



The Ocean at the Top of the World: Canada's Arctic, NWP Governance, Risk and Role of Insurance



*Canadian Board of Marine Underwriters Fall Conference
Toronto, 26 November 2024*

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President and CEO, Arctic360**



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Toronto, Canada

Arctic360 Annual Conference

The Road to Arctic Sovereignty, Security & Prosperity Begins in the North

STRATEGY • INVESTMENT • COOPERATION





The Ocean at the Top of the World:

**Canada's Arctic, NWP Governance,
Risk and Role of Insurance**

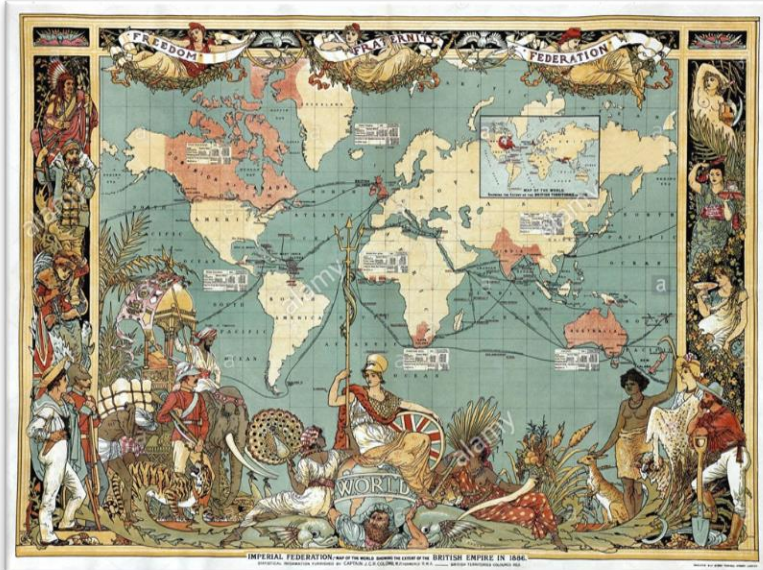


PLAN OF PRESENTATION

- **Arctic and Global Geopolitics**
- **Arctic maritime and shipping governance**
- **Canada's maritime Arctic – the NWP shipping**
- **The Role of Insurance Industry**

ARCTIC 360

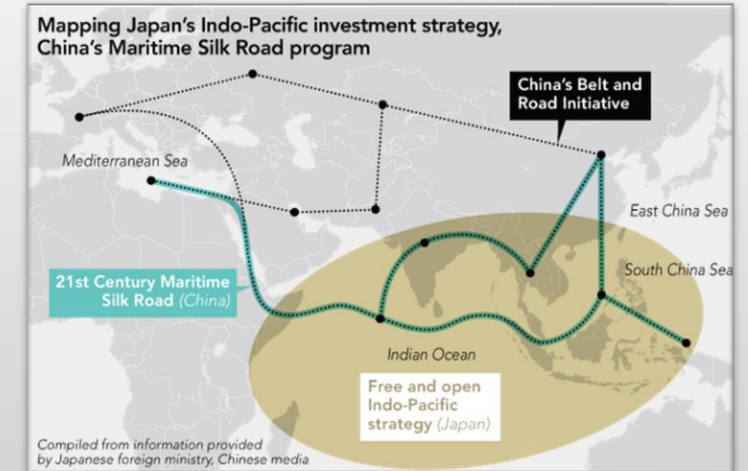
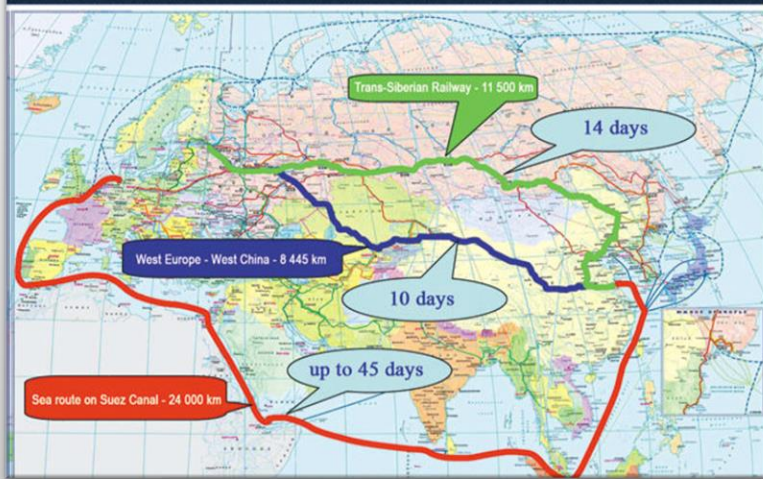
GLOBAL GOVERNANCE: HUB AND SPOKES



- Indo-Pacific
- Eurasia
- Arctic



Eurasian Transport Corridors





NORTHERN SEA ROUTE





NORTHERN SEA ROUTE:

A 'competitive transport corridor of global importance, including for container transportation.'

