



**PROGRAM FOR THE  
PROTECTION OF THE ARCTIC MARINE ENVIRONMENT**

**PAME**

**Working Group Meeting Report  
No: II-2005**

**SEPTEMBER 19-20, 2005  
Aalborg, Denmark**

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## **Welcome, Introduction and Adoption of Agenda**

The Protection of the Arctic Marine Environment (PAME) Working Group met 19-20 September 2005 in Aalborg, Denmark. The list of participants attending the Meeting is in Appendix I.

The meeting was chaired by Mr. Frank Sonne from the Danish EPA with the exception that the first day, Session I: Arctic Marine Shipping Assessment (AMSA) was chaired by Dr. Lawson Brigham, vice-chair of PAME and one of the AMSA leads. The Meeting expressed their gratitude to the Danish EPA in arranging the Meeting.

A list of documents submitted for consideration at the Meeting is in Appendix II. All power-point presentations will be sent out separately and are available on the PAME homepage.

*The Meeting adopted the agenda as presented in Appendix III.*

### **Session I: Arctic Marine Shipping Assessment (AMSA)**

The leads for the AMSA, Canada, Finland and the United States, provided updates on the AMSA process and facilitated discussions on selected themes followed by agreement on next steps including decisions on work plan, timeline, involvement of experts and organization of work.

#### **Session I (1): Introduction and Overall Plan**

Dr. Lawson Brigham/United States provided an overview of the rationale, background of the assessment and summarized the draft AMSA Work Plan (presentation as a separate file and on the PAME homepage). He reiterated that AMSA was a natural follow-on to the Arctic Marine Strategic Plan (AMSP) and the Arctic climate Impact Assessment (ACIA) and will take into consideration the work of the International Maritime Organization, the Circumpolar Infrastructure Task Force (under SDWG), and other relevant studies. He further noted that the assessment is circumpolar, yet Regional (LME) with a host of stakeholders, both local and outside the Arctic Council, and that the leads would ensure a transparent and inclusive process.

AMSA will be undertaken during 2005-2008 and a final report will be presented to the Arctic Council in 2008. It is hoped that the first phase of AMSA might be completed to present an initial report (of a survey of current shipping levels) to the Arctic Council Ministers in October/November 2006.

Shipping is defined broadly in AMSA to include all possible ship activities and types: tankers, container ships, bulk carriers, fishing vessels, drilling ships, research ships, offshore supply/support vessels, and others. The need to carry out the study using the Large Marine Ecosystem (LME) framework was stressed.

Definitions & 'Modes' of Arctic Shipping: an overview of the different modes of Arctic marine transport to include the following definitions:

- Destination & Regional,

- Trans-Arctic,
- Trans-Arctic with Transshipment, and
- Intra-Arctic

Numerous selected resources will support this work and are being placed on the PAME homepage for ease of access.

AMSA Work Plan Phases:

**Phase 1** – Project Planning & Management

**Phase 2** – Determination of Current Level of Arctic Marine Activity (Database Collection ~ Member States)

**Phase 3** – Projected levels of Arctic Marine Activity in 2020 & 2050 (Plausible Future Scenarios ~ ACIA Sea Ice Projections and Regional Economics)

**Phase 4** – Environmental Impact of Today’s Arctic Marine Activity

**Phase 5** – Environmental Impact of Arctic Marine Activity in 2020 & 2050

**Phase 6** – Risk Analyses

**Phase 7** – Social and Economic Impact

**Phase 8** – Analysis & Recommendations

The leads propose that the AMSA Organizational structure be as follows:

PAME – led Assessment and POLICY DIRECTION provided by SAOs

Arctic Council Working Group & Permanent Participant Involvement

Lead Countries – Canada, Finland, USA

Steering Group/Roundtable – RESEARCH DIRECTION BY EXPERTS

Estimated 16 – 18 members:

*6 – lead country experts*

*3-4 – Barents Sea experts from Russia & Norway*

*1 – indigenous expert from regional government*

*1 – social scientist*

*others: maritime industry (including marine tourism); scenario – building & environmental assessment*

Expert Groups: AMSA Phases 2 – 7

Steering Group Member

AC Working Group experts, others

## Steering Group & Relevant Experts:

AMSA Phase 8 (Recommendations)

### **Session I (3): ARCOP results, lessons learned and inputs to AMSA**

Mr. Kimmo Juurmaa/Finland gave an update on the ARCOP (Arctic Operational Platform) Project and how its outcome and findings can provide inputs into AMSA. The ARCOP project is a research and development project for the Northern Sea Route and Co-funded by the Directorate-General Energy and Transport under the 5<sup>th</sup> European Community Framework Program for Research and Technological Development. This project has been carried out by leading experts from EU, Russia and Norway and relates to development of the transport of the natural resources, particularly oil and gas, of the Arctic regions in Russia and consists of six parts.

He took examples of lessons learned from the ARCOP Project which could apply to each of the 8<sup>th</sup> Phase AMSA work plan (presentation as a separate file and on the PAME homepage) and concluded by emphasising the importance of consistent results of the assessment as the prerequisite to make conclusions and develop new recommendations.

### **Session I (4): Database Framework Development**

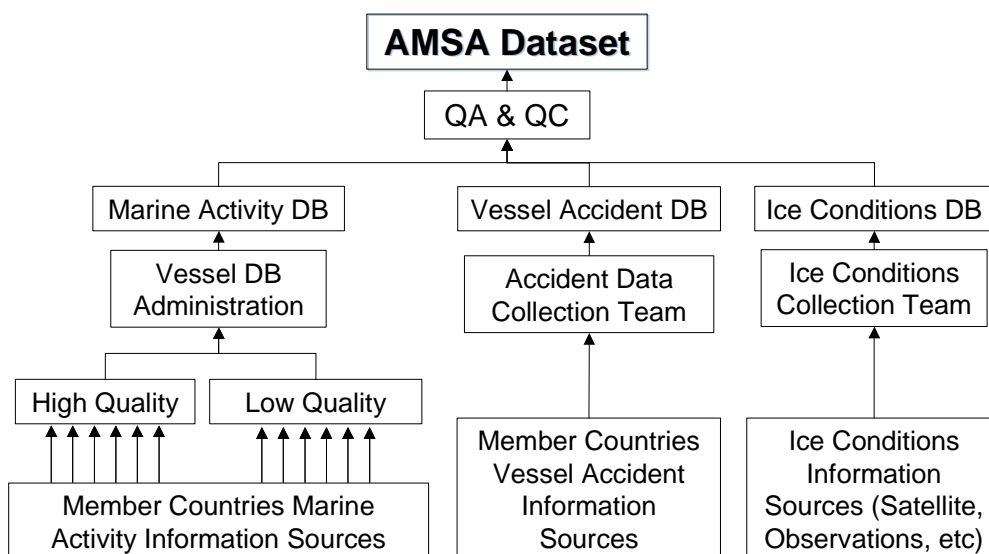
Mr. Ross McDonald/Canada summarized the data collection and the data management framework (presentation as a separate file and on the PAME homepage) which the leads are developing and noted the following objective:

*The development of a data framework to collect, catalogue and present Marine Shipping Activity, accounting for different data quality and quantity, available within the Arctic Council Member Countries.*

He reiterated the importance that the AMSA be based on data that is consistent, accurate, and sufficiently comprehensive in order to address the environmental, social, and economic issues that are of current and potential future significance. The AMSA Data collection will provide the basis for defining baseline activity; risk assessments; safety; environmental impact assessments; and social and economic impact assessments.

The dataset will include the following 3 distinct databases:

- Marine Activity Database
- Accident Database
- Ice Conditions Database



The leads emphasised that the Marine Activity Database is the main component of the AMSA dataset and data will be collected for a single year (2004) by sending a questionnaire that is being developed, to the Arctic Council Member States. Response to the questionnaire, which will populate data in the Marine Activity Database, will provide information on Arctic shipping activity.

The marine activity data collection will be requested of all member countries and a dedicated team will administer the database. The marine activity data entry will be streamlined to allow for multiple entries for the same ship.

Ice and Accident Data Collection will be collected for approximately a 5-year period (infrequency of accidents in Arctic requires a longer period of time to provide a sufficient level of information) and one of the years should include the year of the Marine Activity Database. The Ice and Accident Database will be integrated with (or at least kept in the same location as) the Marine Activity Database

An example of a pilot database was illustrated. Responsibility for timely and accurate completion of the AMSA Dataset collection will rest with each Arctic Council Member State.

**Session I (5): Working Group Contributions (linkages to item no. 8, point (a))**

The leads summarized the contributions from and collaborations with the other Arctic Council working groups. The Meeting noted the importance of ensuring links and synergies between PAME and other Arctic Council working groups such as:

AMAP: Relationship to the Oil & Gas Assessment

CAFF:

- Host of Reports & Experts on Conservation
- Linkages with Experts & Local Residents
- CPAN - Protected Areas & Arctic Marine Transport

#### EPPR:

- Environmental Risk Analysis of Arctic Activities
- Circumpolar Map of Resources at Risk
- Overall Arctic Emergency Response

#### SDWG:

- CITF - Marine Transport
- Results of the Cambridge Arctic Marine Transport Workshop (Sept 2004)
- Regional Marine Economic Analysis **Session I (6): Communications/Marketing**

The PAME Secretariat introduced a draft AMSA brochure and noted that the PAME homepage would be used as an outreach and communication tool with background information and resources related to AMSA. The draft brochure will be updated and finalized based on inputs from participants by end of October.

#### **Session I(8): Facilitated discussions**

This session focused on facilitated discussion of the following three themes:

- (a) Participation and engagement of stakeholders (PPs, Observers, experts and others)
- (b) Timeline for the assessment
- (c) Potential resources for the AMSA work plan

#### ***(a) Participation and engagement of stakeholders (PPs, Observers, experts and others)***

The leads noted that of key importance to the outcome of this assessment is the involvement and participation of all stakeholders - including Member States, Permanent Participants, the scientific community, the maritime community, and the Arctic Council's working groups. The comments below represent a range of comments or ideas put forward by different participants at the meeting.

Question: how can the necessary participants be supported and become engaged in AMSA?

