

CHANNEL ISLANDS NATIONAL MARINE SANCTUARY ADVISORY COUNCIL

Marine Shipping Working Group Meeting

Key Outcomes and Summary

February 25, 2015

Casa Las Palmas

323 East Cabrillo Blvd., Santa Barbara, CA

Key Outcomes

Attendance

- All 19 Marine Shipping Working Group (MSWG) members (or alternates) participated. Roster and audience members are listed below.

MSWG Goals and Charge

- Channel Islands National Marine Sanctuary (CINMS) staff presented PowerPoint slides (available as PDFs) and a Prezi presentation (http://prezi.com/xdr9mrr3rlrh/?utm_campaign=share&utm_medium=copy&rc=ex0share) to provide information about MSWG scope, goals, charge, project objectives, intended outcomes, background information, protocols, ground rules, and work plan.
- Identified MSWG goals include:
 - 1) Reduce the risk of ship strikes on endangered whales;
 - 2) Decrease air pollution and greenhouse gas emissions;
 - 3) Improve navigational safety, and promote efficient maritime shipping throughout the region; and
 - 4) Manage ship traffic to minimize naval operation interruptions, and reduce conflicts with other ocean users.
- MSWG members affirmed their commitment to work toward these goals. Some MSWG members raised the following considerations and concerns:
 - Request that the “Charge” be re-framed in terms of question(s), perhaps by inserting “How” in front of the project goals.
 - Concern that the proposed framework for development management proposals—which was focused on two or more scenarios including current shipping patterns, shipping returning to the Santa Barbara Channel, and/or some other future shipping pattern(s)—may be too narrowly focused.
 - The MSWG should consider whether its geographic scope should be broadened (i.e., beyond the SB Channel and Channel Islands).
 - The role of air quality in the MSWG process should be clarified.
- Sanctuary staff will provide clarity and responses to these items at the next MSWG meeting.

MSWG Interests and Experience

- MSWG members shared their interests in participating in the working group as well as their relevant areas of expertise (see details below).

Information and Decision Support

- Staff introduced SeaSketch as a decision support tool and provided an overview of existing reference layers, biological information, and ocean user groups.
- MSWG members expressed a need for the following:
 - Ability to view temporal changes in the data. For example, using AIS data to see how shipping traffic patterns have changed over time, or assessing annual or seasonal changes in whale distribution.
 - Metadata that explicitly explain the data variability, uncertainty, scale, scope, and limitations.

- Additional data layers: confirmed whale strikes and additional whale data.
- Re-grouping of existing data layers: ocean user data and automatic identification system (AIS) data in space and time.
- The following members expressed interest in participating in a data subgroup: Elizabeth Petras, John Ugoretz, Kip Louttit, John Calambokidis, USCG representative, TL Garrett, Jessica Redfern, TJ Moore, and Kathy Metcalf.

Upcoming MSWG meetings

- Save the Date – The next MSWG meeting is scheduled for April 30, 2015

Next steps for MSWG members include:

- Participate in a SeaSketch training webinar.
- If interested, participate in a data subgroup.
- Read existing and supplemental background materials.

Next steps for staff include:

- CINMS staff will provide MSWG members with additional relevant background materials.
- SeaSketch will schedule and conduct webinar tutorials for MSWG members before the next meeting.
- SeaSketch will work with MSWG members and others to input additional data and metadata into the SeaSketch tool prior to the next meeting.

Additional Meeting Notes

Attendance

All 19 working group members (or alternates) participated (see attached attendance roster). The public audience included representatives from the Western States Petroleum Association, the Channel Islands Naturalist Corps, and the Great Whale Conservancy, among others.

Welcome, Introductions, and Agenda Review

Sanctuary Superintendent Chris Mobley provided introductory remarks, highlighting the importance of maintaining maritime commerce, protecting the environment and human health. He encouraged MSWG members to help address these issues today and to think about how to do so as future events emerge. He added that there is strong congressional interest in this process. Chris noted that the MSWG will provide recommendations to the Sanctuary Advisory Council (SAC), and that MSWG members may also be able to use the information from the process to inform actions within their respective organizations.

The agenda for meeting #1 is attached on the last page of this document.

Review of Project Objectives and Intended Outcomes

Sean Hastings, CINMS Resource Protection Coordinator, presented the MSWG scope, goals, and charge (see PowerPoint presentation). The goals are collectively to:

- 1) Reduce the risk of ship strikes on endangered whales;
- 2) Decrease air pollution and greenhouse gas emissions;
- 3) Improve navigational safety, and promote efficient maritime shipping throughout the region; and
- 4) Manage ship traffic to minimize naval operation interruptions, and reduce conflicts with other ocean users

MSWG members affirmed their commitment to participate in the process per the charge and to try and achieve the goals through broad agreement on a suite of proposals that include management options, education & outreach recommendations, and research needs.

