

## **Consultation on Arctic Safety and Survival Measures Workshop**

### **Panel Discussion**

At the end of the presentations, Dr. Brian Veitch, Mr. Lawrence Mak, Mr. Victor Santos-Pedro and Mr. Serge Theoret responded to questions from the workshop participants in a panel discussion.

Kimmo Juurmaa of Deltamarin, Finland asked how to define limits of capability of vessels to transit ice covered waters. Mr. Santos-Pedro explained that flag administration normally issues certificates or permits that specify whether vessels will be operating in ice-covered water. Vessels are usually designed and built for certain types of conditions, and flag administration makes sure that the vessels are “fit” for the water condition by controlling and issuing permits. The problem is in arctic areas that are not controlled by any country or flag administration. Currently, there is a missing component of remote area monitoring.

Colin Nelson of Transocean Inc brought up a question about fleet approach as a potential EER solution for oil and gas industry. Mr. Nelson asked Dr. Veitch “how would you recommend regulations to capture the distance of rescue?” Dr. Veitch commented that it would depend on environmental conditions and remoteness of the emergency. Dr. Veitch indicated that emphasis is on self-rescue and that the goal is to ensure safe escape and safe rescue. He added that different solutions are required for different situations and industries.

Colin Nelson raised another question regarding time of exposure to cold environment which he felt hadn’t been adequately addressed in current research. Mr. Mak commented that ships travelling to the Arctic are not required to report. As a result, potential rescuers normally don’t know any necessary information about the ships which further adds to the difficulty of rescuing. According to Mr. Mak, cruise ship operators operating in Antarctic tend to coordinate between themselves, but this type of coordination often does not exist in Arctic.

Mikko Niini of Aker Arctic asked about target and current progress in the research of development of survival craft. Dr. Veitch explained that in the current phase of model development there is a need to define performance limitations. He indicated that a full-scale trial with an instrumented lifeboat has achieved reasonable result; current challenges include poor visibility for life boat operation and ice navigation. He concluded that there is a lot of interest from the industry side and there has been significant effort applied in innovations. The objective is to have better evacuation craft for ice-covered waters; the solutions are on the way.

Rod Allan of Transocean Inc raised a question of how much obligation an offshore facility (that has self support) should have towards distress signals from a passerby ship (that has not self support). Mr. Santos-Pedro chose to address the question from common aspects rather than extreme exceptions. He emphasized that “every passenger vessel is its own rescuer”, that the vessel should have a small safe area with a set of emergency machineries and equipments. He said the best option is to stay on the vessel which as a safe platform should have the ability to safely return to port.

Ron Kroeker of Government of Canada Search and Rescue Secretariat was concerned that there are areas in the world where safety standards are higher, and asked whether it would be possible to have a common standard that also reflect unique aspects of Canada. Dr. Veitch commented that SOLAS boats and SOLAS raft are the best available currently but they do not meet the goal of emergency rescue. Dr. Veitch emphasized that solutions will be different for different situations and challenge is in regulatory framework.

Henrick Ouellet of the Department of National Defence was concerned what impact the proposed change of SOLAS would have on industry. Mr. Santos-Pedro explained that during the transition period until the changes become effective in Nov 2010 international requirement will apply. Mr. Santos-Pedro also mentioned that Transport Canada will consider proposals from vessel owners that would make vessels safer, and strongly suggest Mr. Ouellet to make a proposal to the Technical Board of Transport Canada.

Mr. Santos-Pedro emphasized the importance of industry participation during the early stage of policy development. He encouraged the industries to come forward and contribute to the development of regulations.

### **Wrap up**

Mr. Rutherford thanked the panel for their presentations and panel discussion.