



## **PAME PROGRESS REPORT TO SENIOR ARCTIC OFFICIALS**

**28-29 November 2007, Narvik, Norway**

### ***Arctic Marine Shipping Assessment (AMSA) – Doc# 11/07: 11.1 c***

Preparations of AMSA are underway by the lead countries, Canada, Finland and USA. The AMSA chapter outline has been drafted as follows.

#### AMSA Chapters

1. *Introduction & Geography – work is underway*
2. *History of Arctic Marine Transport & Governance*
3. *Current (2004) Levels of Arctic Marine Use*
4. *Indigenous Arctic Ocean Use/Town Hall meetings*
5. *Scenarios and Futures of Arctic Marine Activity ~ 2020/2050*
6. *Environmental Impacts ~ Current /Future Marine Activity*
7. *Social/Economic Impacts ~ Current/Future Marine Activity*
8. *Current Arctic Marine Infrastructure & Anticipated Needs*
9. *Findings of the Assessment*

#### Appendices, Research Agenda

Work on Chapter 1 (Introduction & Geography) and Chapter 2 (History & Governance) is underway and several contractors funded by Transport Canada are drafting a number of key sections. For example Prof. Bill Barr, a noted Arctic historian, is writing on the Early History and a team of experts from Dalhousie University led by Prof. David VanderZwaag is writing the governance section.

Chapter 3 - Most of the 2004 Arctic shipping data has been received. The contractor is currently checking on accuracy and producing GIS maps. Each Arctic State will be asked in November to approve the final submission of their data.

Chapter 4 - Indigenous Input/Town Hall meetings are ongoing and have already been held in Canada and Iceland; an AMSA survey on indigenous Arctic Ocean use has been sent by RAIPON to many communities in the Russian Arctic. Latest Town Hall meeting was held in Norway (27-29 September) and organized in cooperation with the Saami Council. The AMSA leads have planned to convene such meetings in Alaska (November/December 2007), Canada (Spring 2008), Greenland (tbd) and Russia (tbd).

Chapter 5 – The scenario development process is proceeding well with two highly successful scenario workshops held in San Francisco (April 2007) and Helsinki (July 2007). An AMSA brochure on “Scenarios of the Future” has been published (distributed to participants at the Meeting) and can be downloaded from the PAME homepage or ordered from the PAME Secretariat. This brochure will be distributed widely in the Arctic Council and throughout the maritime industry. The scenario work to date illustrates that the two major drivers i.e. Governance and Resources & Trade have been developed to guide the ongoing drafting of the scenario narratives; the narratives will be plausible futures or stories for Arctic marine activity in 2050 and 2020. Major funding/support for the scenarios effort has come from: BP Shipping; Transport Canada; U.S. Arctic Research Commission; U.S. Department of State; and, U.S. National Oceanic & Atmospheric Administration. Drafting of the scenarios continues with drafts expected to be completed in October.

The Environmental and Socio/Economic Impact Chapters 6 and 7 are causing a major challenge in advancing this assessment due to a lack of resources. Work on this is a bit further advanced for Chapter 6 then for Chapter 7. The AMSA leads are striving towards establishing lead and contributing authors for those two chapters by November 2007. The leads reminded participants of previous announcements by countries towards contributions and noted that at the April 2007 SAO meeting in Tromso, Iceland, Russia, Norway and tentatively, Denmark, offered their support for AMSA lead and contributing authors.

At the last PAME meeting Norway agreed to confirm if they can provide a lead or co-lead author for Chapter 6 (Environmental Impacts) in addition to several contributing authors. Contributing authors from other countries should be identified. AMSA Leads will follow up with Denmark, Iceland and Sweden to determine if they could contribute a lead or co-lead author for Chapter 7 (Social and Economic Impacts).

Work on Chapter 8 - Infrastructure will start with a Workshop for AMSA Chapter 8 Co-Lead and Contributing Authors 29-31 October in Ottawa, Canada.

AMSA continues to be presented at a host of international venues and extensive networking has been conducted with elements of the global maritime industry; major maritime firms have contributed to the scenarios work

### AMSA Timeline

The AMSA timeline is such that all chapter drafts are to be completed in December 2008. In January 2009 editing will take place and AMSA Summary Report completed following the development of recommendations and presentation to the 6<sup>th</sup> Arctic Council Ministerial Meeting (tentatively scheduled for March 2009). The full AMSA report will be printed after the Ministerial Meeting.

### AMSA Challenges

The main challenges facing this assessment are:

- Urgent need to nominate lead/co-lead author(s) for Chapters 6 and 7 in addition to a group of contributing experts and Permanent Participants. Countries are urged to support this assessment, financially and/or in the form of providing experts.
- A vast majority of the AMSA effort and funding has come from Canada and the United States. Support from all Arctic States, especially support to contributing authors, will be required to make AMSA a true circumpolar effort.

- Additional funding must be secured to enhance the Permanent Participant contributions to AMSA and associated outreach efforts.
- Concern for the timeline and level of comprehensiveness of AMSA as data survey has taken much longer to execute in addition to needed resources (financial and human) from non-lead countries which has slowed progress of AMSA