



2024 Annual report

Enhancing Cetacean Habitat and Observation (ECHO) Program

Ten-year anniversary edition



Message from the vice president, properties and environment



Jennifer Natland
VP, Properties and Environment

The Vancouver Fraser Port Authority's purpose is to enable Canada's trade through the Port of Vancouver by being reliable and innovative, while protecting the environment. In keeping with this purpose, the port authority has led the Enhancing Cetacean Habitat and Observation (ECHO) Program since 2014 to better understand and reduce the impacts of commercial shipping on at-risk whales such as the southern resident killer whales.

Since its launch a decade ago, the ECHO Program has become a world leader in underwater noise reduction research and mitigation. Today, the program coordinates one of the world's largest and most successful voluntary efforts to reduce the impacts of underwater noise on at-risk whales, in collaboration with the marine transportation industry, Indigenous communities, environmental groups, and government.

2024 was a momentous year for the ECHO Program. In May, the port authority and partners extended the *Conservation Agreement to Support the Recovery of the Southern Resident Killer Whale*, renewing our commitment to work with industry and government to protect these iconic whales. In November, the ECHO Program also celebrated its tenth anniversary of taking collaborative action to reduce threats to at-risk whales.

Additionally, for the eighth year in a row, the ECHO Program coordinated voluntary threat reduction measures for whales off B.C.'s coast – encouraging 86% of all ship transits to slow down or move away from key areas. Thanks to these efforts, underwater noise from large commercial vessels has been reduced by up to half and whale strike risk has been reduced by approximately one third.

As we reflect on the achievements made over the past decade, it's with gratitude that we thank the program's many advisors, partners, and more than 100 participating marine transportation organizations, for their collective efforts to make a difference for at-risk whales in our region.

Jennifer Natland,
Vice president, properties and environment

Highlights of 2024

- Celebrated ten years of collaborative action to reduce threats to southern resident killer whales
- Extended the *Conservation Agreement to Support the Recovery of the Southern Resident Killer Whale* with the Government of Canada and industry for another five years
- Encouraged **86% of ship transits** to slow down or stay distanced over 86 nautical miles of southern resident killer whale critical habitat



Photo: Lauren Laturnus

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About this report

This report covers activities of the Vancouver Fraser Port Authority-led Enhancing Cetacean Habitat and Observation (ECHO) Program throughout the 2024 calendar year, as well as a brief overview of activities planned for 2025. Further details about the ECHO Program, including project summaries, technical project reports, and past annual reports can be found on our website at portvancouver.com/echo.

About the ECHO Program

The ECHO Program is a world-leading, first-of-its-kind program developed and led by the port authority to better understand and reduce the cumulative effects of commercial shipping on at-risk whales along British Columbia's southern coast, with particular focus on endangered southern resident killer whales (SRKW).

Since its launch in 2014, the ECHO Program has brought together advisors and partners from across the marine transportation industry, government, Indigenous communities, and environmental groups to develop and implement threat reduction measures.



To date, the ECHO Program's initiatives have encouraged ship operators on over 27,800 ship transits to slow down or stay distanced while traveling through key areas of southern resident killer whale critical habitat — helping to quantifiably reduce threats to at-risk whales such as underwater noise and physical disturbance.

In addition to leading threat reduction measures, the ECHO Program leads research to broaden understanding of ship-generated underwater noise and inform potential noise reduction solutions. The ECHO Program has been recognized internationally as a template of successful collaborative action to reduce the environmental impacts of shipping.

About the Vancouver Fraser Port Authority

The Vancouver Fraser Port Authority is the arm's length federal agency that stewards the lands and waters that make up the Port of Vancouver, alongside the enduring stewardship of First Nations. As a Canada Port Authority, it is accountable to the federal minister of transport, and operates pursuant to the *Canada Marine Act*. The Vancouver Fraser Port Authority's purpose is to enable Canada's trade through the Port of Vancouver by being reliable and innovative, while protecting the environment. The port authority is structured as a non-share corporation, is financially self-sufficient and does not rely on tax dollars for operations. Revenues come from port terminals and tenants who lease port lands, and from port users who pay various fees such as harbour dues. Profits are reinvested in port operating services and infrastructure. The Port of Vancouver is Canada's gateway to diverse markets, enabling trade of approximately \$300 billion with up to 170 countries every year. Located on the southwest coast of British Columbia in Canada, its 29 major deep-water terminals and more than 1,000 tenants move goods and people across five sectors (auto, bulk, breakbulk, container and cruise). The port is made up of approximately 16,000 ha of water, 1,500 ha of land and 350 km of shoreline, extending across Burrard Inlet, Fraser River and Roberts Bank. It borders 16 municipalities and intersects the traditional territories and treaty lands of more than 35 Coast Salish First Nations. The Port of Vancouver is the fourth largest port in North America by tonnage and handles almost as much cargo as Canada's next five largest ports combined. Port operations sustain more than 132,000 supply chain and related jobs across Canada.



