

**RESOLUTION 5.11**  
**COLLISIONS ENTRE LES NAVIRES ET LES CETACES EN MER MEDITERRANEE**

*La Réunion des Parties à l'Accord sur la Conservation des Cétacés de la mer Noire, de la Méditerranée et de la zone Atlantique adjacente :*

*Rappelant la Résolution 4.10 "Collisions entre les navires et les grands cétacés en mer Méditerranée", qui a remplacé la Résolution 3.14,*

*Prenant en considération les Recommandations du Comité Scientifique,*

*Consciente que les cétacés, et tout particulièrement les grandes espèces, comme les rorquals et les cachalots, sont menacés par les collisions avec les navires,*

*Consciente également que la vitesse, plus que la forme ou le déplacement des navires, est le facteur le plus significatif dans les collisions,*

*Reconnaissant que le nombre de navires augmentera de façon substantielle dans un futur proche,*

*Rappelant la Résolution 8.22 de la Réunion des Parties de la Convention sur la Conservation des espèces migratrices appartenant à la faune sauvage (CMS) sur les effets négatifs des activités humaines sur les cétacés, qui concerne également les collisions avec les navires et en vertu de laquelle un programme de travail de la CMS sur les cétacés est actuellement en cours de définition,*

*Consciente que les collisions avec les navires sont un sujet de préoccupation pour de nombreuses populations de cétacés inscrites à l'appendice de la CMS et que l'Accord sur la conservation des petits cétacés de la mer Baltique et de la mer du Nord (ASCOBANS) est également concerné par ce sujet,*

*Prenant note du document d'orientation pour minimiser les risques de collisions avec les navires avec les cétacés « Guidance document for minimizing the risk of ship strikes with cetaceans » de l'Organisation Maritime Internationale (OMI)<sup>1</sup>, et de la publication "Mapping of potential risk of ship strike with fin whales in the Western Mediterranean Sea. A scientific and technical review using the potential habitat of fin whales and the effective vessel density"<sup>2</sup> du Centre commun de recherche de la Commission européenne,*

*Soulignant qu'une extension de la mise en œuvre du système REPCET, qui est en place dans le Sanctuaire Pelagos, est d'une importance particulière dans ce contexte,*

*Prenant note du rapport et du programme de travail issus de l'Atelier conjoint CBI (Commission Baleinière Internationale)/ACCOBAMS sur la réduction du risque de collisions entre navires et cétacés qui s'est tenu à Beaulieu, France en 2010,*

*Considérant que de nombreuses zones présentent un intérêt particulier en raison du trafic maritime et de la densité en cétacés, comme dans la mer Méditerranée, le détroit de Gibraltar, le Sanctuaire Pelagos, la partie sud-ouest de la Crète, la zone autour des îles Baléares, la zone comprise entre*

<sup>1</sup> Référence d'origine: Ref. T5/1.01 MEPC.1/Circ.674.

<sup>2</sup> "La cartographie du risque potentiel de collisions des rorquals communs avec un navire dans la Méditerranée occidentale. Un bilan scientifique et technique en utilisant l'habitat potentiel des rorquals communs et la densité effective des navires " (Traduction non officielle)

Almeria et Nador sur la côte orientale de la mer d'Alborán, le Déroit de Sicile, et, dans la zone de l'extension de l'ACCOBAMS, le golfe de Gascogne,

*Se félicitant* des projets entrepris par des Partenaires ACCOBAMS tels que le GIS3M, l'Institut EcoOcean et CIRCE concernant les collisions entre les navires et les cétacés,

*Accueillant*, en ce qui concerne le problème des collisions avec les navires, toutes formes de travail collaboratif qui implique, outre les Parties à l'ACCOBAMS et le Secrétariat, les autres entités intéressées, telles que l'OMI, la CBI, la Commission européenne, la CMS, ASCOBANS,

1. *Exhorte* les Parties à :

