



# **MSB Goals and Objectives, *and Illex***

*February 2020*

# Agenda

- Timeline
- Goals and Objectives
- Fishery Background
- Permitting Rationale
- AP Input Overview
- Committee recommendations and Council Action

# Timeline

Pending results of today...

April Hearings

June 2020 Final Action

Early 2021 Implementation

# Structure

- 2 Components
- Plan's goals and objectives (all species)
- Modifications to the *Illex* permitting system

# Goals and Objectives

- Hybrid of original, generalized chub mackerel, some additional modifications
- AP: EAFM specificity is tricky.
- GARFO considers goals and objectives when approving/disapproving actions.
  - “Flexibility” vs “needs of various sectors”

# Goals and Objectives

## ■ Committee

- By consensus, the Committee recommended changing the word “quotas” to “resources” so that Objective 2.4 would be: “Investigate opportunities to access international/shared ~~quotas~~ resources of MSB species.”

# Goals and Objectives

- Council Action...
- Include goals and objectives as modified by Committee for comment?
  - Council would set at time of final action

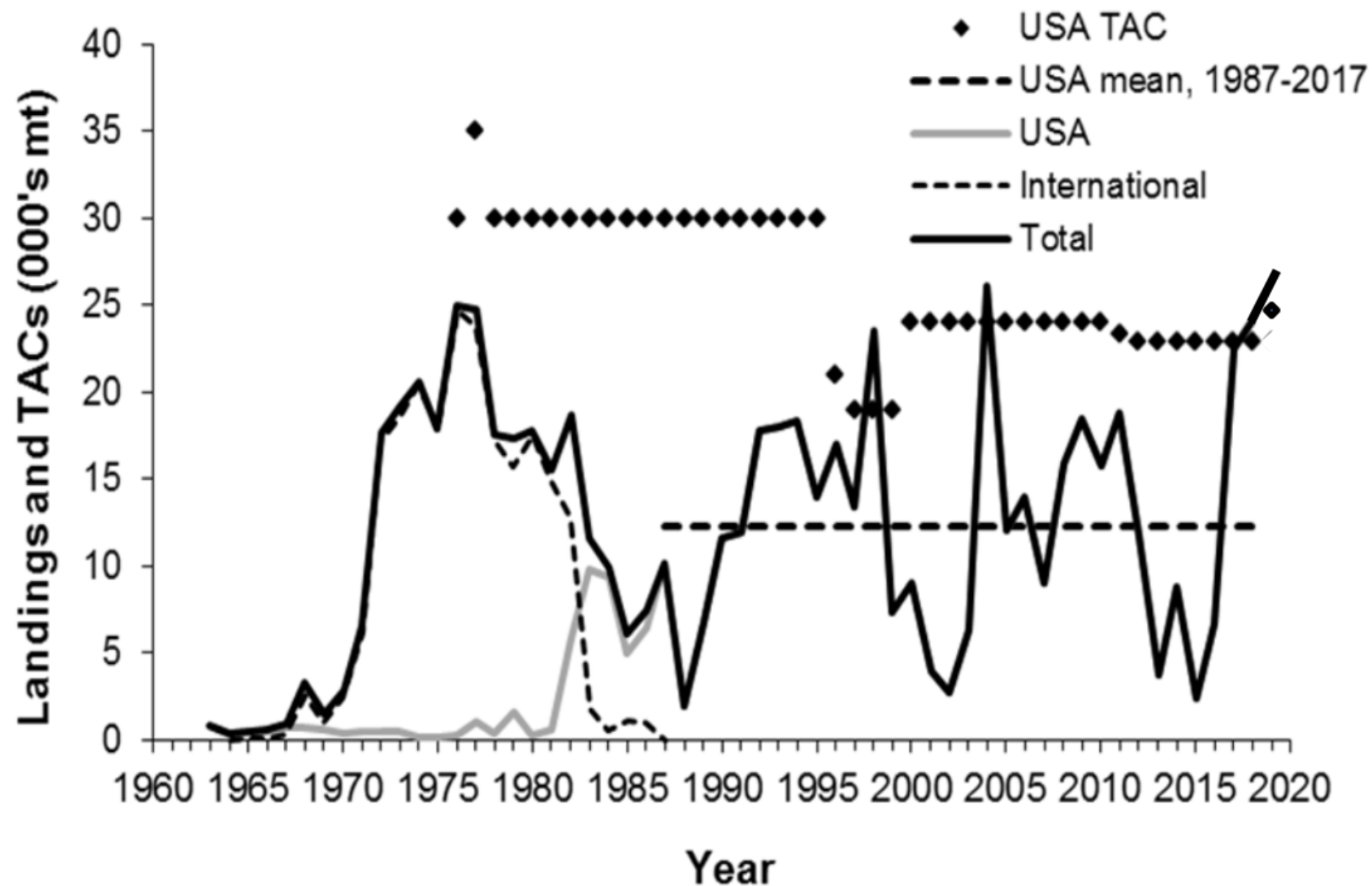
# *Illex* Fishery Background



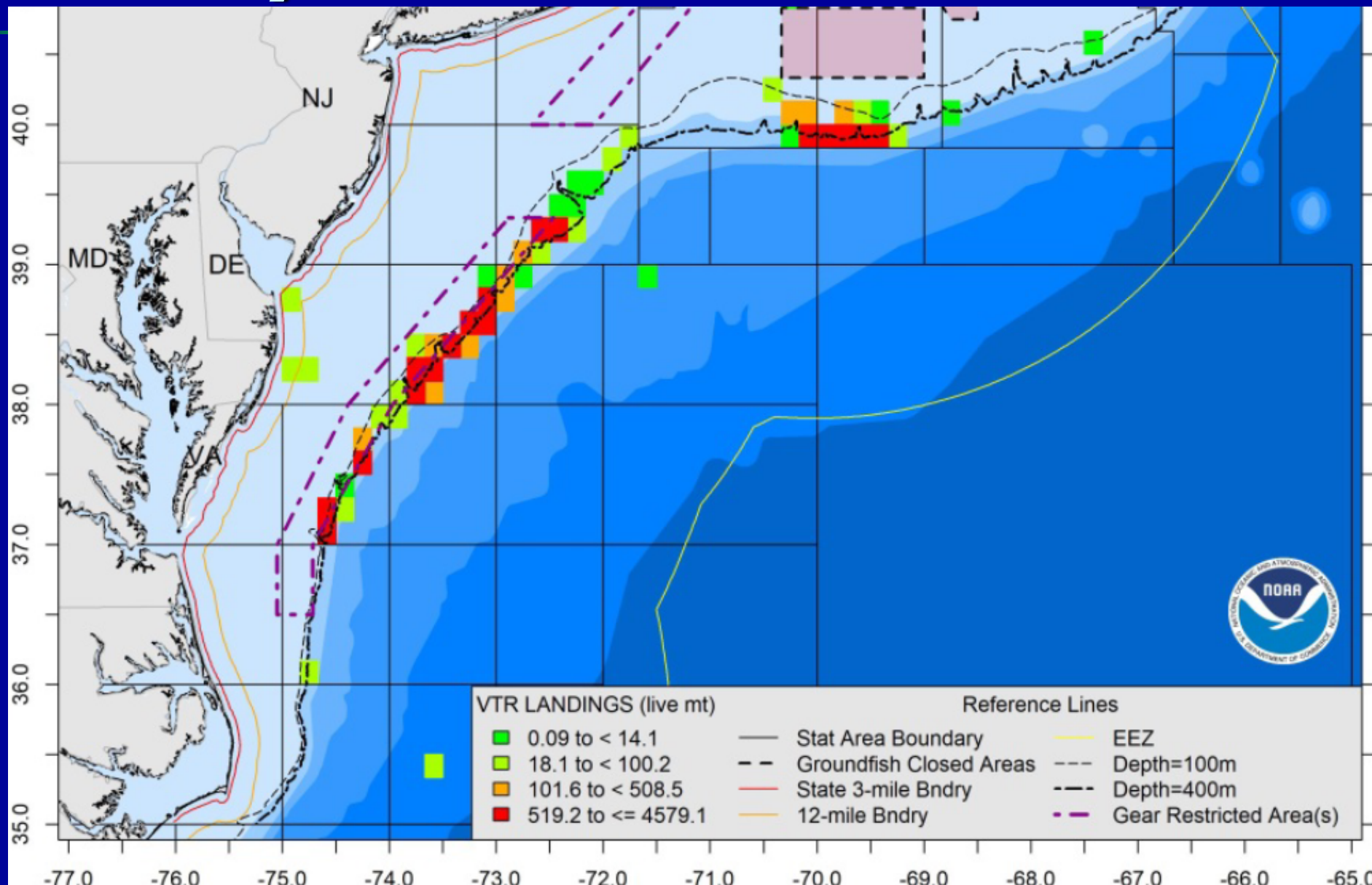
# *Illex* Fishery Background

- ABC is based on a mostly qualitative observation that landings in the range of the current ABC don't seem to have caused stock issues.
- Several groups are working on analyses about quota modifications and/or responsive management.
  - Outcome uncertain

Figure 1. Landings and Quotas (TAC) (000's mt) of *Illex* from NAFO Subareas 5+6, by fleet during 1963-2019.