Some MSWG members expressed concern that the proposed framework for guiding proposals—which was focused on key scenarios, such as current shipping patterns, shipping returning to the Santa Barbara Channel, or some other future shipping pattern—may be too narrow. For example, the implementation of new Emission Control Area (ECA)¹ regulations may impact shipping traffic patterns in other ways. Or alternatively, a focus on these scenarios may draw focus away from what would be best for protecting whales.

Eric Poncelet, Kearns & West facilitator, reviewed the protocols, ground rules, and roles for the MSWG. Janet Thomson, also from Kearns & West, presented the work plan (see PowerPoint presentation). Staff stressed the importance of every working group member participating in person, or at least sending a proxy, whenever possible.

Background Information for Safe Passage

Sean Hastings (CINMS) and Kristi Birney (MSWG Co-Chair) reviewed background and historical information for the MSWG (see PowerPoint presentation). They explained that the issue of ship strikes on whales came to the forefront in 2007 when four ship strikes occurred in the Santa Barbara region. In 2009, the SAC developed recommendations to reduce the risk of ship strikes. From 2009-2013 there were a variety of agency, outreach, research, and industry actions to implement recommendations. In 2013, the SAC's Conservation Working Group reviewed the progress to date, and then gathered stakeholder input about a potential working group to address the on-going issues related to shipping. In January 2014, a new Marine Shipping Working Group was adopted by the SAC as a forum for the community and stakeholders to work toward the goals, stated above.

The Safe Passage PREZI presentation

(http://prezi.com/xdr9mrr3rlrh/?utm_campaign=share&utm_medium=copy&rc=ex0share) covered the genesis for the MSWG, process funding and the recent Vessel Speed Reduction Trial.

MSWG member comments included the following:

- A MSWG member questioned the air emissions data in the PREZI, and suggested that the most current data be used.
- The shipping industry is evolving toward fewer, but larger ships. What is the role of air quality issue for the MSWG? Is that something this group should be focused on?
- With the ports of LA/Long Beach incentive programs in place, ships receive a higher discount to slow down at the 40 mile zone.
- There are many existing forums within the shipping industry already focusing on reducing air emissions.
- Does NOAA have whale monitors out daily? What are the sources of the whale counts?
- It is important to put a date on data and information being used in the MSWG process. For example, 2015 ship traffic is skewed by ship congestion at the LA/Long Beach Ports.
- The Emission Control Area ends at the Mexican border.

¹ The North American Emission Control Area (ECA), under the International Convention for the Prevention of Pollution from Ships (MARPOL), came into effect on 1 August 2012, bringing in stricter controls on emissions of sulphur oxide (SO_x), nitrogen oxide (NO_x) and particulate matter for ships trading off the coasts of Canada and the United States. Within ECAS, the sulphur content of fuel oil (expressed in terms of % m/m – that is, by weight) must be no more than 1.00% m/m; falling to 0.10% m/m on and after 1 January 2015. More information: http://www.imo.org/MediaCentre/PressBriefings/Pages/44-ECA-sulphur.aspx#.VQMVR_nF98E

Staff responded that whale monitoring is not conducted daily, and the data come from several sources (for example, the Channel Islands Naturalist Corps regularly record whale sighting data on near daily whale watch trips, but the trips do not cover the whale channel). NMFS added that marine mammal stock assessments are based on a regular schedule of surveys.

Member Interests and Areas of Expertise

MSWG members shared their interests in participating in the working group as well as their areas of expertise.

John Ugoretz, U.S. Navy – John has knowledge and understanding of Department of Defense (DoD) operations occurring in the Sea Range and expertise in marine spatial planning in California.

Elizabeth Petras, National Marine Fisheries Service – NMFS is a regulatory agency that implements the Endangered Species Act (ESA) and the Marine Mammal Protection Act (MMPA), and she can provide expertise related to those statutes. In addition, she is familiar with what NMFS is doing across the country to address ship strikes and was involved in the Joint Working Group of the Gulf of the Farallones and Cordell Bank National Marine Sanctuaries Advisory Councils.

John Calambokidis, Cascadia Research – John has studied large whale species since 1986 and has been involved with ship strike work since 2007. His primary role is as a researcher.

Captain Kip Louttit, Marine Exchange of Southern California – The Marine Exchange's mission is safe, secure, environmentally sound, efficient arrival of ships into LA and Long Beach harbors. Kip's areas of expertise include ship location data and schedules. Because he provides support and data to the industry, he feels he must remain a neutral party, and he may have to abstain from voting on some MSWG issues.

LT Jeff Fry, U.S. Coast Guard, Santa Barbara Marine Safety Detachment – USCG deals with living marine resources and maritime regulations and addresses many of the issues related to the shipping industry.