Our approach to collaboration

The ECHO Program is guided by the advice and input of advisors and partners from across government, the marine transportation industry, Indigenous communities, and environmental groups. Meetings of the advisory working group and most working group meetings are facilitated by the [Fraser Basin Council](#).

Working groups and committees

Advisory working group

The ECHO Program advisory working group is made up of over 30 Canadian and U.S. representatives from a broad range of backgrounds and areas of expertise who share a common goal of reducing threats to at-risk whales. The role of the advisory working group is to provide the ECHO Program management team with timely input, advice and recommendations on the development and execution of the program's projects and initiatives. In 2024, the ECHO Program advisory working group met four times.

Vessel operators committee

The vessel operators committee provides the ECHO Program management team with input and guidance on key considerations relevant to the marine transportation industry, including navigational safety, economic impacts, and other factors that may affect the marine transportation industry's participation in underwater noise reduction initiatives. In 2024, the vessel operators committee met seven times.

Conservation agreement management committee

The conservation agreement management committee consists of the nine signatory parties of the [Conservation Agreement to Support the Recovery of the Southern Resident Killer Whale](#), a first-of-its-kind agreement between with the Government of Canada and the shipping industry that formalizes the role of the ECHO Program in supporting the recovery of southern resident killer whales. The conservation agreement management committee oversees the implementation of the conservation agreement and provides a collaborative forum to discuss and resolve issues regarding the interpretation and implementation of the agreement.

In 2024, the conservation agreement committee met eight times (three of which were in conjunction with the advisory working group) to review and finalize the *Conservation Agreement Period 4 annual report* and to provide input into the development of the renewed five-year agreement. For a more detailed overview of the conservation agreement renewal process undertaken in 2024, see page 11.

Funding partners and in-kind contributors

In June 2024, Transport Canada announced their commitment to provide [\\$3.2 million over two years](#) to the port authority to continue the ECHO Program and for the pilotage reimbursement program. This funding was announced by the Government of Canada along with the renewal of the Conservation Agreement and other investments to protect southern resident killer whales.

Transport Canada and the Canadian Coast Guard also provided in-kind contributions to the ECHO Program including automatic information system (AIS) data and analysis to monitor and report on participation rates in the Strait of Juan de Fuca lateral displacement initiative for tugs, and communications to vessel operators to support the Swiftsure Bank voluntary ship slowdown.

Voluntary threat reduction initiatives

Overview

In 2024, the ECHO Program coordinated voluntary threat reduction initiatives in three key areas of southern resident killer whale critical habitat: Haro Strait and Boundary Pass, the Strait of Juan de Fuca, and Swiftsure Bank. In total, these initiatives spanned across 86 nautical miles of southern resident killer whale critical habitat and overlapped with nearly 50% of all southern resident killer whale critical habitat that intersects with international shipping lanes. The ECHO Program coordinated all three of these voluntary initiatives in collaboration with government, the marine transportation industry, environmental groups, and Indigenous communities.

The cumulative participation rate in these initiatives, based on the number of individual ship transits, was 86% across all three measures – which translates to more than 5,800 slower or more distanced ship transits within key areas of southern resident killer whale critical habitat. Over 70 marine transportation organizations voluntarily participated in these initiatives.

