



Crude Oil Movement by Rail and Pipeline

**Quarterly Report: April 1, 2026, through
June 30, 2026**

Spill Prevention, Preparedness, and Response Program

Washington State Department of Ecology
Olympia, Washington

August 2026, Publication 26-08-009

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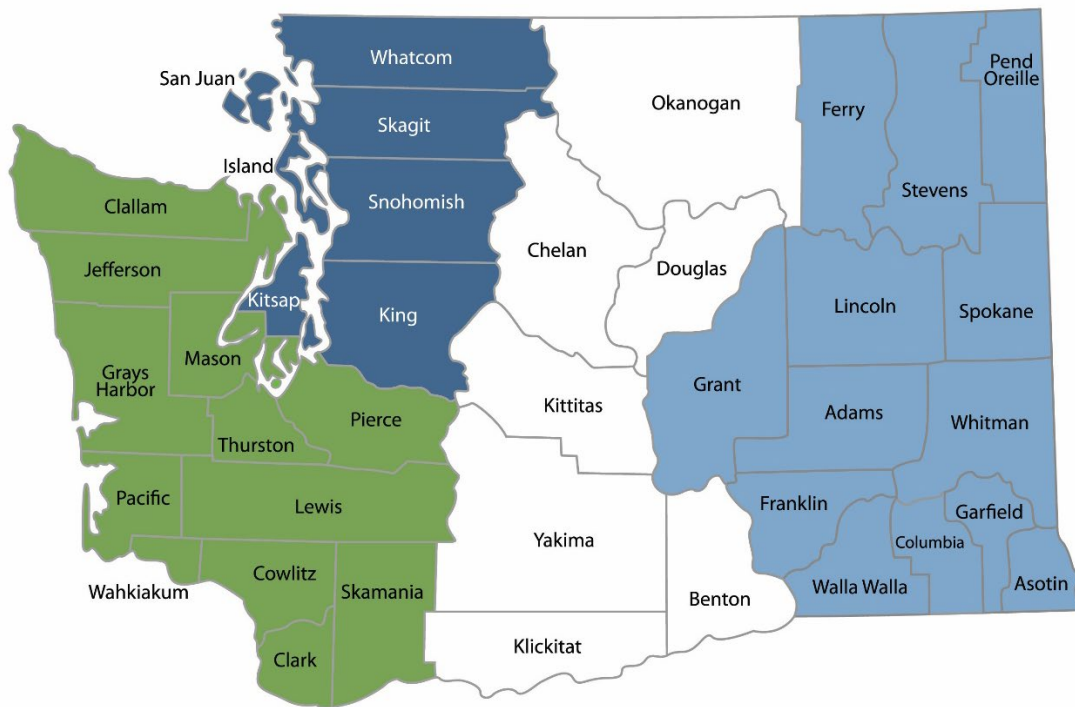
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Department of Ecology's Regional Offices

Map of Counties Served



Southwest Region
360-407-6300

Northwest Region
206-594-0000

Central Region
509-575-2490

Eastern Region
509-329-3400

Region	Counties served	Mailing Address	Phone
Southwest	Clallam, Clark, Cowlitz, Grays Harbor, Jefferson, Mason, Lewis, Pacific, Pierce, Skamania, Thurston, Wahkiakum	P.O. Box 47775 Olympia, WA 98504	360-407-6300
Northwest	Island, King, Kitsap, San Juan, Skagit, Snohomish, Whatcom	P.O. Box 330316 Shoreline, WA 98133	206-594-0000
Central	Benton, Chelan, Douglas, Kittitas, Klickitat, Okanogan, Yakima	1250 West Alder Street Union Gap, WA 98903	509-575-2490
Eastern	Adams, Asotin, Columbia, Ferry, Franklin, Garfield, Grant, Lincoln, Pend Oreille, Spokane, Stevens, Walla Walla, Whitman	4601 North Monroe Spokane, WA 99205	509-329-3400
Headquarters	Statewide	P.O. Box 46700 Olympia, WA 98504	360-407-6000

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DEPARTMENT OF
ECOLOGY
State of Washington

Table of Contents

Table of Contents 1

List of Figures and Tables..... 2

Introduction 3

Crude Oil By Rail Summary 4

Crude Oil by Pipeline Summary 11

Crude Oil Spills – Rail and Pipeline..... 12

Crude Oil Movement by Vessel..... 12

An Overview of Crude Oil Movement in Washington 14

Appendix A – Washington Railroad Routes..... 16

Appendix B – API Gravity And Crude Oil Types 17

List of Figures and Tables

Tables

Table 1: Crude oil movement by rail	5
Table 2: Crude oil movement by pipeline	11
Table 3: Crude oil movement by vessel	12
Table 4: Inbound – vessel crude oil by region	13
Table 5: Crude type by API gravity	17

