

Draft Migratory Bird Treaty Act
Procedure

SCANA Corporate Environmental
Services

Migratory Birds and Guidelines for Managing Bird-related Issues

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Migratory Birds and Guidelines for Managing Bird-related Issues

1.0 PURPOSE

These guidelines will assist SCE&G employees to comply with federal and state requirements for migratory birds as stated in SCE&G's Corporate Environmental Policy Statement, CEPS 501, *Protected Species*.

2.0 SCOPE

This information is intended to assist SCE&G field personnel and its contractors in managing bird situations and to identify and document bird incidents involving injuries, mortalities and problem nests. By monitoring where incidents are occurring, SCE&G can determine if structures should be modified to protect the species and to reduce impacts to electric operations. Proper incident tracking and reporting are required by state and federal salvage and nest depredation permits. These guidelines also provide information on SCE&G's Eagle Protection Program. Even though these procedures specifically address bird interactions with power lines and associated electrical equipment, any take or disturbance of habitat of an eagle or other threatened or endangered species is a violation of state and federal laws. Caution must be used when personnel in other areas such as Gas Operations, Generation, Land and Facilities Maintenance work in or near protected species and their habitat.

3.0 REFERENCES

- Bald and Golden Eagle Protection Act
- Endangered Species Act (ESA)
- Migratory Bird Treaty Act (MBTA)
- CEPS 501-Protected Species
- Distribution Construction Standards Manual
- *Habitat Management Guidelines for the Bald Eagle in the Southeast Region* (USFWS, 1987)
- *Suggested Practices for Raptor Protection on Power Lines: The State of the Art in 1996* (EEI, APLIC)
- *Mitigating Bird Collisions with Power Lines: The State of the Art In 1994* (EEI, APLIC)

3.1 Applicable Regulatory Requirements

The Migratory Bird Treaty Act (MBTA) protects all common wild birds and their nests found in the United States except the English or house sparrow, European starling and feral pigeon. This Act makes it unlawful for anyone to take, capture, collect, possess, buy, sell, trade, ship, import, or export any migratory bird, including feathers, parts, nests or eggs. Nest destruction, bird electrocutions, and collisions violate the MBTA as misdemeanors and utilities can be fined up to \$10,000 per occurrence. **Individuals can also be imprisoned up to six months.**

Bald and golden eagles, eggs, and their nests are protected under the MBTA and Bald and Golden Eagle Protection Act. The Bald and Golden Eagle Protection Act expands protection to prohibit the harassment of eagles. **Bird deaths can result in \$5,000 civil fines per occurrence under the Act, and organizations can be fined up to \$500,000 if they kill eagles knowingly or with wanton disregard for the consequences of their act. Felony imprisonment is up to 2 years.**

Additional protection is afforded to threatened and endangered species under the federal Endangered Species Act (ESA). Under this law, it is illegal to harass, wound, kill, capture or collect a protected species without a permit. It is also against the law to have in your possession any body part or feather of a threatened or endangered animal. The ESA increases protection to the habitat of the listed species. The American bald eagle and the red-cockaded woodpecker are the two federally listed species you are most likely to encounter in your work at SCE&G. Appendix A is a list of Endangered and Threatened bird species found in South Carolina. **Organizations can be fined up to \$50,000 if they knowingly take endangered species, and individuals can be imprisoned up to 1 year.**

Failure to comply with these laws can result in substantial penalties. Both SCE&G and its contractors may be held accountable and individual Company employees can be held personally responsible.

Appendix B is a list of Species of Management Concern. Bird species whose populations are believed to be in decline and in danger of becoming threatened or endangered are called species of management concern. Both the state and federal governments maintain listings of sensitive species. The American Kestrel and Brown Pelican are the birds most likely to be encountered in this category. Consideration should be given to these species when making nest relocation decisions.

Applicable Permits. SCE&G acquired permission from state and federal regulators to allow employees and contractors to relocate active nests of most species from SCE&G facilities. The federal U.S. Fish & Wildlife Service (USFWS) nest depredation permit and SC State authorization letter are found in Appendices C and D, respectively. Under the USFWS Salvage Permit (Appendix E), SCE&G is authorized to retrieve, transport, and temporarily possess protected birds. Copies of these permits must be in a person's possession when conducting activities authorized under the permits. State and federal laws have incident and annual reporting requirements as conditions of permits; so in order to assure proper notification, it is important to complete the referenced forms.

4.0 DEFINITIONS

Active nest-Any nest with eggs or young birds present.

