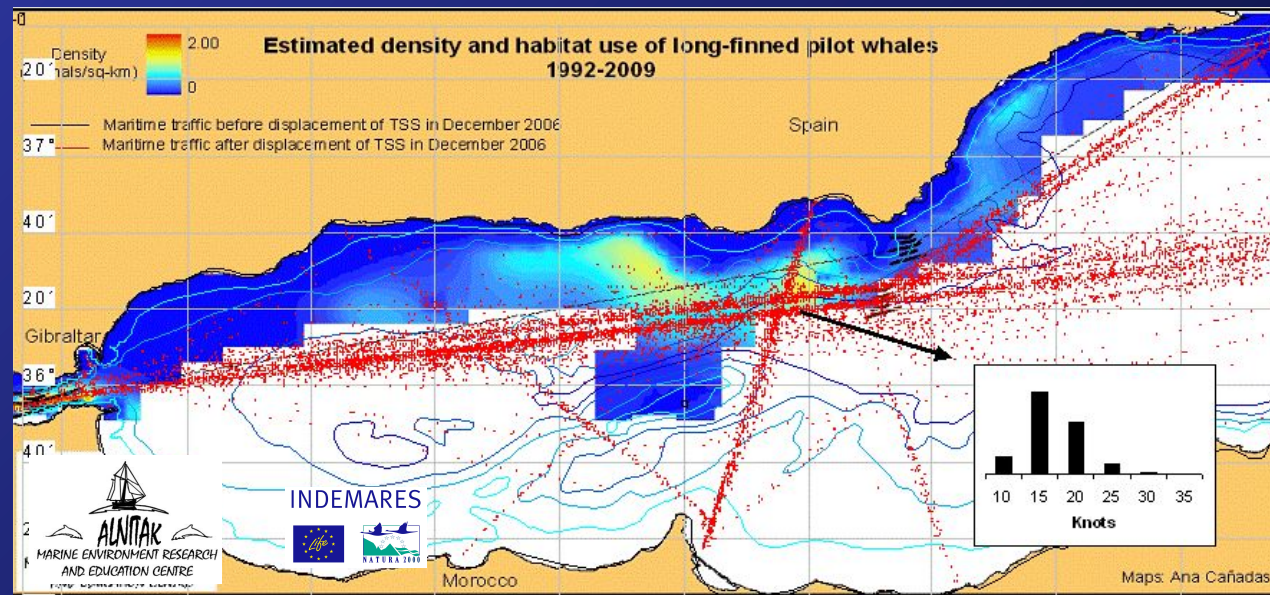


IWC-ACCOBAMS workshop on reducing risk of collisions between vessels and cetaceans
Beaulieu sur Mer, 21-24 September 2010



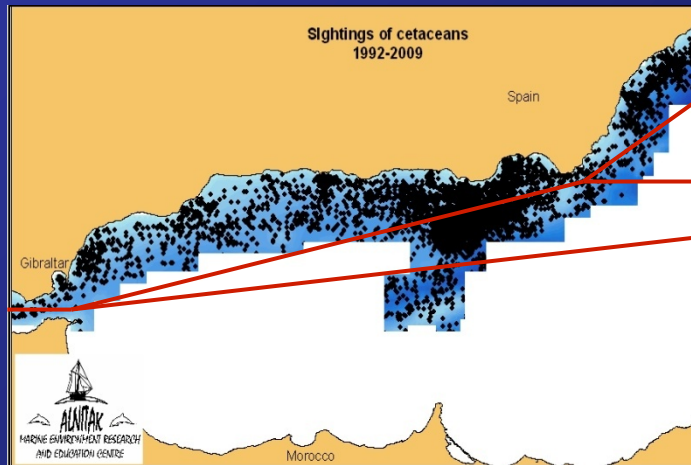
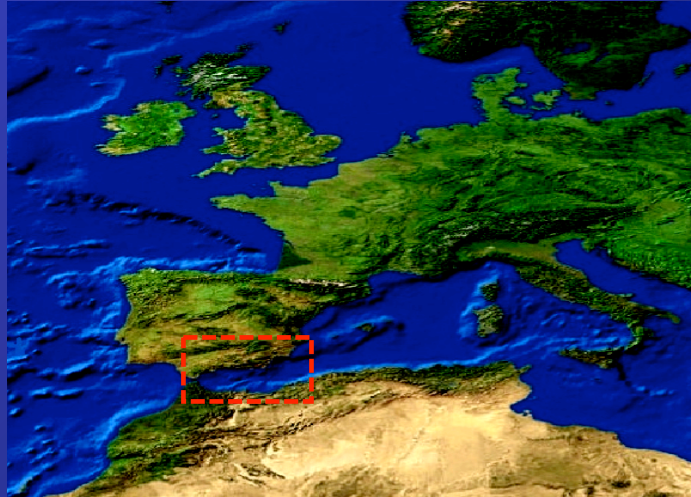
Regional Case Studies: The Alborán Sea



Ana Tejedor & Ricardo Sagarminaga
Alnitak

Case Studies: The Alborán Sea

TSS Reconfiguration vs Speed Recommendation



Alboran sea – “gate of the Mediterranean – junction of 3 biogeographic areas – hydrological motor of western Mediterranean.

Migration and foraging habitat for cetaceans, sea birds, turtles, tunas, etc..

