



**FARO: Forum of Arctic Research Operators**

**FARO**

**FORUM OF ARCTIC RESEARCH OPERATORS**

**MEETING REPORT**

**26 APRIL 2004**

**REYKJAVIK, ICELAND**





**FARO Meeting**  
**Reykjavik, Iceland**  
**26 April 2004**

*Draft*

**REPORT**

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## **APPENDICES**

- Appendix I**            **List of Participants**
- Appendix II**        **Joint Statement – Item 2.2.**



## MINUTES

### **Participants**

See enclosed list – **Appendix I**

## **1. OPENING AND REPORTING SESSION**

### **1.1 WELCOME AND INTRODUCTION**

Simon Stephenson, the Chair of FARO, welcomed all participants and suggested a brief round of self-introduction. As there were several new participants he reminded the meeting about the FARO Mission.

“FARO – The Forum of Arctic Research Operators – aims to encourage, facilitate and optimize logistics and operational support for scientific research in the Arctic, through international collaboration for all those involved in Arctic research”.

More information is available on the FARO web site at:

<http://www.faro-arctic.org>

### **1.2 MINUTES OF THE LAST MEETING**

An electronic draft version had been circulated and thereafter a paper version. No comments had been received to the paper version, and the Minutes were approved.

### **1.3 ADOPTION OF THE AGENDA**

No changes were suggested. However, for practical reasons, the sequence of items was changed.

The Agenda was adopted.

#### **1.4 REPORT FROM THE CHAIR**

The main activities of FARO since the last meeting had been:

- CEON, and
- Research vessels

As both issues were to be reported later in the agenda, reference was made to those items.

The FARO Executive had met two days earlier and had reviewed some FARO issues.

The main forthcoming event that will require significant logistical cooperation in the Arctic, is the IPY (the Outline Science Plan presented during ASSW the previous day). This item is also on the agenda.

#### **1.5 REPORT FROM COMNAP (COUNCIL OF MANAGERS OF NATIONAL ANTARCTIC PROGRAMS)**

The report was given by Dr Karl Erb, USA, the Chair of COMNAP.

COMNAP has several tasks:

- it is a forum for exchange of logistical information
- it advises the ATCM (guidelines, safe procedures etc)
- members exchange information on educational training, environmental monitoring, etc.
- it organises workshops (for instance on energy management).

COMNAP has a close relationship to SCAR and its Executive meets at least annually with the SCAR Executive. COMNAP and SCAR meetings are held together in the even-numbered years. New major issues for discussion at its next meeting in July in Bremen will be planning for IPY with SCAR and a Symposium on Antarctic Logistics.

Dr Gérard Jugie had been elected the new Chair of COMNAP, effective August 2004.

Further information about COMNAP is available on their web site at:

<http://www.comnap.au>

It was suggested that the FARO Executive and IASC Executive Committee should meet, in order to create the basis for good communication and mutual awareness of each other's activities.

## 2 MAIN ISSUES

### 2.1 CEON: CIRCUMARCTIC ENVIRONMENTAL OBSERVATORIES NETWORK

Introduced by Dr Craig E Tweedie.

CEON was initiated at the FARO meeting in 2000, aiming at becoming a high quality environmental observatories network.

CEON's mission is to strengthen the capacity for ongoing monitoring, research and policy needs at high northern latitudes, by making data available that is adequate and suitable for measuring a series of well-defined key scientific questions and uncertainties.

Key activities had included:

- Independent endorsement by FARO and IASC at ASSW, April 2003
- Acquisition of a US-NSF proposal, July 2003
- Convention of an initial planning meeting at the Royal Swedish Academy of Sciences in Stockholm, Sweden, October 2003
- Submission of a CEON outline to *Witness the Arctic*, January 2004
- Release of the CEON informational web site (<http://ceoninfo.org/>) and CEON interactive map server (<http://ceonims.org/>), March 2004.
- Presentation of the CEON concept at 12 national and international meetings.

An Interim Steering Group was established in May 2003 whose first task was to plan the Initial CEON Planning Meeting held in Stockholm in October. The Interim Steering Group is headed by Prof. Terry Callaghan, Sweden/UK with Dr Craig E Tweedie, USA as co-chair.