Inactive nest-Any nest without eggs or young birds present.

CES-Corporate Environmental Services, main contact is Laura Blake-Orr, (803) 217-7132.

Depredation permit-Is a permit issued by the USFWS that authorizes SCE&G to remove and relocate active nests of migratory birds excluding ospreys, threatened and endangered species.

Imminent danger-Due to the presence of a bird nest, there exists imminent danger of fire or electrocution to the birds, or immediate threat to human health, safety, or property, or an impediment to the safe and efficient provision of electrical power requiring emergency action.

Migratory bird-Any of over 700 native birds protected by the Migratory Bird Treaty Act (MBTA). Examples include all birds of prey, all woodpeckers, Carolina wrens, pelicans, etc.

Nesting period-In the SCE&G service area, the primary nesting period for most birds is from April through July; although, some of the larger raptors nest earlier. The nesting period may begin earlier and end later than these months depending on the species.

Occupied nest-A nest with an incubating adult (sitting on eggs), eggs, or young present. The term is used synonymously with *active nest*.

Problem nest-A nest that may result in death to birds, electrical outage, property damage, or otherwise interfere with power operations. Nests can be found in cavities in power poles or trees, on the ground, in trees or bushes, or on structures.

Raptors- Birds of prey with hooked beaks and talons for grasping and killing prey; includes eagles, hawks, vultures, falcons, owls, and ospreys. Also refer to the National Geographic Field Guide to Birds of North America located at your crew quarter to assist in identifying birds.

Salvage permit-Is a permit issued by the USFWS that authorizes the permittee to retrieve, transport, and temporarily possess injured or dead birds.

SCDNR- An acronym for the South Carolina Department of Natural Resources. Refer to Appendix F for a list of SCDNR personnel in your area.

Species of management concern-These birds are not formally classified as threatened or endangered species; however, in South Carolina they are considered to be declining and in danger of becoming threatened or endangered.

Take - Take is broadly defined to include capture, trap, collect, pursue, shoot, wound, or kill, or attempt any of these activities.

Threatened and endangered species-The Endangered Species Act (ESA) protects animals and plant species that are "endangered" or near extinction, and "threatened" or likely to become endangered in the foreseeable future.

USFWS-An acronym for the United States Fish and Wildlife Service.

5.0 GENERAL

Power poles attract birds of prey, or raptors as perching and nesting sites. Birds use power lines in areas where there is an absence of natural structure on which to perch or nest. Nesting by osprey and other birds is associated with problems of service reliability and legal compliance. Bird mortality, due to electrocutions with distribution and some $\leq 69\text{kV}$ transmission power lines, as well as line collisions, receives considerable attention by utilities, regulatory agencies, and the public

A successful bird protection program:

- Improves system reliability and minimizes damage to electrical equipment;
- Protects birds and reduces financial risk to the company by avoiding fines for violation of laws;
- Promotes a positive environmental image to our customers, the general public, and the regulators.

6.0 RESPONSIBILITY

The facility manager, transmission and distribution engineers and planners, and supervisory personnel are responsible for implementing these guidelines and assuring that all employees and contractors understand the requirements. Failure to implement bird protection measures could subject SCE&G to fines and individuals to fines and imprisonment. For additional assistance with bird-related issues, contact Corporate Environmental Services (CES), Laura Blake-Orr at (803) 217-7132.

7.0 PROCEDURE

7.1 Problem Nest Removal, Relocation and Reporting Guidelines

7.1.1 - General

Some examples of work that may bring employees into contact with birds and their nests include but are not limited to: gas and electric rights-of-way construction and maintenance; replacement of transmission and distribution poles with nest cavities present; maintenance around nests located on pole cross arms and braces and in substations, or power plants; nests on or inside meter bases or street lights; and demolition of buildings or structures that may contain nests. Since occupied nests of most species are protected by the MBTA, the employee must decide whether the work has to proceed immediately or whether it can wait a period of several days or weeks until the young birds leave the nest; waiting is the better alternative. Under certain circumstances where work must proceed immediately it may be necessary to remove an active nest of a protected species.

SCE&G obtained federal and state permits to relocate active nests of protected species (see Appendices C and D). CES renews the permits as necessary and distributes to appropriate SCE&G personnel. These permits only allow employees to relocate, not destroy, active nests. Relocate nests to an area as similar and as close to the original nest site as possible and monitor to determine outcome. There are several management options to consider,

depending on the particular situation including constructing an artificial nest box, nest platform, or modifying the pole to accommodate both nest and power operations.

