



Open Letter to:

Mr Wang Haimin, Deputy general manager

COSCO Shipping Lines

9th August 2019

Dear Mr Wang,

Further to my letter of 17th June, on behalf of the Clean Arctic Alliance, seeking COSCO's commitment to protect the Arctic environment by choosing to not use heavy fuel oil (HFO) for its Arctic voyages this year, I am writing about our concern once again.

The Clean Arctic Alliance believes it is imperative that all Arctic shipping moves 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 on the Arctic marine ecosystem and local communities.

The Clean Arctic Alliance has noted recent announcements of COSCO's intention to undertake several eastbound and westbound Arctic voyages of the Northern Sea Route this summer. Recognising that COSCO considers the role of shipping in the environment as a priority, we welcome an opportunity to inquire again as to what fuel or fuels COSCO intends its ships to use when transiting the Northern Sea Route during summer 2019?

As mentioned before, the International Maritime Organization's (IMO) Code for Ships Operating in Polar Waters (Polar Code) includes a recommendation that ships apply the same provisions with respect to heavy fuels as are in place in the Antarctic while operating in Arctic waters. To elaborate, the recommendation is therefore that ships operating in Arctic waters should not use or carry heavy grade oils.

Since the Polar Code came into force in 2017, eight IMO member states have submitted a proposal for a ban on the use of heavy fuel oils (HFO) and carriage as fuel in the Arctic to the IMO, and this is now being considered by IMO's Pollution Prevention & Response sub-committee.

If COSCO plans to use HFO for its Arctic voyages, 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. If COSCO does not plan to use HFO in the Arctic, perhaps you could consider signing the [Arctic Commitment](#), 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 150 bodies including shipping companies, ports, Indigenous groups, scientists, polar explorers and NGOs who recognize the risks associated with HFO use and carriage as fuel in the Arctic.

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 CO2, black carbon and methane emissions.

Yours sincerely,



Dr Sian Prior

Lead Advisor

Clean Arctic Alliance

E: 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