

105 – 145 gallons per hour (J. Anderson, AKSC, Pers. Comm.), and the cost of fuel in Dutch Harbor for the summer of 2013 was \$4.04/gallon (Aleutian Fuel Services, Dutch Harbor, 7/26/2013). That results in additional fuel costs of \$2,545 to \$4,686 per trip compared to transiting north of Round Island.

Under Alternative 2, a transit area would be established through the Round Island Walrus protection area from April 1 – August 15. This would allow vessels with FFPs tendering for the Togiak area herring and salmon fisheries, and Amendment 80 vessels delivering yellowfin sole to processors in Togiak Bay to transit through the Walrus protection area. Transiting through the Walrus protection area would save approximately 6-8 hours per trip compared to transiting south of Round Island and through Hagemeister Strait (J. Gauvin, AKSC, Pers. Comm.). Amendment 80 vessels typically burn 105 – 145 gallons per hour (J. Anderson, AKSC, Pers. Comm.), and the cost of fuel in Dutch Harbor for the summer of 2013 was approximately \$4.00/gallon (Aleutian Fuel Services, Dutch Harbor, North Pacific Fuel 7/26/2013). Transiting the Walrus protection area would result in fuel savings of \$2,520 to \$4,640 per trip compared to transiting south of Round Island and through Hagemeister Strait. Shortening the trip to processors would reduce the delivery time for those fish, and may reduce the likelihood of bruising, which reduces product quality (J. Anderson, AKSC, Pers. Comm.).

Options under Alternative 2 would establish a southern boundary of the transit area, at increasing distances from Round Island: 3 nm, 4.5 nm, and 6 nm. The boundaries farther from Round Island may incrementally reduce the potential for disturbance to walrus on Round Island, but are not likely to significantly affect the distances traveled as vessels with FFPs transit the protected area. Therefore, the differences in transit time or fuel costs are not likely to be significantly different between the options.

Under Alternative 3, a transit area would be established in the eastern portion of the Cape Peirce Walrus protection area from April 1 – August 15. This would allow vessels with FFPs to access the Cape Peirce, Cape Newenham, and Security Cove herring fisheries through federal waters. Currently vessels tendering those fisheries access the grounds through State waters, 0-3 nm from shore. Allowing vessels to access federal waters would move vessels farther from walrus haulouts at Cape Peirce, potentially reducing disturbance to those walrus. Distances traveled and transit times are not likely to be significantly different when traveling through federal vs. State waters.