

# **Glacier Risks**

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## **Possibilities and Limits of Prevention and Mitigation**

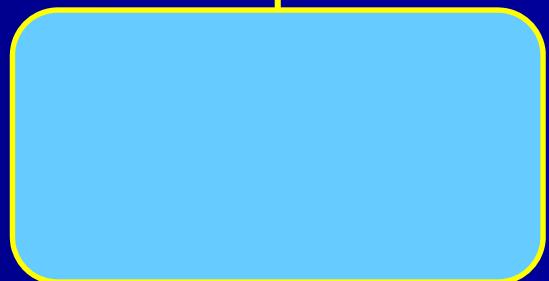
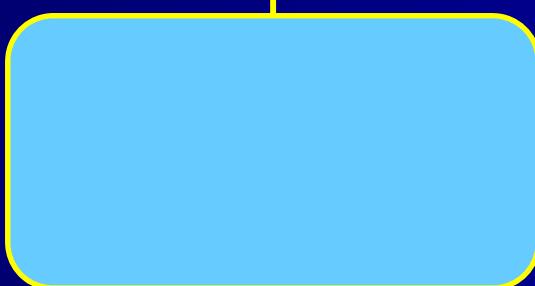
**Jörg Hanisch**

**Hannover, Germany**

**John M. Reynolds**

**Mold, UK**

# Glacier Hazards



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**Ice Falls,  
Surges, and  
Avalanches**

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Surges, and  
Avalanches

Glacier  
Lake Outburst  
Floods (GLOFs)

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of  
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Velocity**

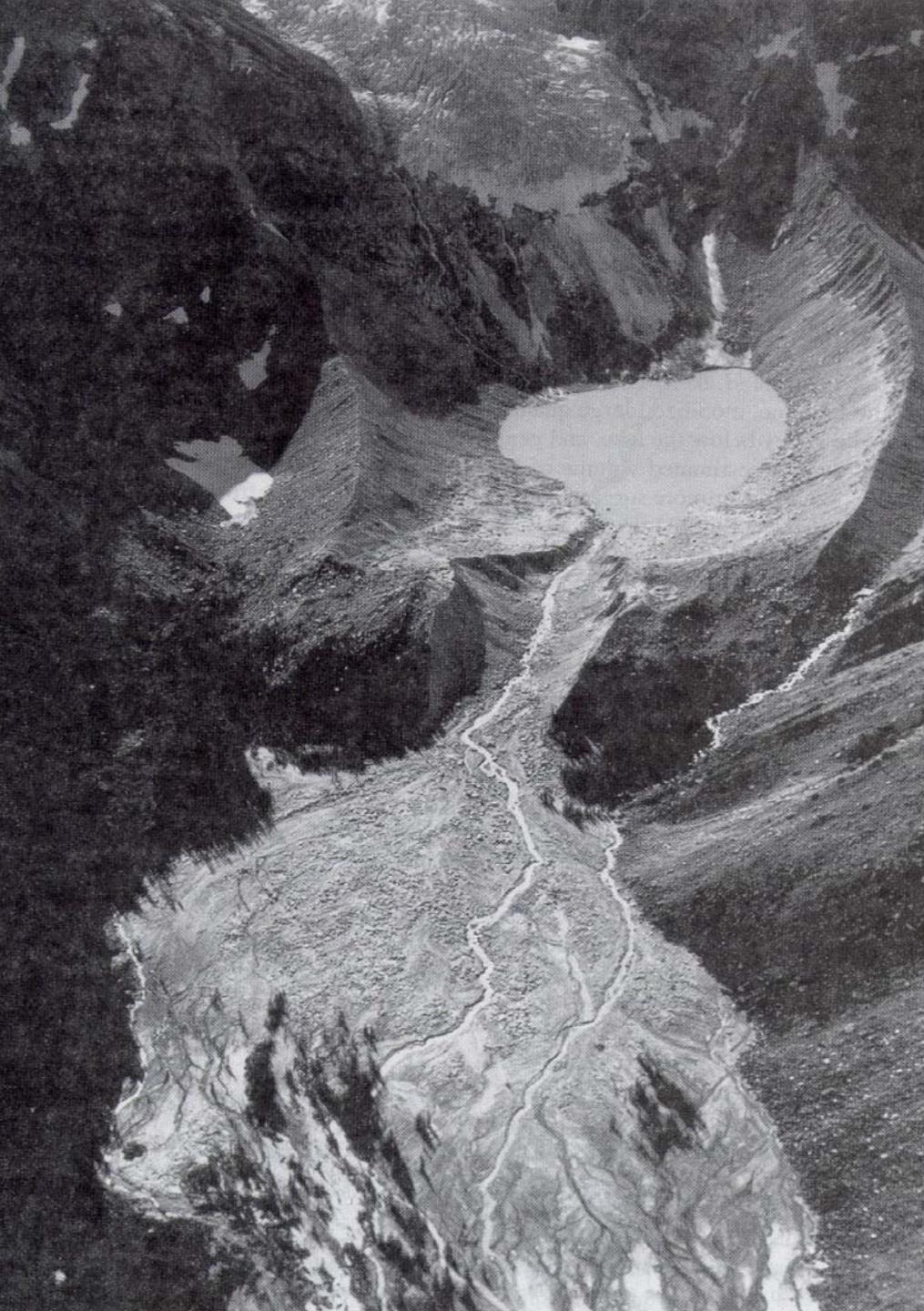
# **Ice Falls and Avalanches**

# Mattmark Ice Avalanche 1965

(Switzerland, courtesy: W. Häberli)



# **Glacier Lake Outburst Floods (GLOFs)**



## GLOF in Brit. Columbia

(from Evans & Clague 1994)



Dig Tsho Outburst,  
Nepal 1985  
(WECS)

Dig Tsho GLOF 1985: 8000 m<sup>3</sup>/s

(WECS)

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# **Sturzstroms**

**Huascarán Sturzstrom 1970, Peruvian Andes**  
(Welsch & Kinzl 1979)





22.09.2002

**The Karmadon  
Sturzstrom-  
Disaster in  
Kaukasus 2002**

**Photo:  
Alexander Polkvoy**

A wide-angle photograph of a majestic mountain range under a clear blue sky. The mountains are covered in patches of white snow and dark, rocky terrain. The lighting suggests a bright day, casting shadows that emphasize the rugged textures of the peaks.

