

APPG on Polar Regions Presentation

The work of the Arctic Council's Protection of the Arctic Marine Environment Working Group(PAME)'s Marine Litter Expert Group

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Palace of Westminster
London 23rd May 2018



For APPG on Polar Regions '**Expert Forum: Plastic in the Polar Regions – what can be done?**' (see at end for Speakers' Biographies)

1730-1900 Committee Room 11, House of Commons, Palace of Westminster

Wednesday 23 May 2018,

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Good afternoon

Thank you, James for your kind invitation here today and Dr Depledge for all your hard work in organising today.

In the short time available I am going to give you an insight into the work of the Arctic Council's Protection of the Arctic Marine Environment Working Group's Marine Litter Expert Group. I work as a Special Advisor to their Shipping Expert Group on the implementation of the Polar Code – which itself contains important provisions for the prohibition of discharge of garbage which will hopefully help in terms of reducing plastic waste in the Arctic from ship sources. The PAME

Secretariat and Marine Litter Expert Group have asked me to relay their separate work to you understanding that I am here in London and on the Advisory Council of the APPG Group on the Polar Regions, and to thank the APPG on the Polar Regions for highlighting their work as they prepare for an important workshop on Marine Litter in Iceland on 5-6th June 2018 which I will attend, and in turn relay today's proceedings to PAME.



In order to put my work with the Arctic Council in context it is important to emphasise that it started out in my working as an insurance and maritime lawyer in conjunction with Lloyd's of London on important reports into disasters, why they happened, what went wrong, and what were the regulatory failings. Of course, such disasters like Deep Water Horizon which was the catalyst for the Drilling in extreme Environment's Report in 2011¹, and the Costa Concordia Disaster which inserted herself in history as the centre page study of the 2013 Lloyd's Removal of Wreck Report², are stark and distressing disasters with an immediate and shocking consequence.

¹ For full Report see [Drilling in extreme environments: challenges and implications for the energy insurance industry](#)

² For Removal or Wreck Report see [The challenges and implications of removing shipwrecks in the 21st century](#)

For the insurance industry, and for all of us there are of course other areas of liability that sneak up on us and accumulate to cause even bigger catastrophies for mankind that are not as stark in their immediacy but have much bigger consequences. Liabilities such as the consequence of smoking, and the use of asbestos in buildings and other industrial use. The insurance industry is still paying out today for liabilities incurred many decades ago due to industry pushing incorrect scientific evidence using their deep pockets to undermine sound science that suggested otherwise and was correct.³



- Prize now in its tenth year
- Key objectives:
 - Broaden our understanding of risk and encourage new research into emerging risks.
 - Foster stronger links between insurance and academic/research communities
- Over 100 insurance executives, academics and other risk experts attend annual conference at Lloyd's

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Plastics, and their effects are of deep concern to the insurance industry and it is in that context that I first learnt about the problems of plastic generally. That was because, in their analysis of risk Lloyd's run a Science of Risk Awards and in 2013 it was won by Dr Rosemary Waring and her team in the Toxicology Department at Birmingham University for their work on the effect of endocrine disruptors on the human system⁴. I learnt that the work that Birmingham University was carrying out indicated that there are potentially very serious consequences for the human system. I learnt that plastics contain potent endocrine disrupters, compounds which affect the levels or functions of hormones and that they affect male hormones such as testosterone so that the organism, fish, mammal or even human is feminised or they can mimic natural hormones and so unbalance biological systems such as reproductive function. I must confess I

³ For further reading on the accumulation of Liability see [Lloyd's 2017 Stochastic Modelling of Liability Accumulation Risk](#) in which I raised, and the experts discussed, the long term liability from harmful plastics and the report focuses on the failure of regulation in emerging areas to control liability is several areas of concern.

⁴See [Honorary Reader wins Lloyd's Science of Risk Prize](#) and Lloyd's Science of Risk Awards 2013 [Booklet](#)

could not believe what I was hearing at the time given the amount of plastic that we use and also the endocrine disruptors in fertilisers spread on all our fields, eaten by our animals and running into our rivers.

Wreck Removal – The Costa Concordia



The reason why Lloyd's carry out such reports and support such research is because of the effect of large scale liability on the Insurance industry which can be significant, and potentially catastrophic. For example, the Costa Concordia cost the industry 2 billion – mostly paid out here in London.

International Convention on Civil Liability for Oil Pollution
Damage resulting from Exploration for and Exploitation of
seabed Mineral Resources – in draft since 1977

Torremolinos Convention on Fishing Boat Safety – in draft
since 1977



So why do these disasters happen, including the plastic crisis, and what can be done about them. It boils down to three things. **Is there correct regulation, does everyone know about it, and is industry stepping up to the mark in the absence of regulation or going beyond it in any event where possible?**⁵

⁵ A point well emphasised by Dr Claire Waluda in her presentation today regarding the Antarctic and the use of plastics.

European Commission Hard at work



What are our representatives both nationally and regionally doing about it?

