



# OLYMPIC COAST NATIONAL MARINE SANCTUARY

# *Navigating the Future*

## Management Plan Review



### Area to be Avoided (ATBA)

A catastrophic discharge of oil remains one of the greatest threats facing the Olympic Coast National Marine Sanctuary. The sanctuary worked with the International Maritime Organization (IMO) to designate an ATBA on the Olympic Coast in December 1994 “in order to reduce the risk of marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary.”

The sanctuary then developed an education and monitoring program with the goal of ensuring the successful implementation of the ATBA. As part of this program, the sanctuary ensured that information on the ATBA was placed on nautical charts and publications. In addition, sanctuary staff worked closely with industry and government agencies to develop an education strategy. This effort resulted in the development of an ATBA flyer distributed in 1996. A copy of this flyer is now part of the Coast Guard’s Vessel Traffic Service User’s Manual.

Since February 1998 the sanctuary has continuously monitored compliance to the ATBA (using Canadian Coast Guard radar data). When vessels are identified as not complying with the ATBA, the sanctuary and the USCG Captain of the Port send out correspondence requesting cooperation. Response from the marine industry to the program has been very favorable. In 2007 the sanctuary estimated a compliance rate of 98.6%.

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Area to be Avoided flier



A laden petroleum tanker transits the Strait of Juan de Fuca.

**Vessel Transits Through the  
Olympic Coast National Marine Sanctuary  
Area to be Avoided (ATBA) in Calendar Year 2007**

| Vessel Type                     | Transits in and out of the Strait of Juan de Fuca recorded by the CVTS <sup>1</sup> | Transits passing through the sanctuary <sup>2</sup> | Transits passing through the ATBA within the sanctuary <sup>3</sup> | Estimated ATBA Compliance Rate <sup>4</sup> |
|---------------------------------|---|---|---|---|
| Bulk Carriers                   | 2753  | 2043  | 11  | 99.5%                                       |
| Container Ships                 | 2617  | 1913  | 8   | 99.6%                                       |
| Oil Tankers                     | 983   | 774   | 1   | 99.9%                                       |
| General Cargo Ships             | 563   | 463   | 8   | 98.3%                                       |
| Vehicle Carriers                | 471   | 392   | 1   | 99.7%                                       |
| Chemical Tankers                | 389   | 296   | 2   | 99.3%                                       |
| Cruise Ships                    | 380   | 255   | 2   | 99.2%                                       |
| Roll-on Roll-off Vessels (RORO) | 359   | 231   | 0   | 100%  |
| Articulated Tank Barges         | 297   | 292   | 1   | 99.7%                                       |
| Tugs with Oil Barges            | 238   | 225   | 23  | 89.8%                                       |
| Fishing Vessels                 | 179   | 138   | 38  | 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 Gas Carriers          | 9   | 5   | 0   | 100%  |
| Tugs with Chemical Barges       | 6   | 6   | 3   | 50.0%                                       |
| Ore-Bulk-Oil Vessels (OBO)      | 4   | 3   | 0   | 100%  |
| <b>TOTALS</b>                   | <b>9348</b>   | <b>7108</b>   | <b>99</b>   | <b>98.6%</b>                                |

For information on estimated ATBA compliance rates for the years 2001 through 2006, visit the Washington Department of Ecology Publications and Forms website at <http://www.ecy.wa.gov/pubs.shtm>, and conduct a search for “vessel entries and transits.”

<sup>1</sup> The vessel transits in this column were provided by the Cooperative Vessel Traffic Services (CVTS) and include commercial vessels greater than 1600 gross tons, or tugs with laden oil or chemical barges.

<sup>2</sup> This column includes a subset of the CVTS vessel transits through the sanctuary.

<sup>3</sup> 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.

<sup>4</sup> 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.