25.09.2002

Alexander Polkvoy

JorgeConsult

25.09.2002

JorgeConsult

June 2003



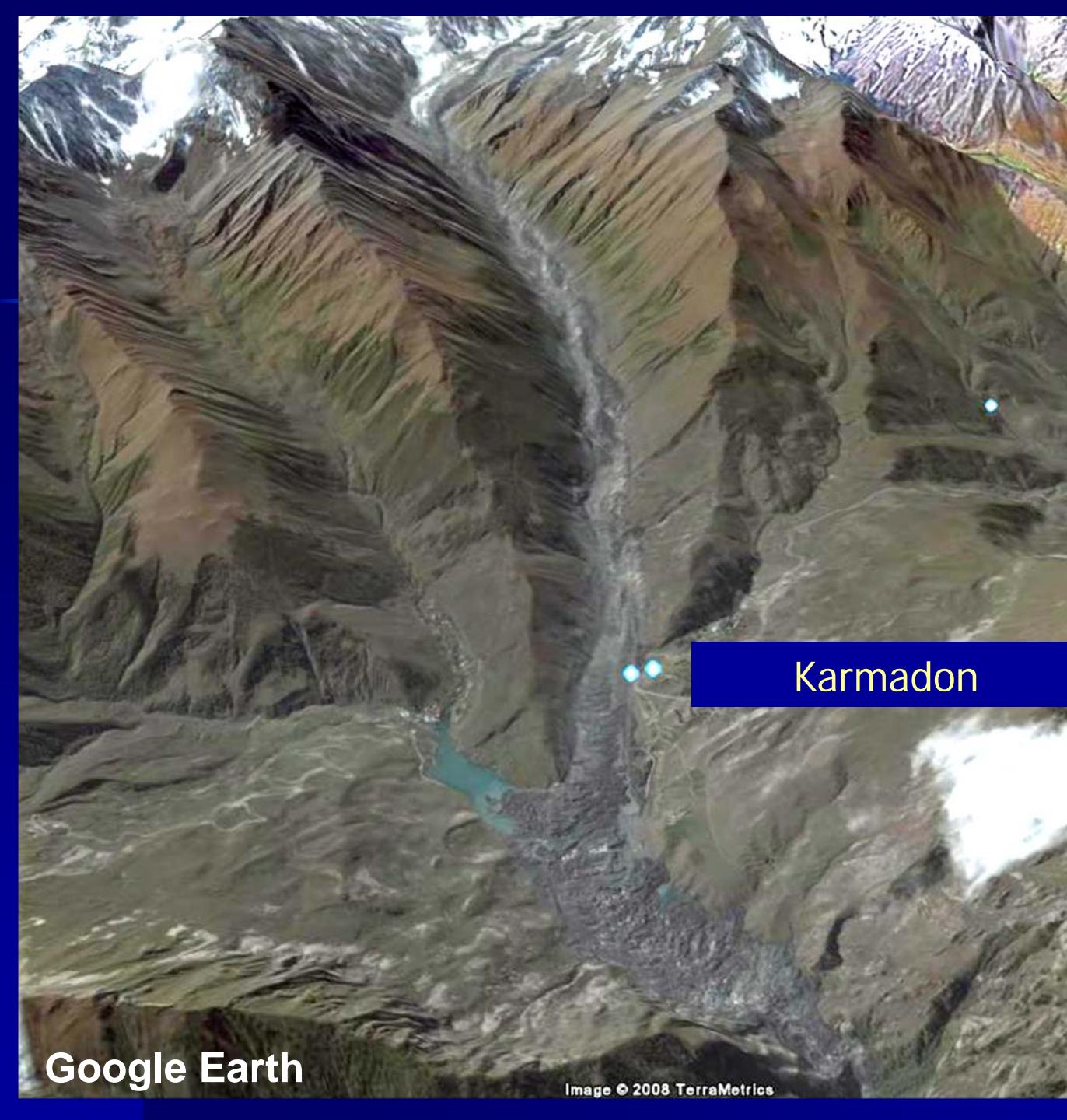
Рис. Вершины Джимарай, Шау, стенка обвала. 26.06.03 г.

22.09.2002

Mean Velocity  
300 km/h



Alexander Polkvoj



**End of  
Karmadon  
Sturzstrom**

Karmadon

Google Earth

Image © 2008 TerraMetrics

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## **Conclusion:**

**Glacier Risks are to  
90 % Debris-Flow Risks**

# Risks

**consist of two components:**

# Risks

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- Hazard  
(probability of a major natural event to happen)

# Risks

consist of two components:

- Hazard  
(probability of a major natural event to happen)
- Vulnerability  
(potential casualties and/or major values at risk)

**In Engineering Geology:**

**Risk = Hazard x Vulnerability**

		Hazard →			
		0	1	2	3
↓ Vulnerability	0	0	0	0	0
	1	0	1	2	3
	2	0	2	4	6
	3	0	3	6	9

Risk = Hazard x Vulnerability

**What can be done  
against these  
horrific threats?**

# Mitigation

- Improved monitoring systems

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- Improved early warning and warning systems

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- Improved early warning and warning systems
- Improved mapping methods of hazards and risks

...

