



**Meeting of Arctic Council's Protection of the Arctic Marine Environment
Working Group at the Admiral Nevelskoy Maritime State University,
Vladivostok, Russia, 01-04 October 2018**

**Presentation on 02 October in Plenary Session by:
Hjalti Hreinsson, Project manager, PAME Secretariat; and
Michael Kingston, Michael Kingston Associates, Special Advisor to PAME**

**The launch of the Arctic Shipping Best Practice Information Forum
publicly available Web Portal to assist in the implementation of the
Polar Code at the 2nd Forum meeting, Irish Cultural Centre,
Hammersmith. London, United Kingdom, 14th – 15th May 2018**



Good afternoon everyone

Hjalti and I, on behalf of the organising Committee of the Arctic Shipping Best Practice Information Forum¹ (the Forum) will give a review of the progress made at the 2nd Forum meeting in London in May and the launch of the publicly accessible Web Portal that provides information to help with the implementation of the Polar Code.

By way of a recap the first Forum met in June 2017 in London at Lloyd's Register's Office².

Key to making a collaborative approach work was to get the right people around the table. The way the Forum works is that stakeholders with a vested interest in Arctic operations can become Participants. As we know from successive PAME meetings in Stockholm, Maine, Copenhagen, Helsinki, and Quebec City it has taken an enormous amount of work liaising with each individual Participant organisation to explain what we were doing and to help and encourage them to participate.

¹ Here is the link to the [PAME Website Page](#) that explains the Forum

² Here is the link to the [Meeting Site](#) for all the details of the first forum

FORUM: PARTICIPANTS

This site overviews Members of the Arctic Shipping Best Practice Information Forum. According to the Terms of reference of the Forum, the "Arctic States intend Forum participation to be open to Arctic States, Permanent Participants and Arctic Council Observers as well as any widely-recognized professional organizations dedicated to improving safe and environmentally sound marine operations in the Arctic as demonstrated by expertise and experience in Arctic shipping and/or related issues..."

To become a participant, please contact PAME (pame@pame.is)

PARTICIPANTS

Please click the boxes for information on each participant

Alaska Maritime Prevention & Response Network (Alaska Network)
American Bureau of Shipping (ABS)
Arctic Coast Guard Forum (ACGF)
Arctic Economic Council (AEC)
Arctic Regional Hydrographic Commission (ARHC)
Association of Arctic Expedition Cruise Operators (AECO)
Bonn Agreement
British Antarctic Survey
Bureau Veritas
Chamber of Marine Commerce (Canadian Shipowners Association)
Chamber of Shipping of America
Cruise Lines International Association (CLIA)
Danish Shipping
DNV GL
European Maritime Safety Agency (EMSA)
Icelandic Federation of Trade & Services (including shipping)

However, the good news is that this has been an enormous success and the stakeholder involvement in the Forum includes individual Governments, regional governmental bodies (Arctic Council / Antarctic Treaty Secretariat), international regulators (IMO), the research community, industry, the indigenous community, educational institutions, and others, not forgetting other Arctic Council Working Groups such as EPPR. The Forum is being referenced by many Participants and further afield, and by Classification Societies in their Polar Water Operational Manuals. The success of this collaborative approach is clear when looking at the Participant List³ on the Web Portal, many of whom attended the first Forum meeting at Lloyd's Register's Office on 5th and 6th June 2017 and participation increased at the 2nd Forum meeting. What is also clear is that the Portal is

³ For Forum Participants see <https://pame.is/index.php/arcticshippingforum/participants>

being referenced significantly with over 3,000 hits on the State Administration Page section alone since it was launched.

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FORUM ToR: final agreed version 20 Sep 2017

Arctic Shipping Best Practice Information Forum (the FORUM)

Terms of Reference

(Approved at PAME II-2017, 20 September 2017)

Preamble

1. The Arctic region is unique. A home to indigenous communities for many generations, the Arctic is environmentally and ecologically sensitive, experiences extreme weather and climatic events, and is rich in both flora and fauna and in living and non-living natural resources. With advances in technology and changing environmental conditions, there is a growing focus on the development of these resources (*e.g.*, oil and gas, mineral deposits, fish stocks) and the expansion of maritime activity. The Arctic is also a region of timeless and diverse indigenous practices and customs which must be included in any critical assessment of contemplated maritime activity.
2. As the Arctic changes, maritime activity must be carried out in an environmentally sustainable manner to prevent or mitigate any negative social and ecological consequences.
3. In order to increase the safety of ships' operation and mitigate the impact on the people and environment in the remote, vulnerable and potentially harsh polar waters, the International Maritime Organization (IMO) in 2015 adopted the *International Code for Ships Operating in Polar Waters* (the Polar Code) which sets out international safety and pollution prevention requirements for ships operating in Arctic and Antarctic waters.

'Terms of Reference', 'Methods of Operation' and 'Factors to be Considered in Selecting Hyperlinks for Posting to the ASBPIF Web Portal' were drafted which took a lot of work by the Committee and PAME Delegates⁴. The first Forum discussed how the Forum would work, its key objective being to gather information for the education and implementation of the Polar Code using existing information that could be collected in one place. This would then help to identify knowledge gaps and further areas of consideration. It was envisaged that a public web portal would be used to disseminate

⁴ To view these operational documents follow this link <https://pame.is/index.php/projects/arctic-marine-shipping/older-projects/367-arcticshippingforum#operational-documents>

that information. The overarching principle underpinning the forum was a recognition that [‘Rules are one thing, implementation another’](#).

That is all well in theory but in practice it needed to work and a lot of effort went into considering how to do this, and how we would collect the information. We also had to finalise the aforementioned guideline documentation.