- renforcer la participation des autorités compétentes afin de faciliter les échanges d'informations entre scientifiques et compagnies maritimes;
- soutenir le projet " ACCOBAMS Survey Initiative » (estimation exhaustive de la population de cétacés sur leur distribution dans la zone ACCOBAMS), un tel effort pouvant fournir des informations détaillées sur l'abondance et la distribution des grands cétacés dans l'ensemble de la mer Méditerranée tout en identifiant les zones à haut risque de collisions entre cétacés et navires;
- autoriser l'accès aux données générales et synthétiques de trafic maritime (certaines de ces données sont accessibles depuis les rapports d'évaluation initiale des Etats membres de l'Union Européenne élaborés pour la Directive Cadre Stratégie Marine, concernant les sections des pressions et disponibles sur le site internet de chaque Etat membre, et également par le biais du Système d'Identification Automatique (SIA)), afin de relier ces informations sur le trafic à la présence des cétacés et de permettre l'identification des zones à haut risque de collisions avec des navires;
- envisager d'élargir à l'ensemble de la zone de l'Accord l'utilisation du système REPCET appliqué dans la zone du Sanctuaire Pelagos avec certaines compagnies maritimes et, le cas échéant, grâce à un soutien financier ou tout autre soutien du Secrétariat;
- prendre note des recommandations et du programme de travail issu de l'atelier conjoint CBI /ACCOBAMS - sur la réduction du risque de collisions entre les navires et les cétacés dans la zone méditerranéenne, qui figure en annexe à la Résolution 4.10, ainsi que de toute autre information supplémentaire pertinente;

2. *Encourage* les Parties à continuer la collecte d'informations sur les collisions non-létales avec les navires grâce aux études de photo-identification, afin de permettre une évaluation de l'étendue des collisions avec des navires dans la zone de l'Accord et l'élaboration de mesures d'atténuation efficaces, y compris la modification des voies de navigation ;

3. *Recommande* aux Parties de soutenir les études, en particulier les études de photo-identification par télémétrie et les études génétiques, pour déterminer la nature des migration/mouvements des rorquals et des cachalots dans la zone de l'ACCOBAMS et de présenter les résultats aux Comités Scientifiques de l'ACCOBAMS et de la CBI ;

4. *Invite* les Parties, sur avis du Comité Scientifique, à :

- suivre et soutenir les recommandations adoptées par les organismes internationaux tels que l'OMI ou le Centre Régional Méditerranéen pour l'Intervention d'Urgence contre la Pollution Marine Accidentelle (REMPEC) ;
- préparer et présenter des documents communs à l'OMI-MEPC ;
- considérer l'adoption de systèmes issus de l'OMI tels que le système de compte rendu obligatoire des navires ou la mise en place de Zones Maritimes Particulièrement Vulnérables ;

