

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 9 and 10 overall pilot-reported vessel participation rate: 79%

Trial status: Active

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

In week 11 and 12, 64% of tug trips were able to be in the outbound shipping lane or inshore trial zone for >75% of their transit.

Trial status: Active until October 31

## **Whale presence**

Since August 31, southern resident killer whales have been seen in Haro Strait four times, most recently on September 16. The whales are still believed to be within the Salish Sea, having been spotted in Puget Sound on September 17 and 18. Boundary Pass observers have continued to see frequent sightings of humpbacks (nine days), transients (four days) and harbour porpoise (14 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.](#)

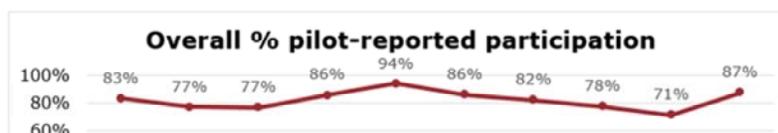


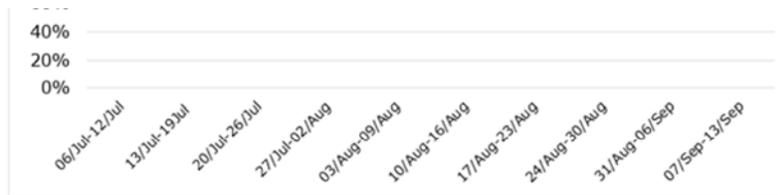
Humpback whale in Boundary Pass. Photo credit: Nicole Le Baron

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

### **Vessel participation update – week of August 31 to September 6 and September 7-13, 2019**

In the ninth and tenth weeks of the slowdown, between August 31 and September 13, 2019, agents flagged 206 of 233 transits as potential candidates for participation. 185 of these flagged transits participated, representing a total pilot-reported vessel participation rate of 79% for these two weeks.





The table below provides further details on participation for the week of August 31 to September 6 and September 7-13, 2019, as well as the cumulative participation rates since the slowdown began.

Pilot-reported participation by vessel type			
Vessel type	Participation by sector		
	Week 9 August 31- September 6, 2019	Week 10 September 7-13, 2019	2019 cumulative July 6 to September 13, 2019
Bulker	42 of 61 (69%)	48 of 57 (84%)	423 of 523 (81%)
Vehicle carrier	6 of 9 (67%)	6 of 8 (75%)	75 of 89 (84%)
Container	22 of 26 (85%)	31 of 32 (97%)	249 of 290 (86%)
General cargo	6 of 9 (67%)	11 of 13 (85%)	50 of 65 (77%)
Other	-	-	2 of 3 (67%)
Passenger	2 of 4 (50%)	2 of 3 (67%)	15 of 22 (68%)
Tanker	4 of 6 (67%)	4 of 4 (100%)	49 of 59 (83%)
Tug	-	1 of 1 (100%)	2 of 2 (100%)
Heavy lift	-	-	4 of 4 (100%)
<b>Total</b>	<b>82 of 115 (71%)</b>	<b>103 of 118 (87%)</b>	<b>869 of 1057 (82%)</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.*

### Upcoming notification regarding slowdown end date

Southern resident killer whales are historically known to frequent the trial area in greater numbers between the months of June and October. To inform the end of the slowdown, if the whales are still present in the slowdown area up to September 30, the voluntary slowdown period will be extended to at least October 15. This process of monitoring whale presence to determine the end of the slowdown will continue as needed until no later than October 31.

Trial participants will be notified directly before **noon on Monday, September 30** as to whether the slowdown will continue into October or end this month. Further updates will also be shared in our next newsletter on October 3.

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

### Trial achievement update – August 26 to September 8, 2019

In weeks eleven and twelve of the voluntary inshore lateral displacement trial, 64% 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. The table below provides further details on trial achievement rate for the weeks of August 26 to September 8, as well as the cumulative trial achievement rates since the lateral displacement trial began.

<b>Trial achievement rate of tug trips spending a percentage of their transit in outbound shipping lane and inshore trial zone</b>	<b>Week 11 &amp; 12 August 26 to September 8, 2019*</b>		<b>2019 cumulative June 17 to September 8, 2019*</b>	
# Trips ≥75% of transit	7	64%	54	74%
# Trips ≥50%-<75% of transit	2	18%	4	5%
# Trips ≥25%-<50% of transit	0	0%	2	3%
# Trips >0%-<25% of transit	0	0%	4	5%
# Trips 0% of transit	2	18%	9	12%
<b>Total # of tug trips in the Canadian Strait of Juan de Fuca</b>	<b>11</b>		<b>73</b>	

\* Due to a technical problem, AIS data for August 10, 11, 12, 21, 22, 26 and September 4 and 7 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](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



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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