

### Alaska

\* Although factors 1, 2 & 8 will vary, the **totals (in effect, the risk zones)** for cargo/passenger vessels are close enough to tankers to be considered the same.

HOMER (Perl Island)	Laden Tankers (*Cargo & Passenger VsIs)						Laden Tank Barge						Fishing Vessels						Comments
	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	
1. Vol Oil/Vessel Design	10	10	10	10	10	10	9	9	9	9	9	9	6	6	6	6	6	6	4) -2 pts applied to vsIs at WSPA/AWO 1 agreed distances 10 (>50nm for laden tankers & >25nm for AWO tug barges) 6) tug out of Cook Inlet
2. Drift	6	6	6	6	6	6	2	2	2	2	2	2	6	6	6	6	6	6	
3. Higher Collision Hazard	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4. Distance Offshore	10	9	6	4	-1	-1	10	9	6	4	-1	-1	10	9	6	4	1	1	
5. Weather/Seasonal (Winter)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
(Spring/Autumn)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
(Summer)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
6. Tug Availability	1	1	1	2	4	4	1	1	1	2	4	4	1	1	1	2	4	4	
7. Coastal Route Density	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
8. Historical Casualty	3	3	3	3	3	3	3	3	3	3	3	3	10	10	10	10	10	10	
9. Environmental Sensitivity	8	8	8	8	2	2	8	8	8	8	2	2	8	8	8	8	2	2	
<b>Total (winter)</b>	<b>51</b>	<b>50</b>	<b>47</b>	<b>46</b>	<b>37</b>	<b>37</b>	<b>46</b>	<b>45</b>	<b>42</b>	<b>41</b>	<b>32</b>	<b>32</b>	<b>54</b>	<b>53</b>	<b>50</b>	<b>49</b>	<b>42</b>	<b>42</b>	
<b>Total (Spring/Autumn)</b>	<b>49</b>	<b>48</b>	<b>45</b>	<b>44</b>	<b>35</b>	<b>35</b>	<b>44</b>	<b>43</b>	<b>40</b>	<b>39</b>	<b>30</b>	<b>30</b>	<b>52</b>	<b>51</b>	<b>48</b>	<b>47</b>	<b>40</b>	<b>40</b>	
<b>Total (Summer)</b>	<b>45</b>	<b>44</b>	<b>41</b>	<b>40</b>	<b>31</b>	<b>31</b>	<b>40</b>	<b>39</b>	<b>36</b>	<b>35</b>	<b>26</b>	<b>26</b>	<b>48</b>	<b>47</b>	<b>44</b>	<b>43</b>	<b>36</b>	<b>36</b>	
<b>If Double Hull - Total (winter)</b>	<b>46</b>	<b>45</b>	<b>42</b>	<b>41</b>	<b>32</b>	<b>32</b>	<b>41</b>	<b>40</b>	<b>37</b>	<b>36</b>	<b>27</b>	<b>27</b>	<b>49</b>	<b>48</b>	<b>45</b>	<b>44</b>	<b>37</b>	<b>37</b>	
" " <b>Total (Spring/Autumn)</b>	<b>44</b>	<b>43</b>	<b>40</b>	<b>39</b>	<b>30</b>	<b>30</b>	<b>39</b>	<b>38</b>	<b>35</b>	<b>34</b>	<b>25</b>	<b>25</b>	<b>47</b>	<b>46</b>	<b>43</b>	<b>42</b>	<b>35</b>	<b>35</b>	
" " <b>Total (Summer)</b>	<b>40</b>	<b>39</b>	<b>36</b>	<b>35</b>	<b>26</b>	<b>26</b>	<b>35</b>	<b>34</b>	<b>31</b>	<b>30</b>	<b>21</b>	<b>21</b>	<b>43</b>	<b>42</b>	<b>39</b>	<b>38</b>	<b>31</b>	<b>31</b>	

