agency decisions.

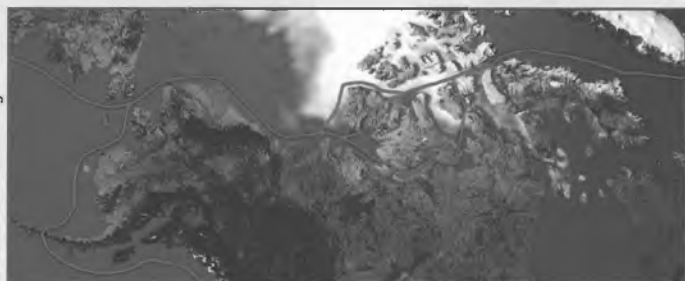
2. The ANWTF recommends that the state of Alaska and the United States support continued improvement in the ability of industry and the government to prevent, contain, control,

clean up, and remediate spills in the Arctic. These measures should include contingency plans and response capabilities for all large commercial vessels operating in Arctic waters, including vessels travelling internationally in "innocent passage."

3. The ANWTF recommends that the University of Alaska establish an oil spill research center.



src: commons.wikimedia.org



src: commons.wikimedia.org

Marine Transportation

Maritime powers have been searching for a shorter route from the Atlantic to Asian waters for centuries. The warming Arctic raises the feasibility of two such routes: the Northern Sea Route, north of Russia, and the Northwest Passage, north of Canada and Alaska. Shipping traffic—already increasing—is expected to surge in the decades ahead. We must take steps to establish secure and environmentally sound marine transportation in the region as soon as possible.

1. The ANWTF recommends that the United States, with the participation of the state of Alaska, work with the international community to finalize the Polar Code for ships operating in Arctic waters and examine whether to establish an offshore vessel routing scheme for circumpolar marine traffic, including through the Aleutians.

2. The ANWTF supports increasing short- and long-range navigational aids in the North American Arctic and extending Automatic Identification System (AIS) vessel tracking across the North Slope waters to Tuktoyaktuk, in the Northwest Territories.

3. The ANWTF endorses completing the Aleutian Islands Risk Assessment and recommends that the state of Alaska continue to support and participate in the United States Coast Guard Port Access Route Study.

Fisheries

As sea ice diminishes and some commercial fish species move into northern waters, interest in fisheries north of the Bering Strait has increased. However, currently there is



src: NOAA

not nearly enough information available to make sustainable management of commercial fisheries possible there, and in 2009 the North Pacific Fishery Management Council approved a moratorium on fishing in these waters. The ANWTF believes the state of Alaska and the U.S. government should continue in its precautionary policy, but the moratorium should not cause Alaska to postpone research into viable commercial fisheries north of the Bering Strait.

1. The ANWTF recommends greatly increasing fisheries-related research and monitoring in the region.

2. The ANWTF encourages the state of Alaska and the U.S. government to continue actively negotiating fisheries-related transboundary accords with other nations.

3. The ANWTF recommends that the state of Alaska and federal authorities prepare strategies to maximize the degree to which local communities and resident Alaskans will benefit from the development of commercial fisheries in waters north of the Bering Strait.

Infrastructure

Immediate investment in Arctic infrastructure is a foremost priority for Alaska and the entire United States. Increased human activity related to shipping, oil and gas development, commercial fishing, and tourism will require, at a minimum, new ports and safe harbors, equipment and facilities for oil spill response, additional Polar Class icebreakers for the U.S. fleet, and improved charting and mapping.

1. The ANWTF recommends the Alaska State Legislature and the state of Alaska continue to urge the federal government to forward base the United States Coast Guard in the Arctic and to fund the construction of additional icebreakers and ice-

capable vessels for the U.S. fleet.

2. The task force recommends the state of Alaska and the federal government continue efforts to develop deep-draft ports and additional safe harbors in northern waters as soon as possible.

3. The ANWTF supports increased funding to expedite the National Ocean and Atmospheric Administration's (NOAA) Hydrographic Arctic mapping. The task force particularly supports updated mapping of coastal navigation routes and entrance routes to coastal villages.

Research

Worldwide climate change is already having an impact on the Arctic, where temperatures are rising twice as quickly as those in more southern latitudes. Profound transformations are underway in its complex ecosystems. These changes are expected to trigger unprecedented degrees of human activity in the region.

As a consequence, transformation in the far north will accelerate all the more, not just environmentally, but also on socioeconomic levels. Under these circumstances, the need for wide-ranging scientific research and monitoring in the Arctic has never been more pressing. We must continue to gather essential baseline information about the environment and its dynamics in order to become better able to discern shifting conditions. In turn, our understanding of the implications of changes there will increase, and we will improve our ability to prepare for and mitigate impacts.

1. The ANWTF recommends that the state of Alaska and the federal government identify priorities for Arctic research. By ranking priorities funding can be targeted more effectively and research can be better coordinated. Major knowledge gaps will be closed far more quickly.

2. The ANWTF recommends improving the exchange of research information and integration of data management. Faster and more extensive integration of data collected by state and federal agencies, academics, and industry would yield enormous benefits for all stakeholders.

3. The ANWTF recommends increased long-term monitoring of the Arctic, including routine surveys of key chemical, physical, and biological parameters of the Beaufort and Chukchi Seas and associated coastal plains. In order to better understand, quantify, and predict the effects of changes in both marine and terrestrial Arctic ecosystems, Alaska must increase our long-term monitoring of a wide range of environmental characteristics.



Alaska Northern Waters Task Force Members

Representative Reggie Joule, Chair, Kotzebue

Senator Bert Stedman, Vice-Chair, Sitka

Senator Lyman Hoffman, Bethel

Representative Bob Herron, Bethel

Larry Hartig, Commissioner, Dept. of Environmental Conservation

Chuck Greene, Vice-President, NANA Corp., Kotzebue

Chris Hladick, City Manager, Unalaska

Edward Itta, Former Mayor, North Slope Borough

Dave Kubiak, Chair, Alaska Marine Conservation Council

Denise Michels, Mayor, Nome

The United States Coast Guard served as the federal liaison and was represented by Rear Admiral Christopher Colvin until May 19, 2011. Upon Rear Admiral Colvin's departure, Rear Admiral Thomas Ostebo served as the federal liaison.

Alternate members

Senator Donald Olson, Golovin

Representative Bryce Edgmon, Dillingham

Cora Campbell, Commissioner, Dept. of Fish & Game

Richard Glenn, Vice President, Arctic Slope Regional Corp., Barrow



July 9, 2011: The Alaska Northern Waters Task Force meets in the village of Wales on the Bering Strait.