# Fishery – 2018 Area



# Fishery – 2009-12 & 2013-16 Areas

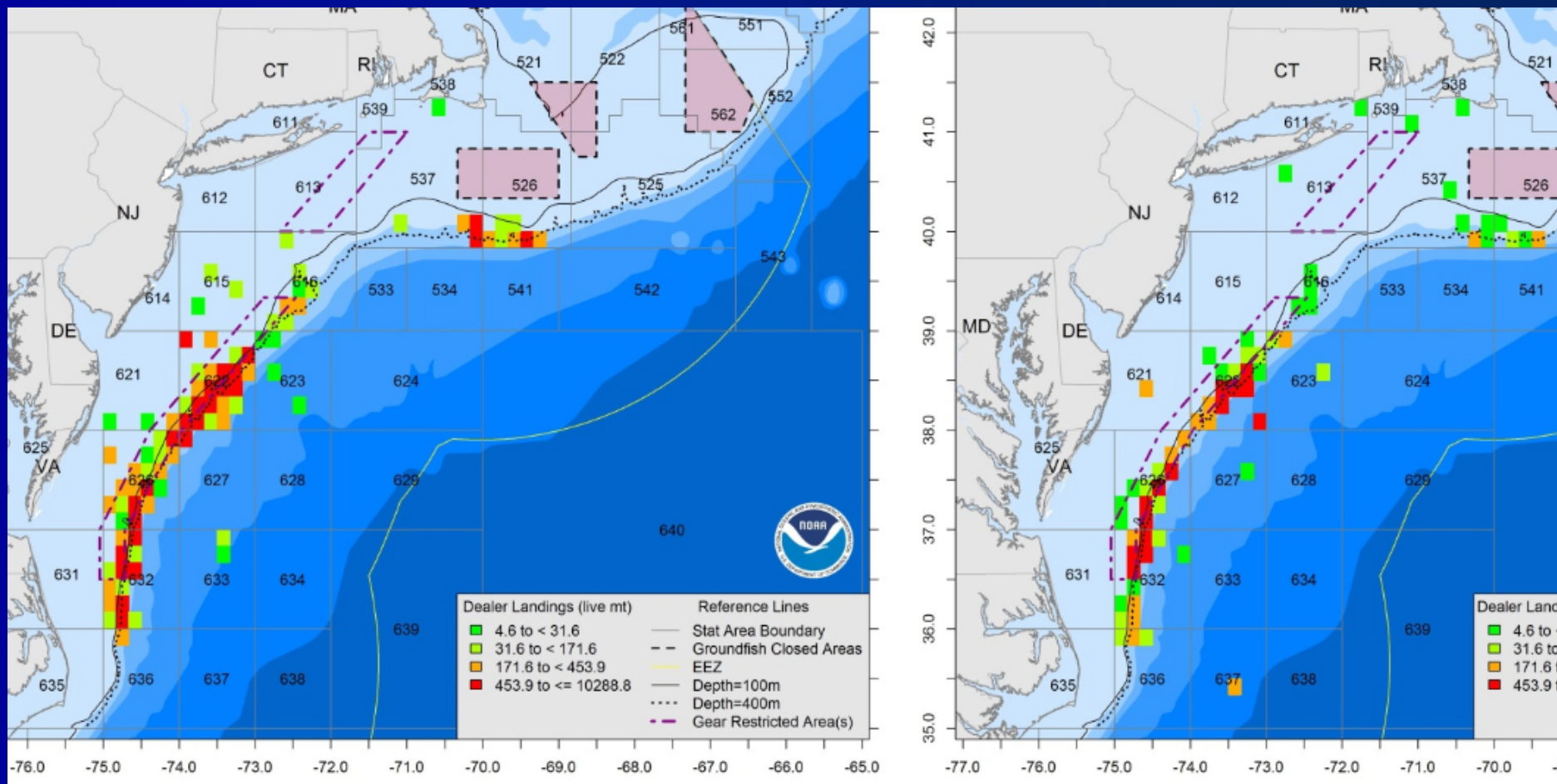
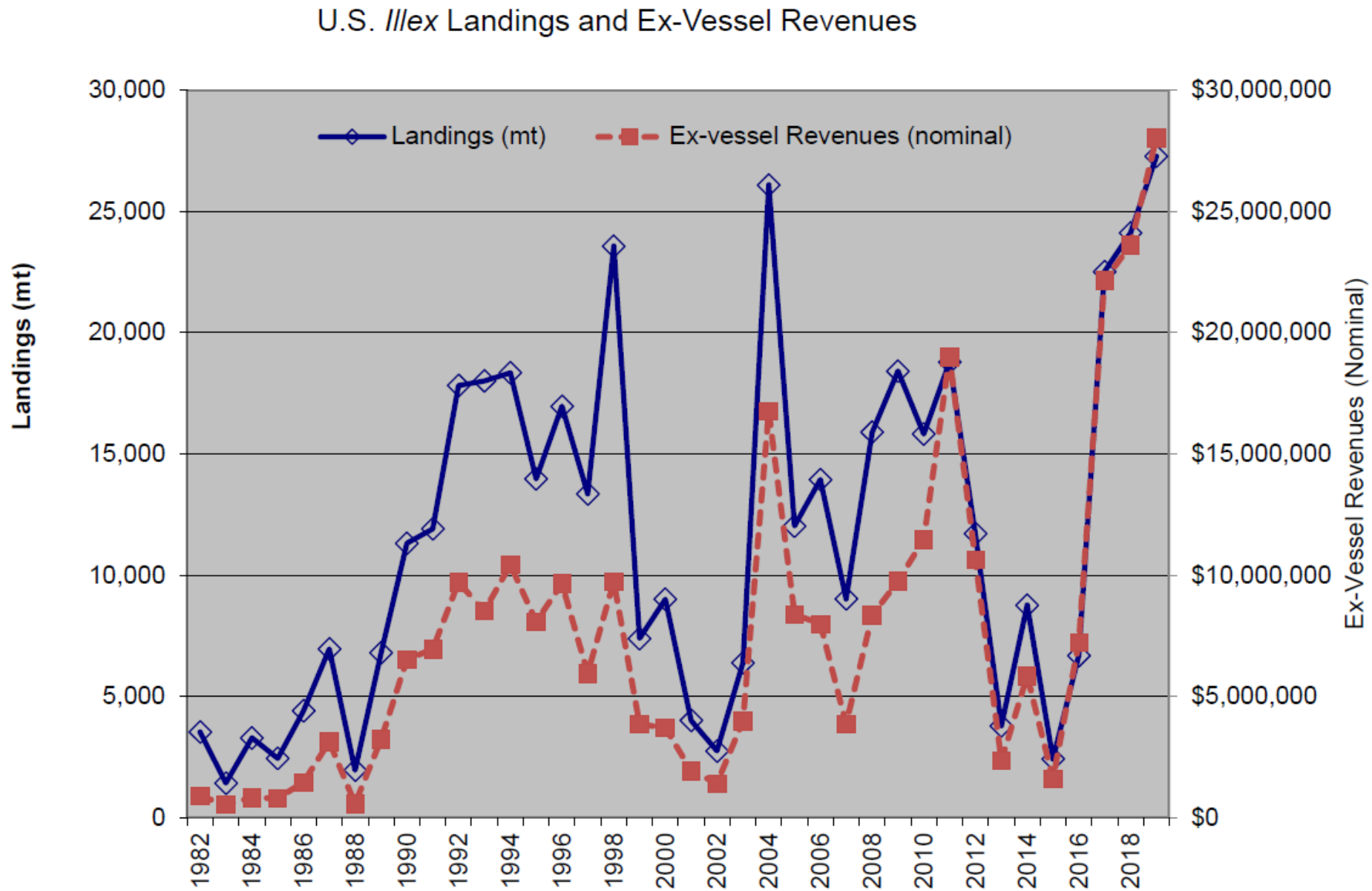
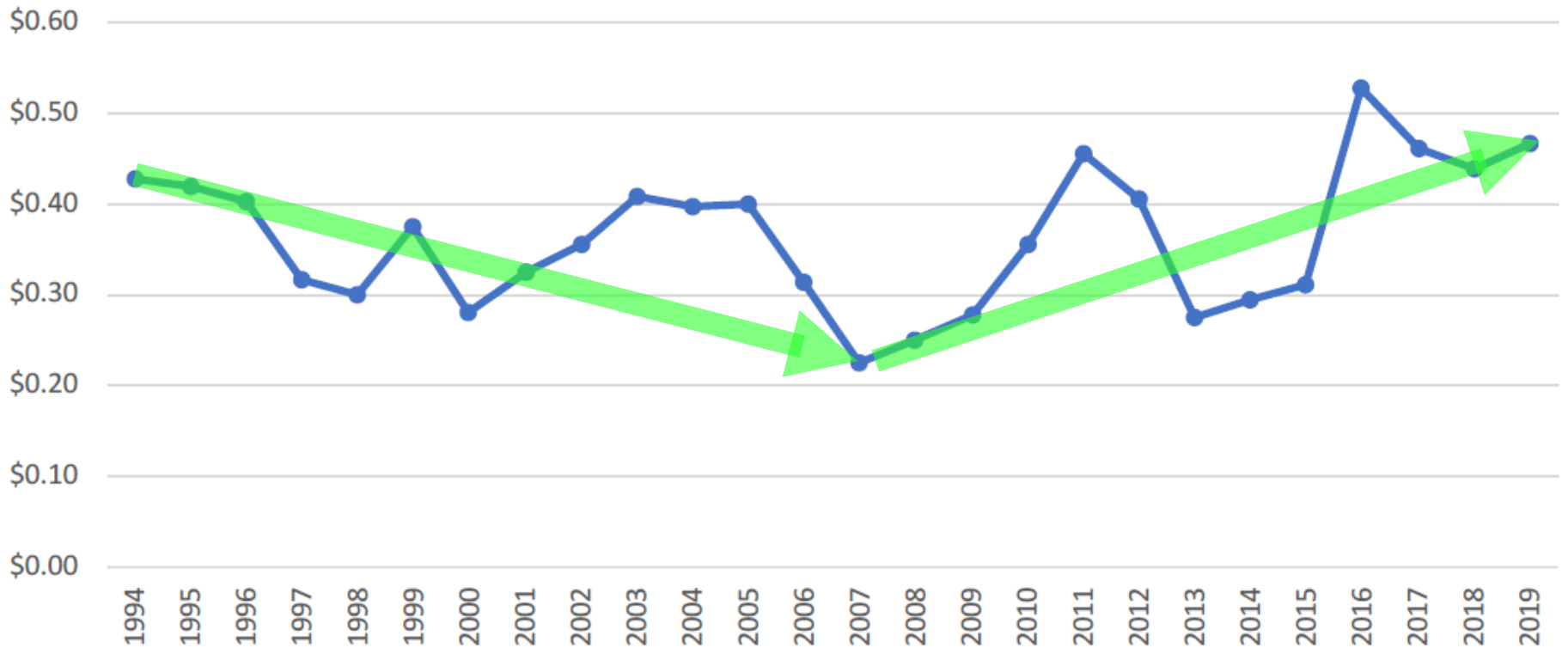


