



DEPARTMENT OF  
**ECOLOGY**  
State of Washington

# VEAT 2023

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*Vessel Entries and Transits  
for Washington Waters*

*30<sup>th</sup> Edition*

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## Publication and Contact Information

This document is available on the Department of Ecology's website at:  
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For more information contact:

**Lori Crews, Vessel Inspector**

Spill Prevention, Preparedness, & Response Program

P.O. Box 47600

Olympia, WA 98504-7600

Phone: 360-561-9661

Email: [lori.crews@ecy.wa.gov](mailto:lori.crews@ecy.wa.gov)

Washington State Department of Ecology — [www.ecology.wa.gov](http://www.ecology.wa.gov)

- Headquarters, Olympia 360-407-6000
- Northwest Regional Office, Shoreline 206-594-0000
- Southwest Regional Office, Olympia 360-407-6300
- Central Regional Office, Union Gap 509-575-2490
- Eastern Regional Office, Spokane 509-329-3400

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## Overview

This Vessel Entries and Transits (VEAT) data is offered by the Washington State Department of Ecology (Ecology) in response to public requests for information about commercial vessel traffic in Washington waters. The data identifies vessels tracked by Ecology. These include:

- Cargo and passenger (C&P) vessels 300 gross tons and larger; and
- Tank ships and tank barges, transporting oil, of any tonnage.
  - Starting in 2007, VEAT data classifies tankers carrying edible oil or tallow as tank ships and not cargo & passenger (C&P) vessels. This change reflects the change in the definition of “oil” under Washington State law.
  - Starting in 2011, VEAT lists **Articulated Tug Barge (ATB) transits separately**.

VEAT lists data by vessel destination and vessel type and does not reflect specific products or commodities transported or delivered.

## Terms and Definitions

### Articulated tug barge (ATB)

An ATB is a combination vessel consisting of a tank barge and a tugboat with the tug connected in a notch in the stern of the barge by means of connecting pins or other fixed mechanical equipment. ATBs are counted separately from tank barges in this report.

### C & P

Cargo and passenger vessels 300 gross tons or larger.

### Entering transit

The passage of a vessel from sea or from Canadian waters into Washington State waters, regardless of destination. The trip back to sea is not counted. A vessel may be credited with multiple entering transits over the calendar year. Entering transits on the Columbia River that call at a Washington port first and an Oregon port during a single voyage are counted as an entering transit bound for a Washington port.

### Ferry

Any ferry boat 300 gross tons or larger operating in Washington State waters. Ferries with a fuel capacity of fewer than 6,000 gallons are not regulated by Ecology. There were no ferries of 300 gross tons or larger operating on the Columbia River or in Grays Harbor/Aberdeen during calendar year 2023. A ferry transit is defined as any trip from an origination terminal to a destination terminal.

### Individual vessel

A unique vessel. Each unique vessel is counted only once in the individual vessel count even if the vessel calls in Washington State waters more than once during the calendar year.

## Tank barge

A barge of any tonnage, engaged in the transport of oil, chemicals, tallows, or biologically derived plant oils.

## Tank barge/ATBs transit

Any significant move between two locations, via Washington State waters, while transporting oil, chemicals, tallows, or biologically derived plant oils.

## Tank ship (tanker)

A self-propelled tank vessel of any gross tonnage, engaged in the transport of oil, chemicals, tallow, or biologically derived plant oils. See the next section, “Tank Ship Classifications in VEAT,” for a detailed description of how tankers are classified and counted for this report.

# Tank Ship Classifications in VEAT

## Chemical tankers

Chemical tankers are counted as petroleum tankers. Prior to 2007, chemical tankers carrying non-petroleum products and edible oil were counted as cargo and passenger vessels. As of 2007, these vessels are counted as tankers to reflect the change in the definition of “oil” under Washington State law. Chemical tankers are included in the tank ship section of VEAT, items 10-18.

## LNG, LPG, and LG tankers

Liquefied Natural Gas (LNG), Liquefied Petroleum Gas (LPG), and Liquefied Gas (LG) tankers are counted as bulk cargo carriers. These specialized vessels are not certified to transport crude oil, refined petroleum products, or chemicals. Some examples of the products carried by these vessels are LNG (methane), LPG (propane or butane), and LG (anhydrous ammonia). LNG, LPG, and LG tankers are included in the cargo and passenger section of VEAT, items 1-9.