Map of ECHO Program voluntary threat reduction initiatives

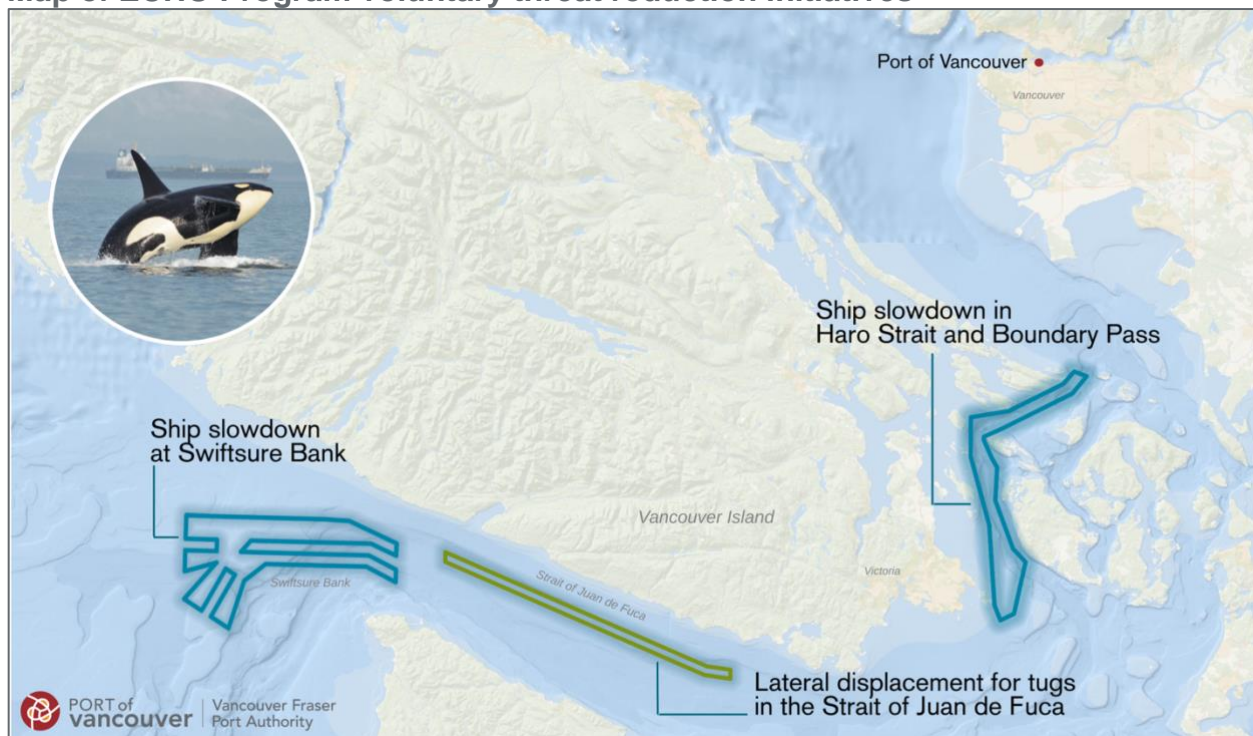


Figure 1: Map of the ECHO Program’s three threat reduction initiatives. All initiatives take place in key areas of southern resident killer whale critical habitat. Critical habitat is defined as “the habitat that is necessary for the survival or recovery of a listed wildlife species” by the Canadian *Species at Risk Act*.

1. Haro Strait and Boundary Pass voluntary ship slowdown

Haro Strait and Boundary Pass are known areas of importance within the critical habitat of southern resident killer whales. To reduce the impacts of commercial shipping on at-risk whales in this key area, the ECHO Program coordinated its eighth voluntary ship slowdown from June 1 to November 15, 2024.

In total, ship operators on 86% (2,434 out of 2,839) of all vessel transits participated in the slowdown, as reported by the BC Coast Pilots.

Analysis of hydrophone data shows that the slowdown successfully reduced underwater sound intensity by up to 34%, or 1.8 decibels. This reduction is slightly lower than in previous years, primarily due to slower baseline ship speeds and slightly higher ship speeds during the slowdown period.

During the slowdown period, operators of large commercial ships transiting through Haro Strait and Boundary Pass were asked to voluntarily slow down to the following speeds, when it was safe and operationally feasible to do so:

- 14.5 knots or less through the water for car carriers, passenger ships and container ships
- 11 knots or less through the water for bulkers, tankers and government vessels

Throughout the slowdown period, on-land observers and in-water hydrophones within the slowdown areas were used to monitor whale presence. Southern resident killer whales were observed or acoustically detected on forty (40) days during the slowdown period, with their presence peaking in June and July 2024.