Report the relocation to CES either verbally or via the Active Nest Relocation Report (Attachment A). CES must report relocations and prepares an annual report for the USFWS. It is best to contact CES or a South Carolina Department of Natural Resources (SCDNR) representative (Appendix F) for assistance with occupied problem nests prior to management action except in situations of imminent danger. Nests that cause instantaneous or sustained outages should be recorded through the outage reporting system (OAS).

These permits do not allow SCE&G employees or contractors to conduct any activity that disturbs an active or inactive nest of a threatened or endangered bird (Appendix A) or an osprey. In the extremely exceptional case of imminent danger, nest material may be trimmed, conductors moved, or other appropriate action taken prior to receiving special permission. Any action taken on an occupied nest prior to CES notification is highly unusual, and extreme caution is recommended. Practices to protect eggs or young, if present, must be followed. Contact CES as soon as possible after the action has been taken, so that the necessary notifications can be made.

If the bird is not protected under the MBTA, an active or inactive nest may be removed without notification. This only applies to three species of birds—the pigeon, the European starling, and the English (or house) sparrow. Positively identify the bird before removing an active nest.

With the exception of endangered/threatened species and ospreys a permit is not required to remove or manipulate an inactive (unoccupied) migratory bird nest. Power lines, substations, and other company facilities should be inspected from August through December to remove inactive nests. As long as Company personnel are certain a nest is inactive, it may be removed at any time. Reoccupation and rebuilding of nests during subsequent breeding seasons is common and simply removing an unoccupied nest may not be a long-term solution.

7.1.2 Osprey Nests

Osprey nests on power line structures may present an electrocution hazard to birds. Nesting material and droppings can cause outages and hinder maintenance work. Do not disturb an active or inactive nest unless CES or SCDNR gives permission. The relocation must be reported to CES verbally or via the Active Nest Relocation Report (Attachment A). Nests that cause instantaneous or sustained outages should be recorded through the outage reporting system (OAS).

Osprey nest along rivers, lakes, ponds and estuaries, or any body of water and a breeding pair will return to the nest they occupied before. In areas where natural nest sites are lacking, birds may construct nests on artificial structures such as power pole cross arms. Surrounding habitat should be taken into consideration when planning new line construction around water bodies. In general, raptor-safe structures shall be used whenever

construction is planned within 100 yards of open water. It is less expensive to build in raptor-safe design rather than retrofit the structure later. Ospreys are persistent builders; once they choose a location, it is difficult to discourage their nesting instinct simply by removing nesting material.

To minimize ongoing power disruption and damage it may be desirable to move the nest to an alternative site. If a suitable natural location does not exist, install an artificial structure adjacent to the pole or modify the pole to accommodate both nest and energized lines; refer to Appendix G, *Guidelines for Building Artificial Nesting Platforms*.

Numerous artificial nesting platform designs exist. The design found in the *Distribution Construction Standards Manual* (refer to MPHR-1, sheet 2 of 2) is a simple double arm design that uses materials found at the crew quarter. Another option is to mount a commercially available fiberglass dish-shape nesting platform above the existing cross arms in combination with conductor guards. Discourage birds from returning to the original structure by placing a cone, pole top cap or some other obstruction on the cross arm. CES is available for consultation and recommendations on available products.

7.2 Reporting Bird Mortalities and Injuries

7.2.1 Dead Birds

Personnel discovering a dead raptor, endangered/threatened species, or other large bird on or near a power pole or line should notify CES and then complete Attachment B, Large Bird/Raptor Electrocution/Collision Incident Report. Inspect dead birds for the presence of special leg bands, markers, or neck collars. If the mortality is a banded bird or an endangered/threatened species (i.e., eagle or peregrine falcon), notify CES and/or DNR (1-800-922-5431) immediately; then ice down the carcass. CES must notify the USFWS within 48 hours of discovery. If a bird of prey causes an outage, log the incident as a *Bird of Prey* on the OAS; code other birds as *Bird/Animal* and identify the species to the dispatcher.

USFWS issues SCE&G a Special Purpose Salvage Permit (Appendix E) allowing SCE&G and its contractors to possess and transport dead or injured birds. A copy of the permit must be in a person's possession, so CES recommends carrying a copy in each of the company and contractor vehicles. On occasion, the feathers from a dead bird may be used by the South Carolina Center for Birds of Prey to rehabilitate an injured bird. Otherwise, with the exception of threatened/endangered species, bury the carcass at the location it was found or if that is not practical, transport it back to the crew quarter, put it in a bag and place in the trash.

