

Vessel Entries And Transits for Washington Waters

VEAT 2004

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 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.

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



Washington State Department of Ecology
Spill Prevention, Preparedness,
and Response Program
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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 crude oil, refined petroleum products, or chemicals. 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. 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.

TANK BARGE

A barge of any tonnage, engaged in the transport of crude oil, refined petroleum products, or chemicals.

TANK BARGE TRANSIT

Any significant move between two locations, via Washington State waters, while transporting crude oil, refined petroleum products, 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 2004. A ferry transit is defined as any trip from an origination terminal to a destination terminal.

TANK SHIP CLASSIFICATION IN VEAT

CHEMICAL TANKERS

Chemical tankers are counted as petroleum tankers if they are transporting petroleum products. Chemical tankers are included in the tank ship section of VEAT, items 10-18.

EDIBLE OIL TANKERS

Edible oil tankers (e.g. vegetable oil) are counted as dry cargo vessels and are included in the cargo and passenger section of VEAT, items 1-9.

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.

Department of Ecology

VESSEL ENTRIES AND TRANSITS: 2004

VESSEL TYPE AND DESTINATION	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) C & P bound for Washington ports in Puget Sound via Strait of Juan de Fuca	1,462	514
2) C & P bound for Washington ports in Puget Sound via Strait of Georgia & Haro Strait	781	298
3) C & P bound for Washington ports on the Columbia River	684	538
4) C & P bound for Gray's Harbor/Aberdeen	47	40
5) C & P bound for Washington ports: (Sum of 1-4 above)	2,974	1,390
6) C & P bound for Oregon ports on the Columbia River	894	511
7) C & P bound for Canadian ports via Strait of Juan de Fuca	2,231	1,183
8) C & P bound for U.S. ports (Sum of 5 & 6 above)	3,868	1,901
9) C & P grand total (Sum of 5-7 above)	6,099	3,084
10) Tank ships bound for Washington ports in Puget Sound via Juan de Fuca	596	92
11) Tank ships bound for WA ports in Puget Sound via Strait of Georgia & Haro Strait	13	8
12) Tank ships bound for Washington ports on the Columbia River	42	28
13) Tank ships bound for Grays Harbor/Aberdeen	0	0
14) Tank ships bound for Washington ports: (Sum of 10-13 above)	651	128
15) Tank ships bound for Oregon ports on the Columbia River	49	21
16) Tank ships bound for Canadian ports via Strait of Juan de Fuca	66	32
17) Tank ships bound for U.S. ports (Sum of 14 & 15 above)	700	149
18) Tank ship grand total (Sum of 16 & 17 above)	766	181
19) Grand totals: all vessels, all destinations (Sum of 9 & 18)	6,865	3,265

TANK BARGES (OPERATING AREA)	TRANSITS
1) Puget Sound	3,186
2) Columbia River	822
3) Grays Harbor/Aberdeen	0
4) Grand total of transits in Washington waters (Sum of 1-3 above)	4,008
5) Total number of individual tank barges operating in Washington State waters in 2004:	73
6) Number of barge companies that operate tank barges in Puget Sound:	15
7) Number of barge companies that operate tank barges on the Columbia River:	11
8) Number of barge companies that operate tank barges in Grays Harbor/Aberdeen:	0
9) Total number of barge companies that operate tank barges on Washington waters:	15

FERRIES (PUGET SOUND)	TRANSITS	INDIVIDUAL FERRIES
1) Washington State Ferries	164,293	23
2) Alaska Marine Highway System	162	4
3) Black Ball Transport, Inc.	1,620	1
4) Total (Sum of 1-3 above)	166,075	28

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*.]

FISHING VESSEL DATA COLLECTION

PREVIOUS DATA

Vessel Entry and Transit Data for Washington waters has been collected by Ecology for twelve years. Fishing vessel data has been collected for eleven years. To obtain copies of VEAT 1993 through VEAT 2004, please contact the Department of Ecology – Spills Program (360) 407-7455. VEAT 1998 through VEAT 2004 are also available on the Ecology Website, at <http://www.ecy.wa.gov/biblio/spills.html>

NOTE: All data in this publication are for calendar year 2004.

