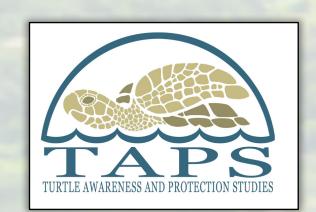


QUANTIFICATION AND IMPACTS OF NAUTICAL TRAFFIC ON HAWKSBILL PRESENCE IN A HONDURAN MARINE PROTECTED AREA: A PROGRESS REPORT



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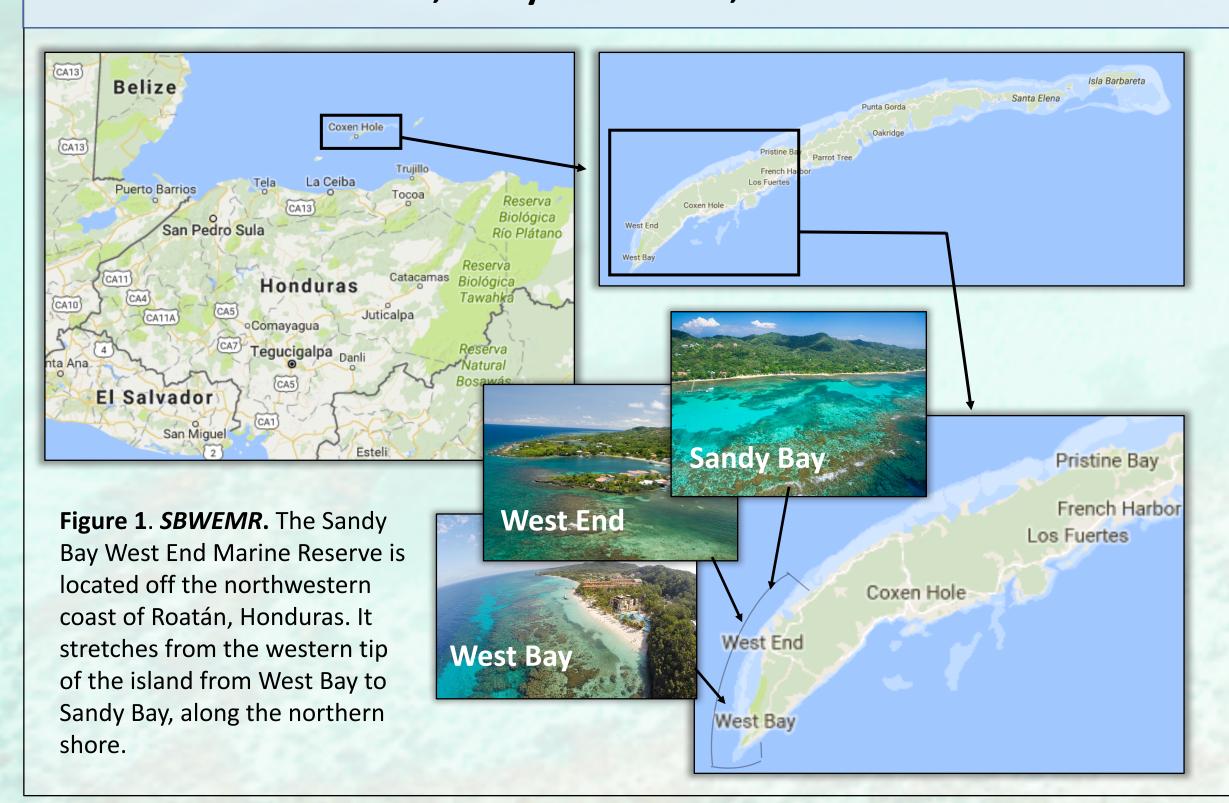
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Background

- Marine protected areas (MPAs) implemented to reduce negative impacts of human activities on marine organisms (Lubchenco et al. 2003).
- Many MPAs overlook specific threats, such as nautical traffic and effect on distribution and behavior of marine turtles (Hilborn 2015).
- Sandy Bay West End Marine Reserve (SBWEMR) has many dive centers, hotels, and marinas, which generate boat traffic.
- Studies show boating activities can alter typical activity patterns, increase stress, and lead to physical injury in aquatic animals (Bracciali et al. 2012; Niemi et al. 2014; Pirotta et al. 2015).
- Previous studies suggest that SCUBA diver interactions may negatively impact hawksbill behaviors in the SBWEMR (Hayes et al. 2016).
- Neither effects of boat traffic on hawksbill distribution and presence, nor effect of boat traffic on hawksbill behavior have been assessed.

