

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 7 and 8 overall pilot-reported vessel participation rate: 80%

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

In week 9 and 10, 71% of tug trips were able to be in the outbound shipping lane or inshore trial zone for >75% of their transit.

Whale presence

The southern resident killer whales have remained in the slowdown area since their return in mid-August. Between August 17 and 30, southern resident killer whales were recorded in the slowdown area on 12 days. Humpbacks, transient killer whales and porpoises were also recorded on numerous days in the slowdown area during the same time period.

With the killer whales' return to the area, now more than ever, your participation in the ECHO Program's underwater noise reduction initiatives are helping to reduce the effects of shipping on these at-risk whales. Thank you to all participants for your continued support and commitment to these trials!

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](#).

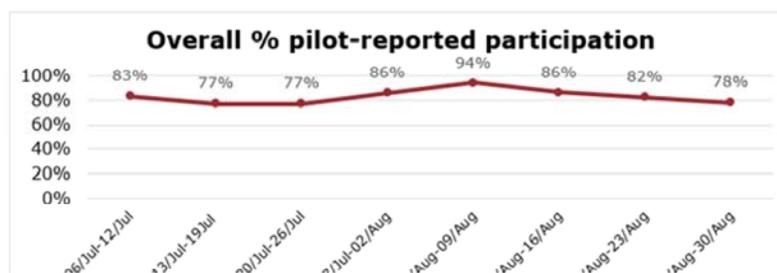


Southern resident killer whale in Haro Strait on August 29, 2019. Photo credit: Jeanne Hyde

2019 voluntary vessel slowdown trial in Haro Strait and Boundary Pass

Vessel participation update – week of August 17-23 and August 24-30, 2019

In the seventh and eighth weeks of the Haro Strait and Boundary Pass voluntary slowdown, between August 17-30, 2019, agents flagged 175 of 192 transits as potential candidates for participation. 154 of these flagged transits participated, representing a total pilot-reported vessel participation rate of 80% for these two weeks.



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The table below provides further details on participation for the week of August 17-23 and August 24-30, 2019, as well as the cumulative participation rates since the slowdown began.

Vessel type	Pilot-reported participation by vessel type		
	Participation by sector		
	Week 5 August 17-23, 2019	Week 6 August 24-30, 2019	2019 cumulative July 6 to August 30, 2019
Bulker	48 of 60 (80%)	33 of 41 (80%)	333 of 405 (82%)
Vehicle carrier	7 of 8 (88%)	2 of 2 (100%)	63 of 72 (88%)
Container	21 of 26 (81%)	23 of 31 (74%)	196 of 232 (84%)
General cargo	6 of 7 (86%)	4 of 5 (80%)	33 of 43 (77%)
Other	-	1 of 1 (100%)	2 of 3 (67%)
Passenger	2 of 2 (100%)	-	11 of 15 (73%)
Tanker	4 of 4 (100%)	3 of 5 (60%)	41 of 49 (84%)
Tug	-	-	1 of 1 (100%)
Total	88 of 107 (82%)	66 of 85 (78%)	684 of 824 (83%)

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 – August 12 to 26, 2019

In weeks nine and ten of the voluntary inshore lateral displacement trial, 71% 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 9 & 10 August 12-26, 2019*		2019 cumulative June 17 to August 26, 2019*	
# Trips ≥75% of transit	10	71%	47	76%
# Trips ≥50%-<75% of transit	0	0%	2	3%
# Trips ≥25%-<50% of transit	0	0%	2	3%
# Trips >0%-<25% of transit	1	7%	4	6%
# Trips 0% of transit	3	21%	7	11%
Total # of tug trips in the Canadian Strait of Juan de Fuca	14		62	

* Due to a technical problem, AIS data for August 10, 11, 12, 21 and 22 could not be included in this current report

but will be incorporated at a later date if the data can be retrieved.

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 ECHO Program, see www.portvancouver.com/echo.

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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