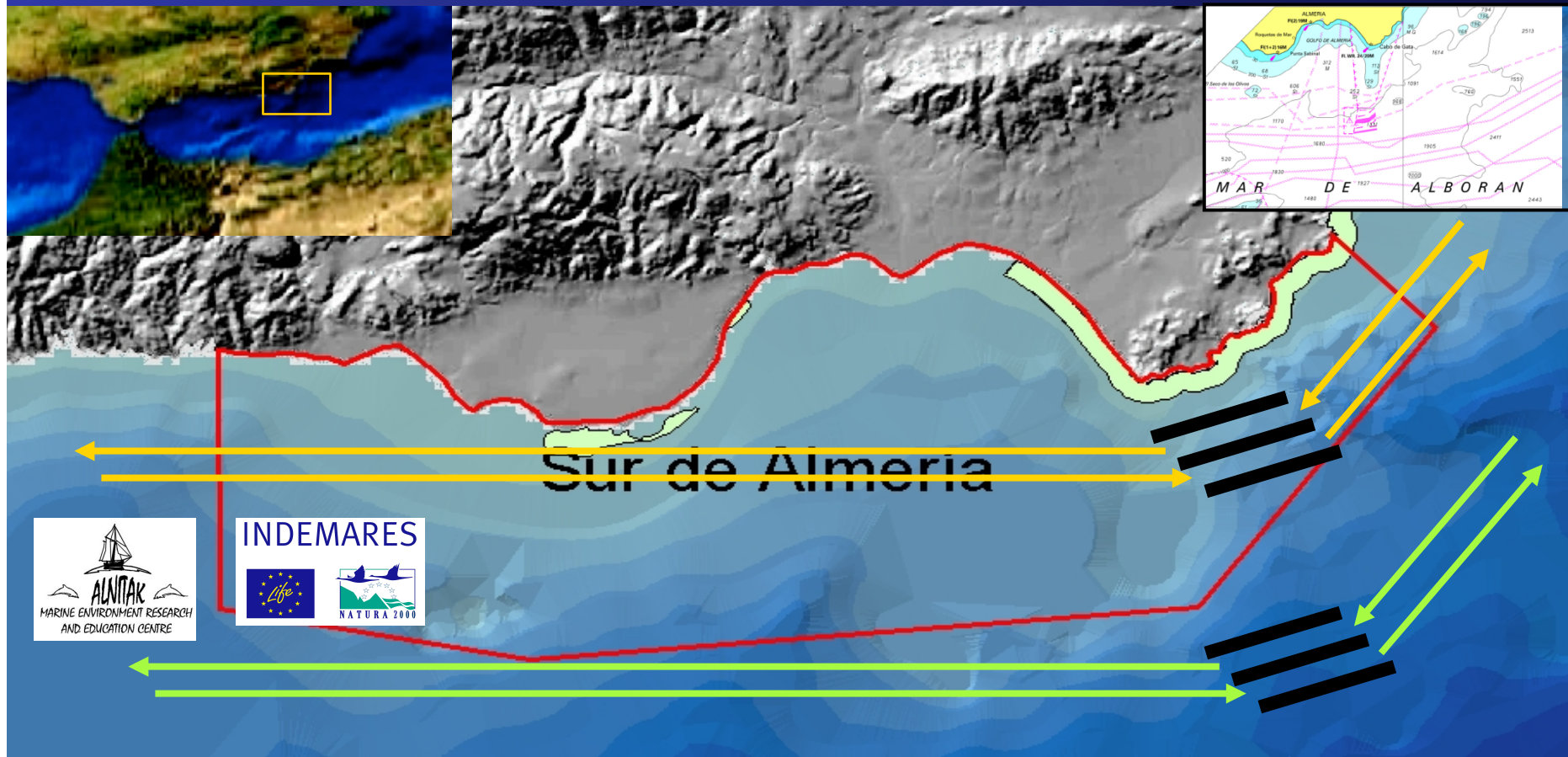
An area of special relevance for cetaceans overlapping with one of the busiest maritime transport bottlenecks of the World

Case Studies: TSS Reconfiguration

March 2005: identification of common interest for biodiversity, shipping, fisheries and authorities to relocate TSS off Cabo de Gata 20 nm south.

May 2005: Presentation of request at I.M.O.

- IMO Subcommittee on Safety of Navigation (NAV 51/3/7)
- IMO Marine Safety Committee (MSC 81/10)