7.2.2 Injured Birds

Personnel discovering an injured raptor, endangered/threatened species, or other large bird on or near a power line should notify CES and then complete Attachment B, Large Bird/Raptor Electrocution/Collision Incident Report. If a bird of prey causes an outage, log the incident as a *Bird of Prey* on the OAS; code other birds as *Bird/Animal* and identify the species to the dispatcher. Appendix H, *What To Do If You Find An Injured Bird*, provides names and phone numbers of two facilities that provide medical care to injured or

orphaned birds of prey. Appendix H also gives instruction on safely capturing and handling the injured bird. Inspect live birds for the presence of special leg bands, markers, or neck collars. If the injured bird is a banded bird or an endangered/threatened species (i.e., eagle or peregrine falcon), notify CES and/or DNR (1-800-922-5431) immediately. CES must notify the USFWS within 48 hours of discovery. USFWS issues SCE&G a Special Purpose Salvage Permit (Appendix E) allowing SCE&G and its contractors to possess and transport dead or injured birds. A copy of the permit must be in a person's possession, so CES recommends carrying a copy in each of the company and contractor vehicles.

7.3 Wires Group Eagle Protection Program

Eagle nesting on power structures is rare; however, eagles nest in close vicinity to SCE&G power lines and gas rights-of-way. Since eagles and their habitat receive regulatory protection, SCE&G tracks the location of eagle nests near power structures to minimize the impact of our operations in eagle territory. Each year, CES obtains locations of eagle nest sites in SC then determines if there are SCE&G power lines within a 1500-foot radius of the nest. CES notifies the local crew quarter of any known nest near lines in their service area. Eagle nest locations are available to each crew quarter through GIS for official business purposes. Eagle nests must not be disturbed; information about nests must not be disseminated except to those individuals involved in ROW planning and maintenance and power restoration.

USFWS/SCDNR guidelines define two management zones. The primary zone is the most critical area and must be maintained to promote acceptable conditions for eagles. New ROW construction within 1500 feet outward from the nest tree may be restricted and may require special permission from the regulators and possibly the development of an eagle protection plan. For an existing ROW, SCE&G has agreed to limit active construction and line maintenance within a 1500-foot radius of the nest during breeding season (October 1 to May 31). In addition, SCE&G will evaluate the risk of electrocution for each nest within 750 feet of an SCE&G power line. All new structures within 750 feet of a nest shall be designed "raptor safe"; high-risk existing structures may require modification or protection to reduce the risk of injury or death. Contact CES for variances regarding these limitations or if you identify a new eagle nest within 1500 feet of an SCE&G structure. For more information on bald eagles go to USFWS, *Habitat Management Guidelines for the Bald Eagle in the Southeast Region*.

7.4 Bird Protection Measures

7.4.1 Raptor-Safe Construction Standards-General

The goals of SCE&G's construction standards are to:

- When possible, provide a 60-inch minimum separation between horizontal conductors and/or grounded hardware and a 48-inch minimum separation of vertical conductors.
- Insulate hardware or conductors against simultaneous contact if separation is not possible.
- Increase the visibility of conductors or neutral wires to minimize bird collisions.
- Provide safe locations for perching or nest construction.

The utility industry primarily relies on the Avian Power Line Interaction Committee (APLIC), *Suggested Practices for Raptor Protection on Power Lines: The State of the Art in 1996* for guidance on minimizing electrocutions. Engineers/biologists refer to APLIC's *Mitigating Bird Collisions with Power Lines: The State of the Art In 1994* for recommendations to reduce collisions.

Modification of existing structures may be necessary if incidents reoccur at the same pole or span, or the company is notified by regulators or the public to take action. Local managers monitor outages in their area and are responsible for taking measures to improve system reliability. CES also reviews the OAS and the Large Bird/Raptor Incident Reports to identify "problem poles" or "problem spans".

CES has vendor literature on a wide variety of pole modification hardware and designs referenced throughout this procedure. CES is available to help formulate the most effective solution for correcting a problem in a particular area. The appropriate corrective measures will depend on line configuration, topography, local prey populations, land use practices, etc. The timeframe for action will depend on the agency request, public relations, budget and manpower constraints.

