

Vessel Entries And Transits for Washington Waters

VEAT 2012

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 commercial 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.
- Starting in 2011, **VEAT** lists **Articulated Tug Barge (ATB)** transits separately. See page 2

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



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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, tallow 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.

ARTICULATED TUG BARGE (ATB)

An ATB is a combination vessel consisting of tank barge and a tug boat 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 in this report.

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 2012. 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.

VESSEL ENTRIES AND TRANSITS: 2012

VESSEL TYPE AND DESTINATION	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) C & P bound for Washington ports in Puget Sound via Strait of Juan de Fuca	1,575	633
2) C & P bound for Washington ports in Puget Sound via Strait of Georgia & Haro Strait	544	142
3) C & P bound for Washington ports on the Columbia River	697	502
4) C & P bound for Gray's Harbor/Aberdeen	79	57
5) C & P bound for Washington ports: (Sum of 1-4 above)	2,895	1,334
6) C & P bound for Oregon ports on the Columbia River	614	375
7) C & P bound for Canadian ports via Strait of Juan de Fuca	2,811	1,474
8) C & P bound for U.S. ports (Sum of 5 & 6 above)	3,509	1,709
9) C & P grand total (Sum of 7 & 8 above)	6,320	3,183
10) Tank ships bound for Washington ports in Puget Sound via Juan de Fuca	412	110
11) Tank ships bound for WA ports in Puget Sound via Strait of Georgia & Haro Strait	38	20
12) Tank ships bound for Washington ports on the Columbia River	33	25
13) Tank ships bound for Grays Harbor/Aberdeen	3	2
14) Tank ships bound for Washington ports: (Sum of 10-13 above)	486	157
15) Tank ships bound for Oregon ports on the Columbia River	55	12
16) Tank ships bound for Canadian ports via Strait of Juan de Fuca	209	116
17) Tank ships bound for U.S. ports (Sum of 14 & 15 above)	541	169
18) Tank ship grand total (Sum of 16 & 17 above)	750	285
19) Grand totals: all vessels, all destinations (Sum of 9 & 18)	7,070	3,468

TANK BARGES/ATB (OPERATING AREA)	BARGE TRANSITS	ATB TRANSITS
1) Puget Sound	3,220	404
2) Entering transits to Puget Sound	279	184
3) Columbia River	914	62
4) Entering transits to Columbia River	3	29
5) Grays Harbor/Aberdeen	0	0
6) Grand total of transits in WA waters (Sum of 1+3+5)	4,134	466
7) Total number of individual tank barges/ATBs operating in WA State waters in 2012:	66	9
8) Number of barge/ATB companies that operate tank barges in Puget Sound:	9	2
9) Number of barge/ATB companies that operate tank barges on the Columbia River:	4	1
10) Total number of barge/ATB companies that operate tank barges on WA waters:	9	2

FERRIES (PUGET SOUND)	TRANSITS	INDIVIDUAL FERRIES
1) Washington State Ferries	164,408	22
2) Alaska Marine Highway System	128	3
3) Black Ball Transport, Inc.	1,762	1
4) Total (Sum of 1-3 above)	166,298	26

DATA COLLECTION

PREVIOUS DATA

Vessel Entry and Transit Data for Washington waters has been collected by Ecology for nineteen years. To obtain copies of VEAT 1993 through VEAT 2012, please contact the Department of Ecology – Spills Program (360) 407-7455. VEAT 1993 through VEAT 2012 are also available on the program’s website, under PUBLICATIONS at: <http://www.ecy.wa.gov/programs/spills/publications/publications.htm>

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.*]

NOTE: All data in this publication are for calendar year 2012.

WASHINGTON STATE Department of Ecology

VESSEL ENTRIES AND TRANSITS: 2012

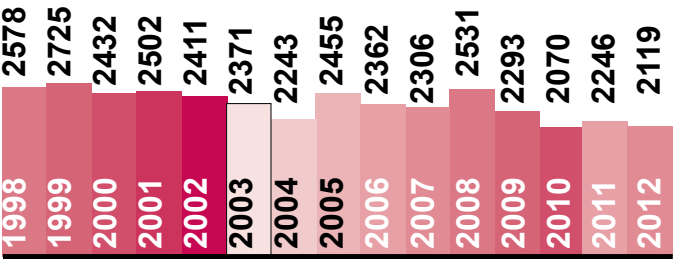
COMMERCIAL FISHING VESSELS AND FACTORY FISHING VESSELS/FISH PROCESSORS	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) Commercial fishing vessels bound for Washington ports via Strait of Juan de Fuca	46	30
2) Commercial fishing vessels bound for WA ports via Strait of Georgia & Haro Strait	7	6
3) Total commercial 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)	53	
4) Commercial fishing vessels bound for Canadian ports via Strait of Juan de Fuca*	46	
5) Total commercial fishing vessels bound for Washington ports in Puget Sound or transiting Washington waters enroute to Canada (Sum of 3 & 4 above)	99	66
6) Factory fishing vessels/fish processors bound for Washington ports via Strait of Juan de Fuca	13	7
7) Factory fishing vessels/fish processors bound for Washington ports via Strait of Georgia and Haro Strait	73	29
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)	86	36
9) Factory fishing vessels/fish processors bound for Canadian ports via Strait of Juan de Fuca	13	7
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)	99	43
11) Grand total any type fishing vessel bound for Washington ports in Puget Sound (Sum of 5 & 10 above)	198	109