## Oil tankers

Tankers certified to carry oil are counted as tankers. Prior to 2007, oil tankers carrying tallow or biologically derived plant oils (such as bio-diesel) were counted as cargo and passenger vessels. As of 2007, these vessels are counted as tank ships to reflect the change in the definition of “oil” under Washington State law. Oil tankers are included in the tank ship section of VEAT, items 10-18.

## Tankers bound for layup or shipyards

Tankers bound for layup, or shipyards for repair and routine maintenance, are required to be empty, clean, and gas-free. Since these vessels are not transporting petroleum products or chemicals, they are included in the cargo and passenger section of VEAT, items 1-9.

## Vessel Entries and Transits: 2023

Table 1: VESSEL TYPE AND DESTINATION	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) C & P bound for Washington ports in Puget Sound via Strait of Juan de Fuca	1388	675
2) C & P bound for Washington ports in Puget Sound via Strait of Georgia & Haro Strait	530	179
3) C & P bound for Washington ports on the Columbia River	667	574
4) C & P bound for Grays Harbor/Aberdeen	71	67
<b>5) C &amp; P bound for Washington ports (sum of 1-4 above)</b>	<b>2,656</b>	<b>1,495</b>
6) C & P bound for Oregon ports on the Columbia River	379	264
7) C & P bound for Canadian ports via Strait of Juan de Fuca	2,692	1,633
<b>8) C &amp; P bound for U.S. ports (sum of 5 &amp; 6 above)</b>	<b>3,035</b>	<b>1,759</b>
<b>9) C &amp; P grand total (sum of 7 &amp; 8 above)</b>	<b>5,727</b>	<b>3,392</b>
10) Tank ships bound for Washington ports in Puget Sound via Juan de Fuca	384	126
11) Tank ships bound for WA ports in Puget Sound via Strait of Georgia & Haro Strait	29	24
12) Tank ships bound for Washington ports on the Columbia River	23	13
13) Tank ships bound for Grays Harbor/Aberdeen	9	8
<b>14) Tank ships bound for Washington ports (sum of 10-13 above)</b>	<b>445</b>	<b>171</b>
15) Tank ships bound for Oregon ports on the Columbia River	118	42
16) Tank ships bound for Canadian ports via Strait of Juan de Fuca	173	104
<b>17) Tank ships bound for U.S. ports (sum of 14 &amp; 15 above)</b>	<b>563</b>	<b>213</b>
<b>18) Tank ship grand total (sum of 16 &amp; 17 above)</b>	<b>736</b>	<b>317</b>
<b>19) Grand totals: all vessels, all destinations (sum of 9 &amp; 18 above)</b>	<b>6,463</b>	<b>3,709</b>

Table 2: TANK BARGES/ATB (OPERATING AREA)	BARGE TRANSITS	ATB TRANSITS
1) Puget Sound	2,708	1,006
2) Entering transits to Puget Sound	91	250
3) Columbia River	1,347	320
4) Entering transits to Columbia River	50	150
5) Grays Harbor/Aberdeen	4	0
<b>6) Grand total of transits in Washington waters (sum of 1, 3, &amp; 5 above)</b>	<b>4,059</b>	<b>1,326</b>
<b>7) Total number of individual tank barges/ATBs operating in WA State waters in 2022</b>	<b>41</b>	<b>19</b>

Table 2a: TANK BARGES/ATB COMPANIES (OPERATING AREA)	BARGE	ATB
8) Number of barge/ATB companies that operate tank barges in Puget Sound	8	5
9) Number of barge/ATB companies that operate tank barges on the Columbia River	6	4
<b>10) Total number of barge/ATB companies that operate tank barges on WA waters</b>	<b>9</b>	<b>5</b>

## Vessel Entries and Transits: 2023

Table 3: FERRIES (PUGET SOUND)	TRANSITS	INDIVIDUAL FERRIES
1) Washington State Ferries	142,394	19
2) Alaska Marine Highway System	82	2
3) Black Ball Transport, Inc.	1,808	1
<b>4) Total (sum of 1-3 above)</b>	<b>144,284</b>	<b>22</b>