# Mitigation

- Displacement of roads and bridges

# Mitigation

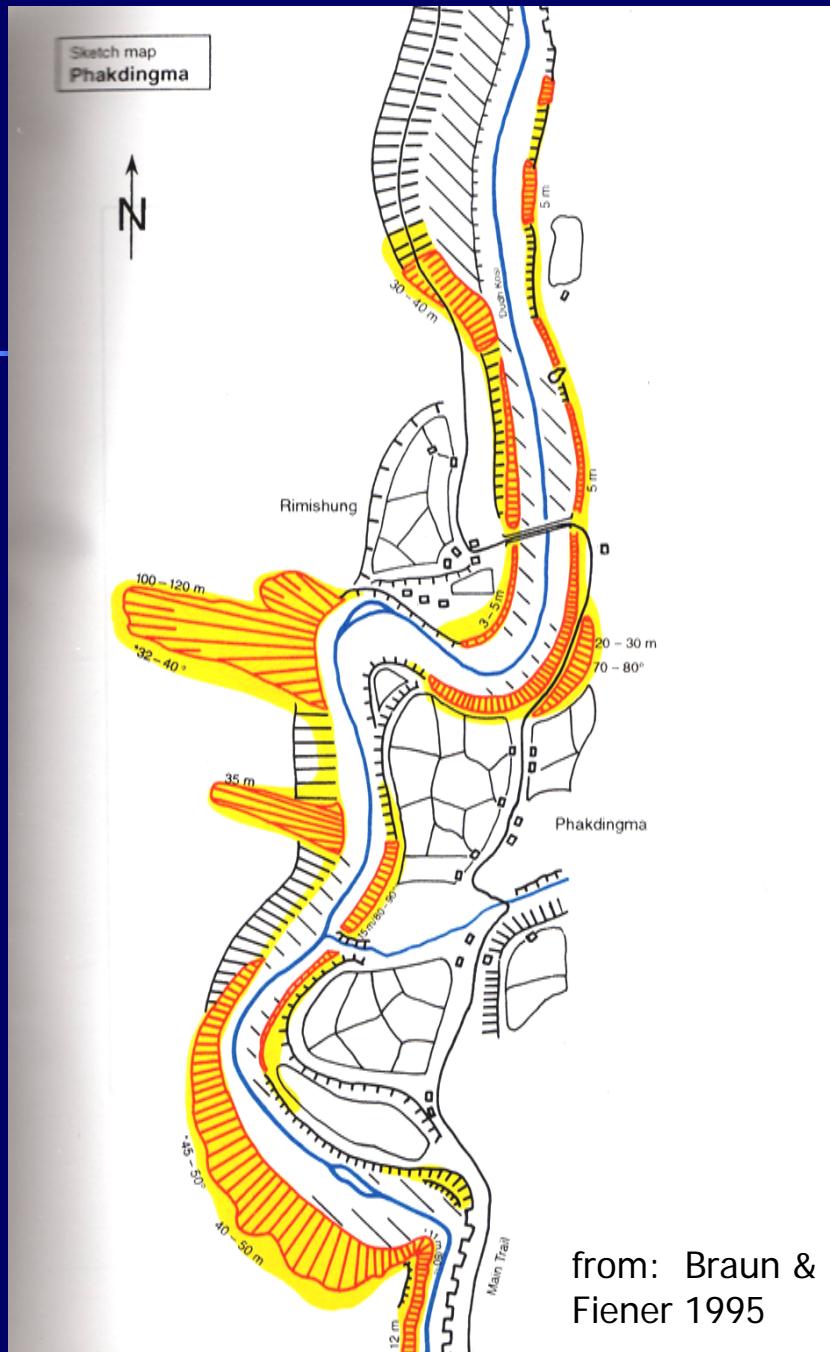
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- Displacement of roads and bridges
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- Widened channels through villages

# Mitigation

- Displacement of roads and bridges
- Debris-flow deflection walls
- Widened channels through villages
- Preparedness of population



Example of  
GLOF risk  
mapping  
along a  
Himalayan  
valley

# Glacier Hazard Prevention Strategies

## Glacier Hazard Prevention Strategies

Prevent  
Initiation  
of GLOFs

## **Glacier Hazard Prevention Strategies**

**Prevent  
Initiation  
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**Prevent GLOFs  
and Sturzstroms  
from reaching areas of  
high vulnerability**