- General assessment of environmental impacts of shipping and information on shipping from different ministries should not be a problem to get.
- Resources (experts and information) from working groups clearly required for conduct of the AMSA. Positive response from SDWG, AMAP, CAFF, e.g. AMAP will bring Oil and Gas Assessment
- AMAP produced several assessments using expert resources nominated by national delegates to the Secretariat and then selected by AMAP. Experts are generally not paid but if they are, its by in-kind contribution by their respective countries (resource issue)



- When we consider interested countries we are not only talking about the AC states. Shipping is Global. All flag states have a potential interest in Arctic shipping. A global problem needs global solutions (e.g. need for regulations – preference within IMO).
- ICC has been involved in many of the AC assessments. Inuit are indigenous people with negotiated rights and should not be considered as stakeholders. Inuit are clients with respect to the results of the shipping assessment. Successful engagement of IPs lies in the attributes of the leads in communicating (ACIA as an example of successful communication). AMSA Dataset needs to include “traditional ocean users”. Suggest a parallel project on ocean use of IPs. Important to contact ocean users the soonest. Also for Phases 5-7 to contact the local people now. Also noted that in past e.g. AMAP assessments the data are also retrieved from universities, but this assessment only seems to focus on data from governments. Don’t view AMSA as an assessment of technical issues. Important to include health and cultural issues in addition to social and economic concerns.
- ICC will soon be led by Alaska – July 2006 meeting presents an opportunity to inform/present AMSA during this exchange.
- PPs raised the issue of funding and the need to address it in order to secure participation.
- Saami Council supports ICC comments on the proposed ways in which to involve the IPs in AMSA, However Saami is not certain how they can become involved due to lack of funding. But noted that they are ready to participate and contribute, subject to available funding and human resources.
- IPS supports the PPs and noted that ICC Greenland and RAIPON had approached IPS for funding to attend this meeting but they could not provide.
- WWF had a seminar in May 2005 (latest version will be sent) on shipping. Most vulnerable areas should be defined as one of the first steps in AMSA. PSSA (particularly sensitive sea areas) and MPA’s (marine protected areas) may help to identify vulnerable areas. Also noted the connection with the IMO polar guidelines. WWF is willing to contribute to the process but not certain in what way at this point in time.
- Norway has published a report on uses of Barents Sea and has lots of background information and willing to share these data for the purpose of AMSA.
- Iceland will be involved in the assessment and contribute through e.g. the proposed workshop/conference (tentatively Spring 2006) as it relates to the Icelandic study on opportunities connected to trans-shipment. Details of information will be further explored within Iceland and contact made with the AMSA leads.
- Communication and sharing of information is very important and one potential tool is the Arctic Portal proposal. Also higher education is not connected properly and we should try to use this avenue in this assessment and others in the Arctic Council. There is a need to take account of coastal infrastructure (e.g. coastal permafrost) in this assessment (as has a great risk factor) as most of the pollution takes place in loading/unloading.

- Infrastructure is particularly important when it comes to oil spill response and preparedness (should be a part of the risk assessment)
- Russia sees this as an important task which includes involvement of a number of ministries (transport, emergencies, agriculture, industry/energy) and the Russian Academy of Science. Procedure of submission of data must be of official nature. Would like to organize an inter-agencies group within Russia and involve regional development agencies to provide their coordinated role in this AMSA. Involvement of NGOs within Russia will also be important. Financial resources for involvement of NGOs and others will be needed. Ministries will most likely include expected costs of their involvement in their annual budget. Will need at least 3 months to organize internally the involvement of ministries/agencies as previously noted.
- Engagement of IMO important in this assessment (as experts). Non-Arctic States, Japan, in particular is also important. Town-hall meetings go to Arctic communities and the question is where should we go? (for point (b)).
  - Capture of data on indigenous hunting – an effort that can start asap.
  - Funding
  - Higher education involvement
  - Member States asked to contact their EPPR delegates for their involvement in this assessment.
  - Member States are the key-player in the data capture activity.
- A challenge in the mandate is to be more than just a technical assessment. What do we need to be involved in, from a need to know basis? Suggesting that core players be identified and use the timeline to select engagement opportunities.
- There may be lessons to be learned about engagement from the integrated ecosystem management approach. This approach engages different stakeholders and integrated management planning is brought to bear.
- Comment on slide 17 (Lawson) on the Social and Economic Impact (Phase 7) to consider cultural/archaeological impacts. If the leads plan to seek marine industry participation then there are two options - could contact industry associations in member states or the national administrations in that sector. Example given was oil industry associations and the national oil industry regulators.

***(b) Timeline for the assessment***

The leads presented a draft AMSA timeline which was revised based on inputs from participants (Appendix IV). Further updates will be made by the leads, sent out and included in the context paper.

***(c) Potential resources for the AMSA work plan***

Participants discussed and explored potential experts and expert groups for possible involvement within the individual tasks/phases as identified in the draft AMSA work plan and gave advice on potential sources of information that could be of use in this work. The resource section of the draft AMSA work plan was updated and is presented in Appendix V.

**Session I (9): Discussion and next steps**

The leads reiterated that of key importance to the outcome of this initiative is the involvement and participation of all stakeholders. This will be accomplished by an active engagement and involvement over the period 2005-2008 through different venues such as: PAME & other WG Meetings

- Town Hall Meetings in the Arctic
- Stakeholder Meetings
- Steering Group / Roundtable Discussions
- Expert Groups ~ AMSA Phases
- Venues: Conferences / Workshops

*The Meeting agreed on the following next steps based on the discussions:*

*The Leads will revise the draft AMSA work plan, timeline and organizational structure based on the discussions. [refer to Appendix VI for powerpoint slides on these issues as presented at the Meeting]*

*The Leads will send out as soon as possible a proposal on possible candidates to serve as experts in this assessment including candidates for the steering group/roundtable and experts for individual tasks of the in work plan.*

*The initial task will be to conduct an inventory/survey of Arctic shipping or marine activity and the Meeting endorsed the draft survey instruments with amendments. Revised version will be sent out after the leads have run an in-house quality check to ensure a user-friendly process. The Meeting asked the leads to secure that information for boats such as small fishing vessels and coast boats would be collected on a fleet bases and not on individual shop bases.*

*The marine activity data will be collected for a single year (2004) and the questionnaire will be sent out in Oct/Nov 2005 with approximately 4-5-month turnaround time. The aim is to have most of the information collected prior to the next PAME meeting.*

*Survey information for 2004 and the revised survey instruments will be sent out to the Arctic coastal states accompanied by a cover note that provides explanations to assist countries in completing the questionnaire, including explanations on how ice and risk information will be*

*collected. It will be the responsibility of the Arctic coastal states to provide this baseline. The information submitted via the survey will be sent to a coordinating authority established by the leads for review of quality and consistency and for generation of reports.*

*The Meeting recognized that the responsibility for timely and accurate completion of the AMSA Dataset collection rest with each Arctic coastal state and that their commitment and support with data collection is essential to this work.*

*The Leads will develop a concept paper with the aim to clarify and expand on the nature of the work plan, including the expert requirements discussions and inputs from participants.*

## **Session II: Ecosystem Approach**

### **Session II (1): Introduction by the lead country (USA)**

Dr. Kenneth Sherman of the National Oceanic and Atmospheric Administration (NOAA) gave a general overview and update of the Large Marine Ecosystem Approach (LME) since last PAME meeting (February 2005) on behalf of the lead country (presentation as a separate file and on the PAME homepage).

He noted that the World Summit on Sustainable Development called for the application of the ecosystem approach by 2010. He noted that the LME approach is applied within geographical management areas which are based on distinctive ecosystems rather than political boundaries. LMEs are relatively large regions, on the order of 200,000 km<sup>2</sup> or greater, based on four ecological criteria: (1) bathymetry, (2) hydrography, (3) productivity, and (4) trophic relationships.

A five-module indicator approach to the assessment and management of LMEs consist of 3 science-based indicators focused on: (1) productivity, (2) fish and fisheries, (3) pollution/ecosystem health. The other two are (4) socio-economic conditions, and (5) governance.

The GEF Council has included the concept of LMEs in its GEF Operational Strategy as a vehicle for promoting ecosystem-based management of coastal and marine resources in the international waters focal area within the framework of sustainable development. The five-module approach is customized to fit the situation within the context of a transboundary diagnostic analysis (TDA) (i.e. the first four modules) process and a strategic action plan (SAP) (i.e. the governance module) development process for the groups of nations or states sharing an LME.

He noted potential links with the proposed ACOPS pilot project for the West Bering Sea LME within the framework of the GEF/Russian NPA-Arctic project (refer to Session V (2)):

### **Session II (2): Outcome from the PAME/Ecosystem Approach meeting 7<sup>th</sup> of July**

The United States, as the lead country for ecosystem approach, summarized the outcome of a one-day meeting that was held in Paris July 7, 2005 following the IOC-IUCN-NOAA-UNEP Large Marine Ecosystem Consultative meeting. The aim of this meeting was to start

gathering input from Arctic countries and ecosystem experts on applying the ecosystem approach within the Arctic Council. Participants identified criteria for defining marine ecosystems; recommended that these criteria be applied to review the boundaries of Arctic Large Marine Ecosystems (LMEs); and recommended criteria for monitoring.

The lead urged participants to discuss the outputs from the 7<sup>th</sup> of July meeting with respect to criteria for identifying LMEs; further development of a LME map for the region based on the criteria; and recommended criteria for monitoring. An opportunity to discuss possible Arctic LME pilot projects was also noted.

The United States informed the Meeting that an updated map of LMEs had been prepared in collaboration with Canada and Norway based on the outcome of the 7<sup>th</sup> of July meeting.

Dr. Hein Rune Skjoldal from the Institute of Marine Research in Norway emphasised that the four criteria used to delineate LMEs are general in nature and interrelated and hence the LME boundaries might need to be revisited in the future. This is partly because the knowledge basis upon which to apply the criteria is presently limited for some areas of the Arctic. He further noted that the AMAP Oil and Gas Assessment was using the LME boundaries for descriptive purposes to assess impacts of oil and gas activities in the Arctic.

Iceland noted the need to have experts at home view the map prior to agreement on revised boundaries and raised the question on how the LME takes account of straddling stocks that move between different LMEs.

Canada noted that climatic change and indigenous peoples might reflect the need for somewhat different indicators from other regions of the world.