SEWARD (Rugged Island)	Laden Tankers (*Cargo & Passenger VsIs)						Laden Tank Barge						Fishing Vessels						Comments
	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	
1. Vol Oil/Vessel Design	10	10	10	10	10	10	9	9	9	9	9	9	6	6	6	6	6	6	4) -2 pts applied to vsIs at WSPA/AWO 1 agreed distances 4) 6) tug out of Prince William Sound
2. Drift	6	6	6	6	6	6	2	2	2	2	2	2	6	6	6	6	6	6	
3. Higher Collision Hazard	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4. Distance Offshore	10	9	6	4	-1	-1	10	9	6	4	-1	-1	10	9	6	4	1	1	
5. Weather/Seasonal (Winter)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
(Spring/Autumn)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
(Summer)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
6. Tug Availability	1	2	2	2	2	4	1	2	2	2	2	4	1	2	2	2	2	4	
7. Coastal Route Density	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
8. Historical Casualty	3	3	3	3	3	3	3	3	3	3	3	3	10	10	10	10	10	10	
9. Environmental Sensitivity	8	8	8	8	2	2	8	8	8	8	2	2	8	8	8	8	2	2	
<b>Total (winter)</b>	<b>51</b>	<b>51</b>	<b>48</b>	<b>46</b>	<b>35</b>	<b>37</b>	<b>46</b>	<b>46</b>	<b>43</b>	<b>41</b>	<b>30</b>	<b>32</b>	<b>54</b>	<b>54</b>	<b>51</b>	<b>49</b>	<b>40</b>	<b>42</b>	
<b>Total (Spring/Autumn)</b>	<b>49</b>	<b>49</b>	<b>46</b>	<b>44</b>	<b>33</b>	<b>35</b>	<b>44</b>	<b>44</b>	<b>41</b>	<b>39</b>	<b>28</b>	<b>30</b>	<b>52</b>	<b>52</b>	<b>49</b>	<b>47</b>	<b>38</b>	<b>40</b>	
<b>Total (Summer)</b>	<b>45</b>	<b>45</b>	<b>42</b>	<b>40</b>	<b>29</b>	<b>31</b>	<b>40</b>	<b>40</b>	<b>37</b>	<b>35</b>	<b>24</b>	<b>26</b>	<b>48</b>	<b>48</b>	<b>45</b>	<b>43</b>	<b>34</b>	<b>36</b>	
<b>If Double Hull - Total (winter)</b>	<b>46</b>	<b>46</b>	<b>43</b>	<b>41</b>	<b>30</b>	<b>32</b>	<b>41</b>	<b>41</b>	<b>38</b>	<b>36</b>	<b>25</b>	<b>27</b>	<b>49</b>	<b>49</b>	<b>46</b>	<b>44</b>	<b>35</b>	<b>37</b>	
" " <b>Total (Spring/Autumn)</b>	<b>44</b>	<b>44</b>	<b>41</b>	<b>39</b>	<b>28</b>	<b>30</b>	<b>39</b>	<b>39</b>	<b>36</b>	<b>34</b>	<b>23</b>	<b>25</b>	<b>47</b>	<b>47</b>	<b>44</b>	<b>42</b>	<b>33</b>	<b>35</b>	
" " <b>Total (Summer)</b>	<b>40</b>	<b>40</b>	<b>37</b>	<b>35</b>	<b>24</b>	<b>26</b>	<b>35</b>	<b>35</b>	<b>32</b>	<b>30</b>	<b>19</b>	<b>21</b>	<b>43</b>	<b>43</b>	<b>40</b>	<b>38</b>	<b>29</b>	<b>31</b>	

**Alaska**

<b>CORDOVA (Pt Whittsed)</b>	<b>Laden Tankers (*Cargo &amp; Passenger VsIs)</b>						<b>Laden Tank Barge</b>						<b>Fishing Vessels</b>						<b>Comments</b>	