Joe Petrini, Santa Barbara Air Pollution Control District (SBAPCD) – Joe mentioned the major emissions reductions possible through slower ship speeds. His background is in meteorology and expertise is in emission calculations and inventory. Mary Byrd (primary MSWG member) is SBAPCD's outreach representative.

Stephen Whitaker, Channel Islands National Park – The Park extends one nautical mile off the Channel Islands and shares the environmental concerns raised (e.g., whale strikes, hazardous wastes, oil spills, invasive species). Stephen has an ecology background.

Margaret Cooney, International Fund for Animal Welfare – Margaret is concerned with whale/ship interactions both from the ship strikes standpoint and ocean noise. She has a background in conservation biology, science and policy. She works in Washington DC and has connections to policymakers as well as International Maritime Organization (IMO) seat members.

TL Garrett, Pacific Merchant Shipping Association (PMSA) – TL represents the terminal operators and ocean carriers (the ships). TL recognized that ship strikes are a challenging public relations issue and a tragedy. PMSA shares the goals to minimize if not eliminate the negative interactions between ships and whales, with an approach based on good science and a clear focus.

Andrea Mills, Island Packers – Andrea represents passenger vessels in the region. Her interest is looking at the proposals and the potential for impact with any of their operations. Island packers transport about 80,000 people every year and educate passengers about whale issues.

Phyllis Grifman, USC Sea Grant – Phyllis focuses on issues related to coastal resource management. Her job is to knit together research, policy, and education, and ensure that research results are communicated to the public, managers, and policymakers.

Jim Fawcett, USC Sea Grant – Jim works on issues related to coastal management and tends to focus on sea ports. His background is in urban planning.

Kathy Metcalf, Chamber of Shipping of America – Kathy aims to provide compliance advice and has been involved with the IMO, the Stellwagen Bank NMS process, and the Joint Working Group of the Gulf of the Farallones and Cordell Bank National Marine Sanctuaries Advisory Councils. She has a law degree and works closely with PMSA.

Dr. Lee Kindberg, Maersk Line – Lee mentioned the importance of understanding data, challenges, and tradeoffs to determine the best practices to reduce impacts.

Jessica Redfern, National Marine Fisheries Service – Jessica’s expertise is in developing habitat models for whales in the Southern California Bight and the entire west coast using data that the NMFS collects. She has also been working with shipping data from the US Coast Guard.

Cassidy Teufel, CA Coastal Commission – Cassidy’s expertise includes an understanding of the Coastal Act, state regulations that might come into play, marine spatial planning, and strategies involved in addressing user and resource conflicts.

Megan McKenna, National Park Service (NPS) – Megan is involved with research and underwater acoustics. NPS works with protecting resources both above and below the water.

Introduction of SeaSketch as a Decision Support Tool

Grace Goldberg (UCSB) introduced SeaSketch as a decision support tool embedded in the working group process. It is a map-based online platform to support collaborative ocean planning. The SeaSketch team will be holding tutorial webinars and is able to configure and customize the tool as the MSWG process evolves. SeaSketch is not a totally internal or public tool. Privacy settings can be adjusted. Grace provided an overview of key features, including data layers:

- Users can import shape files from GIS or use map tools to view latitude and longitude points.
- Data layers can be turned on and off during sketching
- Where appropriate, seasonal data will be available for a temporal component.
- User group definition may need to be added (e.g., difference between boating and recreational use).
- Additional options can be added (e.g., related to research).
- SeaSketch uses speed and distance to estimate emissions in analytical reports. Equations for calculating emissions can be viewed in analytical reports.

Overview of Existing Data

Ryan Freedman, CINMS, presented an overview of existing data, including:

- Reference layers including marine protected areas and government agency boundaries
- Layers with biological information, including whale data and habitats
- Ocean user groups

Following Ryan’s presentation, there was an open discussion on existing data and data needs. Staff recorded all data requests that require follow up.

MSWG member input included the following:

- It is important to consider that many ships bypass the Santa Barbara Channel.
- Members will need to be able to look at temporal changes in the data. For example, using AIS data to see how shipping traffic patterns have changed over time, or assessing annual or seasonal changes in whale distribution.
- What is our geographic scope? A member suggested a study area that extends at least into the LA harbor.
- A ship strike/whale poster should be placed in San Diego ports and other areas where it has not already been distributed.
- Is there a way to use SeaSketch to demonstrate that shipping lane shifts have benefited whales?
- SeaSketch should display more metadata including informative descriptors and subtext that explain the limitations of the data. The variability, uncertainty, and limitations of whale data need to be explicit.
- It would be informative to see where confirmed whale ship strikes have occurred.

Staff responded that they will reach out to individual working group members to acquire requested data and metadata. The SeaSketch team will work to include temporal analysis of data. Further working group discussions are needed to define geographic scope. It is important to note that not all of the available data and information are on the same scale or extent.