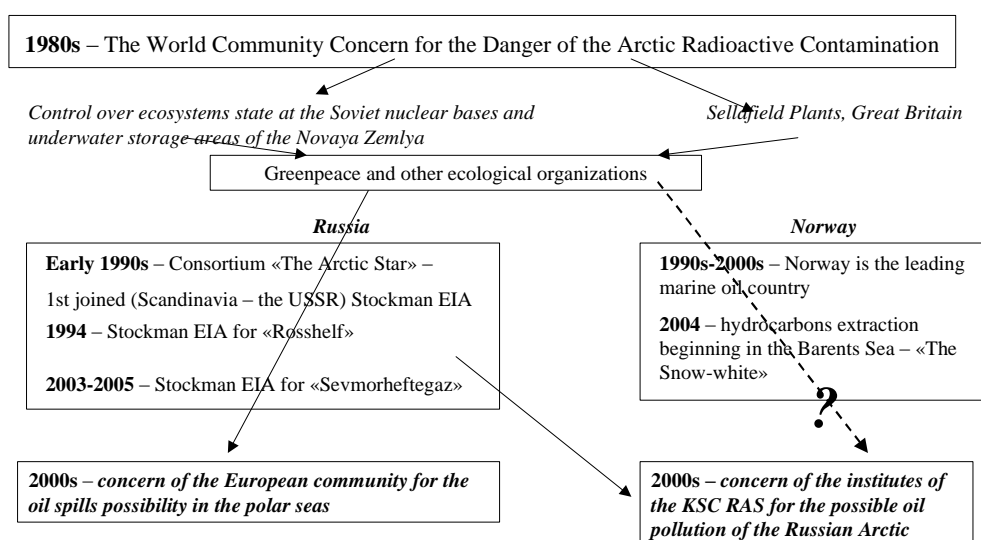
Dr. Hein Rune Skjoldal emphasised that while the 5 modules accommodate all aspects regarding monitoring, some of these aspects are also cross-cutting over several modules and/or could be viewed as a separate module. One such aspect is climate variability and change. Climate variability affects the plankton production and is thus a part of the Productivity module. At the same time climate variability affects living marine resources, both directly and indirectly through productivity, and is therefore also relevant for the Fish and fisheries module. Climate variability furthermore affects the changing baseline for ecosystem status and is relevant for the Pollution and ecosystem health module. Finally, climate variability and its expression as meteorological conditions and events at hourly and daily time scales, affect maritime operations and the risk for and responses to accidents.

### **Session II (3): Impact assessments and linkages with LMEs**

Professor Gennady G. Matishov, Director of the Murmansk Marine Biological Institute of the Russian Academy of Sciences (MMBI RAS) and Chairperson of the Southern Scientific Centre of the Russian Academy of Sciences (SSC RAS) provided information on the MMBI-SSC RAS research directions and development perspectives as it relates to the Arctic ecosystems (presentation as a separate file and available on the PAME homepage). He noted that the GIWA study included 66 sub-regions of which the Barents Sea Large Marine Ecosystem was sub-region No. 11. He gave detailed information on research activities associated with the Barents Sea LME and Kara Sea from the perspective of the five-module

indicator approach to the assessment and management of LMEs with particular focus on climate, productivity and natural mortality of fish. He noted the clash of interests within the geopolitics sphere in the Barents region as illustrated below:

## ***GEOPOLITICS IN THE BARENTS REGION: CLASH OF INTERESTS***



He gave a summary of oil and gas activities in the Barents Sea and provided illustrations of position of oil and gas fields and fishery areas in the Barents Sea and ways of transporting oil from the Arctic regions. In closing he informed the meeting of a new project: Changes in Barents and White Seas over 130 years: Climate, fisheries, marine biology and the goal of this project is to quantify changes in the marine ecosystem within different space-time domains.

Norway informed the Meeting of their collaborative monitoring efforts with Russia in the Barents Sea.

NOAA/USA informed the Meeting of NOAA and Murmansk cooperation and interest in extending it to other coastal areas.

### **Session II (4): Cooperation with other working groups**

Based on the nature of the 5-module indicator approach and their cross-cutting aspects, the Meeting stressed the importance of cooperation and collaboration with other working groups of the Arctic Council, particularly AMAP and CAFF.

CAFF informed the Meeting of its interest in this work and relevance to its mandate and asked that the lead contact their respective CAFF representative to inform of progress and ensure that a CAFF ecosystem expert be nominated to this work.

AMAP noted their mandate as the monitoring and assessment group and informed the meeting that their involvement would be explored with their Heads of Delegation. AMAP asked for clarification of plans PAME has within LME assessments. The United States emphasised that the direction to move on ecosystem approach was clearly stated in the AMSP Strategic Action 7.4 “Apply an Ecosystem Approach to Management” and emphasised that such efforts would need to be progressed in cooperation and collaboration with in particular AMAP and CAFF working groups.

AMAP and CAFF noted that climate and biological components were a part of their shared monitoring programme and would work with relevant experts on those issues as they relate to LMEs and possible pilot project.

### **Session II (5): Proposal on the way forward from the lead**

PAME was urged to move ahead with the LME work due to the hot-spot characteristic of the Arctic. It was noted that opportunity to extending the GEF-LME project network to the Arctic and the possibility of developing and implementing a GEF supported LME assessment and management projects for the West Bering Sea and the Barents Sea in addition to possible synergies that could be explored within the framework of the GEF/Russian NPA-Arctic.

The lead informed the Meeting of the following reports:

- Arctic Environment – The European Perspective, Environmental Issue Report No. 38
- Driving Forces Affecting Resources Sustainability in LME (Ken Sherman and Porter Hoagland)
- Water Directive of the European Union, 23 October 2000

### **Session II (6): Agreement on next steps**

The Meeting noted that this was only the first step in operationalizing the ecosystem approach within the Arctic for the purpose of providing a more integrated, holistic approach in assessing and managing the Arctic marine environment and agreed on the following next steps to further develop the ecosystem approach:

- *Good progress has been made in delineating the boundaries of the Arctic LMEs. The lead will do further revisions to the updated map of Arctic LMEs which was prepared by the United States in collaboration with Canada and Norway based on the outcome of the 7<sup>th</sup> of July meeting.*
- *The revised Arctic LME map will be sent out for review in Oct/Nov 2005. Final revised map will be ready prior to the next PAME meeting for adoption as a working document.*
- *A Large Marine Ecosystem Steering Group will be established for promoting the further integration and harmonization of monitoring activities to meet assessment and management needs. This will include consideration of suites of indicators of the changing status of Arctic LME's as measured against baselines of the five-module indicator*

*approach to the assessment and management of LMEs. Terms of Reference and timetable for the LME Steering Group will be prepared and ready for review at the next PAME meeting.*

- *The Steering Group will among other things collaborate with pertinent existing LME information sources such as the European Environmental Agency, as it prepares assessments of Arctic LME's, including scenarios related to climate change.*
- *Based on the nature of the 5-module indicator approach and their cross-cutting aspects, the Meeting stressed the importance of cooperation and collaboration with other working groups of the Arctic Council, particularly AMAP and CAFF.*

### **Session III: Report from the Chair and the Secretariat**

#### **Session III (2) Outcome of the AMAP International Symposium on Oil and Gas Activities in the Arctic**

The chair of AMAP informed the Meeting of the main outcomes of the AMAP International Symposium on Oil and Gas Activities in the Arctic held 13-15 September in St. Petersburg, Russia and provided a summary of the progress in the Oil and Gas Assessment (OGA).

He informed the Meeting that the OGA chapters cover an introduction, oil and gas activities in the Arctic covering the next ten years, socio-economic issues, sources, pathways, and fate of pollutants related to oil and gas activities, comprehensive information on biological effects and effects on human health, and the status and vulnerability of Arctic ecosystems: focussing on key functions of ecology, key populations, especially migratory species, and key areas. LMEs are being applied in this assessment. These chapters are written by experts and are the views of those experts.

He noted that following the symposium several gaps were identified and plans made to fill them. Also some new information was presented at the symposium, in particular for Russian Arctic which will be disseminated into the OGA. After being approved by the AMAP Working Group the OGA will be presented to the Ministerial meeting in 2006 and the final packaging is being explored and is subject to how quickly they receive additional needed information and how well the review process goes.

The AMAP Chair noted that those interested to get on the review list for the OGA should contact their AMAP national representatives.

*The Meeting noted that there are clear linkages between the AMAP Oil and Gas Assessment and the PAME shipping assessment which should be kept in mind as the shipping assessment proceeds.*



### **Session III (3): Report from the PAME Secretariat**

#### ***Interim Financial Report and proposed upgrade on PAME homepage***

The PAME Secretariat gave a summary of the interim finances of the PAME International Secretariat and noted that contributions from countries had been increasing leaving the balance a bit healthier than in the past. The finance reports are provided in the ISK currency as all expenditures and countries are encouraged to provide their voluntary contributions in this currency. The main reasons for the PAME Secretariat having been undersupplied in the past is the increase in the Consumer Price Index and the weak exchange rate of USD towards the ISK. The Secretariat noted that the finances of the secretariats of the Arctic Council working groups would be discussed at the upcoming SAO meeting.

A summary of the activities and a budget statement for the period of January 1, 2005 – September 1, 2005 as well as the total voluntary contributions and expenditures for the period of 1999-2005 are presented in Appendix VII.

The PAME Secretary introduced a proposal to upgrade the PAME website consisting of the following components:

- 1) Upgrade the design of the PAME home page, as per previous design suggestions put forth – see picture in appendix.
- 2) Create areas for the expert groups to use for storage of information, data exchange, correspondence etc.
- 3) Improve the web tree structure to better serve the needs of the Secretariat
- 4) Upgrade the CMS system and thus making the site easier to update and manage.
- 5) Allow for better document storage and access - improve how featured or new publications are displayed and ordered.
- 6) Location map in the Inter-Map browser to show the PAME office location and its address in Akureyri.
- 7) Set up a database of arctic marine projects, similar to AMAP's.

The Secretariat noted that this work would contribute to and be compatible with a new proposed internet portal i.e. the Arctic Portal concept. The estimated cost of this upgrade is between US\$ 11,000 and 15,000 and if this upgrade is integrated with similar update on the CAFF website a price reduction of approx. 25% is estimated, since coordination and some of the technical work could be shared.

The CAFF Secretariat informed the Meeting of a positive response from the CAFF Working Group and that CAFF would proceed with their upgrade and thus it would be of benefit if PAME would collaborate to realize approximately 25% less costs.

Even though the PAME finances are doing better, the existing budget does not allow for such expenditures and thus guidance and possible contributions was sought.

*The Meeting noted that 2005 contributions had already been decided and/or paid to the Secretariat and that countries were not in a position to confirm additional funding at the Meeting but would explore this within their respective 2006 voluntary contributions and await the results from SAO discussions on the funding issue.*

#### ***Status on the Proposed Arctic Portal Initiative***

The CAFF Secretary gave an update on the development of the Arctic Portal concept and a proposed outline of a feasibility study for the proposed Arctic Portal. This paper had been distributed to participants prior to the Meeting and a new revised version was distributed at the Meeting with the inclusion of comments received from those working groups that had already had their meetings. The revised document will be presented at the upcoming SAO meeting for guidance on its further work.

*The Meeting noted the need for this work to be led by a country or countries and raised concerns of funding and maintenance of such an initiative. However PAME is prepared to provide expert assistance to this initiative subject to SAO decision and guidance.*

#### **Session IV: Port Reception Facilities**

Norway as the lead country on the assessment of existing measures for port reception facilities for ship-generated waste and cargo residues (PRF-Norway) informed the Meeting that no progress had been made since the last PAME meeting (February 22-23, 2005) due to lack of response from some PAME countries in providing contacts to establish a correspondence group for this work to start.

Norway emphasises that this work would commence immediately following this Meeting and provided a summary of a paper on project description (provided in Appendix VIII) and the following updated list of contacts (as of 14<sup>th</sup> of March 2005) for countries to review for accuracy.