We know of the great work that James Gray has highlighted today that Mr Gove is doing, but this is an international problem that requires an international approach.

Governments, Intergovernmental, and International bodies to be influenced.



- International Maritime Organisation
- The United Nations
- World Health Organisation
- World Wildlife Fund
- Individual Governments
- Individual Government Departments
- European Union
- Arctic Council
- Nordic Council.

And what are our international bodies and organisations doing about it? These are key questions for tackling this plastics disaster.

The Polar Code – Entry into force January 2017

- The Polar Code is not a stand alone Convention. It will come into force as an amendment to 3 existing Conventions:
 - International Convention for the Prevention of Pollution from Ships (MARPOL)
Adoption: 1973 (Convention), 1978 (1978 Protocol), 1997 (Protocol - Annex VI); Entry into force: 2 October 1983 (Annexes I and II).
 - The Safety of Life at Sea Convention (SOLAS) 1974
Adoption: 1 November 1974; Entry into force: 25 May 1980
 - The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978 (STCW)
Adoption: 7 July 1978; Entry into force: 28 April 1984; Major revisions in 1995 and 2010

Going back to the insurance industry's Arctic Report in 2012, and by way of analogy as to how liability regarding shipping in the Polar Regions was approached which is a template, perhaps, for looking at how to approach the plastics issue, it was recognised that these fundamental questions needed to be answered to prevent disasters like the Costa Concordia, and Deepwater Horizon in the Polar Regions.

So, following the reports, which I worked on as a legal advisor, we set about influencing the draft Polar Code at the time to make it as fit for purpose as possible. It was being negotiated at the International Maritime Organisation in London.

We made suggestions to improve the draft by getting involved in the regulatory process, assisting individual Governments and the regulators – the IMO⁶, and industry, from here in London, where, following these reports, I found myself working as the representative of the International Union of Marine Insurance - the world's energy and marine insurers - at the IMO on the finalisation of the negotiations⁷.

⁶ See talk at IMO HQ, London 28 February 2014 [Operationalising the Polar Code in the Arctic Ocean Insurance Industry Contributions](#), , Insurance Day 19 November 2014 '[Optimism as new voyage limitation tabled as Polar Code reaches final stages](#)', and Insurance Day 09 December 2014 '[Ice Regime for Arctic Shipping Risks Welcomed](#)'

⁷ For a full overview see **December 2017** Article in USCG Proceedings (Pages 80 -86) '[Why we should Care ? - The insurance market and changing maritime industry risks](#)'

Arctic Council – Diplomatic Organisation of 8 Arctic Governments – Chairmanship rotates every 2 Years

- USA - (Last Chair)
 - Canada
 - Norway
 - Sweden
 - Denmark (Greenland)
 - Iceland
 - Finland (Current Chair)
 - Russia
-
- The United Kingdom has Observing Member Status

We also recognised, which is why this process is relevant to today's discussion about plastics in the Polar Regions, and why I find myself in a moment explaining what the Arctic Council is doing in their PAME Marine Litter Expert Group, that there was a very significant regional body that we needed to liaise with and influence – that of course being the Arctic Council and, as well as working with the IMO as international regulators, in a parallel approach, we pushed for better awareness through the Arctic Council – driven by industry here in London⁸.

⁸ See [Lloyd's develops Arctic ice regime to compliment Polar Code](#) and for recommendations to Arctic Council following Lloyds Conference see [Sustainable Arctic shipping and marine operations Conference Report Lloyd's March 2014](#).

Ambassador Gustaf Lind of Sweden, Chairman of Senior Arctic Ambassadors, Lloyd's September 2012 with Judy Knights, Lloyd's Marine and Energy Executive and Michael Kingston by Lloyd's Lutine Bell.



We met with Ambassador Gustaf Lind bringing him to the heart of the insurance industry here in London and arranged meetings with other significant maritime organisations and experts who worked on the Lloyd's Reports.

PAME's Arctic Shipping Best Practice Information Forum and Web Portal



- Launched in London 14th May
- Collaborative Participation
- Aim is to help with Implementation of Polar Code
- Follows Polar Code Chapters with helpful explanations
- Sharing of Information
- Closing knowledge gaps
- Identifying knowledge gaps
- Important Garbage prohibition provisions
- Encourages Best practice

And, cutting a very long story short, this culminated in the Arctic Council establishing the Arctic Shipping Best Practice Information Forum declared at their Fairbanks Summit in May 2017 by the 8 Foreign Ministers of the Arctic States, to take place here in London⁹.

We recognised that Rules are one thing – implementation is another.¹⁰ It is all very well having regulation but implementing it is not straight forward. First the rules need to be understood. It is back to the three questions. The first hurdle mounted – that there is regulation that is fit for purpose, the second two need to be achieved: Does everyone know about it? - not just the operators or industry, depending on the area of regulation, but also the decision makers in the varying stages of the process. Where the Polar Code is concerned these are the Operators who fill out Polar Water Operational Manuals (PWOM) to show what they intend to do with the ship in question which must deal with all aspects of safety, environmental concern and crew competence, Flag States where the ship is registered who approve Polar Ship Certificates based on the PWOM submitted, the Insurance industry, financiers, and Port State Control where the ship is travelling. And what standards are industry applying and suggesting in terms of ‘best practice’ that may help to implement the regulation in a harmonised way, preventing rogues from plying their trade.

