

Vessel Entries And Transits for Washington Waters

VEAT 2007

OVERVIEW

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

- Cargo and passenger 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. See page 2 - Tank Ship Classifications - in **VEAT** for detailed description of how tank ships are classified and counted for this report

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



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Spill Prevention, Preparedness
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TERMS AND DEFINITIONS

C & P

Cargo and passenger vessels 300 gross tons or larger.

TANK SHIP (TANKER)

A self-propelled tank vessel of any gross tonnage, engaged in the transport of oil, chemicals, tallus or biologically derived plant oils. See next column for detailed description of how tankers are classified and counted for this report.

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 a specified period, such as a calendar year.

Entering transits on the Columbia River that call at a Washington port *and* an Oregon port during a single voyage on the Columbia River are counted as an entering transit bound for a Washington port.

INDIVIDUAL VESSEL

A vessel counted only once within a specified time period (such as a calendar year), even if the vessel calls in Washington State waters more than once during the specified time period.

TANK BARGE

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

TANK BARGE TRANSIT

Any significant move between two locations, via Washington State waters, while transporting oil or chemicals.

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, even if they are 300 gross tons or larger. There were no ferries of 300 gross tons or larger operating on the Columbia River or in Grays Harbor/Aberdeen during calendar year 2007. A ferry transit is defined as any trip from an origination terminal to a destination terminal.

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.

OIL TANKERS

Tankers certified to carry oil are counted as tankers. Prior to 2007, oil tankers carrying tallow or biologically derived plant oils (e.g. 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.

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.

O/B/O VESSELS (OIL/BULK/ORE)

O/B/O vessels are multi-purpose tanker/bulkers that are certified to transport petroleum products and chemicals. O/B/O vessels that transported oil in Washington during the calendar year are included in the tank ship section of VEAT, items 10-18.

TANKERS BOUND FOR SHIPYARDS

Tankers bound for 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.

TANKERS BOUND FOR LAY-UP

Tankers bound for lay-up are required to be empty, clean and gas free. These vessels are included in the cargo and passenger section of VEAT, items 1-9.

Department of Ecology

VESSEL ENTRIES AND TRANSITS: 2007

VESSEL TYPE AND DESTINATION	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) C & P bound for Washington ports in Puget Sound via Strait of Juan de Fuca	1,679	603
2) C & P bound for Washington ports in Puget Sound via Strait of Georgia & Haro Strait	627	208
3) C & P bound for Washington ports on the Columbia River	718	537
4) C & P bound for Gray's Harbor/Aberdeen	20	10
5) C & P bound for Washington ports: (Sum of 1-4 above)	3,044	1,358
6) C & P bound for Oregon ports on the Columbia River	1,024	654
7) C & P bound for Canadian ports via Strait of Juan de Fuca	1,882	1,025
8) C & P bound for U.S. ports (Sum of 5 & 6 above)	4,068	2,012
9) C & P grand total (Sum of 5-7 above)	5,950	3,037
10) Tank ships bound for Washington ports in Puget Sound via Juan de Fuca	589	112
11) Tank ships bound for WA ports in Puget Sound via Strait of Georgia & Haro Strait	25	15
12) Tank ships bound for Washington ports on the Columbia River	55	42
13) Tank ships bound for Grays Harbor/Aberdeen	23	13
14) Tank ships bound for Washington ports: (Sum of 10-13 above)	692	182
15) Tank ships bound for Oregon ports on the Columbia River	75	28
16) Tank ships bound for Canadian ports via Strait of Juan de Fuca	231	111
17) Tank ships bound for U.S. ports (Sum of 14 & 15 above)	767	210
18) Tank ship grand total (Sum of 16 & 17 above)	998	321
19) Grand totals: all vessels, all destinations (Sum of 9 & 18)	6,948	3,358

TANK BARGES (OPERATING AREA)	TRANSITS
1) Puget Sound	2,472
2) Columbia River	1,446
3) Grays Harbor/Aberdeen	0
4) Grand total of transits in Washington waters (Sum of 1-3 above)	3,918
5) Total number of individual tank barges operating in Washington State waters in 2007:	58
6) Number of barge companies that operate tank barges in Puget Sound:	10
7) Number of barge companies that operate tank barges on the Columbia River:	9
8) Number of barge companies that operate tank barges in Grays Harbor/Aberdeen:	0
9) Total number of barge companies that operate tank barges on Washington waters:	10

FERRIES (PUGET SOUND)	TRANSITS	INDIVIDUAL FERRIES
1) Washington State Ferries	165,204	24
2) Alaska Marine Highway System	138	4
3) Black Ball Transport, Inc.	1,600	1
4) Total (Sum of 1-3 above)	166,942	29

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*.]