For the full findings and recommendations of the task force, please go to www.anwtf.com



PNWER
Arctic Caucus Proceedings

Yellowknife, Northwest Territories
August 17-19, 2011

Barrow, Alaska
December 2-3, 2010





PNWER Arctic Caucus Forum

Yellowknife, Northwest Territories, Canada

17-19 August 2011

Introduction

The Arctic Caucus was initially formed as an informal sub-set of PNWER, focusing on issues in the northern jurisdictions of Alaska, Yukon and Northwest Territories. After meeting at the 2009 PNWER Leadership Forum in Regina and the 2010 Annual Summit in Calgary, Alberta the group decided to meet at the Annual Summit each year, as well as hold an annual Arctic Caucus Forum in the North.

This Forum was the second meeting north of the 60 parallel. The first meeting was held December 1-3, 2010. The 2011 meeting focused on continuing the development of the Arctic Caucus, further identifying common projects and sharing information on developments in a wide range of topic areas, including:

- Arctic Infrastructure for Development: Cables, Wires, and Towers
- The Arctic Council
- Search and Rescue
- Update on Alaska's Northern Waters Task force
- Oil Spill response
- Mining
- Financing for Infrastructure Development

Welcome to Yellowknife

The opening night of the Arctic Caucus Forum was held at the Air Tindi Hanger at Yellowknife Airport. This location was a chance to showcase and understand the importance of aviation to the development of the North and learn about the many companies that support the logistics of the communities, camps and industry in the NWT. Some of the delegates had come in the night before and were welcomed with a luncheon with Premier Floyd Roland, and attended the first PNWER 'Capital Visit' to Yellowknife, meeting with key industry officials in NWT as well as Ministers and MLA's. The Territorial government was in session, and we were able to visit the Legislature during their session to experience the NWT's 'consensus government' in action.

On Wednesday night, Arctic Caucus delegates were welcomed by former Premier [insert name], and [insert name], a well known storyteller and prospector, who shared stories of prospecting on the land, and prospecting in the Yellowknife Dump, which we learned is a popular tourist destination (really!). We also were welcomed by Mikey of Buffalo Air from the Ice Pilots TV show. Besides the visiting PNWER executive committee (see below) and Arctic Caucus Delegates, many local private sector participants were on hand as well.



Information Exchange and Best Practices

Arctic Caucus Delegates were welcomed by Minister Bob McLeod, PNWER President Representative Mike Schaufler (OR) and Yellowknife Mayor Gord Van Tighem. The Yellowknife Dene drummers also offered a prayer for a good meeting and performed a welcome dance.

The first day of the Arctic Caucus was dedicated to sharing projects, issues and developments across the north. This included a number of presentations on a variety of subjects. The presentations themselves can be found at www.pnwer.org/Arcticcaucus. The following is a discussion of the presentations and questions.

Session 1: Arctic Infrastructure for Development: Cables, Wires, and Towers

- “Gas to Wires” - Rod Lenfest, Boundless Energy and John Cameron, Marsh Creek, LLC, [Link](#)
- “Northern Telecom Network Diversity and Associated Funding Models” - Don Pumphrey, NorthwestTel, [Link](#)

Gas to Wires:

As with most of the presentations throughout the day, much of this first session focused on infrastructure development. John and Rod presented on the project they are exploring in Alaska, to potentially convert currently stranded natural gas on the North Slope to electricity that could then be shipped by High Voltage Direct Current (HVDC) Technology to markets in Alaska, Canada and the lower 48.

This presentation was in follow-up to one at the Summit [[hyperlink](#)] which gave some of the basics of the technology. In general terms, the project would consist of a gas turbine generation plant in the far north of Alaska, the HVDC transmission line to Fairbanks (initially) and on to Anchorage. This line could then be attached to another proposed marine cable to the lower 48 at some point in the future.

One of the major advantages of HVDC is the ability to transport electricity very long distances with very little line loss, a major factor in shipping electricity by more traditional AC methods. Additionally, as opposed to other methods to moving the gas from the North Slope, the permitting process may be easier and quicker for this project, as could the actual laying of the 3-4 inch cable. Another advantage is the ability to put various types of power into the cable at various points along its length. A challenge of HVDC is the need to make a large investment in a conversion transformer, to convert the Direct Current into Alternating Current for use in communities.

Northern Telecom Network Diversity and Associated Funding Models:

At the Barrow meeting, Don Pumphrey presented on the initial opportunities to integrate telecom infrastructure in the Canadian North with Alaska. His presentation in Yellowknife focused on the economic development facilitated in the North by enhanced reliable and robust telecom capabilities. This included sharing a number of companies that have been able to “go global”



from Yukon and NWT through their web connections. One of the points of the presentation included the attractiveness of the quality of life in the North for professionals whose work is geographically independent when telecom enabled.

In order to increase the reliability of the network in the north, it is very important to build circular or redundant connections with broader network resources. This allows the delivery of email, telehealth and other services to greatly decrease their risk of outages.

Don presented a number of proposals and projects that are currently being considered to increase connectivity in the North, while managing some of the costs of providing this service. The presentation pointed out that there is a need for public-private solutions to continue the build-out of the network, as it is a capital intensive process.

Discussion:

Discussion of both presentations followed. The following points were discussed:

- Proponents for large HVDC projects usually include (at least in part) a political driver of the project.
- As a major infrastructure project, HVDC is in its early stage in Alaska, but the idea would be to work with shared or existing rights-of-way with other infrastructure such as pipelines or roads where possible. It was also pointed out that most utilities have worked with AC, and will need to increase their familiarity and education related to HVDC.
- The possibility of a pipeline, road or transmission project would be a strong partnership opportunity for Telecom infrastructure as well.

Session 2: Arctic Council and Search and Rescue (SAR)

- "Update on Canada's engagement in the Arctic Council; outcomes from Nuuk; and upcoming priorities" - Shawn Morton, Canadian Federal Department of Foreign Affairs and International Trade: [Link](#)
- "Search and Rescue Overview and Future Plans" - Clayton Purvis, Department of National Defence, Canada: [Link](#)
- "An update on Work of the Northern Waters Task Force" - Rep. Bob Herron, State of Alaska: [Link](#)

Update on Canada's engagement in the Arctic Council; outcomes from Nuuk; and upcoming priorities:

Shawn began by giving a brief history and background of the Arctic Council. It was started as a consensus based high-level intergovernmental forum. The US, Canada, Denmark, Iceland, Norway, Sweden, Finland and Russia make up the state members, with the other permanent participants representing aboriginal peoples throughout the region:

- Aleut International Association (AIA)
- Arctic Athabaskan Council (AAC)



- Gwich'in Council International (GCI)
- Inuit Circumpolar Council (ICC)
- Saami Council
- Russian Arctic Indigenous Peoples of the North (RAIPON)

The Arctic Council is an important forum for Canada to advance policy and bring forth issues with the other stakeholders in the region. In May 2011, the Arctic Council held its bi-annual Ministerial meeting in Nuuk, Greenland. For the first time, the US Secretary of State participated, signaling further engagement from the US.