7.4.2 Mitigating Electrocution of Birds on Power Lines and Associated Equipment

If feasible, raptor-safe construction should be used in areas where a serious threat of electrocution exists. It is much less expensive to prevent problems by designing raptor-safe structures than to retrofit a problem pole after installation. In general, raptor-safe structures shall be used whenever construction is planned within 100 yards of open water. All new structures within a 750-foot radius of an eagle nest must be raptor-safe. Raptor-safe designs should also be considered whenever designing or rebuilding power lines in raptor habitat such as along the fringe between the forest and open marshland, as well as in fields and pastures. Catfish ponds and other aquaculture operations may also attract eagles and ospreys. Raptor-safe designs should also be used on federal lands and wildlife preserves. Some structures are "preferred" by large birds because they are at a higher elevation than the surrounding terrain, thereby providing the birds a wide range of vision and should also be made raptor-safe.

Power poles with close spacing between the phases or grounded metal can electrocute large birds. CES historical data and scientific studies show that uninsulated jumper wires on pole-mounted equipment may pose the greatest threat to raptors. Single-phase and three-phase transformer banks are examples of high risk poles because of minimal phase-to-phase and phase-to-ground separation between bare energized jumper wires connecting transformers, protective cutouts and surge arrestors. It is relatively inexpensive to raptor-proof this equipment. The amount of exposed energized wires can be greatly reduced by using 600 volt insulated jumper wire or by sliding insulating material over bare jumpers such as stinger cover (stock number 014 2800 2041) and installing insulated retrofit bushing covers (stock number 014 2800 2040), arrester, and cutout caps.

Conductor/insulators covers are a very effective way of protecting energized lines and hardware, yet still allowing the bird to perch. To discourage perching on cross arms, triangular perch guards (stock number 014 2800 2035), and Bird-B-Gone Spike Track

(stock number 014 0780 0050) may be effective. Refer to MPHR-1, sheet 1 of 2 in the *Distribution Construction Standards Manual* for instructions on installing triangular perch guards. Oftentimes it is best to accommodate perching behavior by discouraging perching near dangerous lines and substituting an overhead perch platform.

Conductor spacing and grounding procedures are critical to achieving an effective design. Most transmission line configurations (> 69kV) meet these minimum distances. The following configurations found in the *Distribution Construction Standards Manual* are considered raptor-safe because the design provides a 60-inch separation between energized horizontal conductors or between energized conductors and grounded hardware or a 48-inch minimum separation between vertical conductors.

7.4.2.1 Single-Phase Lines

All currently approved single-phase pole designs are raptor-safe because they provide adequate spacing between the conductors and the neutral wire.

7.4.2.2 Two-Phase Lines

The following two-phase designs are considered raptor-safe: MPH-22, MPH-23, MPH-24, MPH-25, MPH-30, MPH-31, MPH-32, MPH-33.

7.4.2.3 Three-Phase Lines

Vertical construction designs are the only three-phase designs considered raptor-safe: MPH-42, MPH-43, MPH-44, MPH-45, MPH-47, and MPH-90. None of the approved horizontal designs meet the minimum 60-inch phase separation. The most cost-effective method of achieving a 60-inch separation in horizontal construction is to use a 12-foot instead of an 8-foot cross arm. A horizontal three-phase cross arm design can also be made raptor-safe if the pole height allows 43 inches from the pole top pin to the 8-foot minimum length cross arm (generally, an additional 5 feet of pole height will be required). Fiberglass cross arm braces should always be used. Conductor covers can be placed over the center conductor to achieve the desired spacing between the outer conductors.

7.4.3 Mitigating Bird Collisions with Power Lines

Power line crossings over wide-open areas of marsh, lakes, or rivers may present a collision hazard to large-bodied, less maneuverable birds, or species that fly at high speeds and low altitudes. Collisions by raptors, waterfowl, and shorebirds such as pelicans and herons usually occur near wetlands and areas of high bird concentrations including bird sanctuaries or feeding areas. Birds generally collide with lines as the birds rise to avoid the conductors and strike the less visible static, neutral or ground wires. These events are more likely to occur at night or under conditions of poor visibility such as during a storm, fog or at dusk or adverse flying conditions including high winds.

The risk of collision may be reduced or eliminated by burying the line, reconfiguring the line, removing the overhead ground wire, or marking the line to increase visibility. SCE&G has had good success with installing coiled Bird or Swan Flight Diverters on the

neutral wire and conductors to increase visibility. These devices are relatively inexpensive and may be installed with a hot stick.

Line placement, orientation, and configuration can potentially affect collisions, and should be considered during pre-construction planning for power lines that cross bird use areas. It may be advantageous to use the same size conductor for the neutral wire as the energized phases in order to render it more visible.

