The Arctic in World Affairs: A North Pacific Dialogue on Arctic Marine Issues addresses five major themes relating to the maritime Arctic: potential Arctic shipping, Arctic marine environmental protection, Arctic marine living resources, potential Arctic oil and gas development, and informal Arctic governance mechanisms. Bringing together prominent Arctic experts from the three North Pacific Arctic coastal states (Canada, Russia, and the US) and three leading North Pacific non-Arctic states (China, Japan, and Korea), the book goes beyond generalities; it addresses the details of major concerns in an effort to identify practical solutions to Arctic marine issues and move them from paper to practice.

On commercial shipping, the book explores key issues relating to uses of the Northern Sea Route, including the Russian regulatory framework, the permitting process, technical requirements for ships, and icebreaker support, providing in the process a good grasp of the technical, organizational, economic, and environmental aspects of navigation in the Arctic. On Arctic marine environmental protection, the book reviews the tangled web of IMO conventions and guidelines relevant to Arctic shipping and explores the challenges confronting the governance of Arctic shipping. On Arctic marine living resources, the book addresses the management of existing fisheries in the marginal seas and the prospects for future Arctic fisheries. It asks whether it would be timely to create a Regional Fisheries Management Organization for the Arctic Ocean proper to prepare for the prospect of commercial fishing in the future.

On Arctic oil and gas development, the book explores the outlook for the development of Arctic energy resources in Norway and Russia and the key factors determining development pathways, including the resource base, the interests and strategies of the owners of the resources, the cost of developing and delivering the resources to markets, and the merits of Arctic supplies compared with supplies from other regions. On informal Arctic governance mechanisms, the book discusses the policies articulated by the five Arctic coastal states and more recently the Arctic Council with regard to Arctic Ocean issues and the reasons why the interests of non-Arctic states will require consideration in this context. The emphasis is on exploring options for informal consultation among North Pacific Rim states and mechanisms for constructive interactions with the Arctic Council and other international bodies addressing Arctic issues.

The book contributes by filling gaps in knowledge regarding the maritime Arctic, identifying remaining uncertainties, and developing policy innovations that can promote peaceful and sustainable uses of Arctic resources in the future.
The Arctic in World Affairs:
A North Pacific Dialogue on Arctic Marine Issues
2012 North Pacific Arctic Conference Proceedings
KMI/EWC SERIES ON THE FUTURE OF THE MARINE ARCTIC

The Korea Maritime Institute (KMI) is a government-affiliated research organization under the umbrella of the National Research Council for Economics, Humanities and Social Science (NRCS) in the Republic of Korea. Since its establishment in 1984, KMI has been a major think-tank in the development of national maritime and fisheries policies including shipping and logistics, port development, coastal and ocean management, maritime safety and security, and fisheries affairs. Currently, KMI is building research capacity on the new ocean industries, the so-called Blue Economy, for sustainable coastal and ocean resources development. KMI's international research network covers not only the Asian region but also other regions such as Africa, the Pacific islands, the Americas, Europe and the polar areas.

The East-West Center promotes better relations and understanding among the people and nations of the United States, Asia, and the Pacific through cooperative study, research, and dialogue. Established by the US Congress in 1960, the Center serves as a resource for information and analysis on critical issues of common concern, bringing people together to exchange views, build expertise, and develop policy options. The Center’s 21-acre Honolulu campus, adjacent to the University of Hawai‘i at Mānoa, is located midway between Asia and the US mainland and features research, residential, and international conference facilities. The Center’s Washington, DC, office focuses on preparing the United States for an era of growing Asia Pacific prominence.

The KMI/EWC series on the Future of the Marine Arctic aims to provide an informal and inclusive forum where key individuals from various relevant countries and a range of stakeholders can develop relations of trust that will allow them to discuss complex and sometimes difficult emerging Arctic maritime issues in an open way with a spirit of problem solving rather than advocacy.

The first book in the series, edited from the 2012 North Pacific Arctic Conference proceedings, is entitled:

The Arctic in World Affairs:
A North Pacific Dialogue on Arctic Marine Issues
Edited by Oran R. Young, Jong Deog Kim, and Yoon Hyung Kim
The Arctic in World Affairs:
A North Pacific Dialogue on Arctic Marine Issues
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KMI/EWC SERIES ON THE FUTURE OF THE MARINE ARCTIC
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The Arctic has become a focus of global attention  
Marine issues have taken center stage  
Managed development is overshadowing sustainable development  
Arctic policy is becoming a matter of high politics  
The stance of the Arctic states is not tenable  
Non-Arctic states have acknowledged rights and interests in the Arctic  
Non-Arctic states also have Arctic responsibilities  
Geopolitical shifts are hard to ignore  
Some superficially attractive solutions are non-starters  
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The Arctic is undergoing comprehensive change. This Arctic transformation is driven by two major forces: climate change and economic globalization. On the one hand, the reduction in sea ice in the Arctic Ocean is opening new shipping routes. Shipping access in the Arctic Ocean is not only enabling new maritime trade routes but also accelerating resource exploitation. On the other hand, the increase in Arctic activities is being driven by the global demand for resources and logistical efficiency.

Recent commercial agreements highlight linkages between the Russian Arctic and the global economy. The Northern Sea Route (NSR) shows considerable potential as a commercial artery not only for enabling new trade routes between Asia and Europe but also for accelerating Arctic resource development and tourism. Yet the growth of ship traffic along the NSR also has the potential to increase pollution in the Arctic and heighten the risks of spills. There are substantial uncertainties and knowledge gaps regarding the nature of environmental change, the geological potential of the Arctic, and methods for dealing with the risks associated with significant Arctic industrial activities. A matter now rising rapidly on the Arctic policy agenda focuses on finding ways to take into account the concerns and contributions of non-Arctic states that have legitimate interests in Arctic developments, without impinging on the role of the Arctic states or distorting the cooperative efforts of existing arrangements like the Arctic Council.

To identify key uncertainties, reduce knowledge gaps, and explore innovative policy options relating to Arctic marine issues, the Korea Maritime Institute and the East-West Center organized a conference entitled “A North Pacific Dialogue on Arctic Marine Issues” held in Honolulu, Hawai‘i in August 2012. The conference facilitated informal dialogue among exceptionally knowledgeable individuals from the three major North Pacific Arctic coastal states (Canada, Russia, and the United States) and the three leading North Pacific states interested in using Arctic resources (China, Japan, and Korea) on issues of Arctic marine shipping and resource development. The conference also explored appropriate and constructive mechanisms for introducing the concerns of the North Pacific Rim states into the deliberations of the Arctic Council and other international bodies addressing Arctic issues. Participants took note of the seriousness of potential impacts of commercial shipping and Arctic resource development on indigenous peoples’ communities and ways of life.

The chapters and commentaries included in this book are based on presentations made at the conference. The opening chapter by the editors seeks to capture the main themes and to set the entire discussion in a
broader context. We would like to take this opportunity to thank Dr. Oran R. Young, research professor at the University of California, Santa Barbara, Dr. Jong Deog Kim, Research Fellow at the Korea Maritime Institute, and Dr. Yoon Hyung Kim, emeritus professor at the Hankuk University of Foreign Studies and senior fellow at the East-West Center for coordinating the conference and preparing the papers and commentaries for publication. We also wish to thank the paper writers, commentators, and others involved in contributing to the success of this conference. Our sincere gratitude goes to Eugene Alexander of the East-West Center for his expert management of the conference logistics.

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