Figures

Figure 1: Weekly total volumes of crude oil by rail for the 2 nd Quarter of 2026	9
Figure 2: Crude oil movement by route for the 2 nd Quarter of 2026	10
Figure 3: 12-month crude oil movement by mode	14
Figure 4: Quarterly crude oil movement by mode, July 2023 – June 2026	15
Figure 5: Railroad routes in Washington	16

Introduction

To enhance crude oil spill preparedness and response in Washington State, on August 24, 2016, Ecology adopted the rule, [Oil Movement by Rail and Pipeline Notification](#). The rule establishes reporting standards for facilities that receive crude oil by rail and pipelines that transport crude oil in or through the state.² Additionally, the rule identifies reporting standards for Ecology to share information with emergency responders, local governments, tribes, and the public.

This rule is the result of 2015 Legislative direction to provide a better understanding of the changing risk picture for crude oil transported in Washington State as a result of the introduction of crude oil transport by rail and the associated changes in both the volume and properties of crude moving through Washington.

Timely notice of oil movement information is necessary for emergency responders and planners to effectively prepare for and respond to oil spills and other incidents associated with transporting crude oil by rail and pipeline. Providing adequate information about the dates, routes, and properties of crude oil can help protect people living and working near railroads and pipelines, the economy, and environmental resources of Washington State.

Ecology is required to publish information collected under the rule to its website on a quarterly basis. The quarterly reports provide:

- Aggregated information on crude oil transported by rail to facilities in Washington.
- Information about crude oil movement by pipeline in or through the state.
- Reported spills during transport and delivery of crude by rail and pipeline.
- Volume of crude oil transported by vessel.

The reports are intended to inform the public about the nature of crude oil movement through their communities.

The reporting period for this quarterly report is April 1, 2026, through June 30, 2026.

² Chapter 173-185 WAC, Oil Movement by Rail and Pipeline Notification

Crude Oil By Rail Summary

Movement of crude oil by rail in Washington State began in 2012 and has continued to increase since that time. Rail routes transporting crude oil enter the state from Idaho near Spokane and from British Columbia near Bellingham, and Ecology continues to monitor other potential routes. Large segments of the rail routes travel along the I-5 corridor, and cross or run next to major waterways, including the Columbia River and Puget Sound. (See Appendix A for a map of railroad routes in the state.)

Capturing information on the properties of crude oil, the volume transported, and the routes used to transport it allows for proper planning, placement of resources, and opportunities to provide detailed information to responders in the event of a spill, ensuring a more effective overall response. The rule directs Ecology to gather this information by requiring facilities receiving crude oil by rail to report all scheduled crude oil deliveries to be received by the facility each week for the succeeding seven-day period. Facilities enter this information into Ecology's Advance Notice of Transfer (ANT) database.

Information reported by facilities on scheduled crude oil deliveries includes the region of origin of crude oil, the railroad route taken to the facility within the state (if known), scheduled time and volume in barrels (bbls) of the delivery, and the gravity, sulfur content, and vapor pressure of the oil. Ecology uses the standard American Petroleum Institute (API) gravity ranges to define the crude type in the ANT database. (See Appendix B for the API gravity and sulfur content definitions and crude type ranges.)

Ecology is required to aggregate the information provided on a statewide basis by route, week, and type of crude oil. Aggregate information from the ANT database is provided in Table 1 for the period April 1, 2026, through June 30, 2026, representing the 2nd Quarter of 2026. Each week is numbered by calendar week and is aggregated by route and type of crude. The information provided includes:

- Total weekly volume in barrels (bbls) of crude oil transported by rail
- Route
- Region of origin
- Crude type (combining API gravity range and sulfur content)
- Route volume
- Estimated number of railcars per route delivering crude oil (assumes each car holds 680 bbls)

Fourteen calendar weeks are reported in the 2nd Quarter of 2026 starting at calendar week 14 and ending at calendar week 27.

Table 1: Crude oil movement by rail**Calendar week 14**

Week 14 consists of only four days of reported ANT volumes due to the dates of the reporting period.