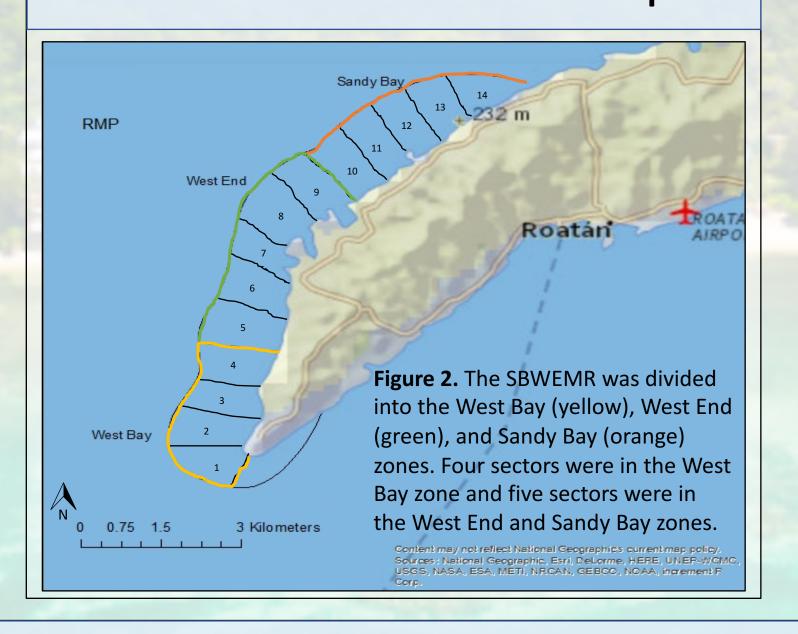
Roatán, Bay Islands, Honduras



Methods

- The SBWEMR divided into 3 zones: West Bay (WB), West End (WE), and Sandy Bay (SB) (Fig. 2).
- Zones further divided into 14 sectors for counting purposes (Fig. 2).
- WB, WE, and SB zones comprised of 4, 5, and 5 sectors (Fig. 2).
- Boat counts in the morning (8:30-10:30 am), midday (12:00-2:00 pm), and late afternoon (2:30-4:30 pm).
- We calculated boat intensity (the number of boats passing through an area per hour) in each zone and sector during each time period.
- Boats were classified as taxi, dive, recreational, or non-motorized boats, and then specified according to size: small, medium, or large (Fig 3).
- Within each sector, turtle presence surveys were completed using SCUBA during the same time periods. For each juvenile hawksbill sighted, the location, turtle depth, time, tag number, and visibility were recorded.

Zones and Sectors Map



Boat Classifications



Small: < 2 m; Medium: 2-8 m; Large: > 8 m Figure 3. Boat Size and Type. Counted boats were classified as taxi, dive, recreational, or non-motorized boats, and as small, medium, or large.

Results

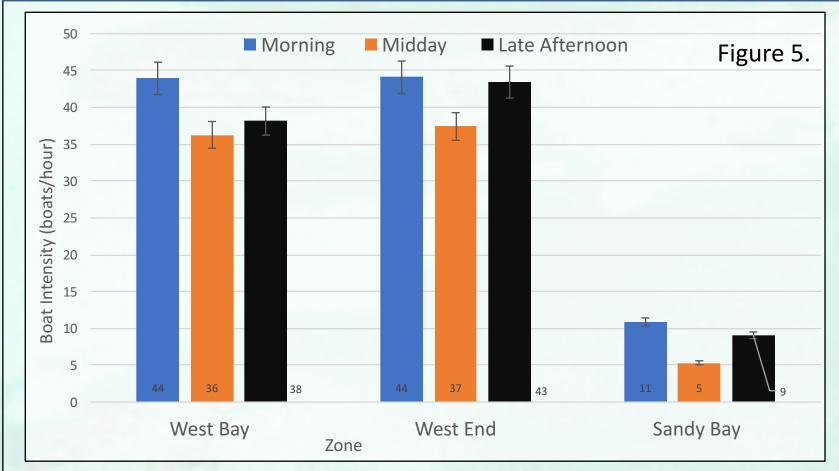


Figure 5. Boat Intensity by Zone. Boat intensity in the Sandy Bay West End Marine Reserve separated by zone and categorized by morning, midday, and late afternoon.