## Port Reception Facilities - PAME Correspondence Group

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Norway reiterated that the objective of this project is to assess existing measures for port reception facilities for ship-generated waste and cargo residues, and to develop harmonized guidelines for member states for their consideration.

This project will be divided into the following three phases as discussed and agreed at last PAME meeting (22-23 Feb. 2005):

Phase 1 – Assess availability of and measures for port reception facilities for ship-generated and cargo residues in the PAME region and which regulations and incentives for delivery each country has implemented.

Phase 2 – Identify gaps in existing coverage and possible improvements in availability and incentives for delivery

Phase 3 – recommendation for a harmonized guidelines based on the gap analysis

This project will be done as cooperation between Det Norske Veritas (DNV) and the Norwegian Maritime Directorate and is funded by the Norwegian Ministry of Foreign Affairs. The estimated total cost (Phases 1-3) for the work done by DNV is 250.000 NOK.

WWF raised the question of inclusion of ballast water reception facilities as a part of this assessment. Norway noted that port reception facilities are not required to accept ballast water but will further explore its possible inclusion in this project.

*The Meeting took a note of the updated project description and agreed to the following steps to ensure that this work could start:*

- *Countries to provide updates to the list of contacts*
- *The lead will review the IMO list of Port Reception Facilities which exists for countries of the Arctic Council (except for Finland and Sweden), for completion (in particular for garbage).*
- *The lead will contact persons as identified from the PRF Correspondence Group for information as seen necessary.*
- *An update on progress will be provided at the next PAME meeting*

#### **Session V: Updates from leads on PAME-related activities**

##### **Session V (1): Advance the implementation of the RPA**

Canada as the lead-country in advancing the implementation of the Regional Programme of Action for the Protection of the Arctic Marine Environment from Land-based Activities (RPA) provided an update on proposed follow-up and update of the RPA over the next 2 years as discussed and agreed at the last PAME meeting (Feb. 2005) and introduced a draft Work Statement for a RPA Project as presented below:

#### ***Work Statement for RPA Project:***

##### **Project Design/ Tasks:**

- To undertake a qualitative assessment and review of the RPA.
- Prepare a report on the need to update the RPA taking into account new information available since 1997.

- To consider possible expansion of the scope of the RPA to address additional priority source categories beyond POPs and heavy metals to cover medium priority issues: radionuclides, petroleum hydrocarbons and physical degradation of habitat.
- To contact Arctic countries to seek national information as needed.

#### Schedule / Timelines:

- This project will be initiated in the Fall 2005, such that the report can be presented to SAOs and Ministers (in the Fall 2006).
- This report on the RPA should be completed in time for 2006 GPA Intergovernmental Review Meeting in China (October 16-20, 2006).

#### Country Leads:

- This project will be led by Canada, but would have to be supported with information / input from member states and permanent participants.

#### Resource Requirements / Budget:

- The lead country will provide the necessary resources to prepare the report.
- Estimated Costs: \$20K CDN.
- A contract will be initiated to undertake this work.

*The Meeting agreed with the content of the draft Work Statement. Canada will contact member states and permanent participants for information and input to this update in due time and report on progress at the next PAME meeting.*

#### **Session V (2): Update status of the GEF/Russian NPA-Arctic by ACOPS**

Mr. Terry Jones of the Advisory Committee on Protection of the Sea (ACOPS) provided an updated status of the GEF Project “Russian Federation – Support to the National Program of Action for Protection of the Arctic Marine Environment” from ACOPS perspective (presentation provided in Appendix IX).

He informed the Meeting that since the Second Consultative Meeting (Geneva, July 2004), during which the Ministry of Economic Development and Trade of the Russian Federation was designated as the sole Executing Agency and two Partner Agencies were established (NEFCO & ACOPS), two further meetings have taken place. On 16-17th March 2005, a ‘Donors Meeting’ was held in London between ACOPS, the bilateral donors (USA, Canada, Italy, Iceland, also representing NEFCO) and Russia and at the GEF Secretariat in Washington, D.C. on 30 May 2005. The starting date for project implementation was set at 15 June 2005, and it was agreed that the Ministry should conclude the recruitment of necessary Project Office personnel by this date. It was also agreed that the First Meeting of the Steering Committee should be held in the first half of September 2005 in Moscow (this

will now probably take place in October/November). Participants also welcomed the intention to undertake steps to prepare the Partnership Conference in accordance with the Ministerial Declarations of the Arctic Council.

ACOPS have reviewed the project document to see how it fits in with the Arctic Council programmes and how it could be improved to meet strategic goals of both the Government of the Russian Federation, the Arctic Council and the GEF. The proposed pilot projects for bi-lateral funding are:

- Methane Research Project
- Rehabilitation of Disused Military Bases
- Development and Early Implementation of an Ecosystem Management Plan for the Kara Sea LME
- Ecosystem-based Management of Fisheries in the West Bering Sea LME.

Russia confirmed that the First Meeting of the Steering Committee would be held 31<sup>st</sup> of October in Moscow.

*The Meeting noted the update on progress and agreed that the PAME Chair would report on this to the next SAO meeting.*

### **Session V (3): AMSP Communication Plan**

Canada and Iceland as the co-leads on the Arctic Marine Strategic Plan (AMSP), provided a the 1<sup>st</sup> draft AMSP Communication Plan in advance of the Meeting and asked countries to provide comments to this draft by end of November 2005. Canada will provide an updated version of the AMSP Communication Plan prior to the next PAME meeting.

USA suggested that the 1<sup>st</sup> draft AMSP Communication Plan be sent out for comments to the other working groups of the Arctic Council.

*The Meeting reached a general agreement on the framework of the 1<sup>st</sup> draft AMSP Communication Plan.*

### **Session VI: Other PAME Related Activities and Future Work Programme**

#### **Session VI (1): ACIA follow-up and Focal Point meeting**

The Chair referred to a letter sent out on this issue prior to the Meeting he noted that the next ACIA Focal Point meeting will be held on 21 September in Oslo and He informed the Meeting of the possibility to use the opportunity to bring up the implementation of plans such as the PAME-led Regional Plan of Action (RPA) and the Arctic Marine Strategy Plan (AMSP). The ACIA Focal Point meeting is a venue for the chair of the SAOs and the chairs of the working groups to explore and discuss ways to forward the ACIA policy decisions (i.e. mitigation, adaptation and research, observations, monitoring and modelling) and could also provide an opportunity to discuss other issues than ACIA follow-up.

*The Meeting emphasised that the ACIA follow-up through the Focal Point should avoid the creation of a new working group and instead explore opportunities for adjusting the mandates/work plans of the existing working groups.*

*The Meeting agreed that PAME should begin considering the content of its 2006-2008 Work Plan. First steps in this process to be drafted by the Chair and Secretary for distribution prior to the next PAME meeting.*

#### **Session VI (2): General cooperation with Arctic Council WGs and Activities**

Collaboration and apparent synergies with AMAP and CAFF on the ecosystem approach and, in particular, EPPR and SDWG working groups on the shipping assessment are fully recognized and representatives from AMAP and CAFF participated at this Meeting for this purpose.

#### **Session VI (3): The next PAME Working Group meeting**

The next Meeting will be hosted by Norway from 1-2 March 2006 in Oslo, Norway. Further details on the meeting will be sent out in due time.

#### **Session VI (4): Reporting to the next SAO Meeting**

The Chair will report on the outcome of the PAME meeting at the next SAO meeting that will be held in Khanty-Mansyisk, Russia, 12-14 October 2005.

## APPENDIX I – LIST OF PARTICIPANTS

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| <i>WWF</i>   | <i>ACOPS</i>   |
|--|--|
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| <i>Maritime and Coastguard Agency</i>  | <i>Saami Council</i>   |
| <p><b><u>Simon Cockburn</u></b><br/> MCA Representative to the European Union<br/> Maritime and Coastguard Agency (MCA)<br/> 2/24 Spring Place<br/> 105 Commercial Road<br/> Southampton SO15 1EG<br/> Tel: +44(0)23-8032-9144<br/> E-mail: <a href="mailto:simon_cockburn@mca.gov.uk">simon_cockburn@mca.gov.uk</a></p> | <p><b><u>Gunn-Britt Retter</u></b><br/> SAAMI COUNCIL Secretariat<br/> Seitatie 35<br/> Fin-99980 OHCEJOHKA</p> <p>Tel: +358 (0) 16 677 351<br/> Fax: +358 (0) 16 677 353<br/> Email: <a href="mailto:gunnbritt@gmail.com">gunnbritt@gmail.com</a></p>   |

## APPENDIX II – LIST OF DOCUMENTS

| AGENDA ITEMS  | DOCUMENTS  |
|---|--|
| <b>Agenda Item I:</b><br>Arctic Marine Shipping Assessment                        | - A cover note with guidance from the leads<br>(1) Draft work plan<br>(4) Description of the data collection and the data management framework   |
| <b>Agenda Item II:</b><br>Ecosystem Approach                                      | (2) PAME Meeting Report on Ecosystem approach 7 July 2005<br>- Letter from the lead on Ecosystem Approach<br>- LME Meeting Report 5-6 July 2005 - short version<br>- LME Meeting Report 5-6 July 2005 - long version<br><i>Following papers on LME's are only for information purposes:</i><br>- Legal Regimes for Management of Large Marine Ecosystem and Their Component Resources - Martin H Belsky<br>- Driving forces Affecting Resource Sustainability in Large Marine Ecosystems - Kenneth Sherman and Porter Hoagland |
| <b>Agenda Item III:</b><br>Report from the Chair and the Secretariat              | (3) Finances of the Secretariat<br>(3) Draft Arctic Portal Proposal  |
| <b>Agenda Item IV:</b><br>Port Reception Facilities                               |  |
| <b>Agenda Item V:</b><br>Updates from leads on PAME-related activities            | (1) Work Statement for RPA Project<br>- Cover note on RPA<br>(3) Draft AMSP Communications Plan<br>- Cover note from Canada  |
| <b>Agenda Item VI:</b><br>Other PAME Related Activities and Future Work Programme | (1) Letter from the Chair on AMSP actions<br>Background information:<br>- AMSP Strategic Actions (i)<br>- Terms of Reference for Arctic Council "Focal Point" (ii)<br>- Minutes from the 1st ACIA Focal Point Meeting, Oslo June 17, 2005 (iii)<br>- Contribution to the 1st ACIA Focal Point Meeting 17th of June 2005 (iv)<br>- ACIA Policy Document   |
| <b>General Documents</b>  | - PAME I Report - 2005<br>- PAME Work Plan 2004-2006<br>- 2004 Reykjavik Declaration<br>- SAO Report to Ministers Nov 2004   |
| <b>Logistical information</b>   | - Draft Agenda<br>- List of Participants<br>- Logistical Information   |

