Meeting of Arctic Council’s Protection of the Arctic Marine Environment Working Group at the Admiral Nevelskoy Maritime State University, Vladivostok, Russia, 01-04 October 2018

Presentation on 02 October in Plenary Session by:
Hjalti Hreinsson, Project manager, PAME Secretariat; and
Michael Kingston, Michael Kingston Associates, Special Advisor to PAME

The launch of the Arctic Shipping Best Practice Information Forum publicly available Web Portal to assist in the implementation of the Polar Code at the 2nd Forum meeting, Irish Cultural Centre, Hammersmith. London, United Kingdom, 14th – 15th May 2018
Good afternoon everyone

Hjalti and I, on behalf of the organising Committee of the Arctic Shipping Best Practice Information Forum¹ (the Forum) will give a review of the progress made at the 2⁰ Forum meeting in London in May and the launch of the publicly accessible Web Portal that provides information to help with the implementation of the Polar Code.

By way of a recap the first Forum met in June 2017 in London at Lloyd’s Register’s Office².

Key to making a collaborative approach work was to get the right people around the table. The way the Forum works is that stakeholders with a vested interest in Arctic operations can become Participants. As we know from successive PAME meetings in Stockholm, Maine, Copenhagen, Helsinki, and Quebec City it has taken an enormous amount of work liaising with each individual Participant organisation to explain what we were doing and to help and encourage them to participate.

¹ Here is the link to the PAME Website Page that explains the Forum
² Here is the link to the Meeting Site for all the details of the first forum
However, the good news is that this has been an enormous success and the stakeholder involvement in the Forum includes individual Governments, regional governmental bodies (Arctic Council / Antarctic Treaty Secretariat), international regulators (IMO), the research community, industry, the indigenous community, educational institutions, and others, not forgetting other Arctic Council Working Groups such as EPPR. The Forum is being referenced by many Participants and further afield, and by Classification Societies in their Polar Water Operational Manuals. The success of this collaborative approach is clear when looking at the Participant List on the Web Portal, many of whom attended the first Forum meeting at Lloyd’s Register’s Office on 5th and 6th June 2017 and participation increased at the 2nd Forum meeting. What is also clear is that the Portal is

---

3 For Forum Participants see [https://pame.is/index.php/arcticshippingforum/participants](https://pame.is/index.php/arcticshippingforum/participants)
being referenced significantly with over 3,000 hits on the State Administration Page section alone since it was launched.

---

FORUM ToR: final agreed version 20 Sep 2017

**Arctic Shipping Best Practice Information Forum (the FORUM)**

**Terms of Reference**

*(Approved at PAME II-2017, 20 September 2017)*

**Preamble**

1. The Arctic region is unique. A home to indigenous communities for many generations, the Arctic is environmentally and ecologically sensitive, experiences extreme weather and climatic events, and is rich in both flora and fauna and in living and non-living natural resources. With advances in technology and changing environmental conditions, there is a growing focus on the development of these resources (*e.g.*, oil and gas, mineral deposits, fish stocks) and the expansion of maritime activity. The Arctic is also a region of timeless and diverse indigenous practices and customs which must be included in any critical assessment of contemplated maritime activity.

2. As the Arctic changes, maritime activity must be carried out in an environmentally sustainable manner to prevent or mitigate any negative social and ecological consequences.

3. In order to increase the safety of ships' operation and mitigate the impact on the people and environment in the remote, vulnerable and potentially harsh polar waters, the International Maritime Organization (IMO) in 2015 adopted the *International Code for Ships Operating in Polar Waters* (the Polar Code) which sets out international safety and pollution prevention requirements for ships operating in Arctic and Antarctic waters.

