

SECTION D

APPENDIX

D.1. HISTORICAL INFORMATION

The foundering of the M/V SELENDANG AYU in December 2004 contributed to the Coast Guard expanding the scope of the Pollution Prevention Regulations to include non-tank vessels and the formation of the Aleutian Island Risk Assessment. It also contributed to IMO's adoption of five (5) Areas to Be Avoided (ATBA), formally institutionalizing the risk mitigating measures established by the Alaska Maritime Prevention and Response Network (AMPRN) in 2012. Figure D-1 shows where many of the significant marine casualties in the Aleutian Islands have occurred from 1982-2019.

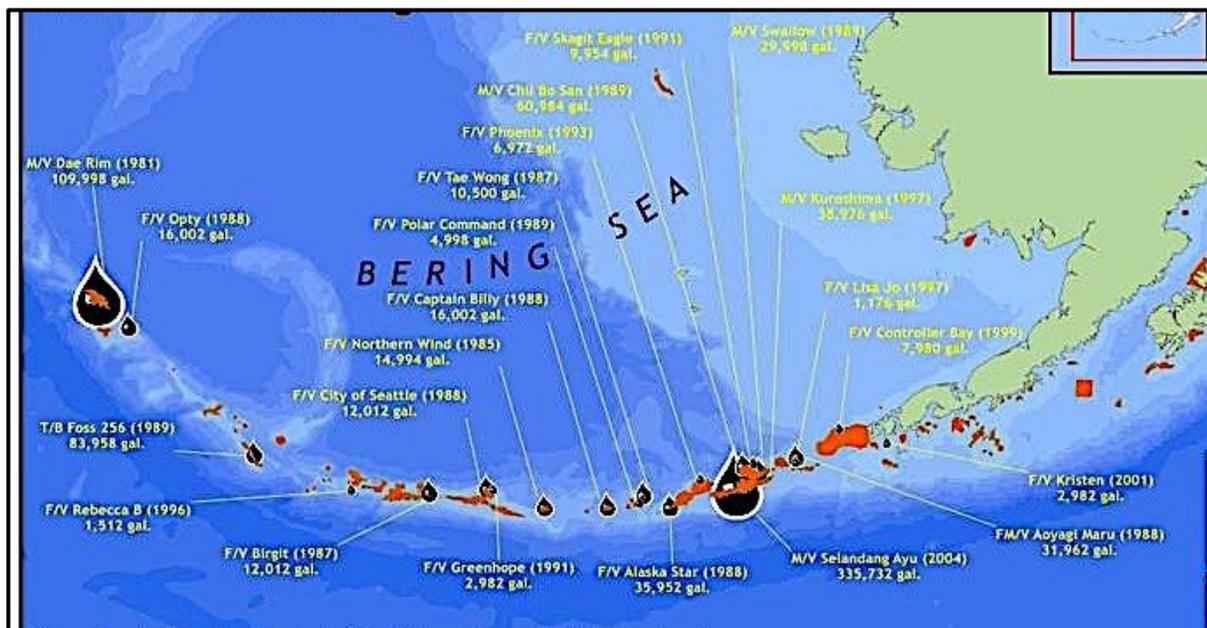


Figure D-1. Marine Casualty Locations from 1982-2019.

D.1.1. Aleutian Islands Risk Assessment Risk Reduction Measures Implementation Status

A multi-phased maritime risk assessment was conducted for the Aleutian Islands from 2010-2015 (see Aleutian Island Risk Assessment (AIRA) website for project history and documents <http://www.aleutianriskassessment.com/>). The AIRA utilized a combination of peer-reviewed technical analysis and expert knowledge from a diverse group of stakeholders to evaluate the risks of marine accidents and oil spills in the Aleutian Islands and make a series of recommendations in both prevention and response measures to improve safety. Some of these recommendations have been implemented, while policymakers are still considering others.

Figure D-2 lists the recommendations from Phase A and their status upon completion of Phase B (reference AIRA Phase B Final Program Report, March 2016).

RECOMMENDATION

@ End of AIRA Phase A



STATUS

(Items in bold were part of Phase B workplan)
@ End of AIRA Phase B



ENHANCED VESSEL MONITORING AND REPORTING

- Monitor all vessels in region to detect anomalous activity & ID vessels to support rescue
- Monitor compliance with routing measures
- Expand AIS coverage in region



- Vessels subject to US VRP regulations currently monitored via USCG-approved alternative compliance
- AIS sites added at Nikolski and Adak



- Vessels in innocent passage not monitored unless voluntarily

EMERGENCY TOWING SYSTEMS (ETS)

- Stage additional ETS in Aleutians
- Continue annual training & exercises



- ETS added in 3 locations (2013)
- **Training exercises conducted in 2012 and 2014**

ENHANCE TOWING CAPABILITIES ON USCG CUTTERS

- Replace Acushnet (decommissioned in 2011) with vessel with towing capability
- Increase cutter presence
- Ensure all cutters in AK have best available ETS