8.0 TRAINING AND DOCUMENTATION

8.1 Training

No Training Required. The Computer Based Environmental Training Modules, *Endangered Species and Migratory Birds*, are suggested for self-study. These modules are available through the CES web page and take about 10 minutes each to complete.

8.2 Regulatory Record keeping/Reporting Requirements

A report must be provided to the USFWS within 30 days after the first nest is relocated and every 60 days after if any additional activity has occurred. An annual report must be submitted to the USFWS and SCDNR by January 31 for all nest relocations during the previous year.

A report must be filed with the USFWS within 48 hours after an eagle, threatened or endangered species has been retrieved under the salvage permit. An annual report must be submitted to the USFWS by January 31 for all birds salvaged during the previous year.

Permit renewal applications must be submitted 30 days prior to the expiration date of the permit. Records pertaining to the federal nest depredation and salvage permits must be maintained for five years from the date of expiration of the permit. CESD will prepare and submit these applications, reports and maintain all records.

9.0 APPROVAL AND ISSUE

Approval designation is assigned to CES. An appropriate cross-section of the corporation should review the procedure. Recommendations and revisions to the procedure should be maintained by CES.

10.0 SAFETY

Caution should be exercised when handling dead and injured birds. Dead and live birds may carry parasites and diseases. Wear gloves when handling birds and wash skin thoroughly after contact. Injured raptors have sharp beaks and talons that can poke eyes and puncture skin.

Attachment A ACTIVE NEST RELOCATION REPORT

Name: _____ Date of Relocation: _____
Telephone: _____ Organization: _____

Please Note: You must report relocation of active nests to Corporate Environmental Services personnel, either verbally or via this form as soon as possible. CES will report the relocation to the U.S. Fish & Wildlife Service. Failure to report can result in a revocation of our permits and a fine to the individual involved. Use the following procedure for management of active nests.

1. If possible, contact CES before relocating the nest. Provide the information listed below.
2. If you or a contractor are not able to reach someone and
 - a. it is an emergency situation requiring immediate action and
 - b. you are certain the nest is not constructed by a bird which is an osprey, endangered, or threatened, proceed to relocate the nest to a location as near and as similar to the original nest site as possible. As soon as possible leave a message that includes details of the relocation, as well, as your name and a telephone number where you can be reached.
3. Also, record the information on the lower part of this form and return to:
Laura Blake-Orr (MC 146) Telephone (803) 217-7132

The following examples describe a Carolina Wren nest and eggs.

1. **Nest Description** (e.g., Bulky mass of leaves, twigs, and moss in meter box base)
2. **Number and Description of Eggs and/or Young including Species**, (e.g., 5 eggs, small, white with heavy brown spots, believed to be a Carolina Wren)
3. **Location of Nest –include County, transformer number, pole number, address, etc.** (e.g., New house construction at 111 Woods Lane, Chapin, South Carolina, Lexington County)
4. **Reason for Relocation** (e.g., Immediate need for customer hook-up)
5. **Describe How and Where Nest Relocated** (e.g., Nest placed in a nearby bush)
6. **Describe the Outcome of the Nest Relocation** (e.g., Eggs hatched; young birds left nest)

Attachment B

Large Bird/Raptor Electrocuting/Collision Incident Report

Corporate Environmental Service (CES) and the South Carolina Department of Natural Resources (SCDNR) are available to assist in identifying birds and completing this report. You may reach CEP at (803) 217-7132 or (803) 217-7197. Refer to the Appendix F for the SCDNR office nearest you. The South Carolina Center for Birds of Prey (SCCBP) and Riverbanks Zoo care for injured birds; see Appendix H.

Name of Person Filing Report: _____ Phone #: _____

Facility: _____

Time and Date of Notification to CES: _____

Date of Discovery: _____ Time: _____ AM _____ PM _____

1) Electrocuting/Collision Incident

Check Probable Cause of Mortality or Injury: Electrocuting () Line Collision () Unknown () Other ()

Evidence of Burn Marks: YES () NO () Unable to Determine ()

If yes, describe location of burns: _____

Bird: Dead () Alive () (If alive, contact the CES, SCCBP, or SCDNR; see Appendix F & H)

Bird Banded or Tagged: YES () NO ()

Note: If Bird is a Banded, or a Threatened or Endangered Species, Call SCDNR 24 hr. Hotline, Tom Murphy (1-800-922-5431). If Dead, Ice Down Immediately.

