Arctic Ship Traffic Data (ASTD) project: Cover Letter: Information Paper; and MOU regarding Data Sharing

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Arctic Ship Traffic Data Project
Information Paper
February 10, 2017

Background

PAME's Arctic Ship Traffic Data (ASTD) project will establish an on-line data repository of reliable, accurate and comprehensive Arctic ship traffic data and related information for use by Arctic States and Arctic Council Working Groups to analyze shipping activities in light of changing environmental conditions and regulatory developments, as well as to identify ship traffic trends over multi-year periods to help inform future decision making.

The ASTD project is PAME's response to increasing shipping in the circumpolar Arctic. It fulfills the Arctic Council's need for an Arctic shipping activity database and is a follow-up to Arctic Marine Shipping Assessment (AMSA) Report Recommendation III(A) ("Addressing the Infrastructure Deficit") and Recommendation III(B) ("Arctic Marine Traffic System").

Data will be provided voluntarily by the Arctic States, supplemented where appropriate with other high-quality, no-cost data available from international bodies such as the World Meteorological Organization.

Compatibility with other Arctic Council projects and datasets will be secured, including CAFF's Arctic Biodiversity Data Service and the Arctic Spatial Data Infrastructure (SDI) platform.

Development of the ASTD Project

PAME formed the ASTD expert group in March 2015. The expert group is composed of technical experts nominated by the Arctic States. The ASTD expert group evaluated numerous ship traffic data systems, prepared critical background documents, and consulted with various experts in this field to ensure the design of an extremely cost-effective, sustainable and adaptable system. The ASTD system will be hosted by the Norwegian Coastal Administration.

The draft ASTD project plan was shared with all Arctic Council Working Groups and Subsidiary Bodies for their input on February 12, 2016. PAME then hosted a virtual briefing and Q&A session on March 8, 2016. Inputs and suggestions received were taken into account in the project's further development and refinement.

The United States is the project lead and the PAME Secretariat provides administrative support.

ASTD Memorandum of Understanding (MOU)

The *Memorandum of Understanding Among the Arctic States Regarding Arctic Ship Traffic Data Sharing* outlines the project's scope and defines how data will be shared and how it can be used. Four levels of access are offered, with the most information at the highest access level provided to Arctic States.

Signature by the SAOs of all Arctic States is a prerequisite to the establishment of the ASTD system. <u>Signing the MOU does not obligate any Arctic State to contribute data or to make a financial contribution to the ASTD project.</u> All *pro rata* annual financial contributions by Arctic States are

strictly voluntary. The ASTD system also allows an Arctic State to withhold any data it has submitted from being disclosed to any particular requestor or proposed project.

Arctic State Annual Pro Rata Financial Contribution

Each Arctic State is asked to make a voluntary financial contribute of US$19,000 in 2016 to construct the ASTD system, and approximately US$4,000 annually thereafter to administer, maintain and operate the ASTD system. As noted, <u>signature of the MOU does not obligate an Arctic State to make any financial contributions to the project.</u> Contributions made will be received by the PAME Secretariat which will in turn transfer them to the Norwegian Coastal Administration. Annual *pro rata financial contributions* will be proportionately reduced in subsequent years if, as expected, contributions are received from other sources such as Arctic Council Observers, accredited academic institutions and recognized research entities.

Summary of Products

The Arctic Council and its subsidiary bodies currently have limited access to Arctic shipping data. The ASTD project will allow for trend analyses on topics such as the number of ships in the Arctic, the number of ships in specific geographic areas (such as within Arctic Large Marine Ecosystems), types of ships (e.g., tanker, cargo ship, passenger ship), exact ship routes, how many ships enter specific ports and other related and relevant information. The database will benefit a wide-range of audiences as the ASTD system will allow for the production of user-friendly graphics, maps, and tables of ship traffic information that can be used in reports, assessments and other documents.

The ASTD Expert Group has produced a short video about the project. The video provides a comprehensive overview of the project, including its potential products. Click here to view on YouTube.