- Not completed due to lack of funding; also not deemed to be in accordance with current USCG mission and priorities

INCREASE SALVAGE & SPILL RESPONSE CAPABILITY

- USCG promulgate Non-tank VRP rules
- Conduct response gap analysis
- Recommend additional resources needed in SCP for salvage, spill response for largest vessels transiting in innocent passage



- USCG promulgated Non-tank Vessel Response Plan rules (2013)
- **Response gap analysis completed**
- **Salvage, spill response needs identified (focus on nearshore)**

INCREASE RESCUE TUG CAPABILITY

- Consider options to add rescue tug capability (dedicated, non-dedicated, seasonal, tug of opportunity)
- Determine necessary capabilities
- Determine management & funding



- **Tug capability analyzed for 75th percentile tanker/non-tank vessel spill**
- **Recommendation developed for optimal response system, including rescue tug, salvage, spill response, management / funding, and vessel monitoring (intended as alternative compliance)**

STRENGTHEN ALEUTIANS SUBAREA CONTINGENCY PLAN (SCP)

- Emphasize prevention measures and systems
- ID spill response & salvage resources needed
- Develop additional GRS
- Conduct additional PPOR planning
- USCG ensure vessels required to have VRP maintain resources in SCP
- Seek OSLTF funds to support planning and prevention



- **Updated SCP finalized in 2015**
- **20 new GRS developed; deployment exercise in Adak**
- **PPOR updated**
- Equipment added to Unalaska and Adak



- OSLTF funds intended for response
- Current USCG-approved alternate compliance systems do not include all elements of recommended optimal response system

INITIATE PROCESS TO ESTABLISH IMO PARTICULARLY SENSITIVE SEA AREA

- Determine boundaries
- Recommend protective measures, considering areas to be avoided, ship routing, ship reporting, recommended tracks, and traffic separation in Unimak Pass



- **Areas to be avoided & preferred routes adopted by IMO in 2015 (modified from PSSA)**



- Additional protective measures such as routing, reporting, etc. can still be considered

Figure D-2. Recommendations from Phase A and their status upon completion of Phase B (reference AIRA Phase B Final Program Report, March 2016).

The AIRA Management Team met following the conclusion of Phase B and added a subsequent recommendation to establish a Waterways Safety Committee using the remaining project funds.

D.1.2. History of Establishing the Areas to Be Avoided (ATBA)

An ATBA is a routing measure that places a particular area of the ocean off-limits to some or all types of vessel traffic. Both IMO and the U.S. Coast Guard define an ATBA as “a routing measure comprising an area within defined limits in which either navigation is particularly hazardous or it is exceptionally important to avoid casualties and which should be avoided by all ships, or certain classes of ship.”⁴ IMO will not adopt an ATBA “if it would impede the passage of ships through an international strait.”⁵

An overarching theme of the Aleutian Islands Risk Assessment (AIRA) was that prevention measures take priority over response measures, and all risk mitigation measures be realistic and practical. Through a collaborative effort whereby the Aleutian Bering Sea Landscape Conservation Cooperative analyzed and presented⁶ to the AIRA Advisory Panel vessel data for the region, and the vetting of the Alaska Maritime Prevention and Response Network’s offshore routing measures it was recommended that ATBAs be established in the Aleutian Island archipelago.

In June 2015, the IMO’s Maritime Safety Committee adopted five recommendatory ATBAs⁷ in the region of the Alaska Aleutian Islands.⁸ Mariners should consult appropriate resources to identify the official boundaries of the Aleutian Island ATBAs. In general, however, the Aleutian

Figure D-3 shows the Aleutian Islands ATBAs implemented by IMO in 2015.

⁴ IMO, General Provisions on Ships’ Routing, § 2.13. *See also* 33 C.F.R. § 167.5(a).

⁵ General Provisions on Ships’ Routing, § 3.7.

⁶ <https://absilcc.org/science/sitepages/FY2013-02.aspx>

⁷ <http://www.ak-mprn.org/wp-content/uploads/2017/03/Aleutian-ATBA-Coords-w-diagram-14.pdf>

⁸ See, e.g., IMO, Meeting Summary, Maritime Safety Committee (MSC), 95th Session, 3-12 June 2015 (Dec. 6, 2015) (noting adoption of five recommendatory ATBAs in the region of the Alaska Aleutian Islands).