The Council is in a phase now of moving from “policy shaping” to “policy making” with the signing of the Search and Rescue (SAR) agreement in Nuuk being their first legally binding document. While the SAR agreement is a significant development for the Arctic Council, it will only formalize further the strong sharing of resources that Canada has with the US and Denmark particularly in this area.

There is a strong opportunity for North America and the PNWER Arctic Caucus to help influence the future of the Arctic Council, as Canada will take over the chair from 2013-2015 with the US the following two years. There is strong interest in identifying a common agenda between the two countries for their leadership of the Arctic Council.

Search and Rescue Overview and Future Plans:

The leadership of SAR in Canada’s north is Joint Task Force North (JTF-N), and the US is under US Northern Command. The system is built to include all assets through military branches, civil government institutions and private sector cooperation and involvement in response. That being said, JTF-N may not be the first responders on an incident, but does coordinate the overall response.

In Canada’s North, response can be a challenge with over 15 million square kilometers of land and sea. To facilitate response, there are joint response centers always on standby, with the one responsible for the Northwest Territories located in Kingston, ON. Most parts of the country can receive a response in 4 hours, the entire country within 11 hours; although due to sea ice and other factors, larger assets can take quite a while to get into place.

Interestingly enough, even with increased population and traffic in the North, the number of incidents have been stable or even decreasing, with only 3% of all incidents happening in the North. Additionally, Canada has experience repositioning areas of responsibilities and assets to aid the US when its own assets are largely deployed, as they were following Hurricane Katrina.

This fall Canada will be holding a joint tabletop SAR exercise in Whitehorse with the Arctic Council. The scenario is currently in development, but either directly or indirectly there will be outcomes from this event that will be relevant to the Arctic Caucus.



An update on Work of the Northern Waters Task Force:

At the Barrow meeting, the Alaska Northern Waters Task Force (NWTF) held a hearing in conjunction with the Arctic Caucus Forum. Rep. Herron shared an update on Alaska's NWTF activities, goals and timeline, as they relate to the PNWER Arctic Caucus.

The NWTF is looking at models for overseeing development in Alaska that includes strong consultation and information sharing with local stakeholders. While there are many people and organizations that come from the outside to study Alaska, this information is not always broadly shared. There is a need to increase local resident involvement in this work, as it can influence federal, state and local policy. One of the other goals of the NWTF is to identify and coordinate issues of mutual concern to various levels of government.

The Task force has a set schedule of meetings, with seven scheduled throughout the state. The NWTF will then produce a report back to the legislature on their findings and recommendations in:

- Arctic Governance
- Oil, Gas, and Mineral Development
- Arctic Fisheries
- Marine Transportation
- Arctic Research
- Arctic Infrastructure

This report will be publicly available and shared with PNWER Arctic Caucus Members.

Additionally, Rep. Herron pointed out that one area of concern for Alaska is the US Senate's reluctance to ratify the United Nations Convention on the Law of the Sea (UNCLOS). It is very important for the US and this region to support ratification, as it will allow the US to fully define its maritime borders in the high Arctic especially. It will also facilitate management of the increasing amount of maritime traffic in the Arctic, with over 6000 vessels now operating in the region. He asked that PNWER help support Alaska in its efforts to push for adoption of UNCLOS.

Discussion:

The following points were discussed:

- There is technology available to have a common operating picture across the arctic, but it will be necessary to break down barriers to information sharing. PNWER may be able to assist in working with the Marine Exchange of Alaska to install an AIS station in Canada.
- Clayton explained that the private sector is included in response for disaster; however the government does not want to take the place of private sector where they can play a role in a disaster. The private sector is encouraged to be more involved in JTF-N.
- There was a discussion of the Arctic Caucus applying for observer status with the Arctic Council. Shawn suggested working with the Canadian Consulate in Anchorage to discuss this. There is a criteria that have been developed by the Arctic Council to evaluate membership applications. The Arctic Caucus was encouraged to jointly communicate our priorities regarding the Arctic Council to our federal governments' mean time.



Luncheon Keynote: “Update on the MacKenzie Gas Project” - Fred Carmichael, Aboriginal Pipeline Group

The MacKenzie Gas Project is a 1200 km 30 inch pipeline from Inuvik down to the BC/AB border. The project is a joint venture of the Aboriginal Pipeline Group (33.3%), Imperial Oil (33.4%), ExxonMobil, Shell and ConocoPhillips.

The Aboriginal Pipeline Group (APG) was formed in 2000 to share 1/3 interest in the proposed pipeline project for the Aboriginal Groups living on the proposed route. APG is an opportunity for the local communities to benefit from the pipeline and to have a direct voice in its development. This includes a guarantee of set aside work of \$1 billion for corridor groups. The project has a potential to be a huge economic boost for the entire region, and supply long term royalty and tax revenues to the Federal government of nearly \$10 Billion.

While the MacKenzie Pipeline has been discussed for a number of decades, recently the regulatory process has gone forward with National Energy Board Approval, opening the door to further development of the project. The biggest hurdle to moving forward at this time is finalizing a fiscal framework with the Federal Government to finance the project. These discussions are going on right now, but need to be completed by the end of the year.

Fred would like to have PNWER help support the project as work continues on the fiscal framework. This might be in the form of a letter or other communications to government leaders.

Session 3: National Energy Board (NEB) Review and Spill Response Session

- “Process/Outcomes of Arctic Offshore Drilling Review” - Dr. Brian Chambers, NEB: [Link](#)
- “Spill Planning, Preparedness and Response in the Arctic and Opportunities for Cooperation between Alaska, Yukon and NWT” - Larry Dietrick, Alaska Department of Environmental Conservation: [Link](#)

Process/Outcomes of Arctic Offshore Drilling Review

With the Deep Water Horizon Spill in the Gulf of Mexico last year, there has been a renewed interest the safety of off-shore drilling. The NEB is one of the agencies that evaluate applications for off-shore drilling, with major roles played by other federal agencies, including Aboriginal Affairs and Northern Development.

The NEB’s role is not to evaluate whether there should or shouldn’t be drilling in Canada’s Arctic, but to ensure that should it happen, safety, environmental management and spill response plans are developed, evaluated and approved. While there have been some small blow outs in wells in the Arctic, the technology to manage it worked properly as opposed to the experience in the Gulf. One of the issues that has come up is the extreme difficulty of responding to a possible spill in the Arctic due to the lack of response resources and climate.

In order to develop a strong response strategy, NEB is working with partners and communities to understand their concerns. There is a desire by communities to be trained in spill response protocols and clarity in the roles in the case of an incident.



