

Transport Canada's Vessel Traffic Management Measures for the Protection of the NARW

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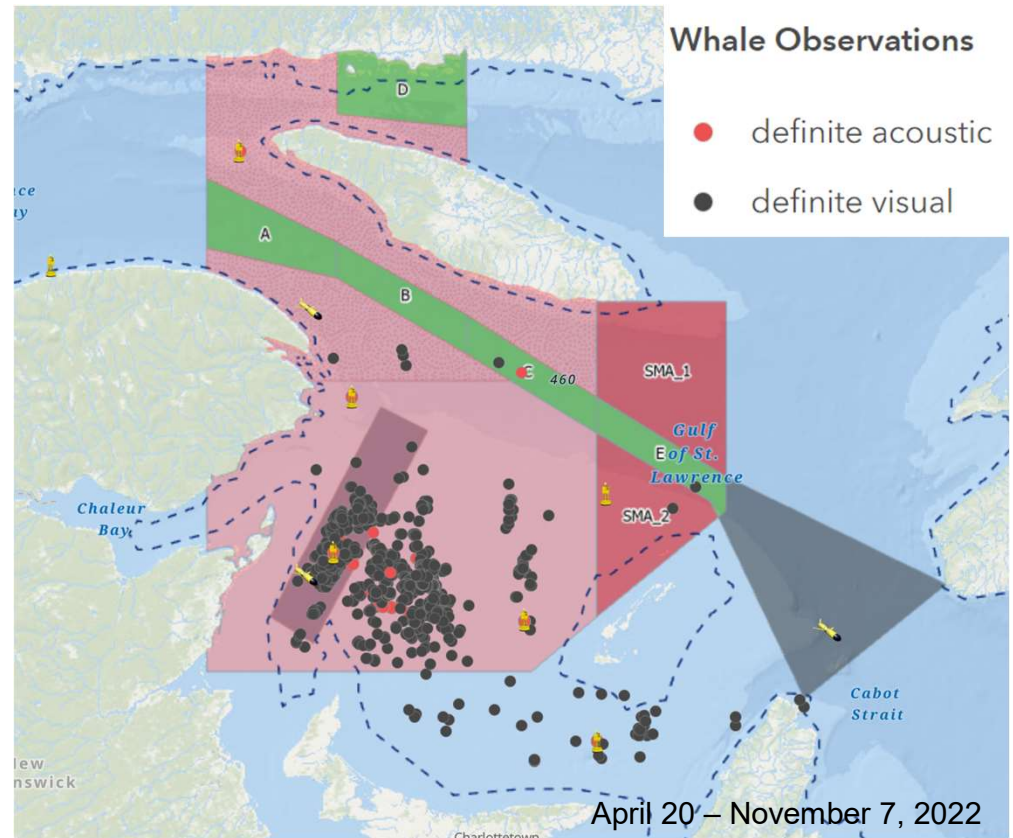
DFO NARW Advisory Committee Meeting