Arctic Council Protection of Arctic Marine Environment Working Group Meeting discussing 2nd Forum in London. Chateau Frontenac. Quebec City. Canada 12.02.2018

As reported in Quebec City at the last PAME meeting in February we decided that the best way to collect information for the Web Portal would be to create a questionnaire template that followed the Chapters of the Polar Code, send it to each participant and ask them to send in information indicating which chapter they thought it was relevant to – with hyperlinks and an explanation that we could publish on the Web Portal.

Arctic Shipping Best Practice Information Forum

For submission of hyperlinks to the Forum's web-portal.

* Required

1. Source

(The State, organization or other entity that produced and posted the hyperlinked information. Please spell out the name of the source) *

Your answer

2. Source contact

(e-mail) *

Your answer

3. Hyperlink

(insert url) *

Your answer

4. Rationale

(narrative explanation of how and why the data/information accessible at the hyperlink is related to the Polar Code, identifying the specific Polar Code section(s) and why the data/information is relevant. Approx. 50-200 words). *

Your answer

5. Reference to a Polar Code chapter

(See the full Polar Code text here: <http://www.imo.org/en/MediaCentre/HotTopics/polar/Documents/POLAR%20CODE%20TEXT%20AS%20ADOPTED.pdf>)

Check which chapter the link refers to. Multiple chapters can be selected if relevant.

International Code for Ships Operating in Polar Waters (Polar Code)

Introduction

Polar Code Part IA: Safety Measures

Chapter 1: General

Chapter 2: Polar Water Operation Manual

Chapter 3: Ship structure

Chapter 4: Subdivision and stability

Chapter 5: Watertight and weathertight integrity

Chapter 6: Machinery installations

Chapter 7: Fire safety/Protection

Chapter 8: Life saving appliances and arrangements

Chapter 9: Safety of navigation

Chapter 10: Communication

Chapter 11: Voyage planning

Chapter 12: Manning and training

Polar Code Part IB

Additional Guidance Regarding the Provisions of the Introduction and Part I-A

Polar Code Part IIA: Pollution Prevention Measures

Chapter 1: Prevention of Pollution by Oil

Chapter 2: Control of pollution by noxious liquid substances in bulk

Chapter 4: Prevention of pollution by sewage from ships

This involved several rounds of deadlines requesting information, and a lot of side correspondence with each Participant. I mentioned earlier in discussion today the hard work of the World Meteorological Organisation (WMO), present here at this PAME meeting, who have submitted excellent information. The rounds of emails with WMO are in their multitudes to ensure we gave this our best shot. That is one example of work with every Participant.

We also asked each Arctic State to make submissions as to how they were implementing the Polar Code and what hyperlinks they had that would help users of the Web Portal. We decided that if Participants were submitting information for the Chapters of the Polar Code it would be very helpful and demonstrate responsibility if the Arctic States on a dedicated State Administration Page on the Web Portal, explained the approach in their jurisdiction and who to contact. This, as you know, involved many rounds of correspondence with each State and we are enormously grateful to you and your

colleagues in State Delegations and State Agencies for your hard work in submitting information. Without information we simply could not have launched the Portal. So, as the deadline for the 2nd Forum approached we found ourselves in multiple rounds of correspondence with Participants and individual States involving thousands of emails, which we then had to put on a Web Portal that we were building as we went along.

We also asked experts in State delegations to check eligibility of information submitted in accordance with the aforementioned guidelines. I would like to acknowledge the hard work and dedication of the PAME Secretariat and other members of the organising committee, and in relation to checking information eligibility criteria we would like to particularly thank Captain David Condino of the United States Coastguard.

Arctic Shipping Best Practice Information Forum *Second Meeting: 14-15 May 2018*



PAME
Protection of the Arctic Marine Environment

We are about to show you the final product which was launched on 14th May in London at the 2nd Forum Meeting held at the Irish Cultural Centre where I am a Director.

First, we must emphasise again that the success of this important project would be in getting the right people around the table and get them to submit information. The Participants of the Forum as listed on the Portal clearly show what a collaborative approach has been adopted. There were 66 attendees at the meeting. We also adopted

this collaborative approach in so far as we could for the Agenda⁵ for the 2nd Forum Meeting⁶.

PAME
Partnership of the Arctic Marine Environment

MEETING AGENDA
2ND MEETING OF THE ARCTIC SHIPPING
BEST PRACTICE INFORMATION FORUM
14-15 MAY 2018
Irish Cultural Centre, 5 Black's Road Hammersmith W6 9DT
Rapporteur: Jonathan Reynolds

14 MAY

09:00 - 09:30 Registration

09:30 - 10:00 **Opening Remarks**
• Forum Chair (Dr. Anita Makinen, Finland)
• Welcome by the Venue Host (Jim O'Hara, Chairman of Directors, Irish Cultural Center)
• Welcome by IMO (Dr. Stefan Micallef, Director of Marine Environment Division)

10:00 - 10:45 **Web Portal Presentation**
PAME International Secretariat (Mr. Hjaliti Hreinsson and Mr. Michael Kingston, Special Advisor)

10:45 - 11:00 **Forum Operational Documents**
• Terms of Reference
• Methods of Operation
• Factors to be Considered in Selecting Hyperlinks for Posting to the Forum's Web Portal
Mr. Peter Oppenheimer (USA) and Mr. Drummond Fraser (Canada), PAME Shipping Expert Group Co-Chairs

11:00 - 11:15 Coffee Break

11:15 - 12:30 **Focus: Intergovernmental Organizations**

11:15 - 11:30 **International Ice Charting Working Group (IICWG)**
Ms. Marianne Thyrring, Director General, Danish Meteorological Institute

11:30 - 11:45 **World Meteorological Organization (WMO)**
Mr. Etienne Charpentier, Chief, Observing Systems Division

11:45 - 12:00 **Arctic Regional Hydrographic Commission (ARHC)**
Ms. Birte Noer Borrevik, Chair

