



**PAME-II 2013**  
**Agenda Item 4.8(b)**  
**AMATII database and relevance to updating the AMSA database**

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**Background:**

The Arctic Maritime and Aviation Transportation Infrastructure Initiative (AMATII) serves as an initial platform for inventorying critical assets in the Arctic’s aviation and maritime environment. The Initiative facilitates ongoing and increased communication and collaboration throughout the Circumpolar North. It Provides an inventory of marine and aviation transportation infrastructure and serves as a coordination point for future research and has the potential to facilitate technology transfer within the Arctic region.

AMATII builds on and responds to past efforts and projects of two working groups within the Arctic Council—the Protection of the Arctic Marine Environment’s 2009 Arctic Marine Shipping Assessment Report and the Sustainable Development Working Group’s Circumpolar Infrastructure Task Force (CITF). AMATII was co-led by Iceland and the United States during the 2011-2013 period.

The AMATII Deliverables to the Arctic Council 2013 ministerial meeting included:

- ✓ *An Arctic Maritime and Aviation Infrastructure Database*, a web-based, searchable inventory of baseline public port and airport data;
- ✓ *An Arctic Maritime and Aviation Infrastructure Map* that hosts layers of port and airport infrastructure for a graphical representation of asset locations; and
- ✓ *A Guidance Document*, which includes the proceedings of the Port and Airport Infrastructure Workshop, as well as case studies and illustrative stories of northern aviation and maritime infrastructure.

The AMATII database and map is located on the [www.arcticportal.org](http://www.arcticportal.org) under the following link: <http://arcticinfrastructure.org> The *Guidance Document* is attached separately.

**Status and next steps:**

The AMATII was under the SDWG work plan for the period 2011-2013 and will discuss the possibility of supporting Phase II of this project at their upcoming working group meeting in October 2013. Primarily, the function of a Phase II should be to make current data more meaningful – evaluating primary and potential use, condition, connectivity, support systems, etc.

With reference to PAMEs 2013-2015 Work Plan on AMSA III(A) i.e.: *Address the Infrastructure Deficit: PAME will continue to monitor and support initiatives for strengthening*

*Arctic marine infrastructure, including with respect to the AMATII project. Co-leads are Russia and the United States.*

**Recommendations for the attention of the PAME II-2013 Meeting**

Based on the work already accomplished by the AMATII project, PAME could discuss the following within the AMSA breakout group:

- ✓ Explore possibilities of using the data collected, in particular those that may be of relevance to PAMEs work on AMSA follow-up activities in an effort to strengthen and update the AMSA database.
- ✓ To identify and submit information to help fill gaps and suggest additional categories of information that may warrant inclusion in the AMATII database.
- ✓ PAME should await the decision from the SDWG working group meeting (October 2013) on the AMATII Phase II proposal after which time possible collaborative efforts can be explored.