Figure 2. U.S. *Illex* Landings and Nominal *Illex* Ex-Vessel Values 1982-2019



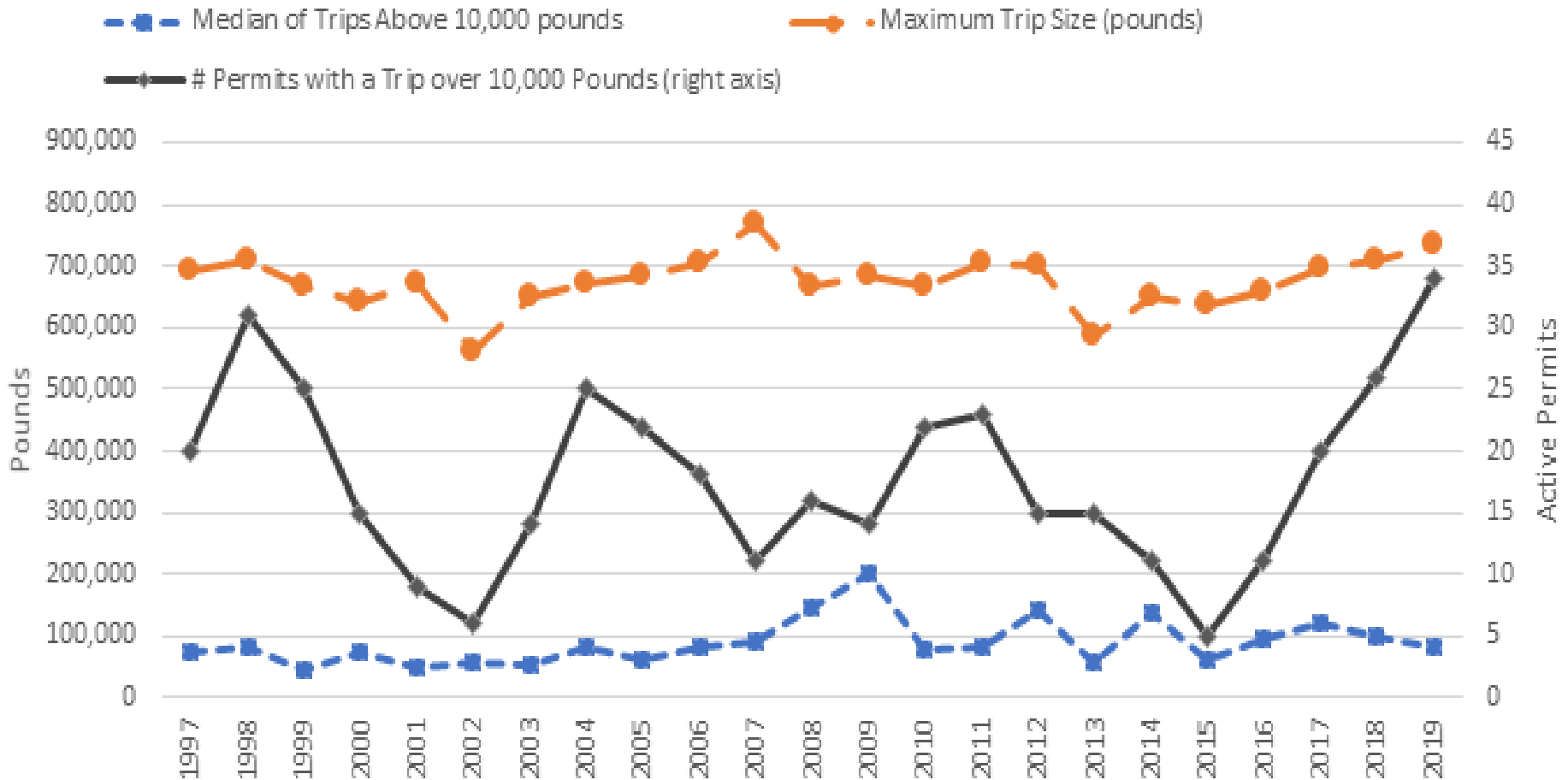
# Fishery - Price

*Illex* \$/pound (PPI-adjusted to 2019 dollars)



# Fishery

## Illex Fishery 1997-2019



# Fishery - Participation

YEAR	Vessels 500,000+	Vessels 100,000 - 500,000	Vessels 50,000 - 100,000	Vessels 10,000 - 50,000	Total
2011	17	4	2	0	23
2012	8	3	2	2	15
2013	5	4	3	5	17
2014	5	3	2	2	12
2015	3	0	1	1	5
2016	4	3	3	2	12
2017	14	6	0	0	20
2018	19	7	0	5	31
2019	26	7	0	3	36



# Fishery - Vessels

Length (ft)	All Active 2019 Permits	Top 15 Accounting for 81% of 2019 Landings	Top 25 Accounting for 95% of 2019 Landings
50+ to 60	2	0	0
60+ to 80	38	6	16
80+ to 100	19	3	3
100+ to 120	3	1	1
120+ to 140	3	3	3
140+ to 150	2	2	2
Totals	67	15	25

About 57,000 total HP, Sum of holds about 9,000 MT  
 Median vessel age is 36 years (all very rough!)

# Vessel Ports

Illex Permits/Vessels by principal and homeport state		
State	Principal State	Homeport State
ME	-	-
NH	-	-
MA	12	14
RI	14	11
CT	3	3
NY	4	4
NJ	26	26
PA	-	1
DE	-	-
MD	-	-
VA	6	5
NC	3	4
<b>ACTIVE VESSELS*</b>		<b>68</b>
<b>CPH PERMITS**</b>		<b>8</b>
<b>TOTAL PERMITS</b>		<b>76</b>

# Fishery – *Illex* Ports 2010-2019

Percent of Total *Illex* Weight Landed

Cape May, NJ	47%
North Kingston, RI	35%
Point Judith, RI	7%
New Bedford, MA	6%
Hampton, VA	3%
All others	2%
Total	100%

# Fishery – *Illex* Original Quals

five landings of at least 5,000 pounds  
(including joint venture) of *Illex* between  
Aug 13, 1981 and August 13, 1993

-Initially 1988-1993 (~30 vessels)

a vessel that was under construction for, or was  
being re-rigged for, use in the directed fishery for  
*Illex* on August 13, 1993, qualifies for a  
moratorium permit if 5,000 lb (2.27mt) or more  
of *Illex* were landed from it and sold on at least 5  
trips prior to December 31, 1994

# Document Info & AP Requests

- AP generally thought analyses helpful for public comments
- Staff plans to add several requested data points.
- Seasonal dependence?
  - Mention that since *Illex* is seasonal, revenues from *Illex* are a higher proportion during the *Illex* season.

# Fishery

- Background Questions?

# Permitting

- Rationale is in introduction
  - Race to fish issues.
  - Requalification not perfect solution but fewer vessels and other limits should slow worsening.
  - Rationales in document are not solely economic allocation.
    - Committee: Hold on user conflict issues
  - Rationale and Amendment outcomes need to align with FMP goals and objectives.



# AP

## ■ Split



- Fishery is over-capitalized - threat to fishery stability, historical participants, and dependent communities
- Access and flexibility is critical for some of the permits that might be eliminated under some alternatives.



