

GEOGRAPHIC PLAN APPLICABILITY AND INFORMATION

GEOGRAPHIC BOUNDARIES

This plan is intended to cover federal navigable waters throughout Puget Sound and the approaches from Sea, and the focus is primarily on commercial vessels. The U.S. and Canada cooperatively manage vessel traffic in these boundary waters, and there are sections of this plan with relevance to dealing with Canadian authorities, operations in Canadian waters, and operations in U.S. waters controlled by Canadian traffic managers. With the above in mind, the applicability of this plan is the combination of the below geographic areas that encompass both the legal and traffic management regimes.

U.S. COAST GUARD CAPTAIN OF THE PORT (COTP) ZONE

For all commercial vessel and waterways management marine safety, port security and environmental issues in Puget Sound and northwest Washington State, the Captain of the Port Puget Sound (located at Sector Seattle) is the primary Coast Guard authority. The legal boundaries for the Captain of the Port Puget Sound are set forth in 33 Code of Federal Regulations 3.65-10. This approximately corresponds to the Queets River on the Washington coast and northward, the Strait of Juan de Fuca and all the navigable waters of Puget Sound. The Captain of the Port has varying levels of jurisdiction extending to the outer limit (200 nautical miles) of the EEZ for foreign and domestic vessels.

Within the northern part of the Sector Seattle Captain of the Port Zone, Coast Guard Group Port Angeles performs search and rescue, border security, law enforcement and fisheries patrol missions. Group Port Angeles' area of operation consists of the Washington coast from Queets River north, the Strait of Juan de Fuca, Boundary Pass and Haro Strait, Rosario Strait, and other waters of Puget Sound north of Admiralty Inlet. Sector Seattle's subunit, Station Seattle, performs these missions within the remaining areas of Puget Sound.

WASHINGTON DEPARTMENT OF ECOLOGY

For all commercial vessel and waterways management, marine safety, port safety and environmental protection and spill preparedness and response issues in Washington state waters, including all of Puget Sound and the various connecting straits, the Washington Department of Ecology Spills Prevention, Preparedness, and Response (SPILLS) Program is the primary state authority responsible for dealing with vessel and facility incidents as they might impact state marine resources. The state's jurisdiction extends to activities occurring in the coastal waters within the U.S. territorial seas, and state interests may even extend beyond those limits to the extent the event would likely impact state waters and resources. Similar to the U.S. Coast Guard, the SPILLS program conducts vessel examinations utilizing accepted industry standards for non-tank vessels, as well as

conducting fuel and cargo oil transfer monitoring inspections on all vessels. In addition, the agency responds to and investigates all marine incidents and accidents involving covered vessels (i.e., tank vessels, and other commercial vessels of 300 gross tons or more).

TRAFFIC MANAGEMENT SCHEME

An International Maritime Organization (IMO) approved Traffic Separation Scheme (TSS) governs vessel traffic in Puget Sound and its approaches. This area is actively managed by a joint U.S. - Canadian Cooperative Vessel Traffic Service (CVTS). At the western entrance to the Strait of Juan de Fuca, this area includes the extent of Tofino Traffic's radar coverage, approximately 60 miles out to sea, and extends throughout Puget Sound north to Vancouver, British Columbia, and south to Tacoma, Washington and Olympia, Washington. Commercial mariners are required to have an operating handbook for the Vessel Traffic Service; it is available at: <http://www.uscg.mil/d13/psvts/>.