WASHINGTON STATE

Department of Ecology

VESSEL ENTRIES AND TRANSITS: 2004

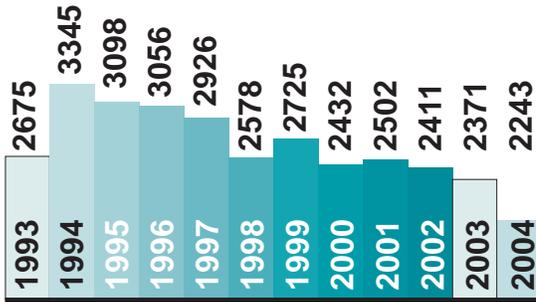
COMMERCIAL FISHING VESSELS AND FACTORY FISHING VESSELS/FISH PROCESSORS	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) Commercial fishing vessels bound for Washington ports via Strait of Juan de Fuca	18	16
2) Commercial fishing vessels bound for WA ports via Strait of Georgia & Haro Strait	138	34
3) Total commercial 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)	156	50
4) Commercial fishing vessels bound for Canadian ports via Strait of Juan de Fuca	5	3
5) Total commercial fishing vessels bound for Washington ports in Puget Sound or transiting Washington waters enroute to Canada (Sum of 3 & 4 above)	161	53
6) Factory fishing vessels/fish processors bound for Washington ports via Strait of Juan de Fuca	79	27
7) Factory fishing vessels/fish processors bound for Washington ports via Strait of Georgia and Haro Strait	14	9
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)	93	36
9) Factory fishing vessels/fish processors bound for Canadian ports via Strait of Juan de Fuca	29	12
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)	122	48
11) Grand total any type fishing vessel bound for all destinations (Sum of 5 & 10 above)	283	101

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



COMPARISON OF VEAT 1993 THROUGH VEAT 2004

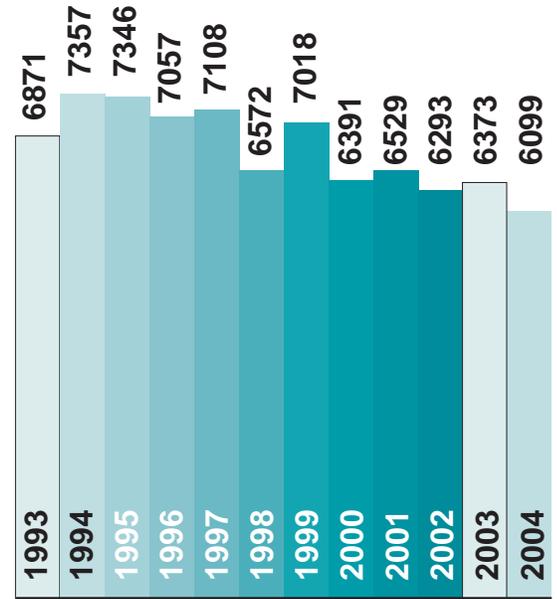
Cargo and Passenger Vessels: Entering Transits into Washington Waters



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

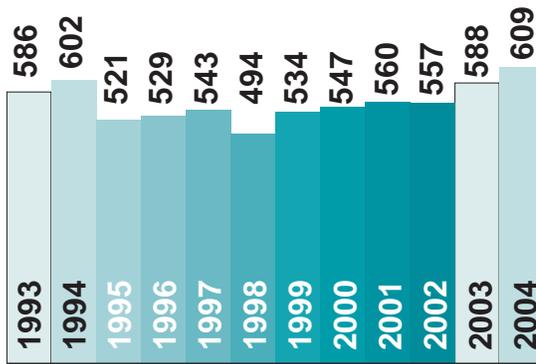


To Columbia River Ports Only
Sum of 3 & 6: C & P (p.2)

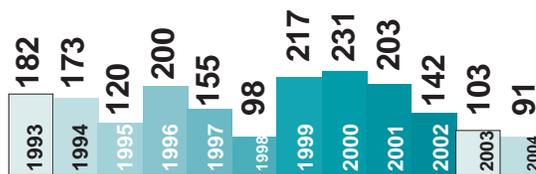


TOTAL (Including Canadian Ports and Grays Harbor)
Item 9: C & P (p.2)

