

PAME II - 2014 Agenda Item 4.2(b)
AMSA Recommendation I (B)
International Maritime Organization (IMO) Measures for Arctic Shipping

Background

The following Record of Decision (RoD) was issued by the Protection of the Arctic Marine Environment (PAME) Working Group during its first meeting of 2014:

*“PAME welcomes the valuable contribution of the final HFO Phase II and IIb reports and requires the Secretariat to post them to the PAME website related to background documents. Taking into account these reports and any other relevant information, **PAME invites member governments to identify and inform PAME II-2014 of any discrete marine areas that would benefit from a more detailed risk analysis that would also take into consideration areas of heightened ecological and cultural significance and such other elements that may be appropriate (e.g. age of ships).**”*

In response to this request, Canada would like to draw the following information to the attention of PAME members:

- Heavy Fuel Oil (HFO) *usage* by ships operating in the Canadian Arctic is relatively low compared to the Eastern Arctic.
- Similarly, HFO *carriage* is influenced by the fact that Canadian Arctic communities tend to rely on non-HFO or more distillate fuel sources that have lower freezing points and that can withstand outdoor storage in extreme low temperatures.
- The limited HFO use and carriage that does exist in the Canadian Arctic is generally restricted to select vessels operating within the Baffin Bay/Davis Strait fishing fleet and in support of various oil/gas/mineral operations. This is not necessarily consistent with the level of risk noted in the HFO Phase II report Section 7.1 and Appendix B maps. However, this inconsistency highlights concerns Canada had previously shared with DNV regarding the classification of a high grounding risk (associated with high levels of tanker traffic) in the Hudson Strait area. The classification of the area as a high risk is inconsistent with the knowledge that Canadian government officials have of the ship traffic in the area.

Recommendation

Taking the above into consideration, a more precise HFO specific study within Canadian Arctic waters is unlikely to be the most effective use of limited resources vis-à-vis other areas of the Arctic known to have more significant levels of HFO use and/or carriage.

However, Canada would encourage DNV-GL/PAME to consider pursuing additional future risk assessments related to marine shipping, including those focused on **distillate fuel usage and/or the transport of oil cargo** in Arctic marine areas. An analysis focused on these criteria would be a first for PAME and would be more inclusive of the types of vessel trends and activities more common to Canadian Arctic waters.