



Nieuwsbrief 48

Oktober 2016

Smeltwater meten op Groenland

Stefan Ligtenberg

De aarde warmt op, het landijs smelt en de zeespiegel stijgt. Dat is de simpele en verontrustende realiteit, maar om precies te bepalen hoe snel dit ijs smelt is een stuk lastiger. Met automatisch weerstations kun je het veranderende klimaat op een gletsjer meten en dus heel precies



onderzoeken hoeveel sneeuw er smelt en waarom het smelt. Een deel van dit smeltwater zal de oceaan echter niet bereiken; het herbeviest, wordt opgeslagen in het sneeuwpakket of stroomt af in 'bovengrondse' of 'ondergrondse' rivieren.

In deze lezing zal ik presenteren hoe dit in zijn werk gaat, aan de hand van mijn veldonderzoek in Oost-Groenland afgelopen zomer. Ook zal ik uitleggen hoe je deze puntmetingen uit het veld kan inzetten om een schatting te maken voor de smelt van de hele Groenlandse ijskap.

Foto: Stefan met een ijskern tijdens het veldonderzoek op Oost-Groenland, zomer 2016.

Stefan Ligtenberg werkt als glacioloog bij het Instituut voor Marien en Atmosferisch onderzoek (IMAU) in Utrecht. Hij doet onderzoek naar de invloed van de atmosfeer op sneeuw en ijs, en vice versa.

Wanneer	31 oktober 2016
Hoe laat	19:30 uur
Waar	Arctisch Centrum, Ingang Herman Colleniusstraat
Toegang	€ 2,00 – studenten gratis

Komende activiteiten Imaka

28 november 2016	Coco Smits over <i>Mijnbouw op Groenland</i>
30 januari 2017	Esther Kokmeijer over <i>Kunstproject op Antarctica</i>
27 februari 2017	Drie-in-één: drie korte lezingen
27 maart 2017	Petra Broomans, <i>Het beeld van de Inuit in de Nederlandse pers, eerste helft twintigste eeuw</i>

Nieuws en actualiteiten

The recognition of Arctic Communities in the EU Seal Regime

Nikolas Sellheim, Legal Cultures in Transnational World (LeCTra) Doctoral Programme, Faculty of Law, University of Lapland, Rovaniemi, Finland and Scott Polar Research Institute, University of Cambridge

Introduction

When standing on a seal hunting vessel, looking into the rough sea one might be inclined to forget that in spite of its remoteness and somewhat self-contained social systems, Arctic and sub-Arctic communities are subject to significant legal and political developments elsewhere that impact community sustainability and cultural survival. Especially through the avenues of global trade, small communities in the north benefit or are put under pressure in response to fluctuating markets.

Particularly seal hunting communities in the Canadian Arctic and the sub-Arctic island of Newfoundland feel these repercussions (Dahl 2000; Sellheim 2015a). With the adoption of the EU ban on trade in seal products, markets and trade in seal products have declined significantly, impacting the social fabric and community sustenance for local people.

This paper examines to which degree the negative effects of the seal regime on sealing communities were taken into consideration during the legislative process. Reference is made to three distinct notions of 'recognition': first, the political recognition, meaning the political processes of recognising sealing communities; second, the legal recognition, meaning how communities are reflected in the law itself; and third, the empirical recognition, meaning in how far, in light of the legal and political ways of recognition, sealing communities are affected and which avenues exist for them to buffer adverse effects.

Het artikel (12 pagina's) kunt u in zijn geheel lezen op de website:

https://www.academia.edu/25810263/The_recognition_of_Arctic_communities_in_the_EU_seal_regime?auto=view&campaign=weekly_digest

The Pembroke Site: Thule Inuit Migrants on Southern Victoria Island

T. Max Friesen and Lauren E.Y. Norman

Abstract

This paper presents description and interpretation of the Pembroke site, the earliest known Thule Inuit occupation in the southeastern Victoria Island region, Nunavut. The site has 11 extant dwellings, including five heavy tent rings, five light semi-subterranean dwellings, and a *qalgiq* (large

communal structure). The site's economy revolved mainly around the acquisition of caribou, Arctic char, and lake trout, with minimal consumption of sea mammals. Radiocarbon dates, reinforced by artifact analyses, indicate an occupation around AD 1400. Based on several lines of evidence, including the extremely small artifact samples, the site is interpreted as having been occupied relatively briefly. It represents the first colonization of the region by Thule people, approximately 200 years after the initial Thule migration from Alaska into the eastern Arctic. Thus, it documents a second migration wave: an expansion of Thule peoples from their initially occupied territories to other, in some ways less optimal, regions.

Het artikel (18 pagina's) staat in zijn geheel op de website:

https://www.academia.edu/25612735/The_Pembroke_Site_Thule_Inuit_Migrants_on_Southern_Victoria_Island?auto=view&campaign=weekly_digest

Shipping companies snub Russian Arctic route

Only about 200,000 tons of cargo has this year been sent transit along the Northern Sea Route

Atle Staalesen

According to figures from the Russian Northern Sea Route Administration (NSRA), transit shipping on the route by mid-September amounted to 208,500 tons of cargo. The figure was presented by Svyatoslav Stepchenkov, Head of the NSRA Shipping Department, in a conference this week, PortNews reports. That is an increase from 2015, but still far below figures from 2012 when transit shipment reached 1,35 million tons.

In 2015, less than 40,000 tons of cargo was sent transit along the route. The Northern Sea Route officially stretches from the Novaya Zemlya to the Bering Strait and is promoted as a possible major international transport corridor for the future by Russian authorities. Meanwhile, overall shipping to Russian Arctic ports remains approximately on the same level as in 2015. According to Stepchenkov, a total of 4,36 million tons of cargo has so far this year been shipped to and from ports in the area. In all of 2015, the volume amounted to 5,43 million tons.

