



# DETAILS

## Non-technical project proposal description

English: The research cruise we are proposing is part of a UK Natural Environment Research Council funded project – “Shipping Emissions in the Arctic and North Atlantic Atmosphere: SEANA”. The project is hosted by the University of Birmingham and led by Professor Zongbo Shi. Ship emissions have a marked influence on the concentrations of aerosol particles in the marine atmosphere. These tiny particles affect the climate by scattering light back to space and by forming clouds. Melting sea ice in the Arctic in the future will lead to increased shipping in the region, which could significantly affect the atmospheric composition and climate. Quantifying these influences is challenging, however, due to a lack of understanding of marine aerosol sources (a dynamic baseline from which predictions are made) as well as uncertainty in current / future shipping emissions. This is particularly true at high-latitudes. SEANA aims to better understand the impact of increasing future ship traffic upon atmospheric aerosol particles and the climate in western Arctic. To this aim, we first have to better understand where are the aerosol particles coming from and how they are formed or change in the Arctic atmosphere. These data are essential to improve global models, which are poor at modelling Arctic aerosol particles. For this reason, SEANA project will organize a research cruise to the David Strait, Labrador Sea and potentially South Baffin Bay (if sea ice melted during the cruise). We will use the UK’s Royal Research Ship Discovery for this cruise. She will sail from Iceland on 19 May and back to the UK on 27 June 2022. The research will involve 19 scientists onboard and supported by 29 crew and technicians. During the research cruise, we will make a comprehensive observation of physical and chemical properties of aerosol particles, as well as on cloud condensation and ice nuclei (which form clouds). After the cruise, we will analyse the new data to quantify the sources of aerosol particles in the region (e.g., from biomass burning, mineral dust, or shipping) and understand the chemical processes affecting the ability of the particles to form clouds. The new datasets and process understanding will be used to evaluate and improve a state-of-the-art global aerosol model to represent key aerosol sources and processes, including shipping emissions. SEANA will apply the improved model to provide robust predictions on both the impact of future ship traffic on aerosol and the climate in the western Arctic. This will inform future policies to limit shipping emissions to protect the Arctic environment, which may be highly sensitive to shipping emissions. This research cruise will primarily focus on the areas where the ice is melting. We also plan to sail to eastern coast of Canada, if sea ice conditions permitting, in order to measure the aerosol particles (including for example, biomass burning and mineral dust) from the North American continent.

French: Not applicable. No impact on the local communities

Inuktitut: Not applicable. No impact on the local communities

Inuinnaqtun: Not applicable. No impact on the local communities

## Personnel

Personnel on site: 48

Days on site: 35

Total Person days: 1680

Operations Phase: from 2022-05-20 to 2022-06-25

## Activities

Location	Activity Type	Land Status	Site history	Site archaeological or paleontological value	Proximity to the nearest communities and any protected areas
South Baffin / David Strait	Scientific/International Polar Year Research	Marine	Not being studied before	Not relevant	Far away from the protected areas / communities
David Strait	Scientific/International Polar Year Research	Marine	None	None	Far away from the communities and protected area; considering the thick sea ice and RRS Discovery can only work in 1/10 sea ice and open water, the research area will be much limited and will likely to be very far away from the land
Proposed ship track - David Strait, South Baffin and Labrador Sea	Scientific/International Polar Year Research	Marine	None	None	Considering the thick sea ice and RRS Discovery can only work in 1/10 sea ice and open water, the research area will be much limited and will likely to be very far away from the land

### Community Involvement & Regional Benefits

Community	Name	Organization	Date Contacted
Information is not available			

# Authorizations

Indicate the areas in which the project is located:

Transboundary  
South Baffin

## Authorizations

Regulatory Authority	Authorization Description	Current Status	Date Issued / Applied	Expiry Date
Information is not available				

## Project transportation types

Transportation Type	Proposed Use	Length of Use
Water	RRS Discovery	

## Project accomodation types

Other,

## Material Use

Equipment to be used (including drills, pumps, aircraft, vehicles, etc)

Equipment Type	Quantity	Size - Dimensions	Proposed Use
Research Ship RRS Discovery	1	96 m long	To carry out scientific research on the sources of airborne particles that are important for the clouds and climate in the Arctic

### Detail Fuel and Hazardous Material Use

Detail fuel material use:	Fuel Type	Number of containers	Container Capacity	Total Amount	Units	Proposed Use
Chemical - acids	hazardous	3	1	3	Liters	Chemical reagents for research
chemicals - organic solvents	hazardous	6	2	12	Liters	For use within different instruments
Diesel	fuel	14	14	196	Cubic Meters	low sulphur fuel
chemicals - bases / neutral	hazardous	8	1	8	Kg	For use in the lab

### Water Consumption

Daily amount (m3)	Proposed water retrieval methods	Proposed water retrieval location
0		

# Waste

## Waste Management

Project Activity	Type of Waste	Projected Amount Generated	Method of Disposal	Additional treatment procedures
Scientific/International Polar Year Research	Combustible wastes	500 kg	incinerated at sea	N/A
Scientific/International Polar Year Research	Greywater	3000kg	Stored and disposed when back to the UK (Southampton port)	N/A
Scientific/International Polar Year Research	Hazardous waste	50 kg	Safely stored on the ship and disposed appropriately when returned to the UK (Southampton port)	N/A
Scientific/International Polar Year Research	Non-Combustible wastes	5000kg	Stored and disposed of upon arrival in Southampton port in the UK	N/A
Scientific/International Polar Year Research	Sewage (human waste)	1500kg	Stored safely onboard and disposed when back to the UK (Southampton port)	N/A