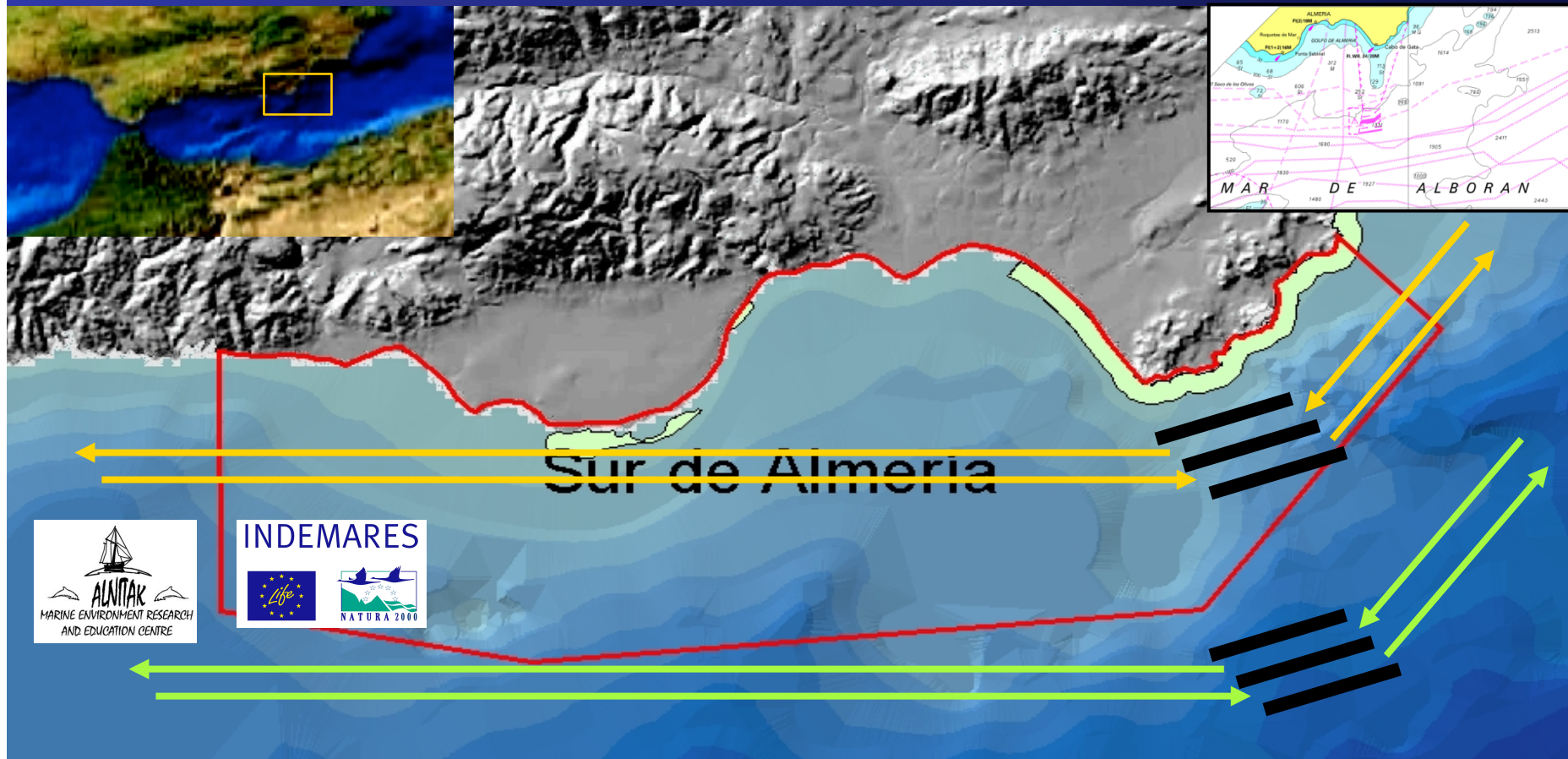


Case Studies: TSS Reconfiguration

December 2006: Enforcement

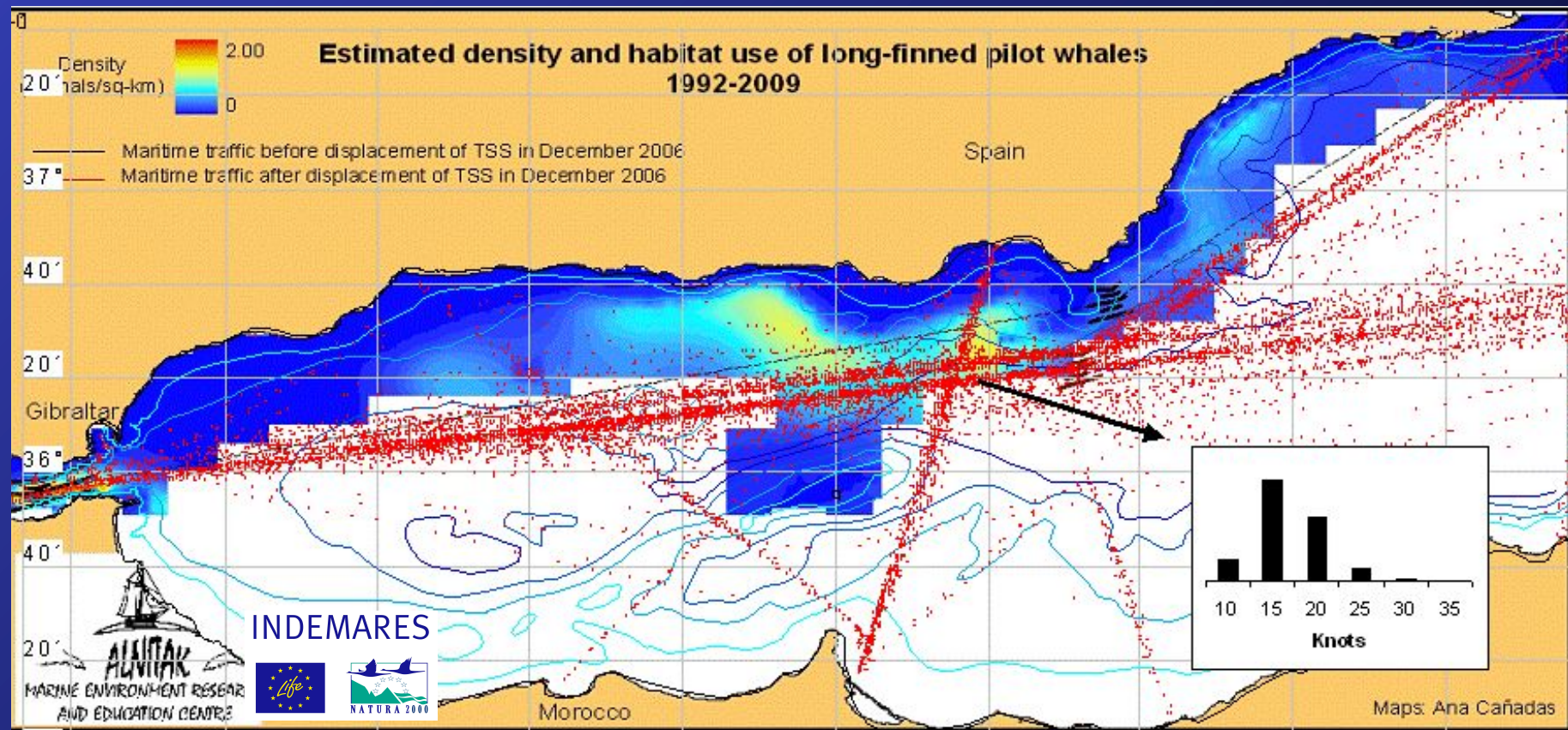
- IMO Colreg Circular 2/57)
- Announced in Notice to Mariners
- Inclusion in International Nautical Charts

2007: Initiation of TSS reconfiguration monitoring



Case Studies: TSS Reconfiguration

Modelling pre and post TSS reconfiguration highlights positive effect with regards to main cetacean foraging grounds.