# Permitting – Sets A & B

Note: All re-qualifier estimates preliminary.		More re-qualifiers 					Less re-qualifiers	
Percent in parentheses is percent reduction of MRIs(1) (76 total in 2019)	Thresholds	At least 50,000 pounds in any one year	At least 100,000 pounds in any one year	At least one trip above 48,000 pounds (2)	At least 300,000 pounds in any one year	At least 500,000 pounds in any one year	At least 1,000,000 pounds in any one year	MRIs that accounted for 95% of total landings in time period (3)
	Qualification Periods							
More re-qualifiers	1997-2019	51 (-33%)	49 (-36%)	50 (-34%)	47 (-38%)	45 (-41%)	35 (-54%)	28 (-63%)
	1997-2018	50 (-34%)	48 (-37%)	48 (-37%)	44 (-42%)	41 (-46%)	30 (-61%)	25 (-67%)
	1997-2013	43 (-43%)	42 (-45%)	40 (-47%)	38 (-50%)	34 (-55%)	28 (-63%)	24 (-68%)
	2004-2013	38 (-50%)	37 (-51%)	35 (-54%)	34 (-55%)	30 (-61%)	21 (-72%)	21 (-72%)
	Need landings in <b>both</b> 1997-2013 <b>and</b> 2014-2019	30 (-61%)	30 (-61%)	28 (-63%)	27 (-64%)	21 (-72%)	13 (-83%)	15 (-80%)
Less re-qualifiers	Need landings in <b>both</b> 1997-2013 <b>and</b> 2014-2018	25 (-67%)	25 (-67%)	24 (-68%)	21 (-72%)	15 (-80%)	12 (-84%)	13 (-83%)
<p>(1) A Moratorium Rights Identifier (MRI) is a unique NMFS-issued number that identifies a unique permit history, and may move between vessels over time.</p> <p>(2) 48,000 pounds is the trip size (rounded to 1000s of pounds) that accounts for 95% of total landings from 1997-2018</p> <p>(3) And these vessels are those with the highest total landings in the time period. While the 95% option (far right column) could be a stand-alone option, it also provides information regarding all the other options in the same row. For example, about 50 vessels would requalify if a threshold of 50,000 pounds was used over 1997-2018, and 28 of those 50 MRIs accounted for 95% of landings during that time period.</p>								

# Permitting- 42 to 20 combinations

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# Permitting - Committee

- The Committee agreed by consensus to recommend eliminating these requalification criteria.
  - No opposition from AP
  
- Council Action on *this* issue?

# Permitting - Committee

- Other Committee discussions (no successful motions)
  - Removing the 1997-2018 option
  - Highlight a specific Tier option
  - Use 1997-2019 and one pound as a requalification option (removes about 13 permits)
- Staff supports keeping the document as is for these topics

# Tiers

- Committee Motion:

“I move for the Committee to recommend that the Tier options in the Public Hearing Document be included for public comment.”

Document allows for Tiers, presents a range of trip limits

# Tier Trip Limits

- Range of 20,000 – 124,000 pounds
- The upper part of range comes from 2019 trips by recently active vessels that might be in such a Tier.
- Using 2017 or 2018 reduces high range
  - Describe 2017 and 2018 patterns, leave range as is.

# Tier Trip Limits

- Range of 20,000 – 124,000 pounds
- 17 permits from last slide:
  - 157 Trips above 10,000 pounds in 2019
  - 95% of those trips were below 124,000 pounds



# Tiers

- Committee Motion:

“I move for the Committee to recommend that the Tier options in the Public Hearing Document be included for public comment.”

# Other management measures

- FMAT
  - Start date not ripe for action
  - Tow-by-tow reporting not ripe for action
- Fish hold measurement and baseline option included (mackerel)
- Clarify that daily VMS reporting is required

# Other management measures

- The Committee recommended by consensus that the fish hold baseline and VMS alternatives be included in the document.
- Committee passed motion: *"I move the Committee recommend that the Council identify D2 (hold baseline) and D3 (VMS) as preferred."*
- Council Action?

# ITQs

- Discussed relative to more definitive way to solve race to fish.
- Motion to re-insert failed.

**Recommendations re: preferred alternatives.**

# The End?

# Analyses

# Analyses – Section 7

- #s of qualifiers
- % of recent revenues impacted
- Dependence on *Illex* by requalifiers and non requalifiers. (2019 25% counts and boxplots)

