



On the High Seas

A global responsibility

IUMI, Zurich

15th September, 2010

Dr Simon Walmsley

WWF International

swalmsley@wwf.org.uk





Structure of presentation

Impacts.

How WWF see's it, the future,
painting the bigger picture.

Outline of Ocean Governance.

Balancing Risk/precaution.

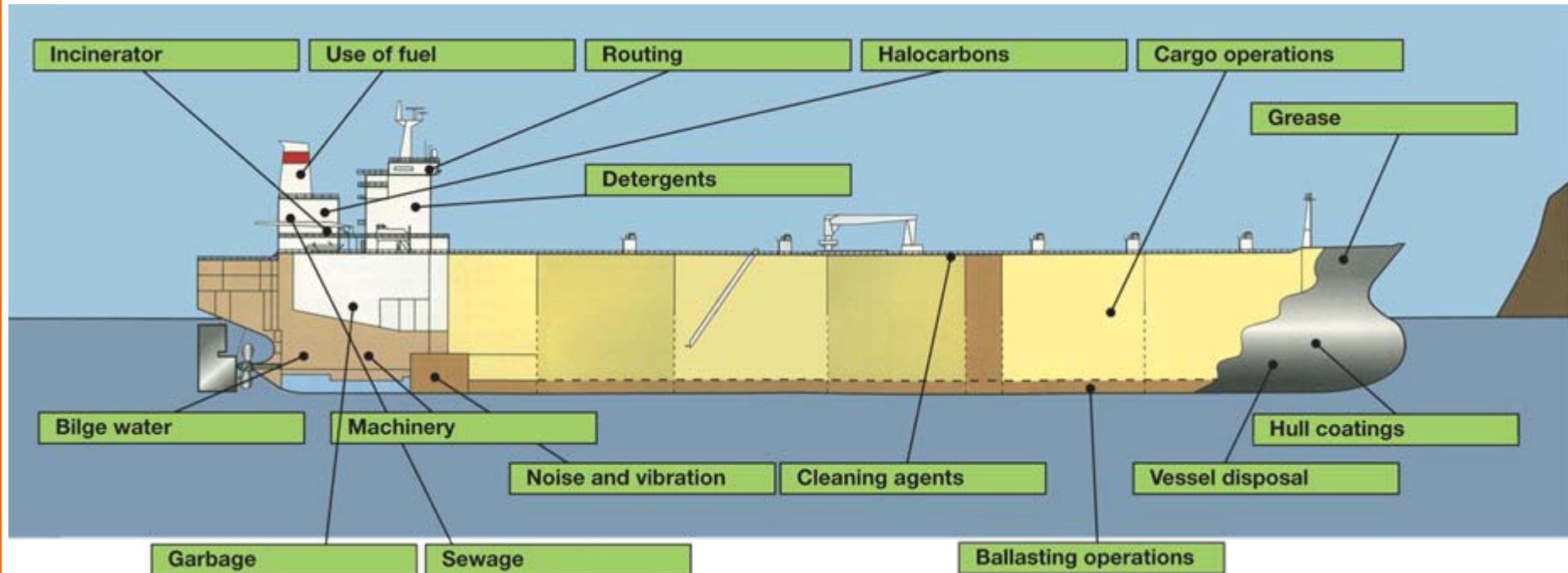
Ocean Governance Progress.
(including HSMPA's)

Conclusions/asks.

Shipping Progress
Management/spatial/
Geographical.

Multiple impacts on sea and air

On the High Seas
A global responsibility



Shipping and ocean health

- Ballast water: 7,000 species at all times in tanks
- Ship strikes: 90 percent of Northern right whale deaths for which the cause is known
- Litter: About 3,500 plastic resin pellets per km² floating on the Sargasso Sea
- Noise, vibrations: affect cetacean migration, orientation, hearing, feeding, socializing



© naturepl.com / David Shale © WWF-Canon

Shipping and ocean health - more

- Operational discharges, sewage, bilge etc; oil discharges 8x Exxon Valdez
- Emissions to air: CO₂, NO_x, SO_x; cause ocean acidification, eutrophication, climate change, black carbon accelerates ice pack melt
- Accidents/accidental discharges.



