

# The WORLD MARITIME UNIVERSITY

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A Joint WMU - IMO - Arctic Council  
International Conference on  
**Safe and Sustainable Shipping in a  
Changing Arctic Environment**



# ShipArc 2015

25-27 August 2015  
Malmö, Sweden



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### ShipArc 2015

The pace of development in the Arctic marine environment is challenging our capacity to prepare for it in a safe and sustainable way. ShipArc 2015 is bringing together stakeholders engaged in resource development, shipping, and sustainable management to discuss a forward-looking regulatory, governance, research, and capacity-building agenda that will assist in achieving Safe and Sustainable Shipping in the Arctic.

### Themes

- The Polar Code: Implementation & Compliance Assurance
- Beyond the Polar Code
- Arctic Governance
- Sustainable Arctic Business Development
- Protection of the Arctic Marine Environment
- Training, Capacity-Building, Science & Research

### Keynote Speakers include:



Mr. Koji Sekimoto  
Secretary-General  
International Maritime  
Organization



Dr. Liaison W. Brigham  
Professor of Geography &  
Arctic Policy  
University of Alaska Fairbanks

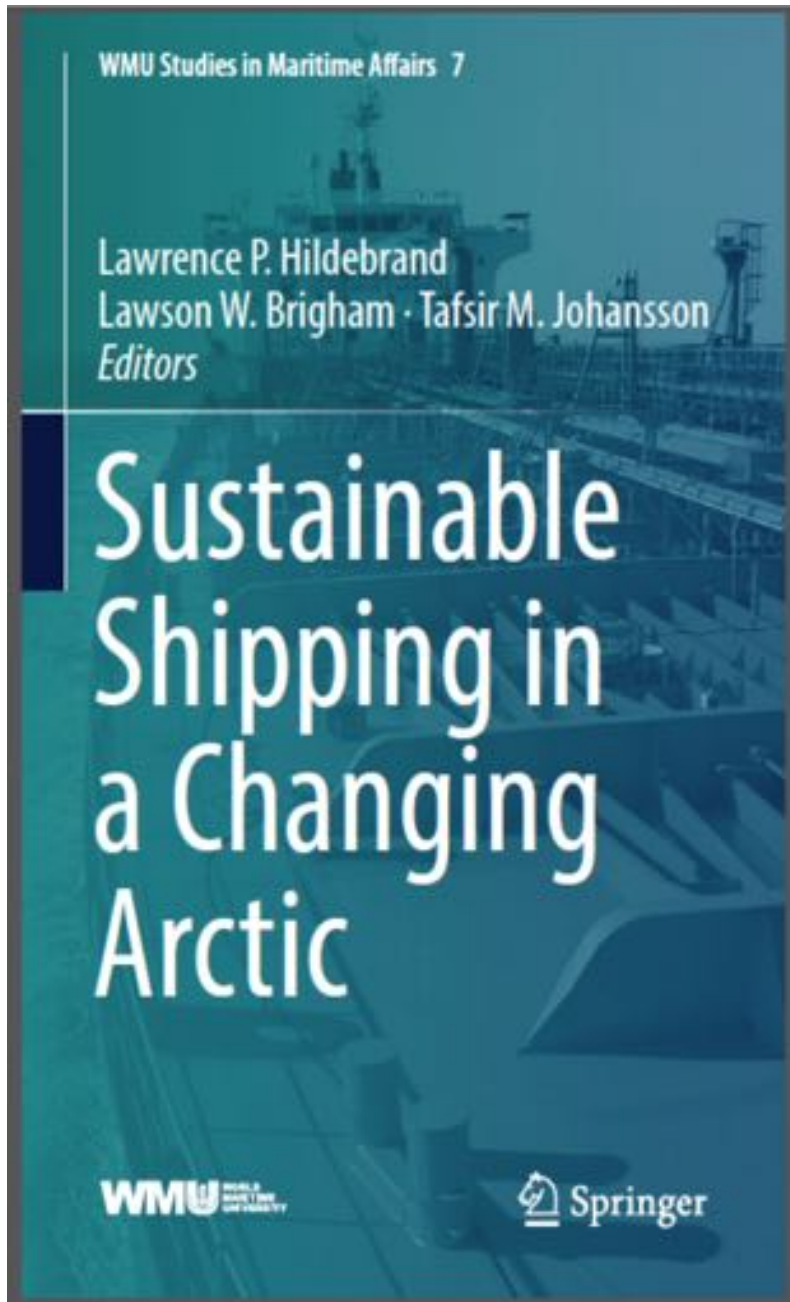


Dr. David Carlson  
Director  
World Climate  
Research Programme

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**Professor Lawrence P. Hildebrand**  
World Maritime University,  
Malmö, Sweden



**Professor Lawson Brigham**  
International Arctic Research  
Center  
University of Alaska Fairbanks  
Fairbanks, USA



**Dr. Tafsir M. Johansson**  
WMU-Sasakawa Global Ocean  
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World Maritime University,  
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The Polar Code and Beyond