Table 4: COMMERCIAL FISHING VESSELS AND FACTORY FISHING VESSELS/ FISH PROCESSORS	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) Commercial fishing vessels bound for Washington ports via Strait of Juan de Fuca	28	23
2) Commercial fishing vessels bound for WA ports via Strait of Georgia & Haro Strait	11	5
<b>3) Total commercial fishing vessels bound for Washington ports in Puget Sound via Strait of Juan de Fuca, Strait of Georgia, and Haro Strait (sum of 1 &amp; 2 above)</b>	<b>39</b>	<b>28</b>
4) Commercial fishing vessels bound for Canadian ports via Strait of Juan de Fuca	22	6
<b>5) Total commercial fishing vessels bound for Washington ports in Puget Sound or transiting Washington waters enroute to Canada (sum of 3 &amp; 4 above)</b>	<b>61</b>	<b>34</b>
6) Factory fishing vessels/fish processors bound for Washington ports via Strait of Juan de Fuca	85	33
7) Factory fishing vessels/fish processors bound for Washington ports via Strait of Georgia and Haro Strait	6	3
<b>8) Total factory fishing vessels/fish processors bound for WA ports in Puget Sound via Strait of Juan de Fuca, Strait of Georgia, and Haro Strait (sum of 6 &amp; 7 above)</b>	<b>91</b>	<b>36</b>
9) Factory fishing vessels/fish processors bound for Canadian ports via Strait of Juan de Fuca	12	3
<b>10) Total factory fishing vessels/fish processors bound for Washington ports in Puget Sound or transiting Washington waters enroute to Canada (sum of 8 &amp; 9 above)</b>	<b>103</b>	<b>39</b>
<b>11) Grand total any type fishing vessel bound for Washington ports in Puget Sound or transiting Washington waters enroute to Canada (sum of 5 &amp; 10 above)</b>	<b>164</b>	<b>73</b>

NOTE: Fishing vessels and factory fishing vessels/fish processors are included in cargo and passenger totals.

### Fishing vessel classification

#### Commercial fishing vessel

Any commercial fishing vessel 300 gross tons or larger, including: trawlers, seiners, purse seiners, longliners, crabbers, ground fishers, scallopers, etc.

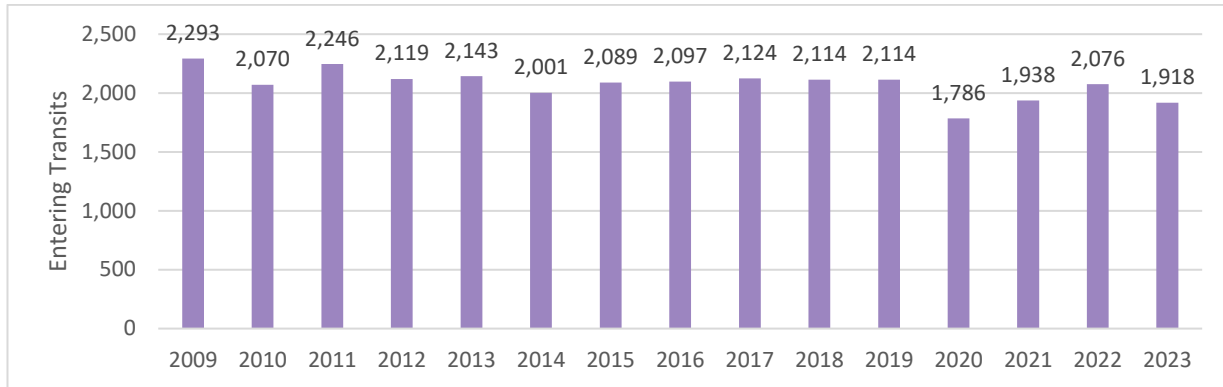
#### Factory fishing vessel/fish processor

Any commercial factory fishing vessel or fish processor 300 gross tons or larger “that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling.” [USCG definition contained in *Federal Requirements for Commercial Fishing Industry Vessels.*]

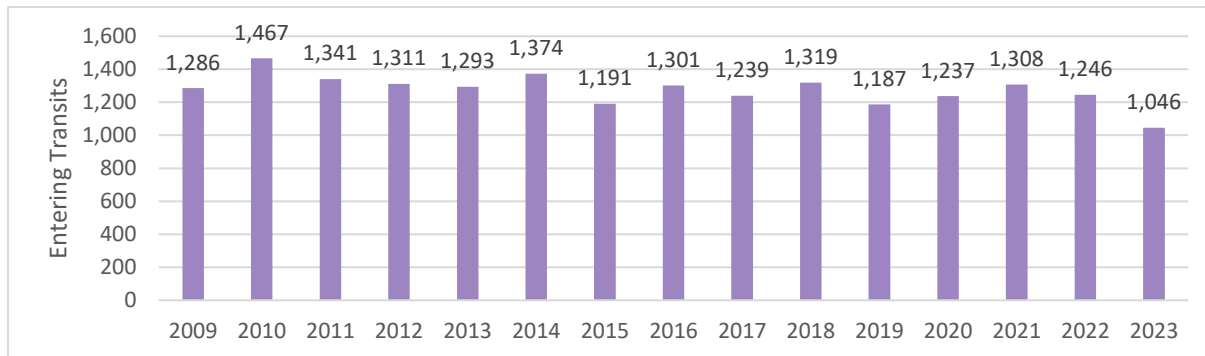
## Comparison of VEAT 2009 through VEAT 2023