November 22, 2022



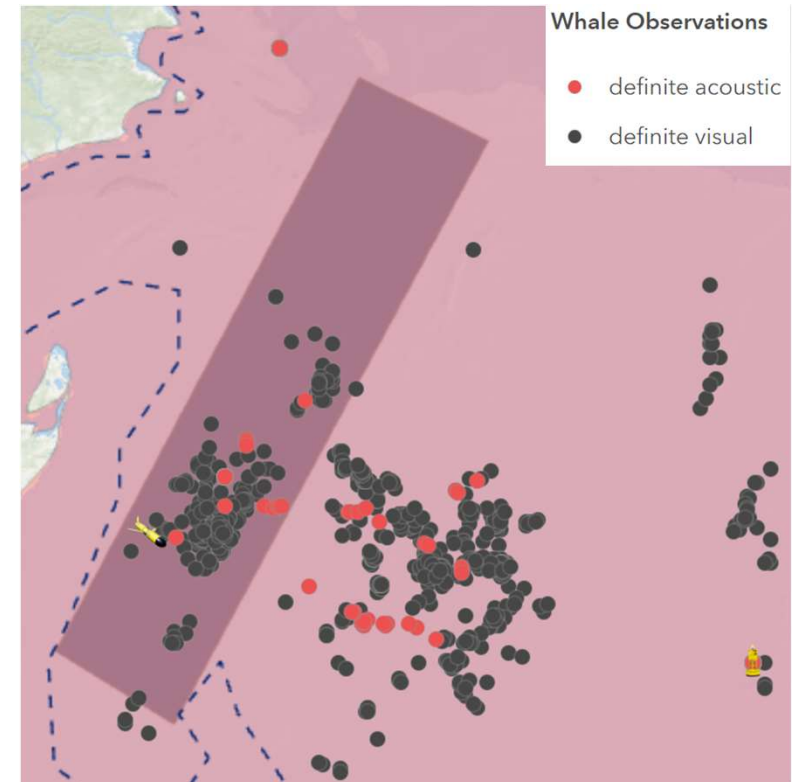
2022 Vessel Management Measures

- Similar as 2021 and 2020
- Implementation Dates:
April 20 to November 15
- Continued use of static and dynamic shipping zones (DSZ)
- Continued application of measures to vessels > 13m
- Compliance to mandatory measures is high (>99 % since 2017)



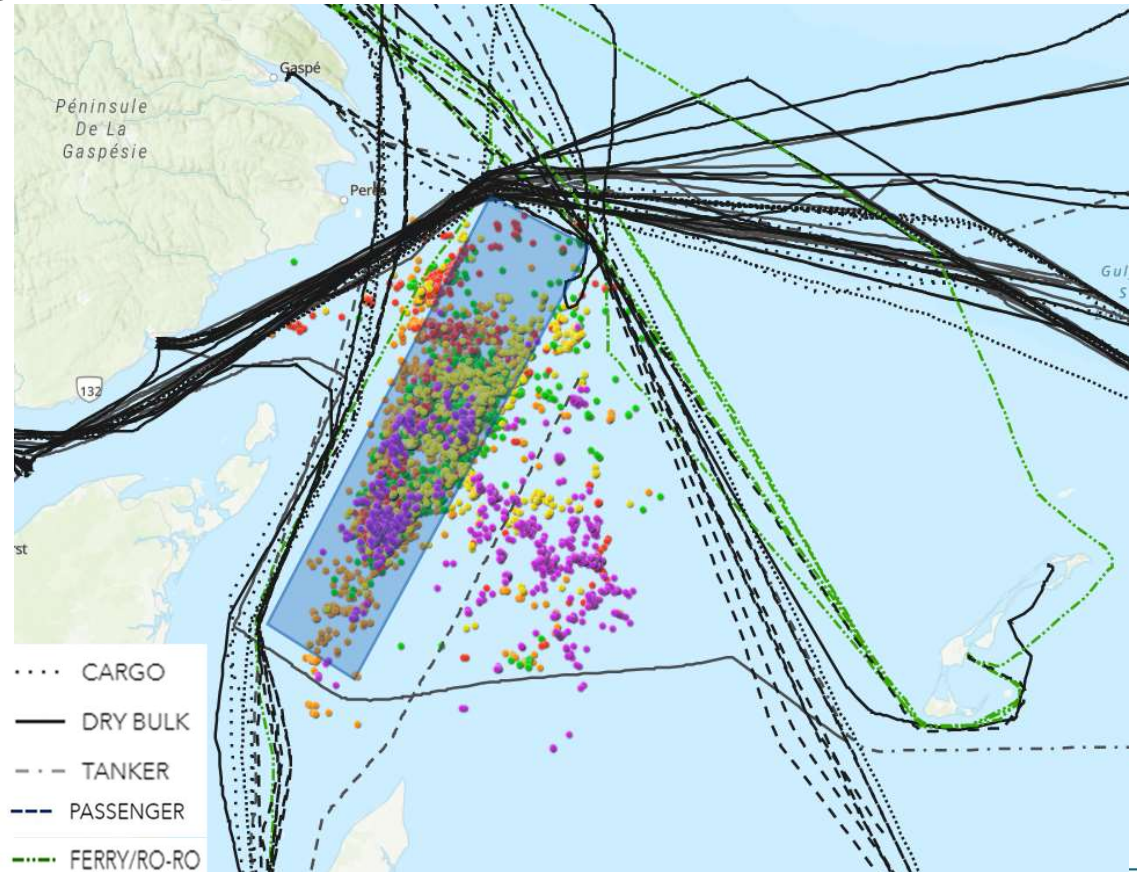
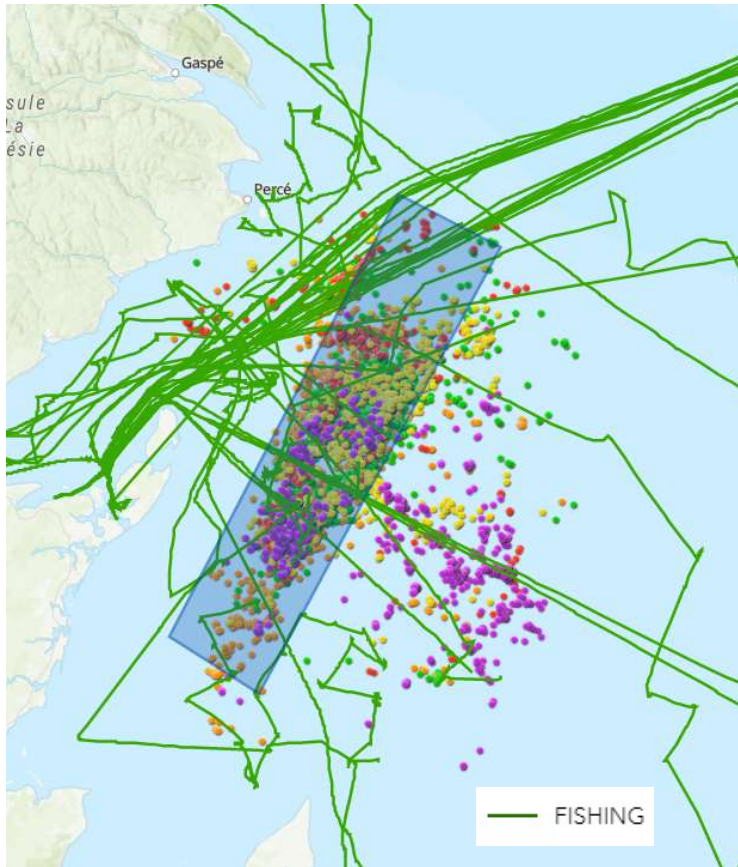
Mandatory Restricted Area – 2022 Review

