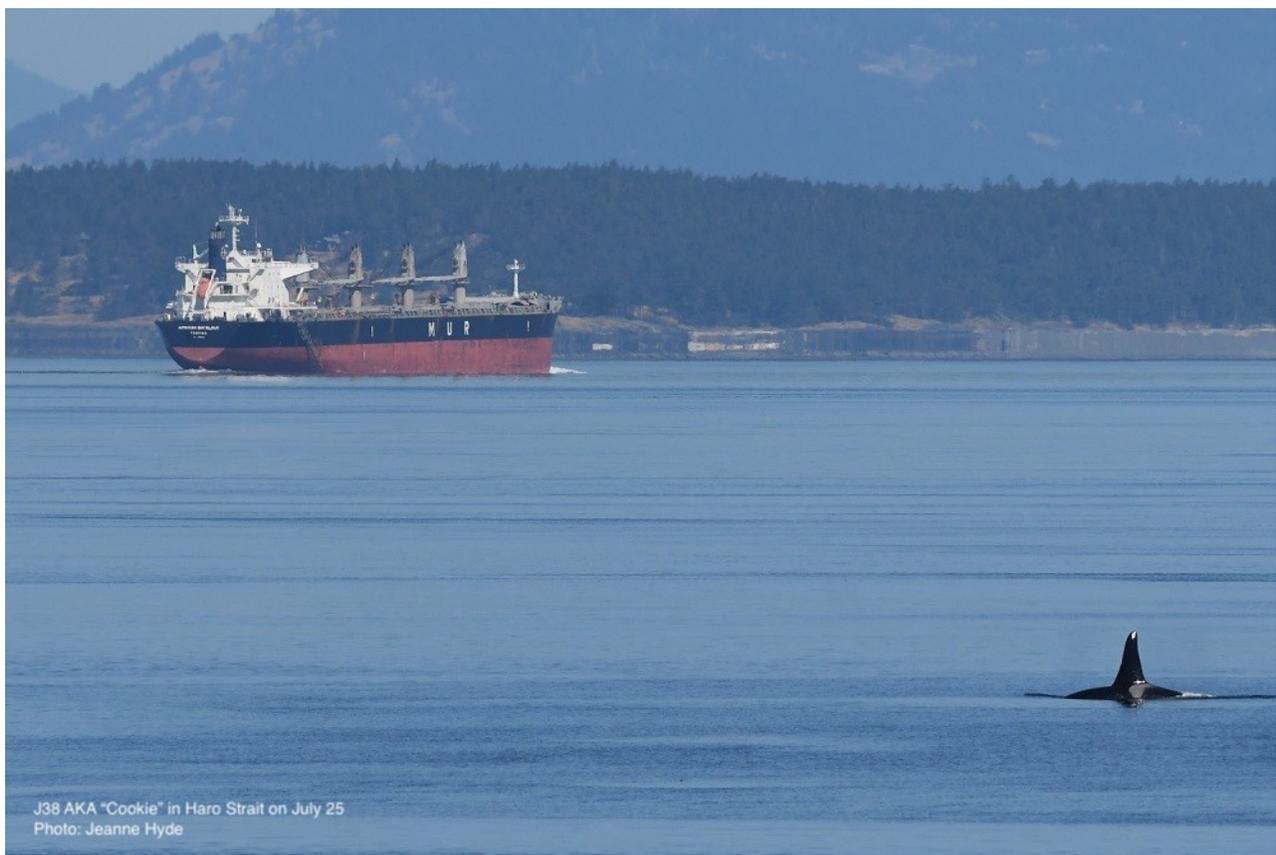




## ECHO Program update on seasonal initiatives



Good afternoon,

As the ECHO Program begins its third month of coordinating voluntary underwater noise reduction measures across the Salish Sea, we are pleased to see participation rates remain strong in all three of the program's initiatives to support the recovery of southern resident killer whales.

So far, large commercial ship operators have participated at rates of over 90% in the Haro Strait and Boundary Pass slowdown, and at nearly 80% in the Swiftsure Bank voluntary ship slowdown trial, while tug operators have achieved nearly a 100% participation rate in the voluntary lateral displacement in the Strait of Juan de Fuca. To date, **this translates to over 1,800 slower or more distanced ship transits through key areas of southern resident killer whale critical habitat.**

Southern resident killer whales, and other marine mammals, continue to be sighted in large numbers in the Salish Sea – including throughout the ECHO Program’s slowdown area at Haro Strait and Boundary Pass – highlighting the continued importance of our collective efforts to create a quieter underwater environment for the whales to hunt, navigate, and communicate in.

Please continue to be diligent in looking out for whales and reporting any sightings to the **Whale Report app**. Commercial mariners are encouraged to download and log into the **Whale Report Alert System** to receive notifications when whales are nearby.