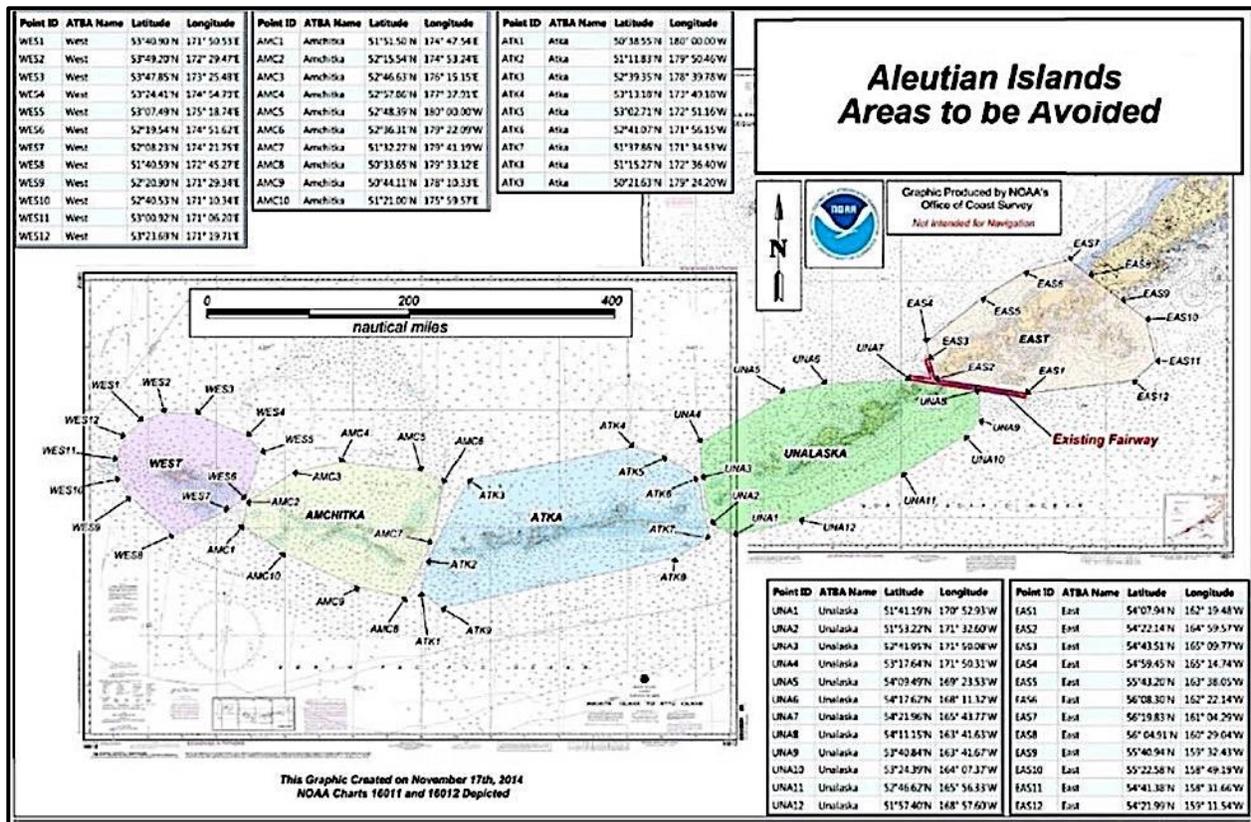


Figure D-3. Aleutian Islands ATBAs implemented by IMO in 2015.

Island ATBAs extend no more than 50 nautical miles from the shoreline of the U.S. Aleutian Islands.⁹

The IMO adopted the Aleutian Island ATBAs “[i]n order to reduce the risk of marine casualty and resulting pollution and damage to the environment.”¹⁰ As explained in the U.S. submission to IMO, “the 50 nautical mile buffer allows time for repair or time to launch an emergency response effort to a foundering vessel before it runs aground and damages sensitive resources. It will also reduce the possibility of ships grounding on the shoreline due to negligent

⁹ IMO, Sub-Committee on Navigation, Communications and Search and Rescue, 2nd Session, Agenda Item 3, Routing Measures and Mandatory Ship Reporting Systems, “Establishment of five areas to be avoided in the region of the Aleutian Islands, Submitted by the United States” p. 2, § 3 (Dec. 5, 2014).

¹⁰ IMO, Sub-Committee on Navigation, Communications and Search and Rescue, 2nd Session, Agenda Items 3 and 6, Routing Measures and Mandatory Ship Reporting Systems, E-Navigation Strategy Implementation Plan, Report of the Navigation Working Group, Annex 3, p.1 (March 11, 2015).

navigation.”¹¹ In addition, the ATBAs are designed to “protect national and international recognized habitat and species from ship source pollution.”¹²

The ATBAs, which went into effect January 1, 2016,¹³ apply to all ships 400 gross tonnage and greater.¹⁴ The ATBAs are recommendatory in nature;¹⁵ they are not mandatory routing measures.