Spill Planning, Preparedness and Response in the Arctic and Opportunities for Cooperation between Alaska, Yukon and NWT

With the changing ice pack in the Arctic Ocean, there will be more interest in development and transportation in the North. With an increase in ship traffic, as well as possible drilling activities, the risk for spills is a very important issue to address. This can be mitigated in part by managing well safety, blow out contingencies and containment systems. Even with prevention systems in place, response plans to spills needs to be proactive, and take into account various natural and man-made causes.

In Alaska the spill response is initiated by a reporting of an incident, essentially a 911 call for response. The response plans are developed by integrating Federal, State, Local and Industry plans. As industry is the area with the most expertise, assets and human resources available, they are often in a leading role in response. During a response, these stakeholders are included in the Incident Command System. In looking for models for spill response in the Arctic between jurisdictions, a good model may be the Pacific States and British Columbia - Oil Spill Task Force. <http://www.oilspilltaskforce.org>

Discussion:

- While the true opening of the Northwest Passage may be a ways off, the amount of traffic is already increasing in the Arctic Ocean, with a lot of interest in possible port development on the Arctic Coast.
- In the case of a response, it is important to realize that the industry has much broader logistic capacity than government. They are typically given the lead in a response because they can do it better.

Session 4: Mining

- "A brief history and mining in the NWT" - Tom Hoefler, NWT and Nunavut Chamber of Mines: [Link](#)
- "Infrastructure Gateways to Support Economic Development" -Dr. Harvey Brooks, Yukon Department of Economic Development: [Link](#)
- "State Financing of Infrastructure to Facilitate Mineral Development: the Skagway and Red Dog Projects" - Jim Hemsath, Alaska Industrial Development Authority: [Link](#)

A brief history and mining in the NWT

The Northwest Territories (and Nunavut) are home to vast mineral resources that due to the large land mass and minimal population are yet unexplored. The NWT is the third largest producer of diamonds in the world. Most communities in the Territories that do host mining operations have minimal other forms of non-governmental jobs.



One of the challenges of the mining industry in NWT is that as an industry with an exhaustible resource, it is important to the Territories, companies and workforce to have strong ideas of what upcoming projects are on the horizon. This is a challenge as only about 1 in 1000 exploration projects lead to a fully developed mine. A challenge in NWT is that exploration has actually been decreasing in recent years.

For much of mining's history in the territory, there has been little involvement by aboriginal groups, but the last 12 years communities and their residents have become more involved in the industry. This has been a positive development for the industry, but there are challenges with communities understanding their partnership role.

Tom pointed out that with the growth of the middle class in India and China, diamond demand looks good going forward, as do economic prospects for other products of NWT. Additionally, he pointed out that NWT must import 33% of its products from PNWER's Canadian jurisdictions alone, as well as many from the US members.

Infrastructure Gateways to Support Economic Development

Due to geography and history, the Yukon does not have its own deepwater port; the Territory relies on Skagway, Haines and Stewart, BC to ship in and out goods. Since the territory covers a vast area with a minimal population, development of infrastructure and projects needs to be done in partnership with public and private entities. One of the advantages of Yukon from an infrastructure perspective is the high connectivity of its people, with all but one community accessible by road, and 98% of the population having broadband access.

This connectivity has enabled a number of businesses in Yukon to access global markets, and allows for knowledge workers to telecommute from the territory. One of the (re)emerging opportunities for the Territory economically is a new era of mining. This presents new challenges, especially from an infrastructure perspective.

The current increase in mining in Yukon is in part fuelled by devolution, settled land claims (11 of 14 first nations in the territory), as well as an increase in Foreign direct investment, particularly from China. Additionally, mining operations can go through the single window Yukon Environmental and Social-economic Assessment (YESAA) which streamlines permitting processes.

With Yukon's diverse geology, and the current global demand for gold, copper, lead and zinc, there are a large number of potential mines. As many of these claims are far from existing infrastructure, it will present additional challenges to be addressed. Yukon does see the development of the Port of Skagway and the link to the Territory as an integral part of its economic future.



State Financing of Infrastructure to Facilitate Mineral Development: the Skagway and Red Dog Projects

One of the main challenges of developing projects in the North is obtaining financing that makes projects in the north competitive and viable. The Alaska Industrial Development and Export Authority (AIDEA) helps finance commercially viable projects. This includes big and small projects, urban and rural, which has directly contributed 735 jobs to the state. They are conscientious of community support of projects, and require that the borrower have their own capital to invest. Benefits to the program include bringing money into the state and increasing the ability of organizations to receive federal grants, because they have backing from a state agency.

Red Dog Mine is a project that received support through AIDEA. The port at Red Dog is only open three months a year, but the mine is open 365 days a year. This means that all shipping waits for that three month period, during which they moved 1.4 million tons of concentrate. 2.5 billion dollars in zinc export last year. There is a real benefit to owning both the port and the roads leading to it, because you are able to partner with outside companies, like the state did in this case with TECK. The state has a 50 year deal at Red Dog Mine, and has made 6% on the investment.

Skagway is a major port for exporting ore, and has a direct road in Whitehorse, Yukon. Through the state investment they are able to expand to include more ore sheds while working with the mines, the port, and the cruise industry. This adds 35-40 permanent jobs to Skagway, which is a large contribution to a small community.

AIDEA is open to sharing their model with other jurisdictions and partnering to provide capacity. This might be a way to leverage existing institutions with Alaska's neighbors in the North to support economic development.



Action Items:

The final day of the Forum centered around the development of new, and the review of previous, action items. The following table includes the new action items, with the second table giving a brief overview of the status of the action items from Barrow.

Table 1 - New Action Items

#	Action Item	Status
1	Develop joint resource inventory, infrastructure, and opportunity map of the Arctic Caucus Region (Alaska, Yukon, and NWT). This map should be interactive, shared, with multiple GIS layers for infrastructure, resources, with links to contacts and more detailed information. [Suggest each jurisdiction identify a lead person to develop mapping data in their own jurisdiction, with one person to lead the joint effort.]	In progress - the Northwest Territories is the lead and will populate the map. Technical leads from Yukon and Alaska are involved.
2	Bring a report on prospective models for an Arctic Infrastructure Development Authority, and establish a subcommittee to bring a proposal to the next Arctic Caucus Forum.	In Progress - Jim Hemsath at (AIDEA) is working with Harvey Brooks (Yukon) on prospective models for an Arctic Infrastructure Development Authority. Rep. Herron is the Lead for this action item
3	Facilitate the development of a pilot AIS station in the Western Canadian Arctic.	In Progress – Mike Pawlowski is working with Captain Ed Page, Marine Security Exchange of Alaska
4	Facilitate the development of a public common operating picture for Vessel Tracking and Search and Rescue, along with operational capabilities in the US-Canadian Arctic. Encourage cooperation and coordination protocols to share information across the border and between jurisdictions.	In Progress - Mike Pawlowski is working with Captain Ed Page, Marine Security Exchange of Alaska is the lead
5	Yukon will coordinate a report back from the Arctic Council Tabletop in Whitehorse (October 2011) results and recommendations for next steps to the Arctic Caucus Search and Rescue initiative. [Post Whitehorse, consider forming a State/Territory Search and Rescue Working	In Progress - Awaiting Final report from Canadian Federal Government - Carl Burgess Yukon Lead



