

Vessel Entries And Transits for Washington Waters

VEAT 2016

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.



DEPARTMENT OF
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State of Washington

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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 a 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/ATBs

A barge of any tonnage, engaged in the transport of oil, chemicals, tallows 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 2016. 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: 2016

VESSEL TYPE AND DESTINATION	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) C & P bound for Washington ports in Puget Sound via Strait of Juan de Fuca	1,520	667
2) C & P bound for Washington ports in Puget Sound via Strait of Georgia & Haro Strait	577	194
3) C & P bound for Washington ports on the Columbia River	805	604
4) C & P bound for Gray's Harbor/Aberdeen	80	62
5) C & P bound for Washington ports: (Sum of 1-4 above)	2,982	1,527
6) C & P bound for Oregon ports on the Columbia River	496	388
7) C & P bound for Canadian ports via Strait of Juan de Fuca	2,732	1,525
8) C & P bound for U.S. ports (Sum of 5 & 6 above)	3,478	1,915
9) C & P grand total (Sum of 7 & 8 above)	6,210	3,440
10) Tank ships bound for Washington ports in Puget Sound via Juan de Fuca	328	108
11) Tank ships bound for WA ports in Puget Sound via Strait of Georgia & Haro Strait	54	11
12) Tank ships bound for Washington ports on the Columbia River	40	23
13) Tank ships bound for Grays Harbor/Aberdeen	17	13
14) Tank ships bound for Washington ports: (Sum of 10-13 above)	439	155
15) Tank ships bound for Oregon ports on the Columbia River	32	24
16) Tank ships bound for Canadian ports via Strait of Juan de Fuca	192	101
17) Tank ships bound for U.S. ports (Sum of 14 & 15 above)	471	179
18) Tank ship grand total (Sum of 16 & 17 above)	663	280
19) Grand totals: all vessels, all destinations (Sum of 9 & 18)	6,873	3,720

TANK BARGES/ATB (OPERATING AREA)	BARGE TRANSITS	ATB TRANSITS
1) Puget Sound	3,583	937
2) Entering transits to Puget Sound	249	283
3) Columbia River	766	232
4) Entering transits to Columbia River	37	111
5) Grays Harbor/Aberdeen	0	0
6) Grand total of transits in WA waters (Sum of 1+3+5)	4,349	1,169
7) Total number of individual tank barges/ATBs operating in WA State waters in 2014	50	15
8) Number of barge/ATB companies that operate tank barges in Puget Sound	7	4
9) Number of barge/ATB companies that operate tank barges on the Columbia River	4	3
10) Total number of barge/ATB companies that operate tank barges on WA waters	8	4

FERRIES (PUGET SOUND)	TRANSITS	INDIVIDUAL FERRIES
1) Washington State Ferries	164,547	22
2) Alaska Marine Highway System	136	3
3) Black Ball Transport, Inc.	1,668	1
4) Total (Sum of 1-3 above)	166,351	26

DATA COLLECTION

PREVIOUS DATA

Vessel Entry and Transit Data for Washington waters has been collected by Ecology for 23 years. To obtain copies of VEAT 1993 through VEAT 2016, visit our website's publications portal, <https://fortress.wa.gov/ecy/publications/UIPages/Home.aspx>, and search for "VEAT."

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 is for calendar year 2016.

