



# Global Maritime Week - 2<sup>nd</sup> Edition

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**Excerpts from an interview with**  
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**How can Ships and Ports better work together to drive sustainability within the Maritime industry? What are the key challenges to this?**

Specifically in the Arctic, port authorities need to work with both shipping lines and local communities to ensure that when new ports are built or when existing ones are expanded, this is done in a manner that responds to local needs. For instance, a port might be dredged to make way for larger ships, as is being planned in the Port of Nome in Alaska on the Bering Strait. Yet if this is done, communities need to be consulted properly first to understand what socioeconomic and environmental impacts port dredging, construction, and future operations might have on local residents. Port construction and expansion also offer an opportunity to build in new facilities that can meet local needs, such as harbors that can accommodate small skiffs for subsistence users. Ensuring that ports are meaningfully integrated into not only global but also local economies is key to their long-term viability, sustainability, and success.

**What economic benefits does Arctic Shipping and the Northern Sea Route bring to those who utilise it?**

First and foremost, Arctic shipping and specifically the Northern Sea Route offers benefits to the Russian government and associated corporations seeking to develop resources along Russia's north coast. Right now, this extraction activity is centered in the Yamal Peninsula, where the Yamal Liquefied Natural Gas project already produces some 5% of the world's LNG. The forthcoming Arctic LNG 2 project will expand that figure, while the joint Russia-China Payakha oil project slightly to the west in Krasnoyarsk could start sending out barrels of fossil fuels in the very near future. Very little of this development is benefiting local communities, however. Expanded shipping across the Northern Sea Route could potentially lead to more economic activity in other ports of call such as perhaps Kirkenes, Norway, but ultimately the benefits will be small for communities compared to the benefits that the extractive interests driving the route's development will reap.

**As we move into 2021 what do you see as the key priorities for the Maritime sector and your company?**

2021 brings us closer yet to the real potential for a seasonally ice-free Arctic Ocean. In the Arctic, national governments - and particularly multilateral organizations such as the Arctic Council and International Maritime Organization - need to start preparing more for this eventuality. The US and Russia have made some strides in jointly coming up with routing measures in the Bering Strait, which were approved by the IMO. China is also doing much more to build its capacities in trans-Arctic shipping. For instance, in 2022, the government plans to launch a synthetic aperture radar satellite that will enhance its ability to observe and monitor Arctic shipping. While it is promising that individual countries are enhancing their Arctic maritime domain awareness, a concerted effort needs to be carried out to ensure that regional awareness is fostered, too. With the Arctic Council's Protection of the Arctic Marine Environment Working Group and the IMO's Polar Code, these two organizations are well-placed to encourage safe shipping across the entire Arctic through supporting the development of, for instance, cross-border undertaking such as data sharing. They could also work more close with other international initiatives such as the Arctic Coast Guard Forum to further advance safe and sustainable trans-Arctic shipping.