The Forum¹¹ is a true collaboration of Stakeholders in Arctic and indeed Polar operations. The Participants¹² include individual Governments, a regional body (the Arctic Council), international regulators (the IMO), industry through various shipping representative organisations such as the International Chamber of Shipping, Classification Societies, the Cruise Line Industry, the oil companies (OCIMF), and those with crucial information such as the World Meteorological Organisation, the Arctic Regional Hydrographic Commission, the International Ice Charting Working Group, Scientists, the British Antarctic Survey, amongst many others.

The form aims to identify all the best standards that are in existence on a cross-jurisdictional basis in hydrography, meteorology, ice data, crew training, search and rescue logistics, communication, recommended industry guidelines,

⁹ See Frontier Energy [Best Practice Breakthrough](#) August 2016, [Lloyd's Supports Arctic Shipping Best Practice Information Forum](#) 12 May 2017, and [video of Speech](#) Alaska 10 May 2017.

¹⁰ See Riviera Media Publication Tanker Shipping and Trade Article ‘[Rules are one thing implementation another](#)’ December 2017.

¹¹ For full details of the Form, its list of Participants, the various Arctic Council bodies involved, use this link to the [Forum](#).

¹² See Participants box on www.arcticshippingforum.is.

traditional and local knowledge, ecological knowledge, operational understanding and ship equipment, systems and structure to assist in properly preparing a Polar Waters Operational Manual, which is necessary before a Polar Ship Certificate can be issued.

The First Forum met in London last year. The first stage was to get everyone together. Then we discussed how we would go about our objective. I have been working as a Special Advisor with the organising committee, and I would like to acknowledge the support and encouragement of the Foreign & Commonwealth Office along the way, and I see Christine Kelly of the FCO team here today, and also Dr Duncan Depledge and James Gray and the APPG on the Polar Regions. A Web Portal has been created and was launched in London at the second Forum meeting only last week, as you can see in this slide¹³.

The method is simple but hard work has been required to get us there, first identifying and then working with all the Participants to get information in. Each part of the regulation is explained on the Portal chapter by chapter. All Participants were asked to submit information from reliable sources that they think is important to understand when dealing with that particular part of the requirements, be it for example - Part 1 - Chapter 11 – Voyage Planning, Part 1 Chapter 12 - Manning and Training, Part II Chapter 1 Prevention of Pollution by Oil, or, pertinent to today's topic – Part II Chapter 5 – Zero discharge of Garbage, one of the current sources of plastic in the Arctic which needs to be stopped.

The submissions received have been so significant that a lay person, knowing nothing about this regulation would – with some careful consideration- be able to understand the code to some extent, and also what information is required in general terms when looking at the submissions - or at least be set on the right train of enquiry.

Importantly there is also a State Administration Page¹⁴ where the 8 Arctic States have submitted information as to how they are implementing the regulation in their jurisdiction, and what information they suggest should be referred to.

It is helping to create a harmonised approach for the implementation of regulation so that everyone understands what information should be relied upon, creating

¹³ For access to the Web Portal the address is www.arcticshipping.is and here are further details of the [2nd Forum Meeting Site](#) which took place at the Irish Cultural Centre Hammersmith, London on 14th – 15th May 2018. Here is the [Press Release](#).

¹⁴ See State Administration box on www.arcticshippingforum.is.

the correct behavioural atmosphere to allow sensible practice to prevail and prevent incorrect practice. Indeed, some industry participants have highlighted their ‘best practice’ that goes beyond the regulation in advice to their members such as OCIMF, and only on Monday the Portal Website was circulated by the International Chamber of Shipping to all Members and Associate Members comprising of over 80% of world shipping, both highlighting it and requesting feedback. Additionally, new insurance guidelines are also being drafted which I am assisting with.

Very importantly the Web Portal is also helping to close knowledge gaps and identify further knowledge gaps so that energy and resources can be focused on those.

Therefore, the Polar Code and this Forum and Web Portal is an example of what we can achieve in international regulation before a significant disaster has occurred in the region, demonstrating a pro-active approach where industry, Governments, NGO’s and international regulators have worked together to make a significant difference. Further it provides a solid framework to incorporate additional detailed requirements as we gain more knowledge about this unique environment.

So, we have, as best we can, ticked the 3 boxes.

- 1 correct regulation in so far as is possible;
- 2 Education so that everyone knows about it; and
- 3 Industry is involved who are stepping up to the mark in terms of input and best practice and going beyond the regulation where and if possible.