Nuclear Icebreaker Escort Convoy through NSR





CHINA IN THE ARCTIC



THE POLAR SILK ROAD



Yamal to China via the Northern Sea Route



Xue Long 2



Xue Long (Snow Dragon)
readying for
the NW Passage

THE NORTH AMERICAN ARCTIC





ALASKA (US) –RUSSIA ARCTIC MARITIME REGION





ASIAN STATES AND THE ARCTIC



FEATURES | ENVIRONMENT | EAST ASIA | SOUTH ASIA

Asia-Arctic Diplomacy a Decade Later: What Has Changed?

Ten years ago, five Asian states – China, India, Japan, Singapore, and South Korea – joined the Arctic Council as observers. How have their Arctic policies evolved since then?

- S. Korea
- Japan
- China
- Singapore and
- India



Dialogue on the Arctic: Japan, China and Korea



ARCTIC GOVERNANCE



INTERNATIONAL COOPERATION

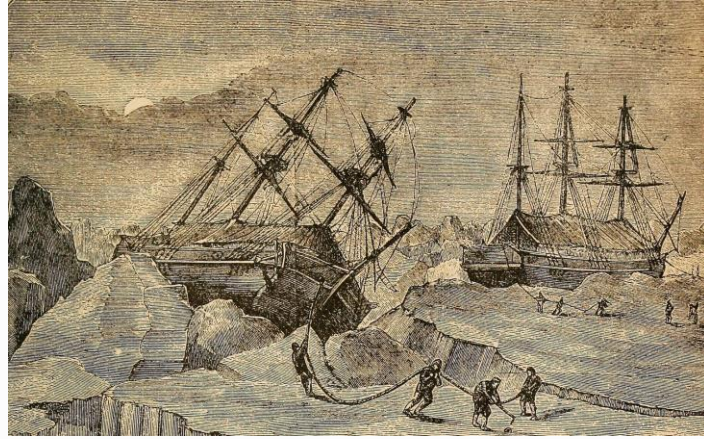


INTERNATIONAL MARITIME ORGANIZATION





FROM DISASTER GOVERNANCE IS BUILT



Deepwater Horizon



Shell Drilling Rig Kulluk Grounded off of *Sitkalidak Island, Alaska*





LLOYD'S

ARCTIC OPENING:

