**PAME I-2019: Agenda 6.9(b)(iii)**

**Arctic Marine Tourism: Shipping analysis and Best Practices Guidelines**

**Final draft project proposal version 7 Jan 2019**

# Project title: Arctic Marine Tourism: Shipping analysis and Best Practices Guidelines

# Background:

The [Arctic Marine Tourism Project – Best Practice Guidelines document (AMTP)](https://pame.is/images/03_Projects/Arctic_Marine_Shipping/Arctic_Marine_Tourism_Project/AMTP_Best_Practice_Guidelines.pdf), was approved at the Iqaluit 2015 Ministerial Meeting. It is a voluntary document encouraging action on behalf of the Arctic Council, Arctic States, and in some instances collaboration between the two, and is meant to strengthen, not preclude, the range of existing mandatory requirements and voluntary policies and guidance currently in place to support sustainable and responsible Arctic marine tourism issued by levels of government, Indigenous communities, industry, industry associations and the NGO community.

AMTP recommended that the Arctic Council should note the potential benefits of sustainable Arctic marine tourism and be mindful that these benefits are best realized through active and collaborative engagement among coastal communities, government agencies, industry, academia, and other stakeholders. Based on this, follow up on selected AMTP recommendations is proposed during the 2019-2021 period with the aim to better understand and assess impacts from the growing Arctic marine tourism sector. Potential next steps in 2021-2023 could e.g. involve more specific socio-economic activities/tasks carried out by other Arctic Council working groups, such as the SDWG, potentially in collaboration with PAME.

This project will contribute to the following AMTP recommendations:

* *Compile a publicly available repository of circum-Arctic marine tourism information.*
* *Develop a standardized framework for, and encourage the preparation of, site-specific guidelines for near-shore and coastal areas of the Arctic visited by passengers of marine tourism vessels and pleasure craft.*

Furthermore, this project contributes to follow-up on the following Arctic Council documents:

* The 2006 Final Report on Sustainable Model for Arctic Regional Tourism (SMART) (download [here](https://oaarchive.arctic-council.org/bitstream/handle/11374/33/Sustainable%20Model%20for%20Arctic%20Regional%20Tourism.pdf?sequence=1&isAllowed=y)).
* The Arctic Marine Shipping Assessment (2009) Recommendation I(D): Strengthening Passenger Ship Safety in Arctic Waters.
* The Arctic Ocean Review (2013), recommendation (4) that the *“Arctic states should explore the possibility of developing voluntary guidelines and, if appropriate, best practices in implementing such guidelines for sustainable tourism. Moreover, that the role the cruise industry plays in facilitating tourism in the region and the impacts of this industry on Arctic peoples, ecosystems and the environment should be acknowledged. The Arctic Council should also give consideration towards the development of a broader sustainable tourism initiative.”*
* The Arctic Marine Strategic Plan, including Strategic action 7.3.5: *“Develop recommendations for consideration by Arctic states to promote maritime safety and environmental protection with the objective of reducing risks related to international shipping activities in Arctic waters.”*

# Objectives

The overarching objective is to gain knowledge on the status, trends and challenges in Artic marine tourism and assess the need for best practices guidelines in support of existing site-specific guidelines.

## Work package 1 objectives: Arctic Marine Tourism knowledge and information

* Gather knowledge on the status, trends and challenges in Artic marine tourism by analysing data from the ASTD database and develop a trends report in the Arctic with recommendations on next steps for approval by SAO’s at the 2021 Ministerial meeting.
* Enable real change (e.g. AIS carriage) within the maritime community through e.g. communication to the IMO.
* Explore the feasibility to conduct a survey to map the use and carriage of AIS by vessels not obligated to do so by IMO regulations. Subsequently the project can discuss potential recommendations to IMO in this regard.

## Work package 2 objective: Framework for Best Practice Guidelines

* Explore the need for the development of guidance materials in the form of e.g. best practices toolkit for Arctic states and communities to use as a framework when considering developing site-specific guidelines for near-shore and coastal areas of the Arctic visited by passengers of marine tourism vessels and pleasure crafts.

Note: the Association of Arctic Cruise Ship Operators (AECO) has developed site-specific guidelines and coordination and collaboration will be sought as relevant to this project to ensure synergies with existing efforts in this regard.

# Scope and Approach

* The project has direct relevance to PAME’s Arctic Ship Traffic Data (ASTD) system, which contains detailed information about ships in the Arctic.
* The geographic scope of the project is left to each Arctic state to determine and should focus on areas of Arctic-specific nature.
* The project will contribute to PAME’s work on HFO, as it could contribute to gathering information about emissions and other vectors of pollution (e.g. greywater) by cruise ships and, where appropriate, pleasure crafts.