	<b>Risk Factors</b>	<b>&lt;12 nm</b>	<b>15 nm</b>	<b>25 nm</b>	<b>50 nm</b>	<b>75 nm</b>	<b>100 nm</b>	<b>&lt;12 nm</b>	<b>15 nm</b>	<b>25 nm</b>	<b>50 nm</b>	<b>75 nm</b>	<b>100 nm</b>	<b>&lt;12 nm</b>	<b>15 nm</b>	<b>25 nm</b>	<b>50 nm</b>	<b>75 nm</b>		<b>100 nm</b>
1. Vol Oil/Vessel Design	10	10	10	10	10	10	9	9	9	9	9	9	6	6	6	6	6	6	6	4) Safety Fairway at 21 nm offshore 4) -2 pts applied to vsIs at WSPA/AWO agreed distances 6) tug out of Prince William Sound
2. Drift	6	6	6	6	6	6	2	2	2	2	2	2	6	6	6	6	6	6	6	
3. Higher Collision Hazard	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4. Distance Offshore	10	9	6	4	-1	-1	10	9	6	4	-1	-1	10	8	5	4	1	1	1	
5. Weather/Seasonal (Winter)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
(Spring/Autumn)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
(Summer)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
6. Tug Availability	1	1	1	2	2	4	1	1	1	2	2	4	1	1	1	2	2	2	4	
7. Coastal Route Density	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
8. Historical Casualty	3	3	3	3	3	3	3	3	3	3	3	3	10	10	10	10	10	10	10	
9. Environmental Sensitivity	8	8	8	8	2	2	8	8	8	8	2	2	8	8	8	8	2	2	2	
<b>Total (winter)</b>	<b>51</b>	<b>50</b>	<b>47</b>	<b>46</b>	<b>35</b>	<b>37</b>	<b>46</b>	<b>45</b>	<b>42</b>	<b>41</b>	<b>30</b>	<b>32</b>	<b>54</b>	<b>52</b>	<b>49</b>	<b>49</b>	<b>40</b>	<b>42</b>		
<b>Total (Spring/Autumn)</b>	<b>49</b>	<b>48</b>	<b>45</b>	<b>44</b>	<b>33</b>	<b>35</b>	<b>44</b>	<b>43</b>	<b>40</b>	<b>39</b>	<b>28</b>	<b>30</b>	<b>52</b>	<b>50</b>	<b>47</b>	<b>47</b>	<b>38</b>	<b>40</b>		
<b>Total (Summer)</b>	<b>45</b>	<b>44</b>	<b>41</b>	<b>40</b>	<b>29</b>	<b>31</b>	<b>40</b>	<b>39</b>	<b>36</b>	<b>35</b>	<b>24</b>	<b>26</b>	<b>48</b>	<b>46</b>	<b>43</b>	<b>43</b>	<b>34</b>	<b>36</b>		
<b>If Double Hull - Total (winter)</b>	<b>46</b>	<b>45</b>	<b>42</b>	<b>41</b>	<b>30</b>	<b>32</b>	<b>41</b>	<b>40</b>	<b>37</b>	<b>36</b>	<b>25</b>	<b>27</b>	<b>49</b>	<b>47</b>	<b>44</b>	<b>44</b>	<b>35</b>	<b>37</b>		
<b>" " Total (Spring/Autumn)</b>	<b>44</b>	<b>43</b>	<b>40</b>	<b>39</b>	<b>28</b>	<b>30</b>	<b>39</b>	<b>38</b>	<b>35</b>	<b>34</b>	<b>23</b>	<b>25</b>	<b>47</b>	<b>45</b>	<b>42</b>	<b>42</b>	<b>33</b>	<b>35</b>		
<b>" " Total (Summer)</b>	<b>40</b>	<b>39</b>	<b>36</b>	<b>35</b>	<b>24</b>	<b>26</b>	<b>35</b>	<b>34</b>	<b>31</b>	<b>30</b>	<b>19</b>	<b>21</b>	<b>43</b>	<b>41</b>	<b>38</b>	<b>38</b>	<b>29</b>	<b>31</b>		