- Location/size predetermined by historical detections (4000 km²)
- Activation based on DFO's fixed-gear fishing closure protocol – at least 80% of area closed
- Activated and repealed through a NAVWARN
 - Came into effect on June 23 – with 85% closed to fishing
 - Lifted on October 7 once dispersion of NARW out of the RA
- Vessels required to avoid area, or reduce speed to 8 knots to travel through if among listed exemptions
- As of Nov. 7, no penalties have been issued for speed or transit infractions in the RA



NARW Detections June 23 - Oct.7

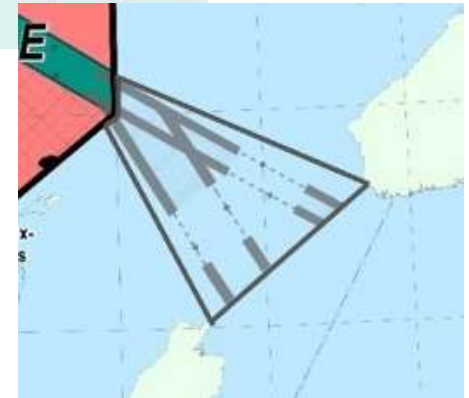
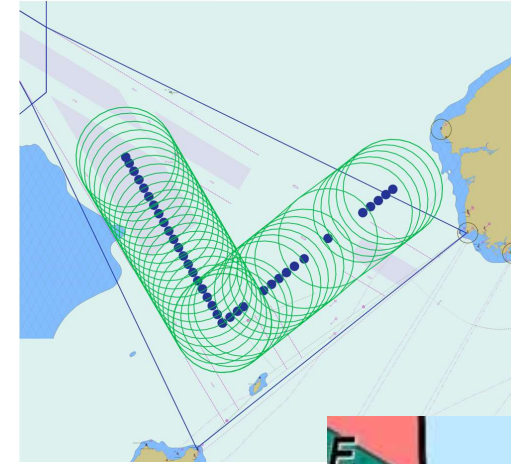
2022 Vessel Traffic in the RA by Vessel Category July – September