12:00 - 12:30 **Panel Discussion**
IICWG, WMO, ARHC

12:30 - 14:00 Lunch

14:00 - 15:00 **Focus: Classification Societies**

14:00 - 14:15 **DNV GL**
Mr. Morten Mejlander Larsen, Discipline Leader - Arctic Operations

14:15 - 14:30 **Lloyd's Register**
Ms. Alicia Nash, Engineering Plan Appraisal Surveyor

14:30 - 15:00 **Panel Discussion**
DNV GL, Lloyd's Register, American Bureau of Shipping (Mr. James Bond, Director - Advisory Services)

15:00 - 15:30 Coffee Break

www.arcticshippingforum.is

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14 MAY

15:30 - 16:30 **Focus: Shipowners**

15:30 - 15:45 **Fednav (Canada)**
Mr. Timothy Keane, Senior Manager, Arctic Operations and Projects

15:45 - 16:00 **Cruise Lines International Association (CLIA)**
Ms. Kierstin M. Del Valle, Manager, Maritime Policy

16:00 - 16:30 **Panel Discussion**
Fednav, CLIA, Mr. Rob Hindley (Aker Arctic Technology Inc.)

16:30 - 16:50 **Wrap up and Announcements**

16:50 - 17:00 **Closing Remarks**
Adrian O'Neill, Ambassador of Ireland to the United Kingdom

17:15 - 19:15 **Reception**

15 MAY

09:00 - 09:10 Day 1 Recap (Forum Chair, Dr. Anita Makinen)

09:10 - 09:20 **UK Welcoming Remarks**
Katy Ware, Permanent Representative of United Kingdom to IMO

09:20 - 10:50 **Focus: Arctic States**

09:20 - 09:40 **The Russian Federation**
Mr. Vladimir Kuzmin, PSC Officer, Administration of the Baltic Sea Ports

09:40 - 10:00 **The Kingdom of Denmark**
Mr. Per Sanderstrup, Director of Maritime Regulations and Legal Affairs

10:00 - 10:50 **Panel Discussion**
Canada, Kingdom of Denmark, Finland, Iceland, Norway, Russian Federation, Sweden, USA

10:50 - 11:15 **Coffee Break**

11:15 - 12:00 **Next steps, information gaps and future planning**

End of Meeting/Adjourn

12:00 - 17:00 Meeting facilities will be available to those participants who would like to use the opportunity for side-discussions.

www.arcticshippingforum.is

PAME
Partnership of the Arctic Marine Environment

We asked Participants, and some invited Experts from industry, to present and in particular highlight and reference the information they had submitted for the Portal, its relevance, and what further work they might be doing which could help going forward, or if they were not submitting information their issues with compliance of the Polar Code and their comments about how the Portal could help to identify issues and highlight knowledge gaps.

⁵ For Agenda follow this [link](#)

⁶ For full review of 2nd Forum Meeting, including the Registration List follow this link to the [Meeting Site](#).



We received great insight of the State Administrations' approach through excellent presentations by the Russian Federation and the Kingdom of Denmark.



Similarly, we had presentations from key intergovernmental organisations who are Forum Participants- the Arctic Regional Hydrographic Commission, the International Ice Charting Working Group and the World Meteorological Organisation, all of whom have submitted information for the portal under various chapters.



We had a discussion with a panel consisting of all 8 Arctic States and focused on issues of collaboration to assist in a harmonised implementation of the regulation.



We had most of the Classification Societies that are specialists in this area presenting and then discussing issue together, on a panel, working together for the first time since the regulations came into effect, all of whom have submitted excellent information on the Portal. Here you can see Lloyd's Register, DNV GL, and ABS.



We had full participation of the IMO by way of an address by Dr Stefan Micallef, Director at the time of the Marine Environment Division of the IMO. The IMO have also submitted information to the Portal. This really does demonstrate a collaborative approach of the Arctic Council working with the IMO.



We had Observer Member Nations of the Arctic Council there in numbers. Here you see the Representative of the Maritime and Port Authority of Singapore, sitting in between the International Chamber of Shipping and the European Maritime Agency.



Industry were there in numbers – here you see representatives of the Cruise Line industry (CLIA), Aker Arctic, and FedNav, the later two as Invited Experts. Also pictured is the Bonn Agreement Secretariat and World Wildlife Fund.



Here you see representatives of the International Union of Marine Insurance, Danish Shipping and Lloyd's Agency (who deal with salvage issues).



New Zealand attended as a representative of the Antarctic Treaty States as it is important that the lessons and information in the Antarctic interchanges with that of the Arctic for the Polar Code's implementation.