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	68,903	101
1A, 2, 3, 4	North Dakota	Light Sweet Crude	195,000	286
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	279,615	411
4, 5	British Columbia	Heavy Sour Crude	120,030	176
Weekly totals			663,548	974

Calendar week 15

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	303,987	447
1A, 2, 3, 4	North Dakota	Light Sweet Crude	390,000	573
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	641,767	943
Weekly totals			1,335,754	1,963

Calendar week 16

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	131,522	193
1A, 2, 3, 4	North Dakota	Light Sweet Crude	390,000	573
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	402,000	591
4, 5	British Columbia	Heavy Sour Crude	120,139	176
Weekly totals			1,043,661	1,533

Calendar week 17

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	182,549	268
1A, 2, 3, 4	North Dakota	Light Sweet Crude	325,000	477
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	211,427	310
4, 5	British Columbia	Heavy Sour Crude	59,991	88
Weekly totals			778,967	1,143

Calendar week 18

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	186,798	274
1A, 2, 3, 4	North Dakota	Light Sweet Crude	390,000	573
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	486,654	715
4, 5	British Columbia	Heavy Sour Crude	179,516	263
Weekly totals			1,242,968	1,825

Calendar week 19

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	62,452	91
1A, 2, 3, 4	North Dakota	Light Sweet Crude	455,000	669
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	355,359	522
4, 5	British Columbia	Heavy Sour Crude	119,655	175
Weekly totals			992,466	1,457

Calendar week 20

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	254,377	374
1A, 2, 3, 4	North Dakota	Light Sweet Crude	325,000	477
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	669,777	984
4, 5	British Columbia	Heavy Sour Crude	60,133	88
4, 5	British Columbia	Medium Sour Crude	60,201	88
Weekly totals			1,369,488	2,011

Calendar week 21

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	135,282	198
1A, 2, 3, 4	North Dakota	Light Sweet Crude	325,000	477
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	560,886	824
4, 5	British Columbia	Heavy Sour Crude	120,165	176
Weekly totals			1,141,333	1,675

Calendar week 22

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	191,246	281
1A, 2, 3, 4	North Dakota	Light Sweet Crude	390,000	573
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	387,724	570
4, 5	British Columbia	Heavy Sour Crude	60,139	88
Weekly totals			1,029,109	1,512

Calendar week 23

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	136,633	200
1A, 2, 3, 4	North Dakota	Light Sweet Crude	65,000	95
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	347,972	511
4, 5	British Columbia	Heavy Sour Crude	59,965	88
Weekly totals			609,570	894

Calendar week 24

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	258,558	380
1A, 2, 3, 4	North Dakota	Light Sweet Crude	260,000	382
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	350,349	515
4, 5	British Columbia	Heavy Sour Crude	120,060	176
Weekly totals			988,967	1,453

Calendar week 25

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	196,213	288
1A, 2, 3, 4	North Dakota	Light Sweet Crude	390,000	573
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	217,584	319
4, 5	British Columbia	Heavy Sour Crude	119,434	175
Weekly totals			923,231	1,355

Calendar week 26

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	196,837	289
1A, 2, 3, 4	North Dakota	Light Sweet Crude	260,000	382
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	144,583	212
4, 5	British Columbia	Heavy Sour Crude	118,555	174
Weekly totals			719,975	1,057

Calendar week 27

Week 27 consists of only three days of reported ANT volumes due to the dates of the reporting period.

Route Segments	Region of Origin	Crude Type	Volume (bbls)	Est # Cars
1A, 2, 3	North Dakota	Light Sweet Crude	65,336	96
1A, 2, 3, 4	North Dakota	Light Sweet Crude	65,000	95
1A, 2, 3, 4, 5	North Dakota	Light Sweet Crude	144,571	212
4, 5	British Columbia	Heavy Sour Crude	59,831	87
Weekly totals			334,738	490