The Stockholm meeting generated many ideas and views on short-term and long-term goals, and the conceptual organisational structure.

The major events in 2004 are the release of the CEON web sites previously mentioned, and a presentation of CEON to the Senior Arctic Officials of the Arctic Council.

The promotion work will continue together with practical steps for enhancing information transfer. A major international meeting is in planning for November, at which formation of working groups and other practical steps will be discussed.

Dr Tweedie demonstrated the CEON web sites and information already available. However, CEON is a conceptual shell and he invited all FARO members to contact him for any additional data or information that should/could go into CEON.

Dr Tweedie also mentioned that CEON had now been proposed as a joint FARO/IASC project, and that IASC Council had agreed to this proposal provided there were no objections from FARO.

**FARO Conclusions:**

- **CEON has made good progress during the last year and continued support was endorsed.**
- **No objection to CEON becoming a joint FARO/IASC project.**

## **2.2 IPY 2007 - 08**

The IPY Outline Science Plan had become available earlier during ASSW, and a major IPY presentation and discussion had been held during Project Day.

The FARO concluded that a logistical planning for IPY in 2007 – 08 would have to start this autumn.

As COMNAP/SCAR would meet and discuss IPY implementation, it was suggested the FARO Executive should meet back-to-back with them.

This proposal was left to the FARO Executive to consider.

### **“Joint Statement”**

- .\ Arctic Council and several organisations at ASSW 2004 endorsed a “Joint Statement” regarding IPY, see enclosure **Appendix II**.  
FARO agreed to join this statement.

## **2.3 CLEAN POWER SUPPLY**

Last year we were informed about the clean power supply experiment using fuel cells at the Jean Corbel Station outside Ny-Ålesund, Svalbard.

This French experiment had been delayed. However, it was kept on the agenda for any other members who can report on any similar initiative.

Simon Stephenson reported that a workshop on renewable energy had been sponsored by NSF.

One conclusion was that little progress had been made with the fuel cell technology to the degree that they can work autonomously for a year.

More detailed information is available at:

<http://www.vecopolar.com>

(click on “Alaska” and then on “meetings”)

## **2.4 ARCTIC ICE CAPABLE RESEARCH VESSELS**

Last year, it was agreed to establish a working group in conjunction with AOSB, whose main task is to organise the compilation of detailed information on arctic icebreaker research vessels, starting with approximately the ten most capable vessels. Membership of the WG had been Simon Stephenson (Chair), Anders Karlqvist, Marty Bergmann, Mike Prince, Tom Pyle and Dieter Fütterer.



ARCUS (the Arctic Research Consortium of the United States, a non-profit member organisation with members coming from the USA as well as other countries) is operating ALIAS (Arctic Logistics Information Access Service), and as they are covering arctic research vessels, Wendy Warnick (Director of ARCUS) gave a presentation of information already available in ALIAS.

Two aspects close to the mandate of the WG were included, namely:

- Vessel information according to capability, and
- Planned cruise tracks.

For full information about research vessels contained in the ALIAS, please visit their web site at:

<http://www.arcus.org/alias/>

Two main issues were raised during the discussion:

- Should we aim at listing capable vessels (for instance commercial vessels), or only those doing research in the Arctic?
- There are presently major gaps in the coverage (for instance information on Russian vessels was missing), and how should we fill these gaps?

The WG will consider these questions. However, regarding the missing information on Russian vessels, Sergey Priamikov, Russia, promised to provide information on vessels that had been used for research in the Arctic. John Dudeney will also provide information on British Antarctic Survey (BAS) vessels.

The Chair welcomed these comments and encouraged all members to help populate the ALIAS database on arctic research vessels.

## 2.5 THE FARO WEBSITE

URL: <http://www.faro-arctic.org>

The main contents of the website:

- Mission
- Membership
- Brief history
- Arctic Research Operators
- Arctic Observatories and Research Stations
- Arctic Research Vessels
- Links

The FARO website is an information website about FARO, and serves as a gateway to the main topics listed.

As more specialised websites are being developed on these topics – such as CEON and ALIAS – links to those websites will be included.