2022-11-18

2022 Measures – Trial Voluntary Slowdown in Cabot Strait (final year)

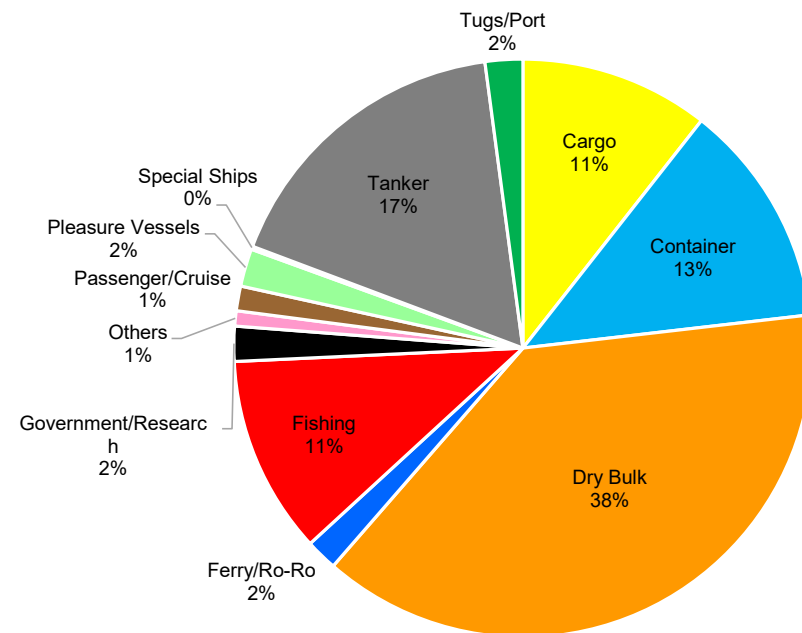
- Voluntary speed restriction of 10 knots
- In place April 20-June 28; and Sept. 28-Nov. 15
- Intended to coincide with greater immigration and emigration to the Gulf of St. Lawrence
- Precautionary measure while more data is collected
 - Glider in Cabot Strait
- Final year of the trial – a recommendation will be made ahead of the 2023 season



Cabot Strait Voluntary Slowdown – Makeup of Traffic

- Dry Bulk, Tankers, Containers and Cargo continue to make up the majority of the transits (79% in 2022 vs. 88% in 2021)
- Fishing vessels transits have increased relatively to other vessel types - 6% in 2021 to 11% in 2022 (now same proportion as Cargo)

