

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 13 and 14 overall pilot-reported vessel participation rate: 83%

Trial status: Ended on October 15

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

In week 15 and 16, 44% 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

Southern resident killer whales were seen a number of times in the Puget Sound area but have not been seen in the slowdown area since September 30. As a result of this, the voluntary vessel slowdown concluded on October 15.

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](#).

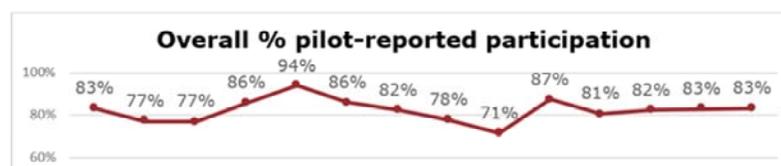


Southern resident killer whale J26 in Haro Strait on September 30, our last confirmed sighting of the whales in the slowdown area. Photo credit: Jeanne Hyde

2019 voluntary vessel slowdown trial in Haro Strait and Boundary Pass – Ended on October 15

Vessel participation update – week of September 28 to October 3 and October 4-11, 2019

In the thirteenth and fourteenth weeks of the slowdown, between September 28 and October 11, 2019, agents flagged 195 of 212 transits as potential candidates for participation. 176 of these flagged transits participated, representing a total pilot-reported vessel participation rate of 83% for these two weeks.





The table below provides further details on participation for the week of September 28 to October 3 and October 4-11, 2019, as well as the cumulative participation rates since the slowdown began. The participation rates for October 12-15 and full cumulative participation rates will be reported out in the final newsletter in November.

Vessel type	Pilot-reported participation by vessel type		
	Participation by sector		
	Week 13 September 28 – October 3, 2019	Week 14 October 4-11, 2019	2019 cumulative July 6 to October 11, 2019
Bulker	41 of 47 - (87%)	38 of 49 - (78%)	598 of 730 - (82%)
Vehicle carrier	3 of 6 - (50%)	6 of 7 - (86%)	92 of 116 - (79%)
Container	26 of 28 - (93%)	25 of 30 - (83%)	343 of 402 - (85%)
General cargo	4 of 6 - (67%)	4 of 4 - (100%)	67 of 89 - (75%)
Other	-	2 of 2 - (100%)	4 of 5 - (80%)
Passenger	8 of 11 - (73%)	7 of 7 - (100%)	43 of 57 - (75%)
Tanker	5 of 7 - (71%)	7 of 8 - (88%)	76 of 90 - (84%)
Tug	-	-	2 of 2 - (100%)
Heavy lift	-	-	-
Total	87 of 105 (83%)	89 of 107 (83%)	1229 of 1495 (82%)

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 – Active until October 31

Trial achievement update – September 23 to October 6, 2019

In weeks fifteen and sixteen of the voluntary inshore lateral displacement trial, ten tugs transited the Strait of Juan de Fuca and only 4 of them (44%) 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 23 to

October 6, as well as the cumulative trial achievement rates since the lateral displacement trial began.

Trial achievement rate of tug trips spending a percentage of their transit in outbound shipping lane and inshore trial zone	Week 15 & 16 September 23 to October 6, 2019*		2019 cumulative June 17 to October 6, 2019*	
# Trips ≥75% of transit	4	44%	66	72%
# Trips ≥50%-<75% of transit	1	11%	6	7%
# Trips ≥25%-<50% of transit	0	0%	3	3%
# Trips >0%-<25% of transit	1	11%	5	5%
# Trips 0% of transit	3	33%	12	13%
Total # of tug trips in the Canadian Strait of Juan de Fuca	10		92	

** 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.*

Resources for mariners

WhaleReport Alert System

The 2019 ECHO Program voluntary vessel slowdown has ended however the southern resident killer whales could return to the area again this season, so the ECHO Program encourages commercial mariners to use the B.C. Cetacean Sightings Network's [Whale Report Alert System](#) (WRAS) to receive real-time notification of whale presence close to their vessel and to consider slowing down where safe and operationally feasible to do so.

The WhaleReport Alert System was developed by the B.C. Cetacean Sightings Network and was made possible with funding and project support from the Prince Rupert Port Authority and the Vancouver Fraser Port Authority. This app is intended for regional commercial mariners, and users are verified by an administrator before receiving access.

Read more and download the app at <http://wildwhales.org/wras>.

Report a whale sighting

Have you spotted a whale? Report your cetacean (whale, dolphin, or porpoise) and sea turtle sightings to the [B.C. Cetacean Sightings Network](#) through their WhaleReport app, on their website or by email. Remember, if you are on the water, do your part to protect marine wildlife. Follow [whale wise guidelines](#) and do not approach killer whales within 200 meters.

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



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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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