Today's Presentation

- Overview of current VTR program
- Limitations of current VTR program
- Overview of current eVTR program
- Benefits of eVTR
- Impact of For-Hire eVTR reporting requirement
- Limitations of current eVTR program
- Potential Expansion of eVTR in the Mid-Atlantic Commercial Fisheries
- Potential Phased eVTR Development
- Next Steps

Overview of Vessel Trip Reports – VTRs

- GARFO issues approximately 6,400 vessels permits annually
  - 5,000 with VTR reporting requirements
  - 1,400 Lobster only
- Since 2015, process approximately 110,000 reports annually
  - Did Not Fish reports were required until August 2014
  - Processed approximately 40,000 DNFs annually
- Currently supporting both paper and electronic VTR submissions
  - 2017:
    - Paper: 97,000 (76,000 commercial; 21,000 for-hire)
    - Electronic: 9,300 (6,000 commercial; 3,300 for-hire)
  - 2018 (incomplete year):
    - Paper: 41,000 (40,000 commercial; 1,000 for-hire)
    - Electronic: 23,000 (4,500 commercial; 18,500 for-hire)

Limitations of current VTR

- Generic form is used for all fisheries and gear types
- Requires industry to fill out paper forms with repetitive and redundant information
- Owners/operators mail forms to GARFO
  - Requires GARFO to review, scan, and process ~97,000 reports
  - Handwriting: interpretation and keypunching errors
  - Substandard reports are mailed back to submitter for correction and re-submission
  - Postal mail, paper processing, and weekly/monthly submission requirements result in relatively slow data collection
- Not easily integrated with other data collection programs

NOAA FISHERIES

Overview of Electronic Vessel Trip Reports - eVTR

- eVTR was approved for all fisheries on a voluntary basis in 2011
  - 6 different applications available
  - iOS, Android, PC based

- MAFMC required For-hire eVTR March 2018

- Currently used by approximately 520 vessels (some overlap)
  - For-Hire: 400
  - Commercial: 200

- eVTR submissions (all GARFO issued permits):
  - 2015: 5,375 (322 For-Hire, 5,053 Commercial)
  - 2016: 6,407 (1,072 For-Hire, 5,335 Commercial)
  - 2017: 9,209 (3,322 For-Hire, 5,887 Commercial)
  - 2018: 22,767 (18,256 For-Hire, 4,511 Commercial (incomplete year))

Benefits of eVTR

- Efficient data collection and processing
- Easily submitted
- Reduction in costs (industry and government)
- Corrections done electronically
- Reduced handling results in faster, more accurate data
- Data quality checks contained within some applications
  - Reduces errors and need for rejected submissions
- More easily integrated into other collection programs
- Provides vehicle easily adaptable for future needs

Impact of MAFMC For-Hire eVTR Requirement

Prior to MAFMC eVTR action:

- Over time, we have seen consistent levels of reporting from the for-hire fleet with no fall-off in reporting

- Since 2014, we have experience a gradual increase in eVTR usage

As a result of the 2018 MAFMC eVTR action:

- We see a near complete transition from paper to electronic

- We have not seen a drop off in reporting

- Non-compliance letter issued in August to 75 permit holders

  - 84% late, 16% both paper and late

- The remaining users of paper VTRs in the For-Hire fisheries are the New England vessels who don't hold MAFMC permits

