

Responses to the questions identified in RECORD OF
DECISIONS AND FOLLOW-UP ACTIONS
PAME II-2017
on “Developing an Approach/Framework for more
Systematically Engaging with Observers on PAME’s
Shipping Related Work”

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1) How are interested Observers, and particularly Observer States, currently engaging with PAME on shipping-related issues?

Opinion :

As a country with a degree of dependence on foreign trade of more than 80%, and 99.7% of the trade volume dependent on shipping, free trade and its supporting infrastructure are crucial to Korea’s economy and society. Thus, issues related to Arctic shipping at PAME are of high interest to Korea.

By being involved in PAME activities since 2015, Korea has gained knowledge of various arctic shipping issues, and about the related concerns and possibilities from the Arctic including that of the indigenous people.

Korea has had cooperation experience with PAME through involvement in an AIA project on the Arctic Marine Indigenous Use Mapping, and in the process, has become more familiar with Arctic Council rules and procedures. We find that involvement through project participation is very beneficial for us in understanding the Arctic Council and its subsidiary bodies as well as enhancing our capacity.

2) Consistent with the Arctic Council Rules of Procedure and the Observer manual for Subsidiary Bodies, what types of involvement with PAME’s shipping-related work are Observers most interested in undertaking? Are there specific shipping issues of interest to Observer?

Opinion :

Since 2015, Korea has been participating in PAME SEG. We find that PAME SEG is helpful in improving our understanding of the various aspects of Arctic shipping, and thus we hope to

become more involved with the Shipping Experts Group.

In 2016 and 2017, the Arctic Partnership Week served as a forum for in-depth discussion on PAME's Arctic shipping agenda with SEG representatives, and it is our opinion that this contributes to our capacity building and that it should be continued. We recommend other Observer States to also find cooperation opportunities through involvement in the experts group activities.

We very well understand that a precautionary and regulated approach to preventing conflicts and harmful damage to the environment are very important. In this respect, marine use, maritime safety, IMO regulations including the Polar Code, and Arctic Ship Traffic Data are some of the possible areas of interest for Korea.

In addition, we find that establishing rational and consistent standards, and encouraging the development of green shipping technology are some important ways to promote safety and sustainability.

3) Would Observers be more interested in identifying and pursuing opportunities for engagement that involve financial contributions, in-kind contributions, or other types of involvement?

Opinion :

Through participation in a cooperation project with AIA, Korea has not only provided financial support in accordance with the Arctic Council rules and procedures, but Korea also facilitated information and capacity exchange between the two partners by hosting a seminar.

Furthermore, by hosting seminars with PAME SEG, Korea has made the effort to raise the understanding and awareness of relevant Korean organizations about PAME and its work.

We believe there are many opportunities for Observers to participate in PAME shipping activities such as by providing direct financial support to a specific project, promoting participation by experts, implementing projects in a specific area, hosting an expert group level seminar with the consent of the working group, periodically submitting reports of relevant activities, hosting an informal dialogue session with Observers during PAME meetings, etc. These are all areas of engagement that Korea has an interest in pursuing.

In the case of financial support, support by Observers could be given on a project basis.

4) Would Observers be more interested in partnering with a single Arctic State/Permanent Participant, multiple Arctic States/Permanent Participants, or does the format of a collaborative arrangement not make a difference? Are there examples of collaborative efforts between Observers and Arctic States/Permanent Participants that could serve as

models for future collaboration?

Opinion :

As mentioned above, Korea has experience cooperating in a project with AIA on a bilateral basis. We suggest this project as a potential model for other Observer/PP collaborations.

PAME's project on Developing an Approach/Framework for more Systematically Engaging with Observers on PAME's Shipping Related Work involves multiple partners, as it is led by the U.S. and AIA, and partnered by Korea and Italy. This project too has as the potential to become an exemplary for multi-partner collaboration among Arctic States, PPs and Observers.

It is true that Observer's interests in the Arctic are limited compared to Arctic states that own sovereign rights in the region. Thus, it is likely that Observers' interests will be concentrated on certain projects related to their own project or policy. This may mean that it would be easier to pursue individual collaboration with Observers in most circumstances.

