

A IAN IN E E AND HE PA HFO_ A D IN HENE A C IC SYMPOSIUM SUMMARY

February 8 and 9, 2021



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Foreword:

This document summarizes the presentations and conversations from the symposium. We believe it is important to share first-person perspectives and

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I

The Wilson Center's Asia Program and Polar Institute, along with the Embassy of Japan in Washington, DC, hosted a two-day forum entitled Asian Interests and the Path Forward in the New Arctic. With a multitude of common interests and prospects for cooperation in the Arctic, the forum convened representatives, scholars, and experts from Japan, the People's Republic of China, the Republic of Korea, and the United States to share their countries' unique Arctic interests and policies.

This document summarizes the themes of each keynote and panel presentation, and includes particularly salient points made by speakers. Video recaps of each speakers' comments are hyperlinked within their panel.

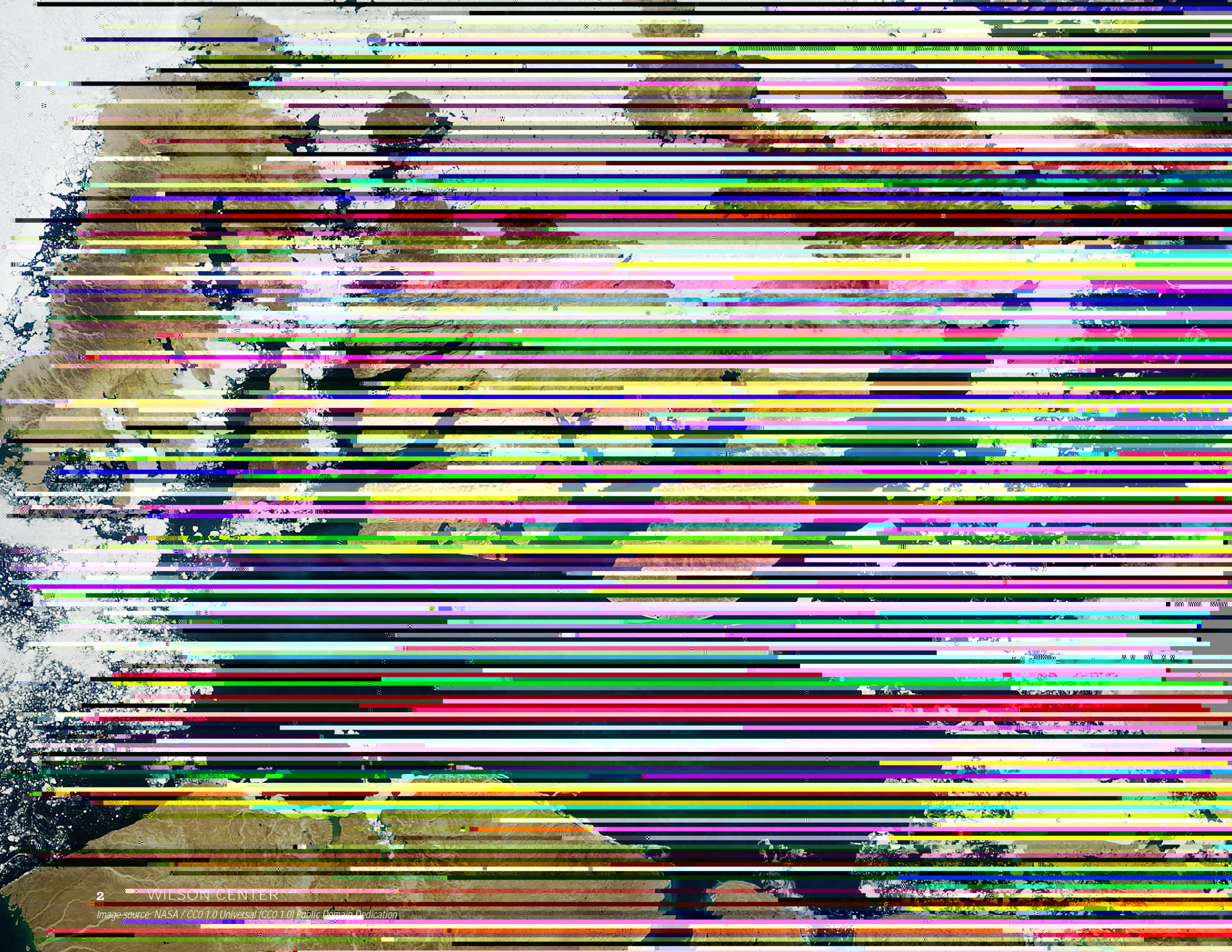
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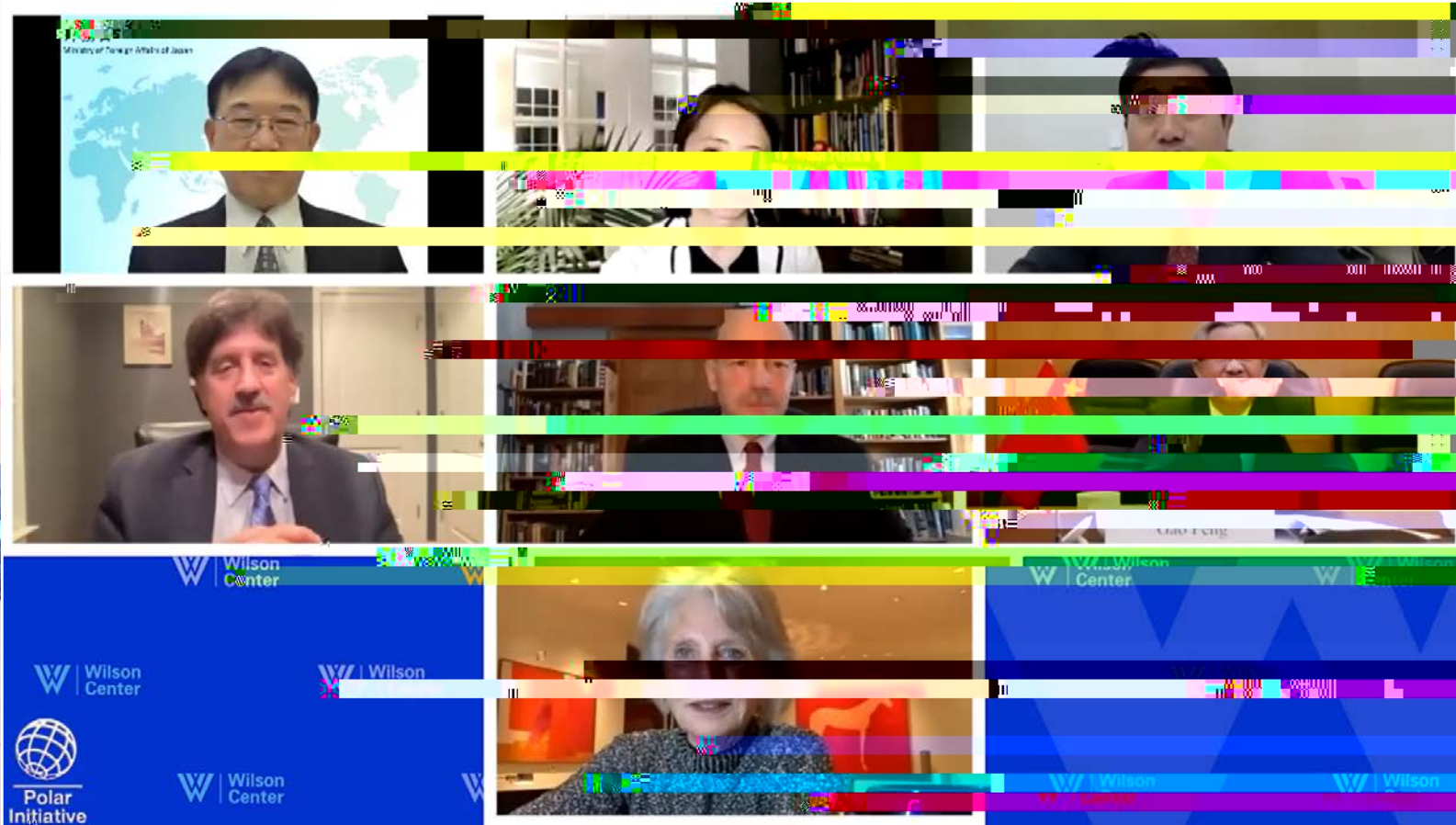
US Senator Lisa Murkowski (Alaska)