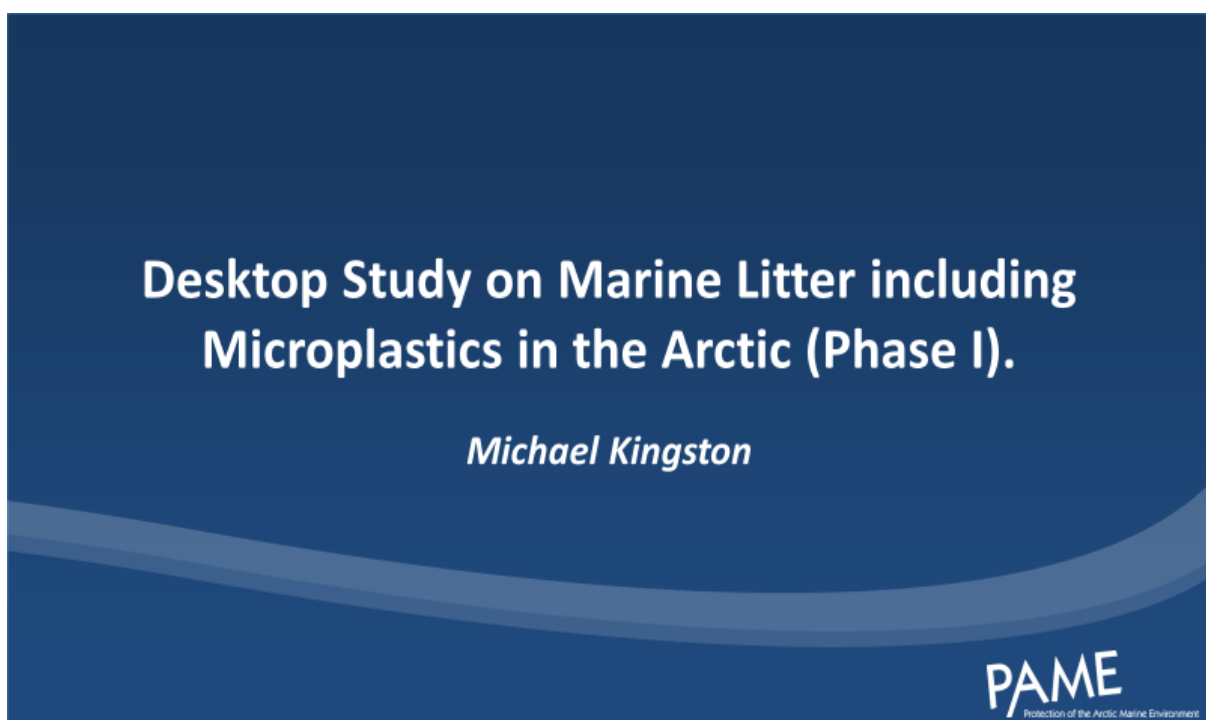
We are creating the correct behavioural approach.

I was responsible with Hjalti Hreinneson of the PAME Secretariat for chasing and loading the submissions and we reached what I describe as the ‘critical point of embarrassment’ where participants do not wish to be seen to be absent of responsibility and when realising the significant submissions of others, stepped up to the mark- just in time before the launch. Of course, one has to get everyone to the table in the first place and there is hard work, diplomacy and skill involved in that.

We want to get to the point where instead of asking how to do something, everyone knows what the right way of going about things are and can identify

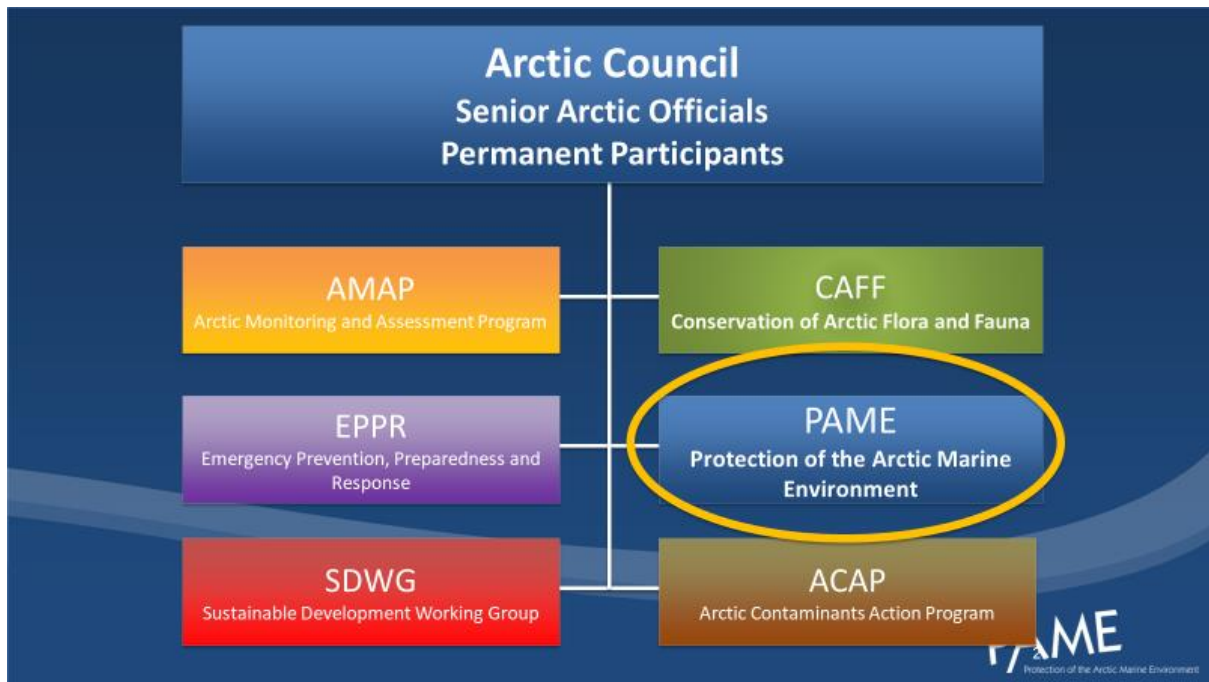
and question when others are not. That is always the challenge, and momentum has to gather.