## APPENDIX III – AGENDA

*Coffee breaks: 10:30-11:00 and 15:00-15:30*

MONDAY, September 19

**09:00-09:30 Registration and Coffee**

**09:30-09:45, Welcome, Introduction and Adoption of the Agenda (PAME Chair)**

**09:45-12:30, Session I: Arctic Marine Shipping Assessment (AMSA)**

1. Introduction and Overall Plan – 1<sup>st</sup> draft Context Paper and Work Plan/Timeline (Dr. Lawson W. Brigham/USA)
2. Definitions & ‘Modes’ of Arctic Shipping (Mr. Kimmo Juurmaa/Finland)
3. ARCOP results, lessons learned and inputs to AMSA (Mr. Kimmo Juurmaa/Finland)
4. AMSA Survey Instrument/Questionnaire (Mr. Ross MacDonald/Canada)
5. Working Group Contributions (linkages to item no. 8, point (a)) (Dr. Lawson W. Brigham/USA)
6. Communications/Marketing (PAME Secretariat)
7. Tour de table

**13:30-17:30, Session I: Cont.**

8. Facilitated discussions’ of three focused themes:
  - (d) Participation and engagement of stakeholders (PPs, Observers, experts and others)
  - (e) Timeline for the assessment
  - (f) Potential resources for the AMSA work plan
9. Discussion and an agreement on next steps (including decisions on work plan, timeline, involvement of experts and organization of work)

## **TUESDAY, September 20**

### **09:00-09:15 – Session I: Cont.**

1. Outcomes and decisions from Mondays discussions

### **09:15-11:15, Session II: Ecosystem Approach**

1. Introduction by the lead country (USA)
2. Outcome from the PAME/Ecosystem Approach meeting 7<sup>th</sup> of July (USA)
3. Impact assessments and linkages with LMEs (Dr. Matishov/Russia - TBD)
4. Cooperation with other working groups (AMAP and CAFF)
5. Proposal on the way forward from the lead
6. Tour de table and agreement on next steps

### **[13:00-16:00, Breakout/working session for the Ecosystem Approach parallel to the plenary, if needed]**

### **11:15-12:00, Session III: Report from the Chair and the Secretariat**

1. The SAO meeting in April 2005 (Chair)
2. Short summary on the outcome of the AMAP International Symposium on Oil and Gas Activities in the Arctic, 13-15 September (AMAP Chair - TBD)
3. Report from the Secretariat (Finances and status of the proposed internet portal)

### **13:00-13:30, Session IV: Port Reception Facilities**

1. Update by the lead country (Norway)
2. Discussion and an agreement on next steps

### **13:30-14:30, Session V: Updates from leads on PAME-related activities**

1. Progress on updating the RPA (Canada)
2. Update status of the GEF/Russian NPA-Arctic (Russia - TBD)
3. AMSP Communication Plan (Canada/Iceland)

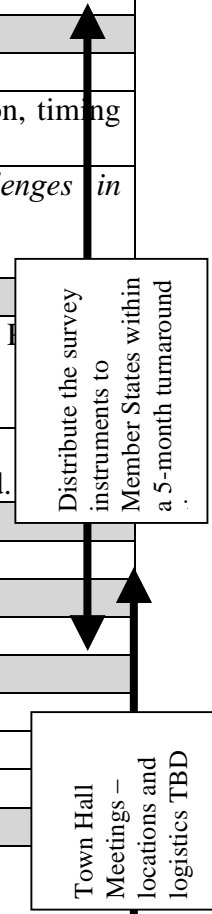
### **15:30-16:30, Session VI: Other PAME Related Activities and Future Work Programme**

1. ACIA follow-up and Focal Point meeting (Chair)
2. General cooperation with Arctic Council WGs and activities (e.g. AMSP follow-up activities) (Chair)
3. The next PAME Working Group meeting (timing and place)
4. Reporting to the next SAO Meeting

### **16:30-17:00, Session VII: Any other business and closing of the Meeting**

## APPENDIX IV – AMSA DRAFT TIMELINE

| PERIOD                      | DELIVERABLES/ACTIONS  |
|-----------------------------|---|
| <b>SEP 2005</b>             |   |
| Sep 19-20                   | PAME Working Group Meeting, Aalborg, Copenhagen<br>Session I: Shipping Assessment on 19 <sup>th</sup> of Sep  |
| Sep                         | Prepare for the SAO meeting.  |
| <b>OCT 2005</b>             |   |
| Oct. 12-13                  | Senior Arctic Officials Meeting, Khanty-Mansyisky, Russia   |
| Around the 20 <sup>th</sup> | Prep work for IPY – workshop in Russia (further information, timing and location forthcoming)   |
| Oct 23-25                   | Ocean Innovation 2005 Conference “Operational Challenges in Northern Waters”, Rimouski, Canada<br>( <a href="http://www.oceaninnovation.ca/">www.oceaninnovation.ca/</a> )                  |
| <b>NOV 2005</b>             |   |
| Nov 10-12                   | Second International Conference on Arctic Research (ICARP), Copenhagen, Denmark<br>( <a href="http://www.icarp.dk">www.icarp.dk</a> )   |
| Nov 16-17                   | Concluding Workshop of ARCOP Projects, Helsinki, Finland<br>( <a href="http://www.arcop.fi">www.arcop.fi</a> ) – Session on future work and AMSA included.                                  |
| <b>DEC 2005</b>             |   |
| Dec. 13-15                  | Arctic Leaders Summit, Hayriver, Canada   |
| <b>JAN 2006</b>             |   |
| <b>FEB 2006</b>             |   |
| Feb 13-15                   | CAFF Management Board Meeting, Helsinki, Finland  |
|                             | AAAS Symposium on Arctic LMEs, Saint Louis, USA   |
| <b>MAR 2006</b>             |   |
| Mar 1-2                     | PAME Working Group meeting in Norway<br>AMSA Stakeholders Workshop  |
| <b>APR 2006</b>             |   |
|                             | Senior Arctic Officials Meeting - TBD   |
|                             | Workshop/Conference in Akureyri, Iceland on trans-shipment (tbd but proposed to be convened in Apr – May)   |
| <b>MAY 2006</b>             |   |
| <b>JUN 2006</b>             |   |
| Jun 6-8                     | CAFF 11 <sup>th</sup> Meeting, Rovaniemi, Finland (Biodiversity experts)  |
| <b>JUL 2006</b>             |   |
| July 8-14                   | Coastal Zone Canada, Tuktoyaktuk, Canada<br>Possible one-day AMSA   |
| July 16-19                  | ICETECH 2006 – International Conference and Exhibition on Performance of Ships and Structures in Ice, Banff, Alberta Canada<br>( <a href="http://www.icetech06.org">www.icetech06.org</a> ) |





|                 |  |
|-----------------|--|
|                 | AMSA as one of the sessions and/or AMSA stakeholder conference and one-day PAME meeting back-to-back with ICETECH? |
| <b>AUG 2006</b> |  |
|                 |  |
| <b>SEP 2006</b> |  |
|                 |  |
| <b>OCT 2006</b> |  |
|                 | 2 <sup>nd</sup> GPA IGR meeting in Beijing, China – Involvement of the Regional Seas programmes                    |
| <b>NOV 2006</b> |  |
| <b>TBD</b>      | <b>5<sup>th</sup> AC Ministerial</b> – submit AMSA Phase 2 report  |

## APPENDIX V – AMSA REVISED DRAFT WORK PLAN

| PHASE          | TITLE/TASK   | ACTIVITIES  | RESOURCES <sup>1</sup> |
|----------------|--|---|------------------------|
| <b>Phase 1</b> | <b>Project Planning and Management</b>                   |   | <b>AMSA leads</b>      |
|                | Task 1.1   | Develop concept paper <ul style="list-style-type: none"> <li>• TOR's</li> <li>• Vision</li> <li>• Project Scope</li> <li>• Work plan</li> <li>• Engaging others</li> <li>• Communication</li> <li>• Timeline and milestones</li> <li>• Resources</li> </ul>                                   | Leads                  |
|                | Task 1.2   | Briefings to PAME delegation and the SAO's  | Leads                  |
|                | Task 1.3   | Monitor and adjust plan as necessary  | Leads                  |
|                | Task 1.4   | Communicate project <ul style="list-style-type: none"> <li>• Stakeholder workshops</li> <li>• Town Hall meetings</li> <li>• AMSA sessions at selected forums</li> </ul>   | Leads                  |
| <b>Phase 2</b> | <b>Determine current level of Arctic Marine Activity</b> |   | <b>Expert Group I</b>  |
|                | Task 2.1   | Develop database framework <ul style="list-style-type: none"> <li>• Define data needs</li> <li>• Define activity types / regions</li> <li>• Develop questionnaire</li> <li>• Develop information system structure incl. GIS</li> <li>• Geographic boundaries</li> </ul> Send to Arctic states | Canada                 |
|                | Task 2.2   | Arctic states submit data   |                        |
|                | Task 2.3   | Collate data  |                        |
|                | Task 2.4   | Produce scientific report on current situation  |                        |
|                | Task 2.5   | Interim Report to all 2006 AC Ministers   |                        |
| <b>Phase 3</b> | <b>Projected levels of shipping in 2020 and 2050</b>     |   | <b>Expert Group I</b>  |
|                |  | Plausible scenarios of the future based upon the ACIA sea-ice information and Arctic marine development projections   | MCA (within subtasks)  |