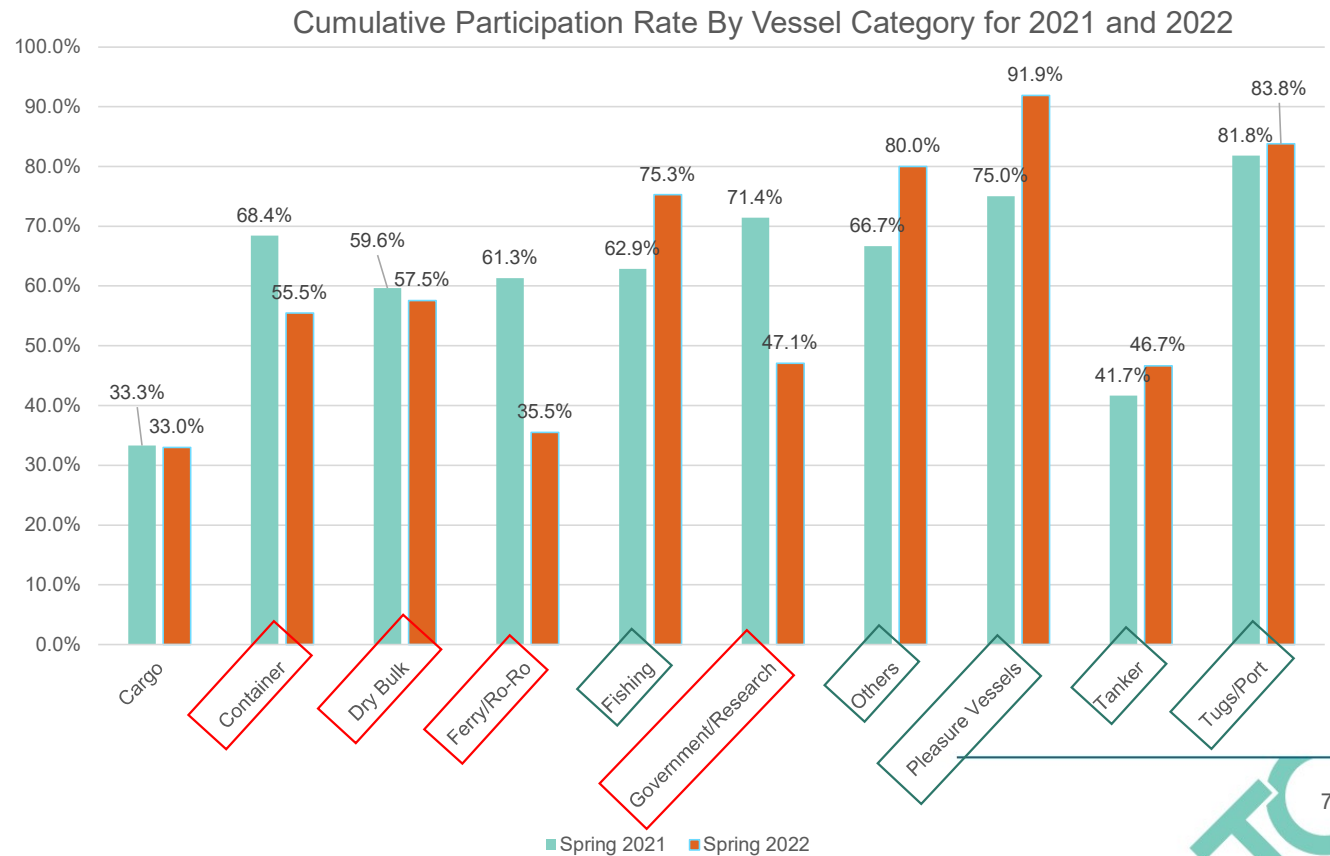
Vessel types transiting through Cabot Strait Spring 2022



Cabot Strait Voluntary Slowdown – Participation by Vessel Category

Comparing Spring 2021 and 2022

- Participation has increased for vessel categories in green boxes
- Participation has decreased for vessel categories in red boxes



2022 TC Monitoring and Surveillance Platforms



Remotely Piloted Aircraft System (RPAS) or drone

- DSZs A and B (July 18-Aug. 17) - Flew 109.8 hours

National Areal Surveillance Program (NASP)

All DSZs, RA and Cabot Strait (Apr. 20-Nov. 15)

– Flew 236.6 hours as of Nov. 1



Underwater acoustic gliders (2) (with DaIU and UNB)

- DSZ E (May 1–June 28) and DSZ C (June 29–Aug. 23) – deployed 115 days
- Cabot Strait (April 21-July 6) and will be re-deployed Oct. 4 to November 11