Below, please find participation rates in our voluntary initiatives. Each table lists the percentage of participating ship transits, as well as the number of participating ship transits out of all ship transits, in brackets.

## Swiftsure Bank inbound and outbound slowdown trial

<b>Inbound participation rates</b> <i>(Within 1-knot of speed-through-water target speed)</i>			
Ship type	Week 7: (July 9 - July 15)	Week 8: (July 16 - July 22)	Cumulative (June 1 - July 22)
Inbound Bulk Carrier	57% (16 of 28)	88% (30 of 34)	74%
Inbound Car Carrier	100% (12 of 12)	86% (6 of 7)	83%
Inbound Container	83% (20 of 24)	87% (26 of 30)	84%
Inbound Passenger	65% (11 of 17)	94% (16 of 17)	75%
Inbound Tanker	89% (16 of 18)	90% (9 of 10)	84%
Inbound Other	86% (12 of 14)	72% (13 of 18)	77%
<b>TOTAL</b>			<b>79% (619 of 784)</b>

<b>Outbound participation rates</b> <i>(Within 1-knot of speed-through-water target speed)</i>			
Ship type	Week 7: (July 9 - July 15)	Week 8: (July 16 - July 22)	Cumulative (June 1 - July 22)
Outbound Bulk Carrier	82% (27 of 33)	76% (22 of 29)	81%
Outbound Car Carrier	75% (6 of 8)	57% (4 of 7)	55%
Outbound Container	80% (20 of 25)	95% (20 of 21)	84%
Outbound Passenger	87% (13 of 15)	80% (12 of 15)	72%
Outbound Tanker	85% (11 of 13)	82% (9 of 11)	78%
Outbound Other	67% (8 of 12)	62% (8 of 13)	74%
<b>TOTAL</b>			<b>78% (591 of 759)</b>

<b>Combined (inbound and outbound) participation rates</b> <i>(Within 1-knot of speed-through-water target speed)</i>			
Ship type	Week 7: (July 9 - July 15)	Week 8: (July 16 - July 22)	Cumulative (June 1 - July 22)
Combined Bulk Carrier	70% (43 of 61)	83% (52 of 63)	78%
Combined Car Carrier	90% (18 of 20)	71% (10 of 14)	70%
Combined Container	82% (40 of 49)	90% (46 of 51)	84%
Combined Passenger	75% (24 of 32)	88% (28 of 32)	74%
Combined Tanker	87% (27 of 31)	86% (18 of 21)	81%
Combined Other	77% (20 of 26)	68% (21 of 31)	76%
<b>TOTAL</b>			<b>78% (1210 of 1543)</b>

The cumulative participation rate in the inbound and outbound ship slowdown trial at Swiftsure Bank is **78%**. We encourage all ship operators to continue to slow down to the target speed for their vessel class, and we thank the many groups who continue to support this new trial initiative, including the Canadian and U.S. Coast Guards, and the Canadian and U.S. pilots. As the Swiftsure Bank slowdown trial is taking place within the treaty-protected Usual and Accustomed Fishing Area of the Makah Tribe and the maritime territory of the Pacheedaht First Nation, we extend a special thanks to these key partners for their continued support in implementing the slowdown through this important area.