But if there is(are) working group level project(s) that all observers could participate in, it would help foster stronger collaborative relations among Arctic States, PPs and Observers. An example of this is CAFF's Arctic Migratory Bird Initiative (AMBI) which involves a large number of Arctic and non-Arctic States. We believe Polar Code and shipping data information sharing could be another possible area for promoting such multi-partner collaboration.

5) Would Observers find regular attendance of PAME meetings (e.g., Working Group and/or Expert Group meetings) useful to facilitate more systematic engagement with PAME's shipping-related work? If an Observer is not regularly attending PAME meetings, what is the impediment to attendance (e.g., cost, insufficient information, meeting location, lack of Observer-related agenda items, no commercial ships or research vessels currently using or anticipated to use Arctic waters, no national strategy or priority for Arctic shipping, improper Arctic shipping contact point)?

Opinion :

Korea has attended every PAME meeting since 2014. And since 2015, Korea has been also attending SEG meetings and gained insights to the Arctic shipping agendas. It was very helpful for understanding Arctic Council's shipping issues. In Korea, the meeting outcomes are then shared among Korean experts on the Arctic through KAEN (Korea Arctic Experts Network), and possible cooperation opportunities are discussed. So, Korea does find regular attendance of PAME meetings to be useful for actively engaging with PAME.

However, in the beginning, Korea found that having a low understanding of on-going working group projects to be an obstacle. Then, another difficulty with attending PAME meetings was

the fact that Korea had no specified role, and that some of its projects lacked direct relevance to shipping.

Thus, providing a proper opportunity to Observers to understand PAME and to participate in areas of interest would be important factors in influencing Observers' level of participation. Providing opportunities to Observers to give presentations on their PAME shipping related projects, and to examine how observer's own projects can contribute to PAME's work would encourage more Observer participation.

6) Would providing more specific identification or opportunities and solicitation for Observer assistance via Arctic Council publications be an effective way to engage Observers on shipping-related issues? What types of additional information would be useful for increasing Observer engagement?

Opinion :

Majority of the working group agenda focuses on the Arctic state(s) and/or its indigenous people, and there are not that many projects that have direct relevance for Observers, which makes their participation or expansion of involvement rather difficult.

Thus, Observers could be more involved if their participation in projects could be better facilitated, if a project includes a component that requires Observers to play a significant role in certain areas, and/or if there are more encouragement for Observer participation by the Arctic Council.

Regarding the matter of information sharing, providing project details including relevant documents and focal points for each project in the working group to observers would be helpful in making decisions to participate. Also, enabling Observers to be aware of new projects led by Arctic States and the PPs would further help in promoting Observer participation.

7) Given the current involvement of Observer experts in PAME shipping-related work, how could PAME more effectively integrate the knowledge and experience of these experts?

Opinion :

Many Observer States have various shipping related activities because it is a typical global activity. One idea for sharing knowledge and experience of Observers is introducing some sort of their activities to PAME, and enable them to contribute to PAME such as by having some of their projects designated as a "working group relevant project by Observer".

To designate as a "working group relevant project", the project's purpose, implementation strategies, and contribution to the Arctic Council should be identified, and allow the Arctic

Council working group to track project outcomes and receive reports of its deliverables from the Observer. And providing opportunities to present their working group relevant project would encourage Observers to share their knowledge and experience.

8) What kind of additional suggestions or ideas would be effective in encouraging Observer engagement in PAME's shipping-related work in the future?

Opinion :

Based on our experience so far, project that required direct participation made the Observer's role more defined, and more experts were involved in the process. Aside from PAME, Korea's engagement with the Arctic Council includes participation in CAFF AMBI, SDWG Arctic Renewable Energy Atlas (AREA) project, review of AMAP reports, EPPR expert groups, translation of important Arctic Council documents into Korean language.

Potential additional PAME work areas that Korea would be interested are:

- Studying scenarios by shipping route, and by navigation conditions to enable sustainable navigation in the Arctic, specify the technological challenges faced by individual routes and conduct a gap analysis based on the best available technology with an analysis on the possibility of overcoming the gap
- Improving education and training program to secure emergency response capacities of sailors navigating the polar seas, and pursuing needed international cooperation
- Building an information system that could be shared by coastal states, flag states, and indigenous society by jointly developing vessel monitoring system in order to secure the safety of Arctic ocean going vessels and their response capacity to risks

Please note that these are preliminary responses to the questions and they may change after further discussions in Korea.