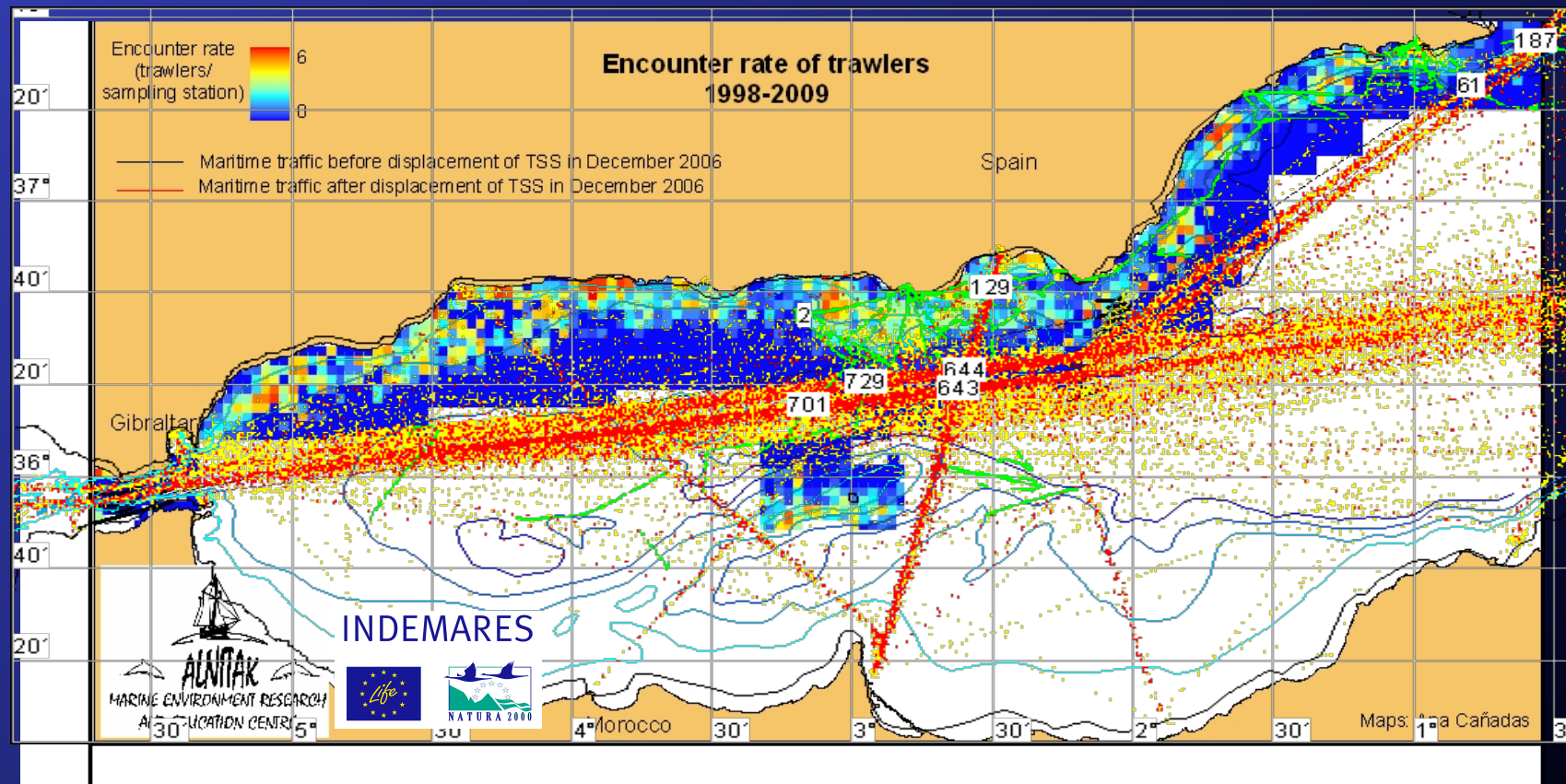
Note: monitoring of trends of cetacean abundance and distribution requires decades. Visual surveys continue and acoustic surveys initiated to assess effects.

Case Studies: TSS Reconfiguration

Advantage for moving shipping of dangerous cargo away from coast,

Advantage for reducing collision risk with yachts and trawlers,

Advantage for shipping companies to reduce fuel consumption.



Note: Advantage of a good start to work in a new sector of special relevance.