	Group to develop information sharing protocols and guidelines for future initiatives in our region]	
6	Facilitate Arctic state/territorial collaboration for information sharing and coordination on oil spill planning, preparedness and response in the Arctic.	In Progress - Larry Dietrick, head of Alaska's oil spill response section, is the lead and has been engaged with Yukon and NWT on Emergency Management and Oil Spill Response Coordination.
7	Ask PNWER to suggest to the appropriate US and Canadian Federal government Officials that they: A) coordinate their chairmanships of the Arctic Council (2013-2017). [Alaska will request to the US, identifying key issues, and the Territories will make the request to Ottawa, and B) include economic and infrastructure development for the benefit and sustainability of northern people and their arctic communities in their objectives	In Progress - PNWER has a draft Arctic Council Letter and will have Rep. Schaufler and Arctic Caucus Leads sign and submit it to the U.S. and Canadian Federal Government.
8	Develop a PNWER Arctic Caucus strategy to strengthen the voice of our arctic communities for the 2013-2017 Canada and US Chairmanships of the Arctic Council, in addition to other organizations the group recognizes. This should be a multifaceted strategy engaging the entire PNWER region.	In Progress – Mike Pawlowski is the lead
9	Craft a resolution for presentation to the PNWER executive in November supporting the commercialization of Arctic Gas.	On hold until Strategy is Determined
10	Develop and create alignment on a common vision to forward the northern regions telecom infrastructure to support economic development; including Alaska, NWT and Yukon in a cross jurisdictional view. This vision should specifically provide northern business and residents with higher speed and greater capacity data networks, and bring greater diversity and survivability to these networks in all jurisdictions. The vision should also look to capitalize on existing infrastructure already in place and leverage cross jurisdictional opportunities.	In Progress - Don Pumphrey of NorthwesTel gave a presentation to the Alaska Broadband Task Force on November 17th.
11	Review the map of sub-national and regional actors and develop recommendations for areas of action for the Arctic Caucus.	In Progress the Institute of the North is the lead
12	Facilitate a meeting with Fran Ulmer, Director of the Arctic Research Commission on ways to support development of Northern Research and a potential	In Progress - Fran Ulmer participated at Sept. 28 th , 2011 meeting -



	collaboration with the territories on further development of post-secondary education, training, and research opportunities across the North.	recommended engaging USARC before the April 22-25 IPY Conference in Montreal
13	Send a letter of support to the Governor and Lt. Governor of Alaska supporting US ratification of UNCLOS, and work on joint communication from PNWER member jurisdictions to their federal congressional delegations for the capital visit to Washington, DC. Have a model letter, speaking points and develop a presentation for delegates at the PNWER Winter meeting to encourage US signing of UNCLOS.	In Progress – ION is the lead and PNWER is working with Sen. Ranker on a drafting the letter
14	Draft Arctic Caucus Organizing Committee, each jurisdiction lead should submit potential delegates to PNWER by November 15, 2011 for PNWER Executive Committee meeting in Victoria	Completed
15	Establish an Arctic State/Territorial working group to identify and share jurisdictional best practices on resource development regulatory systems.	In Progress – Suggested as a topic for discussion at the Whitehorse Forum
16	Recommend that the PNWER Workforce Development Working Group include topics related to training for Northern Industries and peoples	In Progress –

Table 2- Action Items from Barrow with Status

Action Item	Status
Map out sub-national and regional actors so that it is relevant and non-duplicative (identify niches).	In Progress
Advocate for cabinet-level (US) participation in the Arctic Council	Completed
Convene in May/June in Northwest Territories prior to the annual meeting, which will take place in Portland.	Completed (Held meeting in August)
Promote a pan-Northern approach to federal governments. (Including Legislative concurrent resolution)	In Progress (Alaska passed <u>House Joint Resolution 15</u>)
Provide a platform for connecting science and policy in order	Will be referred to President



<p>to meet its mission of economic development. Suggest to University Presidents Round Table</p>	<p>Round Table and an academic liaison will be requested.</p>
<p>Explore means to support the expansion of the Marine Exchange of Alaska's AIS System in Alaska as well as Northwest Territories (NWT), Yukon and BC. Support current efforts to increase Search and Rescue response capacity and infrastructure on both sides of the border including joint training/exercises</p>	<p>In-progress</p>
<p>Promote federal support of the Alaska/Canada highway and Shakwak funding.</p>	<p>On-going. PNWER has sent a letter, and will again when Alaska and/or Yukon request.</p>
<p>Support Broadband infrastructure development Interconnectivity (Wide Area Network)</p>	<p>Ongoing. See this meetings action items.</p>
<p>(Support Development of Northern University in Canada) Invite Yukon College, Ilisagvik, Aurora Colleges to University Presidents' Round table</p>	<p>This has been referred to both the University Presidents' Round table and the Workforce Development Working Group.</p>
<p>Communicate proceedings and conclusions of Northern Waters task Force to regional members.</p>	<p>Completed.</p>
<p>Have Arctic Caucus keynote panel at the Summit</p>	<p>Likely to be included in the 2012 Summit</p>
<p>Suggest content to the Legislative Energy Horizon's Institute (LEHI) and Transportation Institute on issues in the north.</p>	<p>Partially completed (Alaska specific content was included in the Transportation Institute and LEHI leadership will look at it and how to include content.)</p>
<p>Identified Issue:</p> <ol style="list-style-type: none"> 1. Gas Pipeline development (Reshare Pipeline study) 2. UNCLOS 3. Transmission/Local Energy Development 4. Joint Tourism/Marketing 5. Training/Workforce Development 6. Support development of youth exchange programs (Ian) 7. Conduct an infrastructure gap analysis and provide a justification for investment in cross-border infrastructure. 	<p>These items are not action items, but rather potential areas of interest, but some work has been done on items 1 and 6, with most other items included in action items from this meeting (Table 1)</p>



PNWER Executive Committee's first Capital Visit to Yellowknife

The Northwest Territories joined PNWER officially in the Summer of 2009. The executive committee of the PNWER board typically visits each capital city at least every other year to better understand the economy, politics, culture and priorities of our member jurisdictions.

On August 17th, members of the PNWER executive from Alaska, Oregon, Idaho, Washington, Alberta, Yukon and Alaska held their first official capital visit ever to Yellowknife. This visit was both a chance to deepen our already existing relationship with the Territories, and to build new ones.