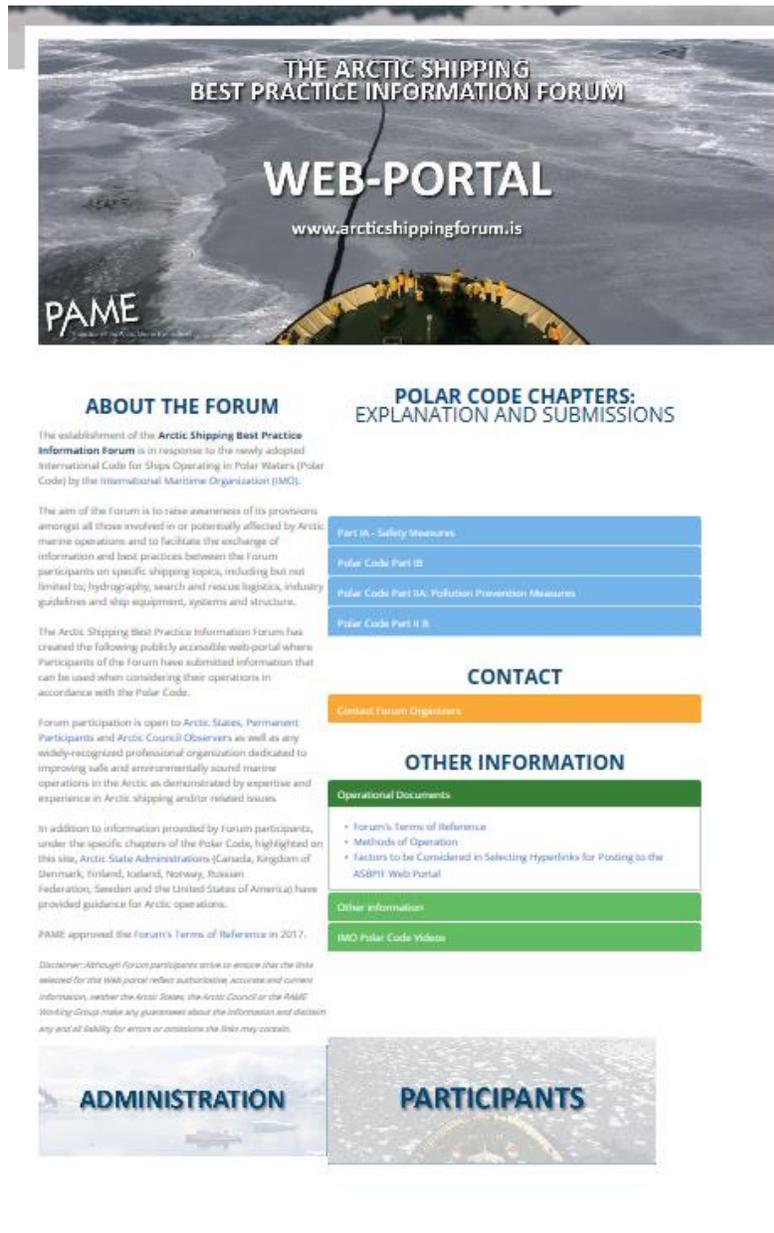
And of course, science is key to a lot of these issues. Here is the representative of the International Arctic Science Committee.



And we had a presentation from the Nautical Institute, who have submitted important information in relation to crew training.

And there were many other important Participants, such as for example the Oil Companies International Marine Forum (OCIMF).

The Launch of the Portal



The screenshot displays the homepage of the Arctic Shipping Best Practice Information Forum Web-Portal. At the top, a banner features an aerial view of a ship's deck with the text: "THE ARCTIC SHIPPING BEST PRACTICE INFORMATION FORUM WEB-PORTAL" and the website address "www.arcticshippingforum.is". The PAME logo is visible in the bottom left corner of the banner.

ABOUT THE FORUM

The establishment of the **Arctic Shipping Best Practice Information Forum** is in response to the newly adopted International Code for Ships Operating in Polar Waters (Polar Code) by the International Maritime Organization (IMO).

The aim of the Forum is to raise awareness of its provisions amongst all those involved in or potentially affected by Arctic marine operations and to facilitate the exchange of information and best practices between the Forum participants on specific shipping topics, including but not limited to; hydrography, search and rescue logistics, industry guidelines and ship equipment, systems and structures.

The Arctic Shipping Best Practice Information Forum has created the following publicly accessible web-portal where Participants of the Forum have submitted information that can be used when considering their operations in accordance with the Polar Code.

Forum participation is open to Arctic States, Permanent Participants and Arctic Council Observers as well as any widely-recognized professional organization dedicated to improving safe and environmentally sound marine operations in the Arctic, as demonstrated by expertise and experience in Arctic shipping and/or related issues.

In addition to information provided by Forum participants, under the specific chapters of the Polar Code, highlighted on this site, Arctic State Administrations (Canada, Kingdom of Denmark, Finland, Iceland, Norway, Russian Federation, Sweden and the United States of America) have provided guidance for Arctic operations.

PAME approved the Forum's Terms of Reference in 2017.

Disclaimer: Although Forum participants strive to ensure that the links released for the Web-portal reflect authoritative, accurate and current information, neither the Arctic States, the Arctic Council or the PAME Working Group make any guarantee about the information and disclaim any and all liability for errors or omissions the links may contain.

POLAR CODE CHAPTERS: EXPLANATION AND SUBMISSIONS

- Part (A) - Safety Measures
- Polar Code Part (B)
- Polar Code Part (A), Pollution Prevention Measures
- Polar Code Part (B),

CONTACT

Contact Forum Organizers

OTHER INFORMATION

- Operational Documents
 - Forum's Terms of Reference
 - Methods of Operation
 - Factors to be Considered in Selecting Hyperlinks for Posting to the ASBPIF Web Portal
- Other information
- IMO Polar Code Videos

ADMINISTRATION

PARTICIPANTS

The Portal was launched during the Forum at the end of the first day. We decided that the best way to simplify use would be to build the Portal in a way that followed the templates sent out which follows the chapters of the Polar Code. Here you see the front page of the Portal which is available at www.arcticshippingforum.is

The establishment of the **Arctic Shipping Best Practice Information Forum** is in response to the newly adopted International Code for Ships Operating in Polar Waters (Polar Code) by the **International Maritime Organization (IMO)**.

The aim of the Forum is to raise awareness of its provisions amongst all those involved in or potentially affected by Arctic marine operations and to facilitate the exchange of information and best practices between the Forum participants on specific shipping topics, including but not limited to; hydrography, search and rescue logistics, industry guidelines and ship equipment, systems and structure.

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You can see from the layout that there is a clear description for users as to what the purpose of the Portal is.

As we can see each chapter is listed and if you click on the chapter in question you will see a summary explanation of that Chapter, and then a full wording at the bottom of the Page.

On every Page there is a link to the Home Page, and also the State Administration Page link and the Participant List link appears on every page.

Of course, under each Chapter page you will see which Participants have submitted information, their explanation, and what that information is with links to it.