Case Studies: Navigational Recommendation

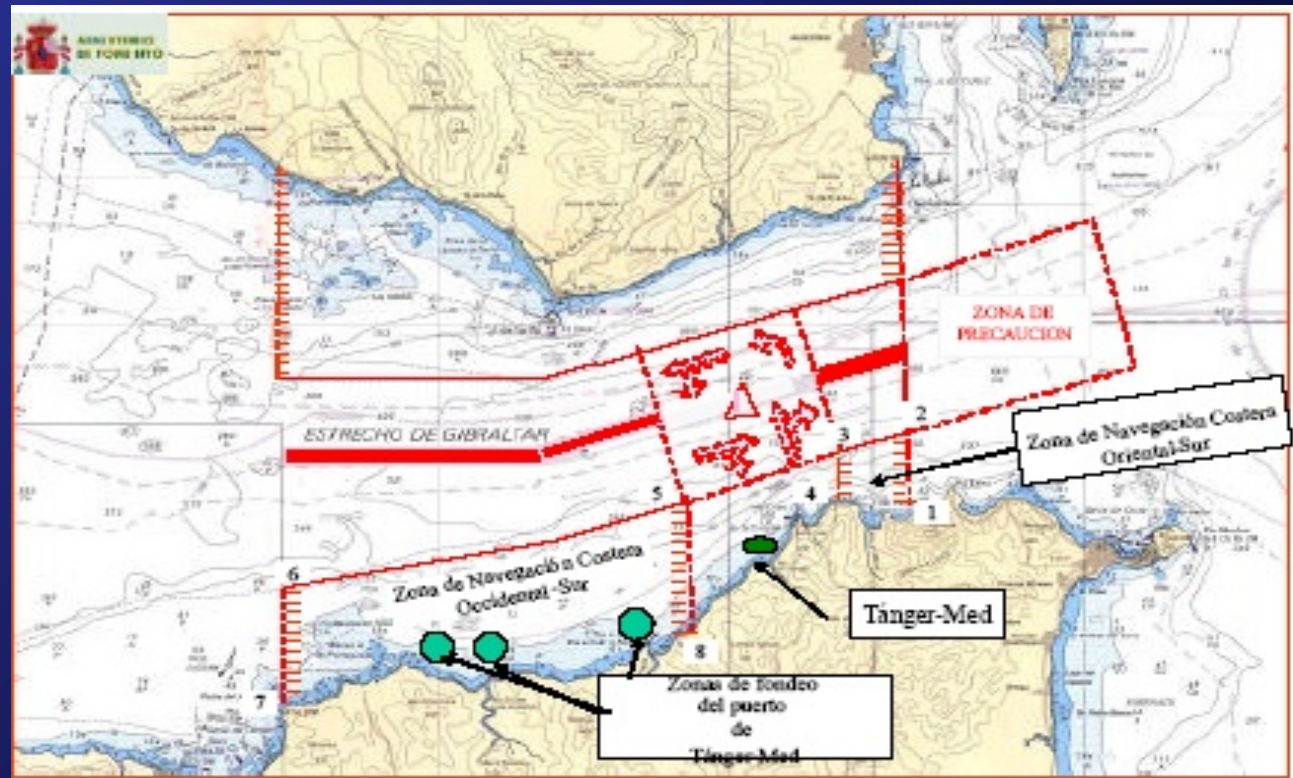
March 2006: Reconfiguration of TSS “Strait of Gibraltar” to accomodate shipping with regards to new super port “Tanger Med”

- IMO Subcommittee on Safety Navigation (NAV 52/3/2)

May 2005: Inter ministerial consultations.

December 2006 : Approval of the Reconfiguration

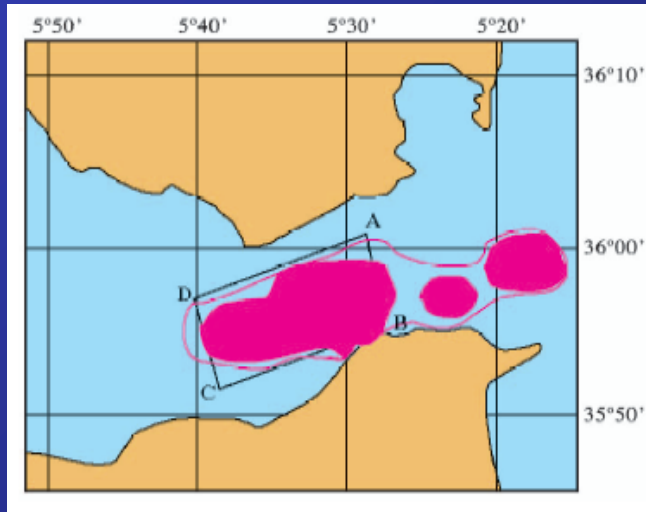
- IMO Marine Safety Committe (MSC 82/11)



Case Studies: Navigational Recommendation

January 2007: Navigational recommendations

- CHARTS 445 & 105 (INT – 3150)
- NOTICE TO MARINERS



CRITICAL AREA FOR CETACEANS:

Due to the seasonal presence (April to August) of sperm whales in the Strait of Gibraltar, an area for the conservation of sperm whales has been defined by the following 4 points.