And I explain this process because, not only is it the reason why as an Irishman working in the City of London I find myself working so closely with the Arctic Council States and have been asked to relay the other separate work on Marine Litter specifically that PAME are doing, but this overall process, this dual process of international regulation and regional action, is what needs to be done where plastics and regulation are concerned, and it is starting to happen on the plastics issue. Momentum is gathering as we know, and it is why we are here today.



So, the good news, on a regional basis from the Arctic Council is that PAME have kindly prepared for me some slides and asked me to highlight to you what they are doing in the Arctic Region on plastics, aside from the specific zero discharge of garbage provisions now for Ships subject to the Polar Code.¹⁵

¹⁵ See Part II Chapter 5 on www.arcticshippingforum.is.



As you can see the Arctic Council, where each State is represented by a Senior Arctic Official, also have Permanent Participants of various Indigenous Groups, as well as Overserving Members consisting of various world organisations¹⁶, and Nation States, such as the United Kingdom. There are six working Groups as per this slide. As explained I have been working closely with PAME.

¹⁶ For more information on all these groups follow links on front page of www.arcticshippingforum.is

PAME

- First established in 1993 (Arctic Environmental Protection Strategy) – Arctic Council Working Group since 1996.
- **Focal point of Arctic Council's policy-related initiatives for the conservation and sustainable use of the Arctic marine environment.**
- Has a Chair, a Secretariat based in Iceland and six expert groups:
 - Shipping
 - Marine Litter
 - Marine Protected Areas
 - Resource Exploration and Development
 - Ecosystem Approach
 - Arctic Ship Traffic Data



As we can see PAME's focus is on the marine environment, all aspects of that environment, as can be seen from its six expert groups. As explained my work on the Polar Code and PAME's London Forum and Portal has been with their Shipping Expert Group. However, I have been discussing plastics and the concerns of the insurance industry here in London with the Secretariat and some of the co-leads of the Marine Litter Expert Group. The co-leads for the project are Iceland, Sweden, Norway, OSPAR and the Aleut International Association, with support from the PAME Secretariat.

It is important at that I point out that each Arctic State are carrying out their own individual work on marine litter and plastics, but for the reasons mentioned it is important to work internationally, as has been well highlighted here today. Alyssa Gilbert has demonstrated how the Gulf Stream is congregating plastics in the Arctic Ocean from areas in the world far away from the Arctic, and working together regionally, as with the Polar Code, and taking a consensus position to international regulators and other organisations is so important in solving issues of mutual concern for the Arctic States.

Desktop Study on Marine Litter and Microplastics in the Arctic

2017-2019: Phase I

- Conduct a Desktop Study on Marine litter and Microplastics in the Arctic
- Main themes 2017-2019:
 - Literature summarized
 - Communication and outreach
 - Develop the desktop study based on literature and inputs from experts
- Co-leads are: Sweden, Norway, Iceland, AIA and OSPAR.

2019-2021: Phase II (Icelandic Chairmanship)

- Based on recommendations on next steps in Phase I (e.g. Arctic regional action plan on marine litter)

