

Vessel Entries And Transits for Washington Waters

VEAT 2011

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, tallow 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 2011. 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: 2011

VESSEL TYPE AND DESTINATION	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) C & P bound for Washington ports in Puget Sound via Strait of Juan de Fuca	1,609	690
2) C & P bound for Washington ports in Puget Sound via Strait of Georgia & Haro Strait	637	188
3) C & P bound for Washington ports on the Columbia River	625	429
4) C & P bound for Gray's Harbor/Aberdeen	63	45
5) C & P bound for Washington ports: (Sum of 1-4 above)	2,934	1,352
6) C & P bound for Oregon ports on the Columbia River	716	421
7) C & P bound for Canadian ports via Strait of Juan de Fuca	2,273	1,271
8) C & P bound for U.S. ports (Sum of 5 & 6 above)	3,650	1,773
9) C & P grand total (Sum of 7 & 8 above)	5,923	3,044
10) Tank ships bound for Washington ports in Puget Sound via Juan de Fuca	448	131
11) Tank ships bound for WA ports in Puget Sound via Strait of Georgia & Haro Strait	16	13
12) Tank ships bound for Washington ports on the Columbia River	43	32
13) Tank ships bound for Grays Harbor/Aberdeen	9	9
14) Tank ships bound for Washington ports: (Sum of 10-13 above)	516	185
15) Tank ships bound for Oregon ports on the Columbia River	44	6
16) Tank ships bound for Canadian ports via Strait of Juan de Fuca	197	106
17) Tank ships bound for U.S. ports (Sum of 14 & 15 above)	560	191
18) Tank ship grand total (Sum of 16 & 17 above)	757	297
19) Grand totals: all vessels, all destinations (Sum of 9 & 18)	6,671	3,341

TANK BARGES/ATB (OPERATING AREA)	BARGE TRANSITS	ATB TRANSITS
1) Puget Sound	3,096	311
2) Entering transits to Puget Sound	321	224
3) Columbia River	780	38
4) Entering transits to Columbia River	1	38
5) Grays Harbor/Aberdeen	0	0
6) Grand total of transits in WA waters (Sum of 1-3 above)	3,876	349
7) Total number of individual tank barges/ATBs operating in WA State waters in 2011:	51	9
8) Number of barge/ATB companies that operate tank barges in Puget Sound:	9	3
9) Number of barge/ATB companies that operate tank barges on the Columbia River:	2	1
10) Total number of barge/ATB companies that operate tank barges on WA waters:	10	3

FERRIES (PUGET SOUND)	TRANSITS	INDIVIDUAL FERRIES
1) Washington State Ferries	163,273	22
2) Alaska Marine Highway System	126	5
3) Black Ball Transport, Inc.	1,754	1
4) Total (Sum of 1-3 above)	165,153	28

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 2011, please contact the Department of Ecology – Spills Program (360) 407-7455. VEAT 1998 through VEAT 2011 are also available on the Ecology Website, at <http://www.ecy.wa.gov/biblio/spills.html>

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 2011.

WASHINGTON STATE Department of Ecology

VESSEL ENTRIES AND TRANSITS: 2011

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	50	29
2) Commercial fishing vessels bound for WA ports via Strait of Georgia & Haro Strait	59	18
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)	109	47
4) Commercial fishing vessels bound for Canadian ports via Strait of Juan de Fuca*	*	*
5) Total commercial fishing vessels bound for Washington ports in Puget Sound or transiting Washington waters enroute to Canada (Sum of 3 & 4 above)	109	47
6) Factory fishing vessels/fish processors bound for Washington ports via Strait of Juan de Fuca	10	6
7) Factory fishing vessels/fish processors bound for Washington ports via Strait of Georgia and Haro Strait	4	4
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)	14	10
9) Factory fishing vessels/fish processors bound for Canadian ports via Strait of Juan de Fuca	*	*
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)	14	10
11) Grand total any type fishing vessel bound for Washington ports in Puget Sound (Sum of 5 & 10 above)	123	57

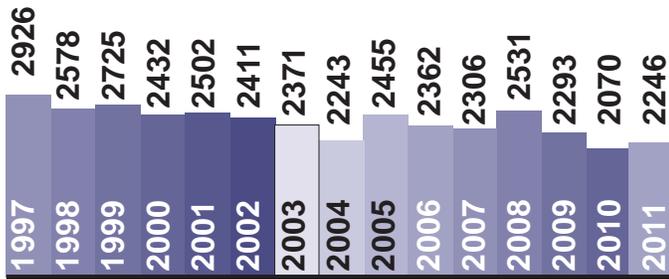
NOTE: Fishing vessels and factory fishing vessels/fish processors are also included in cargo and passenger totals
*This data not available for 2011.



