PAME II-2019: Agenda 6.4

Arctic Marine Tourism Project: Development in the Arctic and enabling real change

Background:

The Arctic Marine Tourism Project – Best Practice Guidelines document (AMTP), was approved at the Iqaluit 2015 Ministerial Meeting. It is a voluntary document encouraging action on behalf of the Arctic Council, Arctic States, and in some instances collaboration between the two, and is meant to strengthen the range of existing mandatory requirements and voluntary policies currently in place to support sustainable and responsible Arctic marine tourism.

This project will contribute to the following AMTP recommendations:

✓ *Compile a publicly available repository of circum-Arctic marine tourism information.*

✓ *Develop a standardized framework for, and encourage the preparation of, site-specific guidelines for near-shore and coastal areas of the Arctic visited by passengers of marine tourism vessels and pleasure craft.*

Furthermore, this project contributes to follow-up on the following Arctic Council documents:

✓ The 2006 Final Report on Sustainable Model for Arctic Regional Tourism (SMART) (download here).

✓ The Arctic Marine Shipping Assessment (2009) Recommendation I(D): Strengthening Passenger Ship Safety in Arctic Waters.

✓ The Arctic Ocean Review (2013), recommendation (4) that the *"Arctic states should explore the possibility of developing voluntary guidelines and, if appropriate, best practices in implementing such guidelines for sustainable tourism. Moreover, that the role the cruise industry plays in facilitating tourism in the region and the impacts of this industry on Arctic peoples, ecosystems and the environment should be acknowledged. The Arctic Council should also give consideration towards the development of a broader sustainable tourism initiative.''*

✓ The Arctic Marine Strategic Plan, including Strategic action 7.3.5: *"Develop recommendations for consideration by Arctic states to promote maritime safety and environmental protection with the objective of reducing risks related to international shipping activities in Arctic waters."*

Main Activities

This project is composed of two work packages which can either run in parallel or as back-to-back activities.

Work Package 1 (WP1): Arctic marine tourism knowledge and information

To compile data on tourism vessel statistics in the Arctic using the Arctic Ship Traffic Data (ASTD) database to better understand recent developments and identify gaps in data.

i. Analyze the trends in the Arctic marine tourism based on information in the ASTD system, as well as other complementary databases with respect to the number of cruise ships, their size, pollution information etc.

ii. Identify where gaps in data exist, and potential ways to address these gaps.

Work Package 2 (WP2): Framework for Best Practice Guidelines

To summarize existing site-specific guidelines for near-shore and coastal areas of the Arctic visited by passengers of marine tourism vessels and pleasure craft.

i. The aim is to identify common themes in existing guidelines for the purpose of creating a aspirational template for subsequent site-specific guidelines to refer to.

ii. Seek input from the Indigenous Peoples and local communities who are impacted by the marine tourism industry.

iii. Coordinate with the marine tourism industry, including the Association of Arctic Expedition Cruise Operators (AECO)

Process for developing WP1:

The project co-leads have divided the tasks for WP1 and identified questions that need to be answered. Timeframe and overall deliverable for the project will depend on, *inter alia*, scope (geographic, seasonal, vessel type, etc), number of questions to analyze, and availability of data. Subject to further discussion at PAME II-2019, these tasks will be updated and used in a Statement of Work for the puroposes of hiring a contractor to complete the analysis.

Compile data on tourism vessels in the Arctic using the ASTD database.

- Geographic scope to be discussed and finalized
- Timeframe of comparison is to be decided based on the data from ASTD (e.g. last five years).
- Ship types defined as "tourism vessels" to be decided.

The co-leads have extracted the following ship types from the ASTD as an example of ship types that could be considered in this project:

	ASTD Ship Types	HIS Fairplay – Level 3	HIS Fairplay – Level 5
1	Cruise ships	Passenger. Dry	Passenger/Cruise
2	Cruise ships	Dry Cargo/Passenger	Cruise ship, Inland Waterways
3	Passenger ships	Passenger /Ro-Ro Cargo	Passenger/Ro-Ro ship (Vehicles)
4	Passenger ships	Passenger	Passenger/landing Craft
5	Passenger ship	Passenger	Passenger Ship
6	Other activities	Research	Research Survey Vessel
7	Other activities	Other Activities ?	Houseboat
8	Other activities	Yacht	Yacht
9	Other activities	Yacht	Yacht (Sailing)
10	Other activities	Other Activities ?	Accommodation Vessel, Stationary
11	Other activities	Other Activities ?	Air Cushion Vehicle Passenger

- Tentative questions to answer to understand recent developments:
  - Has the number of cruise ships increased over the last years?

- o Has the size or types of cruise ships changed?
  - How are cruise ships categorised?
    - By size?
    - By number of passengers?
    - Types of fuel used?
    - Other?
  - Has the length of stay in the area changed?
  - What months of the year are cruise ships in the area?
    - Has that changed over the last years?
  - Other questions?
- Identify gaps in data.
- Explore the feasibility of mapping the use and carriage of AIS by vessels not obligated to do so under IMO regulations via analysis of other databases.

The project will look to identify and evaluate the following trends in Arctic marine tourism and determine the following:

- Number of cruise ships in the area, based on the ASTD system.
- The size and carrying capacity of each cruise ship, based on the ASTD system
- Pollution information for each cruise ship, based on the ASTD system.
  - o What information is available?
- Other trends?

Are there gaps in the available data?

- Are all the areas covered including remote areas?
  - o Is there a change in where ships are operating?
- Are all passenger vessel/cruise ship types accounted for?
- What other crucial information might be missing?
- What affect, if any, will these gaps have on data analysis?
- What can be done to address these gaps?

ASTD System Capabilities

The ASTD system possesses extensive ship traffic data and sophisticated features that allow that data to be analyzed. Of relevance to the AMTP, the ASTD has data on specific information about cruise and passanger ships which can be filtered to analyze:

- Number of unique cruise/passanger ships
- Distance sailed
- Fuel consumption
- CO_2 emissions
- CO emissions
- NOX emissions
- PM emissions
- Operational hours
- Number of ships in ports

The ASTD system can focus on these ship types and their traffic data for specific geographic areas, such as:

- EEZs
- LMEs
- Search and Rescue areas
- The IMO Polar Code area

Note: There is a connection with the Arctic Shipping Status Reports (ASSR) project which will likely produce a report on cruise ships in the Arctic.

Next Steps

- Agree to the geographical scope of the project

- Prepare a Terms of Reference and identify GIS experts

- Advance WP1, including the Arctic area to be explored, the ship types to be analysed, and download data from ASTD to send to GIS expert for further analysis, and map-making. Also explore other projects, and to reach out to AECO for cooperation. The aim is to have drafts of these tasks ready prior to PAME I-2020.

- Explore to convene a workshop in conjunction with or soon after the PAME I-2020 meeting.

  o Invitation of AECO and other related tourism industry bodies

  o Identify relevant conferences/meetings to participate in to present the work

Recommendation to the PAME II-2019 meeting

The co-leads (Canada, Iceland and UK) recommend that PAME adopt the following RoDs:

- Invite the identification of relevant experts to participate in the project.

- Invite the identification of projects and information relevant to WP1.