Exh. MM-56
Docket TP-250574
Witness: Michael Moore

BEFORE THE STATE OF WASHINGTON

UTILITIES AND TRANSPORTATION COMMISSION

WASHINGTON UTILITIES AND TRANSPORTATION COMMISSION, Complainant, v. PUGET SOUND PILOTS, Respondent.	Docket No. TP-250574

EXHIBIT TO CROSS-ANSWERING TESTIMONY OF

Captain Michael Moore

ON BEHALF OF

PACIFIC MERCHANT SHIPPING ASSOCIATION

VEAT 2024: Vessel Entries and Transits for Washington Waters, Washington Department of Ecology

February 2, 2026

DEPARTMENT OF
ECOLOGY
State of Washington

VEAT 2024

Vessel Entries and Transits
for Washington Waters

April 2025

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Overview

This Vessel Entries and Transits (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 (C&P) vessels 300 gross tons and larger; and
- Tank ships, articulated tug barges, and tank barges, certified to carry oil, of any tonnage.

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

Terms and Definitions

Articulated tug barge (ATB)

An ATB is a combination vessel consisting of a tank barge and a tugboat with the tug connected in a notch in the stern of the barge by means of connecting pins or other fixed mechanical equipment. The ATBs are counted separately from tank barges in this report.

C & P

Cargo and passenger vessels 300 gross tons or larger engaged in commerce.

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 the calendar year. Entering transits on the Columbia River that call at a Washington port and an Oregon port during a single voyage are counted as an entering transit bound for a Washington port.

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 and not counted in VEAT. There were no ferries of 300 gross tons or larger operating on the Columbia River or in Grays Harbor/Aberdeen during calendar year 2024. A ferry transit is defined as any trip from an origination terminal to a destination terminal.

Individual vessel

A unique vessel. Each unique vessel is counted only once in the individual vessel count even if the vessel calls in Washington State waters more than once during the calendar year.

Tank barge

A barge of any tonnage, engaged in the transport of oil, chemicals, tallows, or biologically derived plant oils.

Tank barge/ATBs transit

Any significant move between two locations, via Washington State waters, while transporting oil, chemicals, tallows, or biologically derived plant oils.

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 the next section, "Tank Ship Classifications in VEAT," for a detailed description of how tank ships are classified and counted for this report.

Tank Ship Classifications in VEAT

Oil and Chemical tank ships (tankers)

All tank ships that are certified to carry oil are counted as tank ships (tankers) regardless of cargo load or destination. This includes tank ships bound for layup, or shipyards for repair and routine maintenance. Tank ship numbers are found in Table 1, items 10-18.

LNG, LPG, and LG tank ships (tankers)

Liquefied Natural Gas (LNG), Liquefied Petroleum Gas (LPG), and Liquefied Gas (LG) tank ships 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 tank ships are included in the cargo and passenger section of VEAT, items 1-9.

Changes in VEAT Definitions over time

Several VEAT definitions have changed over time:

- Starting in 2007, VEAT data classifies tank ships 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.
- Starting in 2011, VEAT lists Articulated tug barge (ATB) transits separately.
- Starting in 2023, all chemical tank ships certified to carry oil are counted as tank ships regardless of cargo load or destination. Between 2007 and 2023, chemical tank ships transferring non-oil cargo in Washington ports on the Columbia River were counted as C&P vessels.
- Starting in 2023, tank ships bound for layup or shipyards for repair and routine maintenance are counted as tank ships, regardless of cargo load. Previously, these tank ships were counted as C&P vessels.

Vessel Entries and Transits: 2024

Table 1: VESSEL TYPE AND DESTINATION	ENTERING TRANSITS	INDIVIDUAL VESSELS
1) C & P bound for Washington ports in Puget Sound via Strait of Juan de Fuca	1,370	659
2) C & P bound for Washington ports in Puget Sound via Strait of Georgia & Haro Strait*	596	196
3) C & P bound for Washington ports on the Columbia River	732	609
4) C & P bound for Grays Harbor/Aberdeen	89	77
5) C & P bound for Washington ports (sum of 1-4 above)	**2,787**	**1,541**
6) C & P bound for Oregon ports on the Columbia River	554	393
7) C & P bound for Canadian ports via Strait of Juan de Fuca	2,733	1,624
8) C & P bound for U.S. ports (sum of 5 & 6 above)	**3,341**	**1,934**
9) C & P grand total (sum of 7 & 8 above)	**6,074**	**3,558**
10) Tank ships bound for Washington ports in Puget Sound via Juan de Fuca	415	128
11) Tank ships bound for WA ports in Puget Sound via Strait of Georgia & Haro Strait	39	30
12) Tank ships bound for Washington ports on the Columbia River	38	21
13) Tank ships bound for Grays Harbor/Aberdeen	21	12
14) Tank ships bound for Washington ports (sum of 10-13 above)	**513**	**191**
15) Tank ships bound for Oregon ports on the Columbia River	117	41
16) Tank ships bound for Canadian ports via Strait of Juan de Fuca	352	170
17) Tank ships bound for U.S. ports (sum of 14 & 15 above)	**630**	**232**
18) Tank ship grand total (sum of 16 & 17 above)	**982**	**402**
19) Grand totals: all vessels, all destinations (sum of 9 & 18 above)	**7,056**	**3,960**