<b>YAKUTAT (Ocean Cape)</b>	<b>Laden Tankers (*Cargo &amp; Passenger VsIs)</b>						<b>Laden Tank Barge</b>						<b>Fishing Vessels</b>						<b>Comments</b>	
	<b>Risk Factors</b>	<b>&lt;12 nm</b>	<b>15 nm</b>	<b>25 nm</b>	<b>50 nm</b>	<b>75 nm</b>	<b>100 nm</b>	<b>&lt;12 nm</b>	<b>15 nm</b>	<b>25 nm</b>	<b>50 nm</b>	<b>75 nm</b>	<b>100 nm</b>	<b>&lt;12 nm</b>	<b>15 nm</b>	<b>25 nm</b>	<b>50 nm</b>	<b>75 nm</b>		<b>100 nm</b>
1. Vol Oil/Vessel Design	10	10	10	10	10	10	9	9	9	9	9	9	6	6	6	6	6	6	6	4) -2 pts applied to vsIs at WSPA/AWO agreed distances 6) tug out of Prince William Sound
2. Drift	6	6	6	6	6	6	2	2	2	2	2	2	6	6	6	6	6	6	6	
3. Higher Collision Hazard	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4. Distance Offshore	10	9	6	4	-1	-1	10	9	6	4	-1	-1	10	9	6	4	1	1	1	
5. Weather/Seasonal (Winter)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
(Spring/Autumn)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
(Summer)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
6. Tug Availability	6	6	6	6	6	8	6	6	6	6	6	8	6	6	6	6	6	6	8	
7. Coastal Route Density	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
8. Historical Casualty	3	3	3	3	3	3	3	3	3	3	3	3	10	10	10	10	10	10	10	
9. Environmental Sensitivity	8	8	8	8	2	2	8	8	8	8	2	2	8	8	8	8	2	2	2	
<b>Total (winter)</b>	<b>56</b>	<b>55</b>	<b>52</b>	<b>50</b>	<b>39</b>	<b>41</b>	<b>51</b>	<b>50</b>	<b>47</b>	<b>45</b>	<b>34</b>	<b>36</b>	<b>59</b>	<b>58</b>	<b>55</b>	<b>53</b>	<b>44</b>	<b>46</b>		
<b>Total (Spring/Autumn)</b>	<b>54</b>	<b>53</b>	<b>50</b>	<b>48</b>	<b>37</b>	<b>39</b>	<b>49</b>	<b>48</b>	<b>45</b>	<b>43</b>	<b>32</b>	<b>34</b>	<b>57</b>	<b>56</b>	<b>53</b>	<b>51</b>	<b>42</b>	<b>44</b>		
<b>Total (Summer)</b>	<b>50</b>	<b>49</b>	<b>46</b>	<b>44</b>	<b>33</b>	<b>35</b>	<b>45</b>	<b>44</b>	<b>41</b>	<b>39</b>	<b>28</b>	<b>30</b>	<b>53</b>	<b>52</b>	<b>49</b>	<b>47</b>	<b>38</b>	<b>40</b>		
<b>If Double Hull - Total (winter)</b>	<b>51</b>	<b>50</b>	<b>47</b>	<b>45</b>	<b>34</b>	<b>36</b>	<b>46</b>	<b>45</b>	<b>42</b>	<b>40</b>	<b>29</b>	<b>31</b>	<b>54</b>	<b>53</b>	<b>50</b>	<b>48</b>	<b>39</b>	<b>41</b>		
<b>" " Total (Spring/Autumn)</b>	<b>49</b>	<b>48</b>	<b>45</b>	<b>43</b>	<b>32</b>	<b>34</b>	<b>44</b>	<b>43</b>	<b>40</b>	<b>38</b>	<b>27</b>	<b>29</b>	<b>52</b>	<b>51</b>	<b>48</b>	<b>46</b>	<b>37</b>	<b>39</b>		