‘Terms of Reference’, ‘Methods of Operation’ and ‘Factors to be Considered in Selecting Hyperlinks for Posting to the ASBPIF Web Portal’ were drafted which took a lot of work by the Committee and PAME Delegates. The first Forum discussed how the Forum would work, its key objective being to gather information for the education and implementation of the Polar Code using existing information that could be collected in one place. This would then help to identify knowledge gaps and further areas of consideration. It was envisaged that a public web portal would be used to disseminate

---

that information. The overarching principle underpinning the forum was a recognition that ‘Rules are one thing, implementation another’.

That is all well in theory but in practice it needed to work and a lot of effort went into considering how to do this, and how we would collect the information. We also had to finalise the aforementioned guideline documentation.

As reported in Quebec City at the last PAME meeting in February we decided that the best way to collect information for the Web Portal would be to create a questionnaire template that followed the Chapters of the Polar Code, send it to each participant and ask them to send in information indicating which chapter they thought it was relevant to – with hyperlinks and an explanation that we could publish on the Web Portal.
This involved several rounds of deadlines requesting information, and a lot of side correspondence with each Participant. I mentioned earlier in discussion today the hard work of the World Meteorological Organisation (WMO), present here at this PAME meeting, who have submitted excellent information. The rounds of emails with WMO are in their multitudes to ensure we gave this our best shot. That is one example of work with every Participant.

We also asked each Arctic State to make submissions as to how they were implementing the Polar Code and what hyperlinks they had that would help users of the Web Portal. We decided that if Participants were submitting information for the Chapters of the Polar Code it would be very helpful and demonstrate responsibility if the Arctic States on a dedicated State Administration Page on the Web Portal, explained the approach in their jurisdiction and who to contact. This, as you know, involved many rounds of correspondence with each State and we are enormously grateful to you and your
colleagues in State Delegations and State Agencies for your hard work in submitting
information. Without information we simply could not have launched the Portal.
So, as the deadline for the 2nd Forum approached we found ourselves in multiple rounds
of correspondence with Participants and individual States involving thousands of emails,
which we then had to put on a Web Portal that we were building as we went along.

We also asked experts in State delegations to check eligibility of information submitted
in accordance with the aforementioned guidelines. I would like to acknowledge the hard
work and dedication of the PAME Secretariat and other members of the organising
committee, and in relation to checking information eligibility criteria we would like to
particularly thank Captain David Condino of the United States Coastguard.

Arctic Shipping Best Practice Information Forum
Second Meeting: 14-15 May 2018

We are about to show you the final product which was launched on 14th May in London
at the 2nd Forum Meeting held at the Irish Cultural Centre where I am a Director.

First, we must emphasise again that the success of this important project would be in
getting the right people around the table and get them to submit information. The
Participants of the Forum as listed on the Portal clearly show what a collaborative
approach has been adopted. There were 66 attendees at the meeting. We also adopted
We asked Participants, and some invited Experts from industry, to present and in particular highlight and reference the information they had submitted for the Portal, its relevance, and what further work they might be doing which could help going forward, or if they were not submitting information their issues with compliance of the Polar Code and their comments about how the Portal could help to identify issues and highlight knowledge gaps.

---

5 For Agenda follow this [link](#).

6 For full review of 2nd Forum Meeting, including the Registration List follow this link to the [Meeting Site](#).
We received great insight of the State Administrations’ approach through excellent presentations by the Russian Federation and the Kingdom of Denmark.

Similarly, we had presentations from key intergovernmental organisations who are Forum Participants- the Arctic Regional Hydrographic Commission, the International Ice Charting Working Group and the World Meteorological Organisation, all of whom have submitted information for the portal under various chapters.
We had a discussion with a panel consisting of all 8 Arctic States and focused on issues of collaboration to assist in a harmonised implementation of the regulation.

We had most of the Classification Societies that are specialists in this area presenting and then discussing issue together, on a panel, working together for the first time since the regulations came into effect, all of whom have submitted excellent information on the Portal. Here you can see Lloyd’s Register, DNV GL, and ABS.
We had full participation of the IMO by way of an address by Dr Stefan Micallef, Director at the time of the Marine Environment Division of the IMO. The IMO have also submitted information to the Portal. This really does demonstrate a collaborative approach of the Arctic Council working with the IMO.

