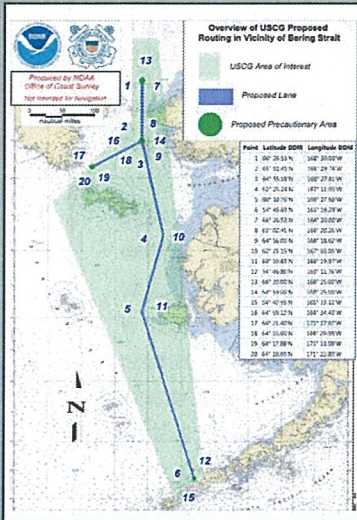


Arctic Port Access Route Study (PARS)

PROPOSED VESSEL ROUTE

Coast Guard Solicits Comments



(full size on reverse)

On 05 December 2014 the Coast Guard opened a 6 month comment period on a Port Access Route Study (PARS) which originally started in 2010. The Coast Guard is conducting this study, in part, to devise ways to make commercial vessel traffic between the Arctic and Unimak Pass safer anticipating a potential increase in the amount of traffic. Based on comments received in 2010 the Coast Guard has developed a potential vessel routing system for the area. The routing measures consist of a series of 4 nautical mile wide, two-way routes coupled with precautionary areas at junction points.

The proposed routing measures are voluntary for all vessels and fishing is not prohibited within the two-way route. Vessels engaged in fishing that choose to operate within the route would be expected to operate in accordance with the Navigation Rules and not impede the passage of other vessels that are transiting via the shipping lane.

As a major user of the waterway, the Coast Guard is very interested in comments from the commercial fishing industry on this proposed route.

In development of the routing system the Coast Guard has taken into account some of the known high density fishing areas. For example, the proposed route is well to the east of the 100 fathom curve in the Bering Sea and well to the west of the Red King Crab Savings Area in Bristol Bay. Also considered were the Habitat Conservation Areas along this shipping corridor and other environmentally or ecologically important areas.

This proposed route closely mirrors current traffic patterns for traffic between Unimak Pass and the Bering Strait. If the Bering Strait commercial vessel traffic increases, we anticipate this proposed route will minimize disruptions to commercial fishing vessels because we expect commercial cargo vessels will choose to follow published and charted shipping lanes.

Goals of Arctic PARS

- Reduce Impact on Environment
- Reduce Maritime Accidents
- Reduce Oil Spills
- Reduce Marine Mammal Strikes
- Increase Safety on Waterway.
- Increase Navigation Predictability
- Increase Efficiency of Waterway

FULL DETAILS

All comments received to date and a chart showing the proposed two-way route can be downloaded from:

<http://www.regulations.gov>

Type "USCG-2014-0941" into search bar, and press "search".

Click "Open Docket Folder".

All comments and associated documents will be displayed.

