
PORT ACCESS ROUTE STUDY

PARS



AUTHORITY - RESPONSIBILITY

- In order to provide safe access routes ... to and from ports or other places... United States.
- The Coast Guard may designate necessary fairways and traffic separation schemes for vessels operating in the territorial sea of the U.S. and in high seas approaches, outside the territorial sea, to such ports or places. Such a designation shall recognize, within the designated area, the paramount right of navigation over all other uses.

REQUIREMENTS

- Required when considering the need for fairways or traffic separation scheme(s)
- Optional for other routing measures
 - Recommended routes
 - Anchorage/no anchorage area
 - Areas to be Avoided

THE STUDY

- Identify study area
- Notice of study in a public announcement
 - Geographic description of area
 - Invite public comment
 - Present issues and questions
 - Explanation of contemplated actions and impacts
- Consultations
 - Various federal and state agencies
 - Maritime community
 - Port and harbor authorities
 - Local citizen groups

THE STUDY

- Collect data
 - Vessel traffic characteristics
 - Fishing (commercial/tribal)
 - Recreational boating traffic
 - Resource development
 - Environmental factors
 - Economic impact
 - Neighboring states
- Analyze data
- Recommend routing measure(s)

STUDY COMPLETE

- Notice of study results published
- Review recommended measures and determine if:
 - Federal regulations required
 - IMO measure required
 - Both

BERING STRAIT



Homeland
Security



BERING STRAIT PARS

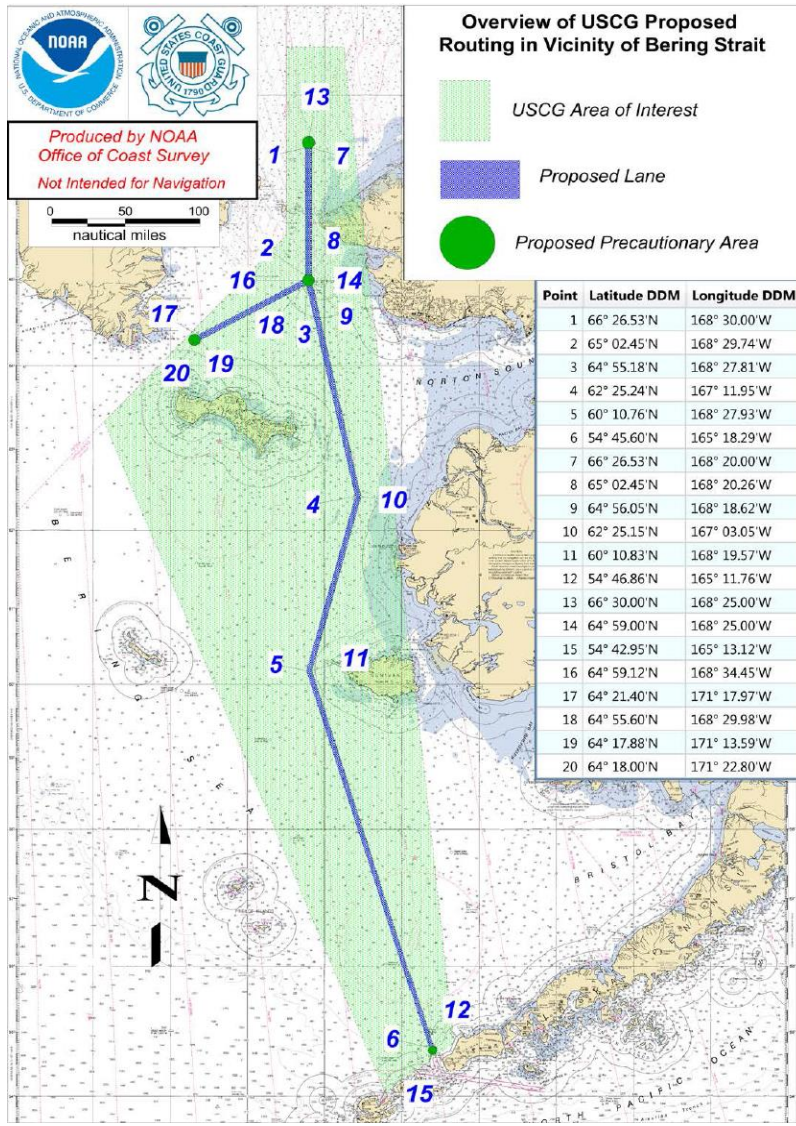
- Begun by the Coast Guard District Commander in Alaska in 2010
- Focus was on routing measures and ATBAs for the Bering Strait
- The Study Area was expanded to include all of the Bering Sea in response to public comments
- The Study also examined:
 - AIS monitoring
 - Seasonal speed restrictions
 - Calling Points and communications plan
 - Weather info
 - Improved charting
- Outreach included contact with more than 200 tribes of indigenous peoples
- More than 360 public comments received
- Russian Federation was contacted



BERING STRAIT PARS

- Current proposal is for a voluntary, four mile wide, two-way route from the Bering Strait to Unimak Pass, all within US Territorial waters. This will segregate deep draft traffic along a specific route to keep it separate from commercial fishing and indigenous hunters.
 - A two way route is an IMO sanctioned routing measure that is aimed at providing ships with a safe route in areas where navigation is difficult.
 - The entire length (700+ nm) of the proposed route was surveyed by NOAA in 2015 and was found to be free of obstructions.
 - A two way route should not be confused with a Traffic Separation Scheme (TSS). A TSS establishes lanes to separate opposing traffic and it provides mariners additional protection under Rule 10 of the Collision Regulations. A TSS was determined to be not appropriate, primarily because of the restrictions a TSS would impose on fishing operations in the area.
- The Coast Guard is also considering establishing Areas to be Avoided (ATBA) up to 12 miles offshore to protect sensitive marine environments.

BERING STRAIT PARS



- 700 nm long
- 4 nm wide
- All within US waters
- May include ATBAs
- Requires IMO adoption
- Seeking agreement from Russian Federation

QUESTIONS

Additional References:

- Port Access Route Study: In the Chukchi Sea, Bering Strait and Bering Sea
- Bering Strait PARS Final Report (December 27, 2016)
- USCG Docket Number: USCG-2014-0941

*<https://www.regulations.gov/searchResults?rpp=25&po=0&s=uscg-2014-0941&fp=true&ns=true>

*<https://www.federalregister.gov/documents/2017/02/27/2017-03771/port-access-route-study-in-the-chukchi-sea-bering-strait-and-bering-sea>