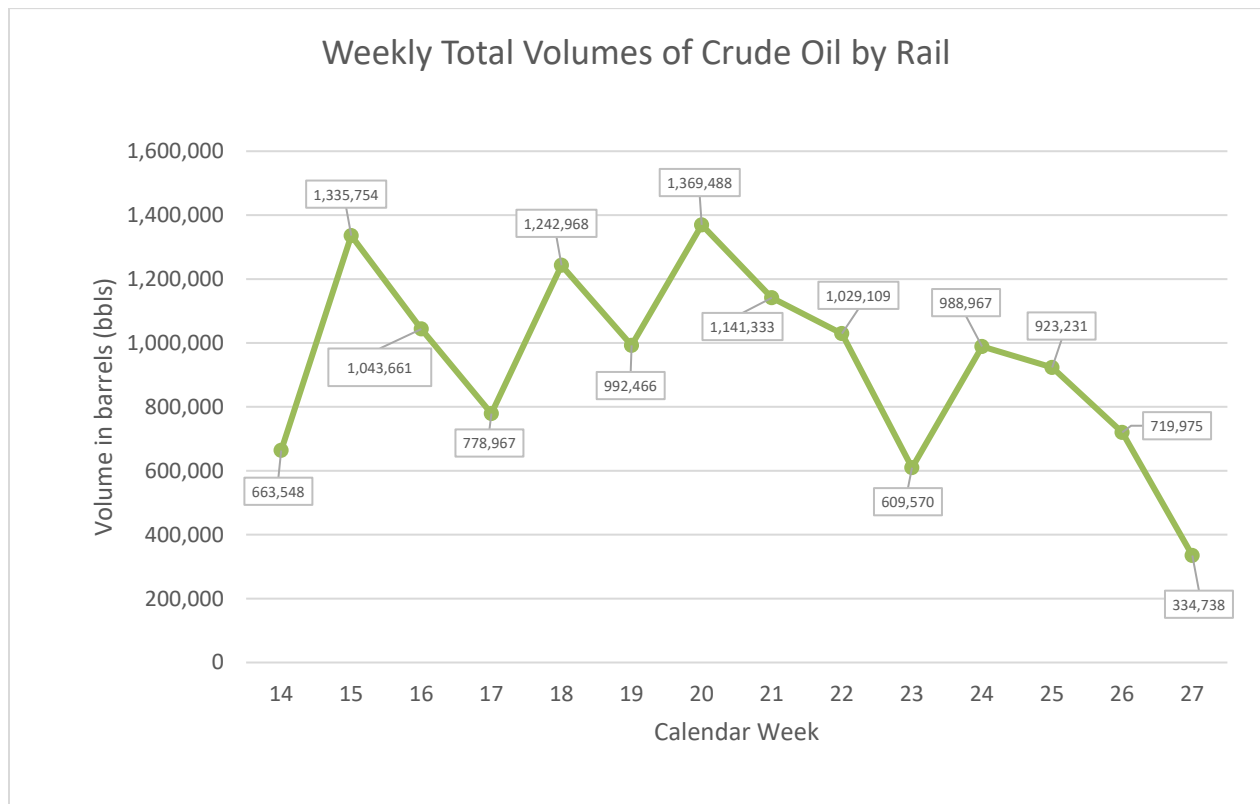
Note: The data provided in Table 1 was reported to Ecology by the receiving facility into the ANT database as required by Chapter 173-185 WAC. Ecology cannot confirm the data or verify its accuracy.

2026 Quarter 2 total volume (bbls): 13,173,775

A summary of the data shows:

- Two regions of origin were reported: North Dakota and British Columbia.
- Three types of crude oil were reported: light, medium, and heavy.
- Routes 1A and 2 through 5 were used to transport crude by rail.
- The total volume of crude oil transported by rail during the quarter was 13,173,775 barrels (553,298,550 gallons).
- The average weekly volume of crude oil transported by rail was 1,013,367 barrels (42,561,427 gallons).
- The total number of rail cars moving crude oil by rail was 19,342 cars.
- The average number of rail cars per week moving crude oil by rail was 1,488 cars.
- 89.54 percent of crude oil transported by rail was light crude.
0.46 percent of crude oil transported by rail was medium crude.
10.00 percent of crude rail transported by rail was heavy crude.
- 89.54 percent of crude oil transported by rail was sweet crude.
10.46 percent of crude oil transported by rail was sour crude.
- North Dakota was the region of origin for 89.54 percent of crude oil transported by rail.
British Columbia was the region of origin for 10.46 percent of crude oil transported by rail.
- Crude oil originating in North Dakota had reported vapor pressure ranging from 4.0 to 12.5 pounds per square inch.
Crude oil originating in British Columbia had reported vapor pressure ranging from 8.9 to 14.2 pounds per square inch.

Figure 1 shows the weekly total volumes of crude transported by rail for each calendar week in the 2nd Quarter of 2026.



Note: Week 14 consists of only 4 days of reported ANT volumes due to the dates of the reporting period. Week 27 consists of only 3 days of reported ANT volumes due to the dates of the reporting period.

Figure 1: Weekly total volumes of crude oil by rail for the 2nd Quarter of 2026

The lowest weekly volume was 609,570 barrels (25,601,940 gallons) in Week 23. The highest weekly volume of crude transported by rail was 1,369,488 barrels (57,518,496 gallons) in Week 20.

Estimated Crude Oil Movement by Rail (April 2026 – June 2026)

Map showing estimated crude oil movement by rail in North Dakota (April 2026 – June 2026). The map displays rail routes and carload volumes (in thousands of barrels per day) for various segments.

