Dear Phil and All,

I believe the AMSA study has relevance to the conference theme since it was an integration effort of sectors and traditional knowledge with issues of scale and governance. Thoughts on how we approached the assessment (especially using scenarios) and what we learned could be of interest to the conference participants. Even the implementation of various recommendations of AMSA (17 of them) likely has some tie to using the EA approach in the Arctic. I will have to think some more about the links, but I sense they are there and can be useful to developing EA in the Arctic.

Respectfully,
Lawson

AMSA's Application to the Ecosystem Approach to Management in the Arctic

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The Arctic Council's Arctic Marine Shipping Assessment (AMSA), conducted under PAME during 2004-09, can be viewed in three, key perspectives: a baseline or snapshot of marine traffic/use; a strategic guide for a host of 'owners,' actors and stakeholders; and, a policy framework for the Arctic states to address Arctic marine safety and environmental protection. Critical to AMSA's success has been its 17 recommendations that were approved by consensus of the Arctic Ministers, a consensus that will likely be necessary to implement EA across the Arctic. AMSA should also be considered a much broader assessment than the name implies since it was a holistic look at all nearly all Arctic marine use, including indigenous marine use in coastal waters. The AMSA survey of marine traffic included all 'Arctic shipping' and marine operations (such offshore drilling operations, cruise ship voyages, ferries, and more). Identifying all of the significant sectors of marine activity is hugely important to EA application and policy formulation. The holding of AMSA Town Hall meetings in Arctic coastal communities provided critical information that influenced the development of AMSA's recommendations. Traditional knowledge and indigenous user perspectives were important to AMSA, but the integration of this information was complex and challenging as it would be in EA implementation. The use of scenarios, or plausible futures, of Arctic marine navigation was one of the successful tools used during AMSA. The scenario approach proved to be a powerful way to communicate to the Arctic Council the complexities influencing future Arctic marine use, and was an effective approach for facilitating new and unconstrained thinking in the Council and among experts. The scenarios helped to develop a better understanding of the linkages of Arctic marine use to global economic systems. Applications of the scenarios creation process could be used in the science & policy implementation of EA in the Arctic. In many respects, AMSA is an Arctic Council model for conducting an integrated assessment that resulted in realistic and achievable recommendations, a goal to be pursued in applying EA to the complexities of the Arctic.