We had Observer Member Nations of the Arctic Council there in numbers. Here you see the Representative of the Maritime and Port Authority of Singapore, sitting in between the International Chamber of Shipping and the European Maritime Agency.
Industry were there in numbers – here you see representatives of the Cruise Line industry (CLIA), Aker Arctic, and FedNav, the later two as Invited Experts. Also pictured is the Bonn Agreement Secretariat and World Wildlife Fund.

Here you see representatives of the International Union of Marine Insurance, Danish Shipping and Lloyd’s Agency (who deal with salvage issues).
New Zealand attended as a representative of the Antarctic Treaty States as it is important that the lessons and information in the Antarctic interchanges with that of the Arctic for the Polar Code’s implementation.

And of course, science is key to a lot of these issues. Here is the representative of the International Arctic Science Committee.
And we had a presentation from the Nautical Institute, who have submitted important information in relation to crew training.

And there were many other important Participants, such as for example the Oil Companies International Marine Forum (OCIMF).
The Launch of the Portal

The Portal was launched during the Forum at the end of the first day. We decided that the best way to simplify use would be to build the Portal in a way that followed the templates sent out which follows the chapters of the Polar Code. Here you see the front page of the Portal which is available at www.arcticshippingforum.is
You can see from the layout that there is a clear description for users as to what the purpose of the Portal is.

As we can see each chapter is listed and if you click on the chapter in question you will see a summary explanation of that Chapter, and then a full wording at the bottom of the Page.

On every Page there is a link to the Home Page, and also the State Administration Page link and the Participant List link appears on every page.

Of course, under each Chapter page you will see which Participants have submitted information, their explanation, and what that information is with links to it.
So, let us look at an example Chapter – Chapter 8

**CHAPTER 8:**

**LIFE-SAVING APPLIANCES AND ARRANGEMENTS**

**CHAPTER SUMMARY**

Chapter 8 contains requirements that provide for safe escape, evacuation and survival under various operating conditions. Provisions contained in this chapter of the Polar Code will apply to new and existing vessels if such vessels may encounter the conditions the provisions are intended to address. Requirements for partially or totally enclosed lifeboats are higher in the Polar Code than the current SOLAS requirements. This includes having specific requirements in place to assist with escape or evacuation in ice and snow conditions, and requirements for personal survival equipment that provide sufficient frostbite protection. These are clearly set out in the Chapter 8 wording below, and in the Part 1E Additional Guidance.

**SUBMISSIONS**

- American Bureau of Shipping (ABS)
- DNV GL
- IMO Polar Code Videos
- Lloyd’s Register (LR)
- Maritime Department, Norwegian Ministry of Trade, Industry and Fisheries
- Oil Companies International Marine Forum (OCIMF)

**CHAPTER 8 – LIFE-SAVING APPLIANCES AND ARRANGEMENTS:**

*Full Polar Code text*

As you can see there are submissions from 3 Classification Societies. If you look at the Lloyd’s Register submissions you will see that it takes you to the exact page in their publication *The Polar Code: A Regulatory Interpretation Guide* that deals with their advice for interpreting compliance with this Chapter.
You will also see how the Oil Companies International Marine Forum (OCIMF) are advising their members with reference to their detailed guideline documentation for transiting the Northern Sea Route and for other energy operations, and it is noteworthy that in some Chapters, such as Part II A regarding environmental provisions they advise members to go further than the regulation.