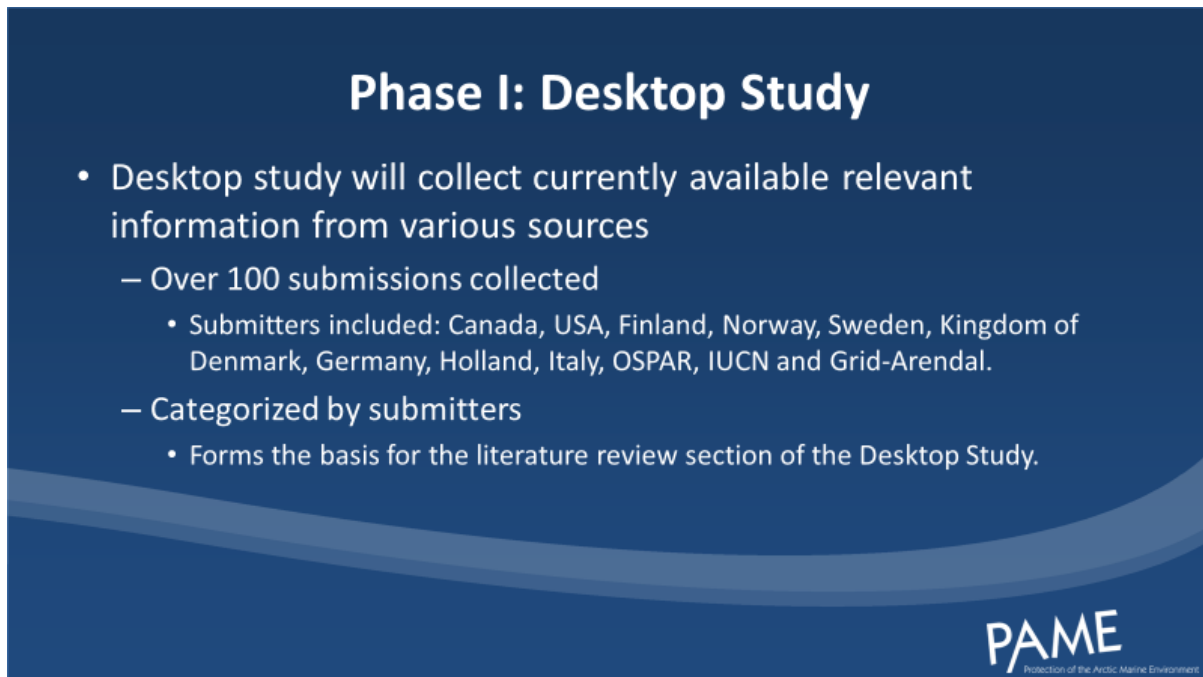
PAME
Protection of the Arctic Marine Environment

Background to Marine Litter Project

A representative from the Global Programme of Action for the Protection of the Marine Environment from Land-based Activities (GPA) of the United Nations Environment Programme (UNEP) was invited by the PAME Working Group of the Arctic Council to present to its meeting in Maine, USA (September 2016) on the issue and possible linkages to PAME's work. The purpose was to inform PAME of UNEP's work and make recommendations on possible marine litter actions. UNEP presented the following nine recommendations with the aim to explore the possibility of developing a new PAME project on this subject for inclusion into the 2017-2019 Work Plan:

- Conduct an assessment of the marine litter issue in the Arctic region;
- Develop a regional action plan on marine litter;
- Develop joint projects with UNEP addressing marine litter in the Arctic; Contribute information and/or case studies to the next MOOC;
- Join the Global Partnership on Marine Litter;
- Nominate experts to the Advisory Group for the Assessment;
- Join the Global Campaign on Marine Litter;
- Engage in the monitoring of marine litter indicators under Sustainable Development Goal 14.1.;
- Organize joint events on marine litter in the arctic marine environment;

As a result, PAME has developed a project plan, which is included in the PAME 2017-2019 Work Plan for the project; *Desktop Study on Marine Litter including Microplastics in the Arctic*.¹⁷ Based on its outcomes, PAME will explore the possibility of developing an outline for a framework on an Arctic regional action plan on marine litter. The Arctic Marine Strategic Plan 2015-2025 addresses both short-term and long-term challenges and opportunities, through forty Strategic Actions. One of these Actions is to “*Improve the understanding of cumulative impacts on marine ecosystems from multiple human activity-induced stressors such as climate change, ocean acidification, local and long range transported pollution (land and sea-based), **marine litter**, noise, eutrophication, biomass overharvesting, invasive alien species and other threats.*”



Phase I: Desktop Study

- Desktop study will collect currently available relevant information from various sources
 - Over 100 submissions collected
 - Submitters included: Canada, USA, Finland, Norway, Sweden, Kingdom of Denmark, Germany, Holland, Italy, OSPAR, IUCN and Grid-Arendal.
 - Categorized by submitters
 - Forms the basis for the literature review section of the Desktop Study.

PAME
Protection of the Arctic Marine Environment

Desktop Study on Marine Litter including Microplastics in the Arctic: Phase I - 2017-2019:

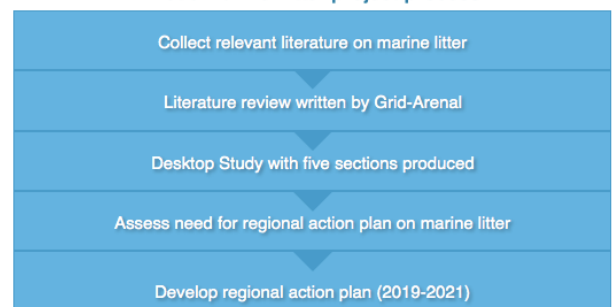
¹⁷ See [here](#) for Desk Top Study and also PAME’s [Arctic Marine Pollution](#) webpage.