- 
- <sup>1</sup> Ice information and accident data: from e.g. national ice centres.
  - All phases will produce a scientific report
  - Need for identification of sub-tasks (e.g. MCA expertise)
  - Explore experts that attended the Cambridge workshop in Sep 2005

|                |  |   |   |
|----------------|--|---|---|
|                | Task 3.1                                       | Develop scenarios for the different activities/industries up to 2020 <ul style="list-style-type: none"> <li>• Fishery</li> <li>• Oil and gas</li> <li>• Cruise</li> <li>• Mining</li> <li>• Container transportation</li> <li>• Community supplies</li> <li>• Scientific vsls.</li> </ul> | National Experts<br>AMAP<br>Cam. Experts                        |
|                | Task 3.2                                       | Translate scenarios in activity volumes / regions as in Database in Task 2.1  |   |
|                | Task 3.3                                       | Develop regional ice scenarios up to 2050   | Int. ice centres  |
|                | Task 3.4                                       | Estimate change in activity volumes and shipping modes considering the change in ice conditions   |   |
|                | Task 3.5                                       | Produce scientific report for future scenarios  |   |
| <b>Phase 4</b> | <b>Environmental impacts of shipping today</b> |   | <b>Expert Group II</b>  |
|                | Task 4.1                                       | Define pollutant emissions and other environmental factors (e.g. noise from ice-breaking, scaring off, destruction of ice cover) per unit volume of activity  |   |
|                | Task 4.2                                       | Define the Arctic Large Marine Ecosystems (LME's).  | CAFF, PAME,<br>AMAP<br>Other<br>Partners/Collaborators e.g. EEA |
|                | Task 4.3                                       | Define the baseline data for each LME   | CAFF, PAME,<br>AMAP<br>Other<br>Partners/Collaborators e.g. EEA |
|                | Task 4.4                                       | Define regional hot spot areas  | CAFF, PAME,<br>AMAP<br>Other<br>Partners/Collaborators e.g. EEA |
|                | Task 4.5                                       | Environmental Impact Assessment (EIA) of pollutant emissions and other environmental factors  | CAFF, PAME,<br>AMAP<br>Other<br>Partners/Collaborators e.g. EEA |
|                | Task 4.5                                       | Produce scientific report for current LME conditions and impacts of the current activities  |   |

|                |   |   |  |
|----------------|---|---|--|
| <b>Phase 5</b> | <b>Environmental impacts of shipping in 2020 and 2050</b> |   | <b>Expert Group II</b>                 |
|                |   | Follow same methodology as Phase 4.   |  |
|                | Task 5.1  | Define pollutant emissions and other environmental factors (noise, scaring off, destruction of ice cover) per unit volume of activity |  |
|                | Task 5.2  | Define the Arctic LME's   |  |
|                | Task 5.3  | Define the baseline data for each LME   |  |
|                | Task 5.4  | Define regional hot spot areas  |  |
|                | Task 5.5  | EIA of pollutant emissions and other environmental factors for LME's and hot spots  |  |
|                | Task 5.6  | EIA for accidental events   |  |
|                | Task 5.7  | Produce scientific report for environmental impacts   |  |
| <b>Phase 6</b> | <b>Risk analyses</b>                                      |   | <b>Expert Group III</b>                |
|                | Task 6.1  | Define accident scenarios   |  |
|                | Task 6.2  | Develop methodology for accident probabilities for different activities and areas   |  |
|                | Task 6.3  | Develop methodology for ice damage probability for different ice classes / ice conditions   |  |
|                | Task 6.4  | Estimate accident rates for current, 2020 and 2050 conditions for different regions   |  |
|                | Task 6.5  | Define expected accidental emission levels in different regions   |  |
|                | Task 6.6  | Preparedness and response technologies  |  |
|                | Task 6.7  | Produce scientific report for risks   |  |
| <b>Phase 7</b> | <b>Social and economic impacts</b>                        |   | <b>Expert Group IV</b>                 |
|                | Task 7.1  | Define the range of social impacts  |  |
|                | Task 7.2  | Develop regional economic impacts   |  |
| <b>Phase 8</b> | <b>Analysis and recommendations</b>                       |   | <b>AMSA Leads and relevant experts</b> |
|                | Task 8.1  | Review the current regulatory framework   |  |
|                | Task 8.2  | Assess the need for additional regulations based on AMSA results  |  |
|                | Task 8.3  | Develop the recommendations where needed  |  |
|                | Task 8.4  | Develop conclusion for activities, volumes, risks and impacts   |  |
|                | Task 8.5  | Produce the Summary report (Policy Report)  |  |
|                | Task 8.6  | Present to fall 2008 AC ministers   |  |

## APPENDIX VI – Powepoint Slides presented by Leads on AMSA Work Plan, Timeline and Organization

### AMSA Work Plan Phases

- Phase 1 – Project Planning & Management
- Phase 2 – Determination of Current Level of Arctic Marine Activity (Database Collection ~ Member States)
- Phase 3 – Projected levels of Arctic Marine Activity in 2020 & 2050 (Plausible Future Scenarios ~ ACIA Sea Ice Projections and Regional Economics)
- Phase 4 – Environmental Impact of Today’s Arctic Marine Activity
- Phase 5 – Environmental Impact of Arctic Marine Activity in 2020 & 2050
- Phase 6 – Risk Analyses
- Phase 7 – Social and Economic Impact
- Phase 8 – Analysis & Recommendations

### AMSA Organization

- PAME – led Assessment for the SAOs Policy Direction ~ AG Working Group & Permanent Participant Involvement
- Lead Countries – Canada, Finland, USA
- Steering Group / Roundtable Research Direction by Experts (estimated 16 – 18 members)
  - 6 – lead country experts
  - 3-4 – Barents Sea experts from Russia & Norway
  - 1 – indigenous expert from regional government
  - 1 – social scientist
  - others: maritime industry (including marine tourism); scenario – building & environmental assessment
- Expert Groups: AMSA Phases 2 – 7
  - Steering Group Member
  - AC Working Group experts, others
- Steering Group & Relevant Experts: AMSA Phase 8 (Recommendations)

### Arctic Marine Shipping Assessment (AMSA)

#### DRAFT Timeline

| PERIOD          | DELIVERABLES/ACTIONS   |
|-----------------|--|
| <b>SEP 2005</b> |  |
| Sep 19-20       | PAME Working Group Meeting, Aalborg, Copenhagen  |
| Sep             | Session I: Shipping Assessment on 19 <sup>th</sup> of Sep  |
| Sep             | Prepare for the SAO meeting.   |
| <b>OCT 2005</b> |  |
| Oct. 12-13      | Senior Arctic Officials Meeting, Khanty-Mansyisky, Russia  |
| Oct 23-25       | Ocean Innovation 2005 Conference “Operational Challenges in Northern Waters”, Rimouski, Canada ( <a href="http://www.oceaninnovation.ca/">www.oceaninnovation.ca/</a> )  |
| <b>NOV 2005</b> |  |
| Nov 10-12       | Second International Conference on Arctic Research Planning (ICARP II), Copenhagen, Denmark ( <a href="http://www.icarp.dk">www.icarp.dk</a> )   |
| Nov 16-17       | Concluding Workshop of ARCOP Project, Helsinki, Finland ( <a href="http://www.arcop.fi">www.arcop.fi</a> )   |
| <b>DEC 2005</b> |  |
| <b>JAN 2006</b> |  |
| <b>FEB 2006</b> |  |
|                 | PAME Working Group meeting in Norway (to be confirmed)   |
|                 | AMSA Stakeholders Workshop   |
| <b>MAR 2006</b> | Commence Phase 2 Analysis  |
| <b>APR 2006</b> |  |
|                 | Senior Arctic Officials Meeting - TBD  |
| <b>MAY 2006</b> |  |
| <b>JUN 2006</b> |  |
| <b>JUL 2006</b> |  |
| July 16-19      | ICETECH 2006 – International Conference and Exhibition on Performance of Ships and Structures in Ice, Banff, Alberta Canada ( <a href="http://www.icetech06.org">www.icetech06.org</a> )<br><br>AMSA as one of the sessions and/or AMSA stakeholder conference and one-day PAME meeting back-to-back with ICETECH? |
| <b>AUG 2006</b> |  |
| <b>SEP 2006</b> |  |
| <b>OCT 2006</b> |  |
| <b>NOV 2006</b> |  |
| TBD             | 5 <sup>th</sup> AC Ministerial – submit AMSA Phase 2 report  |

Distribute the survey instruments to Member States within a 5-month turnaround time

Town Hall Meetings – locations and logistics TBD

## APPENDIX VII – PAME FINANCE REPORT

### *Interim Financial Report of the PAME International Secretariat 1 Jan – 1 Sep 2005*

| Contributions for 2005:                     |                         |                   |
|---|-------------------------|-------------------|
|   | ACTUAL                  | SUGGESTED         |
| Suggested revenue from fixed contributions: | IKR                     | IKR               |
| Canada                                      | 1.600.500 <sup>1)</sup> | 1.460.000         |
| Canada                                      | 533.500 <sup>2)</sup>   |                   |
| Denmark                                     | 1.460.000               | 1.460.000         |
| Finland                                     | 1.063.212               | 1.460.000         |
| Iceland                                     | 8.200.000               | 8.200.000         |
| Norway                                      | in-kind                 | in-kind           |
| Russia                                      | in-kind                 | in-kind           |
| Sweden                                      | 1.460.000 <sup>3)</sup> | 1.460.000         |
| United States                               | 1.280.458               | 1.460.000         |
| <b>Subtotal</b>                             | <b>15.597.670</b>       | <b>15.500.000</b> |

| Expenditures from 1 Jan - 1 Sep 2005 (67% of the fiscal year)  |  |                   |                   |             |
|--|--|-------------------|-------------------|-------------|
| OVERVIEW:  |  |                   |                   |             |
|  | TYPE OF EXPENDITURE  | IKR               | IKR               | Actual in % |
|  | Staff  | 4.882.288         | 7.500.000         | 65%         |
|  | Operating costs - office   | 3.790.654         | 5.200.000         | 73%         |
|  | Operating costs - travel   | 1.810.838         | 2.350.000         | 77%         |
|  | <b>TOTAL</b>   | <b>10.483.780</b> | <b>15.050.000</b> | 70%         |
| BREAKDOWN:   |  |                   |                   |             |
| TYPE OF EXPENDITURE:   |  | IKR               | IKR               |             |
| <b>STAFF</b>   | Salary, benefits, taxes, insurance, pension<br>(1 person full time and 1 person 40%) | 4.882.288         | 7.500.000         | 65%         |
|  | <b>SUBTOTAL</b>  | <b>4.882.288</b>  | <b>IKR</b>        |             |
| <b>OFFICE</b>  | Service (telephone, fax, e-mail, internet, homepage)                                 | 884.003           | 1.400.000         | 63%         |
|  | Office supplies  | 156.503           | 500.000           | 31%         |
|  | Housing (rent, heat, electricity, cleaning)  | 1.259.051         | 1.800.000         | 70%         |
|  | Shipping/Postage/Bank Services   | 105.633           | 300.000           | 35%         |
|  | Equipments   | 0                 | 200.000           | 0%          |
|  | Hospitality  | 3.787             | 100.000           | 4%          |
|  | Update the homepage  | 0                 | 250.000           | 0%          |
|  | Bank Service   | 33.137            | 50.000            | 66%         |
|  | Printing   | 1.348.540         | 600.000           | >100%       |
|  | <b>SUBTOTAL</b>  | <b>3.790.654</b>  | <b>5.200.000</b>  | 73%         |
| <b>TRAVEL</b>  | Domestic - airline tickets, taxis  | 378.670           | 600.000           | 63%         |
|  | <sup>2)</sup> International - airline tickets, hotel, per diem, etc.                 | 1.432.168         | 1.750.000         | 82%         |
|  | <b>SUBTOTAL</b>  | <b>1.810.838</b>  | <b>2.350.000</b>  | 77%         |
| Notes:   |  |                   |                   |             |
| 1) Canada has confirmed an increase in the contribution to CDN \$10,000 - not yet deposited  |  |                   |                   |             |
| 2) Canada has confirmed an addition one time funding of CDN \$10,000 for Secretariat activities associated with implementation of the AMSP - not yet deposited |  |                   |                   |             |
| 3) Note from Sweden on willingness to contribute but not confirmed the exact amount  |  |                   |                   |             |
| The average ISK/USD exchange rate for the period 1. Jan - 1 Sep 2005 is 63 kr.   |  |                   |                   |             |

