

Canada is a party to a number of bilateral and multilateral agreements and is actively engaged in various international forums, including the Arctic Council, on matters relating to the protection of the marine environment. In the wake of the oil spill in the Gulf of Mexico, we are furthering our collaboration at the appropriate levels, in particular with the United States and Denmark/Greenland in light of our common interests in the Arctic marine environment.

The 2007 Arctic Council Oil and Gas Assessment examined the impacts of current oil and gas activities in the Arctic and potential impacts related to possible future activities. The Oil and Gas Assessment found that while extensive oil and gas exploration activity and production have occurred in parts of the Arctic, much potential exists for future oil and gas development. Related risks need to be managed carefully. Canada made significant contributions to the Assessment.

The Arctic Council, with significant Canadian participation, updated its Arctic Offshore Oil and Gas Guidelines in 2009. These guidelines recommend standards, technical and environmental best practices, management policy and regulatory controls for Arctic offshore oil and gas operations. Canada will act on the request from the Arctic Council that all states apply these guidelines as minimum standards throughout the Arctic and will encourage others to do so as well.

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Arctic shipping is another key area of focus. The 2009 Arctic Marine Shipping Assessment is the first comprehensive review of circumpolar shipping activities and provides important information about possible future shipping activities and their potential impacts. Among its findings, the Assessment noted that Arctic shipping has increased significantly, with more voyages to the Arctic and between Arctic destinations. However, the various Canadian internal waterways known as Canada's "Northwest Passage" are not predicted to become a viable, large-scale transit route in the near term, in part because mobile and unpredictable ice in the Passage poses significant navigational challenges and other routes are likely to be more commercially viable.