Legend (Carload Volumes):

- 5,000 or less Cars
- 5,001 - 10,000
- 10,001 - 15,000
- 15,001 - 20,000
- More than 20,000 Cars

Scale: 0 to 40 Miles. North arrow indicates orientation.

Key Rail Segments and Carload Volumes (in thousands of barrels per day):

- Segment 1 (North): 9657
- Segment 2 (Central): 15862
- Segment 3 (Central): 15862
- Segment 4 (Central): 15862
- Segment 5 (Central): 19342
- Segment 6 (South): 17324
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Publication 26-08-009
Page 10

Crude Oil by Pipeline Summary

Pipelines exist inland and may be located near waterbodies and populated areas. Knowing the types and quantities of crude oil transported through pipelines in Washington State helps Ecology properly plan for and execute a rapid, aggressive, and well-coordinated response to a spill.

Under the rule, transmission pipelines that transport crude oil in or through the state must provide Ecology biannual notice of all crude oil transported in or through the state.³ Biannual notice must be submitted each year by July 31 for the period from January 1 through June 30, and by January 31 for the period from July 1 through December 31. Biannual notice provided by pipelines includes contact information for the pipeline and the total volume of crude oil transported in or through the state during the reporting period by state or province of origin.

The most recent biannual notices from pipelines covered the period from January 1, 2026, through June 30, 2026. Table 2 below provides the total volume of crude oil transported in or through the state by pipelines during this period.

Table 2: Crude oil movement by pipeline

Period	State/Province of Origin	Mean API Gravity & Range	Sulfur Content	Volume (bbls)
January 1, 2026 – June 30, 2026	Alberta	38.1 (Light)	Sour (>0.5%)	17,610,554
January 1, 2026 – June 30, 2026	Alberta	24.6 (Medium)	Sour (>0.5%)	2,201,085
January 1, 2026 – June 30, 2026	Alberta	21.9 (Heavy)	Sour (>0.5%)	966,798
January 1, 2026 – June 30, 2026	Alberta	37.5 (Light)	Sweet (≤0.5%)	22,233,008
January 1, 2026 – June 30, 2026	Alberta	28.0 (Medium)	Sweet (≤0.5%)	430,248

Note: The data provided in Table 2 was reported to Ecology by the pipelines transporting crude oil in or through the state, as required by Chapter 173-185 WAC. Ecology cannot confirm the data or verify its accuracy.

The next biannual notices from pipelines will cover the period from July 1, 2026, through December 31, 2026, and must be submitted to Ecology by January 31, 2027.

³ Chapter 173-185 WAC, Oil Movement by Rail and Pipeline Notification

Crude Oil Spills – Rail and Pipeline

Oil spills can have significant impacts to the public, environment, and economy. Ecology strives to protect Washington’s environment, economy, and public health and safety through a comprehensive spill prevention, preparedness, and response program.

The rule directs Ecology to provide the number and volume of spills to the waters of the state during the transport and delivery of crude oil by rail and pipeline in each quarterly report.⁴ For the period of April 1, 2026, through June 30, 2026, number crude oil spills to the environment by rail or pipeline were reported. In the event there are spills to report in the future, Ecology will provide this information and include the date of the spill, the county where the spill occurred, the source, material, and volume of the spill.

Crude Oil Movement by Vessel

In 2006, the state adopted rules for advance notice of oil transfers for vessels and facilities. Ecology has been receiving advance notice of transfer data for all transfers to or from vessels in Washington State since that time.

In order to provide a full picture of crude oil movement in Washington State, a summary of crude oil movement by vessel is provided below, which is in addition to the requirement for this quarterly report as described in the rule.⁵

Table 3 below provides the total volume of crude oil in barrels of inbound and outbound vessel transfers for the period of April 1, 2026, through June 30, 2026. Inbound vessel transfers refers to crude oil movement from vessels to facilities, while outbound vessel transfers refers to crude oil movement from facilities to vessels. Table 4 below provides the region of origin of crude oil delivered on inbound vessel transfers.

Table 3: Crude oil movement by vessel

Vessel transfers	Volume (bbls)	Volume (gallons)
Inbound	19,111,042	802,663,766
Outbound	169,000	7,098,000
Total	19,280,042	809,761,766

⁴ Chapter 173-185 WAC, Oil Movement by Rail and Pipeline Notification

⁵ Chapter 173-185 WAC, Oil Movement by Rail and Pipeline Notification

Table 4: Inbound – vessel crude oil by region

Region of crude origin	Volume (bbls)	Volume (gallons)
US – Alaska North Slope	14,456,026	607,153,092
Canada – Alberta	1,752,805	73,617,810
Canada – Newfoundland and Labrador	911,000	38,262,000
US – Bakken Formation	528,000	22,176,000
Brazil	450,400	18,916,800
Canada – British Columbia	120,000	5,040,000
Total	19,111,042	802,663,766

Note: The data provided in Tables 3 and 4 was reported to Ecology into the ANT database as required by Chapter 173-180 WAC and Chapter 173-184 WAC. Ecology cannot confirm the data or verify its accuracy.