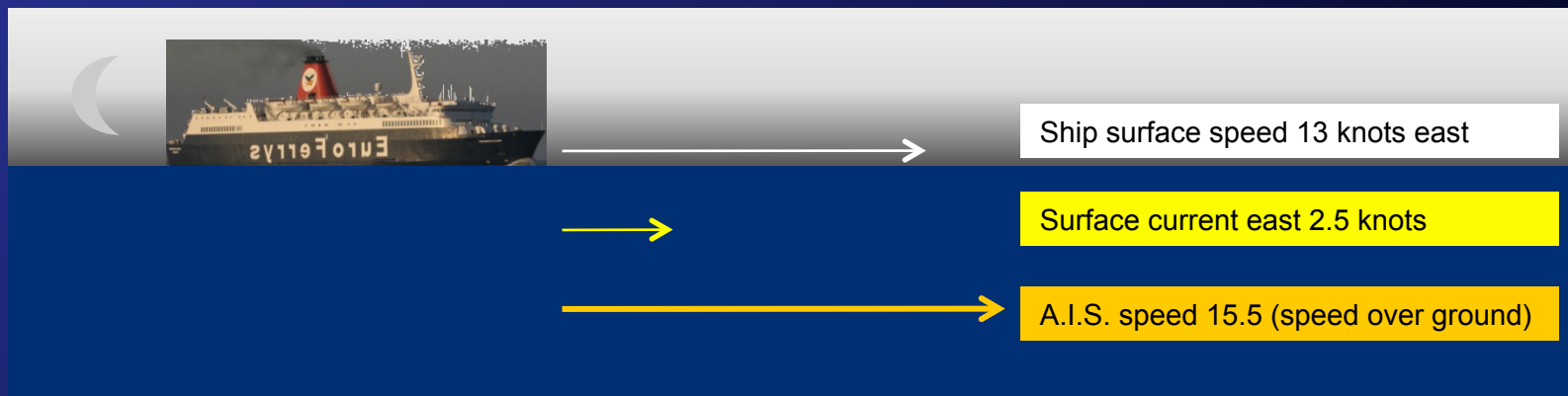
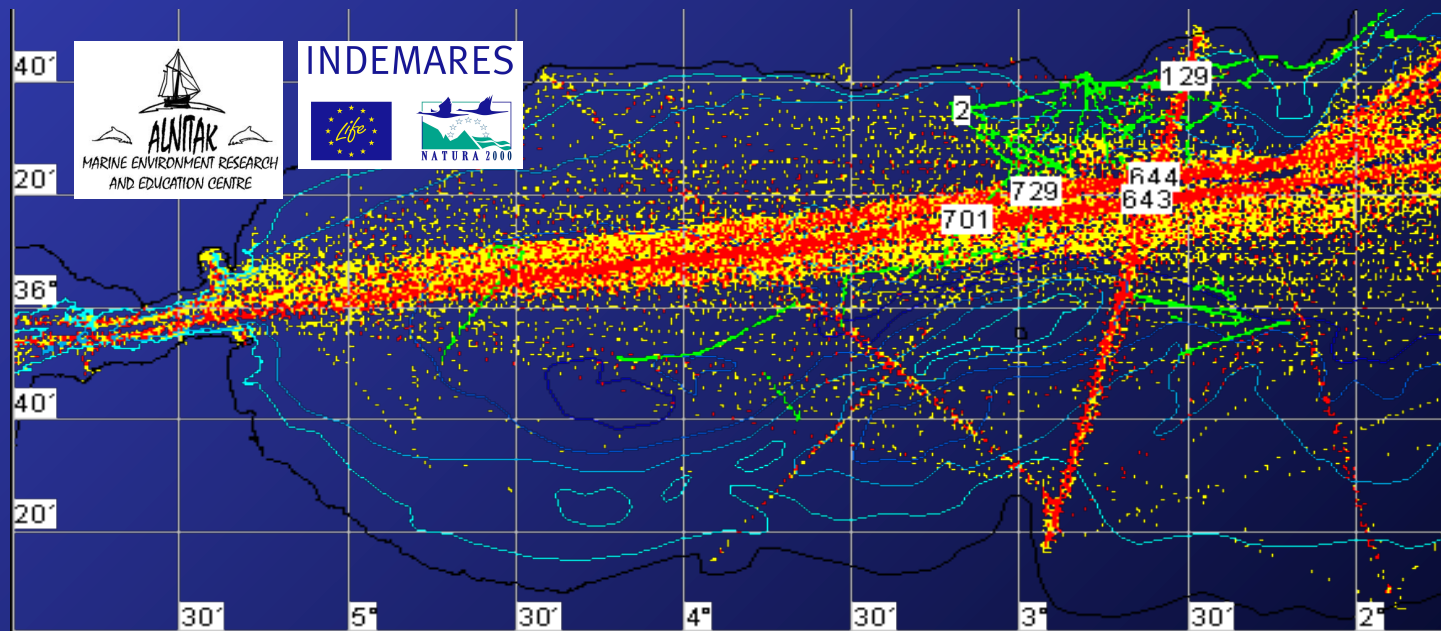
July 2008: MEPC 58/INF 15



Case Studies: Navigational Recommendation

2007 -2010: Assessment of Recommendation Implementation

- 1.No VHF messages are transmitted
- 2.A.I.S. data modelling shows mean speed of 13.9 cargos,eastbound – 13 westbound



Case Studies: Navigational Recommendation

Learnings

1. IMO just receives & spreads the info on Navigational Recommendations,..but does not endorse them
2. Mis-timing, mis communication = Only “Recommendations” = good will =no enforcement options
3. Speed recommendation (in a complex senario):
 - Difficult to follow (Ships normally adjust to engine revs, not speed and large ships recieving message close to TSS have no time to reduce momentum)
 - Level of impementation is difficult to assess due to the effects of tides (up to 3 knots east or west), and prevailing east current of Atlantic inflow
4. New proposals: lobby implementation (e.g. VHF messages), REPCET, closing of fast ferry lines, public awareness, MEPC 1/ Circ 674 July 2009 implementation, ...?¿?

.....but let's go back a few steps.....

What is our priority?

Are whale strikes in the Strait a risk for the whale populations or just for individual whales?

Should we not concentrate more on shipping accidents in general?

How can we organise different social and economic interests at this bottleneck?



INDEMARES



1. Worldshipping 2. N-S- Passenger transport 3. Fishing 4. Whale-watchingand foraging and W-E migrating

MARRUECOS

What is the greater risk for whales?