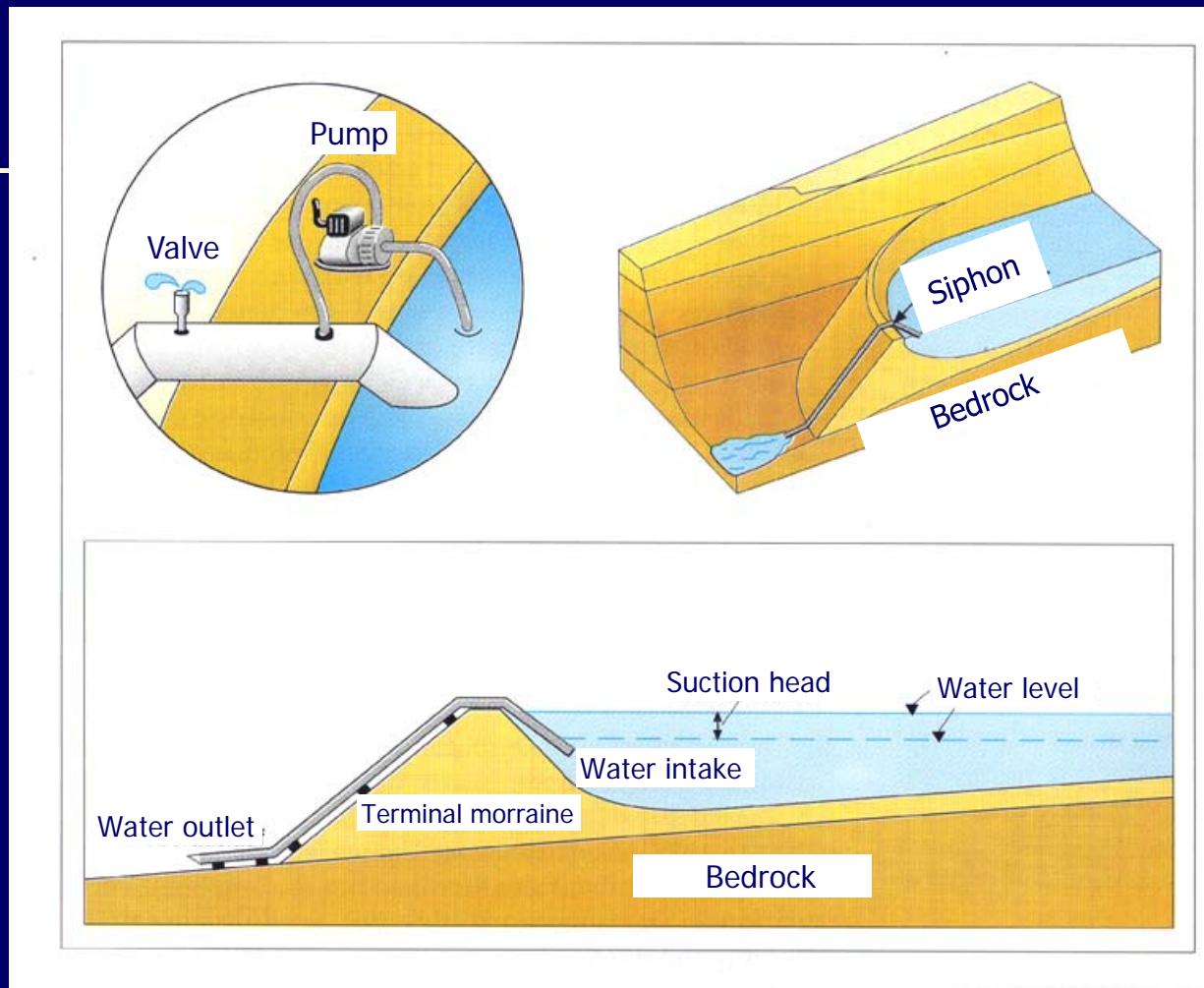
# Prevention of Initiation of GLOFs

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Lowering of lake level  
by

- siphoning
- tunneling
- trenching

# Siphoning of glacier lakes



Principle  
of  
hydraulic  
siphon

from Grabs &  
Hanisch (1993)

## APPENDIX

Calculation of the possible suction head of a site with the following parameters (according to charts of physical constants and data from SGHP Yearbooks 1987-1990):

Geographic latitude	$\phi = 28^\circ$
Altitude	$h = 4500 \text{ m}$
Atmospheric pressure	$P_a = 57\,500 \text{ to } 60\,000 \text{ Pa} (-17 \text{ to } +6^\circ\text{C}) \pm 10\%$
Water temperature	$t = 4^\circ\text{C}$
Vapour pressure at $4^\circ\text{C}$	$P_v = 839 \text{ Pa}$
Density of the water	$= 1000 \text{ kg m}^{-3}$
Local gravity	$g(28^\circ) = (g(0^\circ) - 3.0865 \times 10^{-6} \times h) \text{ m s}^{-2}$ $= 9,766 \text{ m s}^{-2}$
Loss by friction (estimated)	$f = 5\%$

The formula for the maximum suction head is

$$z = \frac{P_a - P_v}{\rho g} (1 - f)$$

$$z = \frac{57,500 \text{ Pa} - 839 \text{ Pa}}{1000 \text{ kg m}^{-3} \times 9,766 \text{ m s}^{-2}} \times 0.95$$

( $\text{Pa} = \text{N m}^{-2}$ ;  $\text{N} = \text{kg m s}^{-2}$ )

$$z = \frac{56,661 \text{ kg m}^{-2} \text{ s}^{-2}}{1000 \text{ kg m}^{-3} \times 9,766 \text{ m s}^{-2}} \times 0.95$$

$$z = 5.51 \text{ m} \pm 10\% \quad (\text{for } t = -17^\circ\text{C})$$

$$z = 5.75 \text{ m} \pm 10\% \quad (\text{for } t = +6^\circ\text{C})$$

## Limitations of hydraulic siphons:

- Suction head
- Volume of drained water

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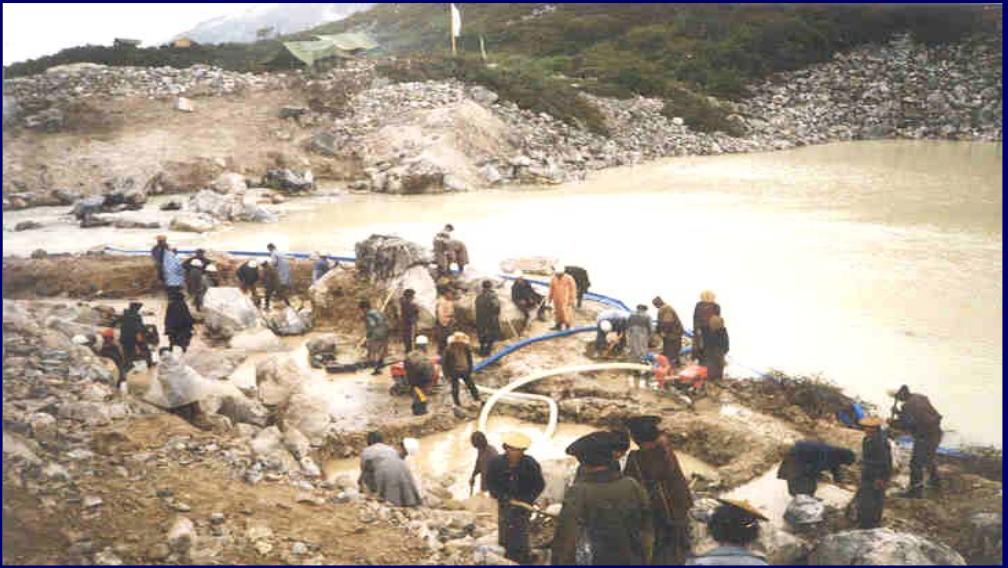
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Tsho Rolpa,  
4500 m, Nepal





Hydraulic  
siphons in  
Peru



Lake level  
lowering  
by  
drainage  
tunnel,  
Peru

Courtesy: John M. Reynolds

## Trenching: Tsho Rolpa, 4500 m, Nepal



- Channel completed 2000
- Water level reduced by 3.5 m
- Costs ~ US\$ 3 million



Court.: J. Reynolds

## Gate at Tsho Rolpa (Nepal)

# Disaster of Quebrada los Cedrs, Peru 1949

# Failed mitigation works in Peru 1949



Lliboutry et al. 1977

- Lake level lowered by 15 m by trenching
- Collapse of glacier snout which before had been under buoyancy