Figure 2: Haro Strait and Boundary Pass slowdown area



Photo: Lauren Laturmus

2. Strait of Juan de Fuca voluntary route alteration

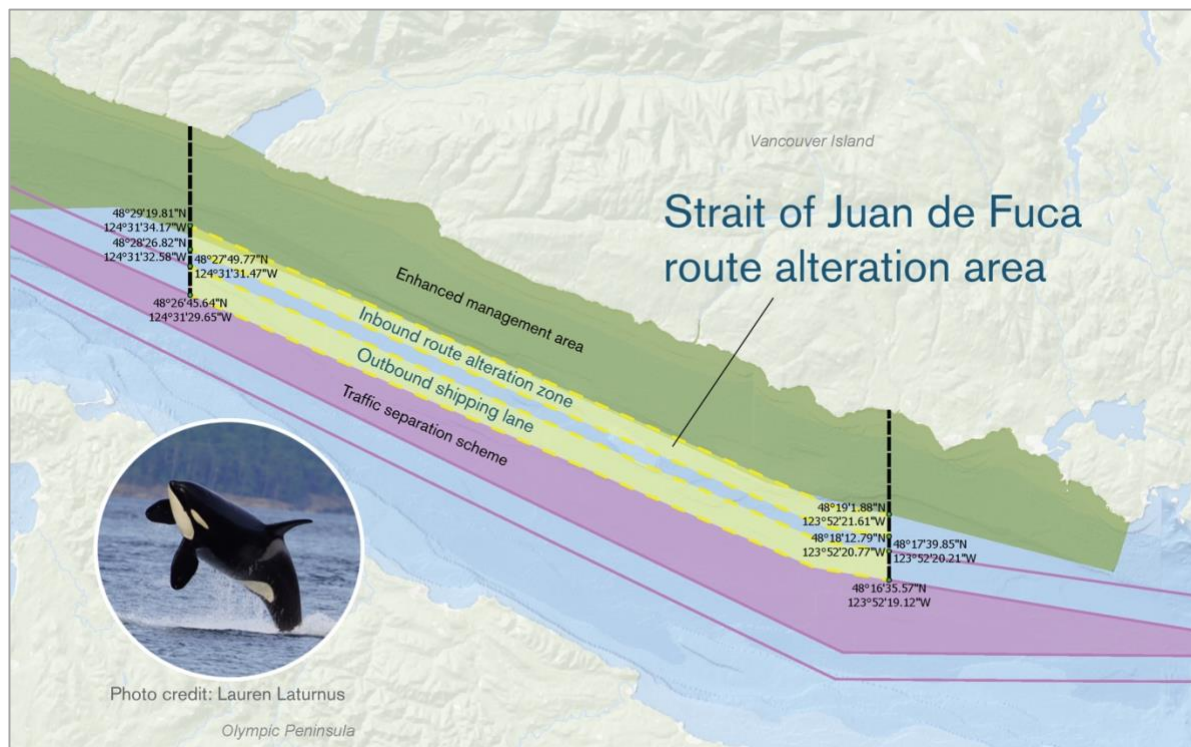


Figure 3: Strait of Juan de Fuca voluntary route alteration area

The Strait of Juan de Fuca is a known area of importance within the critical habitat of southern resident killer whales, off the southwest coast of Vancouver Island. In 2024, to reduce the impacts of commercial shipping on at-risk whales in this key area, the ECHO Program coordinated its seventh voluntary route alteration for tugs in the area from June 1 to October 31, 2024.

During this period, tug operators on 99% (70 out of 71) of all tug transits participated by moving away from the known area of importance to southern resident killer whales.

Data indicates that a noise reduction of approximately 4 dB to 7 dB can be achieved for each individual tug displacement, which is a 60-80% reduction in sound intensity.

During the route alteration period, Pacheedaht First Nation monitored and recorded whale presence at Swiftsure Bank and the western Strait of Juan de Fuca through dedicated surveys within their territorial waters.

3. Swiftsure Bank voluntary ship slowdown

Swiftsure Bank is a known foraging area within the critical habitat of southern resident killer whales that lies outside of the mouth of the Strait of Juan de Fuca, in both U.S. and Canadian waters. To reduce the impacts of commercial shipping on at-risk whales in this key foraging area, the ECHO Program coordinated its fifth voluntary ship slowdown at Swiftsure Bank from June 1 to October 31, 2024.

During this period, ship operators were asked to voluntarily slow down to between 11 and 14 knots. In total, 84% (3,332 out of 3,970) of both inbound and outbound ship transits participated.

Modelling shows that underwater sound intensity from large commercial vessels was reduced by up to 54%, or 3.4 decibels, compared to 2019, the last year prior to slowdowns being introduced.