FISHING VESSEL DATA COLLECTION

PREVIOUS DATA

Vessel Entry and Transit Data for Washington waters has been collected by Ecology for fifteen years. To obtain copies of VEAT 1993 through VEAT 2007, please contact the Department of Ecology – Spills Program (360) 407-7455. VEAT 1998 through VEAT 2007 are also available on the Ecology Website, at <http://www.ecy.wa.gov/biblio/spills.html>

NOTE: All data in this publication are for calendar year 2007.

WASHINGTON STATE

Department of Ecology

VESSEL ENTRIES AND TRANSITS: 2007

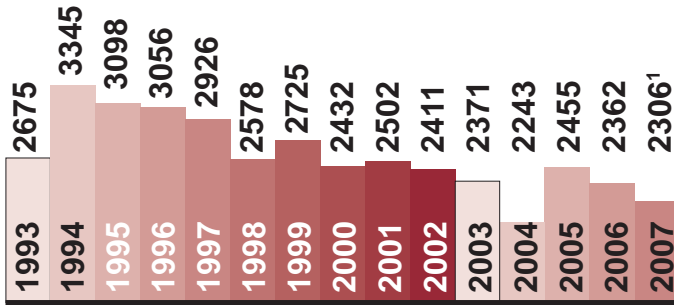
COMMERCIAL FISHING VESSELS AND FACTORY FISHING VESSELS/FISH PROCESSORS	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) Commercial fishing vessels bound for Washington ports via Strait of Juan de Fuca	24	14
2) Commercial fishing vessels bound for WA ports via Strait of Georgia & Haro Strait	73	28
3) Total commercial fishing vessels bound for Washington ports in Puget Sound via Strait of Juan de Fuca, Strait of Georgia, and Haro Strait (Sum of 1 & 2 above)	97	42
4) Commercial fishing vessels bound for Canadian ports via Strait of Juan de Fuca	14	3
5) Total commercial fishing vessels bound for Washington ports in Puget Sound or transiting Washington waters enroute to Canada (Sum of 3 & 4 above)	111	45
6) Factory fishing vessels/fish processors bound for Washington ports via Strait of Juan de Fuca	100	25
7) Factory fishing vessels/fish processors bound for Washington ports via Strait of Georgia and Haro Strait	18	16
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 & 7 above)	118	41
9) Factory fishing vessels/fish processors bound for Canadian ports via Strait of Juan de Fuca	3	1
10) Total factory fishing vessels/fish processors bound for Washington ports in Puget Sound or transiting Washington waters enroute to Canada (Sum of 8 & 9 above)	121	42
11) Grand total any type fishing vessel bound for all destinations (Sum of 5 & 10 above)	232	87

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



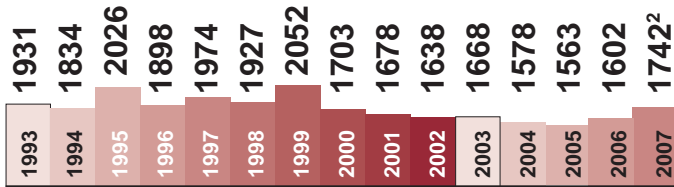
COMPARISON OF VEAT 1993 THROUGH VEAT 2007

Cargo and Passenger Vessels: Entering Transits into Washington Waters



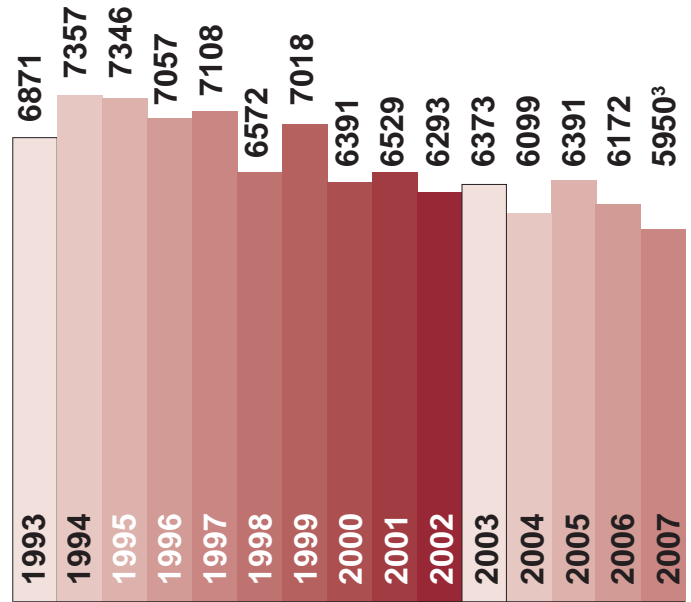
To Puget Sound Ports Only

¹Sum of 1 & 2: C & P (p.2)