Lliboutry et al. 1977

- **Displacement wave rushing through trench**
- **Breaching of moraine by regressive erosion**
- **GLOF killing several hundred people**

# Special method to control the spillway





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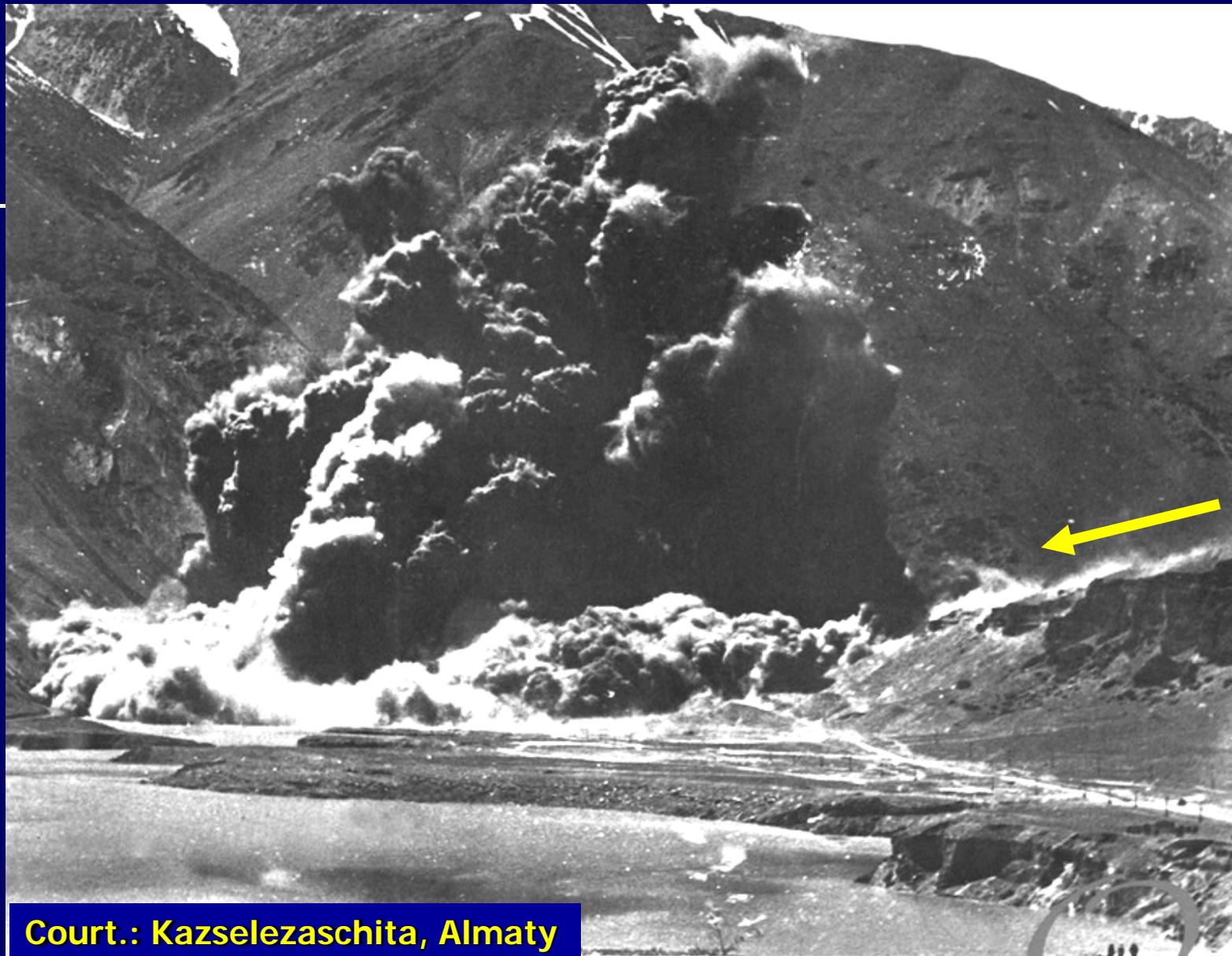
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# **Drastic protection measures**

