U.S. Department of Homeland Security

United States Coast Guard







To: All Mariners

April 22, 2022

The National Oceanic and Atmospheric Administration (NOAA) with support from the United States Coast Guard (USCG) and Environmental Protection Agency (EPA) is issuing a voluntary 10-knot Vessel Speed Reduction (VSR) request that goes into effect May 1 off of San Francisco and southern California; please see the attached charts. Large ships travelling 10 knots give whales more time to move to avoid a strike, reduce the lethality of a strike should one occur, generate less harmful ocean noise and have fewer air emissions. Thus, the goals of these voluntary VSR zones are to reduce the risk of fatal ship strikes to endangered blue, fin, and humpback whales, reduce ocean noise and protect public health adjacent to Greater Farallones, Cordell Bank, Monterey Bay, and Channel Islands national marine sanctuaries. These whale species are protected under the Federal Endangered Species Act (16 U.S.C. 1538 et seq.), the Marine Mammal Protection Act (16 U.S.C. 1361 et seq.), and the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.). Any unauthorized take of whales, even if unintentional, by vessels transiting in U.S. waters violates federal statutes.

The voluntary VSR request will be in effect May 1 to December 15, 2022 for all VSR zones off California, as shown in the attached charts. Note the expansion of the VSR zone off San Francisco over prior years is designed to reduce ship strike risk in areas of known whale presence and vessel traffic. The season has been extended to account for the presence of whales later in the year.

NOAA, USCG and EPA request that all vessels 300 gross tons (GT) or larger reduce speeds to 10 knots when transiting within the designated VSR zones. We request your cooperation with the voluntary VSR to protect the health of communities living near these zones, and whales that annually migrate to and through these zones. All transits by vessels 300 GRT or larger are analyzed by NOAA via Automatic Information System (AIS) data provided by USCG to assess the industry's cooperation.

NOAA, USCG and EPA are committed to the long-term protection of nationally significant marine resources and public health by enhancing marine safety and environmental awareness in the maritime community. We encourage vessel crews to report whale sightings through the Whale Alert App (http://www.whalealert.org). If you have questions please contact Sean Hastings, (805) 705-1790, sean.hastings@noaa.gov. NOAA, USCG and EPA commend your commitment to protecting endangered and threatened whales and protecting public health by cooperating with the 10-knot VSR requests and working towards a goal of 100% cooperation in 2022.

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William J. Douros, Regional Director NOAA Office of National Marine Sanctuaries West Coast/Region

Brian K. Penover, Rear Admiral U.S. Coast Guard District Eleven

Scott R.

Scott Rumsey, Acting Regional Administrator NOAA National Marine Fisheries Service West Coast Region

Marth

Martha Guzman, Regional Administrator Environmental Protection Agency Region 9

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2022 Voluntary Vessel Speed Reduction Zone

San Francisco Bay Region



NOAA Chart 18010

This map is not to be used for navigational purposes

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2022 Voluntary Vessel Speed Reduction Zone

Southern California

A	VESSEL SPEED REDUCTION PACT OF SHIP STRIKES ON V	
NOAA strongly recommends that vessels 300 gross registered tons or larger transit the Vessel Speed Reduction Zone at 10 knots or less from May 1 – December 15, 2022. These areas contain populations of endangered blue, humpback and fin whales that are federally protected under the Federal Endangered Species Act (16 USC 1538 et seq.), the Marine Mammal Protection Act (16 USC 1361 et seq.), and the National Marine Sanctuaries Act (16 USC 1431 et seq.).		
The southern California Voluntary Vessel Speed Reduction Zone extends from approximately Dana Point to Pt. Arguello as depicted below and vessels are requested to transit at 10 knots or less anywhere in this zone. Vessels already transiting south of the northern Channel Islands are also encouraged to transit outside of the Voluntary Extended Area To Be Avoided * to reduce the overlap of ships and endangered whales. Every effort should be made to comply with any instruction received from the Navy when transiting south of the Channel Islands.		
Pt. Conception Santa	Barbara whales to NOAA at Coast Guard on VHF date and location, th description of the anim	isions with whales or any observed injured or dead 877-SOS-WHALe (877-767-9425) or to the U.S. Channel 16. If you see whales, please record the e number of whales, the species (if known) and a hals and report sightings through WhaleAlert, a free vailable at http://westcoast.whalealert.org.
33° 49.411' N 121° 01.796' W VOLUNTARY VESSEL	SPEED REDUCTION ZONE	For more details, please contact Sean Hastings at sean.hastings@noaa.gov or (805) 705-1790
10 K N O T 33° 18.066' N 121° 01.796' W		Southern Dana Pt. 755 33° 18.066' N 117° 29.988' W
NOAA Voluntary Vessel Speed Reduct Voluntary Extended Area To Be Avoide Existing Areas To Be Avoided (ATBA)	ല് മാജ്യങ്ങള് പ്രിച്ചും ഇതിന് പ്രതിക്കും ന്	
NOAA Channel Islands National Marin Traffic Separation Scheme (TSS)	Angeles and Long Beach (LA/LB) are a Channel as shown on NOAA and Admir	western and northern approach to and from the Port Of Los dvised the established TSS through the Santa Barbara alty charts is the only International Maritime Organization area and the Navy advises that continuous hazardous in the U.S. Point Mugu Sea Range. Map source: NOAA CINMS
NOAA Chart 18022	Chart not for navigational purposes.	13 APRIL 202