

INTERNATIONAL MARITIME ORGANIZATION 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

CANADA

Vancouver Island
British Columbia

Strait of Juan de Fuca

Tatoosh Island

Cape Flattery

Cape Alava

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

La Push

USA

Washington State

Destruction Island

Queets

Cape Elizabeth

Grays Harbor



NATIONAL MARINE SANCTUARIES™
OLYMPIC COAST

KEY

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

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.

Why does the IMO establish ATBAs?

- The IMO establishes ATBAs in defined area where navigation is very hazardous or where it is important to avoid casualties.

Why is it very important for vessels to remain offshore and avoid this area?

- Reduces risk of vessel grounding on shore
- Reduces risk of collision with small vessels traveling close to shore
- Allows more time for assistance to arrive to help a disabled vessel
- Increases protection of coastal resources
- In the event of an oil spill:
 - Allows more time for spill cleanup and containment crews to arrive
 - Decreases the chance of spill impacts on the shoreline
 - Increases spill evaporation and degradation time

How were the boundaries of the ATBA chosen?

- The boundaries were chosen to protect Sanctuary Resources most at risk from vessel casualties.
- The boundaries are intended to be compatible with changes to the Traffic Separation Scheme and the addition of a recommended route in the Strait of Juan de Fuca

How was the vessel applicability chosen for the ATBA?

- Vessels transiting the Sanctuary and marine traffic patterns were studied for the risk they pose to Sanctuary resources
- This analysis evaluated various scenarios of extending the applicability of the ATBA to additional classes of vessels
- Using a criteria, which ensured human safety was upheld and the risk of oil spills reduced, vessels greater than 1,600 GRT solely in transit were selected
- This finding does not include vessels that are engaged in an otherwise permitted activity that occurs predominantly within the Sanctuary, e.g. fishing or research

Natural characteristics of the Olympic Coast National Marine Sanctuary:

- 128 species of seabirds within the Sanctuary
- 29 species of whales, dolphins, and other marine mammals visit the area
- Washington State's only sea otter population
- Many species of fish and shellfish commonly eaten by people, including salmon, surf smelt, razor clams, rock scallops, and abalone
- Over 300 species of resident intertidal invertebrates, aquatic plants, and fish
- Nutrient rich waters
- Diverse habitat types supporting complex food chains, including kelp communities, intertidal zones, beaches, and offshore rocks

FOR MORE ATBA INFORMATION:

Marine Safety Office Puget Sound, United States Coast Guard
1519 Alaskan Way S., Seattle, WA 98134
Phone: 206-217-6232 Fax: 206-217-6345
<http://www.uscg.mil/d13/>

FOR MORE SANCTUARY INFORMATION OR COPIES OF THIS PUBLICATION:

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<http://ocnms.nos.noaa.gov/>