A summary of vessel transfer data for the quarter shows:

- There were 51 total vessel transfers of crude oil (inbound or outbound).
- The average volume of crude oil transferred to or from vessels per week was 1,483,080 barrels (62,289,367 gallons).
- 92.53 percent of crude oil inbound by vessel was light crude.
7.47 percent of crude oil inbound by vessel was medium crude.
- 86.92 percent of crude oil inbound by vessel was sour crude.
13.08 percent of crude oil inbound by vessel was sweet crude.

An Overview of Crude Oil Movement in Washington

A broad view of crude oil movement in Washington State can be seen when comparing the movement of crude oil transported into the state by vessel, rail, and pipeline.

Figure 3 shows the estimated percentage of crude oil transported by vessel (inbound only), rail, and pipeline for the last four quarters, covering the period of July 1, 2025, through June 30, 2026.⁶

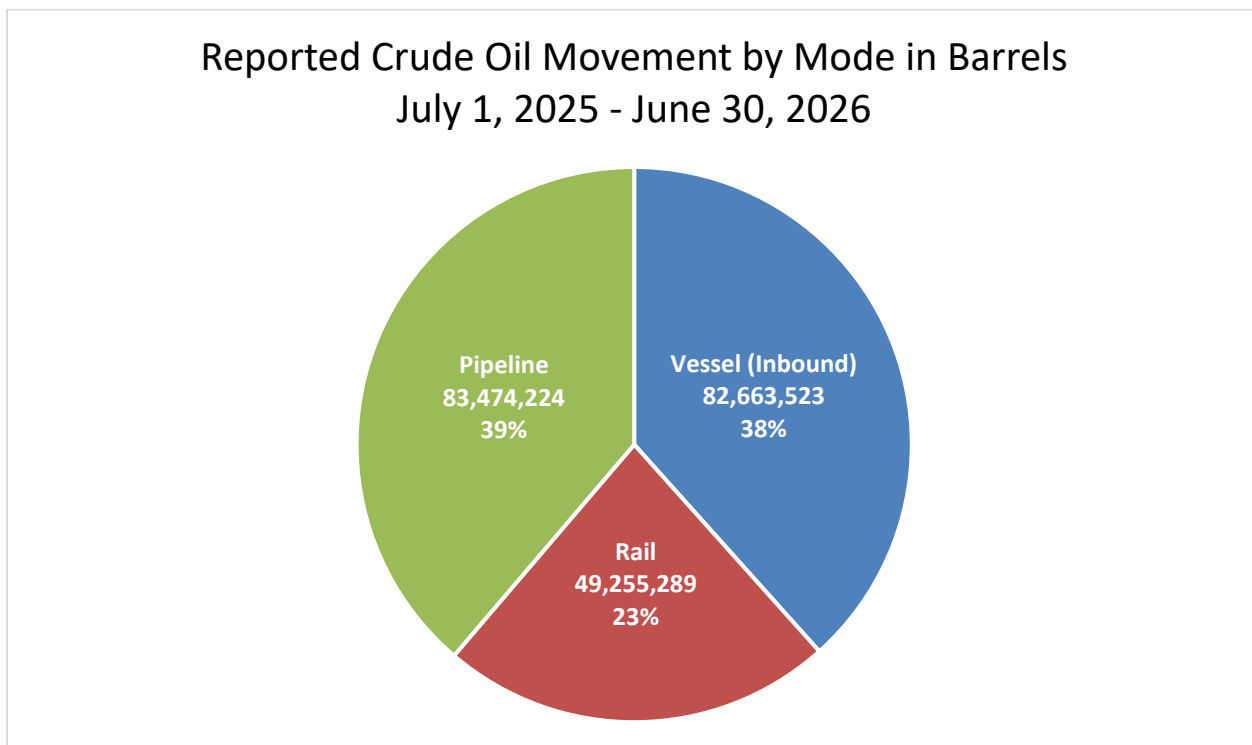
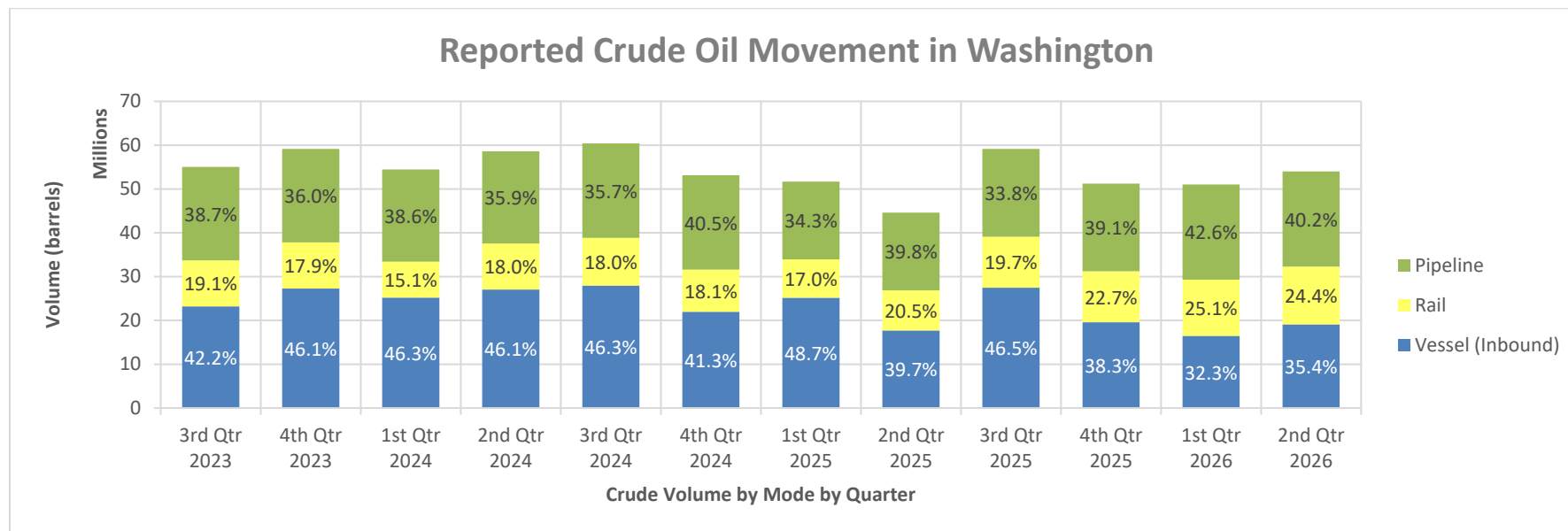


