

My travels to Baffinland Iron Ore terminal at Milne Inlet as Ice Advisor/Pilot once again proved to be an enjoyable experience. I joined the same ship as last year and same Captain. A big Russian who greeted me with a bear hug and shake a paw. It is the Georg Oldendorff a 229m 80,000 DWT Bulk Carrier in Hamburg Germany. We departed 6 days later for Baffin Island. The transit was what you would expect for August a few icebergs once we got close to Greenland and a couple of days of fog at when I spent most of my time on the Bridge. As the Ice Advisor the rest of the trip was my own. I did spend a good deal of time on the bridge each day just for the company. The senior officers are eastern European. Mostly Bulgaria with an extra Captain on board getting Polar Code time toward his Polar endorsement. This afforded me a good deal of time to read. While on the bridge I read technical manuals and regulations and when I was in my cabin I read a book sent to me through a contact with the Company of Master Mariners of Canada a publication on the looming importance of managing the increase in risk from shipping to northern communities and the environment. Title and editors below

Governance of Arctic Shipping Rethinking Risk, Human Impacts and Regulation

Editors

Aldo Chircop
Marine & Environmental Law Institute,
Schulich School of Law
Dalhousie University
Halifax, NS, Canada

Claudio Aporta
Marine Affairs Program
Dalhousie University
Halifax, NS, Canada

Floris Goerlandt
Department of Industrial Engineering
Dalhousie University
Halifax, NS, Canada

Ronald Pelot
Department of Industrial Engineering
Dalhousie University
Halifax, NS, Canada

It covers a wide scope of issues facing all stakeholders. I will provide a brief summary of my impression of the 2nd chapter that sets the reader up for a more in depth look at the issues.

The challenges to risk management for Arctic shipping are complex with many static and dynamic factors involved and that all the stakeholders particularly the Indigenous community have to work together in the assessment of the risks and mitigations required to reduce the risks to acceptable standards. The challenge is amplified by the lack of data and the complexity of the causation and consequences affecting the environment and the Arctic communities.

The main scope of consideration includes Air, Oil and acoustic pollution impacts to the environment and local communities and SAR response capacity.

I point out this publication primarily due to the clear description of the expected model for governance which was the same intention of the Federal Government at the time of the Divestiture program, when SCSC was established and as evidenced across the country. Below is the statement:

Arctic-wide governance model for port development, including an appropriate timetable for a Port authority to be established, and in consideration of the marine recommendation on port governance;

At the focus group I attended last year, addressing poverty issues and promoting development in the Strait area, Ritchie Mann Suggested that municipal amalgamation is one option. However as much as this idea may have merit at the municipal level is not my concern, However I feel his idea supports the principle of a consolidation of jurisdictions. This is what Superport has been trying to do for the last 7 years., as the Strait has 3 jurisdictions now, Port Hastings, Port Hawkesbury and Mulgrave and they could be amalgamated with the establishment of a Port Authority.

I want to speak briefly about the terminal The ships load 80,000 tons in 18-24 hours including inspections. The ship is a Panama Class vessel, Loaded draught just under 15 meters.

They ship six million tons out in 70-80 days, There is a Finnish Ice Breaker the Bothicia on escort duty, she t sits at anchor until the Ice starts to form in October. The last ship departs mid October.

The Panamax Class of ship could be coming to the strait if some of the Harbour Dues were leveraged toward expansion and improvements. This will only happen if we work together as a community and speak with one voice to Ottawa.

I got off that ship in Vardo Norway as it was headed to China across the top of Russia, once again the Captain and I shook hands and embraced until the next time.