Table 2: TANK BARGES/ATB (OPERATING AREA)	BARGE TRANSITS	ATB TRANSITS
1) Puget Sound	2,751	1,023
2) Entering transits to Puget Sound	61	232
3) Columbia River	1,125	278
4) Entering transits to Columbia River	34	105
5) Grays Harbor/Aberdeen	1	0
6) Grand total of transits in Washington waters (sum of 1, 3, & 5 above)	**3,877**	**1,301**
7) Total number of individual tank barges/ATBs operating in WA State waters in 2022	**23**	**24**

Table 2a: TANK BARGES/ATB COMPANIES (OPERATING AREA)	BARGE	ATB
8) Number of barge/ATB companies that operate tank barges in Puget Sound	7	6
9) Number of barge/ATB companies that operate tank barges on the Columbia River	5	4
10) Total number of barge/ATB companies that operate tank barges on WA waters	**8**	**6**

*This row includes some passenger vessels inbound to Washington from Victoria that do not use the Strait of Georgia or Haro Strait.

Vessel Entries and Transits: 2024

Table 3: FERRIES (PUGET SOUND)	TRANSITS	INDIVIDUAL FERRIES
1) Washington State Ferries	144,150	19
2) Alaska Marine Highway System	100	2
3) Black Ball Transport, Inc.	1,790	1
4) Total (sum of 1-3 above)	**146,040**	**22**

Table 4: 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	32	26
2) Commercial fishing vessels bound for WA ports via Strait of Georgia & Haro Strait	14	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)	**46**	**34**
4) Commercial fishing vessels bound for Canadian ports via Strait of Juan de Fuca	12	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)	**58**	**37**
6) Factory fishing vessels/fish processors bound for Washington ports via Strait of Juan de Fuca	61	24
7) Factory fishing vessels/fish processors bound for Washington ports via Strait of Georgia and Haro Strait	5	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)	**66**	**28**
9) Factory fishing vessels/fish processors bound for Canadian ports via Strait of Juan de Fuca	0	0
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)	**66**	**28**
11) Grand total any type fishing vessel bound for Washington ports in Puget Sound or transiting Washington waters enroute to Canada (sum of 5 & 10 above)	**124**	**65**

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

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.

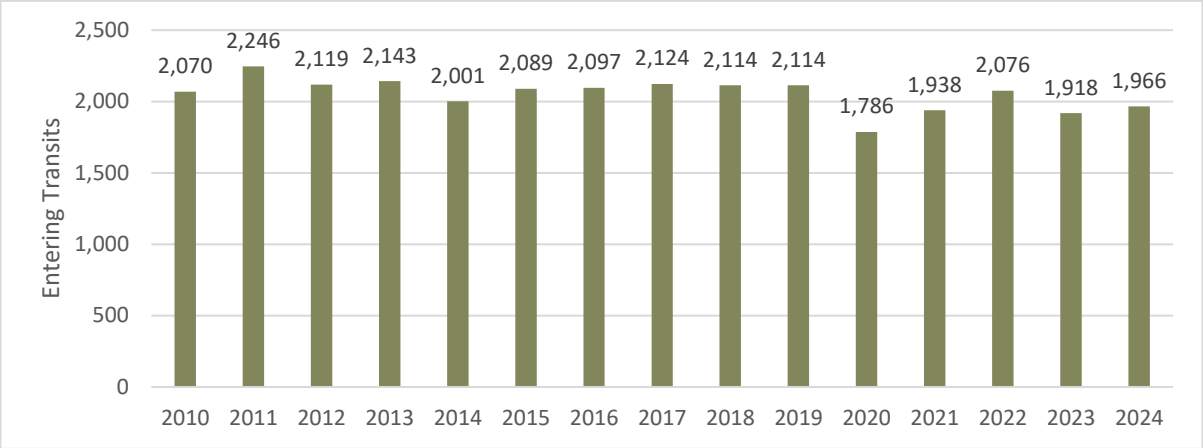
Factory fishing vessel/fish processor

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*.]