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



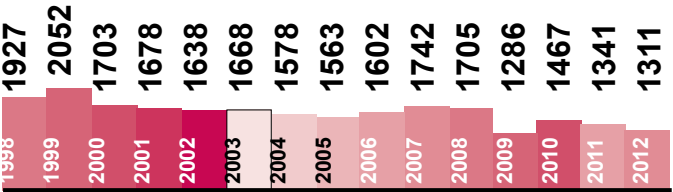
COMPARISON OF VEAT 1998 THROUGH VEAT

Cargo and Passenger Vessels: Entering Transits into Washington Waters



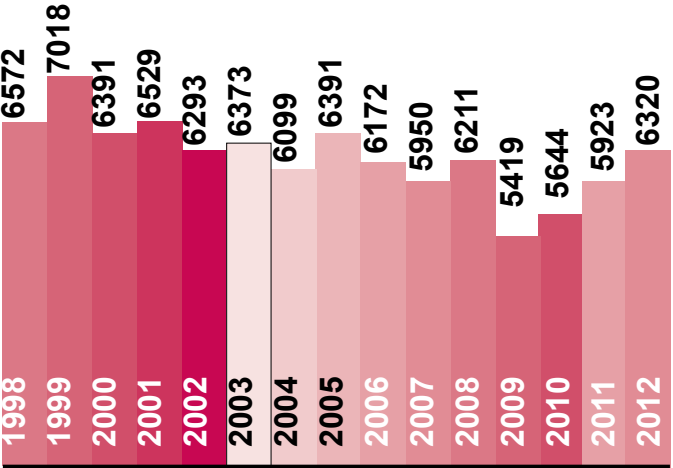
To Puget Sound Ports Only

*Sum of 1 & 2: C & P (p.2)



To Columbia River Ports Only

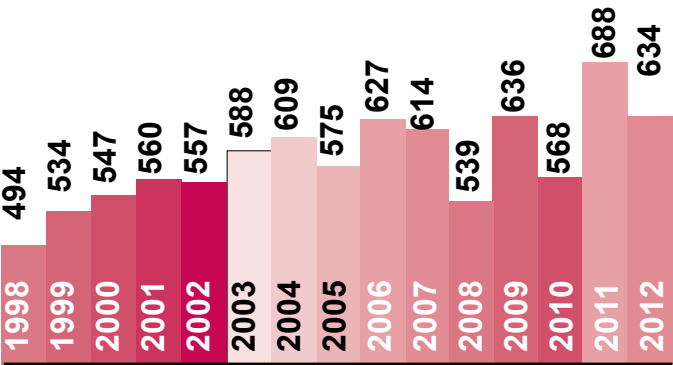
*Sum of 3 & 6: C & P (p.2)



TOTAL (Including Canadian Ports and Grays Harbor)

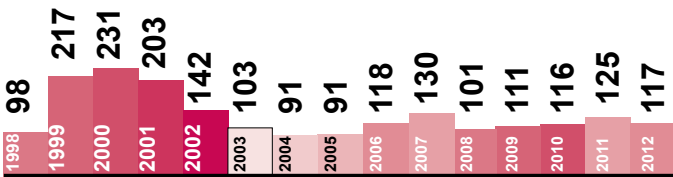
*Item 9: C & P (p.2)