So, let us look at an example Chapter – Chapter 8

CHAPTER 8:



CHAPTER SUMMARY

Chapter 8 contains requirements that provide for safe escape, evacuation and survival under various operating conditions. Provisions contained in this chapter of the Polar Code will apply to new and existing vessels if such vessels may encounter the conditions the provisions are intended to address. Requirements for partially or totally enclosed lifeboats are higher in the Polar Code than the current SOLAS requirements. This includes having specific requirements in place to assist with escape or evacuation in ice and snow conditions, and requirements for personal survival equipment that provide sufficient frostbite protection. These are clearly set out in the Chapter 8 wording below, and in the [Part 1B Additional Guidance](#).

SUBMISSIONS

- American Bureau of Shipping (ABS)
- DNV GL
- IMO Polar Code Videos
- Lloyd's Register (LR)
- Maritime Department, Norwegian Ministry of Trade, Industry and Fisheries
- Oil Companies International Marine Forum (OCIMF)

CHAPTER 8 – LIFE-SAVING APPLIANCES AND ARRANGEMENTS:
[Full Polar Code text](#)

As you can see there are submissions from 3 Classification Societies. If you look at the Lloyd's Register submissions you will see that it takes you to the exact page in their publication [The Polar Code: A Regulatory Interpretation Guide](#) that deals with their advice for interpreting compliance with this Chapter.

You will also see how the Oil Companies International Marine Forum (OCIMF) are advising their members with reference to their detailed guideline documentation for transiting the Northern Sea Route and for other energy operations, and it is noteworthy that in some Chapters, such as Part II A regarding environmental provisions they advise members to go further than the regulation.

SUBMISSIONS

American Bureau of Shipping (ABS)
DNV GL
IMO Polar Code Videos
Lloyd's Register (LR)
Maritime Department, Norwegian Ministry of Trade, Industry and Fisheries
<p>The Norwegian Ministry of Trade, Industry and Fisheries draws attention in the following links to the Reports by the University of Stavanger in relation to Search and Rescue Exercises carried out in 2016 and 2017 in ice-infested waters to identify and explore the gaps between the functionality provided by the existing SOLAS (International Convention for Safety of Life at Sea) approved safety equipment and the functionality required by the Polar Code.</p> <ul style="list-style-type: none">• 2016: https://brage.bibsys.no/xmlui/handle/11250/2414815• 2017: https://brage.bibsys.no/xmlui/handle/11250/2468805
Oil Companies International Marine Forum (OCIMF)

You will also see here that the Maritime Department, Norwegian Ministry of Trade, Industry and Fisheries have made very helpful submissions regarding Search and Rescue Exercises that have been carried out by the University of Stavanger.

And there are submissions from the IMO, including here specifically their excellent video on Search and Rescue provisions in the Polar Code.

Another example is Chapter 11 – voyage Planning, where you will see submissions from the World Wildlife Fund regarding guidelines for environmental reasons in the Hudson Strait and Lancaster Sound including areas to avoid because they are whale breeding grounds.

Norwegian Polar Institute

Nunavut Planning Commission

Hyperlink: <http://www.arcgis.com/home/webmap/viewer.html?webmap=5ceec85326374c9b9b56e935477a7e80&extent=-180,35.3976,180,87.2166>

The Draft Nunavut Land Use Plan is a product of extensive consultations that included visiting all 25 Nunavut communities at least twice. After listening to the residents of Nunavut, governments, industry stakeholders and other interested parties including the Dene residents from Northern Manitoba and Saskatchewan, Inuit from Northern Quebec, the Draft Nunavut Land Use Plan provides clear guidance that directs resource use and development in the Nunavut Settlement Area. The Draft Nunavut Land Use Plan provides for protection of Caribou calving and post-calving grounds and critical bird habitat; identifies traditional on ice travel routes with special management tools to protect them, areas of mineral potential, as well as areas with potential for tourism activities. The Draft Plan also provides Nunavummiut a voice in determining the future of development in the Nunavut Settlement Area at the land use planning level.

NSIDC website

Nautical Institute

Oceans North Canada

Oil Companies International Marine Forum

Similarly, you will see submissions from indigenous organisations harnessing their local knowledge, for example the Nunavut Planning Commission.

State Administration Submissions

Of course, very helpful to the process is the approach of State Administrations and we are delighted with the fantastic efforts of your Delegations which has been really worthwhile.

In relation to information posted there is an important caveat:

This page consists of information that each Arctic State and their relevant agencies consider important for operators, flag states, and other interested parties, to consider when applying Polar Code requirements.

The information is non-exhaustive and all stakeholders are advised to contact relevant agencies for up-to-date advice

That of course goes without saying for any sensible operator.

We will use the example of Kingdom of Denmark:

ARCTIC STATE ADMINISTRATIONS

This page consists of information that each Arctic State and their relevant agencies consider important for operators, flag states, and other interested parties, to consider when applying Polar Code requirements.

The information is non-exhaustive and all stakeholders are advised to contact relevant agencies for up-to-date advice.

Canada
Kingdom of Denmark
Information from the he Danish Maritime Authority, Danish Meteorological Institute and the Danish Geodata Agency: <ul style="list-style-type: none">• Relevant information in the form of national and international orders, regulations and guidelines that may help to navigate the Arctic region in a safe manner:<ul style="list-style-type: none">◦ https://www.dma.dk/SikkerhedTilSoes/Arktis/SejladsGroenland/Sider/default.aspx• From the Danish Meteorological Institute, this page contains weather information and ice charts:<ul style="list-style-type: none">◦ http://www.dmi.dk/en/groenland/hav/ice-charts/• The Danish Meteorological Institute contributes to this international page, which also contains information on weather and ice:<ul style="list-style-type: none">◦ http://www.bsis-ice.de/IcePortal/• This page, from the Danish Geodata Agency contains their information on navigation in Greenland<ul style="list-style-type: none">◦ http://eng.navigation.gl/
Iceland

If you click on the State Administration Page of Kingdom of Denmark this is what you see. If you go onto the first link you will see all the information about the implementation of the regulation around Greenland.