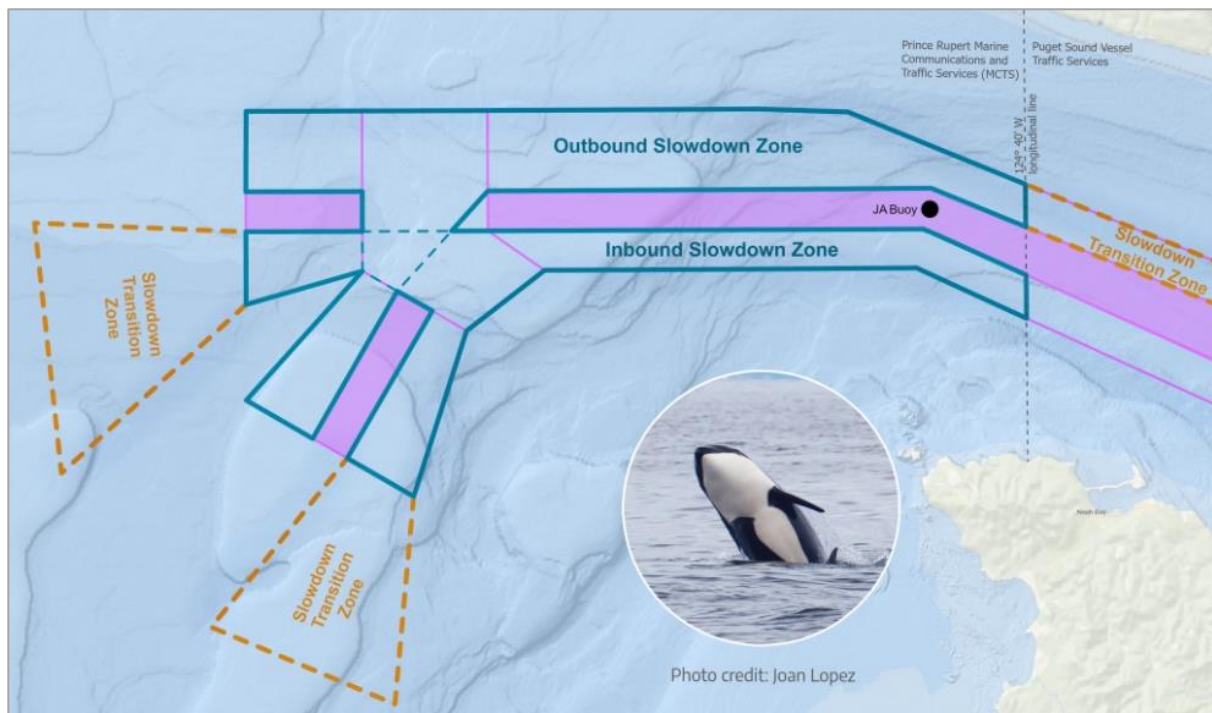


Figure 4: Swiftsure Bank voluntary slowdown area

For the fourth year in a row, the Swiftsure Bank voluntary slowdown covered an expanded area that included both the outbound and inbound shipping lanes. The outbound shipping lane overlaps with the maritime territory of Pacheedaht First Nation and the Maa-nulth Domestic Fishing Area, as defined by the Maa-nulth First Nations Treaty. The inbound shipping lane falls outside of Canadian waters, overlapping with the treaty-protected Usual and Accustomed Fishing Area of the Makah Tribe.



Photo: Advisors to the ECHO Program and signatories of the *Conservation Agreement to Support the Recovery of the Southern Resident Killer Whale* gather after signing a five-year extension of the agreement on May 2, 2024

Key research, education, and other program initiatives

Renewing the Conservation Agreement for another five years

The Species at Risk Act Conservation Agreement to Protect the Endangered Southern Resident Killer Whale was originally signed in May 2019 by nine parties from across the marine transportation industry and government, including the port authority.

In May 2024, the nine original parties convened to formally renew the agreement for another five-year term, lasting out to May 2029. As part of the renewed agreement, Transport Canada committed to providing \$3.2 million in funding over two years to the port authority to support the continued operation of the ECHO Program.

The renewed Conservation Agreement commits the parties to continue to work together to reduce physical and acoustic threats from commercial shipping on endangered southern resident killer whales, with a focus on three strategic priorities:

1. Taking action to advance real-time whale presence notifications to commercial ship operators;
2. Supporting the transition to quieter vessels; and
3. Convening collaborators to maintain high levels of participation in the program’s voluntary ship slowdowns and route alterations.

The renewal process involved collaborative efforts by all parties to reach a consensus, resulting in a comprehensive agreement that builds on the significant achievements the parties have made over the first five years of the agreement.



Port authority CEO Peter Xotta signing the extended agreement



ECHO Program advisor Ray Harris speaking at the signing event



Modelling the impacts of future ship traffic on underwater noise in the Salish Sea

In 2024, the port authority and Transport Canada commissioned the [future ship traffic study](#) with the goal of better understanding how changes in tanker and tug traffic could affect underwater noise levels in the Haro Strait and Boundary Pass slowdown area. The study modeled underwater noise levels under several present and potential future ship traffic scenarios and assessed how these different scenarios might impact underwater noise levels in southern resident killer whale habitat.

The work was conducted by JASCO Applied Sciences Ltd. and involved modeling eight different vessel traffic scenarios which were then evaluated against four different metrics of biological importance to southern resident killer whales.