### SUBMISSIONS

<table>
<thead>
<tr>
<th>American Bureau of Shipping (ABS)</th>
</tr>
</thead>
<tbody>
<tr>
<td>DNV GL</td>
</tr>
<tr>
<td>IMO Polar Code Videos</td>
</tr>
<tr>
<td>Lloyd's Register (LR)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Maritime Department, Norwegian Ministry of Trade, Industry and Fisheries</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Norwegian Ministry of Trade, Industry and Fisheries draws attention in the following links to the Reports by the University of Stavanger in relation to Search and Rescue Exercises carried out in 2016 and 2017 in ice-infested waters to identify and explore the gaps between the functionality provided by the existing SOLAS (International Convention for Safety of Life at Sea) approved safety equipment and the functionality required by the Polar Code.</td>
</tr>
<tr>
<td>• 2016: <a href="https://brage.bibsys.no/xmlui/handle/11250/2414815">https://brage.bibsys.no/xmlui/handle/11250/2414815</a></td>
</tr>
<tr>
<td>• 2017: <a href="https://brage.bibsys.no/xmlui/handle/11250/2468805">https://brage.bibsys.no/xmlui/handle/11250/2468805</a></td>
</tr>
</tbody>
</table>

| Oil Companies International Marine Forum (OCIMF) |

You will also see here that the Maritime Department, Norwegian Ministry of Trade, Industry and Fisheries have made very helpful submissions regarding Search and Rescue Exercises that have been carried out by the University of Stavanger.

And there are submissions from the IMO, including here specifically their excellent video on Search and Rescue provisions in the Polar Code.

Another example is Chapter 11 – voyage Planning, where you will see submissions from the World Wildlife Fund regarding guidelines for environmental reasons in the Hudson Strait and Lancaster Sound including areas to avoid because they are whale breeding grounds.
Similarly, you will see submissions from indigenous organisations harnessing their local knowledge, for example the Nunavut Planning Commission.

**State Administration Submissions**

Of course, very helpful to the process is the approach of State Administrations and we are delighted with the fantastic efforts of your Delegations which has been really worthwhile.

In relation to information posted there is an important caveat:

This page consists of information that each Arctic State and their relevant agencies consider important for operators, flag states, and other interested parties, to consider when applying Polar Code requirements.

The information is non-exhaustive and all stakeholders are advised to contact relevant agencies for up-to-date advice.

That of course goes without saying for any sensible operator.

We will use the example of Kingdom of Denmark:
If you click on the State Administration Page of Kingdom of Denmark this is what you see. If you go onto the first link you will see all the information about the implementation of the regulation around Greenland.

If you click on the second link you will see what ice charts you are advised to use by the Danish Meteorological Institute:
You will also see on the State Administration pages very helpful information as to who you need to contact in various Administrations regarding details about using their Flag.

Hjalti and I would like to pay particular thanks to the work of the Russian Federation for their contribution, especially Vladimir Kuzmin for his outstanding presentation in London and for the great information that he helped submit for the Russian Federation State Administration Page.

What you can see from these examples is that you are starting to see a system that is working where information is becoming easily available that may not otherwise be known to some Participants. It is making everyone work hard to collaborate and get it right. This will help create the correct behavioural atmosphere where people in the decision-making stages of the process- operators, Flag States, the insurance industry, financiers and Port State Control will start looking at the regulation in a harmonised way. It is an education process and the collaborative nature of the Forum’s Participants and the Web Portal are starting to facilitate that so that those who are going about their business correctly can do it and those who are not are stopped.
Following the Portal launch there has been significant media coverage as can be seen from this slide. In addition, Participants have highlighted the Forum and Web Portal to their members in their respective organisation, for example IICWG, ARHC and WMO.
The International Union of Marine Insurance (IUMI) have included the Portal link in an article to their worldwide members in the energy and marine insurance industry\(^7\) and the International Chamber of Shipping issued a Circular to all members seen here.