Opportunity and Risk in the High North



60°N



EXTREME CLIMATE

REPUTATIONAL RISK



GEOPOLITICS

ECOSYSTEM

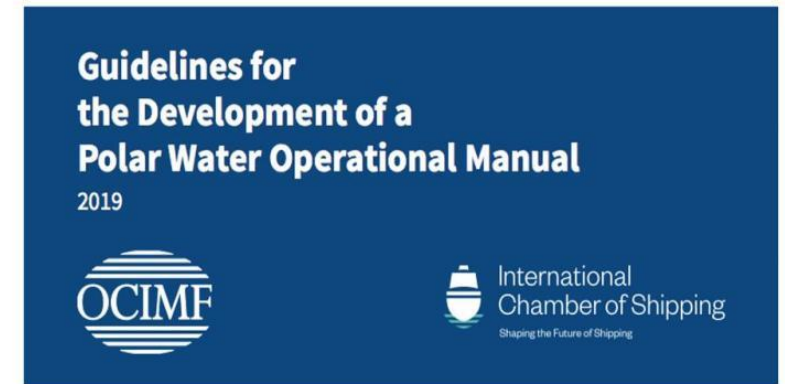
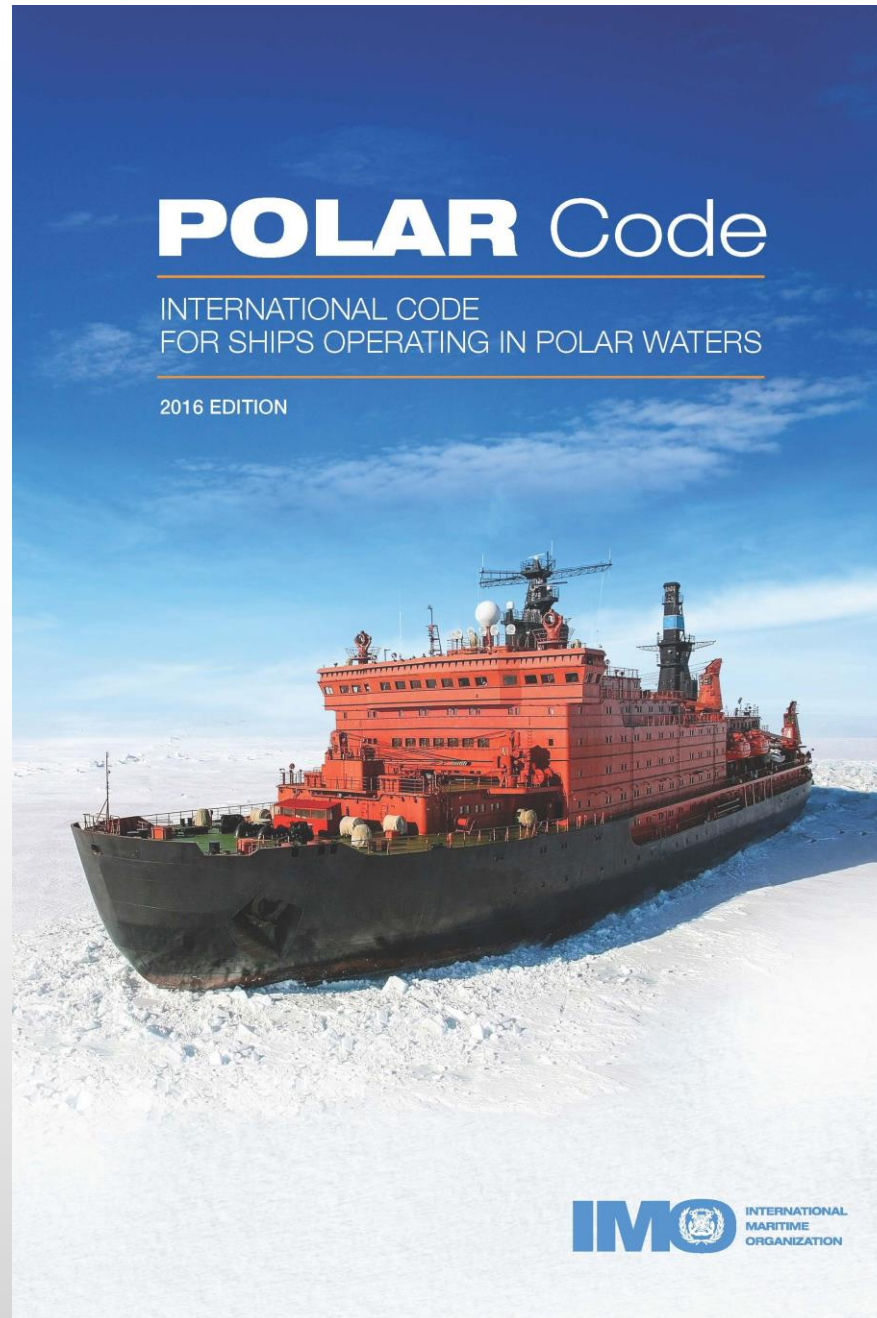
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CHATHAM HOUSE



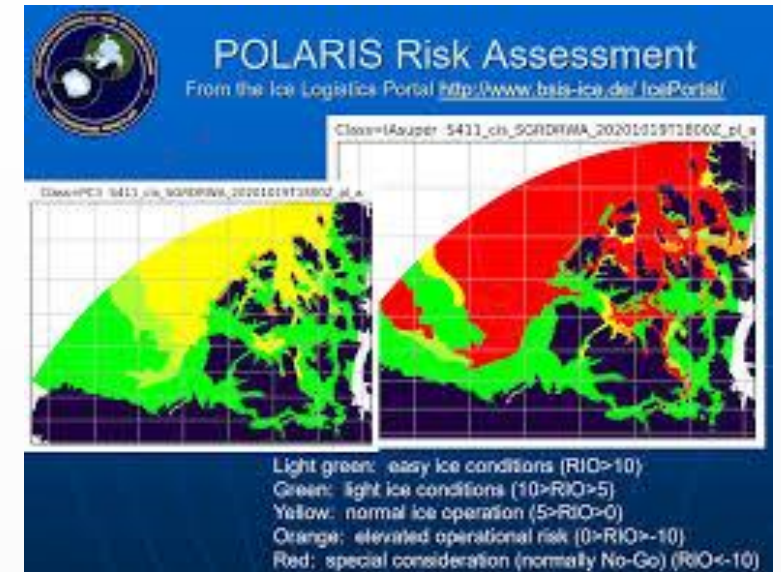
Canada Arctic Ice Regime Shipping System (AIRSS)