The screenshot shows the Danish Maritime Authority website. At the top, there is a navigation menu with links: MY PAGE, ABOUT US, EMERGENCY SERVICE, CONTACT, JOBS, NEWS, MAILING LISTS, PRESS, PUBLICATIONS, APPS, and DANSK. A search bar is located to the right of the menu. Below the menu, there are several categories: SAFETY AT SEA, SHIP SURVEY AND REGISTRATION, RECREATIONAL & SCHOOL SAILING, SEAFARERS AND MANNING, and GROWTH AND FRAMEWORK CONDITIONS. The main content area is titled 'Navigation in Greenland' and includes a breadcrumb trail: Danish Maritime Authority > Safety at sea > The Arctic region > Navigation in Greenland. The text on the page states: 'Safety of navigation in Greenland waters and the Arctic region are two of the Danish Maritime Authority's key areas of interest. On this page, you will find relevant information in the form of national and international orders, regulations and guidelines that may help you navigate the Arctic region in a safe manner. At the bottom of this page, you will find links to other relevant sources of information that may be helpful when planning and carrying out a safe voyage.' There is also a link to 'Danish orders on safe navigation in Greenland waters (courtesy translations)' and a list of links including 'Order for Greenland on the safe navigation, etc. of ships'. An image of a ship's bow in a snowy, icy environment is shown on the right side of the page.

And if you click on the second link you will see what ice charts you are advised to use by the Danish Meteorological Institute:

Ice charts



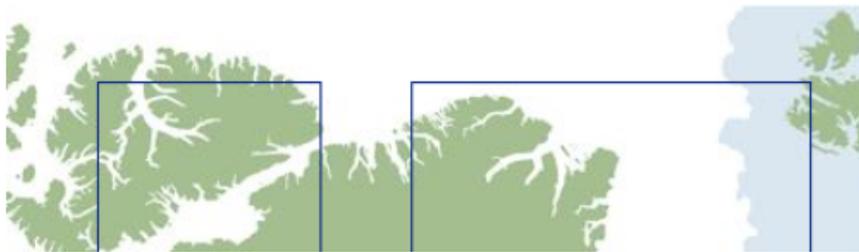
The Ice Service at DMI produces ice charts covering Greenland Waters primarily for the purpose of supporting navigation around Greenland.

The Ice Service produces overview charts twice a week (Mondays and Thursdays) as well as more detailed regional ice charts: Charts for the Cape Farewell region (between 59°N and 62°N) are recorded several times a week all year round while charts with varying coverage of the west and the north coast are produced according to season and navigation.

International standard ice chart codes by the World Meteorological Organisation are used in all ice charts.

Find the latest ice charts here:

- [The Cape Farewell region](#)
- [The west coast](#)
- [The east coast](#)
- [Overview charts](#)

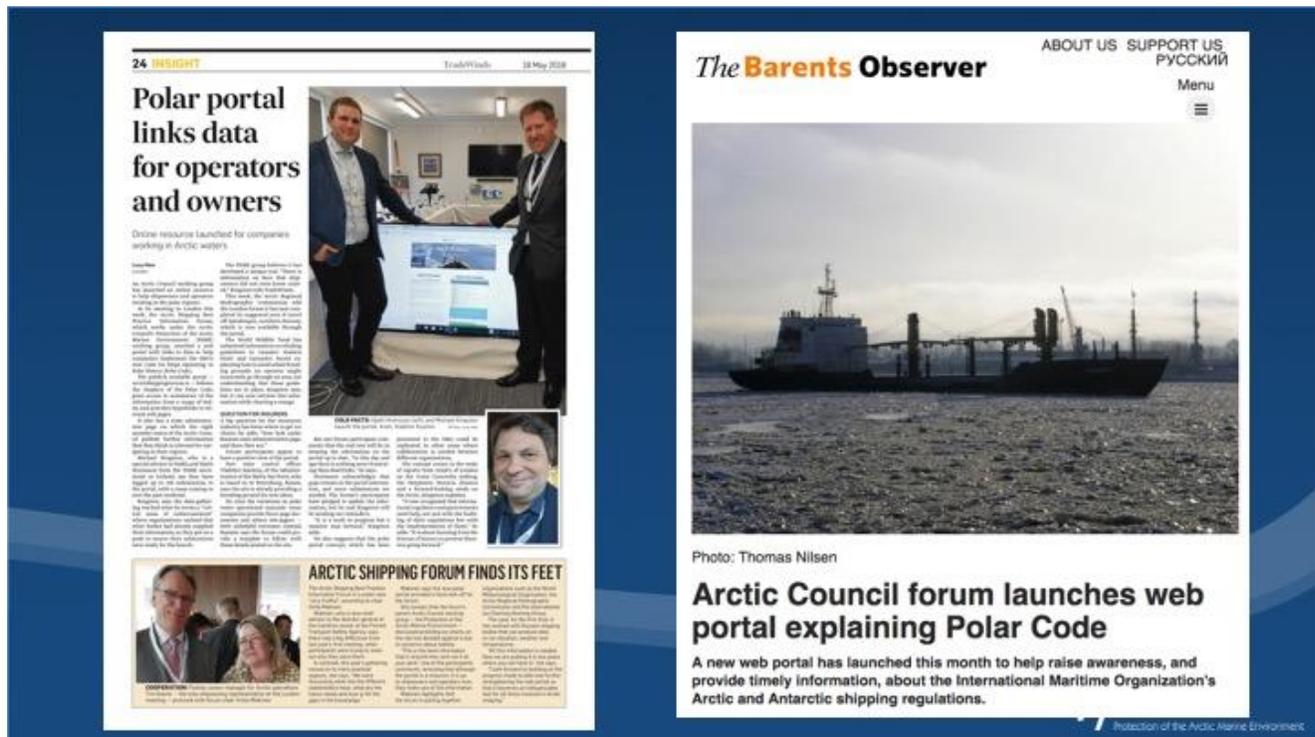


You will also see on the State Administration pages very helpful information as to who you need to contact in various Administrations regarding details about using their Flag.