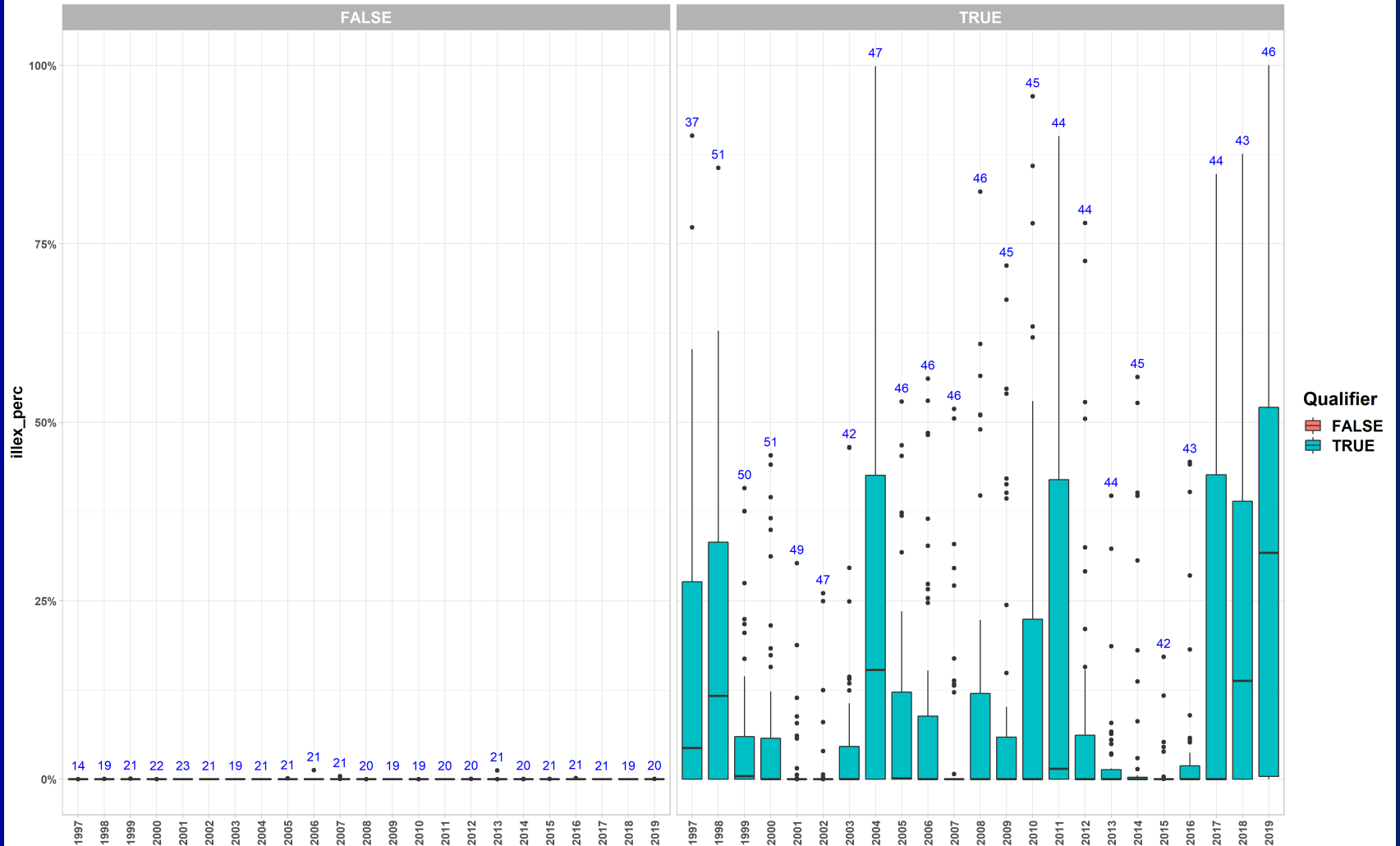


# 2019 25% Counts

		Number of non-requalifying vessels that had Illex representing at least 25% of their 2019 revenues under each requalification option.							
Qualification Periods	Thresholds	At least 50,000 pounds in any one year	At least 100,000 pounds in any one year	At least one trip above 48,000 pounds <sup>(2)</sup>	At least 300,000 pounds in any one year	At least 500,000 pounds in any one year	At least 1,000,000 pounds in any one year	MRIs that accounted for 95% of total landings in time period <sup>(3)</sup>	
	1997-2019		0	0	0	0	0	3	7
1997-2018		1	1	1	3	4	8	9	
1997-2013		6	6	6	6	8	9	9	
2004-2013		7	7	7	7	9	12	11	
Need landings in <u>both</u> 1997-2013 <u>and</u> 2014-2019		6	6	6	6	10	14	11	
Need landings in <u>both</u> 1997-2013 <u>and</u> 2014-2018		9	9	9	10	14	15	14	