Figure 3: 12-month crude oil movement by mode

Between July 1, 2025 and June 30, 2026, vessels were responsible for 38 percent of reported crude oil movement into the state, rail was responsible for 23 percent, and pipeline for 39 percent.

⁶ The most recent biannual notices from pipelines were submitted to Ecology for the period from January 1, 2026, through June 30, 2026. The next biannual notices submitted by pipelines will cover the period from July 1, 2026, through December 31, 2026, and must be submitted to Ecology by January 31, 2027.

Figure 4 shows crude oil movement, by mode, covering the period of July 1, 2023, through June 30, 2026.



Mode	3 rd Qtr 2023	4 th Qtr 2023	1 st Qtr 2024	2 nd Qtr 2024	3 rd Qtr 2024	4 th Qtr 2024	1 st Qtr 2025	2 nd Qtr 2025	3 rd Qtr 2025	4 th Qtr 2025	1 st Qtr 2026	2 nd Qtr 2026
Vessel (Inbound)	42.2%	46.1%	46.3%	46.1%	46.3%	41.3%	48.7%	39.7%	46.5%	38.3%	32.3%	35.4%
Rail	19.1%	17.9%	15.1%	18.0%	18.0%	18.1%	17.0%	20.5%	19.7%	22.7%	25.1%	24.4%
Pipeline	38.7%	36.0%	38.6%	35.9%	35.7%	40.5%	34.3%	39.8%	33.8%	39.1%	42.6%	40.2%

Figure 4: Quarterly crude oil movement by mode, July 2023 – June 2026

Ecology will continue to receive information about crude oil movement and use the data to summarize changes over time.

