

Alternative Planning Criteria Operating Procedures on Routes that Reduce Risk

Routes	Tank Vessels (July 2013)	Non-Tank Vessels (Dec 2013)	Non-Tank Vessels (Dec 2013)	Non-Tank Vessels (Dec 2013)	Fishing, Towing and Offshore Supply Vessels (Dec 2013)
		Single Port Call	Multiple Port Calls	No Port Calls	
General	The vessel shall sail lower risk routes as outlined below or notify the Captain of the Port Western Alaska before deviation if the reduced risk routing measure cannot be complied with along with an explanation of why a deviation is required.	Vessels in this category shall sail on reduced risk routes as outlined below on all voyages through Alaska waters, except when proceeding to and from an Alaska port.	Vessels in this category shall maintain a safe distance of three miles or more offshore when proceeding between ports as practical.	Vessel in this category shall sail on reduced risk routes outlined below.	Vessels engaged in Alaska maritime operations conducted in near coastal waters cannot feasibly or safely adhere to offshore routing measures that apply to larger transiting vessels. In lieu of offshore routing these vessels will ensure that they can readily be taken under tow through having suitable towing equipment on board.
Central Aleutians	On a route that places the vessel well offshore (no closer than 75 miles from the Islands of Four Mountains) in the central Aleutians where response resources are limited. This route will provide more time for assistance to be provided before a disabled vessel drifts ashore.	Maintain a distance of a minimum 50 miles offshore except proceeding to and from an AK port		Maintain a distance of a minimum 50 miles offshore	
North of the Aleutians	Sail on the Great Circle route north through the Aleutian Chain in the vicinity of Unimak Pass and south through the Aleutians west of Adak to provide a safe	Between Adak and Unimak Pass; except when proceeding to and from an AK port, maintain a distance of a minimum 50 miles offshore except when		Between Adak and Unimak Pass; except when proceeding to and from an AK port, maintain a distance of a minimum 50 miles offshore except when	

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	distance, no closer than 75 miles from shore offshore. When making Western AK port calls or proceeding to and from lightering area reviewed by the COTP Western AK, variances from the reduced risk route may be modified.	approaching Unimak Pass. If the vessel is proceeding through one of two approved passes (Unimak and Amukta), sail on a route that places the vessel no closer than 50 miles for shore in the central Aleutians between Unimak Pass and Adak.		approaching Unimak Pass. If the vessel is proceeding through one of two approved passes (Unimak and Amukta), sail on a route that places the vessel no closer than 50 miles for shore in the central Aleutians between Unimak Pass and Adak.	
South of the Aleutians	Sail no closer than 75 miles from shore to provide a safe distance except when making Western AK port calls or proceeding to lightering areas.	Between Adak and Unimak Pass, maintain a distance of a minimum of 50 miles offshore.		Between Adak and Unimak Pass, maintain a distance of a minimum of 50 miles offshore.	
West of Adak		Maintain a distance of a minimum of 12 miles offshore		Maintain a distance of a minimum of 12 miles offshore	
Transits across the Aleutian Island Chain		If a vessel's transit requires crossing the Aleutian Island chain between Kiska Island and Unimak Pass, Buildir, Amchitka or Amukta Passes shall be used and the vessel maintain a distance of 12 miles or more offshore.		If a vessel's transit requires crossing the Aleutian Island chain between Kiska Island and Unimak Pass, Buildir, Amchitka or Amukta Passes shall be used and the vessel maintains a distance of 12 miles or more offshore.	