- rendre disponible le rapportage des collisions avérées ou évitées de justesse avec les navires, d'alimenter les bases de données pertinentes qui ont été développées au niveau régional et au sein de la CBI et de transmettre les rapports aux autorités pertinentes le cas échéant ;
5. *Demande aux Parties de :*
- prendre en considération les collisions des navires avec les cétacés comme un sujet complémentaire dans la formation du personnel de quart et de l'équipage sur le pont, en impliquant les navires marchands école, les compagnies de navigation (y compris les compagnies de ferry et les navires d'observation des cétacés) ;
  - supporter financièrement la réalisation de nécropsies approfondies suivant des protocoles précis pour déterminer la cause de la mort pour les grands cétacés échoués ;
  - demander au Secrétariat de les assister dans l'amélioration des connaissances nécessaires pour accomplir ces tâches si besoin est ;
  - s'assurer d'une bonne communication avec les compagnies de navigation et, dans la mesure du possible, d'un accroissement de leurs reportages sur les collisions ;
6. *Charge le Secrétariat de l'Accord de se renseigner sur les façons les plus appropriées de:*
- soulever les questions liées aux cétacés auprès de l'Organisation Maritime Internationale (OMI) et du Centre Régional Méditerranéen pour l'Intervention d'Urgence contre la Pollution Marine Accidentelle (REMPEC) et d'obtenir des informations pertinentes ;
  - se mettre en rapport avec le Groupe de Travail sur les collisions de la Commission Baleinière Internationale (CBI) ;
  - collaborer avec le Secrétariat de la CBI et les institutions scientifiques associées pour fournir une base de données ACCOBAMS complémentaire sur les collisions qui est directement liée et en accord avec la base de données globale de la CBI ;
  - se mettre en rapport avec le Secrétariat de Pelagos afin de proposer des mesures d'atténuation aux Parties ;
  - collaborer étroitement avec le Secrétariat commun CMS/ASCOBANS mais également avec les organismes scientifiques des deux Accords afin de faciliter l'échange d'informations et, le cas échéant, les projets/initiatives ;
  - encourager la collaboration avec les Etats non-Partie ;
  - faciliter les collaborations entre les pays sur des problèmes spécifiques, y compris l'échange d'informations sur le trafic présenté dans le Système d'Identification Automatique (SIA) et les collisions survenant dans des zones ciblées, telles que la zone entre l'Espagne et le Maroc ;
  - améliorer la coopération avec les compagnies dans l'atténuation des collisions ;
  - prendre en considération les activités développées par d'autres Organisations pertinentes.
7. *Demande au Comité Scientifique :*
- d'identifier les actions conjointes et les mesures pilotes pour utiliser le Sanctuaire Pelagos et le Détroit de Gibraltar comme modèles pour tester des mesures d'atténuation de base ;
  - d'identifier des zones de forte / moyenne densité de navigation et évaluer pour ces zones les risques potentiels de collision avec des cétacés ;
  - de promouvoir des études de comportement sur les grands cétacés par rapport aux risques de collision avec les navires ;
  - de développer un protocole pour étudier et documenter les blessures dues aux collisions et la mortalité chez les cétacés dans le cadre du programme de travail commun (sur deux ans) avec la CBI pour répondre aux problèmes de collision avec les navires.
8. *Demande au Groupe de Travail ACCOBAMS sur les collisions avec les navires de poursuivre ses activités, de collecter les études pertinentes au sein et à l'extérieur de la zone de l'Accord et d'en faire le compte-rendu, de promouvoir la collaboration avec l'OMI, la CBI et les Secrétariats*

de la CMS, d'ASCOBANS et de Pelagos, mais également de développer des actions et des études prioritaires y compris la prise en compte d'un projet pour un module de formation standard ;

9. *Demande* au Groupe de Travail ACCOBAMS sur les collisions avec les navires de collaborer avec les groupes de travail sur les collisions avec les navires de la CBI ;
10. *Décide* que la présente Résolution remplace la Résolution 4.10 et que l'Annexe de la Résolution 4.10 est prise en considération pour être annexée également à la présente Résolution.

## ANNEX

### Excerpt of the “Report of the Joint IWC-ACCOBAMS Workshop on Reducing Risk of Collisions between Vessels and Cetaceans”<sup>3</sup>, September 2010, Beaulieu (France)

(...)

#### 8. RECOMMENDATIONS

All of the recommendations in the report are important. However, here a number are highlighted.

##### 8.1 Priority species/populations/areas

Several species of whales are at risk of ship strikes within the geographical area examined by the Workshop including fin, sperm and other deep diving species. The Workshop recognised that gaps in data exist for both whale distribution and abundance, and also for shipping data. This lack of data prevented a full assessment of the conservation implications of ship strikes for both species. Nonetheless the Workshop **recommended** three areas as priorities for collecting data to allow improved risk assessments of ship strikes:

(1) **The Strait of Gibraltar.** The Straits carry some of the highest traffic densities in the world and are a region of known importance for concentrations of whales with a number of demonstrated cases of ship strikes.

(2) **The Pelagos Sanctuary.** Fin and sperm whale strikes have regularly been reported from the areas within and around the Sanctuary and the commitment of the range states provides a platform for the introduction of mitigation measures.