© naturepl.com / David Shale © WWF-Canon

UN Convention on the Law of the Sea

Freedom for States to:

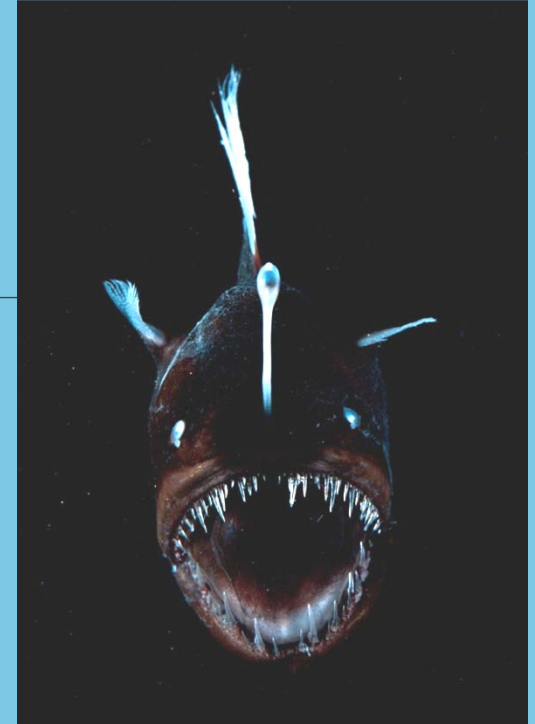
- Fish
- Navigate
- Cabling / pipelining
- Scientific research
- Construct artificial islands
- Authorize vessels to flag national flag

Duty for States to:

- Conserve living marine resources
- Protect and preserve marine environment
- Cooperate
- Control national flagged vessels and citizens
- Comply with other international legal obligations

UN Target: 10% of oceans protected by 2012

- 1992: Governments agreed to 10% representative protection by 2012
- 2010: 0.8% of oceans protected
- Two years to go...