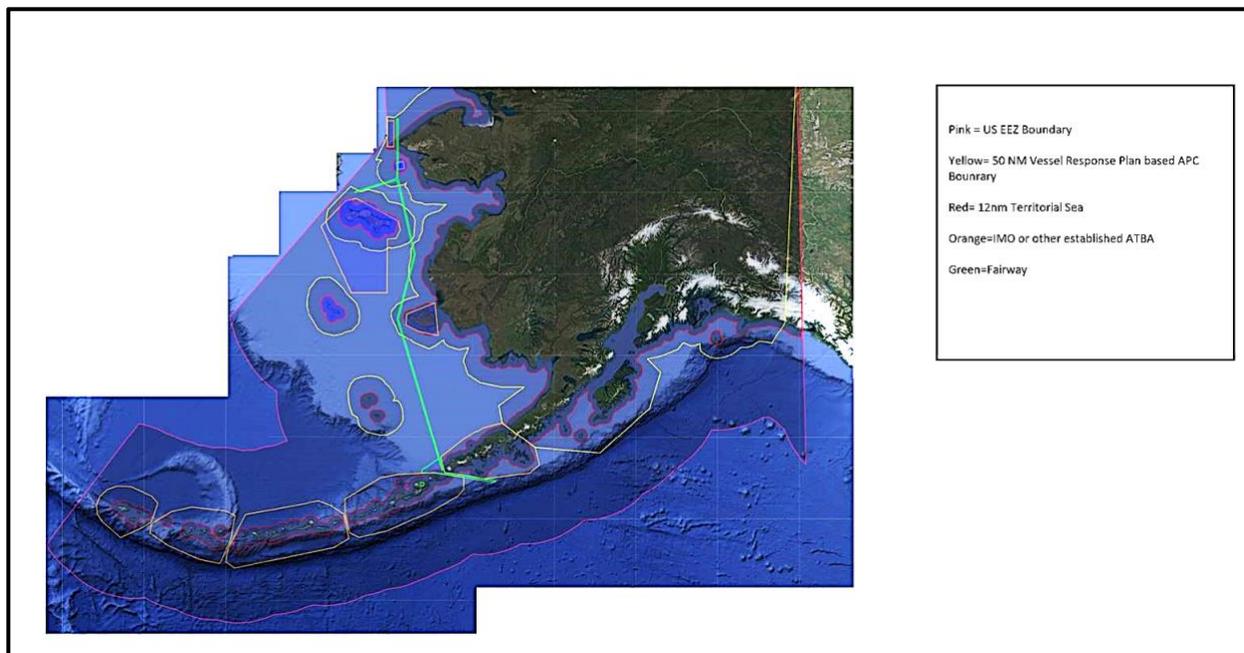


Figure D-4. U.S. EEZ Boundary, 50 NM Vessel Response Plan, 12 NM Territorial Boundary, IMO or other ATBAs, and Fairways.

¹¹ IMO, Sub-Committee on Navigation, Communications and Search and Rescue, 2nd Session, Agenda Item 3, Routing Measures and Mandatory Ship Reporting Systems, “Establishment of five areas to be avoided in the region of the Aleutian Islands, Submitted by the United States” p. 2, § 3 (Dec. 5, 2014).

¹² *Id.* p.2, § 7.4.

¹³ See, e.g., IMO, Meeting Summary, Maritime Safety Committee (MSC), 95th Session, 3-12 June 2015 (Dec. 6, 2015) (noting effective date of newly established ATBAs).

¹⁴ IMO, Sub-Committee on Navigation, Communications and Search and Rescue, 2nd Session, Agenda Items 3 and 6, Routing Measures and Mandatory Ship Reporting Systems, E-Navigation Strategy Implementation Plan, Report of the Navigation Working Group, Annex 3, p.1 (March 11, 2015).

¹⁵ IMO, Sub-Committee on Navigation, Communications and Search and Rescue, 2nd Session, Agenda Item 3, Routing Measures and Mandatory Ship Reporting Systems, “Establishment of five areas to be avoided in the region of the Aleutian Islands, Submitted by the United States” p. 1, § 1 (Dec. 5, 2014).

Fishing vessels, tugs, research and cruise vessels often travel within the boundaries of the ATBAs due to the nature of their operations. Cargo vessels under control or direction of local pilots can also operate within the ATBA. An evaluation of Automatic Identification System (AIS) data from the first four months of implementation showed increasing levels of compliance over time.