| Country Contributions for the years 1999 - 2005 (in USD) |  |                       |                       |                       |                       |                       |                       |
|--|--|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|-----------------------|
| Country  | 1999   | 2000                  | 2001                  | 2002                  | 2003                  | 2004                  | SUGGESTED<br>2005     |
| Canada   |  | \$20.000              | \$12.800              | \$13.600              | \$13.523              | \$20.000              | 1.460.000 kr.         |
| Denmark  |  | \$11.000              | \$11.000              | \$11.000              | \$11.000              | \$15.200              | 1.460.000 kr.         |
| Finland  |  | \$9.700               | \$12.600              | \$6.900               | \$7.299               | \$8.000               | 1.460.000 kr.         |
| Iceland  | \$142.248 <sup>1)</sup>  | \$68.194              | \$59.866              | \$55.341              | \$81.926              | \$108.000             | 8.200.000 kr.         |
| Norway   |  | in-kind               | in-kind               | in-kind               | in-kind               | in-kind               | in-kind               |
| Russia   |  | in-kind               | in-kind               | in-kind               | in-kind               | in-kind               | in-kind               |
| Sweden   |  | \$17.600              | \$17.600              | \$17.600              | \$17.600              | \$17.600              | 1.460.000 kr.         |
| United States  |  | \$30.000              | \$30.000              | in-kind               | \$20.000              | \$20.000              | 1.460.000 kr.         |
| <b>Total Contributions/year:</b>                         | <b>\$142.248</b>   | <b>\$156.494</b>      | <b>\$143.866</b>      | <b>\$104.441</b>      | <b>\$151.348</b>      | <b>\$188.800</b>      | <b>\$15.500.000</b>   |
|  |  |                       |                       |                       |                       | \$744.950             |                       |
| Financial Statment for the years 1999-2005 (in ISK)      |  |                       |                       |                       |                       |                       |                       |
|  | 1999   | 2000                  | 2001                  | 2002                  | 2003                  | 2004                  | 2005 <sup>2)</sup>    |
| <b>REVENUE</b>   |  |                       |                       |                       |                       |                       |                       |
| Contributions  | <sup>3)</sup> 10.000.000 kr.   | 12.892.497 kr.        | 11.605.750 kr.        | 10.771.473 kr.        | 12.669.258 kr.        | 13.666.111 kr.        | 15.500.000 kr.        |
| Misc revenue   | 6.000 kr.  | 250.635 kr.           | 85.135 kr.            | 146.952 kr.           | 200.000 kr.           | 50.000 kr.            | 100.000 kr.           |
| <b>Sub-total Revenue/year:</b>                           | <b>10.006.000 kr.</b>  | <b>13.143.132 kr.</b> | <b>11.690.885 kr.</b> | <b>10.918.425 kr.</b> | <b>12.869.258 kr.</b> | <b>13.716.111 kr.</b> | <b>15.600.000 kr.</b> |
| Carryforward from previous year:                         |  | 6.382.201 kr.         | 6.377.357 kr.         | 2.080.905 kr.         | -1.285.768 kr.        | -1.023.903 kr.        | -782.251 kr.          |
| <b>TOTAL</b>   | <b>10.006.000 kr.</b>  | <b>19.525.333 kr.</b> | <b>18.068.242 kr.</b> | <b>12.999.330 kr.</b> | <b>11.583.490 kr.</b> | <b>12.692.208 kr.</b> | <b>14.817.749 kr.</b> |
| <b>EXPENDITURES:</b>                                     |  |                       |                       |                       |                       |                       |                       |
| Staff  | 1.103.880 kr.  | 6.772.930 kr.         | 7.724.721 kr.         | 7.696.689 kr.         | 7.379.010 kr.         | 6.918.345 kr.         | 7.500.000 kr.         |
| Office   | 1.859.991 kr.  | 3.023.210 kr.         | 3.773.092 kr.         | 3.150.843 kr.         | 3.498.688 kr.         | 5.010.086 kr.         | 5.095.000 kr.         |
| Travel/Meetings  | 659.928 kr.  | 3.351.836 kr.         | 4.489.524 kr.         | 3.437.566 kr.         | 1.729.695 kr.         | 1.546.028 kr.         | 2.350.000 kr.         |
| <b>Total Expenditure/year:</b>                           | <b>3.623.799 kr.</b>   | <b>13.147.976 kr.</b> | <b>15.987.337 kr.</b> | <b>14.285.098 kr.</b> | <b>12.607.393 kr.</b> | <b>13.474.459 kr.</b> | <b>14.945.000 kr.</b> |
| <b>Balance per year:</b>                                 | <b>6.382.201 kr.</b>   | <b>-4.844 kr.</b>     | <b>-4.296.452 kr.</b> | <b>-3.366.673 kr.</b> | <b>261.865 kr.</b>    | <b>241.652 kr.</b>    | <b>655.000 kr.</b>    |
| <b>Closing balance/year:</b>                             | <b>6.382.201 kr.</b>   | <b>6.377.357 kr.</b>  | <b>2.080.905 kr.</b>  | <b>-1.285.768 kr.</b> | <b>-1.023.903 kr.</b> | <b>-782.251 kr.</b>   | <b>-127.251 kr.</b>   |
| <b>Exchange Rate ISK/USD:</b>                            |  |                       |                       |                       |                       |                       |                       |
| Daily min.   |  | 72 kr.                | 84 kr.                | 81 kr.                | 70 kr.                | 61 kr.                |                       |
| Daily max.   |  | 90 kr.                | 110 kr.               | 103 kr.               | 82 kr.                | 75 kr.                |                       |
| Annual Avg.  |  | 79 kr.                | 98 kr.                | 92 kr.                | 77 kr.                | 70 kr.                |                       |
| <b>Notes:</b>  |  |                       |                       |                       |                       |                       |                       |
|  | 1) Icelandic contribution towards the start-up and operation of the PAME Secretariat in 1999 |                       |                       |                       |                       |                       |                       |
|  | 2) Refer to a separate sheet for more details on the projected expenditures for 2005         |                       |                       |                       |                       |                       |                       |
|  | 3) Contributions based on the ISK/USD exchange rate at time of deposit                       |                       |                       |                       |                       |                       |                       |

## PAME INTERNATIONAL SECRETARIAT

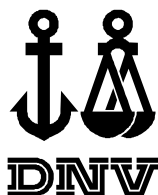
**63 ISK / USD**

| Suggested contributions for 2005:                              |                               |                   |                |
|--|-------------------------------|-------------------|----------------|
| Suggested revenue from fixed contributions:                    |                               | IKR               | USD            |
|  | Canada                        | 1.460.000         | 23.175         |
|  | Denmark                       | 1.460.000         | 23.175         |
|  | Finland                       | 1.460.000         | 23.175         |
|  | Iceland                       | 8.200.000         | 130.159        |
|  | Norway                        | in-kind           | in-kind        |
|  | Russia                        | in-kind           | in-kind        |
|  | Sweden                        | 1.460.000         | 23.175         |
|  | United States                 | 1.460.000         | 23.175         |
|  | <b>Subtotal</b>               | <b>15.500.000</b> | <b>246.032</b> |
| <b>Total Expected Revenue for 2005:</b>                        |                               |                   |                |
|  | Suggested Contributions 2005: | 15.500.000        | 246.032        |
| 2)   | Misc Revenue (estimated):     | 100.000           | 1.220          |
|  | <b>Subtotal</b>               | <b>15.600.000</b> | <b>247.251</b> |
|  | Carryforward from 2004:       | -782.251          | -12.417        |
|  | <b>TOTAL</b>                  | <b>14.817.749</b> | <b>234.835</b> |
| <b>Projected closing balance for 2005 (carryforward 2006):</b> |                               | -127.251          | -2.020         |

| Projected Operational Expenditures for 2005  |   |                   |                |
|--|---|-------------------|----------------|
| January - December 2005  |   |                   |                |
| OVERVIEW:  |   |                   |                |
| TYPE OF EXPENDITURE  |   | IKR               | USD            |
|  | Staff   | 7.500.000         | 119.048        |
|  | Operating costs - office  | 5.095.000         | 80.873         |
|  | Operating costs - travel  | 2.350.000         | 37.302         |
|  | <b>TOTAL</b>  | <b>14.945.000</b> | <b>237.222</b> |
| BREAKDOWN:   |   |                   |                |
| TYPE OF EXPENDITURE:   |   | IKR               | USD            |
| <b>STAFF</b>   | Salary, benefits,taxes,insurance,pension<br>(1 person full time and 1 person 40%) | 7.500.000         | 119.048        |
|  | <b>SUBTOTAL</b>   | <b>7.500.000</b>  | <b>119.048</b> |
| <b>OFFICE</b>  | Service (telephone, fax, e-mail, internet, homepage)                              | 1.400.000         | 22.222         |
|  | Office supplies   | 500.000           | 7.937          |
|  | Housing (rent, heat, electricity, cleaning)                                       | 1.800.000         | 28.571         |
|  | Shipping/Postage/Bank Services  | 300.000           | 4.762          |
|  | Equipments  | 200.000           | 3.175          |
|  | Hospitality   | 100.000           | 1.587          |
|  | Update the homepage   | 250.000           | 3.968          |
|  | Bank Service  | 45.000            | 714            |
|  | Printing  | 500.000           | 7.937          |
|  | <b>SUBTOTAL</b>   | <b>5.095.000</b>  | <b>80.873</b>  |
| <b>TRAVEL</b>  | Domestic - airline tickets, taxis   | 600.000           | 9.524          |
| 2)   | International - airline tickets, hotel, per diem, etc.                            | 1.750.000         | 27.778         |
|  | <b>SUBTOTAL</b>   | <b>2.350.000</b>  | <b>37.302</b>  |
| <i>Notes:</i> 2) Interest rates, expected exchange rates etc.<br>3) PAME meeting x 2, SAO meeting x 2, other meetings x 3 (each at 250.000 IKR)<br>All calculations are based on the average ISK/USD exchange rate for 2004: <span style="float: right;">63 kr.</span> |   |                   |                |



## APPENDIX VIII



Offer no.: MONNO312-2004-131

Date: 26<sup>th</sup> August 2005

Sign.: \_\_\_\_\_  
Jan Erik Granholdt  
Head of Section

## OFFER

to

**Norwegian Maritime Directorate**

on

**Port reception facilities in the PAME region**

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## 1 OBJECTIVE

One of the objectives in PAME (Protection of the Arctic Marine Environment) is to prevent Pollution from Maritime Activities. To achieve this objective, one action is to provide better protection of the marine environment against pollution by ships by enhancing the availability and use of port reception facilities for ship-generated waste and cargo residues.

