



Attn. Mr Wang Haimin, General Manager

COSCO Shipping Lines

17<sup>th</sup> June 2019

Dear Mr Wang,

I am writing to you on behalf of the Clean Arctic Alliance, a coalition of international non-profit organisations. The Alliance advocates for Arctic shipping to move to lighter, cleaner fuels while operating in Arctic waters, due to the risks associated with emissions of black carbon - which lead to increased melting of both land and sea ice, and the risk of a potential heavy fuel oil (HFO) spill which would result in devastating and long-lasting impacts for the Arctic marine ecosystem and local communities.

As you will know, shipping in the Arctic Ocean is increasing every year, due to the reduced sea ice extent, and the fact that the route between Asia and NW-Europe is considerably shorter than the current route through the Indian Ocean, Suez Canal and Mediterranean. The Clean Arctic Alliance notes with interest the recent announcement of COSCO's intention to undertake several eastbound and westbound Arctic voyages of the Northern Sea Route this summer.

You will no doubt also be aware, that the International Maritime Organization's (IMO) Code for Ships Operating in Polar Waters (Polar Code) includes a recommendation in Part II-B of the Code that ships are encouraged to apply the same provisions with respect to heavy fuels as are in place in the Antarctic when operating in Arctic waters. To elaborate, the recommendation is therefore that ships operating in Arctic waters should not use or carry heavy grade oils. In March 2018 eight IMO member states submitted a proposal to MEPC 72, proposing a ban on the use of heavy fuel oils (HFO) and carriage as fuel in the Arctic. This proposal is now being considered by IMO's Pollution Prevention & Response sub-committee.

The Clean Arctic Alliance is pleased to note that COSCO considers the role of shipping in the environment as a priority, as evidenced by presentations given during the 2017 Arctic Circle Assembly in Reykjavik, and the recent presentation by Mr Chen Feng at the Arctic Circle Forum in Shanghai. The Clean Arctic Alliance welcomes an opportunity to inquire as to what fuel or fuels COSCO intends its ships to use when transiting the Northern Sea Route during summer 2019?

If COSCO plans to use HFO for its Arctic voyages, and given that the IMO is currently developing a ban on the use and carriage as fuel of HFO to mitigate the risks of HFO in the Arctic, we would welcome an opportunity to discuss with you the merits and feasibility of a rapid switch from HFO to

cleaner fuel use and carriage in Arctic waters. Can COSCO commit to not using HFO on any ships operating in the Arctic this summer?

If COSCO does not plan to use HFO in the Arctic, perhaps you could consider signing the [Arctic Commitment](#), this is a public declaration of intent to move away from the use and carriage of HFO as fuel in the Arctic, which has been signed by over 130 shipping companies, ports, Indigenous groups, scientists, polar explorers and NGOs who recognize the risks associated with HFO use and carriage as fuel.

Finally, to address the global climate crisis, dependence on fossil fuels must end. We would welcome the opportunity to learn more about COSCO's plans to transition its fleet from fossil fuels to cleaner forms of propulsion and to eliminate CO<sub>2</sub>, black carbon and methane emissions.  
Yours sincerely,

Dr Sian Prior

Lead Advisor

Clean Arctic Alliance

E: [sian.prior@HFOFreeArctic.org](mailto:sian.prior@HFOFreeArctic.org)

Mb: + 44 7785 747945

cc. John Maggs, Senior Policy Officer, Seas At Risk

Dave Walsh, Communications Advisor, Clean Arctic Alliance

Eelco Leemans, Advisor, Clean Arctic Alliance

Jiliang Chen, China Coordinator, ASOC