The following members expressed interest in participating in a data subgroup: Elizabeth Petras, John Ugoretz, Kip Louttit, John Calambokidis, USCG representative, TL Garrett, Jessica Redfern, TJ Moore, and Kathy Metcalf.

Set Future Meeting Dates and Locations

Potential dates for the second meeting were discussed and included April 16, 22, and 30. Potential dates for the third meeting are June 15, 16, 24. April 30th has been selected for the second MSWG meeting, and the third meeting is tentatively scheduled for June 16th. After the second MSWG meeting, members will be asked to begin developing proposals for discussion at the third meeting.

Next Steps

- Schedule and conduct SeaSketch training webinars
- Convene a data subgroup meeting
- Read background materials
- Provide supplemental reading materials
- Input additional data and metadata into SeaSketch before the next meeting

Meeting Attendance Roster (February 25, 2015)

Cassidy Teufel	CA Coastal Commission	<i>Present*</i>
John Calambokidis	Cascadia Research	<i>Present</i>
Kathy Metcalf	Chamber of Shipping of America	<i>Present*</i>
Stephen Whitaker	Channel Islands National Park	<i>Present</i>
Kristi Birney (Co-Chair)	Environmental Defense Center	<i>Present</i>
Margaret Cooney	International Fund for Animal Welfare	<i>Present</i>
April Wobst	International Fund for Animal Welfare	<i>Absent</i>
Andrea Mills	Island Packers	<i>Present</i>
Dr. Lee Kindberg	Maersk Line	<i>Present*</i>
Jeromy McConnell	Maersk Line (alternate)	<i>Present*</i>
Capt. Kip Louttit	Marine Exchange of Southern California	<i>Present</i>
Elizabeth Petras	National Marine Fisheries Service	<i>Present</i>
Jessica Redfern	National Marine Fisheries Service	<i>Present*</i>
Megan McKenna	National Park Service	<i>Present*</i>
TL Garrett	Pacific Merchant Shipping Association	<i>Present</i>
Mary Byrd	Santa Barbara County Air Pollution Control	<i>Absent</i>
Joseph Petrini	Santa Barbara County Air Pollution Control	<i>Present</i>
Brandon Link	U.S. Coast Guard	<i>Absent</i>
Mike VanHouten	U.S. Coast Guard (alternate)	<i>Absent</i>
LT Jeff Fry	U.S. Coast Guard (alternate)	<i>Present</i>
John Ugoretz	U.S. Navy	<i>Present</i>
Walt Schobel	U.S. Navy (alternate)	<i>Present</i>
Phyllis Grifman	USC Sea Grant	<i>Present</i>
James Fawcett	USC Sea Grant	<i>Present</i>

* *Attended via webinar*

Final Agenda
Marine Shipping Working Group
Channel Islands National Marine Sanctuary
Casa Las Palmas
323 East Cabrillo Blvd., Santa Barbara, CA 93101
February 25, 2015; 10:00 a.m. – 4:00 p.m.

Meeting Objectives

- Get to know other Working Group members; share interests and areas of expertise
- Discuss and confirm Working Group goals, charge, and ground rules
- Learn about project background and work accomplished to date
- Begin discussing existing data
- Discuss anticipated process and establish future meeting dates

Meeting Agenda

Time	Item	Lead
9:30 am	<i>Arrivals</i>	
10:00 am	Welcome, introductions, and agenda review	• CINMS, MSWG Co-Chairs
10:30 am	Review and confirm project objectives and intended outcomes <ul style="list-style-type: none">• Discuss proposed process, protocols, and timeline	• CINMS, Facilitators
11:00 am	Present background information for Safe Passage	• MSWG Co-Chairs, CINMS
11:45 am	<i>Lunch (provided on site)</i>	
12:30 pm	Share interests and areas of expertise	• MSWG members
2:00 pm	<i>Break</i>	
2:15 pm	Introduce SeaSketch as a decision support tool, including preliminary analytics	• SeaSketch
2:30 pm	Discuss existing data	• CINMS, SeaSketch
3:30 pm	Set future meeting dates/locations	• Co-Chairs, Facilitators
3:50 pm	Wrap up and Next Steps	• Co-Chairs, Facilitators
4:00 pm	<i>Adjourn</i>	

Meeting Materials Provided via Email

- Marine Shipping Working Group Proposal (containing Working Group goals and charge)
- Approach to Implementing the Marine Shipping Working Group's Charge
- 2009 Ship Strike Recommendations Adopted by the SAC
- Conservation Working Group Summary Review of 2009 Ship Strike Recommendations
- Results of Gulf of the Farallones and Cordell Bank NMS 2012 Joint Work Group Recommendations
- Description of 2014 Vessel Speed Reduction Trial Program
- Marine Shipping Working Group Roster
- CINMS Sanctuary Advisory Council Charter