

Testimony of Patrick Arnold, the Director of Operations and Business Development for the
Maine Port Authority, as prepared for delivery to the Senate Energy and Natural Resources
Committee.

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Thank you for allowing me this opportunity to speak on opportunities in the Arctic. I'd like to especially thank Senator Murkowski and Senator King for the leadership they are showing by working together in forming an Arctic Caucus, and Senator Cantwell for acknowledging Maine's recent leadership in this and calling me as a witness.

If there were one take away from this hearing I would hope it would be that anything in the Arctic requires cooperation and an openness that sometimes does not come easy.

Since 2013 the Icelandic steamship company Eimskip established its single U.S. port of call in Portland, ME connecting Maine directly, for the first time in decades, to Scandinavia, Northern Europe, Iceland, Greenland and Newfoundland. This shift brought Maine as close to these countries, from a freight cost perspective, as it is to the mid-Atlantic. Through a close collaboration with Iceland, Maine has entered into dialogue and trade relations with several Arctic nations in the high North, and has been establishing relationships based on trust and mutual consideration.

Our approach has been simple: build trade and mutual economic opportunity and all else will follow.

At the Arctic summit symposium titled "Leadership in the High North" held in Bangor, Maine in May 2014, hosted by the Maine National Guard and the U.S. Coast Guard retired NorthComm General General Jacoby said in regards to the Arctic "build the rail and the cavalry will follow."

We believe this to be true and Maine's activities in the High North, starting with the trade lanes setup by Eimskip, have opened opportunities in cultural, educational and political exchanges that have benefited Maine as well as the countries and people we exchange with.

Through this exchange we work towards stability in our Arctic relationships in an environmentally sensitive and culturally inclusive manner. And we endeavor to lead by design. This is who we are in Maine.

In order for trade lanes to be well established, I agree that the administrative focus on safety security and stewardship regarding the Arctic Ocean is what is needed, with the additional goal of improving economic and living conditions in the region, as this can be done with trade as well.

As a former Navigation officer on US Jones Act ships, I spent time navigating waters globally, including as a navigation officer on Cruise ships with Norwegian cruise lines that transited

between Seattle and Alaska. Arctic shipping lanes would benefit by charting routes and understanding the regions unique navigational challenges. Real time mapping of ice flows being one such challenge. While there are geopolitical implications of any action in this region, there are priorities that are more important such as the safe ability to transit these waters and visible participation supporting right of innocent passage as is implied in the law of the seas

With the transpolar route the furthest from being ice free and the northern sea route (Russia) and northwest passage (Canada) both requiring cooperation, the U.S. would be well served to ratifying the Law of the Seas.

Icebreaking is the lowest hanging fruit for the U.S. to jump into Arctic assistance and Arctic development. Without this capability, the U.S. does not have the opportunity to lead in a meaningful way regarding support of future trade lanes or present natural resource opportunities or contribute to Search and Rescue commitments.

Maine is merely an example of how this nation can lead alongside Alaska in Arctic affairs. First opening lines of trade that allow for mutual prosperity, and then building on top of these trade lanes policies and opportunities for cultural and educational exchange that lead to lasting relationships. This will be important given the rapid change in Arctic conditions due to climate change.

Regardless of opinions, change is inevitable and what matters is how we adapt to it and mitigate the negative aspects of human contribution to it. We can only improve and prosper more, by working together with the people and countries in the Arctic.