The Integrated Arctic Corridors Framework

How it applies to a pilot corridor

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Outline

a) Brief overview of the Integrated Arctic Corridors Framework (2016)

b) Three core aspects of “alternative” low-impact corridor pilot site
   1. Governance
   2. Integrating Ecological and Cultural Information
   3. Corridor Implementation
The Integrated Arctic Corridors Framework

Guiding Principles

1. Develop and adhere to world-leading standards for human and vessel safety in Arctic waters

2. Establish comprehensive protection for the Arctic marine environment and its wildlife

3. Fully and formally include Inuit in Arctic shipping policy creation and implementation
The Integrated Arctic Corridors Framework

Policy Roadmap

Building Integrated Arctic corridors
Step 1. Create the Canadian Arctic Corridors Commission
Step 2. Consult and meaningfully engage Inuit
Step 3. Integrate information
Step 4. Designate corridors
Step 5. Classify corridors

Managing Integrated Arctic corridors
– Targeting resources
– Supporting safe and responsible vessel traffic
– Monitoring and adapting to change
The Integrated Arctic Corridors Framework

3 take-aways relating to pilot corridor dev’t

1. Governance
   – Federal-Inuit
   – Other interests

2. Integrating Ecological and Cultural Information

3. Risk-Based Corridor Implementation
“The Government will engage Indigenous and Northern communities in developing a governance model for the Northern Marine Transportation Corridors and Arctic marine shipping, in a way that is environmentally and socially responsible, including respecting modern northern treaties”

- Joint Statement on Arctic Leadership (Dec 20, 2016)
Corridors Governance

Other Interests

A partnership-based approach to corridors development that could include:

• Experienced operators
• Academic and research partners
• NGO partners
• Etc.

How will these groups be engaged and organized on the file?

– An Expert Advisory Panel?
– A stakeholder working group?
– Ad hoc?
Integrating Ecological/Cultural Information

Protecting sensitive areas

• Collecting existing information

• Establishing a baseline using science and IQ

• Developing guidelines

• Communicating to Mariners

• Developing a regime for monitoring and adaptive management
Integrating Ecological/Cultural Information

Marine Environmental Handbook for the NWP (1999)
# Risk-Based Corridor Implementation

## Step 5. Classify according to risk

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<tr>
<th>Tier</th>
<th>Corridor characteristics</th>
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<tbody>
<tr>
<td>1 – Low risk</td>
<td>Present limited risks to vessel and human safety, don’t intersect with environmentally sensitive areas or marine mammal migration routes, and have no potential to significantly affect Inuit activities.</td>
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<td>2 – Medium risk</td>
<td>Pass through higher-risk marine areas, contain some environmentally sensitive areas, and/or potentially affect Inuit activities</td>
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<tr>
<td>3 – High risk</td>
<td>Contain areas that present great risks to vessel and human safety and/or major environmentally sensitive areas, affect at-risk species, and/or may significantly affect Inuit hunting areas, travel routes, or vital activities.</td>
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Risk-Based Corridor Implementation

Building corridors – two ways

• When do you know that you have built a corridor?
  – All at once approach
  – Section-by-section
Corridors Implementation

Building corridors – two ways
Pilot Corridor

Piloting the Corridors Concept through the OPP

OPP enables Feds and Inuit to develop a meaningful ‘low-impact’ corridor that can serve as a model and learning experience.
EXTRA SLIDES
Sidenote: Beyond Service Provision

• Monitoring and Adapting to Change
  – Inuit Marine Monitors
• Monitoring ... linked in directly to compliance
• Information sharing – through the IMMP
• VHF repeaters, AIS
• What we don’t know:
  – How much more could a corridor be?
    • Posts along the NWP
    • Research – remote outposts that also support science – with remote power and satellite connection, camp sites
  – how do you implement a corridor in a place
  – Management – Evolves over time, based on enhanced monitoring and communication
• What would it include?
  – A new governance arrangement that puts GoC and Inuit interests at the fore
  – Bilateral process to achieve corridor design
  – A comprehensive, though voluntary, set of rules supported by Inuit, Mariners and GoC
  – Robust information and monitoring to promote and track compliance
  – A shared platform for communication
  – Bathymetry
  – Remote, ER response hubs
  – Infrastructure – shore-based, NavAids, communications
  – Monitors – outposts, communications, reporting
  – Three core aspects:
    • Governance
    • Marine safety
    • Eco-cultural measures
Marine Safety

- Emergency response
  - Corridor-specific response HUB
  - Risk assessments, oil spill trajectory modeling
  - Regional response plans become corridor-specific

- Bathymetric information

- Infrastructure

- Weather, etc
E-navigation – creating a common platform for pilot corridor

- Where corridors live
- ENC at a decent resolution
- Layers for eco/soc information and voluntary guidelines for minimizing impacts
- Seasonal information
- Large ships now, smaller ships in ten years
- Also voyage planning
- Expert Mariner Information (CASRAS)
Next steps

• Pilot
• Developing institutional arrangements
  – Pre-cursor to Governance
    • Corridor working group
    • Design study
    • Community engagement
• Information gathering and development
• Guidelines
• Monitoring
• Management
• Goal: Common pilot, data platform and vision
"The Government will engage Indigenous and Northern communities in developing a governance model for the Northern Marine Transportation Corridors and Arctic marine shipping, in a way that is environmentally and socially responsible, including respecting modern northern treaties"
Towards a vision for integrated corridors...

- Corridors incorporate Inuit knowledge, formal habitat protection and dynamic management schemes
- High risk areas have real-time monitoring and communication systems