**Next Steps**

Like anything this is not a final product. It is a continual work in progress. The product is not perfect but to be in a position to launch the Web Portal from a standing start was a serious achievement of hard grind and dedication by so many people who contributed, almost everyone without exception, many of whom are in this room. At the Forum in May Participants agreed that the organising committee would send out a questionnaire asking for recommendations for the Web portal – improvements and suggestions, but also what they would like to see us focus on at the next Forum\(^8\). That is what we are concentrating on at the moment in preparation for the next Forum. We have received the answers and are now summarising them and will be writing to Participants soon focusing on suggestions. An example of work we know is on-going is that OCIMF are working very hard with ICS on a hypothetical Polar Water Operational Manual which, when finished, we can then discuss in the Forum and feed into the Portal, as we learn more. That is one example of many on-going projects. And we need to carry out further analysis of the information submitted.

---

\(^7\) See also this article

\(^8\) For 2\(^{nd}\) Forum Report follow this link.
We emphasised to Participants and we re-emphasise it here today, the importance of Participants working within their Government Departments, Industry organisations, international organisations, intergovernmental organisations, indigenous organisations, research organisations, and so on to gather further information and feed it in as it evolves, and review existing information that has been submitted, on an on-going basis.

For Hjalti and I to do this presentation here in Vladivostok – the Prince of the East – is an honour indeed and we would like to thank Natalia Kutaeva and all her colleagues in the Transportation Ministry of the Russian Federation for helping us with logistics and for such a kind welcome. It is also an honour, particularly to be here at this Maritime University with so many young Cadets present who have with their leaders looked after us with such kindness.

We have worked hard to make this Portal a success for the protection of our seafarers and the environment.

Presentation by Finland and Norway on behalf of 8 Arctic States during MCS Committee meeting
IMO Headquarters June 2017
There have been over 3,000 hits already on the State Administration Pages, and as you have heard from the Chair we were asked by the IMO to present the work of the Forum, on behalf of the 8 Arctic States, at the MSC Committee meeting in June 2017 and again at MEPC in April 2018, as the IMO see this regional effort and great collaboration for the exchange of information to implement regulation responsibly as an example to the rest of the world.

Personally speaking, with that in mind, when I see these young cadets in this building I am proud- as I am sure you are - that our work will make a significant difference to their lives and the lives of many other seafarers.

This process shows that working - **Together we will always make a difference.**

(Ní neart go cur le chéile)

Thank you

Hjalti Hreinsson, Project manager (hjalti@pame.is), PAME Secretariat; and Michael Kingston, Michael Kingston Associates (michaelkingston@michaelkingston.com), Special Advisor to PAME
Meeting of Arctic Council’s Protection of the Arctic Marine Environment Working Group at the Admiral Nevelskoy Maritime State University, Vladivostok, Russia, 01-04 October 2018
Polar portal links data for operators and owners

Online resource launched for companies working in Arctic waters

Lucy Hine
London

An Arctic Council working group has launched an online resource to help shipowners and operators working in the polar regions.

At its meeting in London this week, the Arctic shipping Best Practice Information Forum, which works under the Arctic Council's protection of the Arctic Marine Environment (PAME) working group, unveiled a web portal with links to data to help companies implement the IMO's new code for ships operating in Polar Waters (polar code).

The publicly available portal - ArcticShippingForum.is - follows the chapters of the Polar Code, giving access to summaries of the information from a range of bodies and provides hyperlinks to relevant web pages.

It also has a state administration page on which the eight member states of the Arctic Council publish further information that they think is relevant for navigating in their regions.

Michael Kingston, who is a special advisor to PAME and Head of Maritime Affairs at the International Maritime Organization (IMO), said the portal was a valuable tool for companies.

"It is a useful resource for companies as it is a one-stop-shop for information on the new code," he said.

The portal also features a discussion forum for operators and shipowners to share their experiences and challenges.

"We encourage operators to use the forum to share their experiences and challenges so that others can learn from them," Kingston said.

The portal is available in English, French, and Russian.

COLD FACTS: Hjalte Hremsson (left) and Michael Kingston launch the Arctic Shipping Forum.