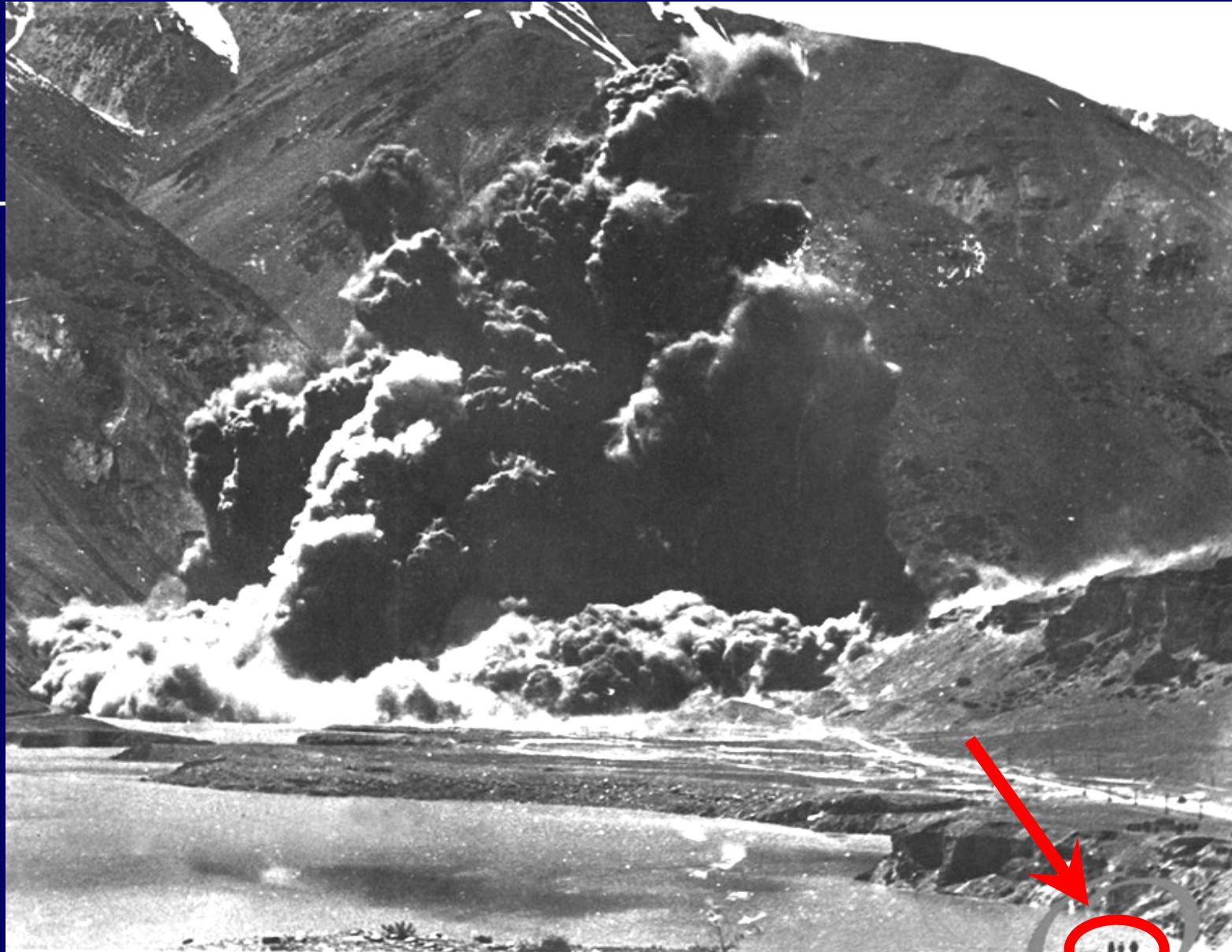
# GLOF Front in Kazakhstan



Court.: Kazselezaschita, Almaty

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# GLOF Front in Kazakhstan



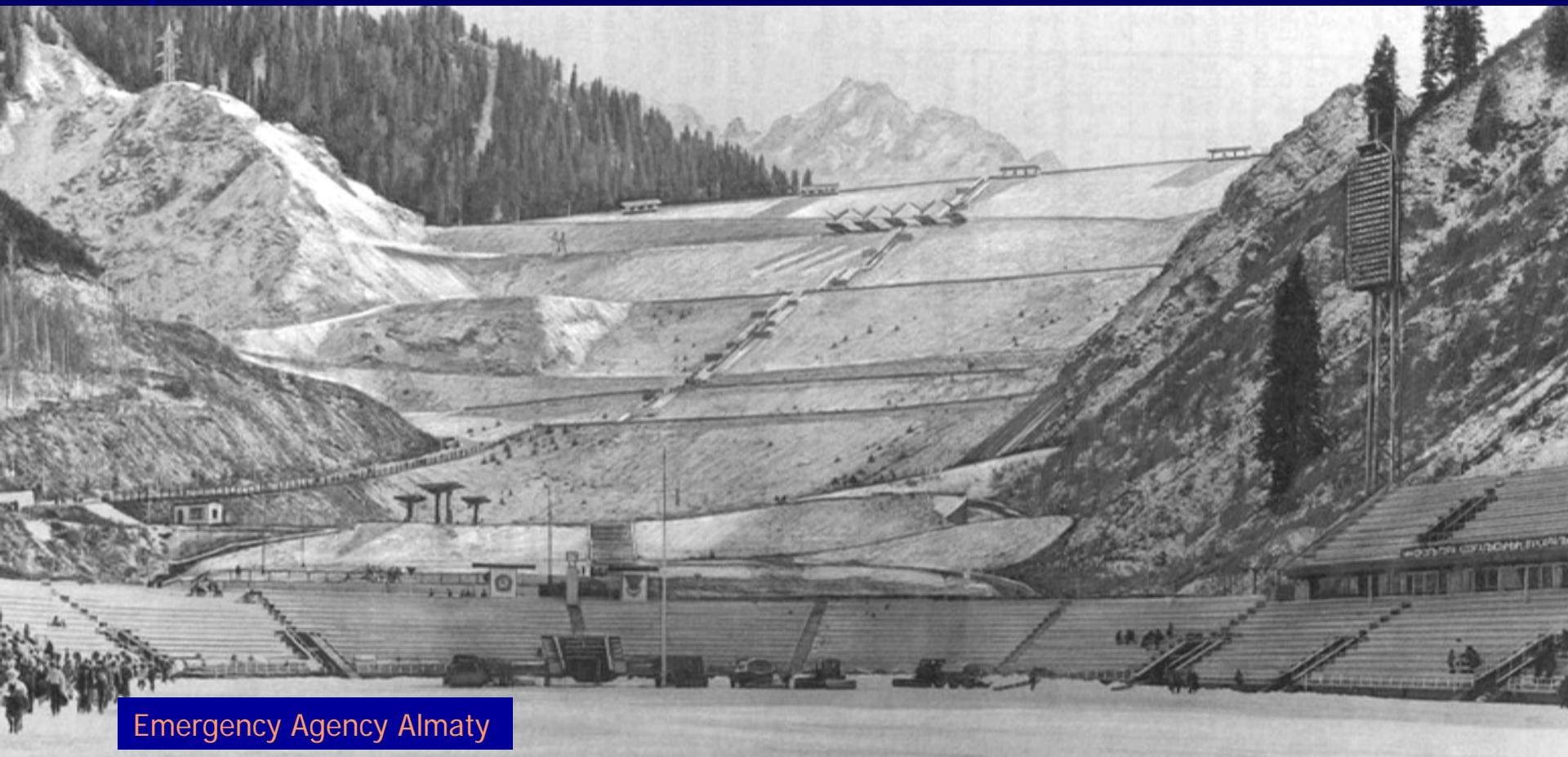


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**Medeo  
Debris-Flow  
Protection Dam,  
upstream Almaty,  
Kazakhstan**