COMPARISON OF VEAT 1997 THROUGH VEAT 2011

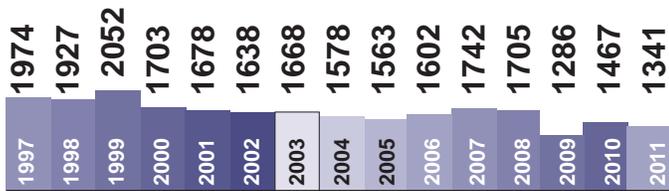
DEPARTMENT OF
ECOLOGY
State of Washington

Cargo and Passenger Vessels: Entering Transits into Washington Waters



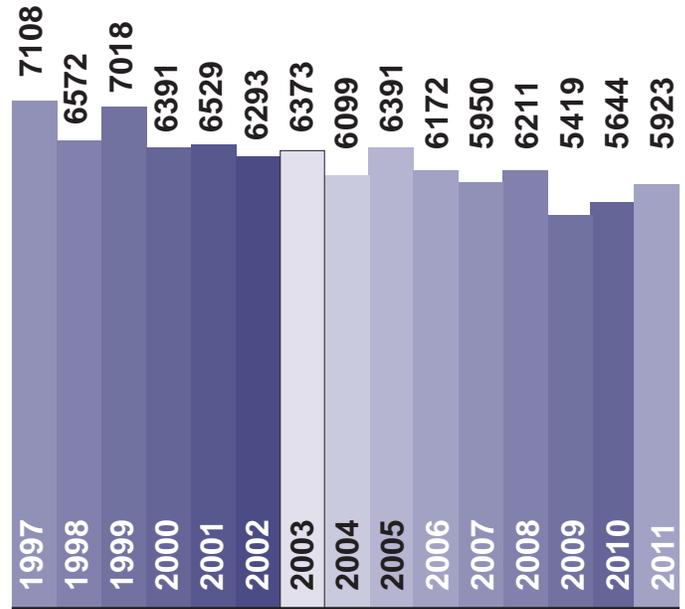
**To Puget Sound
Ports Only**

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



**To Columbia
River Ports Only**

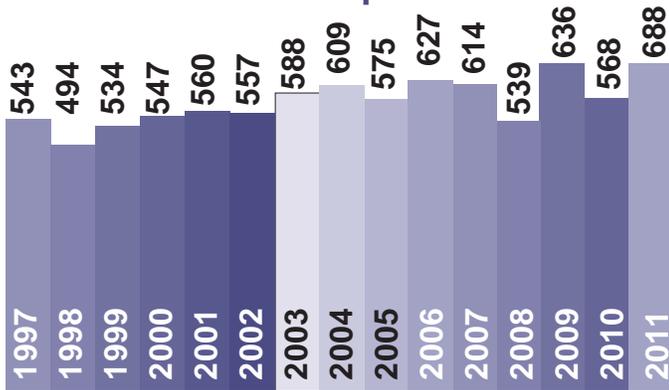
*Sum of 3 & 6: C & P (p.2)



**TOTAL (Including Canadian
Ports and Grays Harbor)**

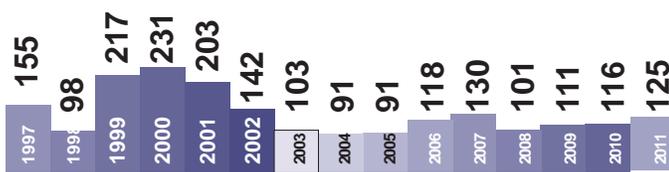
*Item 9: C & P (p.2)