Tank Ships and ATBs: Entering Transits into Washington Waters



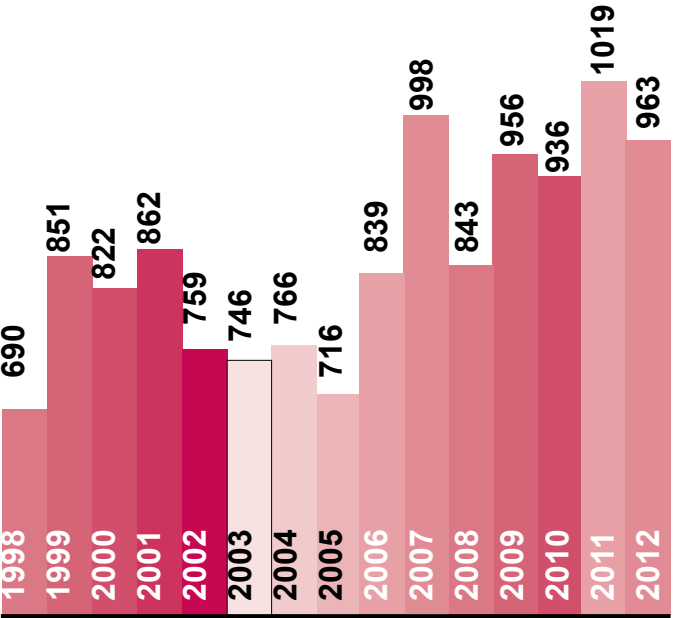
To Puget Sound Ports Only

*Sum of 10 & 11: Tank Ships and item 2: ATB transits (p.2)



To Columbia River Ports Only

*Sum of 12 & 15: Tank Ships and item 4: ATB Transits(p.2)



TOTAL (Including Canadian Ports and Grays Harbor)

*Item 18: Tank Ships and item 2+4+5: ATB Transits (p.2)

DATA SOURCES

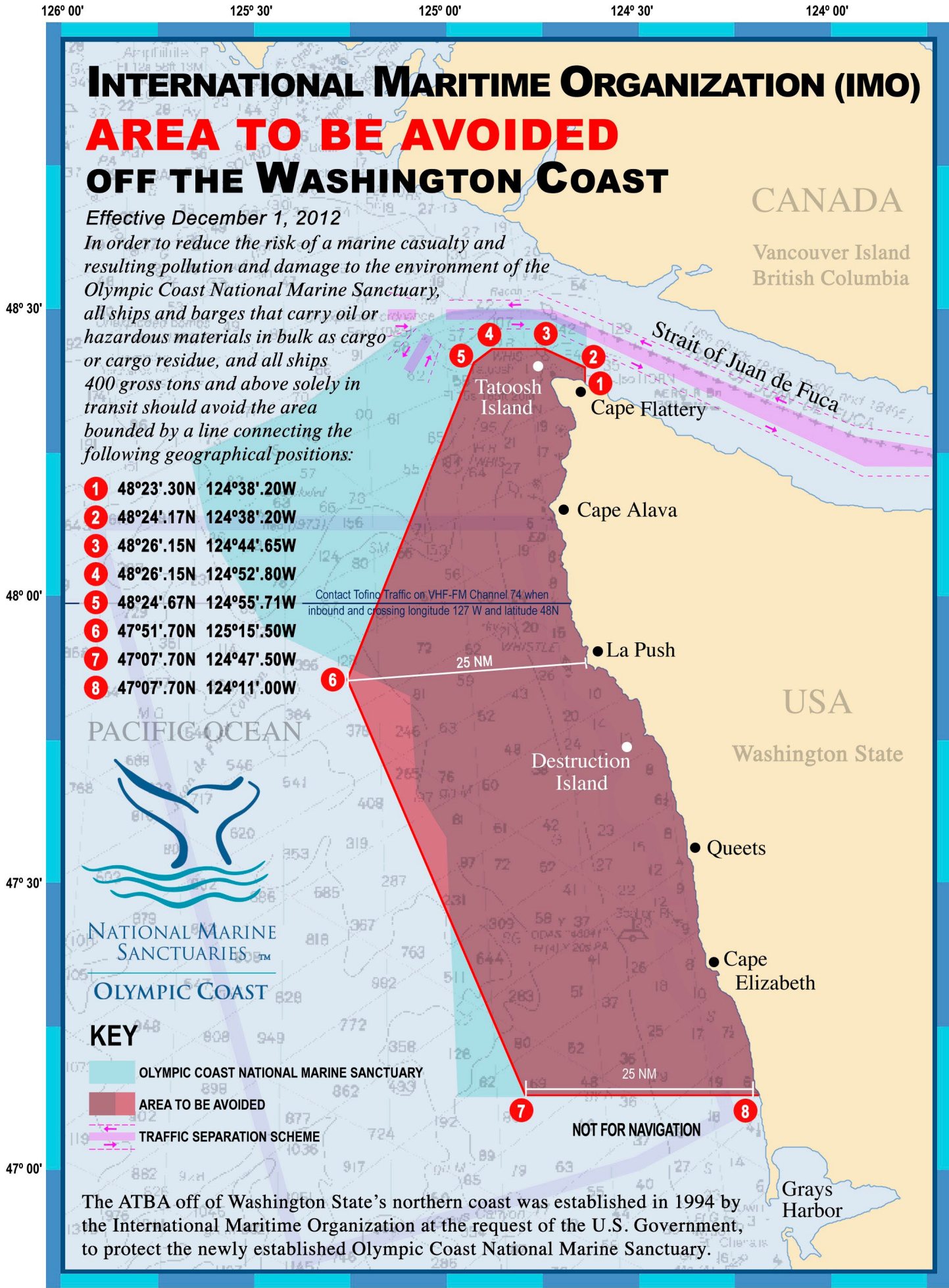
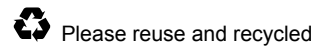
- MARINE EXCHANGE OF PUGET SOUND
Strait of Juan de Fuca and Puget Sound
- CHAMBER OF SHIPPING OF BRITISH COLUMBIA
Strait of Georgia, Haro Strait, and Puget Sound
- MERCHANTS EXCHANGE OF PORTLAND
Columbia, Willamette, and Snake River Systems
- WASHINGTON STATE FERRIES
Puget Sound ferry traffic
- ALASKA MARINE HIGHWAY SYSTEM
Washington/Alaska ferry traffic
- BLACK BALL TRANSPORT, INC.
Washington/Victoria ferry traffic

