A Concept from a Concern:

THE ARCTIC EMERGENCY
LI AI SON OFFICE

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JUNE 2009
THE NEW ARCTIC

- Climate change being observed most dramatically in the Arctic
- Significant geographical/fossil fuel/economic advantages exist, plus potential presence of fossil fuel resources are drawing world-wide interest and action to exploit
- Increasing accessibility via land, sea and air
- Increasing human presence and activity
- Growing public interest in what the Arctic might hold for society.

ARE WE ENTERING “THE ARCTIC AGE”?
WHAT IS THE ISSUE?

- Arctic development raises the probability of various accidents and casualties
- People are generally unprepared and untrained for the Arctic
- Arctic emergency response resources and expertise are limited
  - Few ports and very little infrastructure
- Emergency response resources are also often widely disbursed:
  - Randomly throughout the Arctic
  - Often they are NOT in the Arctic
- Individual Arctic expertise often covers the entire Arctic area
  - An event-specific expert may well fill that role in several countries, not just his own (recall ‘Red’ Adair, the Texan, who put out oil well fires in Kuwait)
MANY RELEVANT AND RECENT NEWS STORIES ON ARCTIC ACCIDENTS

- “International community needs to act before that window (of opportunity) closes . . . “ (UK/US)
- “Environmental researchers at UC Santa Barbara urge international cooperation on (Arctic) governance issues . . . “ (US)
- “Arctic ship disaster highly likely . . .” (CA)
- “Military rehearses for Arctic disaster.” (CA)
- “Oil spill accidents have to be prevented in advance .” (FI)
- “Cruise ships are so large that no country . . . is capable of mounting a sufficient rescue operation.” (DN)
WHAT CAN HAPPEN?

- CASUALTIES.....all of which are more difficult to combat in the Arctic
  - Man Overboard/ Search and Rescue
  - Serious Illness or Injury
  - Shipboard Propulsion Failure
  - Shipboard Fire/ Flooding
  - Collision/ Grounding at Sea
  - Oil Spill

- Arctic weather or ice conditions can suddenly change
  - The inexperienced will certainly challenge the “shoulder season”

- As we learned in the EXXON VALDEZ spill, proper response must be:
  - Prepared, timely and knowledgeable
WHAT WILL BE THE REACTION?

- The aftermath of a (serious) casualty in the Arctic, if the response is slow, poorly coordinated and / or ineffective will result in:
  - Press coverage that won’t stop
  - National and International outrage
  - Legal turmoil
  - Arctic development could well cease for a generation (particularly if oil is involved)

- What happens in (or near) one country could well generate a response from other Arctic nations
  - Proximity will demand it
THE ILULISSAT DECLARATION OF 28 MAY 2008

- The 5 Arctic Coastal States agreed to work cooperatively in the Arctic under existing international framework... Including the Law of the Sea (UNCLOS).
- They pledged to manage and protect the Arctic Ecosystem and Environment responsibly in face of:
  - Increased Economic Activity
  - Increased Terrorism
  - Increased Resource Development
  - Increased Research
- They committed to strengthen casualty / accident response capability
WHO IS IN CHARGE?

- Regional vs. International: Territorial Sea/EEZ vs “high seas”
- Worldwide Navigational Warning Service (WWNWS) coming to Arctic, 1 January 2011.
  - International system under IMO/IHO/WMO
  - System designed to alert all mariners to hazards
- UNCLOS sets rules and responsibilities
  - Articles 39, 98, 192, 194, 242, and others apply
- The future Arctic will include presence of many nations beyond the Arctic littoral states.
REGIONAL vs INTERNATIONAL IN PERSPECTIVE

- EEZ and territorial sea – REGIONAL?
  plus
- ECS and High Seas – INTERNATIONAL?
  or
- High Seas, ECS, EEZ and Territorial Sea – INTERNATIONAL?
CAN IT HAPPEN?
<table>
<thead>
<tr>
<th>Incident Type</th>
<th>Total</th>
<th>Since 2000</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cruise Ships Sunk (1979 – 2007)</td>
<td>8</td>
<td>5</td>
</tr>
<tr>
<td>Ship Groundings (1972 – 2007)</td>
<td>27</td>
<td>16</td>
</tr>
<tr>
<td>Pollution / Environmental Violations (1992 – 2007)</td>
<td>40</td>
<td>18</td>
</tr>
<tr>
<td>Disablins by Collision, Fire, Property Loss, etc (1979 – 2007)</td>
<td>28</td>
<td>22</td>
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* Arctic and Antarctic