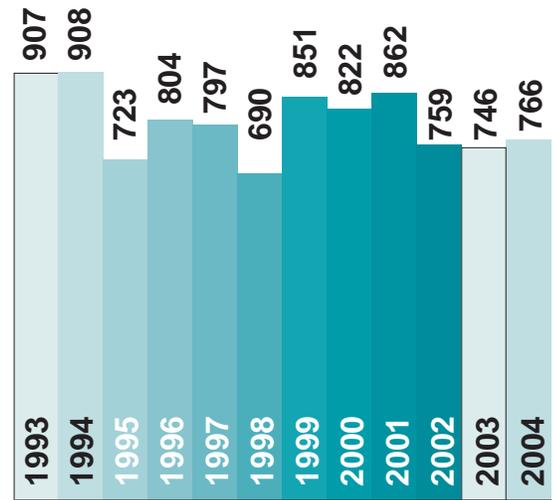
Tank Ships: Entering Transits into Washington Waters



To Puget Sound Ports Only
Sum of 10 & 11: Tank Ships (p.2)



To Columbia River Ports Only
Sum of 12 & 15: Tank Ships (p.2)



TOTAL (Including Canadian Ports and Grays Harbor)
Item 18: Tank Ships (p.2)

DATA SOURCES

TOFINO VESSEL TRAFFIC (CANADIAN CG)

- Strait of Juan de Fuca and Puget Sound

VANCOUVER VESSEL TRAFFIC (CANADIAN CG)

- 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

THE AMERICAN WATERWAYS OPERATORS

- Tank barge transits: Washington waters

PUGET SOUND PILOTS

- Tankers bound for lay-up in Puget Sound

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

VANCOUVER PORT AUTHORITY – VANCOUVER, B.C.

- Determination of commodities transported by tankers

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 ToFno Traffic on VHF-FM Channel 24 when inbound and crossing longitude 127° W and latitude 48°

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



KEY

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

NOT FOR NAVIGATION

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.

CANADA
Vancouver Island
British Columbia

USA
Washington State

Grays Harbor

48° 30'

48° 00'

47° 30'

47° 00'

Vessel Transits through the Olympic Coast National Marine Sanctuary and Area to be Avoided (ATBA)

see map on reverse side
During Calendar Year 2004

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, 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 ¹	Transits passing through the Sanctuary ²	Transits passing through the ATBA within the Sanctuary ³	Estimated ATBA Compliance Rate ⁴
	1	2	3	4
Bulk Carriers	2960	2023	36	98.2%
Container Ships	2784	1855	20	98.9%
Oil Tankers	822	518	1	99.8%
Tugs with Oil Barges	642	573	142	75.2%
General Cargo ships	537	423	3	99.3%
Vehicle Carriers	480	370	3	99.2%
Chemical Tankers	406	289	2	99.3%
Roll-on Roll-off Vessels(RORO)	352	208	2	99.0%
Cruise Ships	313	200	8	96.0%
Articulated Tank Barges	266	263	4	98.5%
Fishing vessels	200	117	29	75.2%
Log Carriers	44	0	N/A	N/A
Refrigerated Ships	41	28	1	96.4%
Ore-Bulk-Oil Vessels (OBO)	27	15	0	100.0%
Tugs with Chemical Barges	21	16	9	43.8%
Cable Layers	18	13	0	100.0%
Non-oil Tankers	17	10	0	100.0%
Heavy Load Carriers	12	12	0	100.0%
Liquefied Petroleum Gas Carriers (LPG) and Liquefied Natural Gas (LNG) Carriers	9	5	0	100.0%
TOTALS	9951	6938	260	96.3%

(Footnotes)

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

² This column includes a subset of the CVTS vessel transits through the Sanctuary.

³ 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. This is not known with certainty. For example, in some cases fishing processors do not transit the ATBA, but are engaged in operations within the ATBA and are therefore not subject to ATBA provisions. In other cases tank barges may be transiting while in ballast and not carrying petroleum products or chemicals.

⁴ 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.