(3) **The area south west of the island of Crete.** Localised studies of sperm whales in the Mediterranean suggest that distribution is highly concentrated within limited areas with low densities elsewhere. Long-term studies to the SW of Crete have suggested that this is a consistent area of high concentrations of sperm whales where ship strike mortalities are known to have occurred. The density of shipping also suggests this may be a high risk area. This area is suggested as a focus for further investigation to ensure sufficient data are gathered to determine whether minor routing changes to shipping could achieve a significant risk reduction. Although the conservation implications from ship strikes at a population level cannot be determined without further abundance data, studies to determine effective mitigation strategies could allow these to be implemented rapidly if new data on abundance indicated a serious conservation problem.

(4) **The area around the Balearic Islands** and the main shipping routes radiating from Ibiza, Mallorca and Menorca towards the Gulf of Lyons, Valencia and Alicante constitute one of the top high risk areas for interactions between shipping, and especially fast ferry lines and whales. Studies conducted by Alnitak (e.g. (Cañadas *et al.*, 2000; Cañadas *et al.*, 2005; Canadas *et al.*, 1999) highlight the relevance of the waters around these islands for cetaceans and particularly sperm whales and fin whales. Reports of collisions in all three islands and the intensity of ferry traffic clearly highlight the need for an intensified monitoring effort. In the context of the LIFE project INDEMARES, Spain has been conducting pilot monitoring studies using AIS data.

(5) **The area between Almeria and Nador at the eastern side of the Alborán Sea** constitutes one the main cetacean hotspots in Europe and the Mediterranean, both in terms of diversity of species as for the abundance of priority species currently more vulnerable (Cañadas *et al.*, 2005). Maritime traffic

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<sup>3</sup> Complete report available at : <http://iwcoffice.org/meetings/shipstrikes10.htm>

in this region is also extraordinarily complex and new ferry and fast ferry lines have raised concern over the increased risk of collision with whales. For experimenting new technological measures to mitigate risk this site is of special interest given the positive momentum of cooperation between researchers, relevant authorities and the shipping sector as a result of the reconfiguration of the Traffic Separation Scheme of Cabo de Gata and the Notices to Mariners in the Strait of Gibraltar (Tejedor *et al.*, 2008). This task is currently being initiated in the context of the EC LIFE+ Nature project INDEMARES, coordinated by Spanish Ministry of the Environment, Rural and maritime Affairs (Fundación Biodiversidad).

(6) **The Canary Islands**, the Workshop reviewed data (see IWC/S10/SSW5.3) which indicated that deep diving species including sperm whales, pygmy sperm whales, pilot whales and beaked whales are the principal species affected by ship strikes (Carrillo and Ritter, 2008; Ritter, 2007). The Workshop further **recommended** that these populations should be considered as candidates for the development of a conservation management plan or plans to address the risk of ship strike, following the guidance provided in Donovan *et al.* (2008) and IWC/62/Rep. 4. The Workshop reviewed the limited current survey data and **recommended** that obtaining accurate estimates of abundance and distribution for these populations was a priority. Specific priority areas with respect to ship strikes were recognised as being the channel between Tenerife and La Gomera, the channel between Tenerife and Gran Canaria, the strait between Lanzarote and Fuerteventura (see Ritter, 2007, for details).

#### *8.1.1 Recommendations at scientific level*

The Workshop recognised the need to obtain data on distribution, abundance and population structure of cetaceans in the Mediterranean Sea and Canary Islands in order to be able to evaluate the conservation implications of ship strikes on mortality<sup>4</sup>. Accordingly the Workshop re-iterated its earlier **recommendation** (Item 5.4) that a consolidated and concerted effort be made, especially by Parties to ACCOBAMS, to obtain the necessary resources to ensure that the previously endorsed basin wide survey in ACCOBAMS waters is undertaken by the summer of 2012.

The Workshop **recommended** that additional data collection and risk assessments be conducted for the six priority areas named above (Item 8.1). It recognised that it may be more difficult to obtain the necessary abundance estimates around the Canary Islands as the population structure and geographical extent of these populations are poorly known. However, localised ship strikes may be of conservation significance to local populations, and surveys are needed to fill in current data gaps in the priority areas identified above (Item 5.4).