Tank Ships and ATBs: Entering Transits into Washington Waters



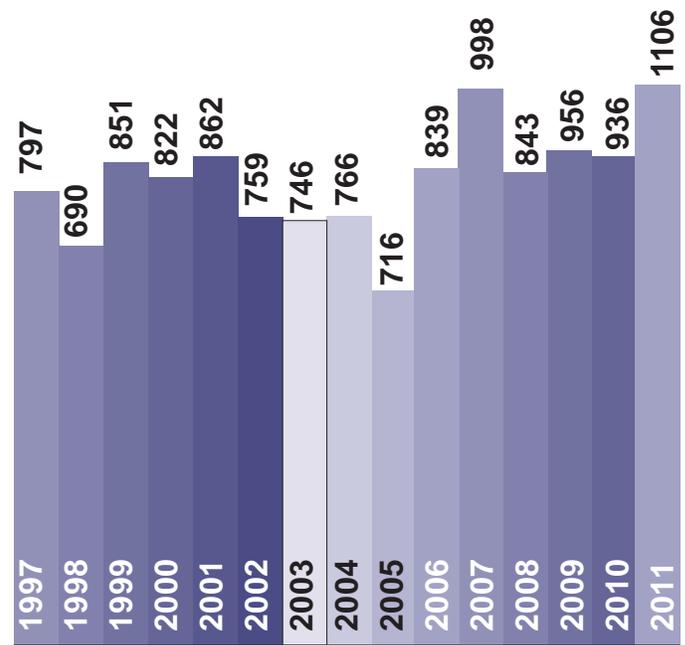
**To Puget Sound
Ports Only**

*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 6: 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 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

PACIFIC PILOTAGE AUTHORITY CANADA

- Tanker data for Strait of Juan de Fuca and Puget Sound

PORT METRO VANCOUVER

- Tanker data for Strait of Juan de Fuca and Puget Sound

AMERICAN WATERWAYS OPERATORS

- Tank barge data for Puget Sound and Columbia River

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

CROWLEY PETROLEUM SERVICES, INC

- ATB activity in Columbia River

AGENCY CONTACT

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INTERNATIONAL MARITIME ORGANIZATION (IMO)