POLARIS

- **Decision making system** - for voyage planning and “on the bridge”
- Uses the **actual ice conditions, ice class and operational mode**.
- Uses a **Risk Index Outcome (RIO)** value to assess limitations for operation in ice
- The limitations determined by **POLARIS** are included in the **Polar Ship Certificate**





1996 SIGNING OF THE OTTAWA DECLARATION – CREATING THE ARCTIC COUNCIL





PAME



PROTECTION OF
THE ARCTIC
MARINE
ENVIRONMENT



LEGALLY BINDING AGREEMENTS

- 2011 Agreement on Cooperation on Aeronautical and Maritime **Search and Rescue** in the Arctic
- 2013 Agreement on Cooperation on **Marine Oil Pollution Preparedness and Response** in the Arctic
- 2017 Agreement on Enhancing **International Arctic Scientific Cooperation**



SEARCH AND RESCUE AGREEMENT

- Environmental Response
- Developing Low Impact Shipping Corridors
- Engagement with Indigenous Communities
- Search and Rescue Exercises



ARCTIC COUNCIL PROJECTS

- The Arctic Shipping Best Practices Forum
- The Arctic Shipping Status Reports
- The Arctic Ship Traffic Data (ASTD) system



PORTS ALONG THE 2,400 KM NWP

- Nanisivik Naval Facility - Baffin Island
- Grays Bay Port and Road Project - Kitikmeot Region, Nunavut
- The Port of Churchill - Manitoba, Western shore of Hudson Bay
- Cambridge Bay, Nunavut
- Resolute Bay - Cornwallis Island
- Pond Inlet - Pond Inlet, Baffin Island
- Iqaluit Deep Sea Port, Nunavut



ARCTIC CORRIDORS PROJECT

<https://www.youtube.com/watch?v=q8PPqilwGUk>



WHAT IS THE ROLE OF THE INSURANCE INDUSTRY?

- What would be required to attract Third Party Financing for infrastructure investments?
- What do credit rating agencies expect to see?
- What role could the marine insurance industry play in 'voluntary tariff collection'?
- What does the Insurance Industry want and need in terms of regulation?



Arctic Sovereignty & Security Summit

October 5th, 2022

Arctic Sovereignty & Security Summit
SHADIAN OPENING REMARKS:
BUILDING MULTI-PURPOSE, MULTI-USER STRATEGIC INFRASTRUCTURE IN THE CANADIAN NORTH Canada needs an Arctic strategy but specifically, an Arctic infrastructure strategy. Moreover, Canada must move away

[Read More >](#)



Arctic360 Canadian Coast Guard Dialogue Series

On 14 July 2021, the Canadian Coast Guard, in partnership with Arctic360, hosted its 2nd Canadian Roundtable to build upon previous discussions of the future of marine transportation and infrastructure in the Canadian Arctic.

[READ THE REPORT](#)



THANK YOU!

www.arctic360.org

Arctic360 Brief – Standing Committee on Science and Research Study on Arctic and Climate Change

The often-made argument when asked about the underdevelopment, underinvestment, and economic hardship that is Canada's North is...well, the North is vast with harsh weather and a small population. It is as if the state of the North is inevitable. The North cannot have good things. Through examples of Canada's Arctic neighbours this brief argues that the creation of an Arctic Innovation ecosystem comprised of academia and Indigenous Knowledge, private industry, and government is not only possible, but could contribute to the North's underdeveloped infrastructure, health system, and economy while making the whole of Canada secure and more prosperous.

[READ THE ARTICLE](#)



Canadian Roundtable: Mechanisms to Advance Safe and Reliable Marine Shipping in the Arctic

On the March 28, 2019, Arctic360 convened the first workshop in Canada that brought together the marine insurance industry, financial institutions, Northerners, the federal government, and academics to discuss what mechanisms Canada might pursue to ensure safe and reliable marine shipping in the Arctic, as well as generate revenue that could support economic development and infrastructure investment in Canada's North.

[READ THE REPORT](#)



Submission to CIB 5-Year Legislative Review

Executive Summary The policy premises and context that led to the establishment of the Canada Infrastructure Bank (CIB) remain highly relevant and necessary, in the evolving policy and infrastructure landscape. However, certain changes are required, particularly with regards to addressing the specific needs of Canada's territorial North including Nunatsiavut and Nunavik (hereafter called the 'North'). Without fundamental changes, the CIB will not be able to effectively serve the North, its Indigenous communities, and the broader public infrastructure interests of all Canadians.1

[READ THE REPORT](#)

