

**PAME II-2014 Agenda Item 4.2(b)**

**AMSA Recommendation I(B)**

**USA Identification of the Bering Strait as a Discrete Marine Area that  
Would Benefit from a More Detailed Risk Analysis**

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**References and Related Documents**

- PAME I-2014 Records of Decision #2
- AMSA Report Recommendation I(B) (IMO Measures for Arctic Shipping)
- Det Norske Veritas, *HFO in the Arctic – Phase 2* (Report No./DNV Reg No.: 2013-1542-16G8ZQC-5/1 (December 13, 2013)
- Det Norske Veritas, *HFO in the Arctic – Phase 2B* (Report No./DNV Reg No.: 2013-1542-16G8ZQC-6 (December 13, 2013)

**Background**

At PAME I-2014, member governments adopted a Record of Decision (ROD) stating:

*PAME welcomes the valuable contribution of the final HFO Phase II and IIB reports and requests 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).<sup>1</sup>*

The referenced HFO Phase II and IIB Reports were prepared for PAME by Det Norske Veritas (DNV) under contract to Norway.<sup>2</sup> AMSA Recommendation I(B) provides in relevant part:

*That the Arctic states, in recognition of the unique environmental and navigational conditions in the Arctic, decide to cooperatively support efforts at the International Maritime Organization to strengthen, harmonize and regularly update international standards for vessels operating in the Arctic. These efforts include: ... augment[ing] global IMO ship safety and pollution*

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<sup>1</sup> See PAME-I 2014 Records of Decision, Decision #2, available at [http://www.pame.is/images/02\\_Document\\_Library/Meeting\\_Reports/PAME\\_Report\\_2014\\_I\\_RoDs\\_final\\_version.pdf](http://www.pame.is/images/02_Document_Library/Meeting_Reports/PAME_Report_2014_I_RoDs_final_version.pdf).

<sup>2</sup> The HFO Phase 2 Report is available at [http://www.pame.is/images/03\\_Projects/AMSA/Heavy\\_Fuel\\_in\\_the\\_Arctic/HFO%20in%20the%20Arctic%20Phase%20II%20final%20report%20by%20DNV\\_signed.pdf](http://www.pame.is/images/03_Projects/AMSA/Heavy_Fuel_in_the_Arctic/HFO%20in%20the%20Arctic%20Phase%20II%20final%20report%20by%20DNV_signed.pdf). The HFO Phase 2B Report is available at [http://www.pame.is/images/03\\_Projects/AMSA/Heavy\\_Fuel\\_in\\_the\\_Arctic/HFO%20in%20the%20Arctic%20Phase%20IIB%20final%20report%20by%20DNV\\_signed.pdf](http://www.pame.is/images/03_Projects/AMSA/Heavy_Fuel_in_the_Arctic/HFO%20in%20the%20Arctic%20Phase%20IIB%20final%20report%20by%20DNV_signed.pdf). The views expressed in the DNV HFO Reports are those of DNV alone and constitute advice from an independent consultant. They should not be seen as policy recommendations by PAME or any of its member governments.

*prevention conventions with specific mandatory requirements or other provisions for ship construction, design, equipment, crewing, training and operations, aimed at safety and protection.*<sup>3</sup>

## **USA Response**

In response to the invitation in Record of Decision #2, the United States identifies the Bering Strait as a discrete marine area 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.

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<sup>3</sup> The 2009 Arctic Marine Shipping Assessment (AMSA) Report is available at [http://www.pame.is/images/03\\_Projects/AMSA/AMSA\\_2009\\_report/AMSA\\_2009\\_Report\\_2nd\\_print.pdf](http://www.pame.is/images/03_Projects/AMSA/AMSA_2009_report/AMSA_2009_Report_2nd_print.pdf). Recommendation II(D) is found at p. 6.