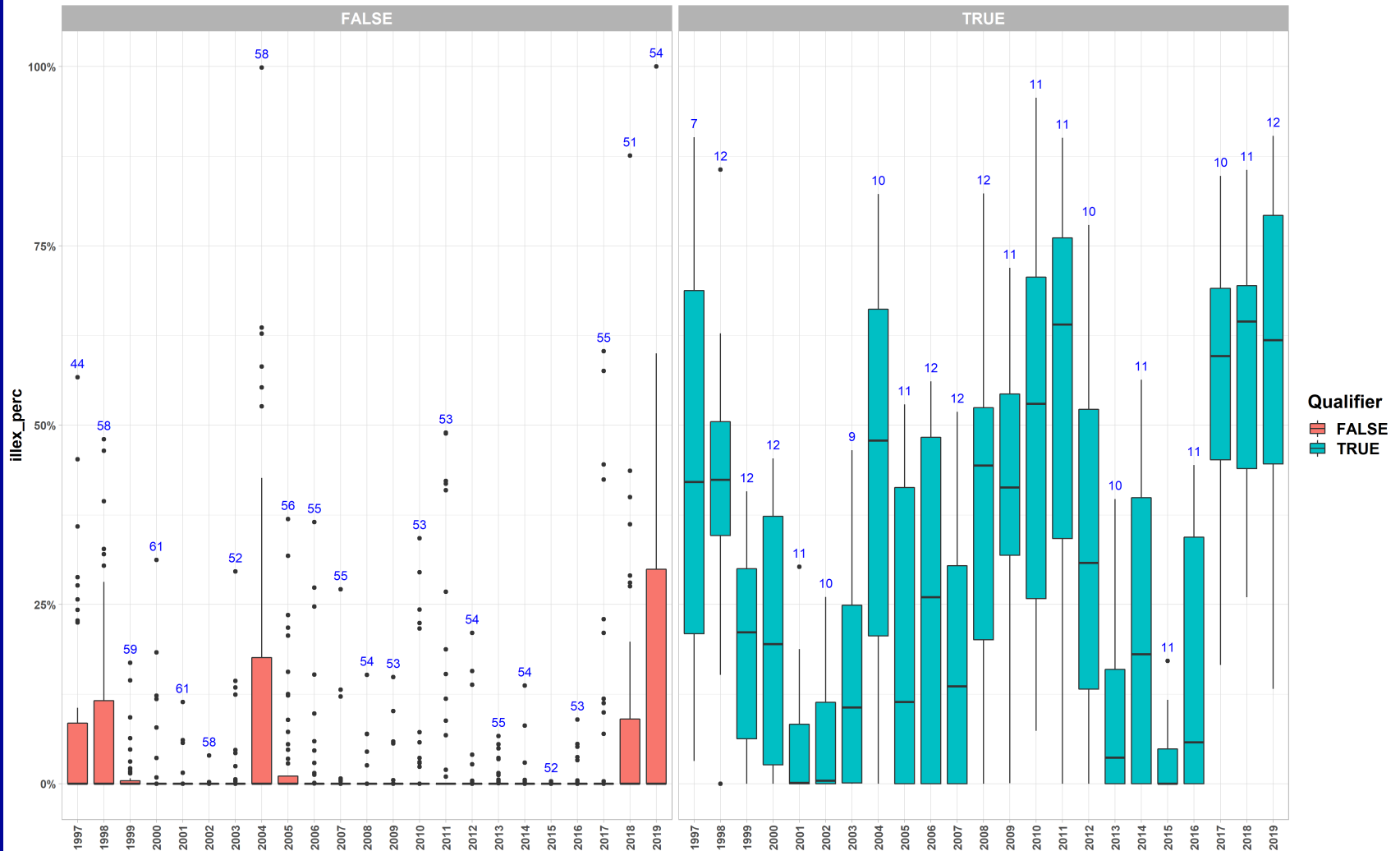
# Boxplots

1997-2019.50,000



# Boxplots

both 1997-2013 and 2014-2018.1,000,000

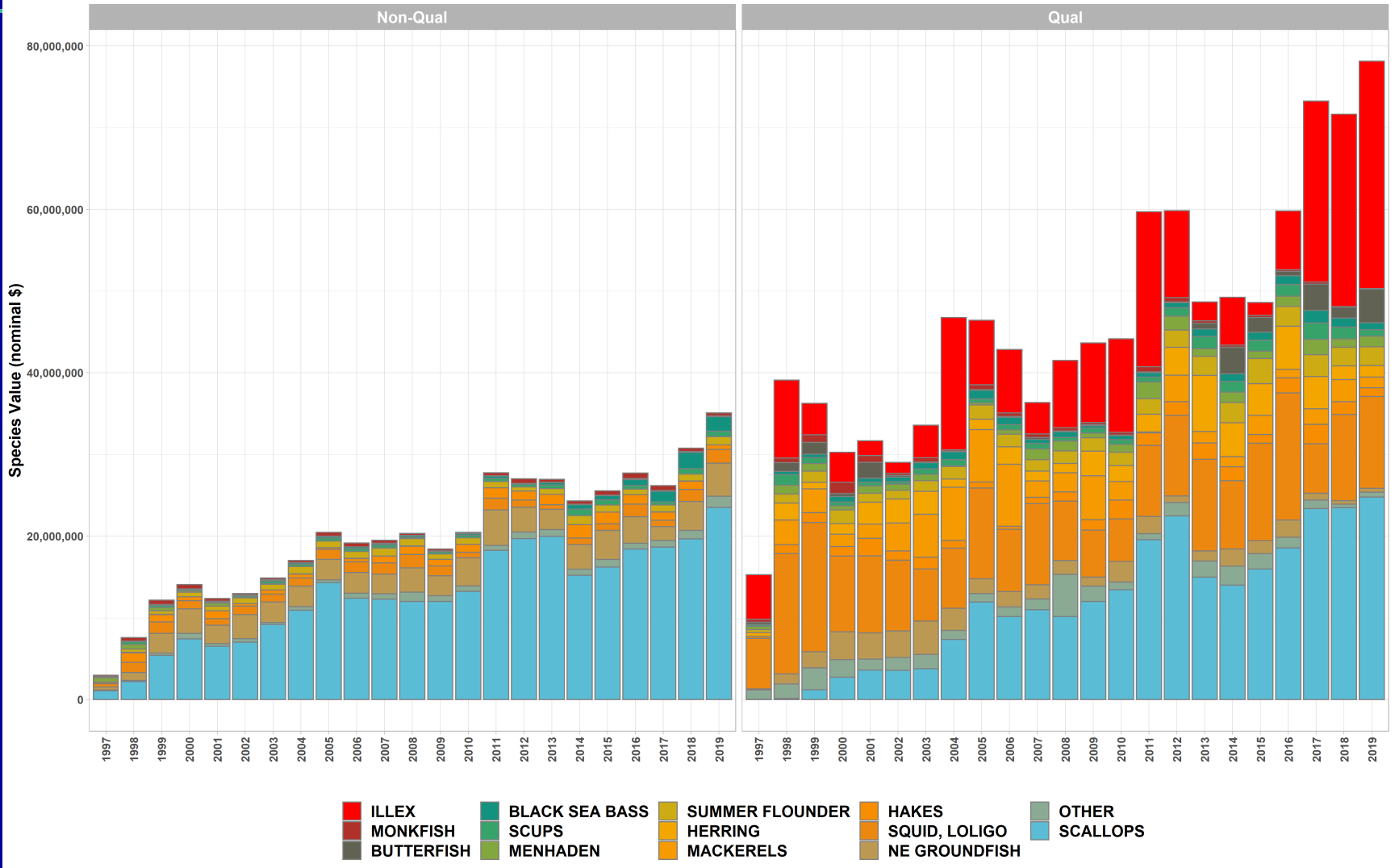


# Analyses – Section 7

- Revenue sources