FARO members were encouraged to provide additional information (for instance operators establishing new websites), or any corrections to the present information. The website will be up-dated after the Minutes of the FARO meeting have been circulated for comments, and any major outcome of the meeting will be reflected on the website.

## **2.6 ANY OTHER BUSINESS**

### **2.6.1 THE GLOBAL HYDROGEN INITIATIVE**

Robert Corell, USA, informed members about this renewable energy initiative, which also includes fuel cell technology. Behind this initiative is a group of industrial companies and others.

A workshop will be held during the last week of June, and any outcome of interest to FARO will be reported at the next FARO meeting.

### **2.6.2 ICARP II**

A full ICARP II presentation was made during Project Day earlier in the ASSW. Robert Corell briefly summarised the main purpose of this research planning process. In addition to the 10 scientific themes, there are two cross-cutting themes, one of which is:

"Enabling Research Infrastructure", which is suggested to include inter alia:

- new technologies, including ITC, remote sensing
- research and operational observing and monitoring systems (ships, airborne, in situ, etc.)
- data and information (access, integration, sharing, policy, data reanalyses and data rescue)
- new capabilities
- access, permits, integration of stakeholders/residents in the research protocols
- international collaboration and partnerships

As this cross-cutting theme is close to the mission of FARO, it was suggested that FARO should consider forming an ICARP II WG for this theme.

#### **Conclusion:**

**The proposal to be considered by the FARO Executive, who will also receive the terms of reference for ICARP II and ICARP II WGs.**

### **2.6.3 CCGS AMUNDSEN**

Marty Bermann provided some information on this coastguard icebreaker vessel, which has been converted for research purposes.

Basically, this vessel is now a multidisciplinary infrastructure for arctic coastal research, with 12 interior laboratories.

**2.6.4 ACEX: ARCTIC CORING EXPEDITION**

The following information was provided by Anders Karlqvist.

This expedition is in planning and the main task is to drill sedimentary cores as done in ODP, but under harsh ice conditions.

Two icebreakers will be used: *Sovietsky Sajouz* and *Odin* with *Vidar Viking* as drill rig.

The expedition will last for 30 days.

As this expedition will acquire important experience for others planning similar expeditions, Anders Karlqvist was invited to report at next year's meeting.

**2.6.5 RUSSIAN ICE CAMP: NORTH POLE 32**

Yuri Sychev, Executive Director of the Polar Foundation in Moscow, Russia, gave a detailed survey of planning and operation of *North Pole 32*, a Russian drifting station operating 16.04.03 – 05.03.04 (11 months).

The Russians have many years of experience in establishing and operating drifting stations, and they were in the process of planning the next station. However, Sychev proposed making an international drifting station, using Russian expertise in the logistics and operations. He also mentioned that the expenses for one person per month would be approximately USD 50.000. They would be open for an international working group to draft a science programme, as well as designing needs at the drifting station.

A major IPY project/programme requiring this type of logistics could be a possible need.

The following discussion focussed on drifting stations (expensive, but less local pollution) versus frozen in ships (less expensive).

**Conclusions:**

- Any website information about drifting stations to be sent to the Executive Secretary
- Russia is encouraged to extend an invitation to a workshop for exploring this opportunity, alternatively refer it to IPY.

**2.6.6 THE SECRETARIAT**

Odd Rogne had served as the FARO Executive Secretary since FARO was initiated and established. The needs had been limited and possible to combine with the more time consuming function as Executive Secretary of IASC.

FARO was informed that he planned to retire by 1 August 2005.

The needs for secretarial assistance for FARO may increase in the near future due to IPY and other events.

The FARO Executive will consider the FARO needs and explore ways of solving these needs.

**2.6.7 THE ARCTIC COUNCIL**

It was noted that some of the working groups of the Arctic Council have monitoring interests close to those of CEON. In addition, a parallel to COMNAP/ATCM could be considered.

These comments and the need for contact in general with the Arctic Council, were left to the FARO Executive to consider.

**2.7 NEXT MEETING**

The ASSW 2005 will be held in Kunming, China 17 – 24 April 2005 with the FARO meeting set tentatively for 19 April. The FARO Executive is likely to be called for a meeting before the next ASSW.

**2.8 CLOSURE**

Simon Stephenson thanked all participants for constructive contributions and discussions.