VESSEL ENTRIES AND TRANSITS: 2016

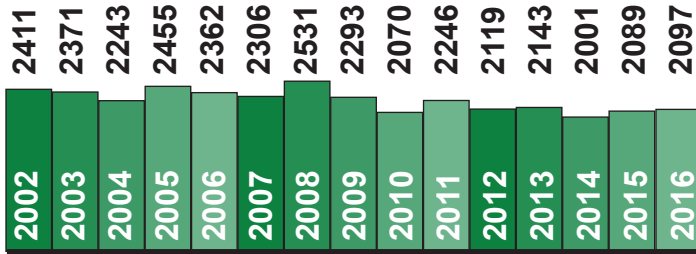
COMMERCIAL FISHING VESSELS AND FACTORY FISHING VESSELS/FISH PROCESSORS	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) Commercial fishing vessels bound for Washington ports via Strait of Juan de Fuca	21	11
2) Commercial fishing vessels bound for WA ports via Strait of Georgia & Haro Strait	30	8
3) Total commercial 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)	51	19
4) Commercial fishing vessels bound for Canadian ports via Strait of Juan de Fuca*	0	0
5) Total commercial fishing vessels bound for Washington ports in Puget Sound or transiting Washington waters enroute to Canada (Sum of 3 & 4 above)	51	19
6) Factory fishing vessels/fish processors bound for Washington ports via Strait of Juan de Fuca	119	31
7) Factory fishing vessels/fish processors bound for Washington ports via Strait of Georgia and Haro Strait	28	11
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)	147	42
9) Factory fishing vessels/fish processors bound for Canadian ports via Strait of Juan de Fuca	3	3
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)	150	45
11) Grand total any type fishing vessel bound for Washington ports in Puget Sound (Sum of 5 & 10 above)	201	64

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

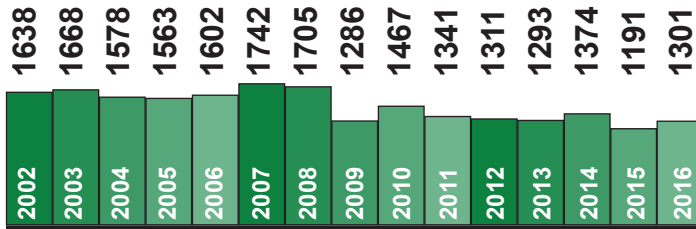


COMPARISON OF VEAT 2002 THROUGH VEAT 2016

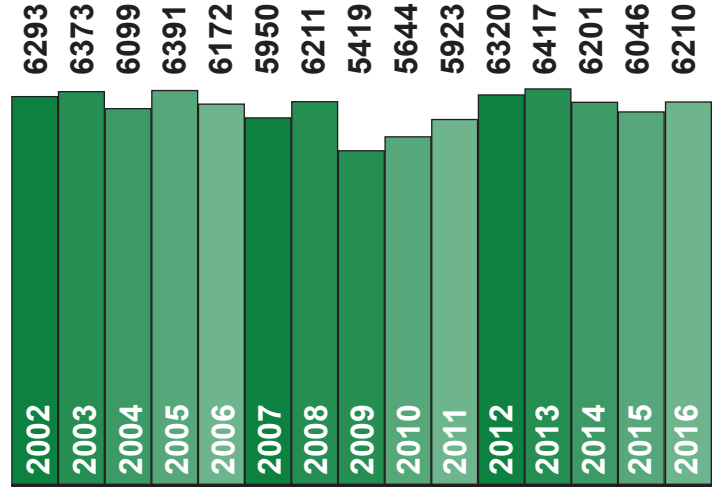
Cargo and Passenger Vessels: Entering Transits into Washington Waters



To Puget Sound Ports Only
*Sum of 1 & 2: C & P (p.2)

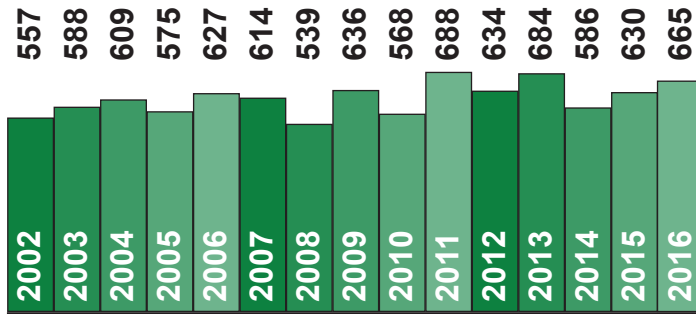


To Columbia River Ports Only
*Sum of 3 & 6: C & P (p.2)