Disposition of Carcass: Left on Site () Buried on Site () Placed in Trash () Transported to: _____

Weather Conditions Day Incident Occurred: _____

Did Incident Cause a Power Outage? YES () NO ()

2) Line Name and Voltage: _____ Pole Number: _____ or Substation Name/#: _____ Circuit# _____

3) Exact Location of bird incident: County, Road Name, Number and Intersection (attach map and photo if possible):

4) How Was Situation Discovered? (routine patrol, customer report, other): _____

5) Bird Species (refer to back of form): _____ Sex: _____ Age: _____
Immature () Adult ()

6) Description of Bird (color of eyes, feathers, beak and feet, size, etc.): _____
Please Record Wing Spread and Beak to Tail Distance Measurements

7) Type of Terrain in the Immediate Area (near body of water, open field, wooded, etc.)

8) Draw or attach photo of construction type involved in the incident. Add any equipment, transformers, capacitors, switches, reclosures, protective cutouts, surge arrestors to drawing.

9) Describe how the contact resulted in bird injury or death (transformer bushings, bare jumper wires, phase-to-phase primary wires, wire strike mid-span etc.),

10) Is This Pole Unique or Similar to the Other Poles in the Area (taller, different configuration, more wires, transformer)? If so, please describe.

11) Other Pertinent Details of the Incident:

12) Measures Taken, if Any, to Retrofit Structure to Mitigate Future Impacts to Birds:

Raptors (Birds of Prey) and Threatened or Endangered Species S = State F = Federal

Owls:

Short-Eared Owl Barred Owl Great Horned Owl Long-Eared Owl Barn Owl Eastern Screech Owl

Vultures:

Black Vulture Turkey Vulture

Hawks and Eagles:

Mississippi Kite American Swallow-Tailed Kite (**Endangered-S**) Osprey Golden Eagle
Bald Eagle (**Threatened-F, S**) Broad-Winged Hawk Red-Shouldered Hawk Coopers Hawk
Sharp-Shinned Hawk Red-Tailed Hawk Northern Harrier

Falcons:

American Kestrel American Peregrine Falcon or "Duck Hawk" (**Endangered-F, S**) Merlin

Others:

Wood Stork (**Endangered-F, S**) Glossy Ibis (**Threatened-S**) White Ibis
Wading and Perching Water Birds - Great Blue Heron other Herons Egrets Brown Pelican
OTHER UNKNOWN

Forward This Document To:

Laura Blake-Orr (803-217-7132)
SCE&G
Environmental Services (MC 146)
Columbia, SC 29201

Copy:

Crewquarter Supervisor

Appendix A

FEDERALLY-LISTED ENDANGERED AND THREATENED BIRDS IN SOUTH CAROLINA

<u>Name</u>	<u>Status</u>
Ivory-billed woodpecker	Endangered (believed to be extinct In the United States)
Piping Plover	Threatened
Kirtland's Warbler	Endangered
Peregrine Falcon	Endangered
Bald Eagle	Threatened
Wood Stork	Endangered
Red-cockaded Woodpecker	Endangered
Bachman's Warbler	Endangered
Roseate Tern	Threatened

APPENDIX B

SPECIES OF MANAGEMENT CONCERN

(USFWS Region 4)

Common Loon
Black-capped Petrel
Brown Pelican
American Bittern
Least Bittern
Reddish Egret
American Swallow-tailed Kite
Northern Harrier
Northern Goshawk
Short-tailed Hawk
Yellow Rail
Black Rail
Limpkin
Snowy Plover
Wilson's Plover
Upland Sandpiper
Long-billed Curlew
Least Tern
White-crowned Pigeon
Common Ground-Dove
Yellow-billed Cuckoo
Barn Owl
Burrowing Owl
Red-headed Woodpecker
Northern Flicker
Olive-sided Flycatcher
Bewick's Wren
Sedge Wren
Veery
Wood Thrush
Loggerhead Shrike
Bell's Vireo
Black-whiskered Vireo
Blue-winged Warbler
Golden-winged Warbler
Black-throated Blue Warbler
Prairie Warbler
Cerulean Warbler
Worm-eating Warbler
Swainson's Warbler
Louisiana Waterthrush

(USFWS Region 4)

Dickcissel
Bachman's Sparrow
Field Sparrow
Lark Sparrow
Grasshopper Sparrow
Henslow's Sparrow
Seaside Sparrow
Bobolink
Eastern Meadowlark
Painted Bunting

(Additional SC Species)