Testing land-based IR camera system for NARW detection in part of Cabot Strait

Communication with Mariners / Industry Stakeholders

Ship Safety Bulletin on Protecting the North Atlantic Right Whale

- Updated at the beginning of the season

NOTMAR Monthly Editions

- Updated monthly throughout the season as required

Navigational Warnings

- 31 NAVWARNs in 2022 vs 42 for 2021

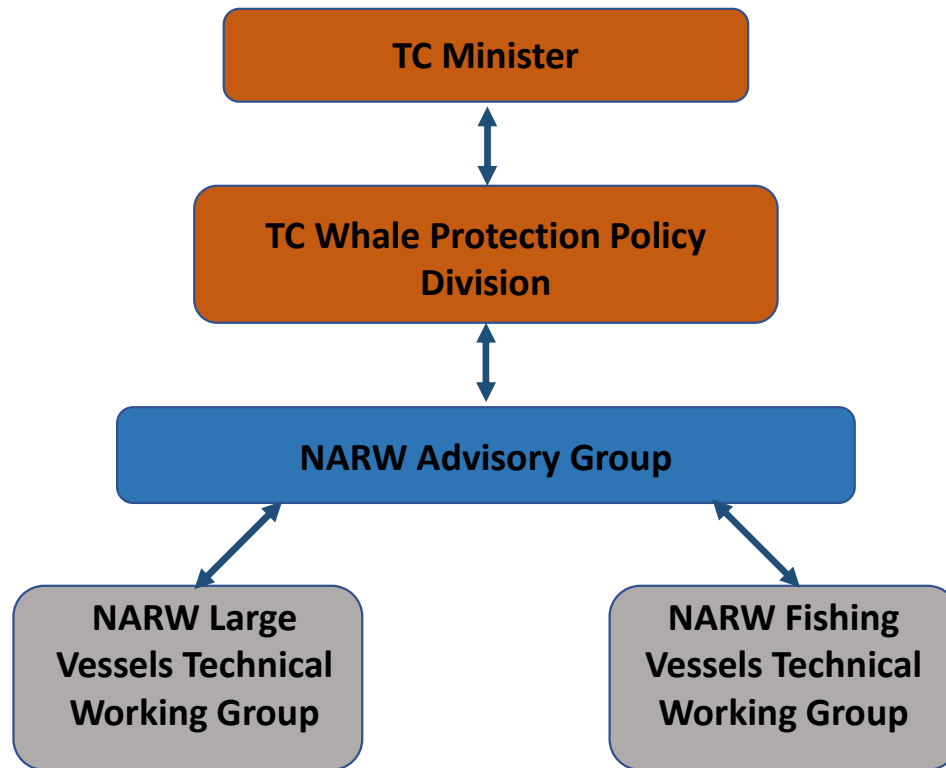
Notice to Fish Harvesters

- 4 Notices to Fish Harvesters published

Communication with Mariners / Industry Stakeholders

- Post card and info sheet developed in collaboration with the Canadian Whale Institute (CWI) and a questionnaire on the intent to participate to the Cabot Strait voluntary slowdown trial were sent by email
- From April 20 – June, TC held bi-weekly operational calls with industry members, then calls were held on a monthly basis from July to November – follow-up emails with statistics bi-weekly
- Ad hoc emails to industry distribution list throughout the season to notify of impending speed management measure (slowdown, lifting of restriction, etc.) or for vigilance in known presence of NARW

TC NARW External Governance



Next Steps and Preparation for 2023

- Analysis of 2022 measures and working with stakeholders to inform approach for 2023
- Continue testing of the land-based IR camera system for NARW detection in part of Cabot Strait. Preliminary data have been received and are currently being reviewed
- Ongoing compliance monitoring and enforcement

A photograph of two whales swimming in deep blue water, viewed from above. The whales are dark in color with lighter patches on their heads. The background is a solid dark blue.

Thank you!