Meetings and presentations were very informative for visiting PNWER Delegates. We were welcomed by Minister of Industry, Tourism and Investment, the Hon. Bob McLeod. Member of the Legislative Assembly (MLA) David Ramsey led a discussion about the Standing Committee on Economic Development and Industry (SCEDI). He was joined by other committee members David Krutko, Jackie Jacobson and Bob Bromley for parts of the discussion as well.

Following the discussion with the Executive Committee members, the Speaker of the House, The Hon. Paul Delorey shared a great deal of information about the legislature and the unique style of consensus government unique to the Northwest Territories and Nunavut. This proved to be a very interesting topic for all of the visitors, leading to a lively discussion.

Following the Speaker, Premier Floyd Roland met with the group. He further explained the importance of PNWER membership to the territories, and the need for deeper cooperation amongst our members. He was thanked by the executive committee for his contribution, as he has announced he will be stepping down this fall.

In the afternoon, Executive Committee members were given a tour of the spectacular capital building and observed the opening session of the legislature. (View the transcript of the group's introduction [here](#).) This was followed by a very productive meeting with 10 representatives of the private sector in the NWT.

The meeting with the private sector highlighted the wide ranging opportunities in the territories, but reiterated a theme heard throughout the Arctic Caucus as well. There are many challenges in housing, human resources, regulatory complexity and investment that members of the private sector are interested in working with PNWER on.



Policy Tours

Giant Mine Remediation

The Giant Mine is a large gold mine in the city limits of Yellowknife. The mine has now been out of production for most of a decade, but the process used to process ore deposited about 230,000 tons of highly toxic arsenic trioxide into underground mine chambers. Due to fluctuating water tables, there is major concern that this could be released into the local environment, including nearby Great Slave Lake.

The previous developers of the site went out of business, leaving it to Environment Canada to come up with a solution for the site. After considering a large number of options, the project is moving forward to permanently freeze the arsenic dust in place. Currently there is a test project underway to freeze one of the 14 underground three-story plus high chambers storing the toxic waste. Based on the results of this test, freezing of the other chambers will go forward over the coming years.

The PNWER delegation was given a very in depth overview of the project and was able to tour most of the above ground features of the project, which is spread over hundreds of acres and bisected by one of the main roads out of Yellowknife.

Still to be included

- Links to:
 - Presentations
 - Past Arctic Caucus Proceedings



PNWER’s Arctic Caucus Leadership Forum

Barrow, Alaska, U.S.

1-3 December 2010

Introductions

As part of PNWER, the Arctic Caucus formed in 2009 as an informal group of legislators, government officials, business and nonprofit leaders committed to the responsible development of North America’s Arctic.

The Caucus provides a forum within PNWER for the Arctic jurisdictions of Alaska, Yukon and the Northwest Territories to share information, discuss issues of mutual concern, identify areas of concern, identify areas for collaboration, which may include working with other jurisdictions, and providing Arctic-relevant input to PNWER working groups.

Welcome to Barrow

Barrow’s hospitality and the significant amount of assistance given by the North Slope Borough through three days of the Arctic Caucus Leadership Forum in Barrow should be recognized from the beginning. From the opening night reception, the tour of Barrow and Point Barrow, the community reception that featured traditional dancing and rides to and from the airport, the warmth and receptiveness with which PNWER was received is well-appreciated and deserves to be highlighted in this proceedings.

Setting the stage – Arctic Policy 101

Summary of three presentations:

- Colonel Todd Balfe, Deputy Commander, Alaska NORAD Region
- Giles Norman, Canadian International Centre for the Arctic Region
- Consul General, Phil Chicola, US Consulate General, Vancouver, BC

An important feature of this first Arctic Caucus Leadership Forum was to impart on attendees basic and compelling information about Alaska, the Yukon Territory and the Northwest Territories, as well as their relationship to and with the Arctic as a whole. Important throughout was how integrated Canada and the United States are. That integration provides good guidance to PNWER and provides a model of cooperation for the Arctic Caucus.

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Security, of course, is a primary area of interest for the region and between the two countries and the effective integration of processes, polices and communication is important to remember. This has been done through NORAD where business is conducted efficiently to protect and secure.

Of particular importance, and something for the Arctic Caucus to remember, is the Arctic policy of both countries to protect and demonstrate sovereignty, In this, it was interesting to hear a reference to “empowering” sovereignty – cooperation between the two countries has meant empowering mutually dependent and interconnected societies.



Successfully communicating and sharing critical data ensures leveraged security on both sides of the border. When thinking beyond defense, search and rescue becomes a primary focus, which is supported by both the U.S. and Canada Coast Guards. Responding to life threatening situations in the Arctic precludes borders; search and rescue operations are conducted with that in mind. It is a necessary response to saving lives. The Arctic Caucus heard this expressed by members of the community as well.

That said, those attending heard that the region needs to expand cooperation and its ability to respond to crisis in Arctic waters. PNWER could advocate for increasing Arctic SAR exercises and building northern communities’ capacity to respond.

This report must stress – given the number of times iterated – the underlying theme of the importance of relationships in accomplishing goals in the Arctic. Developing capacity and demonstrating capability is best illustrated by expanding the existing spheres of cooperation.

In this, cooperative was described in terms of the *practical* (i.e. military) component rather than the *political* (i.e. diplomacy and sovereignty) component. Here the Arctic Caucus can leverage the military relationship to achieve political, environmental and economic development goals. That military relationship extends to search and rescue operations across borders.

One Area of Interest (**AOI**) for PNWER’s Arctic Caucus could be increased Arctic surveillance consisting of environmental research and vessel tracking. A current of lack of surveillance infrastructure results in lack of critical data flowing to decision makers.

It is interesting to think of the region’s sensitivity to location. In Canada, an established piece of the nation’s identity is northern. The same can not be said for much of the United States. The



average American does not identify the U.S. as an Arctic nation. This could be another area to address by the Arctic Caucus – providing responsible education and outreach to those in and outside the region in the interest of better developing an understanding of the challenges and the opportunities facing Alaska, the Yukon and the Northwest Territories.

In the United States, Arctic policy has been developed in a bipartisan manner, and includes the following key points:

- Post cold war security and defense;
- Environmentally sustainable natural resource management;
- Involvement of indigenous peoples;
- Enhancement of science and research capability;
- Strengthening partnerships; and,
- Protecting the environmental.

The U.S. also prioritizes strategic governance, which has meant that the U.N. Convention on the Law of the Sea (UNCLOS) has been endorsed by the presidency but continues to wait to be ratified by Congress. This is a major challenge to Arctic diplomacy though activities continue to proceed under customary policies.