Cooper's Hawk
Black-throated Green Warbler
Little Blue Heron
Arctic Peregrine Falcon
American Kestrel
Mississippi Kite
Glossy Ibis
Royal Tern

Appendix C

USFWS Nest Depredation Permit

Appendix D

South Carolina State Authorization Letter to Relocate Active Nests

Appendix E
USFWS Salvage Permit

Appendix F

SOUTH CAROLINA DEPARTMENT OF NATURAL RESOURCES

List of personnel that can assist with bird-related problems

Tom Murphy
585 Donnelly Drive
Suite 2
Green Pond, SC 29446
Ph. (843) 844-2473
Beeper (800) 420-3274

Charlotte Hope
585 Donnelly Drive
Suite 2
Green Pond, SC 29446
Ph. (843) 844-2473
Beeper (888) 317-0410

Sally Murphy
Fort Johnson
217 Ft. Johnson Road
Charleston, SC 29422
Ph. (843) 762-5015

John C. Cely
Sandhill REC
P.O. Box 23205
Columbia, SC 29224-3205
Ph. (803) 419-9645

James Sorrow
P.O. Box 4496
Rock Hill, SC 29730
Ph. (803) 366-7024

Mary Strayer Bunch
153 Hopewell Road
Pendleton, SC 29670
Ph. (864) 654-6738 ext. 15

Mark Spinks
420 Dirleton Road
Georgetown, S.C. 29440
Ph. (843) 546-3226

Appendix G

Guidelines for Building Artificial Nesting Platforms

SCDNR offers the following suggestions and comments on what you should know before building a man-made Osprey nesting platform:

- 1) Ospreys are very persistent in their use of a nesting site. If they are in the process of building a nest, any attempt to discourage the use of the chosen site will likely fail.
- 2) Ospreys tend to return to the area where they were first raised to find a mate and nest.
- 3) Once an Osprey selects a site, it may be used for decades. Ospreys mate for life, but if either adult dies, the survivor selects a replacement and the territory continues to be active. Therefore, use quality materials in the construction of nesting platforms. The critical element is the frame and its attachment to the pole. If it deteriorates, the nest may fall, possibly during nesting season.
- 4) The height of the platform relative to the adjacent power pole will affect the acceptance of the platform by the Osprey. The nest structure should be at or above the level of the pole.
- 5) The platform must be fully accessible and open from above. Ospreys require vertical access.
- 6) Place artificial nest structures away from excessive human disturbance to reduce the likelihood of harassment.
- 7) Numerous platform designs are available. Most construction plans suggest a simple wooden frame bracket perhaps with a three to four foot wire platform mounted to a pole. The grid on the platform should be a solid mesh not a floppy wire; a one to two inch mesh is best.
- 8) Placement of nesting material in the platform will enhance the likelihood of use by Ospreys. Use sticks broken from dead standing trees or defoliated limbs from live trees. Sticks should be less than 3/4" in diameter and less than 18" long. Do not use wire string or monofilament to hold materials as these materials could easily ensnare an Osprey. Ospreys have raised spicules on their feet to assist in gripping the scales of fish, but make them particularly prone to entanglement.

Appendix H

What To Do If You Find An Injured Raptor*

Contact One of the Following Facilities that Care for Injured Birds:

South Carolina Center for Birds of Prey (SCCBP)

Executive Director Jim Elliott

P.O. Box 1247

Charleston, SC 29402

Ph. (843) 928-3494 or (843) 928-3497

24-hr. Pager (843) 529-4477

Riverbanks Zoo

Dr. Nadine Lamberski

Columbia, SC 29202

Ph. (803) 779-8717 ext.1142

(7 days a week, 8 a.m. to 5 p.m.)

Any delay decreases the bird's chances for survival and/or release.

In the meantime:

Carefully Catch the Bird

Cover the bird with a towel, blanket or jacket to pick it up, taking care to fold the wings back against the body. Even a weak bird will try to defend itself--a pair of heavy gloves is recommended.

Do Not Try to Feed or Water the Bird

The bird may not be strong enough to digest solid food and feeding it at this time could harm or even kill the bird.

Place the Bird in a Sturdy Cardboard Box

The box should be just slightly larger than the bird. Provide ventilation holes and place a blanket or towel in the bottom. Keep the box covered in a warm, dark, quiet place out of the sun. Do not disturb the bird unnecessarily.

*** The facilities above care for mainly raptors. Look in the yellow pages for organizations that will care for small, injured birds or contact CES at (803) 217-7132.**