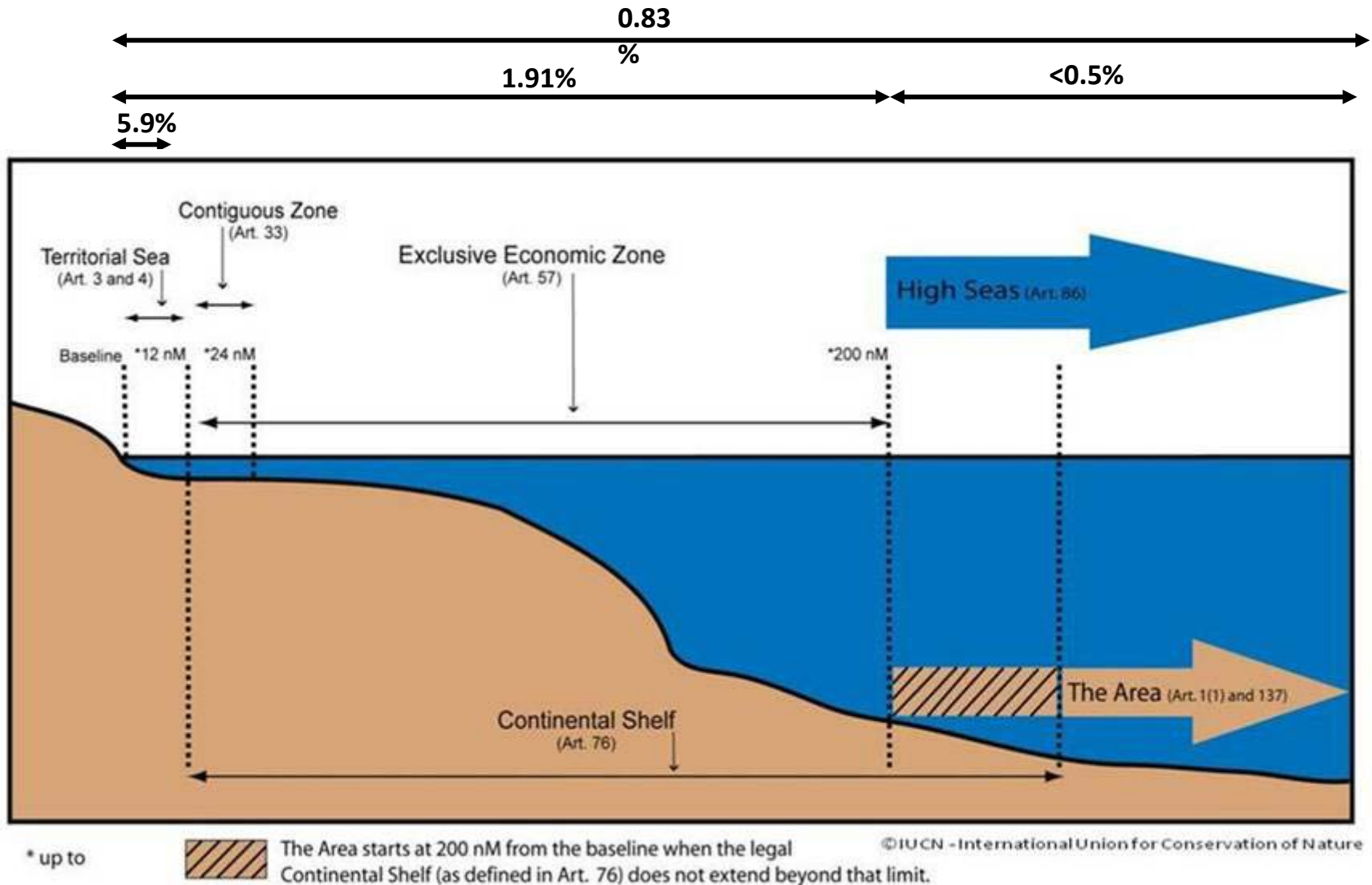


Deep sea anglerfish
© naturepl.com / David Shale © WWF-Canon



Progress towards 2012 MPA target

On the High Seas
A global responsibility

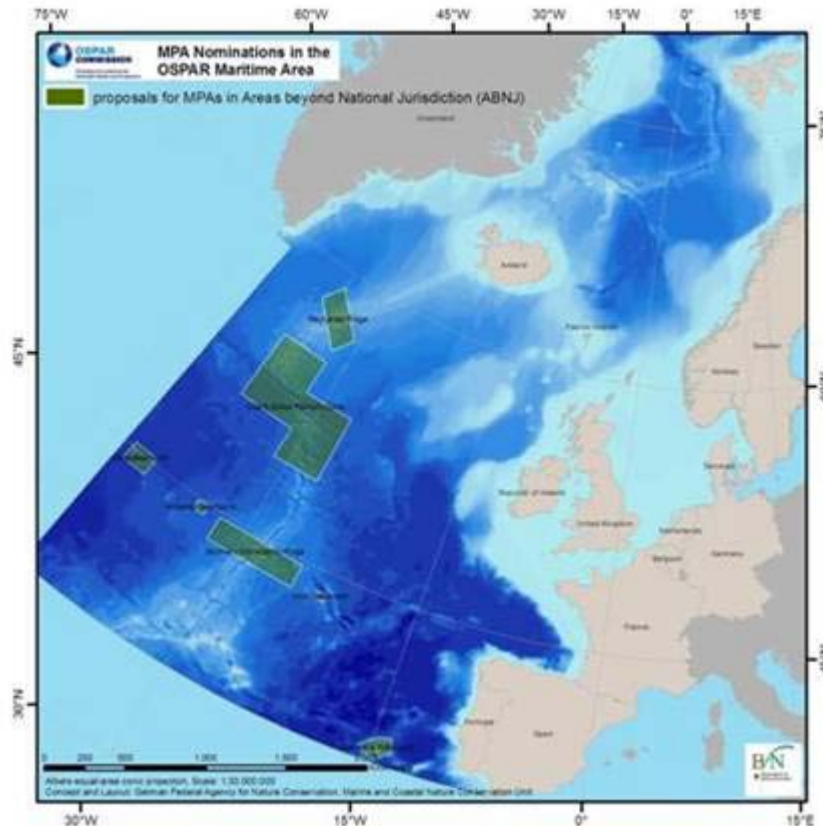


An underwater photograph showing a rocky seabed covered with green algae and numerous red starfish. The starfish are of various sizes and are scattered across the frame. The lighting is somewhat dim, creating a moody atmosphere.

On the High Seas
A global responsibility

Recent Governance progress

Northeast Atlantic (HSMMPA)



The Mid-Atlantic Ridge runs North Pole – Southern Ocean, with peaks 3,500m above the ocean floor