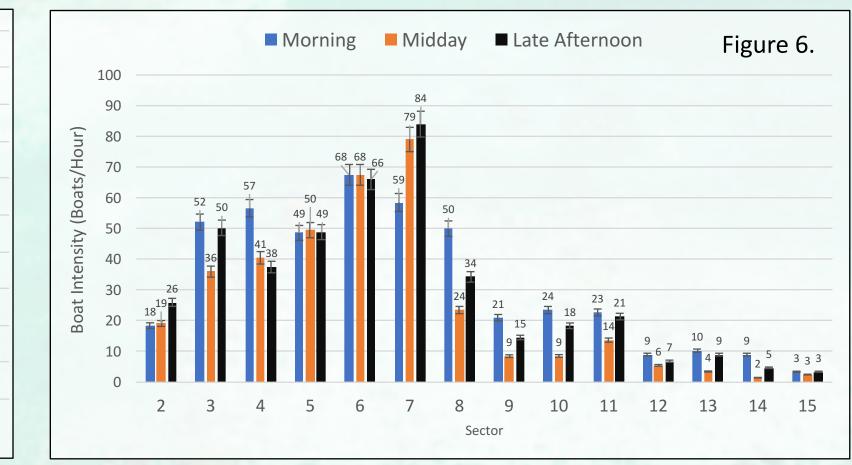


Figure 6. Boat Intensity by Sector. Boat intensity in the Sandy Bay West End Marine Reserve separated by sector and categorized by morning, midday, and late afternoon.

Figure 7. Turtle Surveys
Completed. Number of
juvenile hawksbill
surveys completed in
the Sandy Bay West End
Marine Reserve in the
morning and late
afternoon.

Figure 9. Normalized Turtle
Sightings. Due to unequal
observations, comparative
values were created by
dividing turtle sighting events
in each sector by the number
of observations in that sector.

Figure 8. *Turtle Sightings*. Number of juvenile hawksbill sightings in the Sandy Bay West End Marine Reserve separated by sector and categorized by morning and late afternoon.

Results continued...

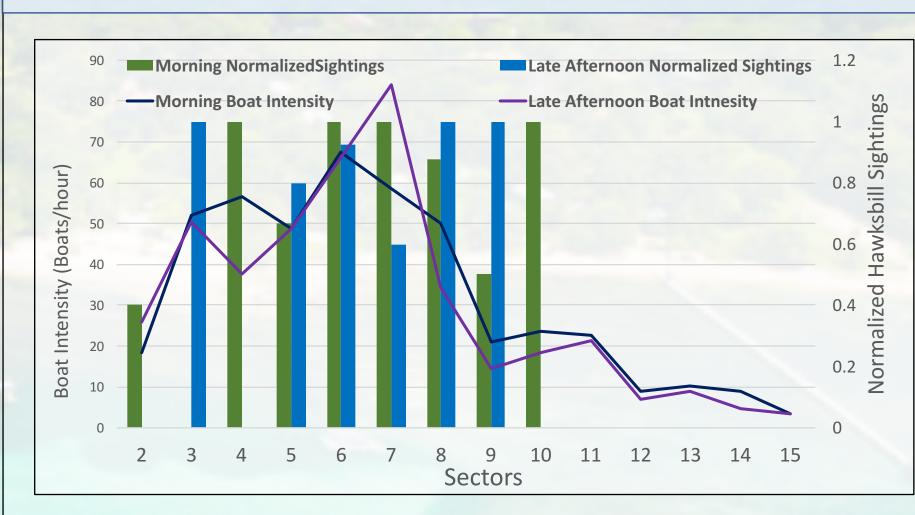


Figure 10. Trend
Comparison. The
boat intensity in
the Sandy Bay
West End Marine
Reserve separated
by sector and
categorized by
time period
compared to
normalized turtle
sightings.

Conclusion/Future Studies

- There is no significant difference in boat traffic intensity between the West Bay and West End zones, but there is a significant difference between the Sandy Bay zone compared with the West Bay and West End zones.
- There was a significant difference in boat traffic intensity at the sector level.
- Currently, there is no apparent trend in turtle presence throughout the observed sectors of the SBWEMR.
- Similar turtle presence in each sector was observed.
- Continue to collect video footage of hawksbills in the presence and absence of boats to determine behavioral change in the presence of boats.
- Complete turtle presence surveys in the midday time period, Sandy Bay zone, and certain sectors in West Bay and West End.

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WIDECAST