Main project activities:

Phase I - Conducting a Desktop Study on Marine litter and Microplastics in the Arctic, and based on its outcomes:

Phase II - Explore the possibility of developing an outline for a framework on an Arctic regional action plan on marine litter.

Arctic Marine Litter project process



Phase I is well underway and over 100 hundred submissions have been collected using literature submissions and a study will be carried out to analyse gaps and findings with an assessment for the need of a regional action plan for marine litter in the Arctic.

Communication and outreach material

Plastic in a bottle: Sending afloat five capsules with GPS transmitters

- Goal to show how marine litter travels
- Live broadcast on an online map

Art competition: art; painting, theatre, story-telling, music, dance, photography, other.

workshop:

- To facilitate inputs to the development of the desktop study, taking into account new developments and information as relevant.
- May/June

Project video (to be made)

Dedicated graphic page on the PAME website

The graphic is a cross-section of the ocean showing various types of marine litter. Above the water line, items that float are shown: bottle caps, plastic bags, floats, and containers. Below the water line, items that sink are shown: a fishing net, cigarette filters, textiles, and soft drink bottles. The PAME logo is in the top left and bottom right corners of the graphic.

Outreach activities, include:

- Making a video about the project;
- Creation of graphics;
- Initialising a youth art competition on the topic; and
- Plastic in a bottle – setting afloat five capsules to five locations to show how litter can travel to and from the Arctic, including a live map of the capsules.

Workshop in Iceland

5-6 June in Akureyri, Iceland

- **Aim:** Facilitate inputs to the Desktop study
- **Outcome:** Recommendations for next steps
- Workshop topics include:
 - Main legislative frameworks
 - Marine litter literature
 - Sources of marine litter
 - Impacts of marine litter
 - Pathways of distribution of marine litter
 - Response activities

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And it is planned to organize joint events on marine litter in the Arctic marine environment with the first meeting taking place in Iceland on June 4th & 5th which I will attend.

As well as discussing the Phase 1 objectives the Workshop will of course be considering and keeping an eye towards Phase II which is to:

Phase II - 2019-2021:

Develop a regional Action Plan on Marine Litter based on the outcomes/recommendations of Phase I. One of the co-leads for the project is OSPAR, which has previously developed a regional action plan on marine litter, for the North-East Atlantic. An action plan is for a specific period of time and contains collective and national actions to address both land and sea-based sources, in addition to education and outreach activities.

Thank You

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Protection of the Arctic Marine Environment

There ends the input I have received from PAME which the Secretariat and Marine Litter Expert Group have asked me to relay and to sincerely thank APPG on the Polar Regions for the opportunity to highlight their work. They have also said that they will keep the APPG informed and are happy to come here at some stage as things progress to relay their work in more detail. Indeed, one of the co-leads- OSPAR is based here in London.

The problem in the world at decision-making level

European Commission Hard at work



Before I finish, looking again at the broader perspective, and of the concerns I have heard about micro plastics and endocrine disruptors via the Lloyd's Science of Risk Awards and further discussions with Dr Rosemary Waring it is important that I point out that, of course, solid scientific understanding will be the critical catalyst to enable action to address the problem in the production of plastics – and indeed fertilisers. Although the practical problem of plastics has escalated in the public eye, the danger of human consumption has failed to be publicised, or conclusively proven, to enable policy makers to win the argument with industry lobbyists.

The EU's Environment Commission proposed banning certain endocrine disruptors but their scientific evidence was dismissed as inconclusive by other European Departments following intensive industry lobbying. As we know the European Union operates the legal 'Precautionary Principle' where if there is a risk that something is harmful it should be banned but it lost the argument due to the weight of industry opposition.

Governments, Intergovernmental, and International bodies to be influenced.



- International Maritime Organisation
- The United Nations
- World Health Organisation
- World Wildlife Fund
- Individual Governments
- Individual Government Departments
- European Union
- Arctic Council
- Nordic Council.

All the work of the wonderful experts that we have heard here today, and leadership in industry such as Marks and Spencer's which we are no doubt about to hear about from Mike Barry are so important in solving this problem. We must

highlight the effects of micro plastics on the human condition to all concerned on an international basis and question the science relied upon by lobbyists who are undermining the dangers, by supporting further research.

And we must work with Governments and international regulators for the reasons I have explained to help them get it right; they cannot do it on their own, and it is great to see PAME working so hard on a regional basis, and indeed the United Kingdom.

We have shown in London last week through the launch of the Polar Code Web Portal that it is possible to achieve great collaboration in international regulation.

