

ECHO Program news - Update on
2019 underwater noise reduction
initiatives

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At a glance

2019 voluntary vessel slowdown trial in Haro Strait and Boundary Pass

Week 1 and 2 overall pilot-reported vessel participation rate: 80%

2019 inshore lateral displacement trial in the Strait of Juan de Fuca

In week 1 to 4, 77% of tug trips were able to be in the outbound shipping lane or inshore trial zone for >75% of their transit.

Whale presence

In the past two weeks, southern resident killer whales were detected in the slowdown area on two separate days. Other marine mammals (humpbacks, porpoises or transient killer whales) have been observed in Boundary Pass nearly every day since the monitoring period began on June 1.

Thank you to all participants for continuing to support and demonstrate commitment to the ECHO Program's underwater noise reduction initiatives!

This newsletter provides regular technical updates related to the ECHO Program's underwater noise reduction initiatives and is primarily intended for participants of the Haro Strait and Boundary Pass voluntary vessel

slowdown trial and Strait of Juan de Fuca inshore lateral displacement trial. For more general ECHO Program news and updates, [sign up to our ECHO Program newsletter here](#).

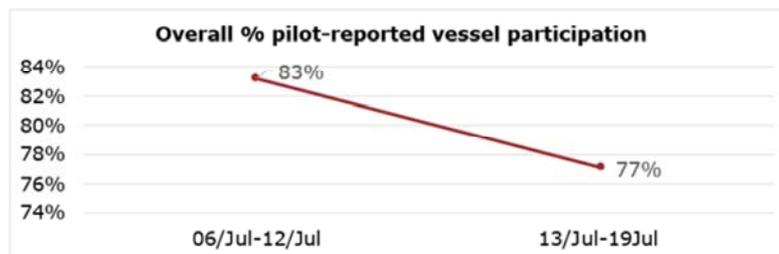


Photo credit: Jeanne Hyde

2019 voluntary vessel slowdown trial in Haro Strait and Boundary Pass

Vessel participation update – week of July 6-12 and July 13-20, 2019

In the first and second weeks of the Haro Strait and Boundary Pass voluntary slowdown, between July 6-12 and July 13-19, 2019, agents flagged 183 of 210 transits as potential candidates for participation. 168 of these flagged transits participated, representing a total pilot-reported vessel participation rate of 80%.



The table below provides further details on participation for the week of July 6-12 and July 13-19, 2019.

Pilot-reported participation by vessel type	
..	..

Vessel type	Participation by sector		
	Week 1 July 6-12, 2019	Week 2 July 13-19, 2019	2019 cumulative July 6 to July 19, 2019
Bulker	39 of 45 (87%)	38 of 50 (76%)	77 of 95 (81%)
Vehicle carrier	10 of 12 (83%)	11 of 13 (85%)	21 of 25 (84%)
Container	25 of 30 (83%)	28 of 35 (80%)	53 of 65 (82%)
General cargo	2 of 5 (40%)	2 of 3 (67%)	4 of 8 (50%)
Other	-	-	-
Passenger	3 of 3 (100%)	2 of 4 (50%)	5 of 7 (71%)
Tanker	4 of 5 (80%)	3 of 4 (75%)	7 of 9 (78%)
Tug	-	-	-
Yacht	-	-	-
Heavy lift	1 of 1 (100%)	-	1 of 1 (100%)

PLEASE NOTE: Participation rates shown are based on reporting to Pacific Pilotage Authority dispatch following each transit. AIS data will be used later to confirm transit speeds.

2019 voluntary inshore lateral displacement trial in the Strait of Juan de Fuca

Trial achievement update – June 17 to July 14, 2019

In weeks one to four, 77% of tug trips were able to be south of the killer whale feeding area, in either the outbound shipping lane or inshore trial zone for >75% of their transit.

Trial achievement rate of tug trips spending a percentage of their transit in outbound shipping lane and inshore trial zone	Week 1 & 2 June 17 - 30		Week 3 & 4 July 1 - 14		2019 cumulative June 17 to July 14	
# Trips ≥75% of transit	13	76%	7	78%	20	77%
# Trips ≥50%-<75% of transit	2	12%	0	0%	2	8%
# Trips ≥25%-<50% of transit	1	6%	1	11%	2	8%
# Trips >0%-<25% of transit	1	6%	0	0%	1	4%
# Trips 0% of transit	0	0%	1	11%	1	4%
Total # of tug trips in the Canadian Strait of Juan de Fuca	17		9		26	

Resources for mariners

Transport Canada's 2019 voluntary slowdown reimbursement program for additional pilotage costs is now active. If you have questions or require any additional information about the program please contact TC.QuietShips-Naviressilencieux.TC@tc.gc.ca. Download an overview of the voluntary slowdown reimbursement program [here](#).

Questions or feedback

Contact the ECHO Program team at echo@portvancouver.com or learn more at www.portvancouver.com/echo.

About the 2019 underwater noise reduction initiatives

Haro Strait and Boundary Pass expanded voluntary vessel slowdown trial

Underwater noise from ships can interfere with whales' ability to hunt, navigate and communicate, but slowing ships down can reduce that noise. This summer, the ECHO Program, partners and advisors are undertaking a voluntary vessel slowdown trial with a goal to maximize industry participation, underwater noise reduction levels and the benefits to the southern resident killer whales in key foraging areas. For more information on the slowdown, please visit our [2019 voluntary vessel slowdown trial](#) webpage.

Strait of Juan de Fuca voluntary inshore lateral displacement trial

Underwater noise from ships can interfere with whales' ability to hunt, navigate and communicate, and moving ships further away from known whale feeding areas can affect the underwater noise levels in those areas. This trial supports the ECHO Program's objective to better understand and manage the cumulative effects of shipping activities on at-risk whales. For more information about the inshore lateral displacement trial, see our [2019 inshore lateral displacement trial webpage](#).

| For additional information about the voluntary vessel slowdown trial, see portvancouver.com/echo/slowdowns

| For additional information about the voluntary inshore lateral displacement trial, see portvancouver.com/echo/lateraldisplacement

Canada



Vancouver Fraser Port Authority
100 The Pointe, 999 Canada Place
Vancouver, B.C. V6C 3T4

You are receiving this email because of your support or participation in the ECHO Program's voluntary underwater noise reduction initiatives taking place this summer. These initiatives aim to reduce underwater noise which can affect endangered killer whales.

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