To Columbia River Ports Only

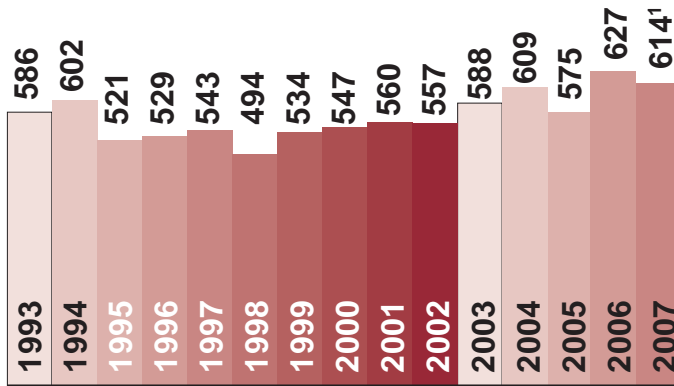
²Sum of 3 & 6: C & P (p.2)



TOTAL (Including Canadian Ports and Grays Harbor)

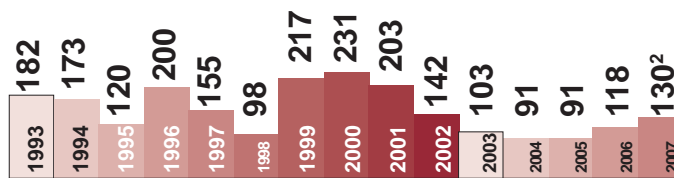
³Item 9: C & P (p.2)

Tank Ships: Entering Transits into Washington Waters



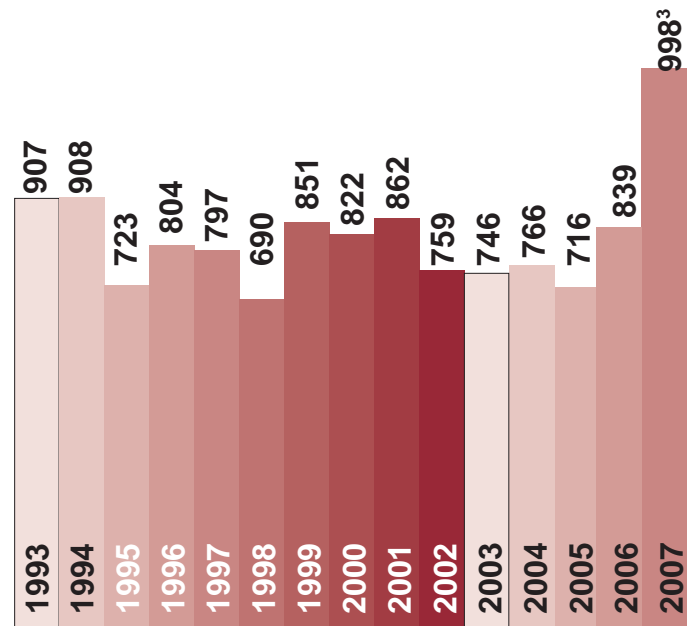
To Puget Sound Ports Only

¹Sum of 10 & 11: Tank Ships (p.2)



To Columbia River Ports Only

²Sum of 12 & 15: Tank Ships (p.2)



TOTAL (Including Canadian Ports and Grays Harbor)

³Item 18: Tank Ships (p.2)

DATA SOURCES

TOFINO VESSEL TRAFFIC (CANADIAN CG)

- Strait of Juan de Fuca and Puget Sound

VANCOUVER VESSEL TRAFFIC (CANADIAN CG)

- Strait of Georgia, Haro Strait, and Puget Sound

MERCHANTS EXCHANGE OF PORTLAND

- Columbia, Willamette, and Snake River Systems

WASHINGTON BOARD OF PILOTAGE COMMISSIONERS

- Grays Harbor/Aberdeen/Hoquiam

WASHINGTON STATE FERRIES

- Puget Sound ferry traffic

ALASKA MARINE HIGHWAY SYSTEM

- Washington/Alaska ferry traffic

BLACK BALL TRANSPORT, INC.