Appendix A – Washington Railroad Routes

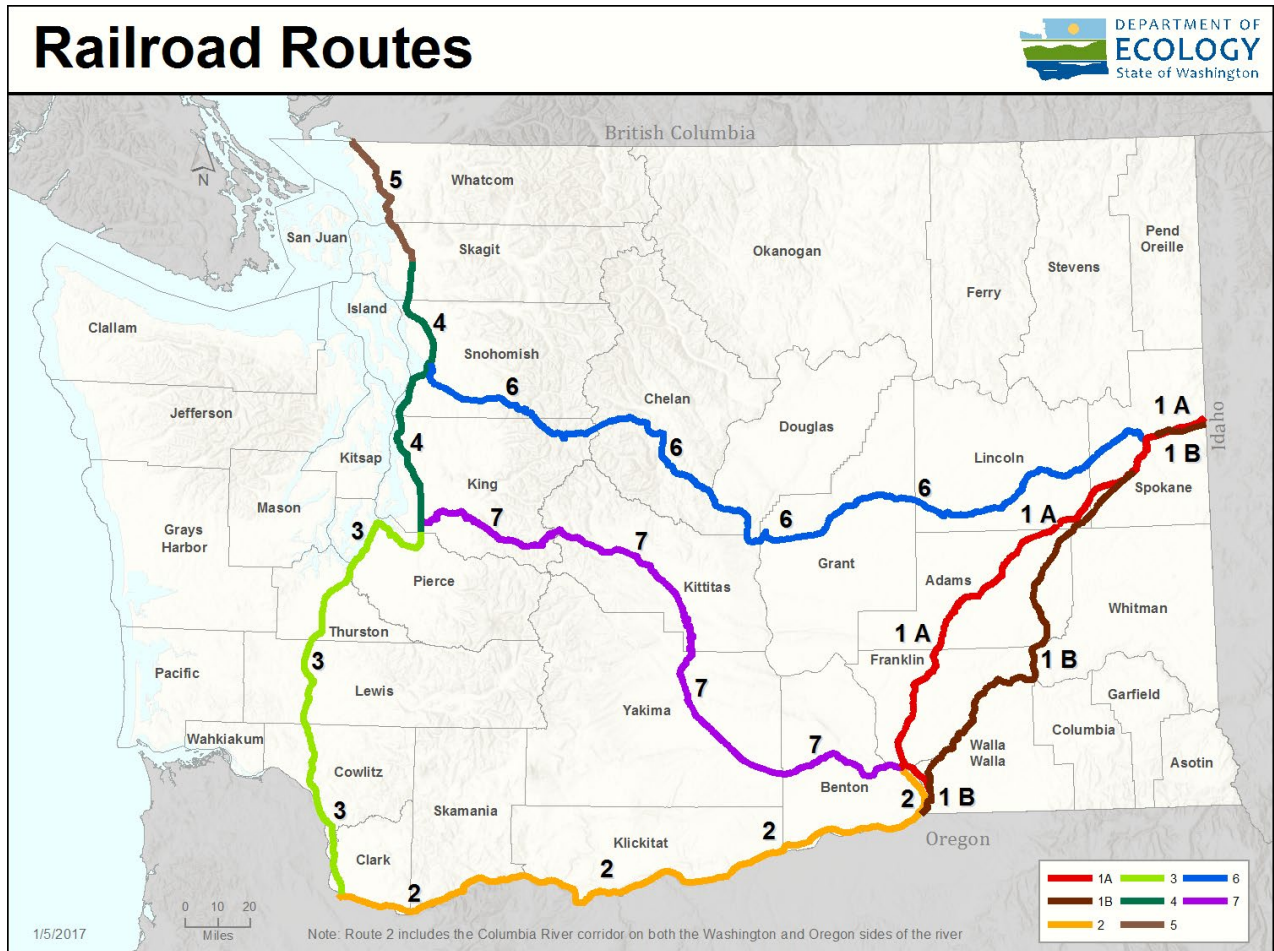


Figure 5: Railroad routes in Washington

Appendix B – API Gravity And Crude Oil Types

Information reported by facilities on scheduled crude oil deliveries includes the gravity and sulfur content of the oil. Ecology uses the standard American Petroleum Institute gravity (API gravity) ranges in combination with the sulfur content to define the crude type in the ANT database.

Sulfur content is measured as the percent of sulfur, by weight, of the crude oil. Oil is categorized by its sulfur content as either sweet or sour. Sour crudes contain greater than 0.5 percent sulfur. Sweet crudes have less than or equal to 0.5 percent sulfur.

API gravity is the measure of the density of petroleum liquid in relation to the density of water and is used to classify oils as light, medium, heavy, and extra heavy. The lower the API gravity, the more likely it is to sink in water. Crude type by API gravity is shown in the table below.

Table 5: Crude type by API gravity

Crude Type	API Gravity Range
Light Crude	31.2-50 API
Medium Crude	22.3-31.1 API
Heavy Crude	10-22.2 API
Extra Heavy Crude	0-9.9 API