(1) Various Sources
EXAMPLE: SIGNIFICANT OIL SPILL IN ICE

- Correct response now limited by a lack of research, plus few skilled personnel and dispersed material resources
- In such a spill, who loses?
  1. The Environment
  2. The Public
  3. The Host Nation (and perhaps other states)
  4. All the Oil Companies
  5. The Global Economy

...i.e., EVERYBODY!
OBJECTIVE CONCERNS FOR ARCTIC CASUALTY RESPONSE

- **Opening the Arctic Seas** - Envisioning Disasters and Forming Solutions Workshop at UNH, Durham, March 2008
  - Report out - January 2009

- **Arctic Maritime Shipping Assessment**
  - Ship or Ship-caused Casualties
  - Released in April 2009

- “**InfoNorth**” in the Journal Arctic, June 2008
  - Focused on Arctic Cruise Tourism in Canadian Arctic

  - Exercise in oil spill response at Varanday Terminal in Barents Sea

- **Ilulissat Declaration**, May 2008
  - Agreement between the 5 Arctic Littoral Nations

- **“Arctic Region Policy”**, NSPD-66/ HSPD-2S, Jan 12, 2009
  - Focus is on SAR needs and international cooperation
THE SOLUTION?

An
Arctic Emergency Liaison Office
(AELO)
(sometimes called: “Arctic 911”)

- To Provide a broad international focus yielding coordinated responses.
ARCTIC EMERGENCY LIASION OFFICE CONCEPT

- Located in any Arctic Littoral country with excellent, high-latitude international communications
  - Satellites, HF to UHF Radio, Telephones, Computer connectivity
  - Specific location does not have to be in the Arctic
  - Consider co-location with Worldwide Navigation Warning Service resources (coming to the Arctic - Jan 2011)

- All emergencies, not just SAR

- International staffing, 24/7
  - Internationally funded

- Knowledge of international Arctic resources: experts, material readiness, capability and location (where/who/what/how)

- A liaison/information office – NOT a management office

- An “Arctic 911” Dispatcher
Loss of Russian submarine Kursk inspired the International Submarine Emergency Rescue Liaison Office (ISMERLO)

- Internationally manned in Norfolk, VA

- First real action was to enable the rescue of the Russian “MIR” submersible off Petropavlovsk in Summer 2004 (Four countries involved: RU/UK/US/JA)

- Oil companies near Singapore/Straits of Mallaca have somewhat similar centers, also with a single focus
EXISTING NATIONAL ARCTIC EMERGENCY RESPONSE CENTERS

- All Arctic Nations have capability
- Some more developed than others
- Limited international linkage
- Noted National Assets:
  - U.S. Coast Guard / North Slope Rescue Coordination
  - Canadian Coast Guard / National Energy Board
  - Russian Ministry of Civil Preparedness and Response
  - Norwegian Coast Guard and Arctic Emergency Office

- BUT . . .
An INTERNATIONAL AREA demands an INTERNATIONAL SOLUTION

In conjunction with existing treaties and organizations:

- UNCLOS
- WMMWS
- SOLAS
- GMDSS
- IMO/IHO/WMO
GETTING STARTED

- International Maritime Organization (IMO): Create the requirement
  - They set the rules of the oceans

- The ARCTIC COUNCIL has directed their representative Senior Arctic Officials (SAOs) to study the issue (Apr ’09)

- Develop the concept: who/what/where/how and . . .how much??

- **THE TIME TO ACT IS NOW, NOT AFTER THE FIRST ACCIDENT**
THE COST?

- Cost shared by those who STAND TO LOSE from a maritime casualty:
  - Arctic Nations
  - Ship Owners
  - Oil And Gas Companies
  - Arctic NGOs
  - Local Governments
  - Fees on Users of the Ocean and Land
  - Insurors
  - Environmental Groups (You Bet!)
FINAL THOUGHTS

- AELO cost is small when compared to the safety-value-added

- The Arctic Emergency Liaison Office (“Arctic 911”) would be a low cost insurance policy for ALL who are interested in the Arctic region