

## Forward

At the fall 2011 meeting of the Senior Arctic Officials (SAO), the SAOs generally expressed support for the Arctic Maritime and Aviation Transportation Infrastructure Initiative (AMATII). However, the SAOs requested that the United States provide the Sustainable Development Working Group (SDWG) with additional information about project oversight and outcomes.

The United States Government [led by the U.S. Maritime Administration (MARAD) and the U.S. Federal Aviation Administration (FAA)], introduced the AMATII proposal in the SDWG during the Danish Chairmanship. FAA and MARAD, with the assistance of their contractor the Institute of the North, would collect data relating to Arctic transportation infrastructure. Iceland is co-leading AMATII with the United States.

A multinational steering committee -- comprised of recognized experts from the public, private, and academic sectors -- would also guide AMATII's progress. The Member States and Permanent Participants may recommend steering committee members. The co-lead countries would conduct bi-monthly conference calls with the steering committee, SDWG representatives, and any other interested stakeholders. During these calls, participants would hear updates about AMATII's progress and may provide input into its advancement.

The proposal envisions two conferences — one on Arctic aviation and another on Arctic port response infrastructure — where subject-matter experts from across the North would discuss polar transportation capacity. A comprehensive needs assessment and draft a “guidance document” highlighting circumpolar infrastructure strengths and identifying any service gaps would be deliverables from the conferences for the Swedish Ministerial meeting. A third deliverable for the Ministers would be a searchable database, including a mapping application that would illustrate circumpolar infrastructure capacities.

The SDWG would review the documents and submit them to the SAOs and Ministers per normal Arctic Council process. **The SDWG would negotiate any policy recommendations. However, policy recommendations will be excluded if the SAOs object to their inclusion.**

At the November SAO meeting, delegations lauded AMATII's value but expressed concern that its database would become obsolete as infrastructure development takes place. However, the database could be continuously updated by the Member

States as desired. Therefore, as Arctic infrastructure is built out, AMATII would remain relevant.

AMATII is a direct response to the Arctic Marine Shipping Assessment (AMSA). It would complement and support existing Arctic Council initiatives such as the Arctic Search and Rescue Agreement (SAR), Arctic oil pollution preparedness and response, and the Sustaining Arctic Observing Network (SAON) process should the project include scientific research infrastructure

AMATII would not be a directive on Arctic infrastructure development; rather, it would be a valuable tool the Arctic States could use to guide their own policy and development decisions. The project would foster circumpolar cooperation by identifying areas of overlap and opportunities for technical cooperation and complementary infrastructure support. As human activity in the Arctic increases, AMATII would provide important information to inform northern development and partnership.