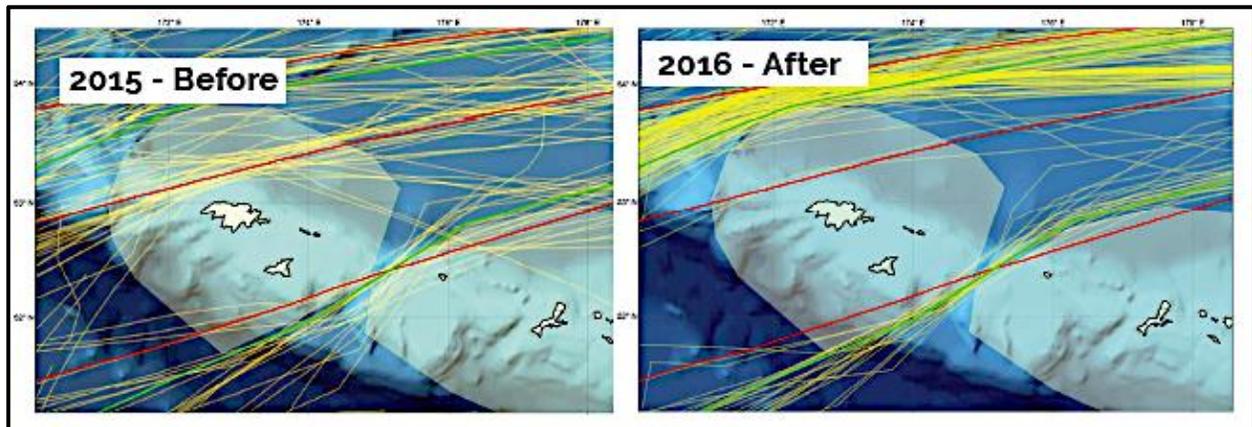


Figure D-5. Vessel transits in yellow show that following the implementation of the ATBAs the majority of traffic is now following safer routes greater than 50 nautical miles from land (in green) as compared to previous riskier routes (in red).

D.2. ECOLOGICAL ISSUES OF CONCERN

Stretching more than 1,000 miles, the Aleutian Islands form the longest archipelago in the world and dominate the region of this Safety Plan. These islands and the tip of the Alaska Peninsula are the gateway between the Bering Sea, the Pribilof Islands and the rest of the North Pacific. Cold and nutrient-rich currents flow through the passes between the islands, supporting an abundance of life including deep-sea corals, fish and shellfish, marine mammals, and migratory birds. As a result of this abundance, the waters surrounding the Aleutian Islands host rich and productive commercial fisheries. The islands themselves form part of the Alaska Maritime National Wildlife Refuge and are managed for their biological diversity and cultural significance to the indigenous people of the region and as an important, historic battlefield during World War II.

D.2.1. Alaska Native Culture

Indigenous Unangan, or Aleut people, have inhabited this region for thousands of years and continue to live in 14 communities across the Aleutians, Pribilofs and western tip of the Alaska Peninsula. These communities continue to depend on marine resources. For example, 90% of the households in Atka, Akutan, and Nikolski rely upon marine mammals, birds and fishery resources for subsistence. Thirteen individual Alaska Native Tribes are located in the region in association with every community except Cold bay and Adak. These tribes have government-to-government relationships with the United States giving them important, sovereign rights and

most also operate Alaska Native Corporations that own extensive private land holdings in the region as well.

In addition to the present-day communities, the region is home to thousands of culturally significant areas that are of critical importance to the Aleut people as harvesting areas for fish and wildlife. Many of these sites are also important spiritually and are protected by federal and state laws (see Section D.2.4. Land Ownership and Regulations).

D.2.2. Invasive Species

At present, there are relatively few non-native species in the Bering Sea. However, it is predicted that Arctic regions – including the Bering Sea – will become more susceptible to invasions because of changes in climate and shipping traffic.¹⁶

Rats, a non-native species, introduced by vessels are one of the biggest threats to nesting seabirds in the Aleutians. By preying on eggs and chicks, they have decimated seabird nesting colonies on several islands. Rat eradication and prevention programs are helping keep some of the remaining islands rat-free.

StopRats.org is a good source for more information and includes helpful information on preventing rodent infestations on vessels and preventing their spread to and from ports.

State and federal laws have been developed to address this issue and key components include:

- Prohibiting intentional or negligent feeding (e.g., unsecured garbage, improperly-stored food) of invasive rodents;
- It is unlawful for the owner or operator of a vessel, vehicle, aircraft, structure being moved, or other means of conveyance to knowingly or unknowingly harbor live rats or mice, or to enter Alaska (including Alaska waters) while knowingly or unknowingly harboring these animals; and
- Requiring that the owner or operator of a harbor, port, airport, or food processing facility in which live rats or mice have been found develop and implement an ongoing rodent response and eradication or control plan.

D.2.3. Ecological Values

The interplay of a broad continental shelf, seasonal ice cover, ocean currents and active volcanic islands in this region fosters remarkable biological diversity and creates a variety of marine habitats. The long-term sustainability of these habitats is uncertain given a trend of warming oceans around the globe and a recent series of marine ‘heat waves’ in the North

¹⁶ Assessing the Risk of Non-Native Marine Species in the Bering Sea

Jesika Reimer, Amanda Droghini, Anthony Fischbach, Jordan Watson, Bonnie Bernard, and Aaron Poe 2017

Pacific. Further, dramatic decreases in seasonal sea ice in the northern Bering Sea are expected to impact this region in profound ways—including ‘marine regime changes’ that result in different species dominating the food web thus affecting the species available for harvest.