The key findings of the study include:

- Projected increases in tanker traffic could reduce but would not eliminate the acoustic benefits of voluntary ship slowdowns.
- Slowing all ship traffic to 11 knots or having 100% of ships meet preliminary Underwater Vessel Noise Reduction Targets provides the greatest acoustic benefit for all traffic scenarios evaluated.
- Participation in ship slowdowns and ships meeting the Underwater Vessel Noise Reduction Targets are the most effective measures to improve southern resident killer whale habitat quality.

Analyzing whale presence trends in Haro Strait and Boundary Pass

To inform future efforts by the ECHO Program, in 2024, the port authority and Transport Canada commissioned the [whale presence trends study](#), with the goal of better understanding whale presence trends in Haro Strait and Boundary Pass between 2017 and 2023.

The work was conducted by the Orca Behavior Institute in collaboration with the Pacific Whale Watch Association (PWWA), leveraging whale sighting data from: the Orca Behavior Institute, PWWA, Ocean Wise Sightings Network, an underwater listening station in Boundary Pass, and a cabled hydrophone in Haro Strait.

The key findings of the study are summarized below:

- Whales, of various species and ecotypes, are almost always present within the Haro Strait and Boundary Pass slowdown area, with high seasonal variability in the presence of southern resident killer whales.
- Southern resident killer whales were present in the area nearly one-fifth (19%) of the time from 2017-2023, with the greatest likelihood of being present in March, July and September and lowest likelihood in January-February and April-May.
- Bigg's killer whales and other unknown ecotype killer whales were present 43% of the time from 2017-2023, most notably from March to October.
- The current maximum duration of the ECHO Program's Haro Strait and Boundary Pass slowdown (June 1 to November 30) overlaps with 51-81% of southern resident killer whale annual presence in the study area.



Analyzing long-term ship traffic trends in the Salish Sea

In 2024, the port authority and Transport Canada commissioned the [long-term AIS trends study](#) to analyze long-term trends in ship traffic within the Salish Sea and at Swiftsure Bank, with a particular focus on better understanding how commercial ship traffic has changed since 2012. This study assessed trends using automatic identification system (AIS) data from 2012-2022.

The key findings of the study are summarized as follows:

- The number of commercial ships in the area has remained steady.
- Speeds of commercial ship traffic have been slowly but notably declining in the past decade, while container ship length and draft has been increasing.

Monitoring underwater noise

Since 2015, the ECHO Program has worked with regional partners to monitor and analyze underwater noise levels at various locations within the Salish Sea. Through its underwater noise monitoring efforts, the ECHO Program, in partnership with Transport Canada has collected one of the world's largest ship noise databases, with more than 80,000 recordings of ship transits. This dataset helps the ECHO Program and researchers across the globe better understand the factors contributing to ship noise and how they can be reduced.

Boundary Pass underwater listening station

In 2024, the ECHO Program completed its fifth report on underwater noise monitoring at Boundary Pass. This project analyzes acoustic data acquired by Transport Canada's underwater listening station in Boundary Pass to understand trends in underwater noise levels, marine mammal presence and ship-generated noise.

Noteworthy findings on underwater noise in Boundary Pass included:

- Southern resident killer whales were detected on 28 days in 2023, peaking in June
- Biggs killer whales were detected 54 days in 2023, peaking in March and July
- Humpback whales were detected on 45 days in 2023, peaking in August and December – a significant increase from the 18 humpback whale days detected in 2022.

Burrard Inlet underwater noise monitoring

In 2024, the ECHO Program completed its fifth report on underwater noise monitoring in Burrard Inlet, in partnership with Tsleil-Waututh Nation. Additionally, the program concluded an extensive 5-year review of underwater noise data to evaluate trends and correlations in both noise and marine mammal presence in the area.

Noteworthy findings on underwater noise in Burrard Inlet included:

- Underwater noise over all 5 years of monitoring was consistently highest in the inner harbour of Burrard West, followed by English Bay, Burrard East and Indian Arm. This is directly related to the relative abundance of AIS-enabled ship traffic at each site.
- Burrard West and English Bay have very little variation in underwater noise, while Indian Arm shows significant changes in noise both seasonally and daily with the highest readings occurring during daylight hours and during the summer months



Increasing understanding of underwater noise

Raising awareness of underwater noise

In 2024, the ECHO Program team continued to build local, national and international awareness of underwater noise and its impacts on at-risk whales through a range of presentations and training sessions. Of note, ECHO Program manager Melanie Knight attended and raised awareness about the program’s research findings at the World Ocean Summit and Expo, held in Lisbon, Portugal by Economist Impact. The World Ocean Summit is a global forum that brings together ocean conservation professionals and policymakers to share learnings and best practices about issues of importance to the ocean.