- Permits

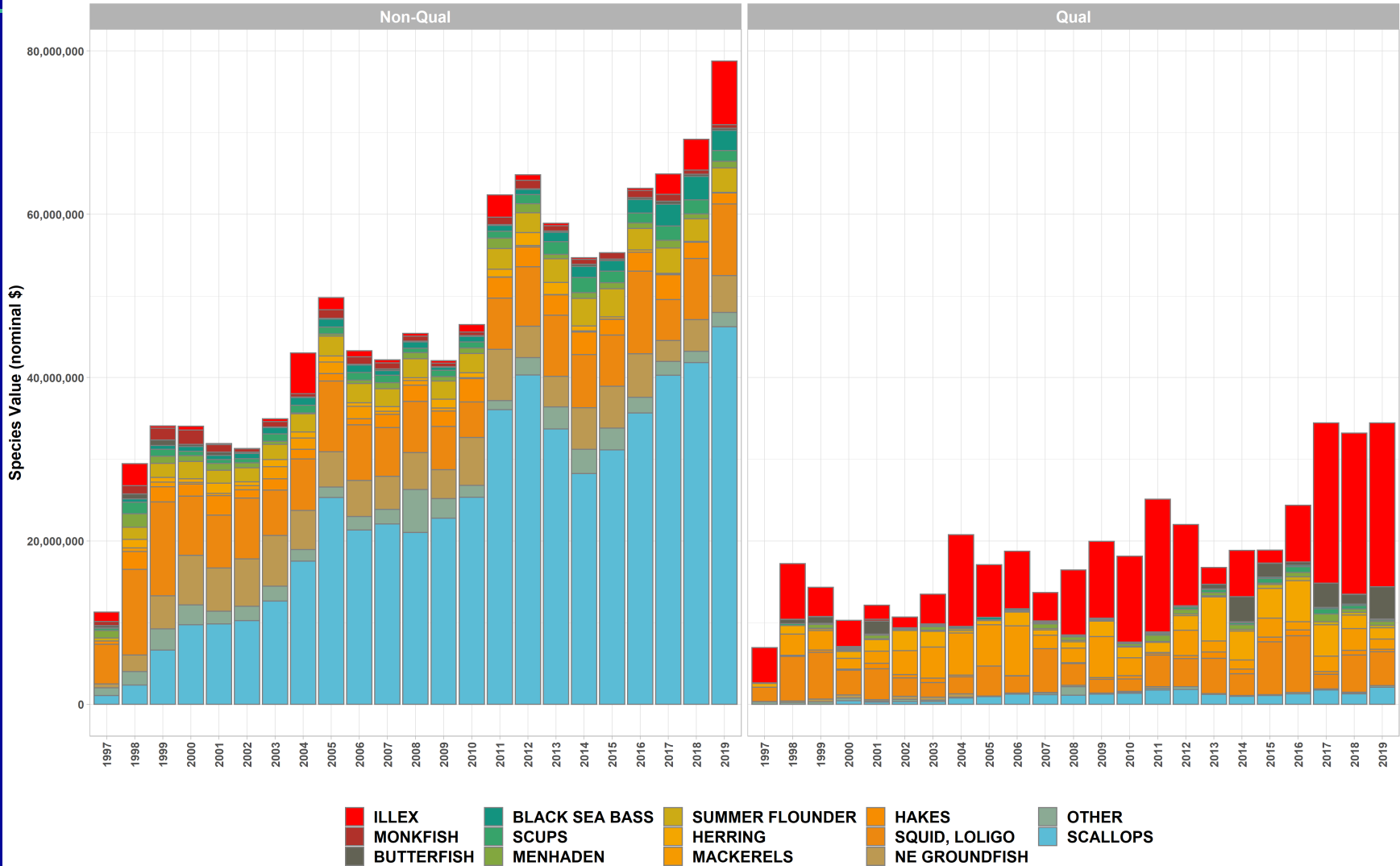
# Revenue Sources

1997-2019.50,000



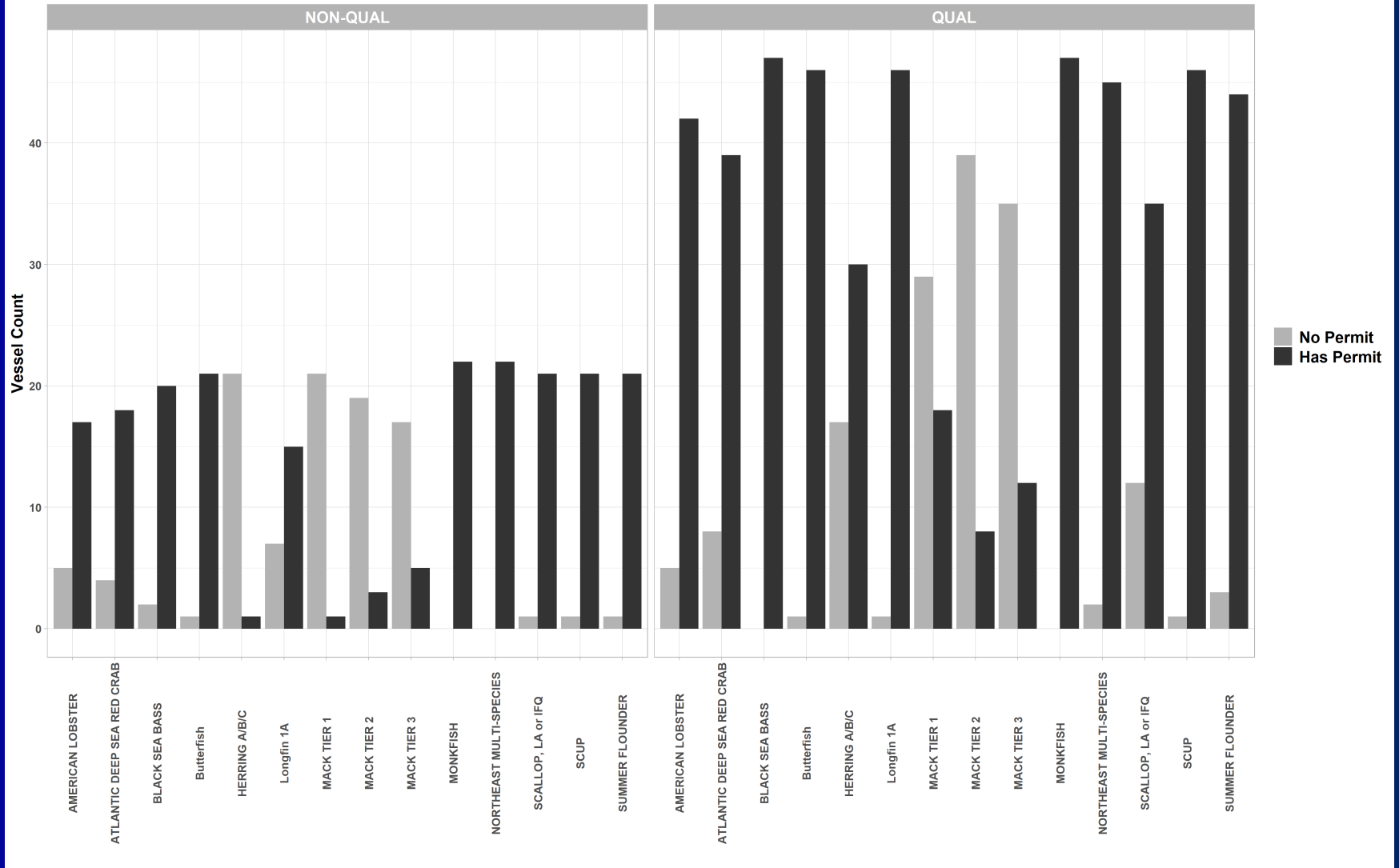
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both 