CONTACT INFORMATION

US Coast Guard District 17, Waterways Management Branch

LT Kody Stitz

(907) 463-2270

kody.j.stitz@uscg.mil

Mr. David Seris

(907) 463-2267

david.m.seris@uscg.mil



Produced by NOAA
Office of Coast Survey
Not Intended for Navigation

0 50 100
nautical miles

Overview of USCG Proposed Routing in Vicinity of Bering Strait



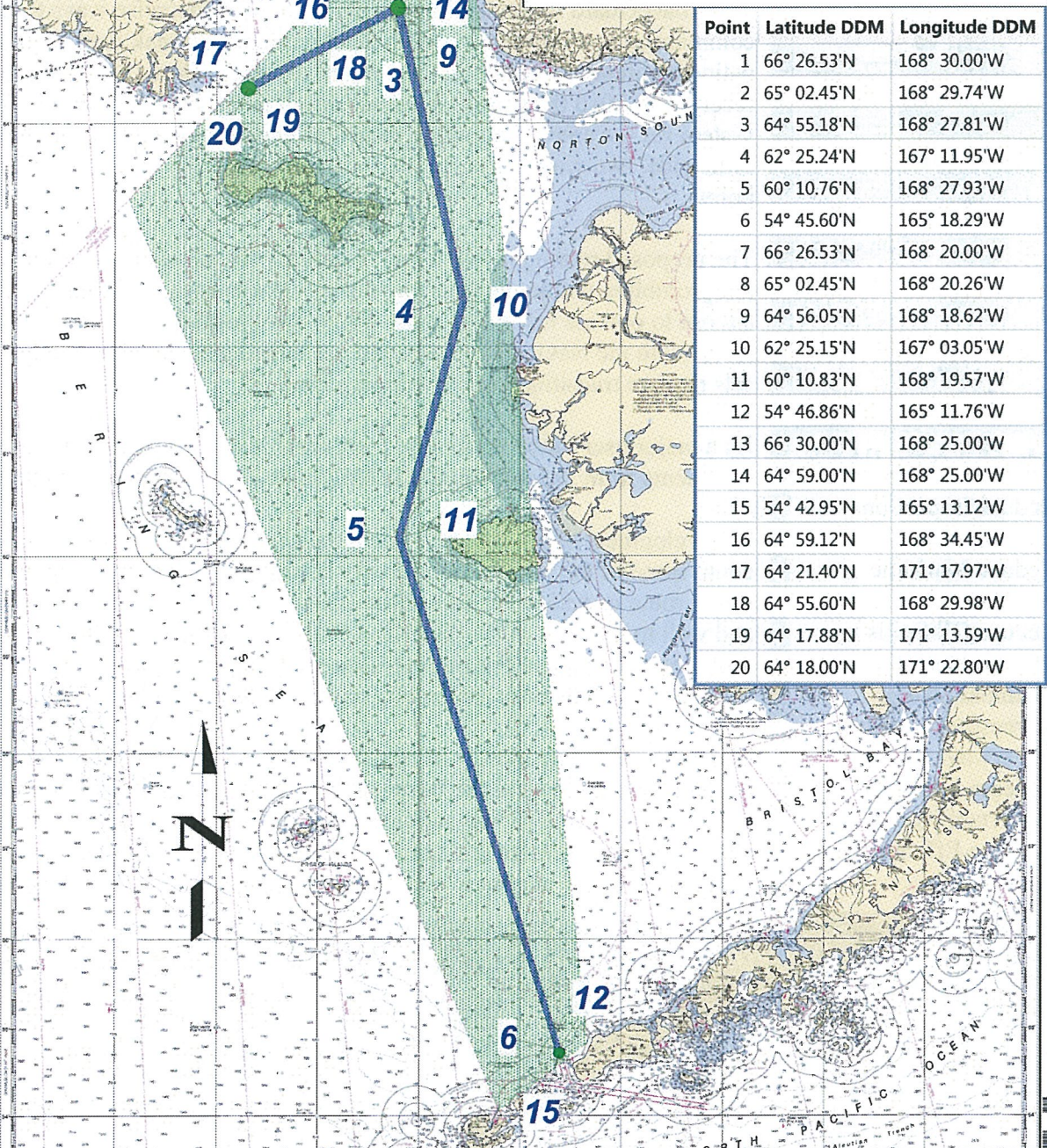
USCG Area of Interest



Proposed Lane



Proposed Precautionary Area



Point	Latitude DDM	Longitude DDM
1	66° 26.53'N	168° 30.00'W
2	65° 02.45'N	168° 29.74'W
3	64° 55.18'N	168° 27.81'W
4	62° 25.24'N	167° 11.95'W
5	60° 10.76'N	168° 27.93'W
6	54° 45.60'N	165° 18.29'W
7	66° 26.53'N	168° 20.00'W
8	65° 02.45'N	168° 20.26'W
9	64° 56.05'N	168° 18.62'W
10	62° 25.15'N	167° 03.05'W
11	60° 10.83'N	168° 19.57'W
12	54° 46.86'N	165° 11.76'W
13	66° 30.00'N	168° 25.00'W
14	64° 59.00'N	168° 25.00'W
15	54° 42.95'N	165° 13.12'W
16	64° 59.12'N	168° 34.45'W
17	64° 21.40'N	171° 17.97'W
18	64° 55.60'N	168° 29.98'W
19	64° 17.88'N	171° 13.59'W
20	64° 18.00'N	171° 22.80'W