

Governmental organisations in the Arctic

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Arctic policy

- Arctic policy priorities differ: every Arctic nation is concerned about sovereignty and defense, resource development, shipping routes, and environmental protection.
- Several boundary and resource disputes in the Arctic remain unsolved, there is remarkable conformity of stated policy directives among Arctic nations toward peace and cooperation in the region.



Arctic Council

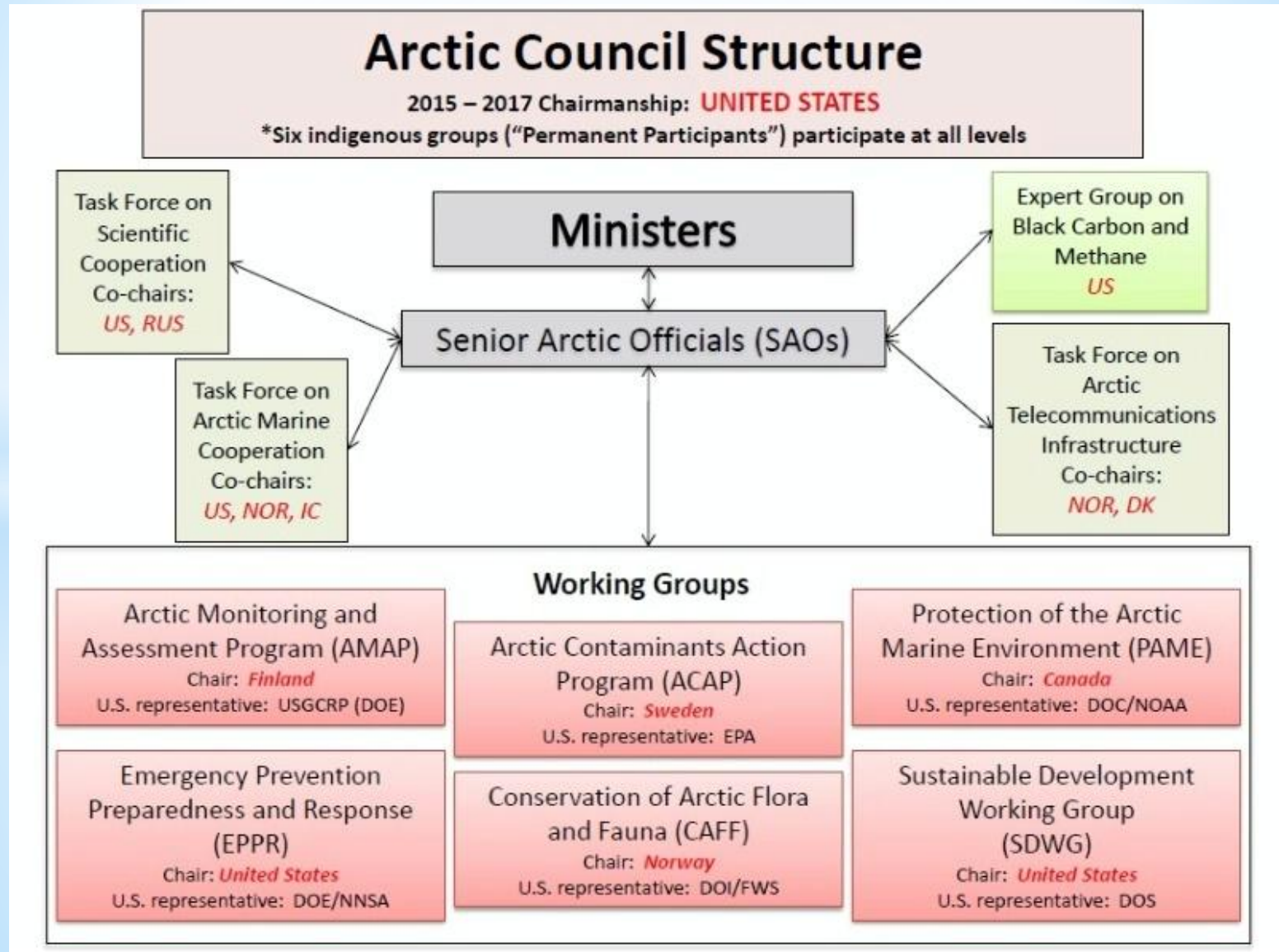
The Arctic Council is a high-level intergovernmental forum for promoting cooperation, coordination, and interaction among the Arctic States.

Eight member countries:

- Canada,
- the Kingdom of Denmark
- Finland
- Iceland
- Norway
- Russia
- Sweden
- the United States



Arctic Council



Arctic Council

- April 29, 2009: a task force to create an international Search & Rescue (SAR) instrument for the Arctic
- Nuuk, Greenland, May 12, 2011: ministers signed a Search & Rescue agreement, the Arctic Council's first law-bound treaty
- April 24, 2015: a Task Force on Arctic Marine Cooperation was created to consider future needs for cooperation on Arctic marine issues.