# Medeo Debris-Flow Protection Dam



Emergency Agency Almaty

Emergency Agency Almaty

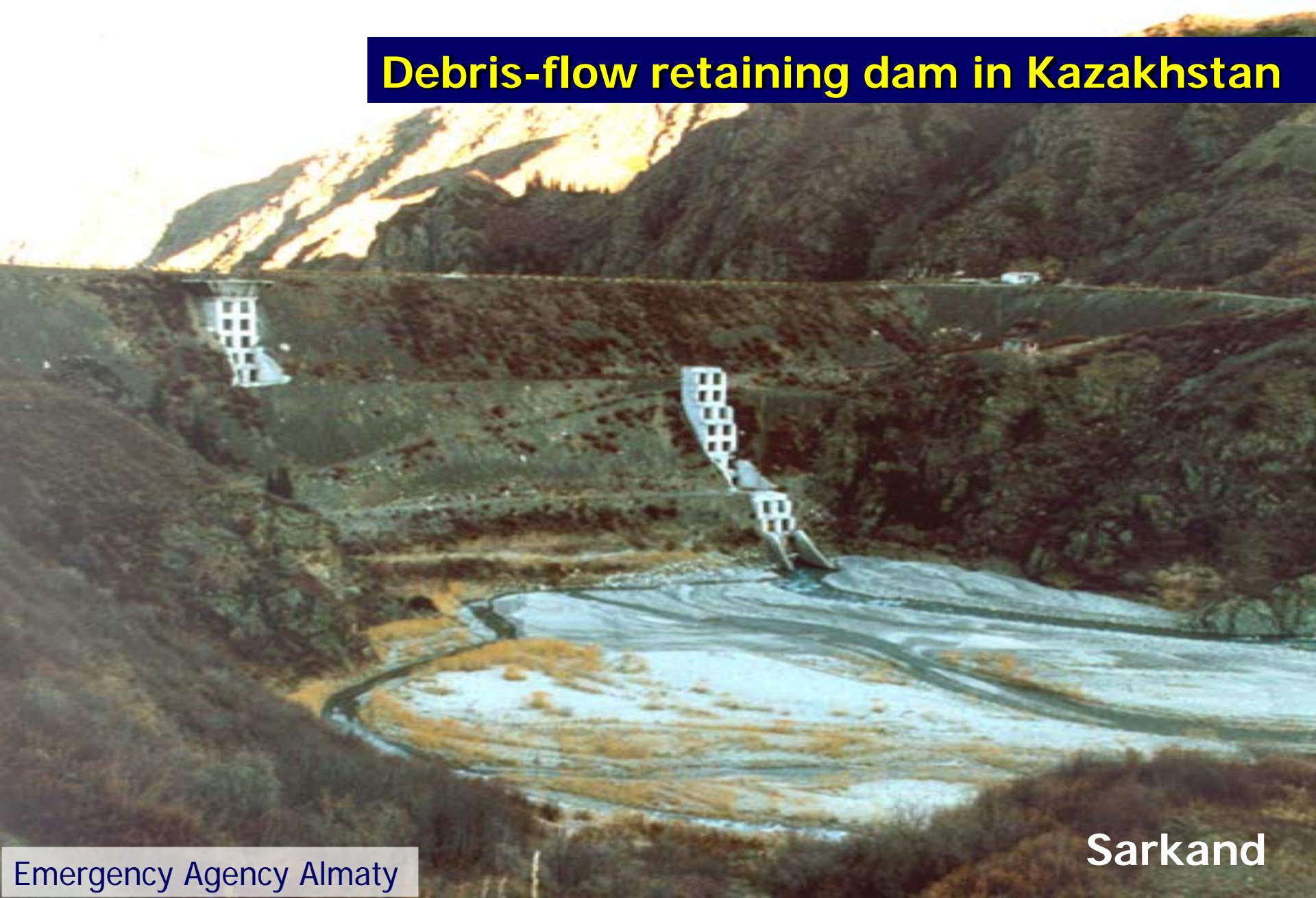


**Medeo Debris-  
Flow Protection  
Dam under  
Construction 1972**



**Medeo Debris-  
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# Debris-flow retaining dam in Kazakhstan

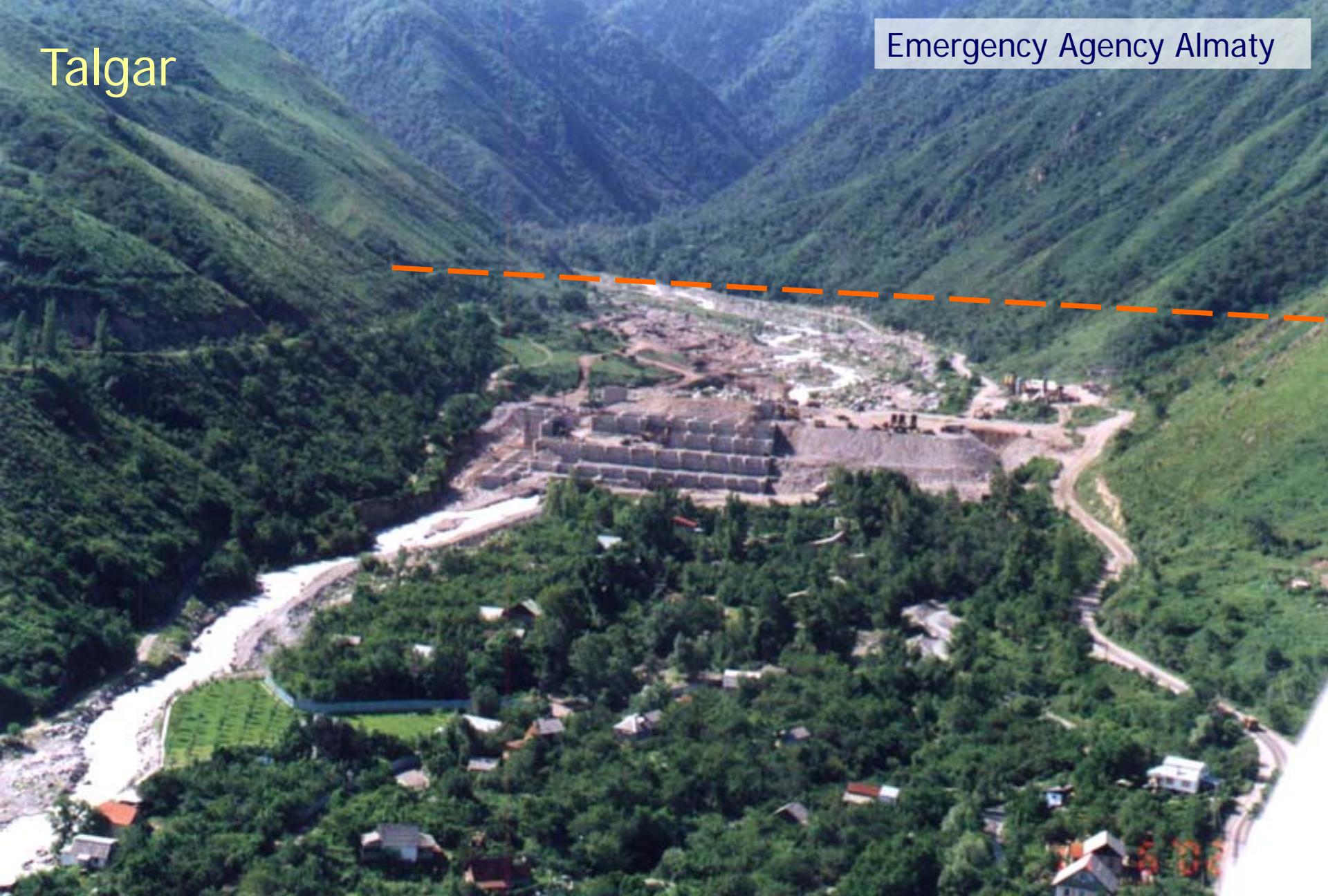


Emergency Agency Almaty

Sarkand

JorgeConsult

Talgar



# Flexible debris-flow retaining dam in Kazakhstan



Switzerland, Geobrugg

