

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 5 and 6 overall pilot-reported vessel participation rate: 90%

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

In week 7 and 8, 78% of tug trips were able to be in the outbound shipping lane or inshore trial zone for >75% of their transit.

### **Whale presence**

After a lengthy absence, the southern resident killer whales came through the Strait of Juan de Fuca and back into the slowdown area on August 15 and have remained in the area for the last five days. In the past two weeks, porpoise and humpback whales were again spotted in the Boundary Pass slowdown area on eight days.

*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](#).

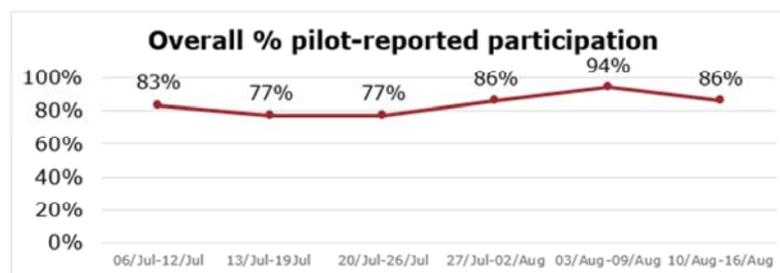


Southern resident killer whales in Haro Strait on August 16, 2019. Photo credit: Jeanne Hyde

## 2019 voluntary vessel slowdown trial in Haro Strait and Boundary Pass

### Vessel participation update – week of August 3-9 and August 10-16, 2019

In the fifth and sixth weeks of the Haro Strait and Boundary Pass voluntary slowdown, between August 3 - 16, 2019, agents flagged 200 of 212 transits as potential candidates for participation. 190 of these flagged transits participated, representing a total pilot-reported vessel participation rate of 90% for these two weeks.



The table below provides further details on participation for the week of August 3-9 and August 10-16, 2019, as well as the cumulative participation since the slowdown began.

Vessel type	Pilot-reported participation by vessel type		
	Participation by sector		
	Week 5 August 3-9, 2019	Week 6 August 10-16, 2019	2019 cumulative July 6 to August 16, 2019
Bulker	46 of 48 (96%)	49 of 57 (86%)	252 of 304 (83%)
Vehicle carrier	9 of 10 (90%)	9 of 11 (82%)	54 of 62 (87%)
Container	25 of 27 (93%)	26 of 29 (90%)	152 of 175 (87%)
General cargo	2 of 2 (100%)	4 of 4 (100%)	23 of 31 (74%)
Other	-	1 of 2 (50%)	1 of 2 (50%)
Passenger	1 of 2 (50%)	-	9 of 13 (69%)
Tanker	8 of 8 (100%)	7 of 9 (78%)	34 of 40 (85%)
Tug	1 of 1 (100%)	-	1 of 1 (100%)
Heavy lift	1 of 1 (100%)	1 of 1 (100%)	4 of 4 (100%)
<b>Total</b>	<b>93 of 99 (94%)</b>	<b>97 of 113 (86%)</b>	<b>530 of 632 (84%)</b>

*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 – July 15 to July 28, 2019

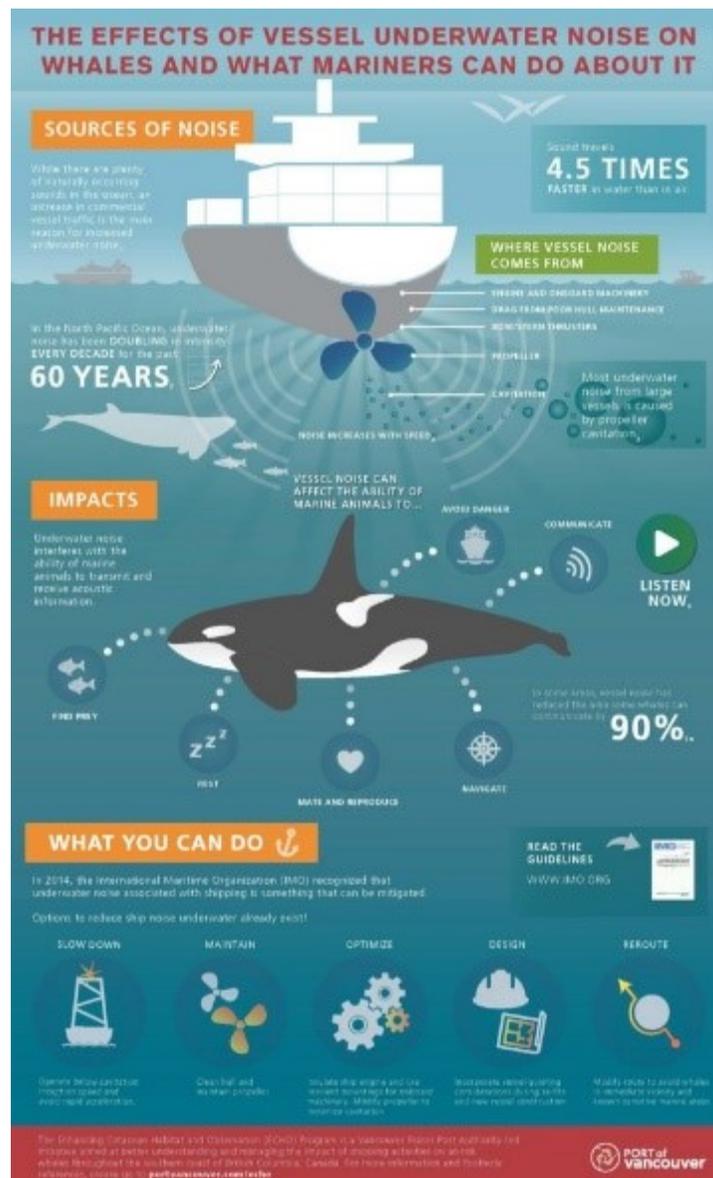
In weeks seven and eight of the voluntary inshore lateral displacement trial, 78% of tug trips were able to be south of the killer whale feeding area, in either the outbound shipping lane or inshore trial zone for >75% of their transit.

Trial achievement rate of tug trips spending a percentage of their transit in outbound shipping lane and inshore trial zone	Week 7 & 8 July 29 to August 11, 2019*		2019 cumulative June 17 to August 11, 2019	
# Trips ≥75% of transit	7	78%	37	77%
# Trips ≥50%-<75% of transit	0	0%	2	4%
# Trips ≥25%-<50% of transit	0	0%	2	4%
# Trips >0%-<25% of transit	2	22%	3	6%
# Trips 0% of transit	0	0%	4	8%
<b>Total # of tug trips in the Canadian Strait of Juan de Fuca</b>	9		48	

*\* Due to a technical problem, AIS data for August 10-11 could not be included in this current report but will be incorporated at a later date if the data can be retrieved.*

## Resources for mariners

Did you know sound travels 4.5 times faster in water than in air? Learn about the effects of vessel underwater noise and what mariners can do about it in the ECHO Program's infographic available [here](#). This infographic was designed to help mariners understand the effects of underwater noise from ships on whales and how to reduce it. We encourage you to print out a copy and post it on your ship's bridge or common area.



## Questions or feedback

Contact the ECHO Program team at [echo@portvancouver.com](mailto:echo@portvancouver.com) or learn more at [www.portvancouver.com/echo](http://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 ECHO Program, see [www.portvancouver.com/echo](http://www.portvancouver.com/echo).

Canada



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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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