1997-2013 and 2014-2018.1,000,000



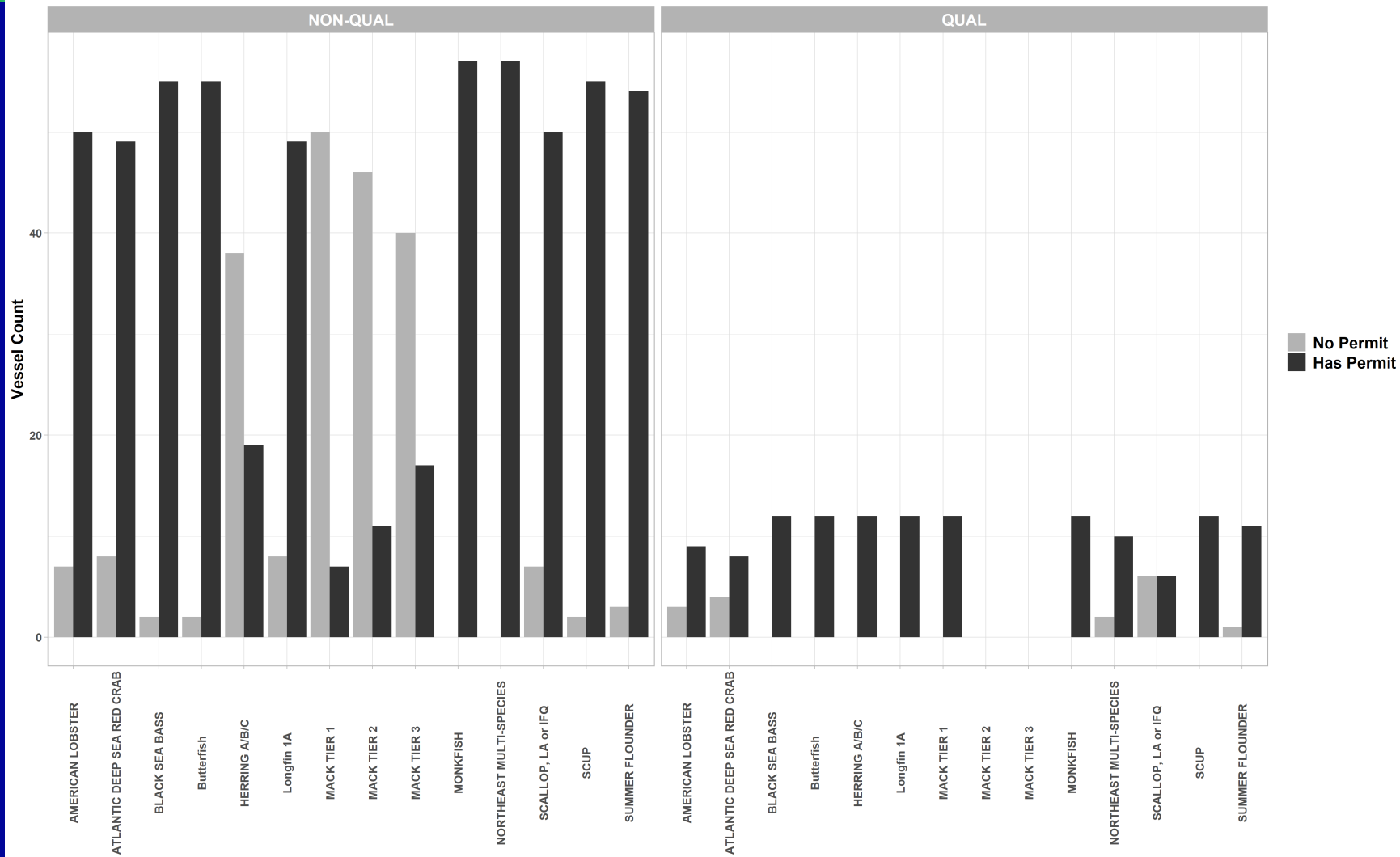
# Permits

1997-2019.50,000



# Permits

both 1997-2013 and 2014-2018.1,000,000





# Distribution of Trips > 10,000