It is important that I have highlighted this Portal to you today, a really leading achievement by PAME. If you look at how easy it is to follow the regulations and then see what information relevant stakeholders, including Governments have submitted, you will see that it is highly relevant for law makers in other areas, internationally and indeed domestically¹⁸ and it has been cited by the IMO as an example for the implementation of regulation elsewhere, when I was asked to present the concept with Finland and Kingdom of Denmark on behalf of the 8 Arctic States to the world's delegations at MEPC 70 on 10th April 2018. Perhaps the plastics problem and regulations, or lack thereof, surrounding collection and disposal, production and recycling, would learn a lot from this unique collaborative approach in the creation and implementation of regulation.

¹⁸ Indeed, it is pertinent and relevant as this great place of law making looks into the terrible tragedy of Grenfell Tower. It could well be a template for such regulation too.

Thank You

I would like to sincerely thank James Gray, Dr Duncan Depledge, and all participants of the APPG on the Polar Regions for their wonderful work and support in helping us to achieve safer regulations and fostering best practice for the protection of our seafarers and our environment.

I know that this work will continue and congratulate you for convening this very important meeting on Plastics in the Polar Regions.

I would also like to sincerely thank the PAME Secretariat and their Litter Expert Group not just for all their hard work but help in preparing this presentation.

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Committee Room 11 Palace of Westminster, London 23rd May 2018

Together we will always make a Difference

We must always highlight regulation, encourage best practice, and thereby create the correct behavioural atmosphere to prevent such disasters¹⁹, including the further use of harmful plastics. The three questions that I spoke of today apply to every area of regulation: that is fit for purpose, that it is understood, and that everyone gets together to implement it.

I would like to sincerely thank the PAME Secretariat in helping me to prepare this presentation and Dr Depledge and James Gray MP for asking me to speak here today, which is a huge honour, and particularly when relaying the work on behalf of the 8 Arctic States, and I thank you all of you for listening.

We do not have time for fire side chats. There is work to be done.

Thank you.

¹⁹ See Frontier Energy August 2016 [Learning from the Lessons of History](#) and [Inshore Ireland's August 2017 Safety will not stand still for Ireland](#)

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Speakers Right to Left

Michael Kingston, Michael Kingston Associates, Special Advisor to Arctic Council's PAME Working Group

Aylssa Gilbert, Imperial College London

Dr Denise Mitrano, Swiss Federal Institute of Aquatic Science and Technology

Dr Duncan Depledge, Director, Secretariat, The All-Party Parliamentary Group for the Polar Regions

Jo Ruxton, Producer 'A Plastic Ocean' (Netflix)

Dr Claire Waluda, British Antarctic Survey

Mike Barry, Director Sustainable Business, Marks & Spencer

All-Party Parliamentary Group for the Polar Regions

EXPERT FORUM:

Plastic in the Polar Regions – what can be done?

Chaired by James Gray MP



23 May 2018

5:30PM-7:00PM, Committee Room 11, Palace of Westminster

BIOGRAPHIES

Jo Ruxton is a co-founder of the Plastic Oceans Foundation. She previously worked with WWF Hong Kong for seven years, where she established their marine conservation programme in 1990. She left Hong Kong to work at the BBC Natural History Unit and was part of the celebrated *The Blue Planet* production team. Starting in 2009, after leaving the BBC, she raised funds to make a documentary about the problem of plastic in the worlds' oceans and co-founded the Plastic Oceans Foundation. The documentary feature film, *A Plastic Ocean*, was completed in 2016 and has been distributed globally since 2017. Sir David Attenborough described it as "one of the most important films of our time".

Dr Claire Waluda is a marine ecologist at the British Antarctic Survey, where she studies human impacts and natural variability in Southern Ocean ecosystems. She is a founder member of the interdisciplinary BAS plastic research team and the Scientific Commission for Antarctic Research action group on "Plastics at the Poles". She has spent seven field seasons in the Antarctic and sub-Antarctic, participating in six research cruises and working as a field biologist at several remote research stations.

Alyssa Gilbert is the Director of Policy and Translation at the Grantham Institute – Climate Change and Environment at Imperial College London, where she connects relevant research across the university with policy-makers and business. Prior to joining university, she worked at the specialist energy and climate consultancy Ecofys for over eleven years researching topics ranging from carbon pricing policy to adaptation to climate change and climate finance. She is also a member of NERC's Strategic Programme Advisory Committee. Alyssa previously worked as a researcher for the Deputy Mayor of London and as a journalist on environmental policy in Brussels.

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Michael Kingston is Managing Director of Michael Kingston Associates and a member of the APPG for the Polar Regions' Advisory Council. He is a special advisor to the Arctic Council's Protection of the Arctic Marine Environment Working Group, working on the establishment of their Arctic Shipping Best Practices Information Forum and Web Portal, which was launched in London in 2018. Originally from Goleen, Co Cork, Ireland, Michael is a leading London-based lawyer who has represented the International Union of Marine Insurance at the International Maritime Organisation on the finalisation of the Polar Code. He was named the 2014-2015 Lloyd's List Global Maritime Lawyer of the Year for his contribution to regulation in the polar regions, and he has also been included in the Lloyd's List's top 100 most influential people in shipping.

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