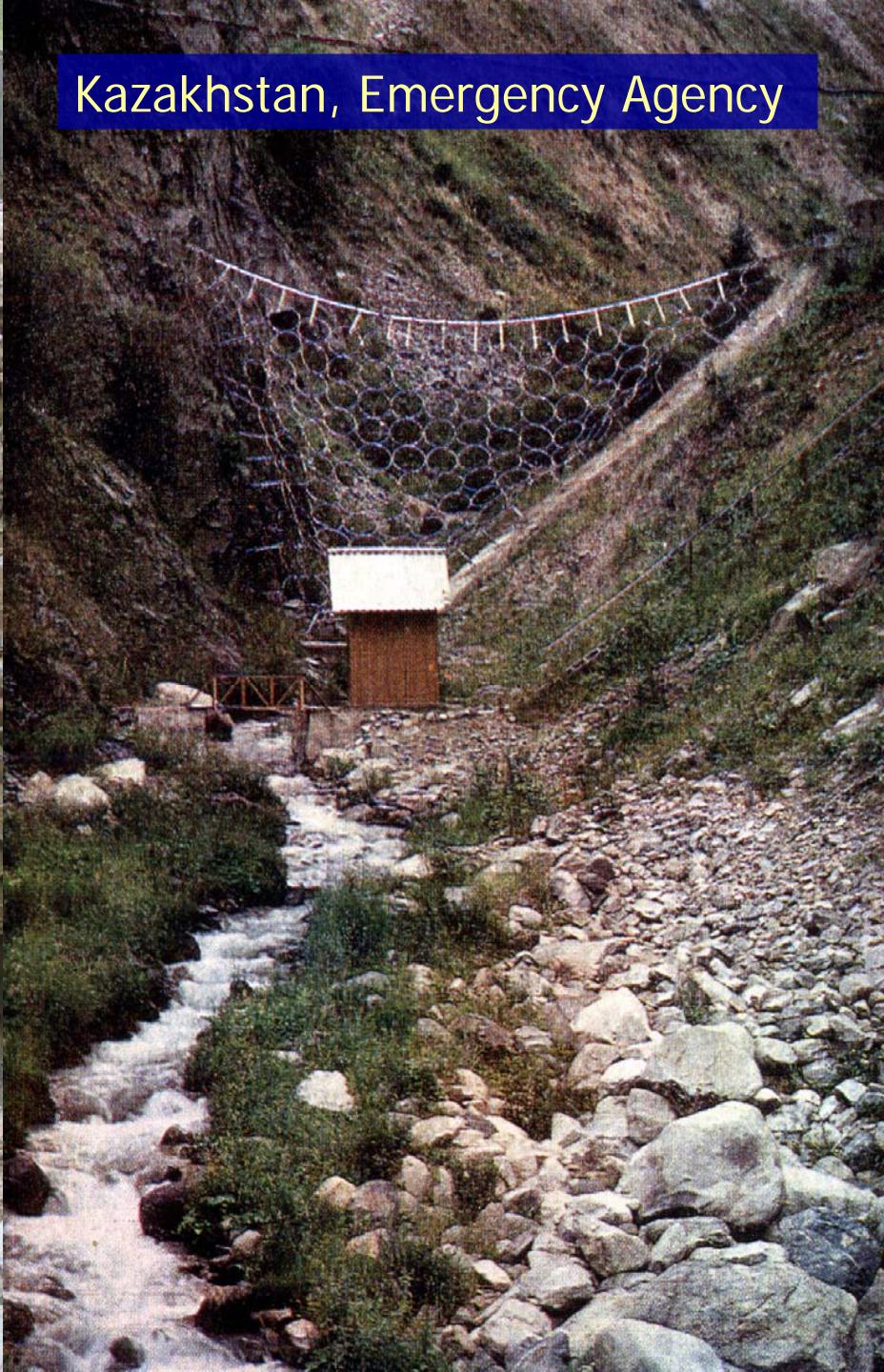


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Switzerland, Geobrugg



Kazakhstan, Emergency Agency



# Conclusions

- Most of the glacier hazards cannot be totally prevented
- GLOF-prevention strategies can either
  - try to prevent the outburst
  - prevent the consequent debris flow from reaching areas of high vulnerability

# Conclusions

- Any mitigation measure needs careful assessment of risk (vulnerability of travel path)



Thank you very much!