### Cargo and Passenger Vessels: Entering Transits into Washington Waters

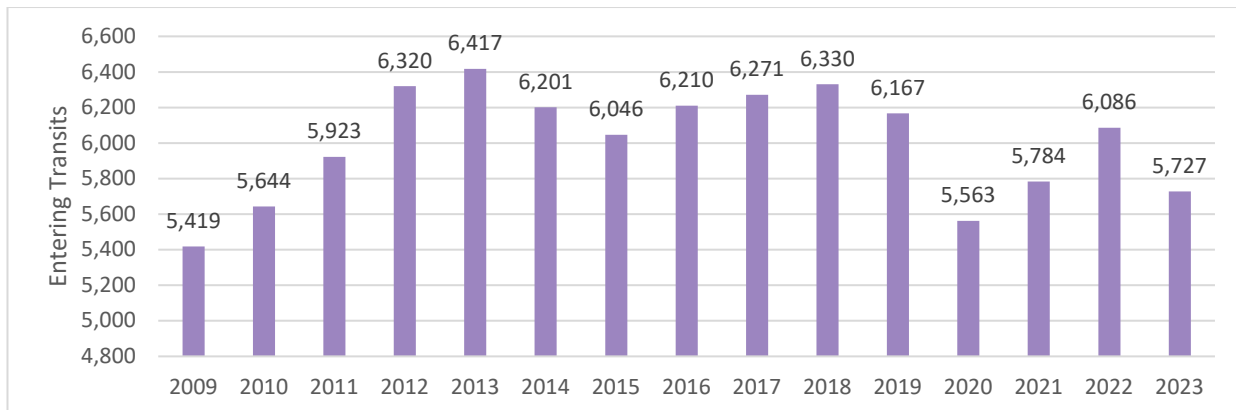
To Puget Sound ports only: Sum of Table 1, items 1 & 2



To Columbia River ports only: Sum of Table 1, items 3 & 6

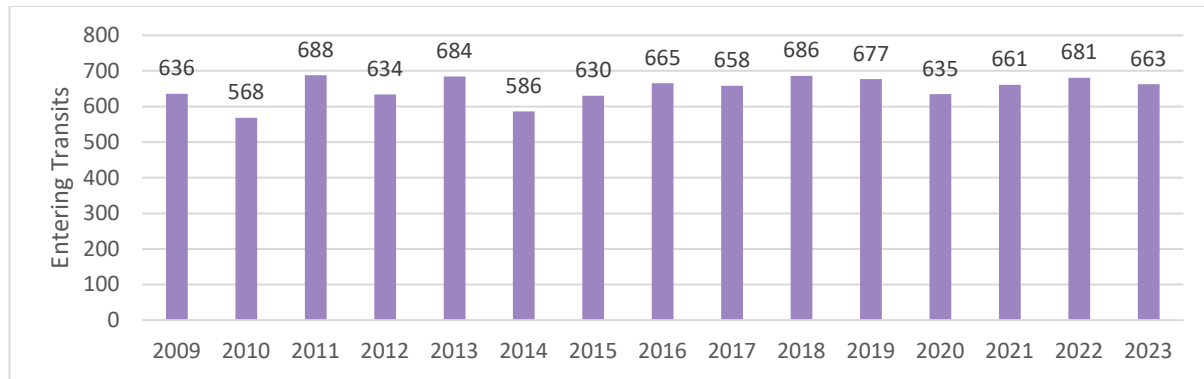


GRAND TOTAL: Table 1, item 9 (includes Grays Harbor and Canadian ports)

