Outcomes of the Arctic Council’s Arctic Marine Shipping Assessment (AMSA)

33rd COLP Conference ~ Change in the Arctic Environment and the Law of the Sea

Seward, Alaska ~ 20-22 May 2009

Lawson W. Brigham, PhD
Professor, University of Alaska Fairbanks
Senior Fellow, Institute of the North
Topics For This Afternoon:

- Current Arctic Marine Use
- Arctic Marine Shipping Assessment 2009 Report
Today’s Arctic Marine Use

- World’s Largest Zinc Mine
- World’s Largest Nickel & Palladium Mine
- Hard Minerals
  - Gulf of Alaska
  - Baffin Bay
- High Grade Iron Ore??
- Zinc & Coal
- World’s Largest Nickel & Copper Mine
Today’s Arctic Marine Use

- Hard Minerals
  - Zinc & Coal
  - Nickel & Copper
- Marine Tourism

Map of Arctic Ocean Marine Routes showing various marine routes and features such as Bering Sea, Svalbard, Arctic Ocean, and others. The map highlights major routes and potential areas for mineral exploration and tourism.
Today’s Arctic Marine Use

- Hard Minerals
- Marine Tourism
- Key Fisheries

**High Grade Iron Ore?**
Today’s Arctic Marine Use

- **Hard Minerals**
- **Marine Tourism**
- **Key Fisheries**
- **Oil & Gas**

![Map of Arctic Marine Routes](image_url)

Arctic Ocean Marine Routes
Arctic Marine Shipping Assessment of the Arctic Council (2005-2009)

- **Northern Sea Route**
- **Northwest Passage**
- **Key Marine Routes**
- **Notable Icebreaker Voyages:**
  - *Arktika,* August 1977
  - *Sovetskiy Soyuz,* August 1991
  - *Polar Sea* and *Louis S. St-Laurent,* July and August 1994

Sea Ice, 16 September 2002

0 500 1000 1500 Kms.
0 270 540 810 Naut. Miles

- **Gulf of Alaska**
- **Beaufort Sea**
- **Bering Sea**
- **Chukchi Sea**
- **East Siberian Sea**
- **Laptev Sea**
- **Baffin Bay**
- **Greenland Sea**
- **Lomonosov Ridge**
- **Gakkel Ridge**

**Map by** Mapping Solutions, Anchorage 2005 for L. Brigham, USARC
Today’s Arctic Marine Use

- Hard Minerals
- Marine Tourism
- Key Fisheries
- Oil & Gas
- Summer Sealift

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Today’s Arctic Marine Use

- Hard Minerals
- Marine Tourism
- Key Fisheries
- Oil & Gas
- Summer Sealift
- Exploration/Science
Arctic Council ~ Intergovernmental Forum
AMSA Lead Countries for PAME ~ Canada, Finland & USA
AMSA Focus ~ Marine Safety & Marine Environmental Protection

Key Challenge ~ Many Non-Arctic Stakeholders
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Executive Summary with Recommendations

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Arctic Marine Geography, Climate and Sea Ice

History of Arctic Marine Transport

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Current Marine Use & the AMSA Shipping Database

Scenarios, Futures and Regional Futures to 2020

Regional Futures: Bering Strait Region, Canadian Arctic and Northwest Passage, Northern Sea Route and Adjacent Areas

Human Dimensions

Environmental Considerations and Impacts

Regional Environment Case Studies: Aleutian Islands/Great Circle Route, Barents and Kara Seas, Bering Strait, Canadian Arctic

Arctic Marine Infrastructure
AMSA Scenarios: Plausible Futures for Arctic Navigation to 2050

~ Complexity ~
AMSA Key Uncertainties for Future Arctic Marine Transportation

- Stable legal climate
- Radical change in global trade dynamics
- Climate change is more disruptive sooner
- Safety of other routes
- Socio-economic impact of global weather changes
- Oil prices (55-60 to 100-150 USD?)
- Major Arctic shipping disasters***
  - Limited windows of operation (economics)
  - Rapid climate change
- Maritime insurance industry