The objective of this project is to assess existing measures for port reception facilities for ship-generated waste and cargo residues, and to develop harmonized guidelines for member states for their consideration.

## 2 BACKGROUND

In general the main challenge with regard to reception facilities has been their availability and associated high costs. The consequence is that many vessels are illegally discharging waste into the sea. The most important international convention related to control and management of pollution from ships is the International Convention for the Prevention of Pollution from ships 1973, as modified by the Protocol of 1978 relating thereto, also abbreviated MARPOL 73/78 (MARPOL). The different annexes to this convention include regulations regarding waste reception facilities for the following waste types:

- Annex I: Oil (Dirty ballast water, oily tank washing, oily bilge water, slops, sludge, fuel residues and waste oil).
- Annex II: Noxious liquid substances (NLS), (chemicals) in bulk-tank cleaning after discharge of cargo.
- Annex IV: Sewage, black water.
- Annex V: Garbage, trash, foodstuff, oily rags, plastic, packing material and dunnage.
- Annex VI: Ozone depleting substances and residues of exhaust gas cleaning.

As an example, Norway has ratified the convention and all its annexes. Thus Norway has undertaken to establish waste reception facilities for the types mentioned above. By ratifying MARPOL and its Annexes, the country is committed to establish an overview of national waste reception facilities and to regularly report to the International Maritime Organization (IMO).

It should further be noted that Annex III to MARPOL, dealing with harmful substances carried in packaged form, in freight containers, portable tanks or similar, have no regulations with regard to waste reception facilities. Possible wastes associated to this annex would most probably be handled as garbage (Annex V).

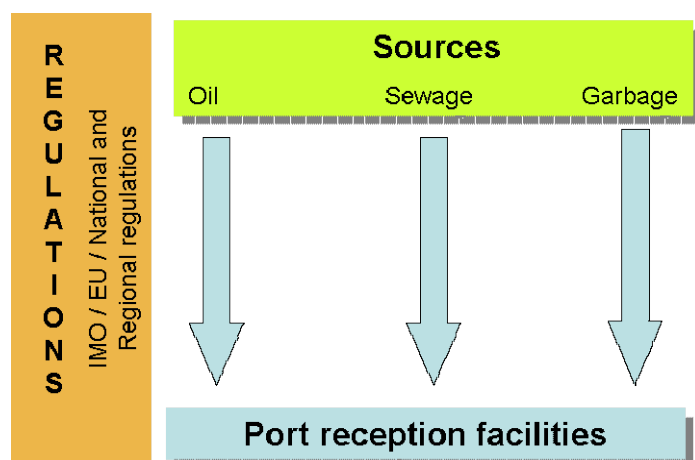
Thus all annexes (except Annex III) will be included in this study. Five of eight PAME countries are a part of the EU-regime. Because of that reason, EU directive 2000/59/EC of 27 November on port reception facilities for ship-generated waste and cargo residues also will be included in the study.

## SCOPE OF WORK

The project will be divided into three phases as described in the following.

### **Phase 1 – Assess availability of and measures for port reception facilities for ship-generated and cargo residues in the PAME region**

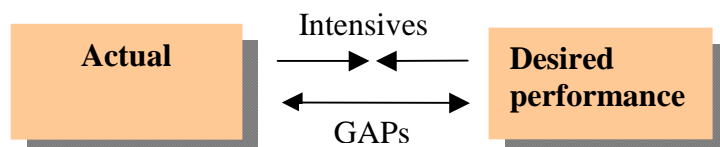
The first activity will be to identify the existing port reception facilities for ship-generated and cargo residues in the PAME region and which regulations and incentives for delivery each country has implemented.



The information will be based on a survey of existing information (e.g. IMO sources). If the existing information is insufficient, it will be necessary to prepare and send a questionnaire to some selected ports in the area. PAME member countries will also be contacted if necessary. The Norwegian Maritime Directorate will assist DNV to get the necessary information and will also be responsible for contacting the different ports and countries. Incoming information will be systemized by DNV.

### **Phase 2 – Identify gaps in existing coverage and possible improvements in availability and incentives for delivery**

The second activity, a gap analysis, will identify gaps in existing reception provisions compared to the desired deliverance performance. The desired performance will be when the port reception facilities are available and the intensives are so good that the ship will deliver the waste to the port. This gap analysis will be based on the outcome from phase 1.



In addition DNV will recommend possible improvements in availability and incentives for delivery. Again this will be based upon the outcome from phase 1 and DNV’s knowledge of ship waste reception facilities. The work will be done in cooperation with the Norwegian Maritime Directorate.

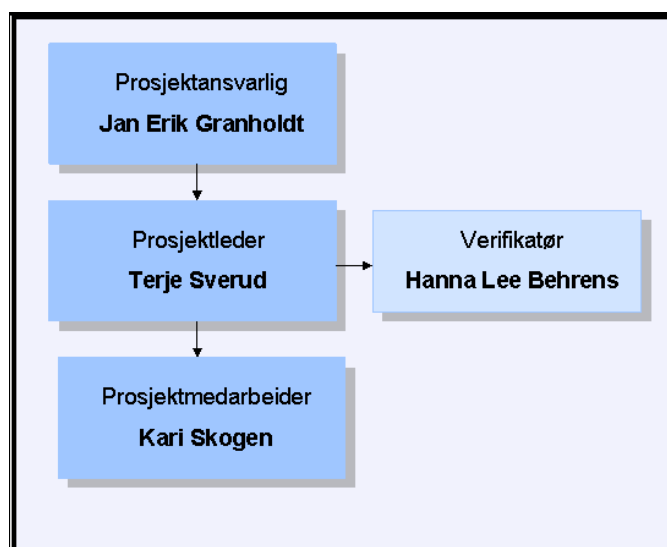
**Phase 3 - Develop recommendations for harmonized guidelines**

Based on the gap analysis the third activity will be to present the improvements as a recommendation for a harmonized guideline on waste reception facilities. The work will be done in cooperation with the Norwegian Maritime Directorate.

**PROJECT TEAM**

The project will be done as cooperation between Det Norske Veritas (DNV) and the Norwegian Maritime Directorate.

The DNV project team will be as below:



**COST**

Costs below represent the cost for the work done by DNV:

| <b>Phase</b>  | <b>Costs</b>       |
|---|--------------------|
| Phase 1 – identify the existing port reception facilities | 65 000 NOK         |
| Phase 2 – gap analysis                                    | 110 000 NOK        |
| Phase 3 – recommendation for a harmonized guideline       | 75 000 NOK         |
|   |                    |
|   | <b>250 000 NOK</b> |

We estimate that the work done by the Norwegian Maritime Directorate will be around 80 man-hours.

#### TIME SCHEDULE

| <b>Phase</b> | <b>Start</b> | <b>End</b> |
|--------------|--------------|------------|
| Phase 1      | 01-09-2005   | 01-10-2005 |
| Phase 2      | 02-10-2005   | 19-10-2005 |
| Phase 3      | 20-10-2005   | 01-12-2005 |

## APPENDIX IX

### Update on ACOPS' involvement in the GEF/Russian NPA-Arctic

Since the **Second Consultative Meeting** (Geneva, July 2004), during which the Ministry of Economic Development and Trade of the Russian Federation was designated as the sole Executing Agency and two Partner Agencies were established (NEFCO & ACOPS), two further meetings have taken place. On 16-17<sup>th</sup> March 2005, a 'Donors Meeting' was held in London between ACOPS, the bilateral donors (USA, Canada, Italy, Iceland, also representing NEFCO) and Russia. At this meeting donors raised concerns over the revised project document that had been revised and signed between UNEP and the Ministry in February 2005.

At the request of those present at the London Meeting, a **Meeting of Implementing, Executing and Partner Agencies with donors** was held at the GEF Secretariat in Washington, D.C. on 30 May 2005. At this meeting there was an exchange of views on the basis for revising the project document to be submitted for CEO endorsement, and a discussion of the terms of reference for the Steering Committee and Project Supervisory Council. The co-financing arrangements and timetable for implementing the project were also discussed. It was agreed that although the project will have three parallel funding channels (GEF, bilateral donors and the Russian Federation), the substantive activities funded by these funds would be coordinated and duplication of activities avoided. The starting date for project implementation was set at 15 June 2005, and it was agreed that the Ministry should conclude the recruitment of necessary Project Office personnel by this date. It was also agreed that the First Meeting of the Steering Committee should be held in the first half of September 2005 in Moscow (this will now probably take place in October/November). Participants also welcomed the intention to undertake steps to prepare the Partnership Conference in accordance with the Ministerial Declarations of the Arctic Council.

Since the Washington Meeting, progress has been made in setting up the structures to commence implementation of the Project. All parties have now agreed the project document, and the MEDT has designated the Russian National Pollution Abatement Facility (NPAF) as the government agency to manage the project on its behalf. The project office has been established within NPAF, and the Project Manager was appointed in mid-August. ACOPS, with the agreement of Donors, will manage its work through the ACOPS project office established in Moscow in July/August 2005 at the premises of ACOPS' local partner, the ATRP (Advance Technology Research Programme). The ACOPS team, led by project manager, Tim Turner, is currently in the process of identifying and interviewing candidates for the Technical Task Team, which will meet for the first time on 18-19<sup>th</sup> October 2005 in Moscow.

In the first eighteen months assistance will be given to the GEF project by the bi-lateral donors in preparing the TDA, stakeholder analysis and public involvement and communications strategy as well as development of the PINS, using Canadian, Italian and United States funds. It is envisaged that a further \$1 million of bi-lateral funds will be required to support these activities in the remaining project period. This will leave an estimated \$5 million, based on current bi-lateral donor contributions, to be spent on pilot

projects if it is assumed that no bi-lateral monies will be spent on the EPS and the contribution to the PINS is limited to in total \$1 million.

ACOPS were asked ahead of a meeting of bi-lateral donors in London in February 2005 to prepare a list of activities, including new work in the form of pilot projects, which donor money could support. In addition to support to the SAP process and the Pre-investment Studies four proposed pilot projects, of which three were new, were presented to the meeting. These pilot projects had been previously discussed and approved by the Ministry of Economic Development and Trade as being key areas of concern. The bi-lateral donors welcomed these presentations, but made a number of critical comments. Since the February meeting, ACOPS have undertaken a number of consultations with the bi-lateral donors, their agencies, the GEF secretariat and the Ministry of EDT in order to better specify the nature and content of the potential pilot projects. ACOPS have also reviewed the project document to see how it fits in with the Arctic Council programmes and how it could be improved to meet strategic goals of both the Government of the Russian Federation, the Arctic Council and the GEF. The proposed pilot projects for bi-lateral funding are: -

- Methane Research Project
- Rehabilitation of Disused Military Bases
- Development and Early Implementation of an Ecosystem Management Plan for the Kara Sea LME
- Ecosystem-based Management of Fisheries in the West Bering Sea LME.