

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 11 and 12 overall pilot-reported vessel participation rate: 81%

Trial status: Active – Extended to at least October 15

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

In week 13 and 14, 80% 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 September 14, southern resident killer whales have been seen regularly in the Salish Sea, including the slowdown area where they were observed on five days and most recently on September 30. Over the last two weeks, our Boundary Pass observer also continued to report regular sightings of humpbacks (seven days) and harbour porpoise (10 days), as well as transient killer whales on one day.

*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.](#)

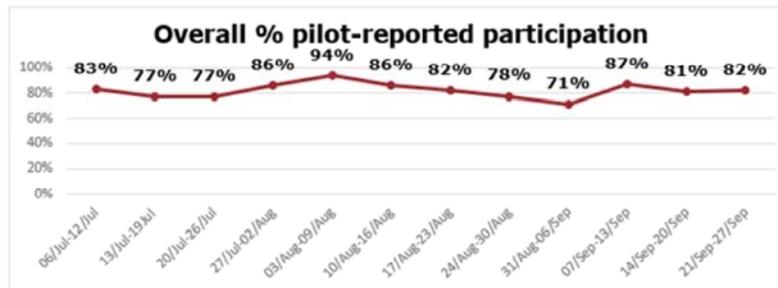


Southern resident killer whale K37 in Haro Strait on September 25. Photo credit: Jeanne Hyde

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

## Vessel participation update – week of September 14-20 and September 21-27, 2019

In the eleventh and twelfth weeks of the slowdown, between September 14 - 27, 2019, agents flagged 211 of 226 transits as potential candidates for participation. 184 of these flagged transits participated, representing a total pilot-reported vessel participation rate of 81% for these two weeks.



The table below provides further details on participation for the week of September 14-20 and September 21-27, 2019, as well as the cumulative participation rates since the slowdown began.

Vessel type	Pilot-reported participation by vessel type		
	Participation by sector		
	Week 11 September 14- 20, 2019	Week 12 September 21- 27, 2019	2019 cumulative July 6 to September 27, 2019
Bulker	62 of 69 (90%)	34 of 42 (81%)	519 of 634 (82%)
Vehicle carrier	2 of 6 (33%)	6 of 8 (75%)	83 of 103 (81%)
Container	19 of 26 (73%)	24 of 28 (86%)	292 of 344 (85%)
General cargo	5 of 8 (63%)	4 of 6 (67%)	59 of 79 (75%)
Other	-	-	2 of 3 (67%)
Passenger	3 of 6 (50%)	10 of 11 (91%)	28 of 39 (72%)
Tanker	9 of 9 (100%)	6 of 7 (86%)	64 of 75 (85%)
Tug			2 of 2 (100%)
Heavy lift			-
<b>Total</b>	<b>100 of 124 (81%)</b>	<b>84 of 102 (82%)</b>	<b>1053 of 1283 (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**

On September 27, participants were notified that the southern resident killer whales were still present in the slowdown area and thus the 2019 voluntary vessel slowdown trial through Haro Strait and Boundary Pass was extended to at least October 15, 2019.

If the whales are still present in the slowdown area within the next two weeks, the trial will continue until no later than October 31.

Trial participants will be notified directly before **noon on Tuesday, October 15** as to whether the slowdown will continue to the end of October. Further updates will also be shared in our next newsletter on October 17.

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

### **Trial achievement update – September 9 to 22, 2019**

In weeks thirteen and fourteen of the voluntary inshore lateral displacement trial, 80% 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 September 9 to 22, 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 13 &amp; 14 September 9 to 22, 2019*</b>		<b>2019 cumulative June 17 to September 22, 2019*</b>	
# Trips ≥75% of transit	8	80%	62	75%
# Trips ≥50%-<75% of transit	1	10%	5	6%
# Trips ≥25%-<50% of transit	1	10%	3	4%
# Trips >0%-<25% of transit	0	0%	4	5%
# Trips 0% of transit	0	0%	9	11%
<b>Total # of tug trips in the Canadian Strait of Juan de Fuca</b>	10		83	

*\* 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).



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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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