



## Shipping in Arctic Waters

A 340 page report on Shipping in Arctic Waters was delivered to client, Centre for High North Logistics, on the 18<sup>th</sup> of May 2010 – co-sponsored by Innovation Norway.

### Aim of the Study

The approach is empirical, applied and holistic, aiming at defining the state of the art when it comes to shipping in Arctic waters, which, in turn, may be useful in creating an operational and applied research agenda for the future. The study comprises eight chapters dealing with different interrelated aspects of Arctic shipping.

### Three Transportation Corridors

The study compares the shipping conditions along the *Northeast*, *Northwest* and *Trans Polar* passages on the basis of a state of the art analysis. The concept of sailing conditions is defined as the intersection of a variety of interacting and interdependent factors such as geopolitics, military affairs, global warming, sea ice melting, international economic trends, resources, competing modes of transportation, environmental challenges, logistics, infrastructure, ocean law and regulations, corporate governance, jurisdictional matters and rights of indigenous peoples.

### Three Types of Sailing Routes

Three types of sailing routes are addressed: *Intra-Arctic routes* between ports within the Arctic, *Destination Arctic-routes* between ports inside and outside of the region, and *Transit routes* between ports in the Pacific and the Atlantic Oceans via the Arctic Ocean. The two former connect with transportation corridors running southward from the Arctic to markets in the south. As these routes are functionally integrated with the three Passages of the Arctic Ocean, their operational conditions are part of the study.

### Staff and Organization

The study is done by Willy Østreng, Karl Magnus Eger, Arnfinn Jørgensen-Dahl, Brit Fløistad, Lars Lothe, Tor Wergeland (Ocean Futures) and Morten Mejlænder Larsen (Det Norske Veritas). To secure user relevance Ocean Futures, together with Centre for High North Logistics, conducted 32 interactive seminars over a period of a year and a half.

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