### Haro Strait and Boundary Pass slowdown

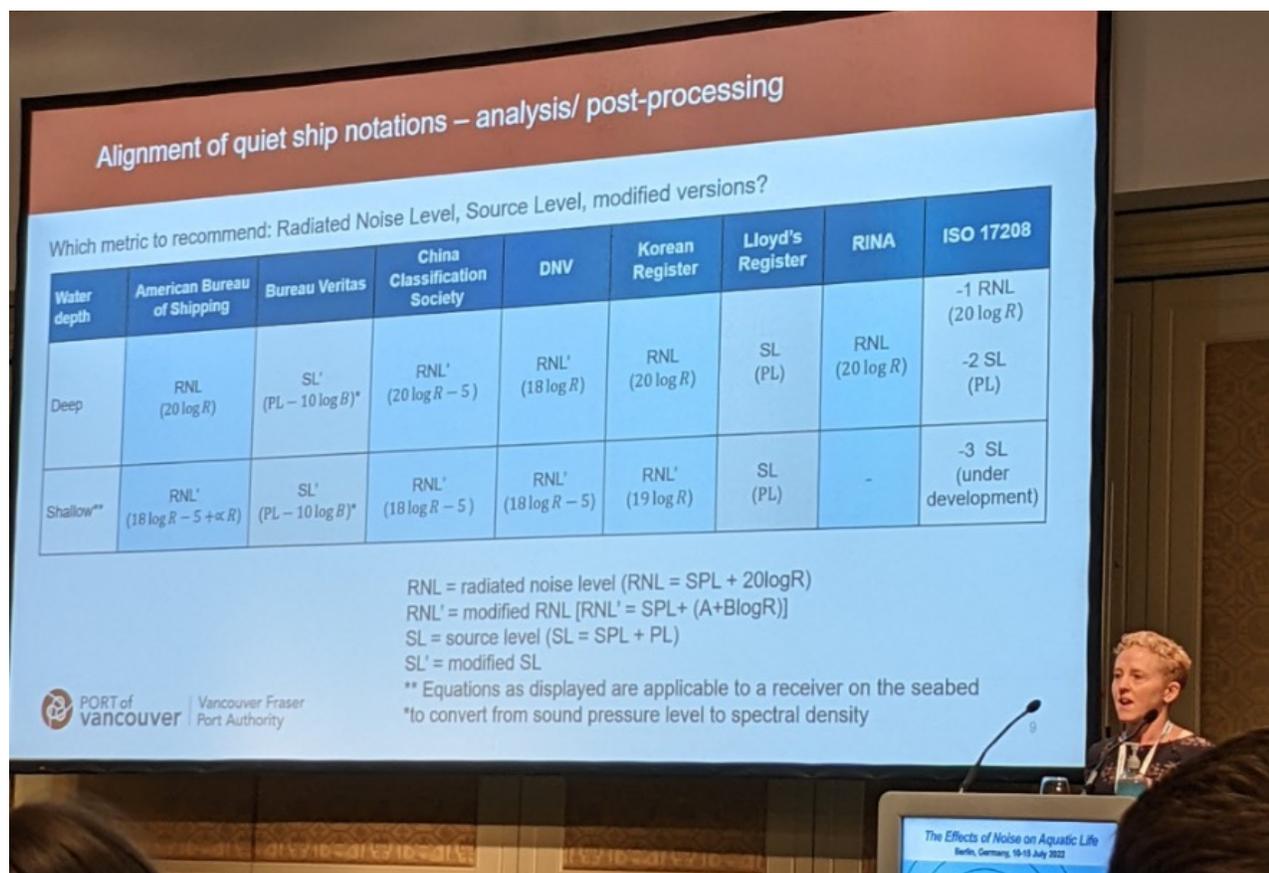
Pilot-reported participation by ship type			
Ship type	Week 7: (July 9 - July 15)	Week 8: (July 16 - July 22)	Cumulative (June 1 - July 22)
Bulk Carrier	96% (55 of 57)	94% (63 of 67)	94%
Car Carrier	90% (9 of 10)	91% (10 of 11)	90%
Container	100% (23 of 23)	91% (21 of 23)	95%
Passenger	75% (3 of 4)	100% (3 of 3)	88%
Tanker	100% (9 of 9)	100% (5 of 5)	92%
Other	100% (8 of 8)	no transits	88%
<b>TOTAL</b>			<b>93% (680 of 730)</b>

The cumulative participation rate in the Haro Strait and Boundary Pass slowdown remains strong at an impressive **93%**. We thank all ship operators and pilots who have helped maintain these strong results — your continued efforts are greatly appreciated.

### Lateral displacement in the Strait of Juan de Fuca

The cumulative participation rate in the Strait of Juan de Fuca lateral displacement is **98%**. We thank all participating tugboat operators for continuing to laterally displace to either the inshore lateral displacement zone or outbound shipping lane.

### ECHO Program research featured at international conference



Last month, ECHO Program research manager Krista Trounce raised awareness of the ECHO Program’s efforts to align quiet vessel notations at the **International Conference on the Effects of Noise on Aquatic Life**. The conference, which was held in Berlin, Germany, is one of the largest meetings of academics, scientists, and other professionals studying the impacts of underwater noise on marine life.

Krista’s presentation discussed how the ECHO Program, in partnership with Transport Canada and JASCO Applied Sciences, is working with international shipping classification societies to align the methods used to measure and analyze underwater noise. The goal of this effort is to create more alignment between quiet ship notations in order to encourage the construction and recognition of quieter ships across the globe.

Data collected through the ECHO Program was highlighted in several presentations at the conference. To read the abstract of Krista’s presentation and those of other ECHO Program partners who presented at the conference, visit the **conference’s webpage**.

## Whale sighting highlight



*Several J-pod members transiting through Boundary Pass on July 23, 2022  
Photo: Olivia Murphy*

## **Stay up to date on the ECHO Program**

Throughout the season, we will continue to share bi-weekly newsletter updates on participation rates in the ECHO Program's voluntary initiatives, and other relevant news. If you were forwarded this email and would like to subscribe, click [here](#).

If you have any questions about the ECHO Program and its 2022 voluntary initiatives, please email us at [echo@portvancouver.com](mailto:echo@portvancouver.com).

Best regards,

The ECHO Program

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