15:05  A sociological investigation on the attitude of ferry’s passengers towards a cetacean safe maritime mobility: can reduction of vessel speed to reduce the risk of ship strike be a commercially sustainable tool? – Roberto Crosti

15:10  Prey preferences of fin and humpback whales occurring sympatrically in the Celtic Sea revealed by stable isotope (δ13C and δ15N) Bayesian mixing models – Conor Ryan

15:15  Potential impacts of artisanal fisheries on the bottlenose dolphin population of the Sado estuary, Portugal – Marina I. Laborde

15:20  Presence of harbour porpoises (Phocoena phocoena) during and after the construction of two gas pipelines in the Pomeranian Bight – Laura Wollheim

ACOUSTICS I

15:30  Acoustically invisible blue whales (Balaenoptera musculus) during feeding in Northeast Iceland – Tomonari Akamatsu

15:45  Humpback whale song characteristics described from subarctic feeding grounds – Rangyn Lim

16:00  An overview of LATTE: Linking Acoustic Tests and Tagging using statistical Estimation: Modeling the Behavior of Beaked Whales in Response to Mid-Frequency Active Sonar – Tiago A. Marques

COFFEE BREAK 16:15-16:45

ECOLOGY I

16:45  Population structure and parameters of short-finned pilot whales in an oceanic archipelago (Madeira, NE Atlantic): implications for conservation – Filipe Alves

17:00  Interspecific antagonistic interaction between two cetacean species – Renaud de Stephanis

17:15  Modelling habitat preferences of small cetaceans in southern Chile reveals fine scale habitat partitioning – Tilen Genov

17:30  Assessing the feeding ecology of coastal dolphin populations: can you make it with behavioural and biopsy sampling? – Paula Méndez-Fernandez

POSTER SESSION 1 - Odd numbers
18:00-19:30 Old Shipping Warehouse
A sociological investigation on the attitude of ferry’s passengers towards a cetacean safe maritime mobility: Can reduction of vessel speed to reduce the risk of ship strike be a commercially sustainable tool?

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According to several reports, collisions between large vessels and large cetaceans are one of the known main causes of threats to whales. EU-directives and Intergovernmental-Agreements state norms for the conservation of cetacean species present in the Mediterranean Basin. Supported by these norms and in order to reduce the risk of ship strikes many conservation bodies suggested the reduction of vessel speed (reasonably in cetacean high density areas). On the other hand in recent years many shipping companies, often commercially competing with each other, have increased cruise speed with the aim to supply a better service for customers willing to reach the proper destination faster. Within this framework, and following a multidisciplinary approach (combining natural and social science), to investigate the attitude of ferry’s passengers towards a cetacean safe maritime mobility a questionnaire on marine environment and cetacean awareness was supplied to a sample of 521 passengers of the Corsica-Sardinia-Ferries travelling along the Bastia-Savona (within the Pelagos-Sanctuary) and the Civitavecchia-G.Aranci routes. Results showed, among the others, that more than 80% of passengers would prefer to use a ferry company more oriented towards the environment more than on customers’ needs and that more than 75% of passengers would prefer to choose a company that reduces ferry speed if this would reduce the risk of ship strikes. This multidisciplinary study shows that, according to the investigated sample, creating cetacean safe routes (reducing the speed of the ferries) could find customers favor without being, subsequently, an economical disadvantage (considering also cost of fuel) for the shipping companies. Interestingly the survey (subsample) also showed that only less than 10% of the
passengers on the Bastia-Savona were aware to travel all across a protected-area and that 65% of the passengers on the Civitavecchia-G.Aranci believed, incorrectly, that the crossed region was (even partially) a Protected Area.