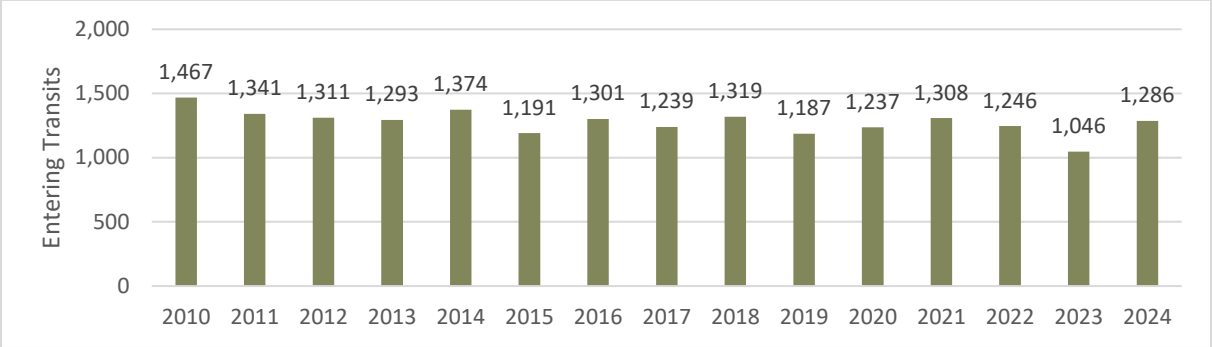
Comparison of VEAT 2010 through VEAT 2024

Cargo and Passenger Vessels:
Entering Transits into Washington Waters

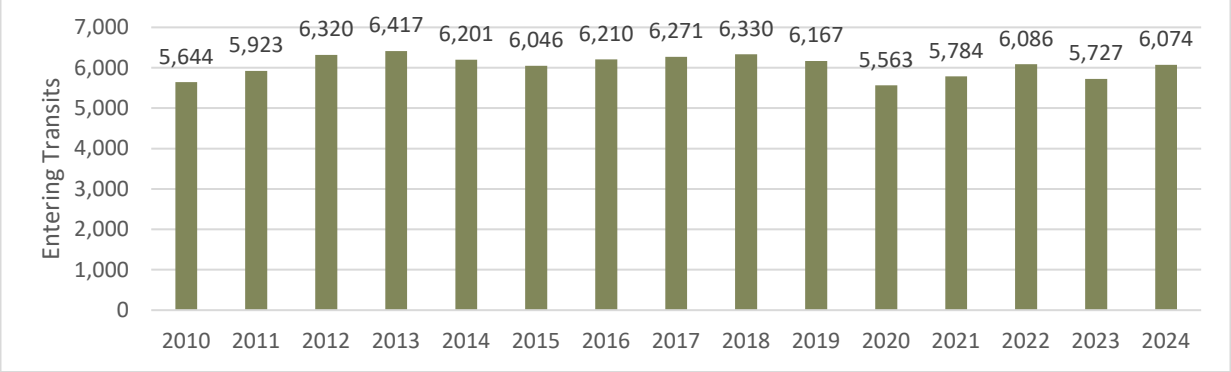
To Puget Sound ports only: Sum of Table 1, items 1 & 2



To Columbia River ports only: Sum of Table 1, items 3 & 6

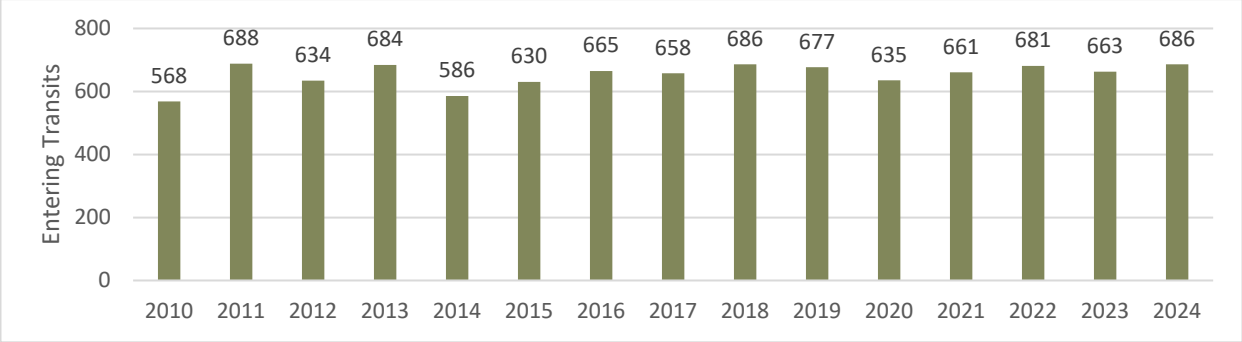


GRAND TOTAL: Table 1, item 9 (includes Grays Harbor and Canadian ports)