Hjalti and I would like to pay particular thanks to the work of the Russian Federation for their contribution, especially Vladimir Kuzmin for his outstanding presentation in London and for the great information that he helped submit for the Russian Federation State Administration Page.

What you can see from these examples is that you are starting to see a system that is working where information is becoming easily available that may not otherwise be known to some Participants. It is making everyone work hard to collaborate and get it right. This will help create the correct behavioural atmosphere where people in the decision-making stages of the process- operators, Flag States, the insurance industry, financiers and Port State Control will start looking at the regulation in a harmonised way. It is an education process and the collaborative nature of the Forum's Participants and the Web Portal are starting to facilitate that so that those who are going about their business correctly can do it and those who are not are stopped.

Launch and media coverage



Following the Portal launch there has been significant media coverage as can be seen from this slide. In addition, Participants have highlighted the Forum and Web Portal to their members in their respective organisation, for example IICWG, ARHC and WMO.

This Circular and its attachments (if any) are confidential to the intended recipient and may be privileged. If you are not the intended recipient you should contact ICS and must not make any use of it.

21 May 2018

MC(18)39

TO: ALL FULL AND ASSOCIATE MEMBERS

Copy: Marine Committee

ARCTIC SHIPPING BEST PRACTICE INFORMATION FORUM LAUNCHES PUBLIC WEB PORTAL

Action required: *Members are invited to note that the Arctic Shipping Best Practice Information Forum has launched a public web portal and take action as appropriate.*

The Polar Code is a mandatory international framework that increases the safety of ship operations and mitigate the impact on the people and the vulnerable environment in

The International Union of Marine Insurance (IUMI) have included the Portal link in an article to their worldwide members in the energy and marine insurance industry⁷ and the International Chamber of Shipping issued a Circular to all members seen here.

Next Steps

Like anything this is not a final product. It is a continual work in progress. The product is not perfect but to be in a position to launch the Web Portal from a standing start was a serious achievement of hard grind and dedication by so many people who contributed, almost everyone without exception, many of whom are in this room. At the Forum in May Participants agreed that the organising committee would send out a questionnaire asking for recommendations for the Web portal – improvements and suggestions, but also what they would like to see us focus on at the next Forum⁸. That is what we are concentrating on at the moment in preparation for the next Forum. We have received the answers and are now summarising them and will be writing to Participants soon focusing on suggestions. An example of work we know is on-going is that OCIMF are working very hard with ICS on a hypothetical Polar Water Operational Manual which, when finished, we can then discuss in the Forum and feed into the Portal, as we learn more. That is one example of many on-going projects. And we need to carry out further analysis of the information submitted.

⁷ See also this [article](#)

⁸ For 2nd Forum Report follow this [link](#).

We emphasised to Participants and we re-emphasise it here today, the importance of Participants working within their Government Departments, Industry organisations, international organisations, intergovernmental organisations, indigenous organisations, research organisations, and so on to gather further information and feed it in as it evolves, and review existing information that has been submitted, on an on-going basis.

For Hjalti and I to do this presentation here in Vladivostok – the Prince of the East – is an honour indeed and we would like to thank Natalia Kutaeva and all her colleagues in the Transportation Ministry of the Russian Federation for helping us with logistics and for such a kind welcome. It is also an honour, particularly to be here at this Maritime University with so many young Cadets present who have with their leaders looked after us with such kindness.

We have worked hard to make this Portal a success for the protection of our seafarers and the environment.



**Presentation by Finland and Norway on behalf of 8 Arctic States during MCS Committee meeting
IMO Headquarters June 2017**



Presentation by Finland and Kingdom of Denmark on behalf of 8 Arctic States during MEPC Committee meeting IMO Headquarters April 2018

There have been over 3,000 hits already on the State Administration Pages, and as you have heard from the Chair we were asked by the IMO to present the work of the Forum, on behalf of the 8 Arctic States, at the MSC Committee meeting in June 2017 and again at MEPC in April 2018, as the IMO see this regional effort and great collaboration for the exchange of information to implement regulation responsibly as an example to the rest of the world.

Personally speaking, with that in mind, when I see these young cadets in this building I am proud- as I am sure you are - that our work will make a significant difference to their lives and the lives of many other seafarers.

This process shows that working - **Together we will always make a difference.**
(Ní neart go cur le chéile)

Thank you

**Hjalti Hreinsson, Project manager (hjalti@pame.is), PAME Secretariat; and
Michael Kingston, Michael Kingston Associates
(michaelkingston@michaelkingston.com) , Special Advisor to PAME**



Meeting of Arctic Council's Protection of the Arctic Marine Environment Working Group at the Admiral Nevelskoy Maritime State University, Vladivostok, Russia, 01-04 October 2018

Polar portal links data for operators and owners

Online resource launched for companies working in Arctic waters

Lucy Hine
London

An Arctic Council working group has launched an online resource to help shipowners and operators working in the polar regions.

At its meeting in London this week, the Arctic Shipping Best Practice Information Forum, which works under the Arctic Council's Protection of the Arctic Marine Environment (PAME) working group, unveiled a web portal with links to data to help companies implement the IMO's new Code for Ships Operating in Polar Waters (Polar Code).

The publicly available portal — ArcticShippingForum.is — follows the chapters of the Polar Code, gives access to summaries of the information from a range of bodies and provides hyperlinks to relevant web pages.

It also has a state administration page on which the eight member states of the Arctic Council publish further information that they think is relevant for navigating in their regions.

Michael Kingston, who is a special advisor to PAME, and Hjalti Hreinsson from the PAME secretariat in Iceland, say they have logged up to 150 submissions to the portal, with a mass coming in over the past weekend.