#### *8.1.2 Conservation measures*

As noted above, the lack of the necessary data on cetaceans and vessels along with the lack of agreed conservation objectives, means that it is not possible in most cases to carry out a full risk assessment, especially within the ACCOBAMS region. That being said, the available data do suggest certain priority areas where it may be prudent to instigate mitigation measures and a monitoring programme. For the Strait of Gibraltar, the Workshop reviewed the range of mitigation measures available and concluded that the most efficient option would be to reduce speed given the limited options for re-routing shipping traffic. However the Workshop also noted the practical difficulties that some vessels will encounter in transiting the straits at reduced speeds.

For the Pelagos Sanctuary, the Workshop noted that preparations are being made to submit the designation of the Sanctuary as a Particularly Sensitive Sea Area (PSSA) under the IMO. The Workshop **endorsed** this process and recognised that this would need to be accompanied by specific measures to reduce ship strikes. The Workshop noted that several measures, including re-routing

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<sup>4</sup> Several documents have been submitted to the IWC, including IWC/61/CC16, Carrillo and Ritter (2008) and Ritter (2007).

and speed reductions measures may be beneficial once a thorough analysis of the newly available data had been completed (e.g. the Italian aerial survey programme), **stressing** the need for a carefully specified monitoring programme.

For the area southwest of Crete it was noted that this is a turning point for long distance traffic transiting the Mediterranean. The Workshop **recommended** that a full analysis of the available shipping and cetacean data is undertaken (and additional monitoring carried out including the basin wide survey) to confirm whether a small change in routing to avoid an apparent hotspot for sperm whales would be beneficial; this would add only a minor additional distance to the overall transit journey.

For the Canary Islands, the Workshop **recommended** the establishment of dedicated observers on fast and high speed ferries as well as according training and education efforts for observers and vessel crews (see Item 7.4). The need for speed reduction was discussed, and speed restrictions (e.g. to  $\leq 10$  knots) within existing SACs (Special Areas of Conservation) or identified small scale high risk areas (see map in Ritter, 2007) were **recommended** (see Item 7.2).

Furthermore, although re-routing might not be feasible in certain areas, it was **recommended** that approaches like route switching from different ports or other forms of experimental re-routing away from areas with high cetacean concentration should be conducted. Examples would be the current ferry transects from Tenerife to La Palma, La Gomera and Gran Canaria, respectively.

In light of the fact that new inter-island ferry connections are planned, the Workshop suggested that the adoption of the mitigation measures mentioned above, should be preconditions for operation.

The Workshop recognised that increased training measures for mariners, including expansion of the maritime training academy ship strike reduction training module<sup>5</sup> whilst not being a mitigation measure in its own right, nonetheless provided valuable opportunities to assist in the implementation of mitigation measures in the future.

### *8.1.3 Reporting*

The Workshop discussed methods to improve reporting of ship strikes. These were: (1) strengthening of existing strandings networks and (2) encouraging reporting of strikes to the IWC database. The Workshop **reiterated** that to obtain the most extensive datasets, measures should be taken to make reporting of ship strikes mandatory and that contracting parties to IWC and ACCOBAMS establish mechanisms to improve and give priority to the reporting of ship strikes, ultimately to the IWC database.

In particular, the Workshop **recommended** that mandatory reporting (especially for ferries) in the Canary Islands should be established as soon as possible; the Spanish and Canary Islands Governments are competent authorities for maritime traffic and conservation measures respectively. Additionally, the Workshop **recommended** that training schemes for mariners be expanded to include awareness of the need to report ship strikes, and that this be facilitated by making a link from the IMO environmental reporting section of its website direct to the IWC database.

In relation to strengthening of existing stranding networks, the Workshop proposed a series of actions in the two year work plan (Item 9) to increase their capacity and to introduce new necropsy techniques.

## **8.2 Other**

The Workshop discussed methods to enhance action on the part of states to both improve reporting of strikes and adopt appropriate mitigation measures. There was a brief discussion on the relevance of various national and international laws to assist in this regard, and the Workshop **recommended** that the ACCOBAMS and IWC Secretariats request contracting parties to provide information on

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<sup>5</sup> <http://www.ncro.noaa.gov/shipstrike/doc/mtr.html>

national legal statutes that may require Governments to take measures to reduce the risk of ships striking cetaceans.