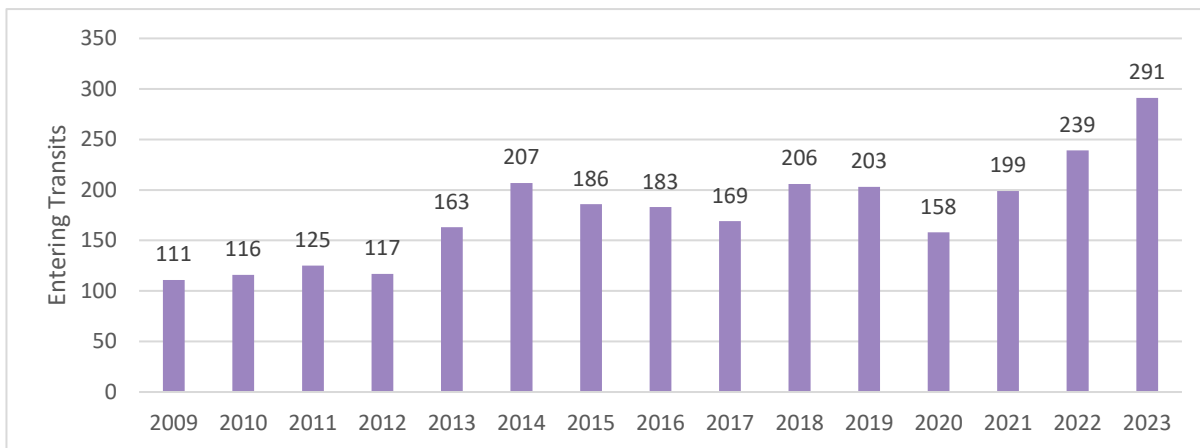


## Tank Ships and ATBs: Entering Transits into Washington Waters

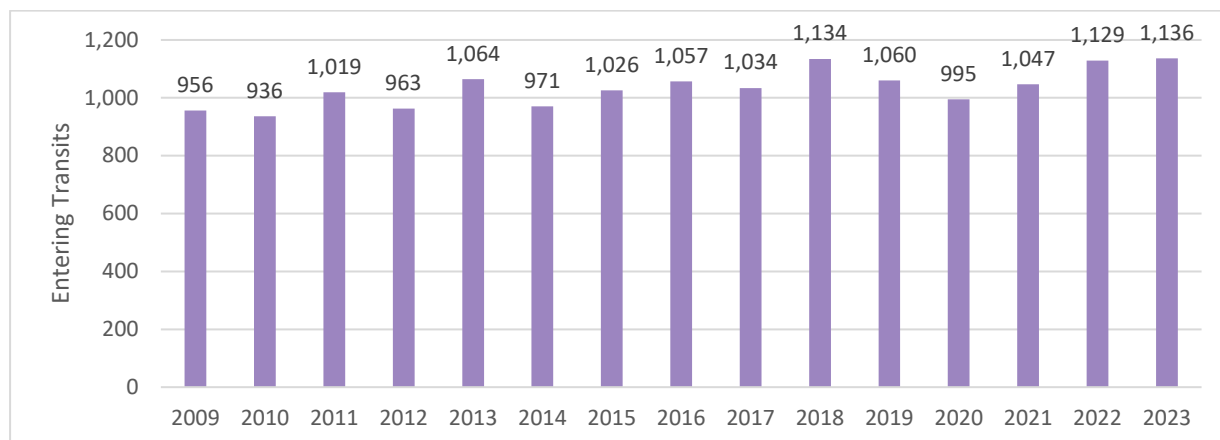
To Puget Sound ports only: Sum of Table 1, items 10 & 11; and Table 2, item 2



To Columbia River ports only: Sum of Table 1, items 12 & 15; and Table 2, item 4



GRAND TOTAL: Table 1, item 18; and Table 2, items 2, 4, & 5  
(Includes Grays Harbor and Canadian ports)





## Data collection

### Current data

All data in this publication is for calendar year 2023.

### Previous data

Ecology has collected Vessel Entry and Transit (VEAT) data for Washington waters since 1993. To access prior VEAT reports, visit: [VEAT Report Data](#)

## Data Sources

### Marine Exchange of Puget Sound

Strait of Juan de Fuca and Puget Sound

### Chamber of Shipping of British Columbia

Strait of Georgia, Haro Strait, and Puget Sound

### Merchants Exchange of Portland

Columbia, Willamette, and Snake River Systems

### Washington State Ferries

Puget Sound ferry traffic

### Alaska Marine Highway System

Washington/Alaska ferry traffic

### Black Ball Transport, Inc.

Washington/Victoria ferry traffic

### Spills Program Integrated Information System

Vessel data collected by the Department of Ecology

### Ecology Advance Notice of Transfer Database

Oil transfer data collected by the Department of Ecology

### Olympic Coast National Marine Sanctuary (OCNMS)

For information on the Area To Be Avoided (ATBA) off the Washington coast, visit [OCNMS](#)