Marine mammals: The Aleutian and Pribilof Islands support a diversity of marine mammals. At least 26 species of marine mammals spend some portion of the year in the seas around the Aleutian Islands. Passes between the islands are critical pathways for migratory marine mammals traveling between the North Pacific and the Bering Sea. Fifteen kinds of whales can be found in the region, including humpback whales and gray whales. Harbor and Dall’s porpoises also swim in these waters. The Aleutian and Pribilof Islands host Steller sea lions and several seal species including sea otters, northern fur seals, harbor seals, and occasionally ribbon, bearded and hooded seals.

Populations of otters, seals, sea lions, and whales are carefully monitored by the NMFS and U.S. Fish and Wildlife Service. Currently several populations of these species have been listed as threatened or endangered under the Endangered Species Act that have implications for navigation. For example, avoidance buffers have been established around Steller sea lion haulouts in a couple dozen areas in the Aleutian Islands. **For more details see Section B.13.**

Marine Mammal Conflict Avoidance.

Marine mammals are also critical to the social and economic wellbeing of the indigenous people (D.2.1.) of the Aleutian and Pribilof Islands. Not only do they represent thousands of pounds of healthy, traditional food for these remote communities but more importantly the harvest, processing and sharing sustains the cultural identity of the region’s first people. Though these species are taken by Alaska Natives under careful regulation they are not harvestable by anyone else and even possession of skeletal remains or body parts can be illegal. A free guide produced by Alaska Sea Grant entitled: “Collecting Dead Marine Mammals While Beach Combing” is a helpful document that answers questions about possession.

<https://seagrant.uaf.edu/bookstore/pubs/M-212.html>

Birds: The Aleutian and Bering Sea Islands host birds from all seven continents. Ancient lava flows created rock formations that are replete with nooks and hollows, which provide protection for nesting birds. More than 38 million seabirds—including puffins, kittiwakes, gulls, cormorants, storm-petrels, murrelets, auklets, and terns—nest on the islands. The Aleutian and Bering Sea Islands host several bird species, including the whiskered auklet and the red-legged kittiwake. In all, there are hundreds of seabird colonies in the Aleutian Islands, including one with at least 2 million nesting auklets and several with more than a million birds each. There are more than 30 globally significant Important Bird Areas (IBAs) in the Aleutians, including Alaska’s most abundant bird area which hosts millions of foraging shearwaters at Unimak Pass. The profusion of birds found in this region accounts for over 80% of the seabirds nesting in the U.S. and ranks the Aleutian and Bering Sea Islands among the most valuable bird habitat areas on

Earth. Rats introduced by vessels are one of the biggest threats to nesting seabirds in the Aleutians.¹⁷

Fish and fisheries: The ocean currents and bathymetry of the region foster powerful flows and rich waters that support a wide abundance of commercially important fish species (including groundfish, salmon, halibut, rockfish, cod, and crab) as well as numerous species of biologically important forage fish such as herring, sand lance, capelin and smelt. Commercial fishery resources in the region are enormous and generate significant economic value and employment within the region.

Cold water corals: The Aleutians host unique aggregations of cold water corals. At least 97 species or subspecies of corals have been reported from the Aleutian Islands, 25 of which are likely endemic. Corals, sponges and similar organisms create seafloor habitat that many marine species use for spawning, feeding and sheltering, and as nurseries. Species supported by deep sea coral garden habitat include rockfish, Pacific Ocean perch, flatfish, Atka mackerel, golden king crab, shrimp, Pacific cod, pollock, greenling, Greenland turbot, halibut, sablefish, and other important epifauna.

D.2.4. Land Ownership and Regulations

Most of the lands above mean high tide in the region covered by the Safety Plan are designated as the Alaska Maritime National Wildlife Refuge and administered by the U.S. Fish & Wildlife Service with a headquarters office in Homer, Alaska. The Refuge was established, among other purposes, to conserve habitat for marine mammals, birds and marine resources; fulfill international treaty obligations relating to fish and wildlife; provide continued opportunities for subsistence uses by local peoples; conduct scientific research on marine resources; and to ensure water quality. Although the U.S. Fish and Wildlife Service's management authority ends at mean high tide, the agency is required to conserve the marine resources upon which seabirds and marine mammals rely.

As described above in D.2.1. the area covered in this Safety Plan has been home to the Aleut people for thousands of years. It is also a region of significant World War II battlegrounds. The excavation, disturbance, collection, or purchase of historical or archaeological specimens or artifacts on Federal refuge lands is prohibited under the Archaeological Resources Protection Act ([16 U.S.C. 470ee](#)) and on State of Alaska lands by the Alaska Historic Preservation Act ([AS 41.35](#)). Additionally, the Native American Graves Protection and Repatriation Act (25 U.S.C. 3001 et seq., 104 Stat. 3048), is a federal law that makes it a criminal offense disturb Native American burial sites.

¹⁷ See Section D.2.2. for more information on rat infestations.