For-Hire Vessel Trip Reports by submission method, April - August, 2010-2018
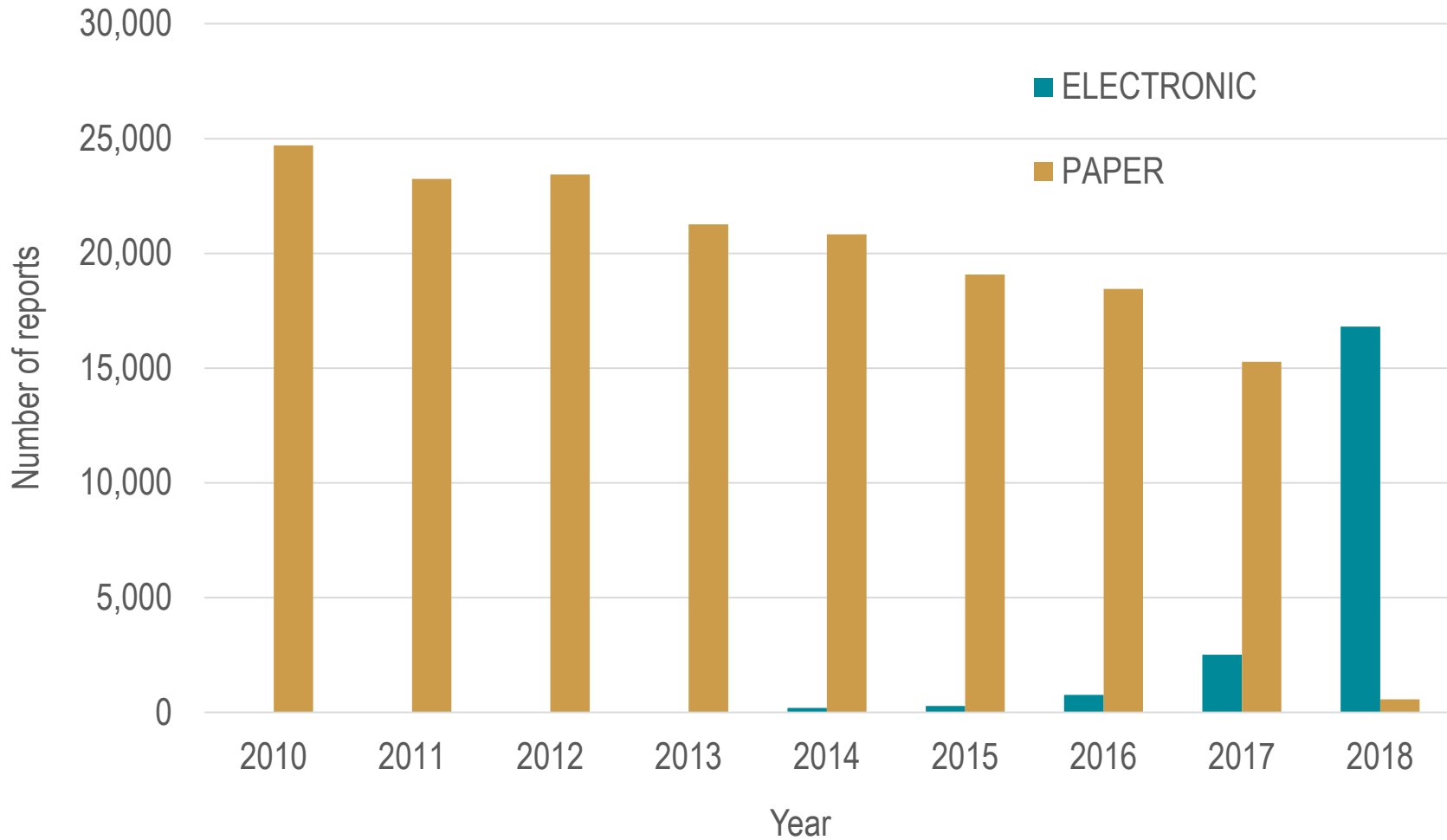
For-Hire Vessel Trip Reports by submission method,
April - August, 2018
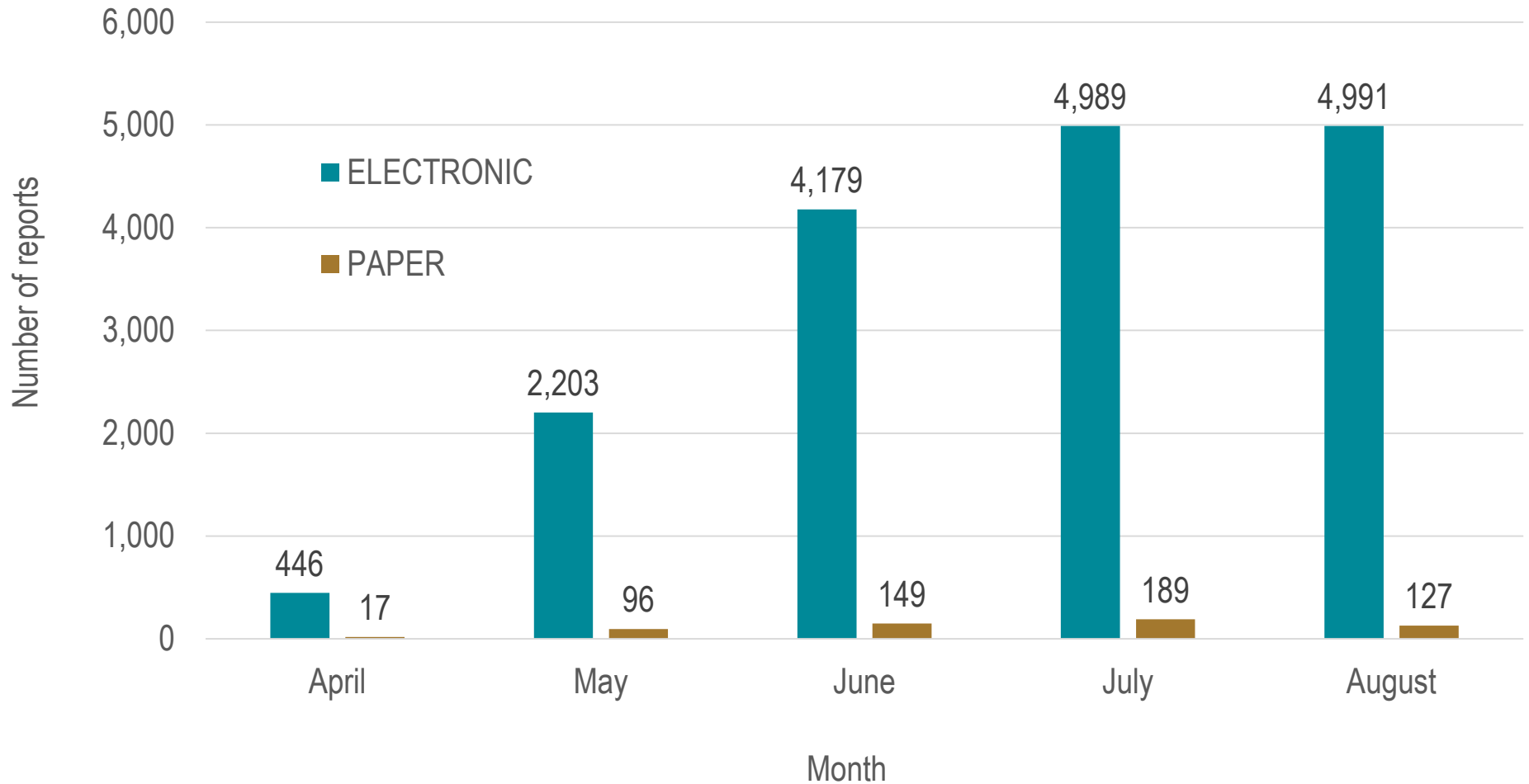
Limitations of current eVTR

