

## Attachment A Arctic Corporate Shipping Pledge

The Arctic is warming two to three times faster than other parts of the planet –resulting in shrinking summer sea ice, restructuring of marine ecosystems in ways never seen by humans, and great uncertainty for people living in the Arctic. Increasing vessel traffic on Arctic shipping routes poses additional risk of greater impact. Local and regional shipping in the Arctic are important for northern economies and indigenous communities, but trans-shipment of global goods on container ships along new Arctic shipping routes (“**Arctic Trans-Shipment Routes**”) are beginning to be considered as an alternative to traditional, non-Arctic shipping routes.

As companies who ship goods across the globe, we acknowledge that greenhouse gas emissions from global shipping are jeopardizing the Arctic and will continue to do so even if we avoid Arctic Trans-Shipment Routes. As such, we will continue to explore ways to reduce emissions from global shipping. As companies who care deeply about the climate risks already impacting or threatening Arctic peoples, sea life, and ecosystems – we refuse to add to the risk of greater impact and pledge to:

1. Avoid Arctic Trans-Shipment Routes –
  - a. For Consumer Goods Companies: Recognizing the potential impacts, we voluntarily agree not to intentionally allow our product to be trans-shipped on vessels via Arctic Trans-Shipment Routes, as shown on the Arctic Trans-Shipment Route Map, set forth in Attachment B. Similarly, no ocean carrier or freight forwarder retained by us may have our product on a vessel sailing or intending to sail these Arctic Trans-Shipment routes.
  - b. For Logistics Service Providers: Recognizing the potential impacts, we voluntarily agree not to intentionally sell services or allow our vessels to use Arctic Trans-Shipment Routes as shown on the Arctic Trans-Shipment Route Map, set forth in Attachment B.
2. Promote Precautionary Arctic Shipping Practices – In addition to our pledge to avoid Arctic Trans-Shipment Routes, and recognizing that some companies may refuse to make that pledge, we support the development of precautionary Arctic shipping practices to enhance the environmental and human safety of current and future Arctic shipping.<sup>1</sup>

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<sup>1</sup> These practices may include: a ban on heavy fuel oil use and carriage in Arctic waters (see Clean Arctic Alliance, The Arctic Commitment (January 25, 2017), <https://www.hfofreearctic.org/en/arctic-commitment/>), designation of the Central Arctic Ocean by the International Maritime Organization as a Particularly Sensitive Sea Area (see Stevenson, Todd C., Jeremy Davies, Henry P. Huntington, and Whit Sheard, “An Examination of Trans-Arctic Vessel Routing in the Central Arctic Ocean.” *Marine Policy* 100 (February 1, 2019): 83–89. <https://doi.org/10.1016/j.marpol.2018.11.031>), evaluation of low impact shipping corridors that protect important ecological and indigenous cultural areas (see U.S.-Canada Joint Statement on Climate, Energy, and Arctic Leadership (March 10, 2016), <https://pm.gc.ca/en/news/statements/2016/03/10/us-canada-joint-statement-climate-energy-and-arctic-leadership>), and adoption of strict pollution controls. (See Ocean Conservancy (2017), “Navigating the North: An Assessment of the Environmental Risks of Arctic Vessel Traffic.” Anchorage, AK. <https://oceanconservancy.org/wp-content/uploads/2017/06/Arctic-Vessel-Traffic-Report-WEB-2.pdf>).

Arctic Trans-Shipment Route Map