Beyond historical areas, numerous locations are privately-owned and subject to Alaska Native Regional Corporation or tribal regulations. Respect private lands and contact the appropriate entity.

The Alaska Department of Fish and Game is also an important management authority for fisheries and wildlife in the region. Though hunting and fishing may be permitted it is closely regulated and anyone considering these activities should ensure they are following the annual regulations published by the agency.

D.3. ECONOMIC ISSUES OF CONCERN

D.3.1. Commercial Fisheries

The U.S. has exclusive fishery management authority over all marine fishery resources in the Exclusive Economic Zone (EEZ), the area extending between 3 and 200 miles offshore as established under the Magnuson-Stevens Act (US Code Title 16, Section 1801 *et seq.*).

Volume and Value: In 2016, 1.95 million metric tons of groundfish was caught commercially, generating approximately \$683 million ex-vessel value and \$1.92 billion first wholesale value. The value of the shellfish fishery amounted to \$246 million ex-vessel value and \$349 million first wholesale value. These fisheries employ approximately 13,500 workers.

Management: Fisheries within the Bering Sea / Aleutian Island (BSAI) are managed at the federal, state, and international level (for halibut only). The fisheries within the BSAI ecosystem are managed under a sophisticated multispecies framework that is based on extensive monitoring by both fishers and managers. Federal fishery managers acknowledge the importance of the marine ecosystem and endeavor to take a holistic approach to management that will sustain the fisheries and the underlying ecology.

- **Federal Management:** The federal groundfish fisheries of the BSAI are the largest commercial fishery in the United States. The National Marine Fisheries Service (NMFS) manages these fisheries in the region, with guidance from the North Pacific Fishery Management Council (NPFMC). Jurisdiction for the federal groundfish fisheries extend southward in the Aleutian Islands west of 170°W to the border of the EEZ. Key commercial species managed by NMFS include; walleye pollock, Pacific cod, yellowfin sole, rock sole, flathead sole, sablefish, Pacific Ocean perch, Atka mackerel and various other rockfish / flatfish species.
- **State Management:** The Alaska Department of Fish and Game (ADF&G) manages commercial fisheries near to shore, inside the 3-mile zone. Compared to the federal fisheries, the State-managed groundfish fisheries account for a small portion of the total and, in the project area, consist primarily of crab, Pacific cod, sablefish, herring, crab, and salmon. With the exception of the crab fisheries in the BSAI, most commercial fishing vessels managed by ADF&G are less than 58' in length.

- **International Management:** Pacific halibut is managed by the International Pacific Halibut Commission.

Communities: While small commercial fleets operate out of most of the communities in the Aleutian Island region, the largest commercial fishing ports in the region are Unalaska/Dutch Harbor followed by Akutan. Other larger fishing ports in the region include King Cove, Sand Point and Adak. Employment in the Aleutian Islands communities is closely related to the commercial fishery, particularly the groundfish fishery. Seafood processing dominates employment in the manufacturing sector of this region with sizeable seafood processing operations (Unalaska, Akutan, King Cove, Sand Point, and Adak).

- **Dutch Harbor / Unalaska:** Dutch Harbor/Unalaska has been one of the nation’s top fishing ports since 1992. There are four large shore-based fishing processing companies located here. Compared to other ports in the Aleutian Islands, Unalaska provides substantial maritime support services for the BSAI fisheries Unalaska can support all range of services for any vessel class in the pollock, crab, and other groundfish fisheries and, for this reason, the support services are heavily dependent upon the success of the groundfish and crab fisheries. Furthermore, Unalaska is a critical fuel and cargo hub for the region. Large domestic (Matson) and international cargo carriers (APL) ship containers to and from this port.
- **Akutan:** Akutan is also heavily dependent on the commercial fisheries. The largest shore-based processing plant in North America, operated by Trident Seafoods, is located in Akutan. The facility is self-sufficient (e.g., generates its own power) and can house as many as 825 Trident employees (Trident 2010). A floating processor is seasonally based in Akutan. Fishing vessels delivering to Akutan focus primarily on pollock, crab, and Pacific cod.

Table D-1 depicts the remaining communities using State of Alaska Community Database Info:

Table D-1. Aleutian Islands Communities Data.

Community	Population	Processing Plants	Cargo Service	Commercial Flight
Adak	308	1	Barge	2X Weekly from ANC
Atka	54	1	Monthly barge and freighter	3X Weekly from Unalaska
Sand Point	1,076	1	Weekly barge and freighter	4X Weekly from Anch and Cold Bay
King Cove	1,014	1	Weekly barge and	6X Weekly from Cold

			freighter	Bay
False Pass	44	1	Weekly barge	3X Weekly from Cold Bay

D.3.2. Sport Fisheries

Sport fishing is not as extensive in the Aleutian Island region as it is in the Alaska Peninsula and other parts of Alaska. Coho and sockeye are the two salmon species most frequently targeted in Dutch Harbor/Unalaska’s freshwater and saltwater sport fisheries (ADF&G 2010f). In 2013, there were two charter boat companies operating out of Dutch Harbor/Unalaska and only one fishing guide.