## **9. PROPOSAL FOR A JOINT TWO-YEAR WORK PLAN TO ADDRESS SHIP STRIKE ISSUES**

As decided by the IWC and ACCOBAMS, a two-year work plan needs to be developed to reduce collision risks in the ACCOBAMS area. Both organisations have been working for several years on the issue of ship strikes. The following four actions are proposed, subject to endorsement by ACCOBAMS and IWC Parties at their forthcoming meetings of contracting Parties.

### **9.1 Development of a protocol for investigating and documenting ship strike injuries and mortalities in cetaceans**

Recognizing the benefits of collaboration across national boundaries and the need for consistent documentation of human interactions with cetaceans, the Workshop **recommended** that the IWC and ACCOBAMS Scientific Committees establish a Joint Stranding investigation Working Group to carry out the actions listed below.

- (1) Review existing protocols (such as those used in the USA or UK) and tools for determining the presence or role of human interactions in the stranding of cetaceans, with particular emphasis on ship strikes, developing consistent terminology, diagnoses, reporting, and evidence collection.
- (2) Identify, develop, review, and validate tools, techniques and/or methods to address key issues relative to stranding investigations such as: (i) time from death; (ii) role of injury in the death; and (iii) time of injury related to death and to promote the use of such validated tools to give a systematic diagnostic approach to the problem of mortalities due to human interaction, with particular emphasis on ship strikes.
- (3) Develop a tiered approach that addresses the various experience levels of network participants and the multidisciplinary approach required for a definitive diagnosis. The developed methodology will be addressed to participants at different levels in the stranding networks (volunteers, biologists, veterinarians, pathologists).
- (4) Develop and implement training using these agreed approaches and/or protocols (initial emphasis should be given to specific priority ACCOBAMS areas).
- (5) Build capacity in range states with no strandings programmes to include human interaction detection, documentation and reporting.
- (6) Plan and hold a range-wide stranding coordination meeting for ACCOBAMS members. This type of regional cooperation should become a model for other agreements between IWC and regional conservation bodies that require evaluation of human impacts on cetaceans.

### **9.2 Mediterranean basin wide survey in the summer of 2012**

Given the essential need for baseline data to assess potential effects of ship strikes and other anthropogenic threats to cetaceans, a consolidated and concerted effort must be made, especially by Parties to ACCOBAMS, to obtain the necessary resources to ensure that the previously endorsed basin wide survey in ACCOBAMS waters is undertaken by the summer of 2012. The IWC Scientific Committee will continue to supply scientific support.

### **9.3 Improved reporting to the IWC global ship strike database**

Given the identified need for ship strike data worldwide to be able to assess potential conservation problems, a strong commitment should be given by IWC and ACCOBAMS Parties to actively encourage reporting of ship strikes to the IWC global database. In this regard, the Workshop also



**recommended** that efforts be made to encourage IMO member states to make it mandatory to report ship strikes of cetaceans by vessels in their waters or under their flags. In addition, the Workshop **recommended** that governments should facilitate and develop mechanisms to ensure reporting of ship strikes by non-merchant vessels to the IWC database. It was noted that the IMO has sections on its website related to databases on environmental issues. A link to the IWC database on the IMO site would facilitate reporting. The Workshop **recommended** that IWC Secretary approach the IMO to discuss links between the web sites for both reporting and information dissemination.

#### **9.4 Development of appropriate modelling techniques to identify high priority areas**

The IWC and ACCOBAMS should obtain funding and organise a workshop of experts in cetacean and shipping distribution to agree on appropriate analytical and modelling techniques to facilitate the identification of potential 'hotspots' for more detailed future consideration.

#### **9.5 Review of progress**

The Workshop commends its recommendations to the IWC and ACCOBAMS for endorsement. Those organisations should develop a reporting mechanism to review progress on the implementation of the endorsed recommendations in a timely fashion.

(...)