The Charlie Gibbs Fracture Zone plunges 4,500m down through the MAR

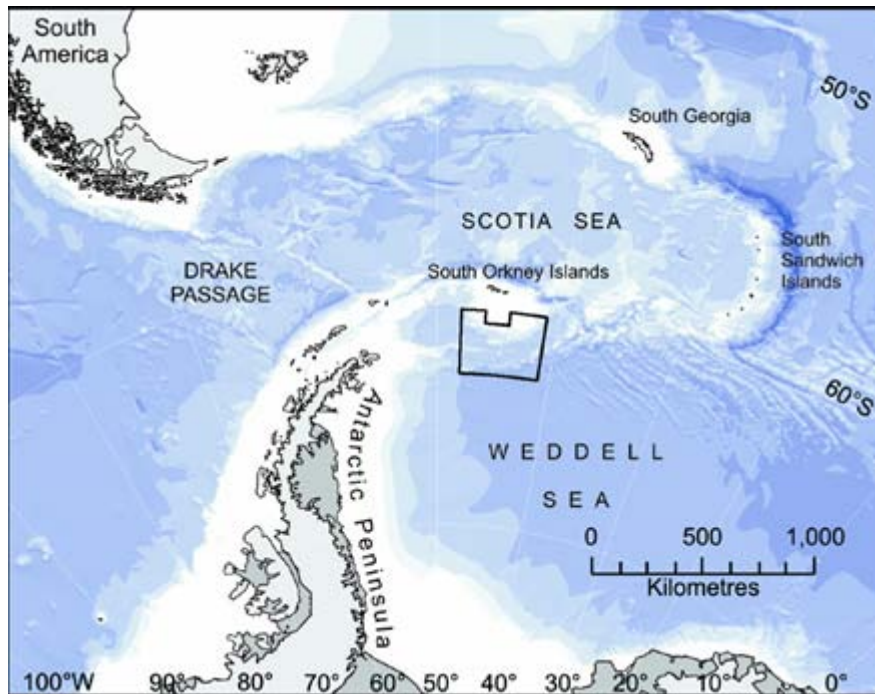
300,000 sq km

The only route for deep sea species migrating from East to West Atlantic
Corals and sponges, whales, fish, turtles and sharks

One of the last frontiers of science

2010: OSPAR develops management agreements with relevant sectoral organisations and their parties, full designation Bergen September.

Southern Ocean (HSMP)



2009: CCAMLR adopts South Orkney MPA – the 1st large scale high seas MPA in S Ocean

- S Orkney MPA in force May 2010

94,000 sq km

High biological productivity: feeding ground for krill, Adelie penguins
Sponges, corals, sea fans & other bottom living animals

1,200 species of sea and land creatures – more than Galapagos!
One third previously not known to the region and five species new to science

Other areas with potential for high seas MPAs

- Mediterranean
- Western and Central Pacific
- Pacific Abyssal Plain
- Sargasso Sea
- Grand Banks.



Recent shipping progress





Progress and developments

On the High Seas
A global responsibility

The mandatory Polar Code, Risk based Framework being Developed in IMO For safer operations In polar areas.



The Ban on the use and carriage of Heavy Fuel Oils in the Antarctic and Southern Ocean.

This type of fuel will no longer be permitted south of 60deg, from August 1st 2011 onwards, for safety and environment reasons, the risk of its use/transport is too great!



Transparency, transparency, transparency

Rotterdam rules on carriage of goods (wholly or partly) by Sea, gives a balance between liabilities allocation of risks between parties.

Mandatory IMO state audit Jan 2015, increase in flag state responsibility?

Long Range Identification and Tracking.



Efficiency efficiency efficiency

Voyage optimisation, its not just about slow steaming, a full package is required, save fuel, carbon and lower risk?





How WWF sees it

On the High Seas A global responsibility



Has the Gulf of Mexico changed risk perception, should we have more precautionary measures/action and consider more strongly non development if the environmental risk is too high, how does this effect ships operations in more risky areas?

Flags of None Compliance, substandard operators/operations.

Push out outliers, Global Green shipping stds, Incentivise, encourage good players, encourage a level playing field by improving implementation and enforcement and ratification of global instruments.



Our Aspiration, good Ocean Governance

Port state jurisdiction/ control, slow steaming/average speed limits, voyage optimisation, safe shipping routes etc

Non sectoral management look at cumulative /synergistic impacts/risk
Deliver through tools such as EIA SEA/MSP/EBM.



How WWF sees it

On the High Seas
A global responsibility

In the Pipeline.

Ballast Water Conv't to enter into force.

Ship strikes on marine mammals some precedents but needs developing, risk to ship/reputation as well as wildlife.



Litter, is it possible to have 0 discharge particularly in sensitive areas?

IMO Noise guidelines being developed.



Balancing Risks/precaution

On the High Seas
A global responsibility

How can we bring this all together to lower risk and protect the oceans.

Shipping

There has been a general reduction in accidents but vessels are now operating in riskier places. Plus a potential larger global fleet.

Better compliance, transparency, will lower risk. Efficient vessels are safer vessels. Fit for purpose vessels e.g. the Polar code, risky area safer operations, liabilities to match, considering too greater risk!