AREA TO BE AVOIDED

OFF THE WASHINGTON COAST

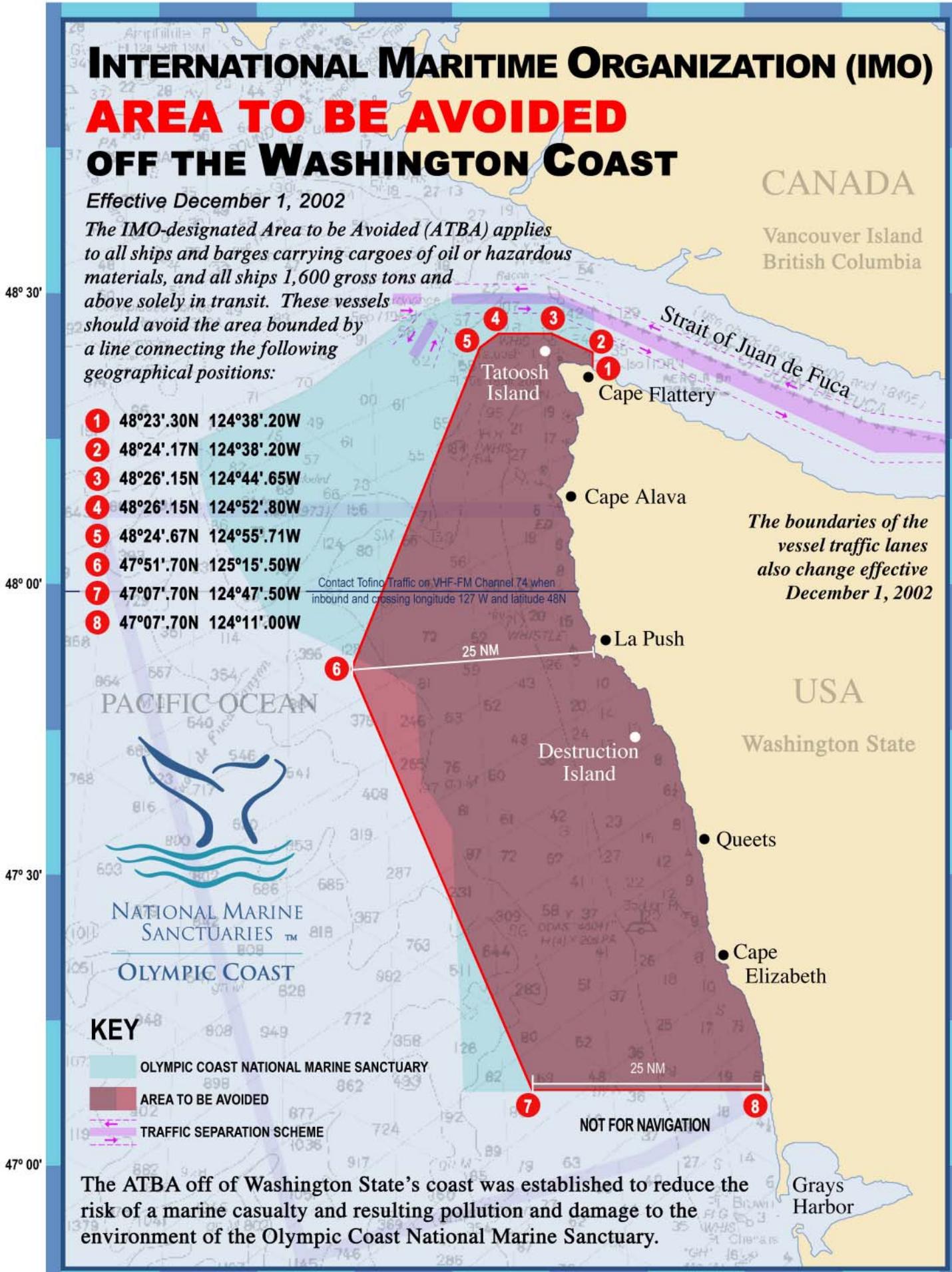
Effective December 1, 2002

The IMO-designated Area to be Avoided (ATBA) applies to all ships and barges carrying cargoes of oil or hazardous materials, and all ships 1,600 gross tons and above solely in transit. These vessels 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 48°N

The boundaries of the vessel traffic lanes also change effective December 1, 2002



The ATBA off of Washington State's coast was established to reduce the risk of a marine casualty and resulting pollution and damage to the environment of the Olympic Coast National Marine Sanctuary.

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

See map on reverse side.

During May - December 2011¹

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.

Vessel Type	Transits in and out of the Strait of Juan de Fuca recorded by the CVTS ²	Transits passing through the Sanctuary ³	Transits passing through the ATBA within the Sanctuary ⁴	Estimated ATBA Compliance Rate ⁵
	1	2	3	4
Articulated Tank Barges	5	2	0	100%
Bulk Carriers	2,797	1,674	16	99%
Cable Layers	4	4	0	100.0%
Chemical Tankers	312	226	3	98.7%
Container Ships	1,717	1,007	1	99.9%
Cruise Ships	470	269	2	99.3%
Fishing Vessels (in transit)	139	91	9	90.1%
General Cargo Ships	359	263	6	97.7%
Heavy Load Carriers	8	6	0	100.0%
Non-oil Tankers	3	3	0	100%
Oil Tankers	679	431	3	99.3%
Ore-Bulk-Oil Vessels (OBO)	3	2	0	100.0%
Refrigerated Ships	12	10	0	100.0%
Roll-on Roll-off Vessels (RORO)	244	150	3	98.0%
Vehicle Carriers	379	249	2	99.2%
Tugs with Loaded Chemical Barges	2	1	1	0.0%
Tugs with Loaded Oil Barges	0	0	0	100%
TOTALS	N/A	N/A	N/A	98.8%

¹ In 2011 the Canadian Coast Guard implemented the Information System on Marine Navigation (INNAV). A change in processing resulted in a data gap from January 1 through April 30; therefore, for 2011 we are only reporting the estimated compliance rates and not the total number of transits. There was also a change in how vessel types are attributed to vessels. For example, some vessels previously identified as General Cargo Ships may now be identified as bulk Carriers or Container Ships. For this reason care should be taken in comparing this year's data with previous years.

² 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.

³ This column includes a subset of the CVTS vessel transits through the sanctuary.

⁴ 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. These are identified both by CVTS radar and by Seattle Marine Exchange AIS.

⁵ 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.