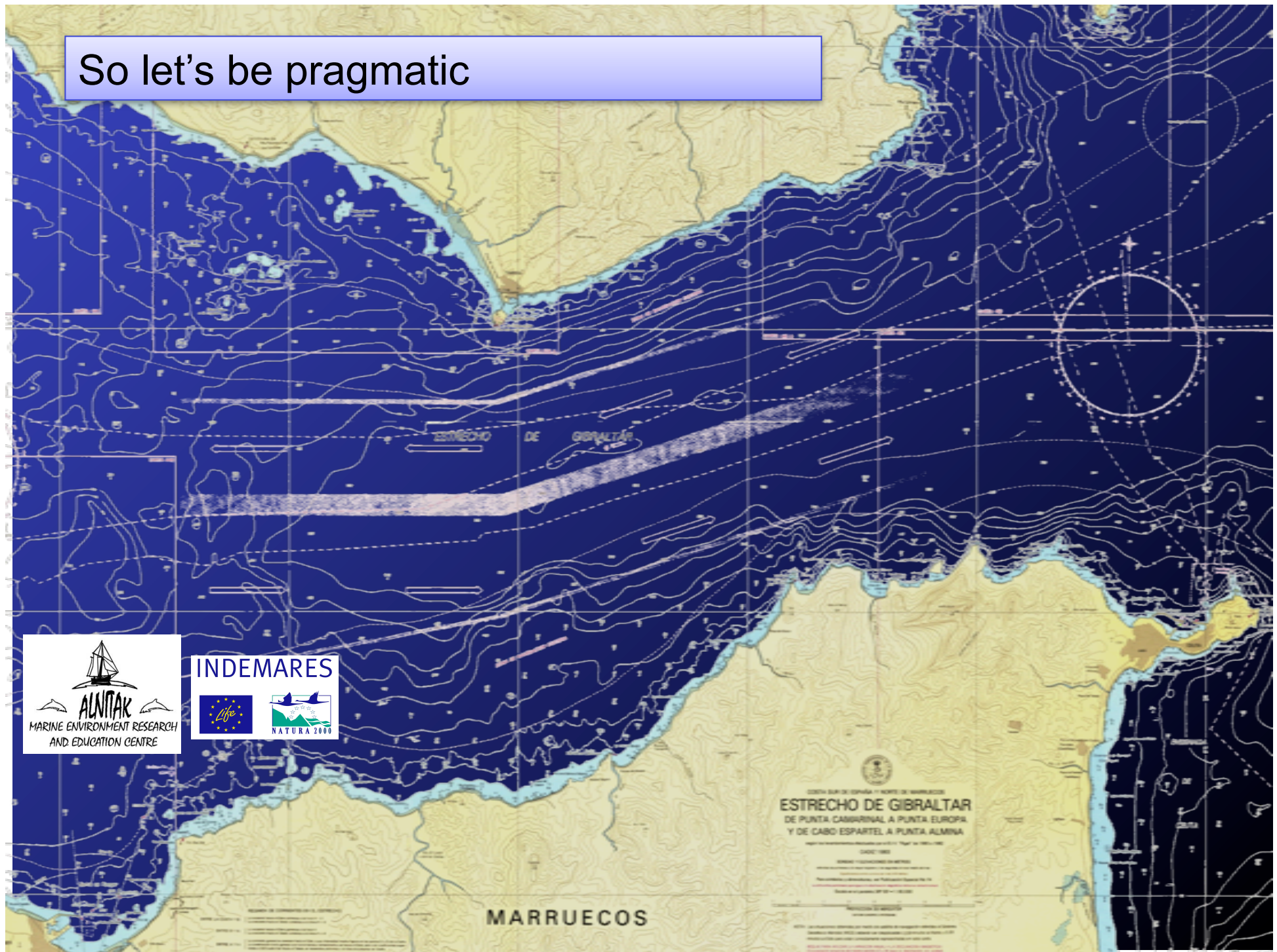
INDEMARES



How can we organise different social and economic interests at this bottleneck?
1. Worldshipping 2. N-S- Passenger transport 3. Fishing 4. Whale-watching
.....and foraging and W-E migrating

MARRUECOS

So let's be pragmatic



PRIORITY #1: Make sure international shipping risk is reduced – with an **efficient and operational TSS**