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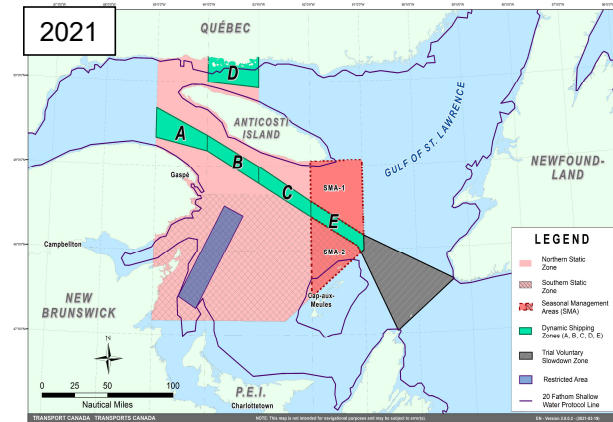
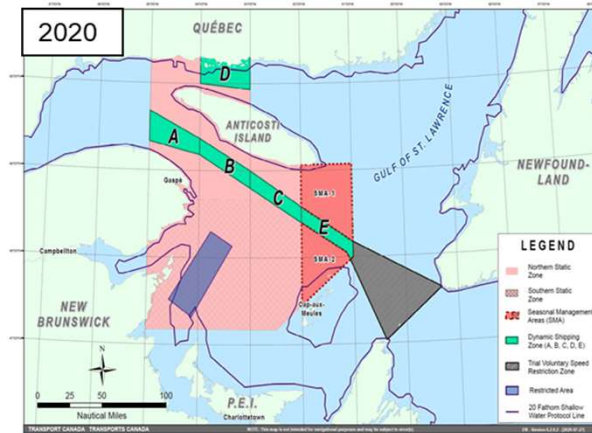
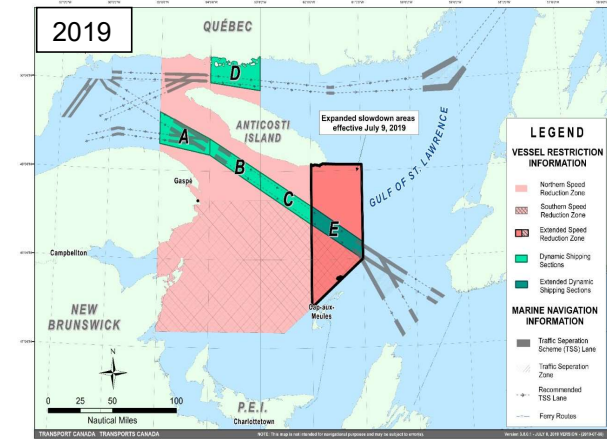
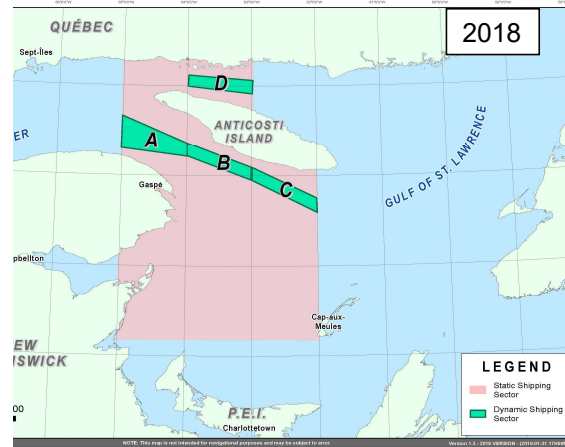
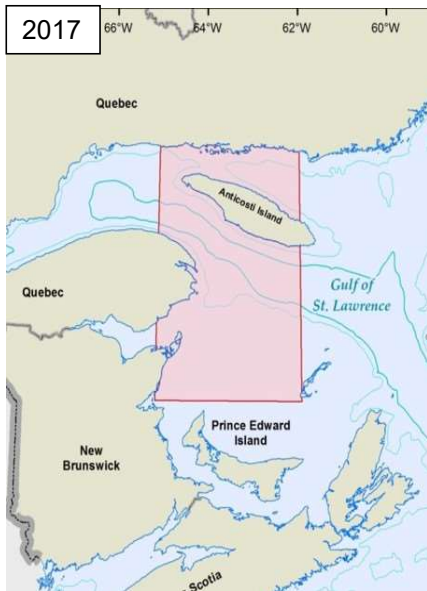
Image provided by DFO