Conference of Parliamentarians of the Arctic Region

- CPAR is a parliamentary body comprising delegations appointed by the national parliaments of the Arctic states and the European Parliament.
- The conference also includes Indigenous peoples groups as Permanent Participants, and observers.
- The conference meets every two years.
- Between conferences the Arctic parliamentary cooperation is carried on by a Standing Committee of Parliamentarians of the Arctic Region



International Maritime Organization

IMO was established in 1948 to develop and maintain a comprehensive regulatory framework for shipping.

HOW THE POLAR CODE PROTECTS THE ENVIRONMENT

OIL



DISCHARGES
Discharge into the sea of oil or oily mixtures from any ship is prohibited



STRUCTURE
Double hull and double bottom required for all oil tankers, including those less than 5,000dwt (A/B ships constructed on or after 1 January 2017)



HEAVY FUEL OIL
Heavy fuel oil is banned in the Antarctic (under MARPOL). Ships are encouraged not to use or carry heavy fuel oil in the Arctic.



LUBRICANTS
Consider using non-toxic biodegradable lubricants or water-based systems in lubricated components outside the underwater hull with direct seawater interfaces

INVASIVE SPECIES



INVASIVE AQUATIC SPECIES
Measures to be taken to minimize the risk of invasive aquatic species through ships' ballast water and biofouling

BACKGROUND INFO

- THE INTERNATIONAL CODE FOR SHIPS OPERATING IN POLAR WATERS WILL ENTER INTO FORCE ON 1 JANUARY 2017
- IT APPLIES TO SHIPS OPERATING IN ARCTIC AND ANTARCTIC WATERS; ADDITIONAL TO EXISTING MARPOL REQUIREMENTS
- IT PROVIDES FOR SAFE SHIP OPERATION AND PROTECTS THE ENVIRONMENT BY ADDRESSING THE UNIQUE RISKS PRESENT IN POLAR WATERS BUT NOT COVERED BY OTHER INSTRUMENTS

SEWAGE



DISCHARGES I
No discharge of sewage in polar waters allowed (except under specific circumstances)



TREATMENT PLANTS
Discharge is permitted if ship has an approved sewage treatment plant, and discharges treated sewage as far as practicable from the nearest land, any fast ice, ice shelf, or areas of specified ice concentration



DISCHARGES II
• Sewage not comminuted or disinfected can be discharged at a distance of more than 12nm from any ice shelf or fast ice
• Comminuted and disinfected sewage can be discharged more than 3nm from any ice shelf or fast ice

GARBAGE



PLASTICS
All disposal of plastics prohibited (under MARPOL)



FOOD WASTES I
Discharge of food wastes onto the ice is prohibited



FOOD WASTES II
Food wastes which have been comminuted or ground (no greater than 25mm) can be discharged only when ship is not less than 12nm from the nearest land, nearest ice shelf, or nearest fast ice



ANIMAL CARCASSES
Discharge of animal carcasses is prohibited



CARGO RESIDUES
Cargo residues, cleaning agents or additives in hold washing water may only be discharged if: they are not harmful to the marine environment; both departure and destination ports are within Arctic waters; and there are no adequate reception facilities at those ports. The same requirements apply to Antarctic area under MARPOL

DEFINITIONS



SHIP CATEGORIES
Three categories of ship designed to operate in polar waters in:
A) at least medium first-year ice
B) at least thin first-year ice
C) open waters/ice conditions less severe than A and B



FAST ICE: Sea ice which forms and remains fast along the coast, where it is attached to the shore, to an ice wall, to an ice front, between shoals or grounded icebergs



ICE SHELF: A floating ice sheet of considerable thickness showing 2 to 50m or more above sea-level, attached to the coast

CHEMICALS



DISCHARGES
Discharge of noxious liquid substances (NLS) or mixtures containing NLS is prohibited in polar waters

Regional Arctic Cooperative Organizations

- The Nordic Council of Ministers is the inter-governmental body: Denmark, Finland, Iceland, Norway, Sweden, and the autonomous territories of Åland Islands (Finland), Faroe Islands (Denmark) and Greenland (Denmark).
- Barents Euro-Arctic Council is the forum for intergovernmental cooperation in the Barents Region (1993) to "provide impetus to existing cooperation and consider new initiatives and proposals".
- Pacific Northwest Economic Region: Arctic Caucusa –a loose alliance between Alaska and the Canadian Territories of Northern Territories and the Yukon. Members include legislators, government officials, business and nonprofit leaders.

Thank you for your attention!

Questions?