- Washington/Victoria ferry traffic

THE AMERICAN WATERWAYS OPERATORS

- Tank barge transits: Washington waters

PUGET SOUND PILOTS

- Tankers bound for lay-up in Puget Sound

COLUMBIA RIVER PILOTS

- Tankers bound for lay-up on Columbia River

TODD PACIFIC SHIPYARDS CORPORATION

- Tankers bound for Todd Shipyard in Seattle

CASCADE GENERAL SHIPYARD

- Tankers bound for Cascade General Shipyard (Swan Is.)

J.R. SIMPLOT COMPANY – PORTLAND

- LNG/LPG/LG Tankers calling at J.R. Simplot – Rivergate

ECOLOGY MARINE INFORMATION SYSTEM DATABASE

- Vessel data collected by the Department of Ecology

AGENCY CONTACT

For more information about the data in this publication, please call:

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VESSEL TRANSITS THROUGH THE OLYMPIC COAST NATIONAL MARINE SANCTUARY AND AREA TO BE AVOIDED (ATBA)

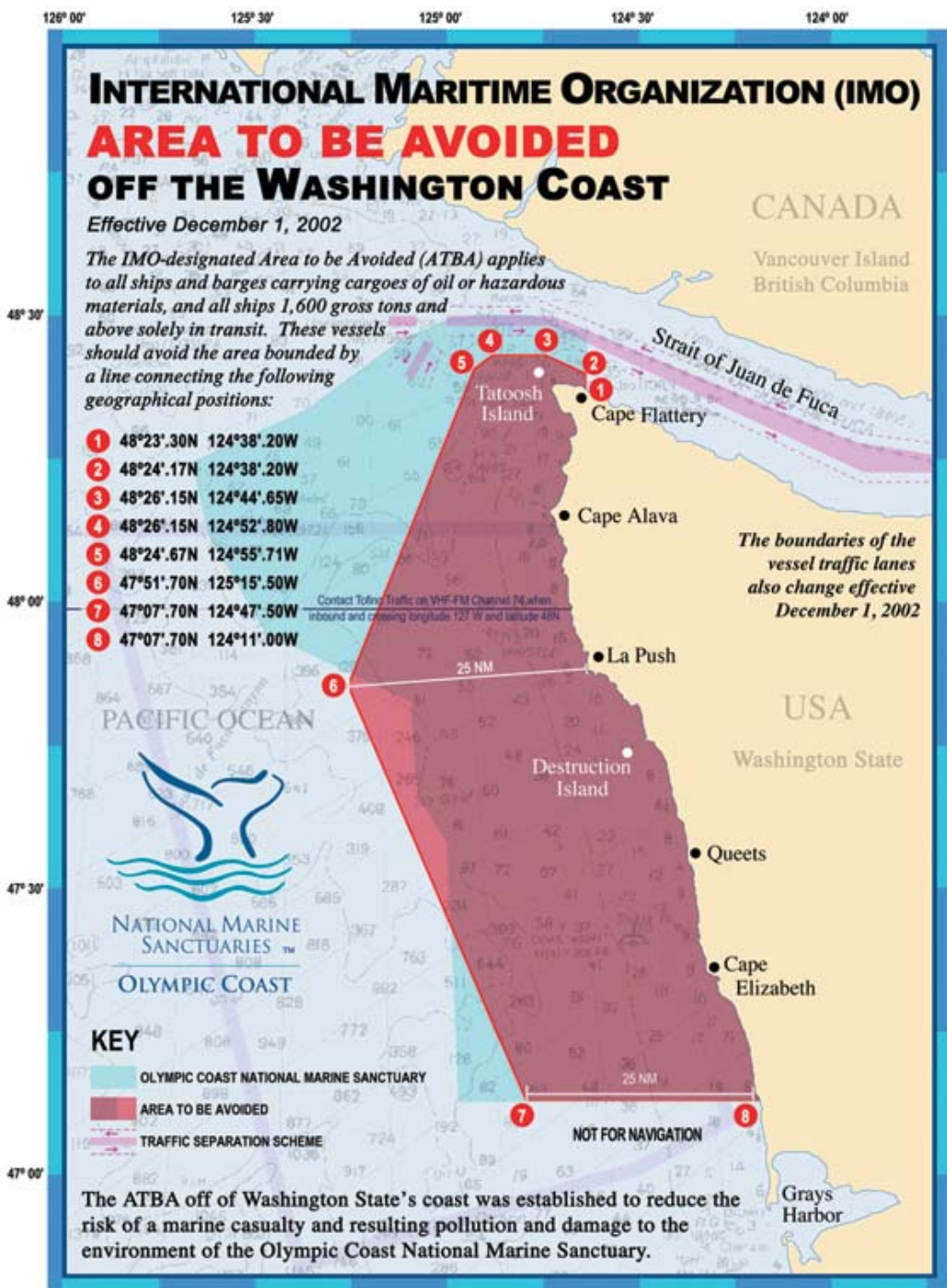
During Calendar Year 2007

The International Maritime Organization (IMO), a specialized agency of the United Nations, has designated the Area to be Avoided (ATBA) off the coast of Washington to reduce the risk of marine casualties including oil spills, and the resulting environmental damage in the Olympic Coast National Marine Sanctuary (Sanctuary). Vessels advised to stay clear of this ATBA include all ships and barges carrying cargoes of oil or hazardous materials and all ships 1,600 gross tons and larger. The Olympic Coast National Marine Sanctuary (sanctuary), in

cooperation with the U.S. and Canadian Coast Guards, monitors vessel compliance under this voluntary program. The Cooperative Vessel Traffic System (CVTS) collects data on all vessels entering and leaving the Strait of Juan de Fuca.

Based on input from the Washington State Oil Spill Advisory Council, the sanctuary has modified their data processing protocol for 2007. The table below was calculated using both the protocol used in years 2004-2006, and the new protocol. Where there is a difference, data calculated using the older method is marked with an asterisk*.

The new protocol only reports laden oil and chemical barges and fishing vessel that were in transit and not working. Also, an AIS data verification cooperation program with the Seattle Marine Exchange was established to augment radar data. This information identified transits through the ABTA outside the CVTS radar coverage and helped verify the status of tugs with laden oil or chemical barges transiting close to the ATBA boundary.