By 16th September, the Northern Sea Route Administration (NSRA) had issued a total of 636 sailing permissions on the route, among them 131 to foreign vessels. That is a downturn compared with 2015 when the number of permissions was 715, PortNews informs.

Russia has great ambitions for the Northern Sea Route. According to Russian Security Council Secretary Nikolay Patrushev shipping volumes along the route could increase many-fold to as much as 65 million tons already by year 2020. Ten years later, by 2030, the volumes could potentially grow to 80 million tons, a Northern Sea Route development plan reads.

In a comment to the Barents Observer, Sergey Balmasov from the Northern Sea Route Information Office explains the decline in the transit shipments with current trends in global economy. «Shipping rates are low, the bunker fuel is cheap and there is a general decline in world economy and a shrinking demand in China», he said in an email. Balmasov does believe shipments on the NSR will bounce back, but says it could take several years. "It is difficult to predict. But if round-the-year shipping becomes possible, then the situation could seriously change", he says.

September, 23 2016

Bron: <http://thebarentsobserver.com/arctic-industry-and-energy/2016/09/shipping-companies-snob-russian-arctic-route>



Photo: Sovcomflot.ru

Websites

Happywhale.com: A Web-based Citizen Science Marine Mammal Photo Identification Platform

U vindt een artikel over dit onderwerp op de website:

https://www.dropbox.com/s/nvnnfvju696bm48/Happywhale-IWC-Cheeseman-Southerland-SC_66b_SH_06.pdf?dl=0

Abstract

In our pilot season of building and operating the web-based marine mammal photo ID crowd-sourcing platform Happywhale.com we processed in excess of 30,000 images contributed by citizen scientists, documenting 1,912 sightings containing 23 cetacean species.

We focused individual ID efforts on humpback whales, documenting 616 individual, 126 of which we matched to existing catalogs in the northeast Pacific and on the Antarctic Peninsula. We have developed automated and semi-automated image management systems and quality control standards to generate a dataset from publicly sourced images open for collaborative scientific use.

This pilot season shows strong potential to effectively document marine mammal populations in areas such as the Antarctic and high Arctic frequented by wildlife tour vessels but where research cruises are limited, and to document populations, associations and movements at very high resolution in coastal areas with whale watching tour industries.

Blog: Centre for Energy & Environment Research in the Human Sciences, Rice University Houston USA

Bron: Academia.edu Weekly Digest <http://culturesofenergy.com/ep-22-iceland-featuring-heida-helgadottir-gudmundur-ionsson/>

Coming to you straight outta Reykjavík, Cymene and Dominic chat about the many remarkable things happening in Iceland this summer, the Melt research project and what “cryohuman relations”

look like in a country with 300 glaciers that are now losing 11 billion tons of ice each year. Then (13:59) we speak with Heiða Helgadóttir (former Member of Parliament and co-founder of Iceland's Best Party and Bright Future Party) and with Guðmundur (Gummi) Jónsson, a Reykjavík based urban planner, about the energy and environmental challenges facing Iceland today. We talk about Iceland's changing relationship to its natural environment in a time of climate change, skyrocketing tourism, and rapid urbanization. They give us insight into the politics and economics of geothermal energy and hydropower and the effort to create a national park in the Icelandic highlands, often known as Europe's last wilderness. Can Iceland manage its tourism boom sustainably? Is it ethical for Iceland to supply aluminum smelters and server farms with green electricity? How can Reykjavík address its climatological and public health concerns through better policy, planning and infrastructure? Special thanks this week to Iceland's national broadcasting service, RÚV, for graciously allowing us to use their studio space and to CENHS fellow Magnús Sigurðsson for arranging and engineering the recording. Áfram Ísland (Go Iceland)!!

NWO Symposium Thursday 3 November 2016

The Netherlands Polar Committee of NWO is pleased to invite you for the annual Symposium of the Netherlands Polar Programme:

The importance and challenges of long-term polar research studies

Climate change is most profound in the Polar Regions. In the Arctic dramatic changes in sea ice coverage are ongoing, demonstrating the fact that reality is running ahead of current climate models. Also other developments, such as the continuing increase of economic activities, will result in changes in the Polar Regions. These changes will have huge consequences, not only for polar ecosystems and local communities, but also for the rest of the world. What these consequences will be and when they will manifest themselves, is largely unknown.

The main question of this symposium is whether long-term research is necessary to understand the present day changes in the Polar Regions. How do we define long-term studies, what processes would we miss if we only focus on short-term research, what are pre-conditions to enable long-term research?

Frank Biermann from the Copernicus Institute of Sustainable Development in Utrecht will kick off with a keynote presentation. **Carleen Tijm** from Utrecht University will tell us about the struggles in the Netherlands to find funding for long term polar research and our Arctic Ambassador **Kees Rade** will give us thoughts about the importance of long term research for the Dutch government. Many more presentations about Dutch polar research will be scheduled in and a panel will discuss different perspectives of long term research and its funding.

The symposium will be held on 3 November, 2016. The venue is the NWO office, Laan van Nieuw Oost-Indië 300, 2593 CE in The Hague. The language employed is English.

Participation is free, but you need to [register](#), before 26 October.

Nieuwsbrieven IMAKA

"Oude" nieuwsbrieven kunt u hier: <http://www.rug.nl/research/arctisch-centrum/imaka/nieuwsbrieven/> terugvinden. Het kan soms even duren voor de nieuwste Nieuwsbrief opgenomen is.