In addition, the ECHO Program team contributed a long-form article to The Economist – [Charting the course to quieter and cleaner ships and seas](#) – which detailed the program and its partners’ approach to reducing underwater noise and discussed research by the program that shows that both air emissions and underwater noise can be reduced by certain technologies.



Melanie Knight, program manager of the ECHO Program, speaking at the World Ocean Summit in Lisbon, Portugal

Leading educational outreach

In 2024, the ECHO Program continued to advance awareness of underwater noise through educational activities, including webinars, workshops, and educational tools. Notably, the ECHO Program continued to expand uptake of the [Whales in our Waters tutorial](#), an online resource designed to teach mariners how to recognize local whales and navigate carefully in their presence when traveling along the Pacific Northwest coast.

In total, the program team delivered over 25 presentations and training sessions to regional and international conferences, marine industry groups, port authorities, government agencies, environmental organizations, academic institutions, and more. This includes presentations to the World Shipping Council, GreenTech, and the The Chartered Institute of Ecology and Environmental Management.

Incentivizing quieter ships to call the Port of Vancouver

Since 2017, the Vancouver Fraser Port Authority has provided incentives for quieter ships to call the Port of Vancouver through its [EcoAction program](#). These incentives are offered for ships that either have a quiet ship notation, or that use a noise-quieting technology, such as certain types of propeller appendages that reduce cavitation and improve wake flow. The incentives were introduced based on the ECHO Program’s study of ship-quieting options, which identified 30 potential noise-quieting measures that could potentially be incorporated into the EcoAction incentive program.

Over the last five years, the number of ship calls that have received an EcoAction discount for underwater noise has increased nearly three-fold — from 32 in 2020 to 84 in 2024. Ship operators and agents are encouraged to apply for a EcoAction incentive if they have quieting technologies or a quiet ship notation from a ship classification society.



Photo: Lauren Laturnus

Looking ahead to 2025

In 2025, the ECHO Program team will continue to lead voluntary threat reduction initiatives to protect at-risk whales off the coast British Columbia, while advancing research and education efforts. Highlights of the ECHO Program’s 2025 priorities are summarized below:

Expand the Swiftsure Bank slowdown area

To reduce underwater noise across a larger portion of Swiftsure Bank – a key feeding area in southern resident killer whale critical habitat – the ECHO Program will explore a potential extension of the Swiftsure Bank slowdown area by an additional ~5 nautical miles to the west and south.

Assess the feasibility of more dynamic approach to slowdowns

Working closely with the advisory working group and vessel operators committee, the ECHO Program team will explore the feasibility of implementing a more dynamic approach to the Haro Strait and Boundary Pass slowdown, triggered by the presence of killer whales. The team will engage closely with its partners to better understand the potential benefit to the whales and impact on industry participants.

Assess underwater noise impacts of commercial ships at anchor

To better understand the underwater noise profile of ships at anchorage in southern resident killer whale critical habitat, the ECHO Program team will collaborate with its advisors, partners and ship operators to explore ships’ underwater noise levels under various anchorage conditions.



Photo: Lauren Laturnus

Thank you

The ECHO Program team thanks its many partners, advisors, and participants for the valuable contributions they have made towards creating quieter oceans for whales in our region. A full list of our advisors, partners, and participants in 2024 is included below.

Advisory working group

BC Coast Pilots

BC Ferries

Canadian Coast Guard

Chamber of Shipping of British Columbia

Council of Marine Carriers

Cruise Lines International Association – North West & Canada

Fisheries and Oceans Canada

Indigenous advisors

National Oceanic and Atmospheric Administration (NOAA)

Natural Resources Defense Council, Inc.

Makah Tribe

Ocean Wise

Pacheedaht First Nation

Pacific Pilotage Authority

Royal Canadian Navy

Shipping Federation of Canada

Transport Canada

Washington State Ferries

Washington Maritime Blue – Quiet Sound

WWF-Canada



Photo: Lauren Laturnus

Vessel operators committee

- | | |
|---|---|
| BC Coast Pilots | Marine Exchange of Puget Sound |
| BC Ferries | Pacific Merchant Shipping Association |
| Canadian Coast Guard | Pacific Northwest Ship & Cargo Services |
| Chamber of Shipping of British Columbia | Pacific Pilotage Authority |
| Council of Marine Carriers | Princess Cruises |
| Cruise Lines International Association – Northwest & Canada | Royal Canadian Navy |
| Hapag-Lloyd (Canada) Inc. | Shipping Federation of Canada |
| Holland America Group | Transport Canada |
| International Ship-Owners Alliance of Canada | U.S. Coast Guard |
| | Washington State Ferries |
-