- 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
- ECOLOGY ADVANCE NOTICE OF TRANSFER DATABASE
Oil transfer data collected by the Department of Ecology
- OLYMPIC COAST NATIONAL MARINE SANCTUARY
Area To Be Avoided (ATBA) data

AGENCY CONTACT

For more information about the data in this publication, please contact:
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<http://www.ecy.wa.gov/programs/spills/spills.html>

If you need this publication in an alternate format, call the Spills Program at 360-407-7455. Persons with hearing loss, call 711 for Washington Relay Service. Persons with a speech disability, call 877-833-6341.



Why does the IMO establish ATBAs?

- The IMO establishes ATBAs in defined areas where navigation is very hazardous or where it is important to avoid casualties.

Why is it important for vessels to remain offshore and avoid this area?

- Reduces risk of vessel grounding on shore
- Reduces risk of collision with small vessels traveling close to shore
- Allows more time for assistance to arrive to help a disabled vessel
- Increases protection of coastal resources
- In the event of an oil spill:
 - Allows more time for spill cleanup and containment crews to arrive
 - Decreases the chance of spill impacts on the shoreline
 - Increases spill evaporation and degradation time

How were the boundaries of the ATBA chosen?

- The boundaries were chosen to protect Sanctuary resources most at risk from vessel casualties.
- The boundaries are compatible with the Traffic Separation Scheme

How was the vessel applicability chosen for the ATBA?

- Vessels greater than 400 gross tons were selected because of the substantial amount of bunker fuel that they carry and the risk that a spill would pose to sanctuary resources
- Vessels that carry oil or hazardous materials in bulk as cargo or cargo residue were selected due to the risk that a spill would pose to sanctuary resources
- The ATBA applies to vessels solely in transit and does not apply to vessels engaged in activities otherwise allowed in the sanctuary, such as fishing and research. The ATBA also does not apply to government vessels, although they are encouraged to avoid the area when solely in transit.

Natural characteristics of the Olympic Coast National Marine Sanctuary:

- 128 species of seabirds within the Sanctuary
- 29 species of whales, dolphins, and other marine mammals reside or visit the area
- Washington State's only sea otter population
- Many species of fish and shellfish harvested for commercial, subsistence or recreational purposes
- Over 300 species of resident intertidal invertebrates, aquatic plants, and fish
- Diverse habitat types supporting complex food chains, including kelp communities, rocky intertidal zones, sand beaches, and offshore rocks
- Within the usual and accustomed fishing grounds of the Hoh, Makah, Quileute tribes and the Quinault Indian Nation
- Adjacent to Olympic National Park, Washington Islands National Wildlife Refuges, and Washington State Seashore Conservation Area

FOR MORE VESSEL TRAFFIC INFORMATION:

U.S.C.G. Sector Puget Sound, Waterways Management Division
1519 Alaskan Way S, Seattle, WA 98134
Phone: 206-217-6051
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<http://www.uscg.mil/d13/cvts/>

FOR MORE SANCTUARY INFORMATION OR COPIES OF THIS PUBLICATION:

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e-mail: olympiccoast@noaa.gov
<http://olymniccoast.noaa.gov/protect/incidentresponse/atha.htm>