<b>" " Total (Summer)</b>	<b>45</b>	<b>44</b>	<b>41</b>	<b>39</b>	<b>28</b>	<b>30</b>	<b>40</b>	<b>39</b>	<b>36</b>	<b>34</b>	<b>23</b>	<b>25</b>	<b>48</b>	<b>47</b>	<b>44</b>	<b>42</b>	<b>33</b>	<b>35</b>		

**Alaska**

GLACIER BAY (Cp Spencer)	Laden Tankers (*Cargo & Passenger VsIs)						Laden Tank Barge						Fishing Vessels						Comments
	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	
1. Vol Oil/Vessel Design	10	10	10	10	10	10	9	9	9	9	9	9	6	6	6	6	6	6	4) -2 pts applied to vsIs at WSPA/AWO agreed distances 6) tug out of Prince William Sound
2. Drift	6	6	6	6	6	6	2	2	2	2	2	2	6	6	6	6	6	6	
3. Higher Collision Hazard	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4. Distance Offshore	10	9	6	4	-1	-1	10	9	6	4	-1	-1	10	9	6	4	1	1	
5. Weather/Seasonal (Winter)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
(Spring/Autumn)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
(Summer)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
6. Tug Availability	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
7. Coastal Route Density	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
8. Historical Casualty	3	3	3	3	3	3	3	3	3	3	3	3	10	10	10	10	10	10	
9. Environmental Sensitivity	8	8	8	8	2	2	8	8	8	8	2	2	8	8	8	8	2	2	
<b>Total (winter)</b>	<b>58</b>	<b>57</b>	<b>54</b>	<b>52</b>	<b>41</b>	<b>41</b>	<b>53</b>	<b>52</b>	<b>49</b>	<b>47</b>	<b>36</b>	<b>36</b>	<b>61</b>	<b>60</b>	<b>57</b>	<b>55</b>	<b>46</b>	<b>46</b>	
<b>Total (Spring/Autumn)</b>	<b>56</b>	<b>55</b>	<b>52</b>	<b>50</b>	<b>39</b>	<b>39</b>	<b>51</b>	<b>50</b>	<b>47</b>	<b>45</b>	<b>34</b>	<b>34</b>	<b>59</b>	<b>58</b>	<b>55</b>	<b>53</b>	<b>44</b>	<b>44</b>	
<b>Total (Summer)</b>	<b>52</b>	<b>51</b>	<b>48</b>	<b>46</b>	<b>35</b>	<b>35</b>	<b>47</b>	<b>46</b>	<b>43</b>	<b>41</b>	<b>30</b>	<b>30</b>	<b>55</b>	<b>54</b>	<b>51</b>	<b>49</b>	<b>40</b>	<b>40</b>	
<b>If Double Hull - Total (winter)</b>	<b>53</b>	<b>52</b>	<b>49</b>	<b>47</b>	<b>36</b>	<b>36</b>	<b>48</b>	<b>47</b>	<b>44</b>	<b>42</b>	<b>31</b>	<b>31</b>	<b>56</b>	<b>55</b>	<b>52</b>	<b>50</b>	<b>41</b>	<b>41</b>	
<b>" " Total (Spring/Autumn)</b>	<b>51</b>	<b>50</b>	<b>47</b>	<b>45</b>	<b>34</b>	<b>34</b>	<b>46</b>	<b>45</b>	<b>42</b>	<b>40</b>	<b>29</b>	<b>29</b>	<b>54</b>	<b>53</b>	<b>50</b>	<b>48</b>	<b>39</b>	<b>39</b>	
<b>" " Total (Summer)</b>	<b>47</b>	<b>46</b>	<b>43</b>	<b>41</b>	<b>30</b>	<b>30</b>	<b>42</b>	<b>41</b>	<b>38</b>	<b>36</b>	<b>25</b>	<b>25</b>	<b>50</b>	<b>49</b>	<b>46</b>	<b>44</b>	<b>35</b>	<b>35</b>	