The small charter boat fleet in Dutch Harbor/Unalaska provides non-local anglers access to the area’s best-known sport fishery targeting halibut that travel in or through waters in the northwestern portion of the region. In July and August, halibut is often taken in both the Bering Sea and Gulf of Alaska. Black and dusky rockfish are popular game species found in the Aleutians and are typically caught nearshore.

D.3.3. Marine Recreation and Tourism

The Shumagin Islands and Dutch Harbor/Unalaska are the two main areas of importance to tourism in the Aleutians. Typically, these areas are rich in biodiversity, are relatively accessible and pristine. Caribou hunting, birding, beach combing, fishing, skiing and kayaking are popular tourist activities in the more established and accessible tourist areas. The tourism industry as a whole is largely dependent on the marine environment. Sport fishing, marine and terrestrial sightseeing, and boating are recreation and tourism activities that residents and visitors enjoy in the region. Recreation and tourism are extremely limited in the communities in the region, primarily because they do not have the facilities or resources to support such an industry.

Smaller communities have tourism activities on a much smaller scale such as visitors for sightseeing on cruise vessels or the Alaska Marine Highway System Ferry. The ferry stops in Akutan, Sand Point, Cold Bay, and King Cove and to a limited extent, False Pass.

The region includes three national wildlife refuges within the region including: Alaska Maritime National Wildlife Refuge, which includes the Aleutian Islands from approximately Unimak Island to Attu; Alaska Peninsula National Wildlife Refuge, which extends from False Pass along the southern portion of the peninsula to just east of Ugashik; and Izembek National Wildlife Refuge, which includes Umiak Wilderness Area and encompasses the area around the Izembek Lagoon from Morzhovoi Bay to areas north of Cold Bay on the Alaska Peninsula.

Although these large expanses of public lands are surrounding communities like False Pass and others, they do not add much to the local economies and accessibility is limited. Access to

public and tribal lands is by cruise, tour, ferry, or chartered vessels and air and boat taxis from primarily Dutch Harbor.

D.4. GLOSSARY OF TERMS

D.5. ACRONYMS AND ABBREVIATIONS

ACP	Area Contingency Plan
ADEC	Alaska Department of Environmental Conservation
ADF&G	Alaska Department of Fish and Game
AIRA	Aleutian Islands Risk Assessment
AIS	Automatic Identification System
AIWSC	Aleutian Islands Waterways Safety Committee
AMPRN	Alaska Maritime Prevention & Response Network
APC	Alternative Planning Criteria
APD&T	Alaska Petroleum Distributors and Transporters
ARP	Alaska Regional Contingency Plan
ATBA	Areas to be Avoided
ATON	Aids to Navigation
BSAI	Bering Sea / Aleutian Island
CFR	Code of Federal Regulations
COFR	Certificate of Financial Responsibility
COTP	Captain of the Port
C/P	Catcher Processor
C/V	Catcher Vessel
DGPS	Differential Global Positioning System
DWT	Deadweight Tonnage
ECDIS	Electronic Chart Display and Information Systems
EEZ	Exclusive Economic Zone
EMS	Emergency Management Service
ENC	Electronic Navigational Chart
ESA	Endangered Species Act
ETS	Emergency Towing System
EVATS	Emergency Vessel Attachment & Towing System
FMSC	Federal Maritime Security Coordinator
FOSC	Federal on Scene Coordinator
GMDSS	Global Maritime Distress and Safety System
GRS	Geographic Response Strategies
IBA	Important Bird Area
IMO	International Maritime Organization
LNM	Local Notice to Mariners
MMPA	Marine Mammal Protection Act
MSC	Maritime Safety Committee
NCEI	National Center for Environmental Information
NCP	National Contingency Plan

NMFS	National Marine Fisheries Service
NOAA	National Oceanic & Atmospheric Administration
NOS	National Ocean Service
NPFMC	North Pacific Fishery Management Council
NPRW	North Pacific Right Whale
NVIC	Navigation Vessel Inspection Circular
OCMI	Officer in Charge Marine Inspection
OSLTF	Oil Spill Liability Trust Fund
P&I	Protection and Indemnity
PPOR	Potential Places of Refuge
PSSA	Particularly Sensitive Sea Area
RCP	Regional Contingency Plan
SCP	Subarea Contingency Plan
SLNM	Special Local Notice to Mariners
SMC	Search and Rescue Mission Coordinator
SOLAS	Safety of Life at Sea
SPAR	Spill Prevention and Response
STS	Ship-To-Ship
USFWS	United States Fish & Wildlife Service
USCG	United States Coast Guard
VHF	Very High Frequency
VRP	Vessel Response Plan
WSC	Waterways Safety Committee
WSP	Waterways Safety Plan
WWF	World Wildlife Fund