

# Joint Working Group on Vessel Strikes and Acoustic impacts

*The purpose of this working group is to recommend actions to reduce ship strikes and ocean noise impacts to the sanctuary. This working group will seek to achieve consensus in the recommendations it provides to the SAC to the fullest extent possible within the timeframe provided (May 2011 through May 2012).*

## Co-Chairs

Lance Morgan, MCBI; CBNMS SAC

Jackie Dragon, Greenpeace; GFNMS SAC alternate

## Working Group Members

Michael Jasny, Natural Resources Defense Council

Carol Keiper, Oikonos

John Calambokidis, Cascadia Research

Frances Gulland, The Marine Mammal Center

*John Hildebrand, Acoustician Scripps*

John Berge, Pacific Marine Shipping Association

*Kathy Metcalf, Chamber of Shipping of America*

*Captain Bill Mahoney,*

CDR, Kiley Ross, USCG Inspections and Investigations Branch Chief

Peter Fischel, SW Regional Office NMFS



## Technical Experts/Advisors

Leila Hatch, Stellwagen Bank National Marine Sanctuary

Captain Bruce Horton, Port Agent SF Bar Pilots

John Largier, Physical Oceanographer, UC Davis, Bodega Marine Lab

*Ingrid Overgaard, Ocean Noise and Policy Expert*

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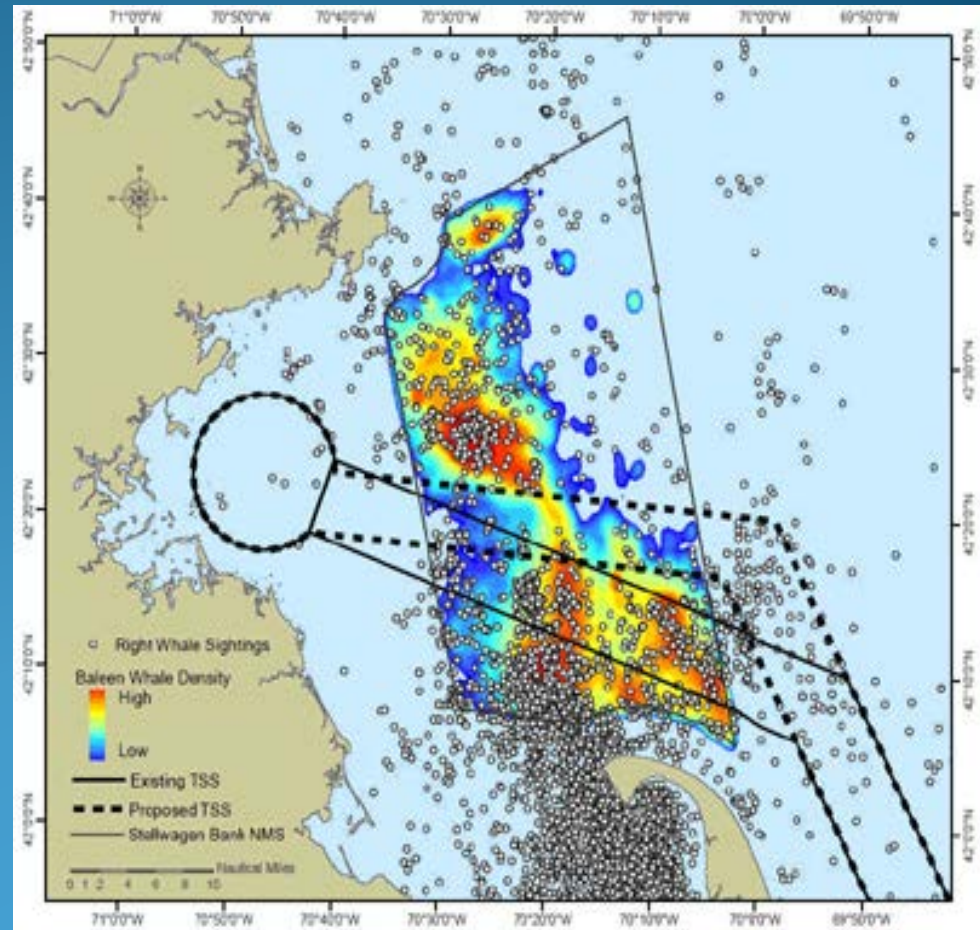
- Balanced, Committed Membership
- Closed Meetings
- Focus: Large Commercial Traffic (Greater than 300 gross tons- AIS required)





# Meeting One

- Case Studies
  - Stellwagen Bank NMS
  - Channel Islands NMS
  - Glacier Bay NP
  - LA/LB Clean Ports Programs
- Lessons Learned
- Logistics



# Meeting Two

- Shipping

- John Berge
- Jackie Dragon
- Michael Carver



- Whale Behavior, Biology

- Sara Wilkin
- Frances Gulland
- Carol Keiper
- John Calambokidis
- Jaime Jahncke

# Future Questions

- Identify data gaps/needs
- Identify potential partners for collating and analyzing regional data
- Identify the AIS data (and sources)
- Acoustic data needs: sources, source levels, receive levels
- Which species are more vulnerable to ship strikes?
- Will behavior changes be incorporated into a risk analysis?
- Do observers make a difference?
- Will slow speeds increase or decrease incidence of ship strikes?
- 10% or less of ship strikes are documented
- What is the effect of speed reduction on radiated underwater propagation?
- Support recommendations with sound science
- Think outside of the box and ask industry for help considering alternatives



# Petition to Establish a 10-Knot Speed Limit for Vessel Traffic Within National Marine Sanctuaries off the California Coast

- From: CBD, Friends of the Earth, EDC, Pacific Environment
- To: Office of National Marine Sanctuaries
- Regulation that establishes:

*A 10 knot speed limit for vessels greater than 65 feet within the Cordell Bank, Gulf of the Farallones, Monterey Bay, and Channel Islands National Marine Sanctuaries to protect whales from collisions with vessels and noise pollution, and to provide other benefits associated with reduced speeds that will further protect sanctuary resources*



# Local Notice to Mariners

## Collaboration Between NMFS, CBNMS and GFNMS

### *CALIFORNIA SEACOAST – WHALES – POINT AÑO NUEVO TO POINT REYES*

*Vessels transiting the shipping lanes between Point Año Nuevo and Point Reyes should be aware of the potential presence of large whales, including blue whales, humpback whales, and fin whales, feeding in the area, particularly in the shipping lanes between May through December. These whales are endangered species protected under federal law.*

*Mariners should exercise caution when traveling around Cordell Bank, the Farallon Islands and entering/exiting San Francisco Bay, as whales may be encountered throughout these areas.*

*Please report any collisions with whales or any observed injured or dead whales to NOAA at 877-SOS-WHALE (877-767-9425) or to the U.S. Coast Guard.*

# Study Recommendations

- Extend the northern TSS 17nm
- Add a dog leg turn in the northern TSS to keep vessels on a predictable path in a prime area for fishing.
- Change the current flared configuration of the northern TSS to a 3 mile wide approach.
- Extend the western TSS 3nm seaward to the 200 fathom contour at the edge of the continental shelf.
- Shift the seaward end of the outbound lane closest to the Farallon Islands in the western TSS 3.7 nautical miles to the south.
- Change the current flared configuration of the western TSS to a 3 mile wide approach.
- Extend the southern TSS 8.5NM

