

## **PAME II-2015 Agenda Item 4.4 (b)**

### **AMSA Recommendation I(D)**

#### **Summary of Cruise Tourism in Canadian Arctic Waters for 2014**

##### **Background**

AMSA Recommendation I(D) provides:

*“[T]he Arctic states should support the application of the IMO’s Enhanced Contingency Planning Guidance for Passenger Ships Operating in Areas Remote from SAR Facilities, given the extreme challenges associated with rescue operations in the remote and cold Arctic region; and strongly encourage cruise ship operators to develop, implement and share their own best practices for operating in such conditions, including consideration of measures such as timing voyages so that other ships are within rescue distance in case of emergency.”*

The PAME I-2015 working group meeting adopted a record of decision “inviting member governments to submit to PAME II-2015 information on the volume, composition, size and destinations of cruise tourism within Arctic waters subject to their jurisdiction for 2011-2014 as well as information on the Arctic cruise tourism operators and the names of the ships they use”. In response to this invitation Canada submits the following information for the consideration of PAME:

##### **Data Sources & Disclaimers**

The information contained within this paper comes from correlated reporting from a variety of sources, including the Government of Canada’s Marine Security Operations Centre (MSOC) East partner departmental sources. The major sources for this data are the Canadian Coast Guard Marine Communications and Traffic Service (MCTS) in Iqaluit and Transport Canada Pre-Arrival Information Reports (PAIR). Information was also obtained from various other government reporting systems including NORDREG Statistics from 2014, as well as space and terrestrial based Automatic Identification System (AIS) reporting. The major data source for smaller, non reporting traffic is through internet research conducted by members of MSOC East.

Considering a recent invitation to submit equivalent information for the years 2011, 2012 and 2013 (see PAME (I)/15/4.3(b)/AMSA I(D)) this report will therefore only cover additional data for 2014.

For the purpose of the information contained within this report, the boundaries used to define Canada’s Arctic are those found within the [NORDREG zone](#) under Canadian Coast Guard and Transport Canada Regulations. The definition of a “voyage” is defined here as entry into, activity within, and exit from the NORDREG zone.

While efforts are made to ensure the accuracy of the information contained within this paper, variations in terminology and reporting methodologies may result in different reporting numbers.

### **Canadian Arctic Cruise Ship and Pleasure Craft Activity (2014)**

#### *Pleasure Craft*

A total of 31 unique pleasure craft reported to the Canadian Coast Guard (Via NORDREG) within the Canadian Arctic in 2014.

<b>Name</b>	<b>Flag</b>	<b>Length</b>
<i>La Louise</i>	France	19.20 m
<i>Latitude</i>	Caymen Islands	43.00 m
<i>Triton</i>	Marshall Islands	49.70 m
<i>Altan Girl</i>	Canada	8.85 m
<i>Arctic Tern 1</i>	Canada	14.32 m
<i>Arctic Tern UK</i>	United Kingdom	13.10 m
<i>Aventura IV</i>	United Kingdom	13.72 m
<i>Bagheera</i>	N/A	N/A
<i>Catryn</i>	Great Britain	12.49 m
<i>Dodo’s Delight</i>	United Kingdom	10.00 m
<i>Drina</i>	Australia	14.00 m
<i>Empiricus</i>	U.S.A.	15.24 m
<i>Gitana</i>	Netherlands	13.41 m

<i>Gjoa</i>	Canada	13.00 m
<i>Lady Dana 44</i>	Poland	14.30 m
<i>Le Manglier</i>	Belgium	21.10 m
<i>Lillian B</i>	U.S.A.	12.19 m
<i>Maia B</i>	England	10.97 m
<i>Manevai</i>	France	14.00 m
<i>Moloda</i>	Canada	11.73 m
<i>Novara</i>	Great Britain	18.25 m
<i>Philos</i>	Australia	15.24 m
<i>Revenge 2.0</i>	U.S.A.	11.00 m
<i>Shear Madness</i>	Marshall Islands	N/A
<i>Snow Dragon 2</i>	N/A	N/A
<i>Southern Star</i>	France	N/A
<i>Suilven</i>	Great Britain	14.32 m
<i>Vagabond</i>	France	14.32 m
<i>Wave</i>	Canada	8.87 m
<i>Why</i>	N/A	N/A
<i>Young Larry</i>	United Kingdom	13.41 m

### *Cruise Ships*

Cruise ship activity in 2014 remained the same as 2013 in terms of the number of vessels active, but decreased significantly in the number of voyages. Eight unique vessels conducted a total of 12 voyages. Most cruise ships made only one entry into the Canadian Arctic. Two ships, the *Silver Explorer*, and *L'Austral*, made east-to-west transits of the Northwest Passage (NWP). Cruise ships made up 5.3% of the total traffic and 3.2% of voyages in the Canadian Arctic in 2014. The *Cape Race* did not operate in the Arctic at all.

PAME (II)/15/4.4 (B)/AMSA I (D) Submitted by Canada

Name	Flag	Length Overall (LOA)	Ice Class	Passengers (approx.)	Crew (approx.)	Tour Operator	Scheduled Canadian Arctic Voyages (2014)	Actual Canadian Arctic Voyages (2014)	Scheduled Canadian Arctic Start/End Destinations (if applicable)
<i>Akademik Ioffe</i> (AKA <i>One Ocean Ioffe</i> )	Russia	117 m	1A2	96	63	One Ocean Expeditions	4	1	Iqaluit, Resolute, Cambridge Bay
<i>Bremen</i>	Bahamas	111.5 m	FS 1A Super	164	100	Hapag-Lloyd	2	2	N/A
<i>Cape Race</i>	USA	38.1 m	N/A	10	N/A	Arctic Kingdom	1	0	Nain
<i>L'Austral</i>	France	142 m	FS 1C	264	139	Ponant	2	2	N/A
<i>Le Boreal</i>	France	142.1 m	FS 1C	264	139	Ponant	1	1	Quebec
<i>National Geographic Explorer</i>	Bahamas	112 m	FS 1C	71	148	Lindblad Expeditions	2	1	Kugluktuk, St. Pierre-Miquelon
<i>Sea Adventurer</i>	Bahamas	100 m	1A	118	68	Adventure Canada	7	2	St. Pierre-Miquelon, Kuujuaq, Resolute, Kugluktuk, St. John's
<i>Sea Explorer</i>	Marshall Islands	90.36 m	FS 1C	111	72	Quark Expeditions	4	2	Churchill, Resolute, Iqaluit
<i>Silver Explorer</i>	Bahamas	108 m	FS 1A	132	117	Silversea Expeditions	1	1	N/A