11.2 Km / 6 nmi



INDEMARES



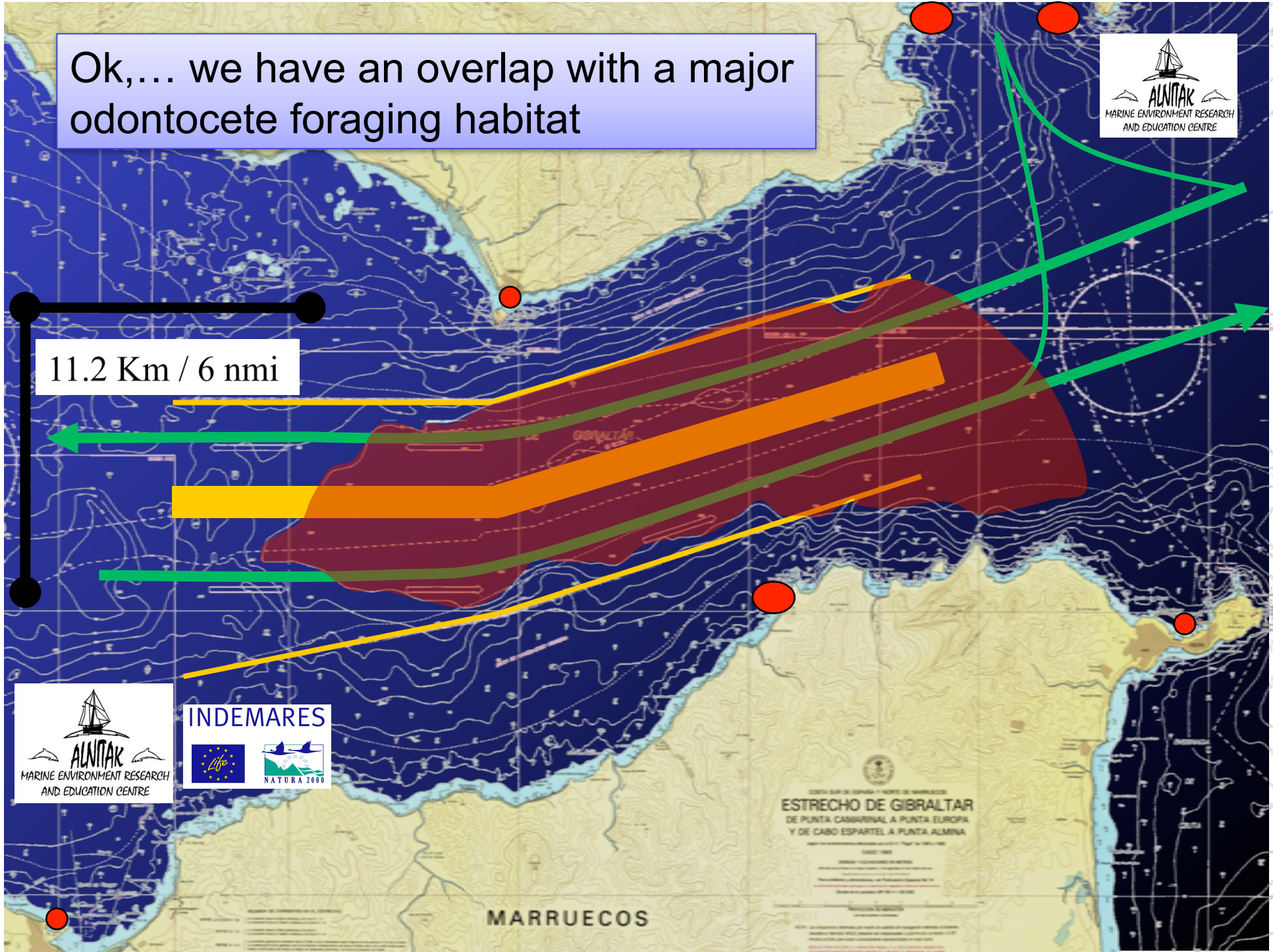
MARRUECOS

ESTRECHO DE GIBRALTAR
DE PUNTA CAMARINAL A PUNTA EUROPA
Y DE CABO ESPARTEL A PUNTA ALMINA

Ok,... we have an overlap with a major odontocete foraging habitat



11.2 Km / 6 nmi



ESTRECHO DE GIBRALTAR
DE PUNTA CAMARINAL A PUNTA EUROPA
Y DE CABO ESPARTEL A PUNTA ALMINA

MARRUECOS

Ok,we have an artisanal fishing fleet disregarding basic TSS rules



11.2 Km / 6 nmi



MARRUECOS

ESTRECHO DE GIBRALTAR
DE PUNTA CAMARINAL A PUNTA EUROPA
Y DE CABO ESPARTEL A PUNTA ALMINA

Oh!, and also a whale-watching industry disregarding basic TSS rules,...mmm



11.2 Km / 6 nmi



INDEMARES



MARRUECOS

ESTRECHO DE GIBRALTAR
DE PUNTA CAMARINAL A PUNTA EUROPA
Y DE CABO ESPARTEL A PUNTA ALMINA

And now new ports, super-ports, fast-ferris on N-S lanes, disregarding the importance of the Gibraltar TSS.
..How far can we push things?

11.2 Km / 6 nmi



MARRUECOS

ESTRECHO DE GIBRALTAR
DE PUNTA CAMARINAL A PUNTA EUROPA
Y DE CABO ESPARTEL A PUNTA ALMINA

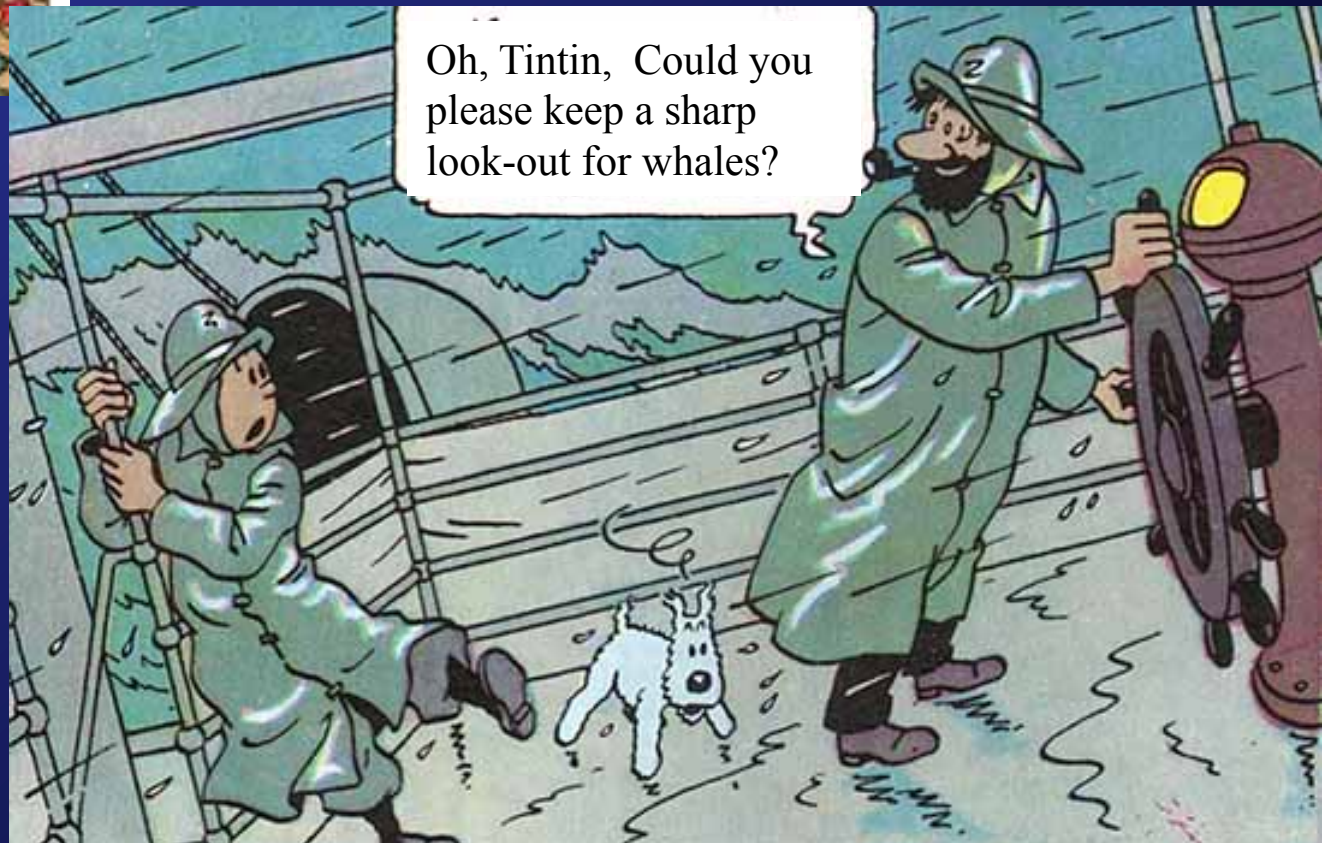
Aaaah TSS Gibraltar again!!



Ideas?

ana@kaimarineservices.com

Oh, Tintin, Could you please keep a sharp look-out for whales?



INDEMARES