Senator Murkowski highlighted growing interest in the Arctic from the international community and reiterates that the Arctic does not fit the “Wild West” stereotype. Rather, current governance frameworks benefit from a robust set of institutions and norms, such as the IMO, Convention on the Law of the Sea, the Arctic Council, and the Arctic Coast Guard Forum. Nonetheless, future development will require an investment in infrastructure, and she looks to international partners for support in this endeavor. Senator Murkowski also noted for U.S. leadership in the Arctic and called on the Biden Administration to create the position of U.S. Arctic Ambassador.

Minister Yoko Kamikawa, Minister of Justice, Government of Japan

Minister Kamikawa began her keynote presentation by recalling her long-term commitment to Arctic issues and her collaboration in the region with the U.S. Emphasizing the vulnerability Japan has to climate change, she discussed the importance of Arctic cooperation.





TOP ROW (l to r): A. SUZUKA M., Sh. G., LIM H. MIDDLE ROW (l to r): A. D., M. ha. S. GAO F. g. BOTTOM ROW: C. Ja. H.

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Polar Initiative

TOP ROW (l to r): E. B. ... D. A. h SUNAMI, D. K. F. BOTTOM ROW (l to r): D. M. h S. g. D. H. g Ch I SHIN, D. H. g Y. g.

P. D. Economic Development in the Arctic

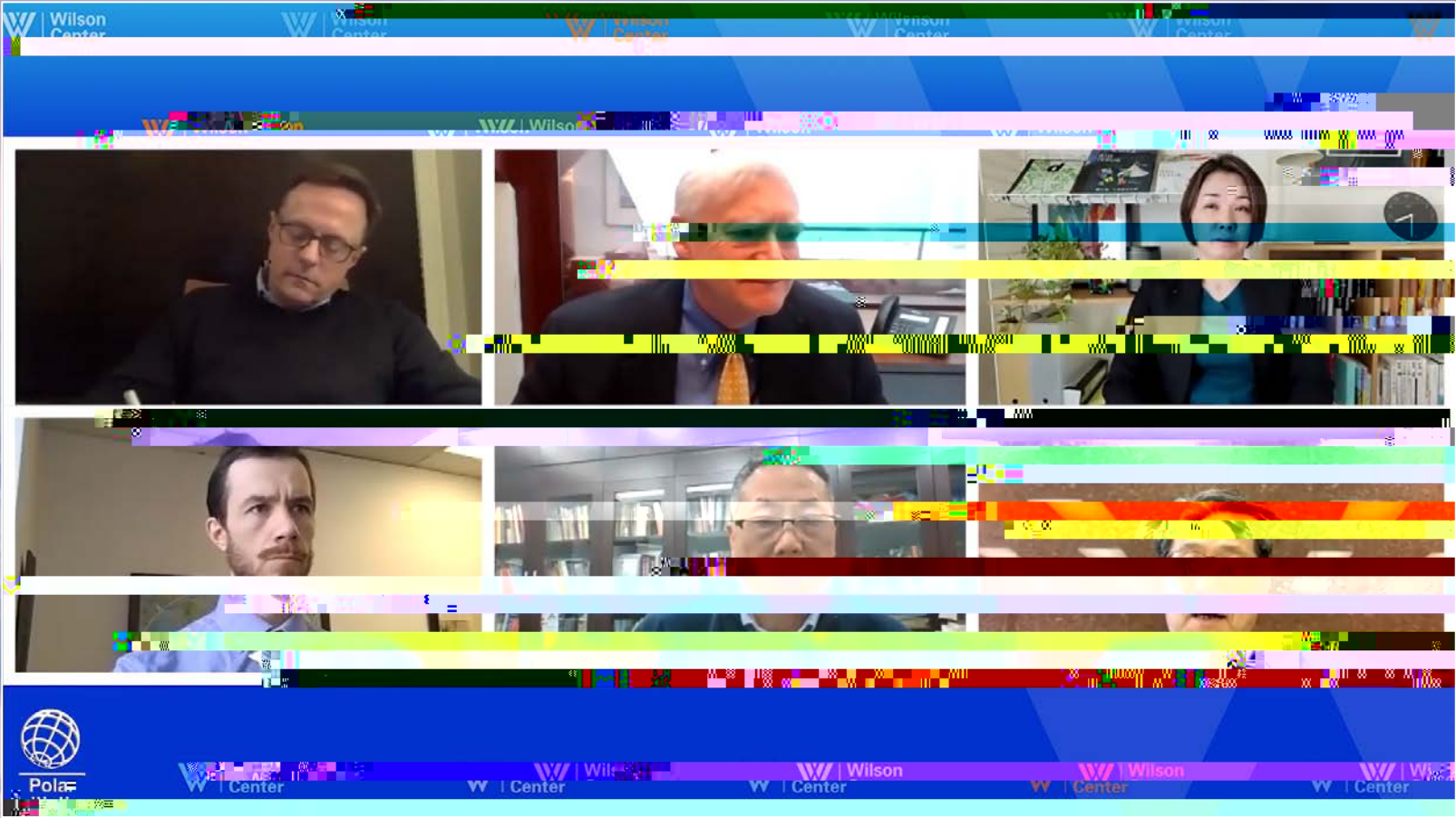
The third panel on Economic Development in the Arctic featured three panelists from academia, the private sector, political office, and government bodies, all highlighting interests in sustainability in the Arctic and cooperation opportunities for participating countries.