For instance, Arctic nations continue to map their Outer Continental Shelf limits and Exclusive Economic Zones. The establishment of a multi-national Hydrographic Commission continues to move forward. Both promote responsible natural resource management and define boundaries and jurisdictions, which is important to the United States.

The U.S. prioritizes addressing Arctic issues through the Arctic Council and will work to strengthen the Council.

An **AOI** for the Arctic Caucus could be to advocate for Cabinet-level participation by the U.S. in the Arctic Council, providing some guidance at a national level and elevating the work within our region.

Canada's Arctic Policy is very similar to that of the United States, including:

- Exercising sovereignty
- Environmental protection
- Local benefit



As was mentioned, the Arctic is part of Canada's national identity, unlike in the U.S. That has meant a more significant focus on Canada's northern region and priorities, with critical investment in community infrastructure to benefit economic development. Power and transportation infrastructure issues remain key to economic development and are possible arenas for collaboration.

It is important here to highlight the role of First Nations in Canada's Arctic policy and the strong partnership that exists with first Native Alaskan communities. In identifying challenges and opportunities, Canada's indigenous peoples have a crucial seat at the table.

The Beaufort Sea boundary dispute remains a challenge, though the Prime Minister has identified this as one priority to be addressed in the near future.

The group heard that over-the-top passages in the Arctic focused on the Northern Sea Route and less on the Northwest Passage. The Bering Strait will remain a chokepoint and important, at least, for Alaska.

One recurring theme was the need to connect science and policy, and to promote space for that dialogue to take place.



A number of other takeaways include:

- Canada's youth have been involved in a Model Arctic Council; and have also served as ambassadors at Northern-focused conferences.
- The Conference of Arctic Parliamentarians is considered a very important platform for lawmakers to participate in.
- The Alaska State Legislature has previously passed resolutions in support of UNCLOS.
- In regards to cultural heritage and social challenges, the Arctic Council's SDWG focus is on the human dimension and a good platform for addressing these issues.

There is a need for the identification of resources and research to supplement existing knowledge within the PNWER Arctic Caucus. Possible online resources include the International Polar Year (IPY), the Institute of the North, the Northern Forum, the University of the Arctic (UArctic), Arctinet, and the Northern Waters Task Force.

Two final recommendations came during this session. The first supports addressing and mitigating tension between local users and industry/shipping. An integrated oceans management system (found in Canada and Norway) is an ecosystems-based approach to management. Here, nothing is looked at in isolation and local communities are involved as part of the plan.



Perhaps one of the greatest functions that PNWER's Arctic Caucus could play is in providing a pan-Northern approach to federal government, which has been successful in Canada. By sharing knowledge, interests and best practices, the three jurisdictions are able to articulate a coordinated approach to economic development in the North.

Northern Waters Task Force – Sidebar

The PNWER Arctic Caucus Leadership Forum leveraged its session by coordinating closely with the State of Alaska's Northern Waters Task Force (NWTf), which was able to hold a public hearing during the event.

The Northern Waters Task Force was created in response to increased activity off of Alaska's coast – marine shipping, fisheries, transportation – and works to define Alaska's role relative to these issues.

The community hearing in Barrow brought to light many issues facing the community, northern lands and waters, and challenges shared with neighbors.

The main thrust of many of the comments made during the NWTf hearing was that cultural, social and environmental issues need to be included in decision-making and a balanced approach taken, likened to that of the SDWG and the human dimension. The state has an opportunity to include local decision making and input in its approach to coastal zone management.

One concern highlighted during testimony was that of resource development in the Arctic and the state's ability to respond to oil spills without adequate existing technology nor critical infrastructure.

The region does have an asset in the amount of research conducted from Barrow's NARL facility. Research here has had a significant impact on ecosystem management in the area, including whaling.

Another asset of the region is found in Ilisagvik College, whose mission is to meet the resource needs of local employers while maintaining cultural heritage. Of concern was respect for traditional and local knowledge.

When considering Arctic issues, the NWTf heard that lawmakers should look outside state/federal jurisdictions to the resources they have in the people closest to the land.

For many, it came back to the value systems driving governance decisions. Citizens in Barrow were left wondering what to hold onto?



Afternoon Session – PNWER

- *Larry Hartig, Commissioner, Department of Environmental Conservation (Alaska)*
- *The Honourable Jim Kenyon, Minister of Economic Development (Yukon)*
- *David Ramsay, MLA (Northwest Territories)*
- *Ray Prins, MLA (Alberta)*

PNWER's Arctic Caucus is responding to the increased attention paid to the Arctic and within Alaska. Open water has meant new interest in energy, mineral development, military activity and social/cultural/environmental protection.

While there are multilateral and bilateral agreements in place to protect the environment or secure borders, as well as increasing community input, it is important to provide a regional voice. Adapting to change is a huge component and reverberates throughout the challenges the region faces.

Alaska, the Yukon Territory and the Northwest Territories have similarities in population density, distance between communities, and infrastructure needs that make sense when speaking with one voice. There are common interests and common opportunities in the region – energy costs, climate change, non-renewable resource base, adventure travel, infrastructure, transportation linkages – that allow for synergistic development.

In Canada, devolution has been important for the northern territories and highlights local control and input. First Nations in Canada have mostly settled their lands claims and now act as foreign governments given their sovereignty. The level of consultation goes well beyond that of the south of Canada.

At the same time, Canada has invested in infrastructure that gets minerals out – i.e. a zinc mine ten times larger than Red Dog is being developed in Yukon, with investment in and shipping planned to Asia (a target market).



Currently, NWT is going through the process of devolution with Canada's federal government that includes the transfer of funding and government positions. This process is accomplished while working in concert with aboriginal partners and with federal government with a plan to give a portion of the new revenue to the Territories' First Nations.

We can also think about other PNWER locations as "gateway jurisdictions." Alberta, B.C., and Washington serve to support northern neighbors, with a specific interest in energy and transportation – and transportation of energy – as well as strengthening economic connectivity.



Within northern jurisdictions, one of the priorities is seen to be supporting communities that are off the road by offering business incentives (local labor), resource development (training), community revenue sharing, and increased connectivity. In regards to this PNWER could conduct an infrastructure gap assessment – what’s there vs. what could be put there.

Transportation

- *Admiral Thomas Barrett, Deputy Federal Coordinator*
- *Bruce Harland, VP Crowley*
- *Captain Ed Page, Marine Exchange of Alaska*

One challenge that is particularly difficult is convincing federal policy makers of the need for rural infrastructure investment given limited populations. The ability to make a compelling return on investment justification is important in this regard.

A lack of infrastructure inhibits economic development opportunities and the quality of life for communities. For many issues northerners need to focus on prevention rather than response – this is especially true when considering environmental disasters such as an oil spill. One component of prevention is knowledge of what’s out there – i.e. marine vehicle tracking system in place off coast of Alaska.