- Although eVTR is an improvement over paper;
  - Not as intuitive as it could be
  - Could be more user friendly
- eVTR applications can be improved to better capture gear or fishery specific information differences
- Automated integration with other data sets in not complete
  - Dealer, Observer, Bio-sampling, etc
- eVTR applications can be improved to satisfy reporting requirements from multiple jurisdictions
  - HMS, SERO, ACCSP

Potential Expansion of eVTR in the Mid-Atlantic Commercial Fisheries

- Conversion from paper to electronic reporting
  - Faster, more accurate data
- One stop reporting
  - Elimination of duplicate reporting
- Customized logbooks tailored to gears or fisheries
  - Gear based logbooks ask the right questions
  - Increased data quality / accuracy
- Able to support future data collection needs
- Future apps could support the consolidation of reporting requirements (eVTR, PTNS, VMS, etc)

What Vessels Could Potentially Be Affected?

- Vessels with MAFMC-based FMPs only
  - 53 vessels hold only a MAFMC FMP for-hire permit (do not hold a MAFMC commercial permit or any NEFMC based permit)
  - 111 vessels hold only a MAFMC FMP commercial permit
  - 34 vessels hold only MAFMC FMP commercial and for-hire permits
- Vessels with NEFMC-based FMPs only
  - 11 vessels hold only a NEFMC FMP for-hire permit (meaning they do not hold a NEFMC commercial permit or any MAFMC based permit)
  - 1,585 vessels hold only a NEFMC FMP commercial permit
  - 6 vessels hold only NEFMC FMP commercial and for-hire permits
- Vessels with both MAFMC and NEFMC-based FMPs
  - 201 vessels hold both MAFMC and NEFMC FMP for-hire permit (meaning they do not hold a MAFMC or NEFMC commercial permit)
  - 3,673 vessels hold both MAFMC and NEFMC FMP commercial permit
  - 727 vessels hold both MAFMC and NEFMC FMP commercial and for-hire permits

NOAA FISHERIES

Potential Phased eVTR Development

- Phase I:
  - Convert paper to electronic
- Phase II:
  - One stop reporting
- Phase III:
  - Gear and/or fishery based reporting
    - Customized questions
    - Consolidation of reporting requirements
    - Integration with EM systems
    - Trip report versus haul report
    - Traceability
    - Hail In / Hail Out

Next Steps

- Confirmation MAFMC is pursuing commercial eVTR requirements
- If yes;
  - Potential collaboration with NEFMC, ACCSP, others
  - GARFO eVTR whitepaper
    - Potential eVTR concepts for consideration
  - Lessons learned document
    - Improved communication, training and outreach
    - Coordination amongst management entities
    - Improve reporting applications
  - Establish potential timelines
    - Phase I
    - Phase II
    - Phase III