Dr. Tetsuya Tonami discussed existing Japanese projects to support business supply chains, including the potential for LNG investment in Alaska and the role of ESG and hydrogen production in achieving Japan's carbon-neutral goal of 2050. Such interests were mirrored by Dr. Mead Treadwell who highlighted the growing role of geopolitics in the Arctic region and the importance of improving infrastructure to avoid a US-Russia-China competition for resources. Dr. Anna discussed the long-term approach necessary for international cooperation in the Arctic. In particular, she noted that the turbulence intertwined with scientific collaboration with Russia presents a challenge for the new posture of the Biden administration regarding climate change.

Dr. Felecia (Alaska) added to Dr. Tonami's

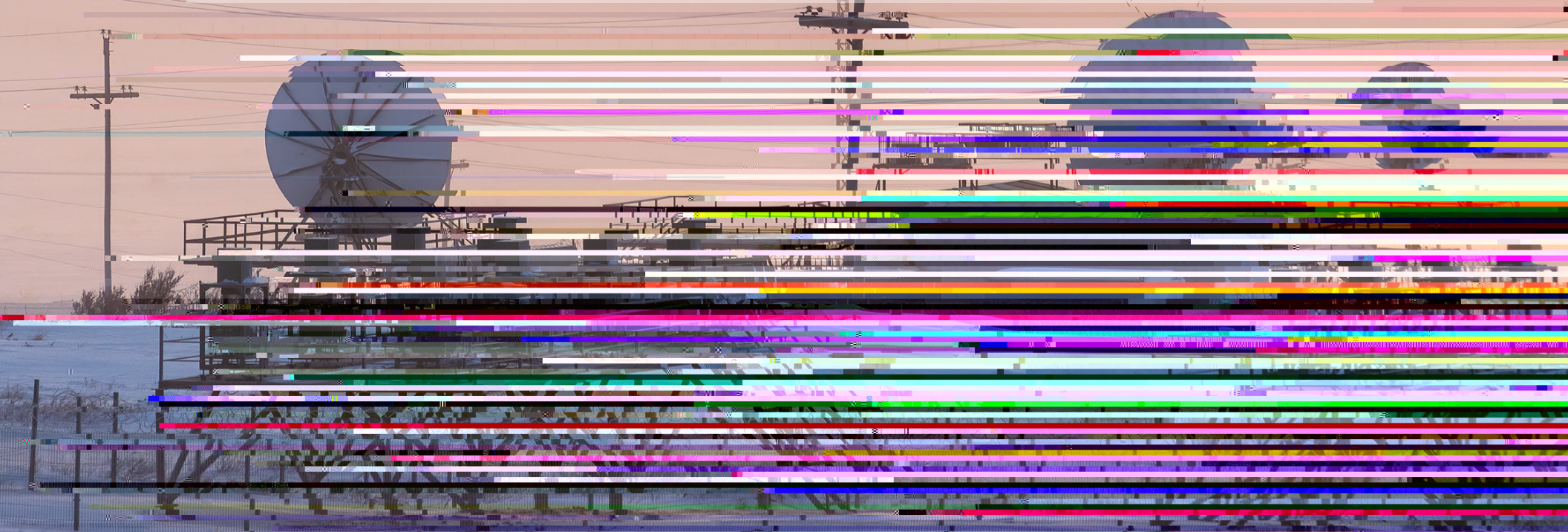
discussion by acknowledging existing flows of Japanese FDI in Russia and offered an additional dimension to the discussion by emphasizing the importance of Indigenous groups in the region. To conclude, Dr. Tetsuya Tonami, (whose presentation was shared by the Honorable Mead Treadwell) echoed the previous speakers' discussion on sustainability by offering recommendations on potential long-term US – Japanese cooperation in Alaska to include technology and infrastructure development.

The panel also discussed the role of geopolitics in Arctic



TOP ROW (l to r): M... P..., H... M... T..., D... A... T... . BOTTOM ROW (l to r): R... Z..., F..., D... Y... g... J..., T... a... h... M... a...





Public-Private Partnerships Infrastructure in the Arctic

[Dr. De \(\)](#) outlined South Korea's four lines of effort on infrastructure that support the goal of a sustainable Arctic: science infrastructure (research stations, new LNG-powered icebreakers, and new satellite capacities and deployments), technology infrastructure (safety and the environment, shipbuilding, innovations from a 4th industrial revolution that may benefit