Arctic Ship Monitoring/Tracking

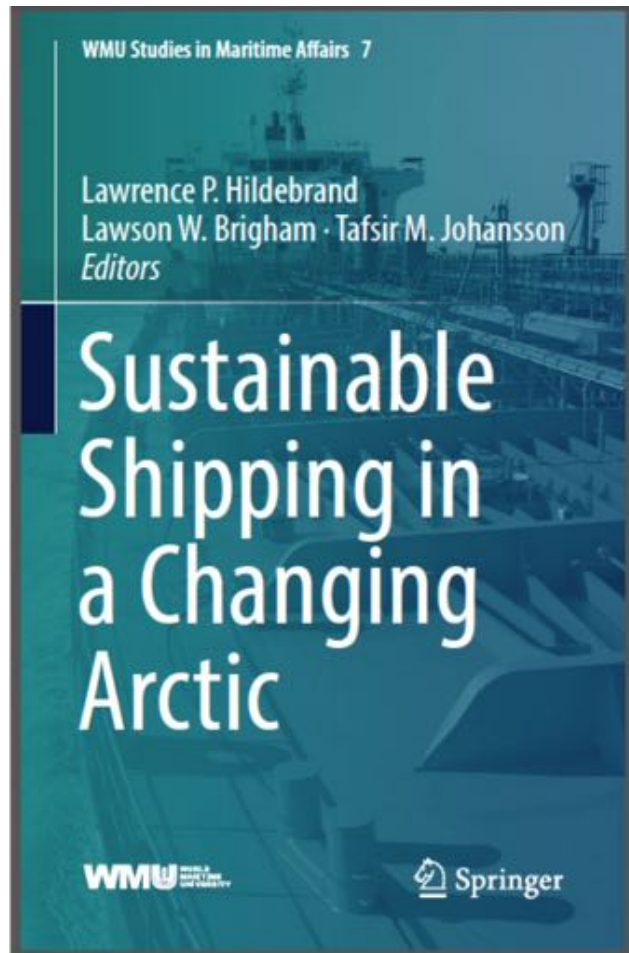
Arctic Governance

Protection and Response in the Arctic Marine Environment

Training and Capacity Building

Sustainable Arctic Business Development





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## The Polar Code and Beyond

1. New approach relies on regional ocean governance approaches to deliver effective marine protection;
2. The Arctic Council has already developed a significant set of relevant approaches and Arctic actors are therefore encouraged to actively engage the Arctic Council
3. Internalisation or militarization of the Passage is not an appropriate and viable solution;
4. IMO has a wide range of suitable legal instruments with high positive records of environmental protection for shipping operations and may provide sustainable navigation through the Northwest Passage;

## Arctic Ship Monitoring/Tracking

1. Vessels planning a passage in the Canadian Arctic face many risks;
2. Human activity in the Arctic seas is increasing;
3. There is a need to gather and analyze data to comprehend the current situation for sea-traffic management, and for establishing trends and patterns, which could be used for predictions;
4. Importance needs to be given on: a) data-sharing; b) providing transparency of data across the Arctic; c) enhancing cooperation by data sharing across countries/authorities and development of relevant policies; d) dissemination of knowledge with regard to what data are available and how they can be obtained;

## Arctic Governance

1. Joint Development appears to be the alternative option for the Arctic States;
2. Violations of the Polar Code can lead to casualties which in turn would concern indemnifiability under marine insurance law. In this respect, the role of salvage is indispensable from the viewpoint of marine insurance especially in terms of the measure of indemnity. Thus, in the inter-link between the Polar Code and the relevant marine insurance contract, salvage is a significant element which cannot be overlooked.

## Protection & Response in the Arctic Marine Environment

1. For the Arctic areas and the high seas, preparedness needs to be timely. Oil-spill intervention has to be effective and relevant international law needs to be reviewed and refined;
2. Existing international, regional and national instruments identifies some ocean areas as "protected" or "sensitive" and this is done to safeguard the pristine environment from voluntary vessel-pollution. The Arctic is deprived of any such official label or indication, and in terms of oil spill prevention, response and preparedness suggesting the Arctic states apparently suffer from bureaucratic fatigue from the 'soft law' approach;
3. Specific Arctic areas that are being traversed by vessels need to be given special protection by international law, whether it is labelling those areas as "special area" or "sensitive area".

## Training & Capacity Building

1. Training and education of seafarers can be regarded as an effective way to improve the competence of seafarers shipping in polar waters;
2. Collaborative projects, such as the current Joint Industry Programme (JIP) have been the hallmark of industry's oil spill response research;
3. The implementation of the Polar code represents a great opportunity for longitudinal and comparative research on improvements in the SAR value chain.

## Sustainable Arctic Business Development

1. Multi-functionality and multi-competent personnel have to be mobilized. This means that the planning process has to start earlier and include both technology development and training;
2. Good communication between the different functions and between managerial levels is crucial. This means great effort for both physical communication equipment, as well as cross-cultural and cross-professional skills;





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