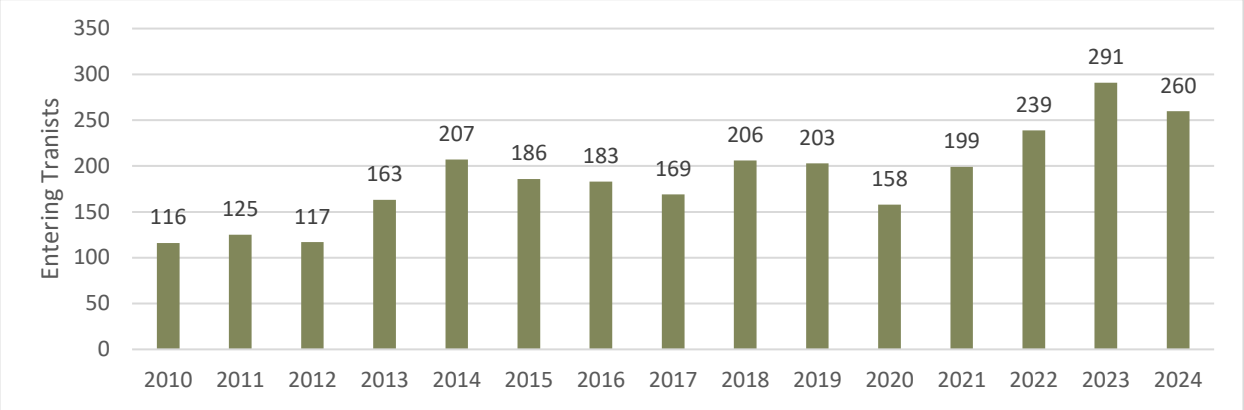


Tank Ships and ATBs:
Entering Transits into Washington Waters

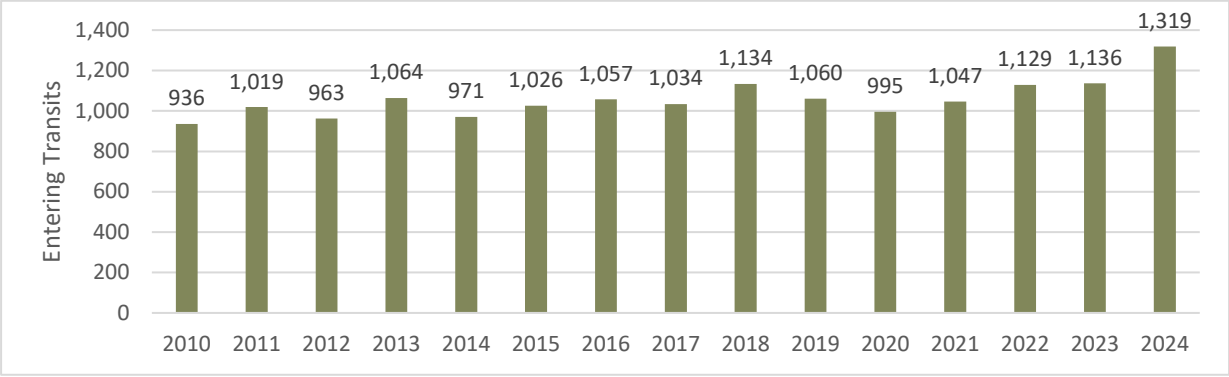
To Puget Sound ports only: Sum of Table 1, items 10 & 11; and Table 2, item 2



To Columbia River ports only: Sum of Table 1, items 12 & 15; and Table 2, item 4



GRAND TOTAL: Table 1, item 18; and Table 2, items 2, 4, & 5
(Includes Grays Harbor and Canadian ports)



Data collection

Current data

All data in this publication is for calendar year 2024.

Previous data

Ecology has collected Vessel Entry And Transit (VEAT) data for Washington waters since 1993. To access prior VEAT reports, visit: VEAT Report Data.

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

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 (OCNMS)

For information on the Area To Be Avoided (ATBA) off the Washington coast, visit OCNMS