Other program or project collaborators

- | | |
|--|-----------------------------------|
| American Waterways Operators | |
| BC Coast Pilots | Scripps Institute of Oceanography |
| Green Marine | Sea Mammal Research Unit (SMRU) |
| JASCO Applied Sciences | Consulting Canada |
| Oceans Networks Canada | Simon Fraser University |
| Makah Tribe | Tsleil-Waututh Nation |
| Pacheedaht First Nation | The Whale Museum |
| Puget Sound Pilots | Quiet Sound |
| Saturna Island Marine Research and Education Society | Ocean Wise |
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Participating marine transportation organizations in 2024

AAL Shipping	Norwegian Cruise Line
ACGI Shipping Inc.	NYK Bulk & Projects Carriers
Alaska Tanker Company, LLC	NYK Group Americas Inc.
Amix Group	Oak Maritime (Canada) Inc
Armateurs du Saint-Laurent	Group Ocean
Ben Lines Agencies / TS Liners	Ocean Network Express Inc (ONE)
Black Diamond	Oceania Cruises
Blue Water Shipping	Oldendorff Carriers
Canpotex Shipping Services Ltd.	OOCL
Carnival Cruise Line	Oxbow Sulphur Canada
Celebrity Cruises	PACC SHIP MANAGERS PTE LTD.
Champion Tankers AS	Pacific Basin Canada Ltd.
CMA CGM	Pacific Cachalot
Coast Island Marine	Pacific Industrial & Marine Ltd.
COBELFRET PTE LTD	Pacific Northwest Ship & Cargo Services
Colley West Shipping Ltd	Pinnacle Renewable Energy
Compagnie du Ponant	Polar Tankers
ConocoPhillips Company / Polar Tankers, Inc.	Ponant Yacht Cruises & Expeditions
COSCO Shipping Lines (Canada) Inc.	Princess Cruises
Crowley Marine Services Inc	Ravensdown Shipping Services Pty Ltd



CSL Americas	Regent Seven Seas Cruises
Cunard	Robert Reford Shipping Agency
Disney Cruise Line	Royal Caribbean International
DRAX	SAAM Towage Canada
Evergreen Shipping Agency (America) Corporation	Saga Welco AS
Fairmont Shipping (Canada) Ltd	Scenic Luxury Cruises
Fednav International Ltd	Seabourn Cruise Line
FK Warren Limited / Mclean Kennedy Inc	Seaspan
G2 Ocean	Seaward Engineering and Research Ltd.
GAC Shipping	Sentry Marine Towing
General Steamship Corp., Ltd.	Sino Star Management Ltd.
GFY Marine Group Inc.	SM LINE Corporation
Gowlland Towing	SMS International Shore Operations US Inc
Hamburg Sud	Southport Agencies Inc.
Hapag-Lloyd	Sultran Limited
HMM America Shipping Agency, Inc.	Swire Bulk Pte. Ltd.
Holland America Group	Talon Marine Services
Hudson Shipping Lines, Inc.	Tidewater Transportation Canada Inc.
Hurtigruten Expeditions	Tormar Shipping Agency
Hyundai America Shipping Agency, Inc.	TOTE Maritime
Inchcape Shipping Services	Trans Mountain Corporation



Intercoastal Shoreside and Port Services

Interport PNW

Island Tug and Barge Ltd

ISM Ship Management Pte Ltd

"K" Line America Inc.

Kirby Offshore Marine, LLC

LBH Shipping Canada Inc.

Ledcor Resources & Transportation

Maersk

Mason Agency Ltd.

Matson, Inc.

Mediterranean Shipping Company S.A.

MOL Chemical Tankers

Montship Inc.

MUR Shipping BV

Navitrans Shipping Agencies West Inc.

Neptune Bulk Terminals

Nickel Bros Industrial Ltd

Norton Lilly International Inc.

Transmarine Navigation Corp

Trans-Oceanic Shipping Agency Ltd.

V.Ships USA LLC (Boston)

Valles Steamship (Canada) Ltd.

Vancouver Island Agencies

Victoria Tug and Barge

Viking Cruise

Waterfront Shipping Ltd

West Coast Tug & Barge Ltd

Westward Shipping Ltd.

Westwood Shipping Lines Inc

Wheelhouse Shipping Agency Ltd.

Wilhelmsen Port Services, Inc.

Wilhelmsen Ships Service

Windstar Cruises

World Logistics Service (U.S.A.) Inc.

Yang Ming Shipping (Canada) Ltd.

Zim Integrated Shipping Services