- China, Japan & Korea become Arctic maritime nations
  - Transit fees
- Conflict between indigenous & commercial use
- Arctic maritime enforcement
- Escalation of Arctic maritime disputes
  - Shift to nuclear energy
  - New resource discovery
  - World trade patterns
  - Catastrophic loss of Suez or Panama Canals
  - Global agreements on construction rules and standards
Scenarios on the Future of Arctic Marine Navigation in 2050

**Arctic Race**
High demand and unstable governance set the stage for an economic ‘rush’ for Arctic wealth and resources.

**Arctic Saga**
High demand and stable governance lead to a healthy rate of development, includes concern for preservation of Arctic ecosystems & cultures.

**Polar Lows**
Low demand and unstable governance bring a murky and under-developed future for the Arctic.

**Polar Preserve**
Low demand & stable governance slow development in the region while introducing an extensive eco-preserve with stringent “no-shipping zones”.

AMSA/GBN Scenarios Workshops ~ April & July 2007
The Future of Arctic Marine Navigation in 2050
“Circum-Arctic Resource Appraisal: Estimates of Undiscovered Oil and Gas North of the Arctic Circle”

- 13% Undiscovered Oil
- 30% Undiscovered Natural Gas
- 20% Undiscovered Natural Gas Liquids

http://pubs.usgs.gov/fs/2008/3049/

‘Wild Card’ Issue ~ New Resource Discoveries
Probability of Presence of Undiscovered Oil and/or Gas Fields

Coastal Seas

‘Wild Card’ Issue ~ New Resource Discoveries
Long known as a storehouse of untapped natural resources, high commodity prices and a growing worldwide demand in recent years have the Arctic poised as a significant contributor to the global economy.
Shipping traffic in the Arctic for the AMSA Survey year 2004.
Selected AMSA Findings

(A)--UNCLOS ~ Fundamental framework & IMO ~ Competent UN agency

(B)--Winter Arctic sea ice cover remains & near/complete disappearance of multi-year ice

(C)--No specially-tailored, mandatory IMO environmental standards for vessels operating in the Arctic

(D)--AMSA data survey ~ nearly all destination traffic

(E)--Key drivers ~ Natural resource development & regional trade

(F)--Many factors of uncertainty influencing future Arctic marine activity

(G)--Arctic residents ~ concerns & recognition of benefits

(H)--Most significant threat ~ release of oil through accidental or illegal discharge

(I)--General lack of marine infrastructure (exceptions: Norwegian coast & northwest Russia)
AMSA Recommendations: Three Broad, Interrelated Themes

Enhancing Arctic Marine Safety

Protecting Arctic People and the Environment

Building the Arctic Marine Infrastructure
Recommendation Highlights

- **Arctic States Decide** ~ Cooperatively support IMO efforts to strengthen, harmonize & regularly update international standards for vessels operating in the Arctic.

- **Arctic States Decide** ~ Support mandatory application of relevant parts of the IMO Guidelines.

- **Arctic States Decide** ~ Development & implementation of a comprehensive, multi-national SAR instrument.

- **Arctic States Recognize** ~ Explore the need for internationally designated areas for environmental protection (one tool: PSSA).

- **Arctic States Should Consider** ~ Ratification of the IMO ‘Ballast Water Convention’.
Recommendation Highlights

- **Arctic States Decide ~**
  - Enhance Cooperation in oil spill prevention
  - Engage organizations addressing the effects of ship noise, disturbance and ship strikes
  - Improved practices & technologies to reduce current/future air emissions

- **Arctic States Recognize ~** Improvements to Arctic marine infrastructure to enhance safety & environment protection (Arctic marine traffic awareness system)

- **Arctic States Decide ~** Develop circumpolar environmental response capabilities (circumpolar & regional agreements)
AMSA 2009:

• Baseline Assessment
• Arctic Council Policy Document
• Strategic Guide

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