VESSEL TRANSITS THROUGH THE OLYMPIC COAST NATIONAL MARINE SANCTUARY AND AREA TO BE AVOIDED (ATBA)

During Calendar Year 2007

Vessel Type	Transits in and out of the Strait of Juan de Fuca recorded by the CVTS ¹		Transits passing through the Sanctuary ²		Transits passing through the ATBA within the Sanctuary ³		Estimated ATBA Compliance Rate ⁴	
	1		2		3		4	
Bulk Carriers ⁵	2753		2043		8*	11	99.6%*	99.5%
Container Ships ⁵	2617		1913		6*	8	99.7%*	99.6%
Oil Tankers	983		774			1		99.9%
General Cargo Ships ⁵	563		463		7*	8	98.5%*	98.3%
Vehicle Carriers	471		392			1		99.7%
Chemical Tankers	389		296			2		99.3%
Cruise Ships ⁵	380		255		1*	2	99.6%*	99.2%
Roll-on Roll-off Vessels (RORO)	359		231			0		100%
Articulated Tank Barges	297		292			1		99.7%
Tugs with Oil Barges ^{5,6}	428*	238	412*	225	45*	23	89.1%*	89.8%
Fishing Vessels ⁷	179		138		54*	38	60.9%*	72.5%
Non-oil Tankers	44		36			0		100%
Cable Layers	26		12			0		100%
Refrigerated Ships	16		11			1		90.9%
Heavy Load Carriers	14		13			0		100%
Liquefied Petroleum Gas Carriers (LPG) and Liquefied Natural Gas (LNG) Carriers	9		5			0		100%
Tugs with Chemical Barges ⁶	7*	6	7*	6		3	57.1%*	50.0%
Ore-Bulk-Oil Vessels (OBO)	4		3			0		100%
TOTALS	9539*	9348	7296*	7108	130*	99	98.2%*	98.6%

(Footnotes)

- ¹ The vessel transits in this column were provided by the CVTS and include commercial vessels greater than 1600 gross tons, or tugs with laden oil or chemical barges.
- ² This column includes a subset of the CVTS vessel transits through the sanctuary.
- ³ This column includes a subset of the sanctuary vessel transits that also go through the ATBA. These are vessels potentially not complying with the provisions of the ATBA.
- ⁴ This column shows the percentage of vessels transiting through the Sanctuary that stayed out of the ATBA {Column 4 = 1 - (Column3/Column2)}. This is used as an estimate of compliance with ATBA provisions.
- ⁵ Information from the Seattle Marine Exchange's AIS system resulted in reporting changes for vessels that transited the ATBA outside the CVTS radar coverage and laden tugs transiting close to the ATBA, which were verified as being outside the ATBA.
- ⁶ In the new processing procedures only laden tugs are counted.
- ⁷ In the new processing procedures fishing vessel tracks are reviewed to see if their tracklines indicate that they are actively fishing, in which case the ATBA provisions do not apply.