Invest in infrastructure. The bottom line is that there is an incredible amount of research out there supporting the fact that infrastructure investment results in economic growth, energy efficiency, productivity, public health, and emergency response.

A gap analysis of telecommunications networks between Canada and Alaska indicates areas of opportunity for connection and survivability. Collaboration could improve network diversity and opens up other economic opportunities.

We should address objectives – vibrant communities with sustained heritage; healthy and better connected communities; adequate emergency, prevention and response capabilities. In this, there is a need to better anticipate needs and desires of northern peoples and economy (communicating a shared vision). One way to accomplish this is to develop private-public partnerships – that include indigenous participation – so that projects are able to compete nationally.

Connectivity in the North is driven by distance, geography, cost, and population. Data is sent south to population centers where it’s redistributed back to consumers. Could we make the Alaska Highway an information superhighway?



Takeaways and final day’s discussions

Work must be done to develop the role of the Arctic Caucus in feeding issues into established PNWER working groups and informing the work of the Annual Summit.



Communication is going to be integral to Arctic Caucus success – and time should be given to a private/public sector panel discussion at Summit highlighting interest and sharing.

We have to be careful that jurisdictions involved in Arctic Caucus process don’t replace other activities within PNWER. An integrated approach to this will be appropriate.

Proposed Arctic Caucus Action Items (December 2010)

Type= S-Substantive, A-Administrative, C-Communicative (Letter Writing)

Type	Action Item	Team Lead	Initial Team Members
A	Map out sub-national and regional actors so that it is relevant and non-duplicative (identify niches).	Nils Andreassen	Ian, Carl
C	Advocate for cabinet-level (US) participation in the Arctic Council	Senator McGuire	Mike Pawlowski
A	Convene in May/June in Northwest Territories prior to the annual meeting, which will take place in Portland.	David Ramsay	Linda Ecklund
C	Promote a pan-Northern approach to federal governments. (Including Legislative concurrent resolution)	Rep. Herron	David Ramsay, Min. Kenyon
S	Provide a platform for connecting science and policy in order to meet its mission of economic development. Suggest to University Presidents		Ian



	round Table		
S	Explore means to support the expansion of the Marine Exchange of Alaska's AIS System in Alaska as well as Northwest Territories (NWT), Yukon and BC. Support current efforts to increase Search and Rescue response capacity and infrastructure on both sides of the border including joint training/excersises	Capt. Page	Mike Pawlowski, Jackie Jacobson, Carl Burgess
S	Promote federal support of the Alaska/Canada highway and Shaktak funding.	Mike Pawlowski	Min. Kenyon
S	Support Broadband infrastructure development Interconnectivity (Wide Area Network)	Don Pumphrey	Krag Johnsen (GCI), Mike Pawlowski
S	(Support Development of Northern University in Canada) Invite Yukon College, Ilisagvik, Aurora Colleges to University Presidents' Round table	Andrea	PNWER Secretariat, Kevin Cook
C	Communicate proceedings and conclusions of Northern Waters task Force to regional members.	Mike Pawlowski	
A	Have Arctic Caucus keynote panel at the Summit	Mike Pawlowski	
	Suggest content to the Legislative Energy Horizon's Institute and Transportation Institute on issues in the north.	David	
	<p>Identified Issue :</p> <ul style="list-style-type: none"> ● Gas Pipeline development (Reshare Pipeline study) ● UNCLOS ● Transmission/Local Energy Development ● Joint Tourism/Marketing ● Training/Workforce Development ● Support development of youth exchange programs (Ian) ● Conduct an infrastructure gap analysis and provide a justification for investment in cross-border infrastructure. 		



**Draft #8
Terms of Reference
for the
PNWER Arctic Caucus**

November 30, 2010

Background

First proposed in concept by Senator McGuire in October 2009, the PNWER Arctic Caucus was formed in November 2009 as an informal group of legislators, government officials, business and non-profit leaders committed to the responsible development of North America's Arctic. The Arctic Caucus's first open meeting was held at the July 2010 Annual PNWER meeting in Calgary, Alberta. The next meeting of the Arctic Caucus is planned for December 1-3, 2010 in Barrow, Alaska.

Purpose

The purpose of the Arctic Caucus is to provide a forum within PNWER for the arctic jurisdictions of Alaska, Yukon and NWT to share information, discuss issues of mutual concern, identify areas for collaboration, which may include working with other jurisdictions, and providing arctic-relevant input to PNWER working groups.

Expected Outcomes

- Share information, strengthening PNWER's capacity to engage at national level on arctic issues.
- Support each other in achieving mutual goals.
- When appropriate, provide support to other jurisdictions to help them achieve their individual goals.
- Provide a unified arctic voice to direct PNWER's convening and advocacy capacity to advance cooperation on arctic issues.
- Review the work of other PNWER working groups in order to provide and accommodate the arctic perspectives and positions.
- Increase attention to arctic issues within PNWER in general, increased reflection of the arctic position within the work of PNWER working groups, including the provision of Arctic policy/positions and interests for visits to our national capitals.
- Provide input and suggestions into topics and speakers for Summits/Forums.
- Identify areas regarding opportunities for mutual economic development in the Arctic.



Composition

The Arctic Caucus will be made up of PNWER public and private sector members from Alaska, NWT and Yukon. Other PNWER jurisdictions are encouraged to participate and to provide their input according to their interest issues affecting the Arctic.

The Caucus will be chaired on an annual rotation by one of the three core members. Core members will be responsible for setting the agenda and determining the interests and direction of the group.

Process

- The AC should compile an annual summary to be tabled at the Annual PNWER meeting.
- The AC would meet at least once a year as a group within the PNWER context (summer or winter meeting) and conduct most of its work through “virtual” means.
- The AC is free to call additional meetings in one of the member jurisdictions.
- The AC Chair would devote a larger portion of his/her time to meeting organization and project organization, if applicable.
- PNWER will provide Secretariat support to the group.

Timetable

Goals for Year One

- Develop a Terms of Reference for the group
 - Identify areas of common interests
 - Isolate priorities
 - Develop action items
 - Table a summary at summer meeting
-



Processes	Issues
Indigenous and local input	Energy
Partnerships and collaboration	Research
Cross-border infrastructure	Telecommunications
Involvement of youth	Transportation
Pan-Arctic voice	Security

Questions for Consideration by PNWER's Arctic Caucus	
	How does PNWER's Arctic Caucus respond to concerns for local input and sharing? What mechanisms can be put in place to ensure an open "table" and access to it?
	How does timing impact our decisions? What is our urgency index? How can PNWER's Arctic Caucus be proactive and strategic in its approach, while also being responsive?
	What could PNWER contribute to the Canada and U.S. chairmanships of the Arctic Council?
	How do issues highlighted by the Arctic Caucus contribute to the overall mission of economic development in the PNWER?