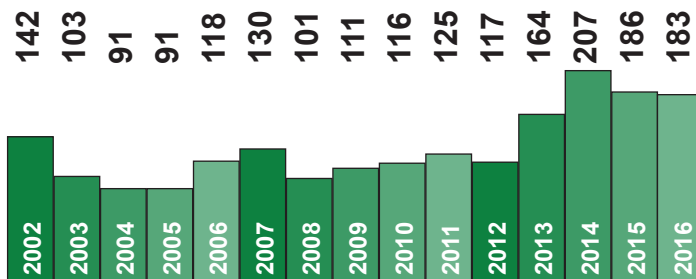


TOTAL
(Including Canadian Ports and Grays Harbor)
*Item 9: C & P (p.2)

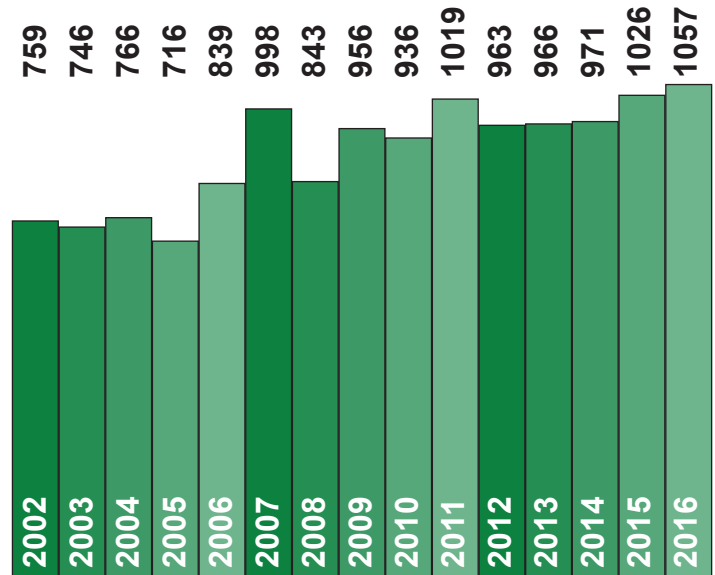
Tank Ships and ATBs: Entering Transits into Washington Waters



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

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

Area To Be Avoided (ATBA) data

AGENCY CONTACT

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

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INTERNATIONAL MARITIME ORGANIZATION (IMO)

AREA TO BE AVOIDED

OFF THE WASHINGTON COAST

Effective December 1, 2012

In order to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary, all ships and barges that carry oil or hazardous materials in bulk as cargo or cargo residue, and all ships 400 gross tons and above solely in transit should avoid the area bounded by a line connecting the following geographical positions:

- 1 48°23'.30N 124°38'.20W
- 2 48°24'.17N 124°38'.20W
- 3 48°26'.15N 124°44'.65W
- 4 48°26'.15N 124°52'.80W
- 5 48°24'.67N 124°55'.71W
- 6 47°51'.70N 125°15'.50W
- 7 47°07'.70N 124°47'.50W
- 8 47°07'.70N 124°11'.00W

Contact Tofino Traffic on VHF-FM Channel 74 when inbound and crossing longitude 127 W and latitude 48N



KEY

- OLYMPIC COAST NATIONAL MARINE SANCTUARY
- AREA TO BE AVOIDED
- TRAFFIC SEPARATION SCHEME

NOT FOR NAVIGATION

The ATBA off of Washington State's northern coast was established in 1994 by the International Maritime Organization at the request of the U.S. Government, to protect the newly established Olympic Coast National Marine Sanctuary.

CANADA

Vancouver Island
British Columbia

Strait of Juan de Fuca

Tatoosh Island

Cape Flattery

Cape Alava

La Push

Destruction Island

Queets

Cape Elizabeth

USA

Washington State

Grays Harbor

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
e-mail: SectorPugetSoundWWM@uscg.mil
<http://www.uscg.mil/d13/cvts/>



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<http://olympiccoast.noaa.gov/protect/incidentresponse/atba.htm>