SITKA (Cape Edgecumbe)	Laden Tankers (*Cargo & Passenger VsIs)						Laden Tank Barge						Fishing Vessels						Comments
	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	<12 nm	15 nm	25 nm	50 nm	75 nm	100 nm	
1. Vol Oil/Vessel Design	10	10	10	10	10	10	9	9	9	9	9	9	6	6	6	6	6	6	4) -2 pts applied to vsIs at WSPA/AWO agreed distances 6) tug out of Prince William Sound
2. Drift	6	6	6	6	6	6	2	2	2	2	2	2	6	6	6	6	6	6	
3. Higher Collision Hazard	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4. Distance Offshore	10	9	6	4	-1	-1	10	9	6	4	-1	-1	10	9	6	4	1	1	
5. Weather/Seasonal (Winter)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
(Spring/Autumn)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
(Summer)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
6. Tug Availability	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
7. Coastal Route Density	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
8. Historical Casualty	3	3	3	3	3	3	3	3	3	3	3	3	10	10	10	10	10	10	
9. Environmental Sensitivity	8	8	8	8	2	2	8	8	8	8	2	2	8	8	8	8	2	2	
<b>Total (winter)</b>	<b>60</b>	<b>59</b>	<b>56</b>	<b>54</b>	<b>43</b>	<b>43</b>	<b>55</b>	<b>54</b>	<b>51</b>	<b>49</b>	<b>38</b>	<b>38</b>	<b>63</b>	<b>62</b>	<b>59</b>	<b>57</b>	<b>48</b>	<b>48</b>	
<b>Total (Spring/Autumn)</b>	<b>58</b>	<b>57</b>	<b>54</b>	<b>52</b>	<b>41</b>	<b>41</b>	<b>53</b>	<b>52</b>	<b>49</b>	<b>47</b>	<b>36</b>	<b>36</b>	<b>61</b>	<b>60</b>	<b>57</b>	<b>55</b>	<b>46</b>	<b>46</b>	
<b>Total (Summer)</b>	<b>54</b>	<b>53</b>	<b>50</b>	<b>48</b>	<b>37</b>	<b>37</b>	<b>49</b>	<b>48</b>	<b>45</b>	<b>43</b>	<b>32</b>	<b>32</b>	<b>57</b>	<b>56</b>	<b>53</b>	<b>51</b>	<b>42</b>	<b>42</b>	
<b>If Double Hull - Total (winter)</b>	<b>55</b>	<b>54</b>	<b>51</b>	<b>49</b>	<b>38</b>	<b>38</b>	<b>50</b>	<b>49</b>	<b>46</b>	<b>44</b>	<b>33</b>	<b>33</b>	<b>58</b>	<b>57</b>	<b>54</b>	<b>52</b>	<b>43</b>	<b>43</b>	
<b>" " Total (Spring/Autumn)</b>	<b>53</b>	<b>52</b>	<b>49</b>	<b>47</b>	<b>36</b>	<b>36</b>	<b>48</b>	<b>47</b>	<b>44</b>	<b>42</b>	<b>31</b>	<b>31</b>	<b>56</b>	<b>55</b>	<b>52</b>	<b>50</b>	<b>41</b>	<b>41</b>	
<b>" " Total (Summer)</b>	<b>49</b>	<b>48</b>	<b>45</b>	<b>43</b>	<b>32</b>	<b>32</b>	<b>44</b>	<b>43</b>	<b>40</b>	<b>38</b>	<b>27</b>	<b>27</b>	<b>52</b>	<b>51</b>	<b>48</b>	<b>46</b>	<b>37</b>	<b>37</b>	

**Alaska**

<b>Craig (Cape Bartolome)</b>	<b>Laden Tankers (*Cargo &amp; Passenger VsIs)</b>						<b>Laden Tank Barge</b>						<b>Fishing Vessels</b>						<b>Comments</b>	