ANNEX

North Atlantic right whale – Context

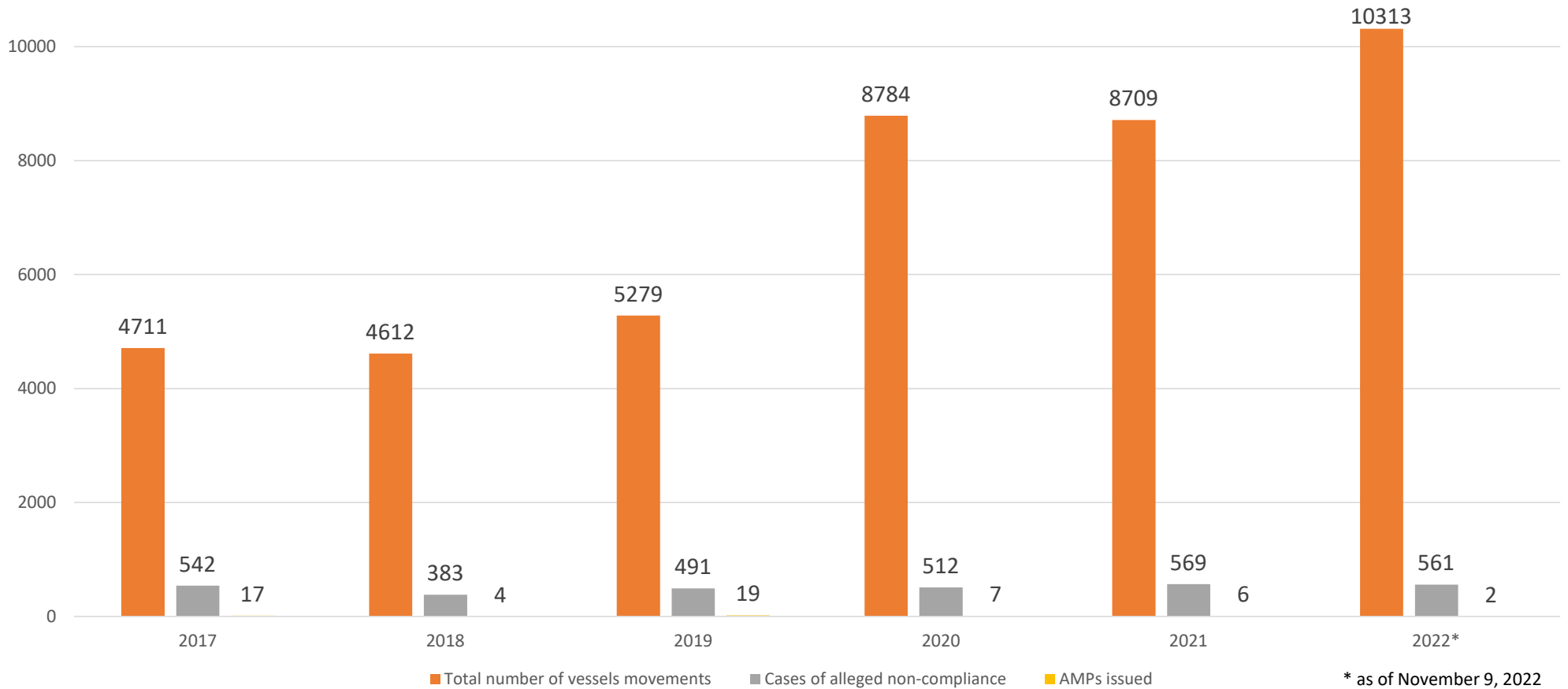
- 12 NARW deaths in Canadian waters in 2017 and 8 deaths in 2019
- In response, the Government of Canada has taken concrete steps to protect NARW, which have been increasingly present in the Gulf of St. Lawrence
- Transport Canada (TC) implemented measures such as vessel speed restrictions and areas of restricted navigation
- Measures informed, and adapted year-over-year based on evolving science, data, and input from industry, academia, non-governmental organizations, and other stakeholders
- TC lead on issues of vessel strikes; DFO lead on issues of entanglement
- No reported deaths in Canadian waters since 2019

Evolution of NARW Protection Measures



2022-11-18

2017 – 2022 Compliance Statistics*



Compliance and Enforcement – Administrative Monetary Penalties (AMPs)

Year	Number of AMPs issued	Total Yearly Value
2017	17	\$102,000
2018	4	\$24,000
2019	19	\$145,800
2020	7	\$63,150
2021	6	\$123,375
2022	2*	\$16,500*
TOTAL SINCE 2017	57*	\$521,075*

**as of November 9, 2022*

Fishing Associations Invited to Transport Canada NARW Bi-Weekly Industry Meetings and Email Updates

Association des pêcheurs professionnels crabiers acadiens (APPCA)		
Area 19 Snow Crab Fishermen's Association		
Association des pêcheurs professionnels crabiers acadiens (APPCA)		
Association des crabiers acadiens (ACA)		
Le Regroupement des Pêcheurs Professionnels du Sud de la Gaspésie		
Maritime Fishermen's Union (MFU)		
Maritime Fishermen's Union (MFU)		
PEI Fisherman's Association		