# Main Activities

This project is composed of two work packages which can either run in parallel or as back-to-back activities.

## Work package 1: Arctic marine tourism knowledge and information

Gather knowledge on the historic trends and status by analysing data on cruise ships and pleasure crafts in the Arctic by:

1. Assessing the trends in the Arctic marine tourism based on e.g. available information in the ASTD system to include the number of cruise ships, their size, pollution information etc. Data to be complied with 10-year intervals (e.g. 2008 and 2018) by compiling information from selected ports in addition to information from ASTD. Data will also be gathered directly from communities, as relevant.
2. Summary report with key findings, communications and recommendations on possible steps for enacting real change within the maritime community.
3. Developing a communication and outreach material, such as a factsheet on the status and historic trends in marine tourism.

## Work package 2: Framework for Best Practice Guidelines

1. Assess the need for guidance materials in the form of e.g. best practices toolkit for Arctic states and communities in support of the development of site-specific guidelines for near-shore and coastal areas of the Arctic visited by passengers of marine tourism vessels and pleasure crafts.
   * Compile a list of existing Arctic site-specific guidelines and based on these, assess the need for and added value of developing a framework for best practices.
   * Conduct a gap analysis to identify activities for which best practice guidelines might still be lacking e.g. through information on related guidelines and other relevant information from Arctic states, Permanent Participants and Observer states and organizations at the Arctic Council
   * Seek input from the Indigenous Peoples and local communities who are impacted by the marine tourism industry.
2. Coordinate with the marine tourism industry, such as the Association of Arctic Expedition Cruise Operators (AECO) as they have made [guidelines](https://www.aeco.no/guidelines/), including visitor guidelines and site-specific guidelines in Svalbard and Franz-Josefs land.

## Timeline and Major Milestones:

* Feb. 2019: Approval by PAME of project proposal – co-leads identified
  + Project team assembly in succession
  + Finalization of project plan, including report content and project scope
  + Seek input from other working groups
* May 2019: Project in approved PAME Work Plan at Ministerial meeting
* Sept. 2019: PAME II-2019 meeting
  + Project team meeting
* Oct. 2019: Possible project workshop
  + Invitation of AECO and other related tourism industry bodies
  + Aim to feed into the report
  + Identify data from the ASTD database to analyse and portray in repository
  + Identify relevant conferences/meetings to participate in to present the work
* Nov. 2019: Work on online repository
* Feb. 2020: PAME I-2020 meeting
  + Project team meeting, including on communication material
* Sept. 2020: PAME II-2020 meeting
  + Draft report submitted to PAME
  + Launch of the online repository of shipping analysis
* Feb. 2021: PAME I-2021 meeting
  + Products approved by PAME
  + Project team meeting
* May 2021: Report (for approval) and repositories (for information) presented at ministerial meeting

# Overall estimated Budget:

Consistent with the overall Arctic Council approach, the development of this project will be financed through voluntary contributions and in-kind support from member governments. The proposed stepwise approach, with PAME approval required for each phase, will facilitate financial planning and budgets. Financial contributions will be sought from other sources as well, such as the Nordic Council of Ministers.

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| **Item** | **Budget (USD/in-kind)** |
| Project management and coordination | 30.000 |
| External expert(s) | 15.000 |
| Project team meeting/Workshop | 20.000 |
| Technical: Operability of the Repository with the ASTD system | 15.000 |
| Communication and outreach material | 15.000 |
| Editing, final layout and communication | 15.000 |
| **Estimated Total:** | **110.000** |

The PAME Secretariat will provide support with data and will be responsible for setting up the online repository.

# Main outcomes:

* Report on Arctic Marine Tourism shipping analysis, identifying key findings/recommendations, including potential future work of the Arctic Council and steps for enacting real change (e.g. AIS carriage) within the maritime community (e.g. with an information paper to the IMO where the eight Arctic States in unity recommend the mandatory AIS carriage).
* Online repository of information about Arctic cruise ship tourism
* A framework document that provides guidance on best practices to assist communities when developing site-specific guidelines - available for the Arctic Council Member States to apply to areas they choose, and approval at the 2021 Ministerial Meeting.
* Information material that can encourage targeted outreach and awareness campaigns

# Project Team Structure/Lead Countries

Iceland will lead the project. All Arctic Council Member States, Permanent Participants and Observers are invited to co-lead the project.