### Environmental Impacts:

The ship will release air pollutants from the fuel burning. The impact is negligible due to the huge air volume in the study area. Chemicals: All chemicals will have accompanying COSHH and risk assessments. They will be stored, handled and disposed of appropriately as per standard NMF procedure. Ship's waste: All cardboard and paper products are incinerated at sea on the Discovery. Recyclable items are stored for appropriate recycling upon arrival into port. Any non-burnable or non-recyclable waste (e.g. batteries) is stored appropriately and disposed of upon arrival into port. Incidental waste: It is intended that all equipment will be recovered. Acoustic-based data collection The potential impacts associated with acoustic data collection relate to marine mammals. The primary concerns to marine mammals as a result of acoustic systems are considered to be masking effects, behavioural changes, and physiological effects such as temporary threshold shift (TTS) and permanent threshold shift (PTS). While it is difficult to be certain of the potential for physiological damage as a result of various acoustic activities, localised behavioural disturbance is considered a possibility. These concerns are considered below. Deep-water multibeam echosounder: The effects of multibeam echosounders on marine mammals has not been widely studied, such that it is unclear what impacts these may have on them. While Lurton and DeRuiter (2011) suggested that the risk of the sounds causing physiological auditory damage to marine mammals is likely to be low, a few studies have observed potential behavioural changes as an apparent result of the operation of multibeam echosounders (Quick et al 2016; Cholewiak et al 2017). Due to this uncertainty, the JNCC have created a set of best-practice guidelines to follow in the case of deep-water multibeam echosounder surveys (see MEMP). With the proposed mitigation recommendations outlined in the MEMP, the effects of the multibeam echoso

# **Additional Information**

**SECTION A1: Project Info**

**SECTION A2: Allweather Road**

**SECTION A3: Winter Road**

**SECTION B1: Project Info**

**SECTION B2: Exploration Activity**

**SECTION B3: Geosciences**

**SECTION B4: Drilling**

**SECTION B5: Stripping**

**SECTION B6: Underground Activity**

**SECTION B7: Waste Rock**

**SECTION B8: Stockpiles**

**SECTION B9: Mine Development**

**SECTION B10: Geology**

**SECTION B11: Mine**

**SECTION B12: Mill**

**SECTION C1: Pits**

**SECTION D1: Facility**

**SECTION D2: Facility Construction**

**SECTION D3: Facility Operation**

**SECTION D4: Vessel Use**

**SECTION E1: Offshore Survey**

**SECTION E2: Nearshore Survey**

**SECTION E3: Vessel Use**

## **SECTION F1: Site Cleanup**

## **SECTION G1: Well Authorization**

## **SECTION G2: Onland Exploration**

## **SECTION G3: Offshore Exploration**

## **SECTION G4: Rig**

## **SECTION H1: Vessel Use**

## **SECTION H2: Disposal At Sea**

## **SECTION I1: Municipal Development**

### **Description of Existing Environment: Physical Environment**

This research will primarily be on air composition. The ship will sail in open water with no sea ice or less 1/10 of sea ice. Air quality in the area is usually predicted to be extremely clean and that is the reason we are studying it. We expect that in the future when there are more ships, the emissions from the ships could significantly affect the sensitive Arctic environment and climate. It is predicted that sea ice will be completely melted in the summer long the Northwester Passage. This makes Arctic shipping possible. The single ship we will use will have minimum impact on the noise level in the study area.

### **Description of Existing Environment: Biological Environment**

The research cruise will sail in the David Strait and will be far away from wildlife species

### **Description of Existing Environment: Socio-economic Environment**

Not applicable - no direct engagement identified

### **Miscellaneous Project Information**

### **Identification of Impacts and Proposed Mitigation Measures**

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## **Cumulative Effects**

Impacts on the environment and wildlife is minimal.

# Impacts

## Identification of Environmental Impacts

	PHYSICAL	Designated environmental areas	Ground stability	Permafrost	Hydrology / Limnology	Water quality	Climate conditions	Eskers and other unique or fragile landscapes	Surface and bedrock geology	Sediment and soil quality	Tidal processes and bathymetry	Air quality	Noise levels	BIOLOGICAL	Vegetation	Wildlife, including habitat and migration patterns	Birds, including habitat and migration patterns	Aquatic species, incl. habitat and migration/spawning	Wildlife protected areas	SOCIO-ECONOMIC	Archaeological and cultural historic sites	Employment	Community wellness	Community infrastructure	Human health
<b>Construction</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Operation</b>																									
Scientific/International Polar Year Research		-	-	-	-	-	-	-	-	-	-	-	N	N		-	-	-	U	-		-	-	-	-
<b>Decommissioning</b>																									
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

(P = Positive, N = Negative and non-mitigatable, M = Negative and mitigatable, U = Unknown)

## Project Location



## List of Project Geometries

- |   |          |   |
|---|----------|---|
| 1 | polygon  | South Baffin / David Strait                                       |
| 2 | polygon  | David Strait  |
| 3 | polyline | Proposed ship track - David Strait, South Baffin and Labrador Sea |