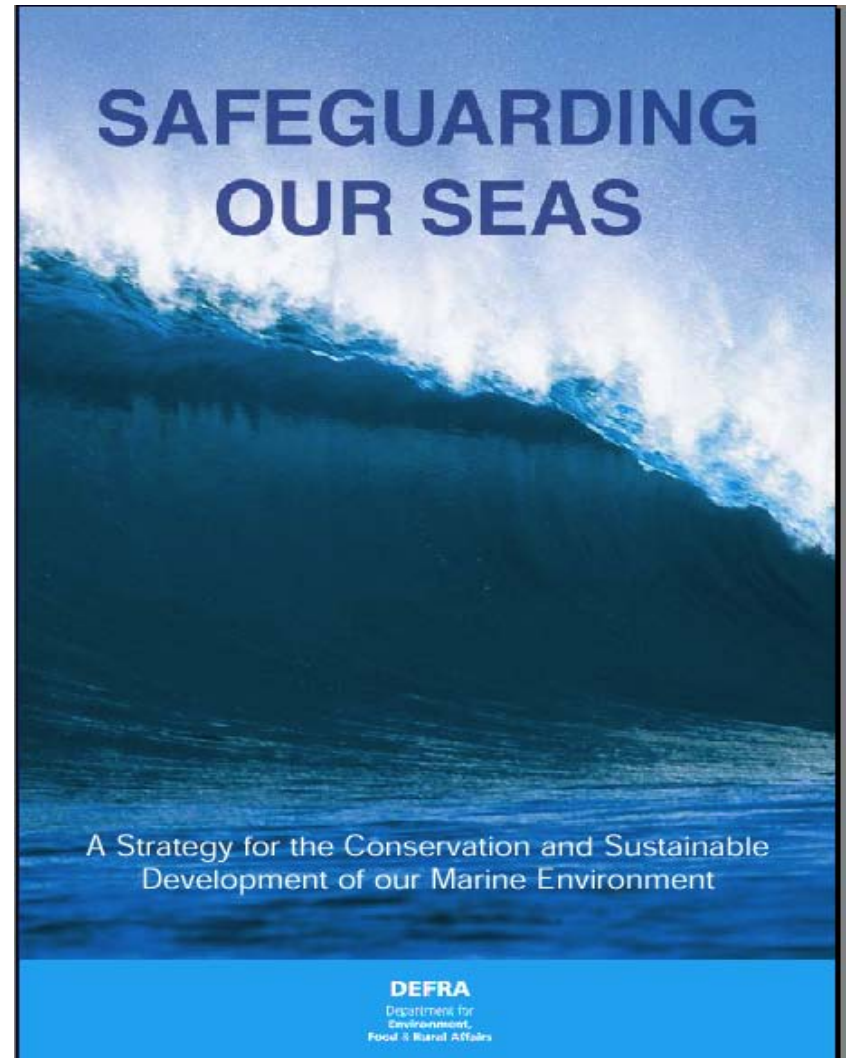
Balancing Risks/precaution .

On the High Seas
A global responsibility

Voyage optimisation, average speeds preferential port access compliant vessels?

Incentivise better players, beyond compliance?

The bigger picture consider cumulative impacts with Risk
Non sectoral management look at cumulative /synergistic impacts/risk
Deliver through tools such as EIA
SEA/MSP/EBM.





Balancing Risks/precaution

On the High Seas
A global responsibility

Along with the bigger picture, cumulative impacts consider Climate change, impacts and scenarios.

Factor this in regarding risk and environmental protection.





Conclusions/asks

On the High Seas
A global responsibility

The insurance industry has a very important role to play, the relationship between risk and environmental protection being one area that could be more mutually inclusive, but can often mean the same thing.

In view of this here are a few steps that IUMI could undertake/consider.

1) When looking at risk assessments, along with cumulative impacts consider the bigger picture. We are undertaking GIS work with RSA, looking at routing, nature of cargo, and worse case scenario.

2) When underwriting vessels consider more strongly the flag/operator and their history,



Money can be saved by not adhering to regulation, possibly giving market advantage but increasing risk and potential for environmental impact, this must be regressed.

3) Consider more incentives for good (environmental linked to risk?) performance and visa versa.

4) Through IMO and other bodies encourage global ratifications and implementation of global instruments to better ensure a level playing field. Implemented/enforced measures will save money by avoiding accidents, improve management standards and lower cost of potential clean up.



Again insurers can play a significant role in promoting sensible regulation that reduces risk to both the environment and business

5) Finally from this consider “equator principles” type environmental standards for insurance, or perhaps a body like UNEP-FI, marine underwriting could lead the industry on this!

6) Finally WWF are involved in creating a multi-stakeholder sustainable shipping initiative, we look forward to working with you on this and taking forward these asks.



Thank you for your
attention