remote regions), business infrastructure (ports, airports, roads and railways), and human infrastructure (education, partnerships, and knowledge cooperation). [Dr. A](#) explored key areas of infrastructure including Arctic ocean navigation, fiber optic cables, and research. He discussed new possibilities for Japanese participation in transshipment of cargo along Russia's Northern Sea Route, including an agreement between Mitsui OSK Lines, Novatek (LNG developer), and the Japan Bank of International Cooperation. [Dr. B](#) highlighted Sandia National Laboratories' atmospheric measurement user facilities on the North Slope of Alaska and also asserted the need for scientists to help corporations create climate-resilient infrastructure and to improve prediction capabilities for Arctic researchers. [Dr. C](#) outlined Chinese and Chinese enterprise participation in current and planned Arctic infrastructure projects, including its participation as construction builders, including seaports, railways, and bridge projects. [He et al. G](#) emphasized the strength of collaborative agreements on search and rescue, communication,

and oil spill preparedness and response, among other areas. She expressed hope for greater public and private investment, climate downscaling, and the conversion of sustainable infrastructure into resilient infrastructure to ensure that agreements are as effective as they can be.

A discussion and question/answer session followed the presentations. The importance of public-private partnerships (PPPs) in the development of Arctic infrastructure was noted. Research PPPs have evolved between government and industry; a good example of a maritime PPP is the Marine Exchange of Alaska (which monitors ship transits using AIS) that is funded by industry, the U.S. Coast Guard and the State of Alaska. The need for Arctic ports was discussed as a principal requirement for development of the maritime Arctic. Also discussed was the