	<b>Risk Factors</b>	<b>&lt;12 nm</b>	<b>15 nm</b>	<b>25 nm</b>	<b>50 nm</b>	<b>75 nm</b>	<b>100 nm</b>	<b>&lt;12 nm</b>	<b>15 nm</b>	<b>25 nm</b>	<b>50 nm</b>	<b>75 nm</b>	<b>100 nm</b>	<b>&lt;12 nm</b>	<b>15 nm</b>	<b>25 nm</b>	<b>50 nm</b>	<b>75 nm</b>		<b>100 nm</b>
1. Vol Oil/Vessel Design	10	10	10	10	10	10	9	9	9	9	9	9	6	6	6	6	6	6	6	4) -2 pts applied to vsIs at WSPA/AWO agreed distances  6) tug out of Prince William Sound
2. Drift	6	6	6	6	6	6	2	2	2	2	2	2	6	6	6	6	6	6	6	
3. Higher Collision Hazard	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4. Distance Offshore	10	9	6	4	-1	-1	10	9	6	4	-1	-1	10	9	6	4	1	1	1	
5. Weather/Seasonal (Winter)	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
(Spring/Autumn)	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	
(Summer)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
6. Tug Availability	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	
7. Coastal Route Density	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
8. Historical Casualty	3	3	3	3	3	3	3	3	3	3	3	3	10	10	10	10	10	10	10	
9. Environmental Sensitivity	8	8	8	8	2	2	8	8	8	8	2	2	8	8	8	8	2	2	2	
<b>Total (winter)</b>	<b>60</b>	<b>59</b>	<b>56</b>	<b>54</b>	<b>43</b>	<b>43</b>	<b>55</b>	<b>54</b>	<b>51</b>	<b>49</b>	<b>38</b>	<b>38</b>	<b>63</b>	<b>62</b>	<b>59</b>	<b>57</b>	<b>48</b>	<b>48</b>		
<b>Total (Spring/Autumn)</b>	<b>58</b>	<b>57</b>	<b>54</b>	<b>52</b>	<b>41</b>	<b>41</b>	<b>53</b>	<b>52</b>	<b>49</b>	<b>47</b>	<b>36</b>	<b>36</b>	<b>61</b>	<b>60</b>	<b>57</b>	<b>55</b>	<b>46</b>	<b>46</b>		
<b>Total (Summer)</b>	<b>54</b>	<b>53</b>	<b>50</b>	<b>48</b>	<b>37</b>	<b>37</b>	<b>49</b>	<b>48</b>	<b>45</b>	<b>43</b>	<b>32</b>	<b>32</b>	<b>57</b>	<b>56</b>	<b>53</b>	<b>51</b>	<b>42</b>	<b>42</b>		
<b>If Double Hull - Total (winter)</b>	<b>55</b>	<b>54</b>	<b>51</b>	<b>49</b>	<b>38</b>	<b>38</b>	<b>50</b>	<b>49</b>	<b>46</b>	<b>44</b>	<b>33</b>	<b>33</b>	<b>58</b>	<b>57</b>	<b>54</b>	<b>52</b>	<b>43</b>	<b>43</b>		
<b>" " Total (Spring/Autumn)</b>	<b>53</b>	<b>52</b>	<b>49</b>	<b>47</b>	<b>36</b>	<b>36</b>	<b>48</b>	<b>47</b>	<b>44</b>	<b>42</b>	<b>31</b>	<b>31</b>	<b>56</b>	<b>55</b>	<b>52</b>	<b>50</b>	<b>41</b>	<b>41</b>		
<b>" " Total (Summer)</b>	<b>49</b>	<b>48</b>	<b>45</b>	<b>43</b>	<b>32</b>	<b>32</b>	<b>44</b>	<b>43</b>	<b>40</b>	<b>38</b>	<b>27</b>	<b>27</b>	<b>52</b>	<b>51</b>	<b>48</b>	<b>46</b>	<b>37</b>	<b>37</b>		