Kingston says the data-gathering reached what he terms a "critical mass of embarrassment" where organisations realised that other bodies had already supplied their information, so they put on a push to ensure their submissions were ready for the launch.

The PAME group believes it has developed a unique tool. "There is information on here that shipowners did not even know existed," Kingston tells TradeWinds.

This week, the Arctic Regional Hydrographic Commission told the London forum it has just completed its suggested area of travel off Spitsbergen, northern Norway, which is now available through the portal.

The World Wildlife Fund has submitted information on whaling guidelines in Canada's Hudson Strait and Lancaster Sound explaining how to avoid whale breeding grounds. An operator might innocently go through an area, not understanding that these guidelines are in place, Kingston says, but it can now retrieve this information while charting a voyage.

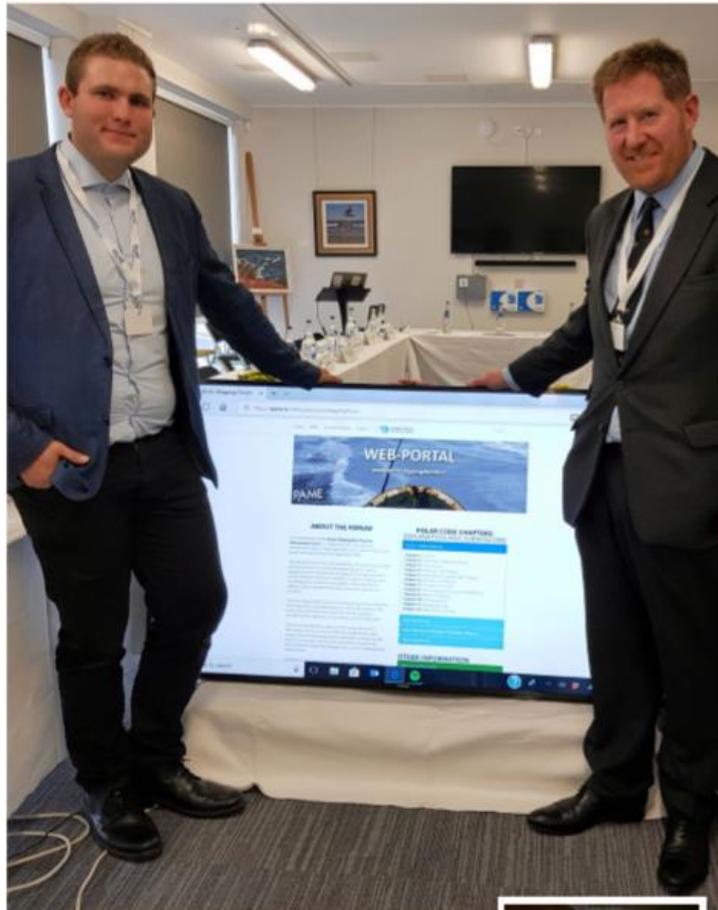
QUESTION FOR INSURERS

A big question for the insurance industry has been where to get ice charts, he adds. "Now look under Russian state administration page, and there they are."

Forum participants appear to have a positive view of the portal.

Port state control officer Vladimir Kuzmin, of the Administration of the Baltic Sea Ports, who is based in St Petersburg, Russia, says the site is already providing a breeding ground for new ideas.

He cites the variations in polar water operational manuals: some companies provide three-page documents and others 500-pagers — both unhelpful extremes. Instead, Kuzmin says the forum could provide a template to follow, with these details posted on the site.



COLD FACTS: Hjalti Hreinsson (left) and Michael Kingston launch the portal. Inset, Vladimir Kuzmin
Photos: Lucy Hine

But one forum participant comments that the real test will be in keeping the information on the portal up to date. "In this day and age there is nothing more frustrating than dead links," he says.

Hreinsson acknowledges that gaps remain in the portal information, and more submissions are needed. The forum's participants have pledged to update the information, but he and Kingston will be sending out reminders.

"It is a work in progress but a massive step forward," Kingston adds.

He also suggests that the polar portal concept, which has been

presented to the IMO, could be replicated in other areas where collaboration is needed between different organisations.

The concept comes in the wake of reports from Lloyd's of London on the Costa Concordia sinking, the Deepwater Horizon disaster and a forward-looking study on the Arctic, Kingston explains.

"It was recognised that international regulators and governments need help, not just with the building of their regulations but with the implementation of them," he adds. "It is about learning from the lessons of history to prevent disasters going forward."



COOPERATION: Fednav senior manager for Arctic operations Tim Keane — the only shipowner representative at the London meeting — pictured with forum chair Anita Makinen

ARCTIC SHIPPING FORUM FINDS ITS FEET

The Arctic Shipping Best Practice Information Forum in London was "very fruitful", according to chair Anita Makinen.

Makinen, who is also chief advisor to the director-general of the maritime sector at the Finnish Transport Safety Agency, says there was a big difference from last year's first meeting, when participants were trying to work out why they were there.

In contrast, this year's gathering moved on to more practical aspects, she says. "We were discussing what role the different stakeholders have, what are the future needs and how to fill the gaps in the knowledge."

Makinen says the new polar portal provided a focal kick-off for the forum.

She reveals that the forum's parent Arctic Council working group — the Protection of the Arctic Marine Environment — discussed providing ice charts on the site but decided against it due to concerns about liability.

"This is the best information that is around now, and use it at your peril," one of the participants comments, stressing that although the portal is a resource, it is up to shipowners and operators how they make use of this information.

Makinen highlights that the forum is putting together

organisations such as the World Meteorological Organization, the Arctic Regional Hydrographic Commission and the International Ice Charting Working Group.

This year, for the first time, it has worked with Russian shipping bodies that can produce data on ice situation, weather and temperatures.

"All this information is needed. Now we are putting it in one place where you can have it," she says. "I look forward to building on the progress made to date and further strengthening the web portal so that it becomes an indispensable tool for all those involved in Arctic shipping."