



**Mid-Atlantic Fishery Management Council**  
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Michael P. Luisi, Chairman | G. Warren Elliott, Vice Chairman  
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## MEMORANDUM

**Date:** July 7, 2020  
**To:** Council  
**From:** J. Didden  
**Subject:** June 8, 2020 MSB Committee Meeting Summary

The Mackerel, Squid, and Butterfish (MSB) Committee met to make recommendations regarding the MSB FMP Goals/Objectives and *Illex* Permits Amendment. A complete list of attendees is available by contacting Council staff.

The following “boxed” motions were passed at the June Committee meeting, and staff has added some background that may be useful.

I move that the Committee recommend that the Council adopt Alternative 4 as a preferred alternative:

Tier 1 - 1997-2013 @ 500 K pounds

Tier 2 - 1997-2018 @ 100 K pounds (62,000 pound trip limit)

Tier 3 - 1997-2018 @ 50 K pounds (20,000 pound trip limit)

(all based on live pounds)

A vessel is eligible for a Tier 1 permit if it purchased and can document a refrigerated seawater system, plate freezing system or blast freezer and had it installed between January 1, 2012 through the control date of August 2, 2013, AND landed a minimum of 200,000 lbs of *Illex* in the 2013 fishing year, ending December 31, 2013.

In April 2020, the MSB Committee recommended the streamlining of alternatives for final consideration (estimated requalifiers based on live<sup>1</sup> pounds). The alternative above recommended by the Committee in June 2020 increased the Tier 2 trip limit for #4 from what the Committee originally proposed based on additional analyses that indicated 62,000 pounds was the approximate median trip size for the vessels in that tier over 2017-2019 when only considering their trips over 10,000 pounds (trips under 10,000 represent a small percent of the relevant landings and would skew the median lower).

#1. No action. (75 Permits)

#2. 51 requalifiers: 1997-2019 @ 50 K pounds (no Tiering)

#3. 13 requalifiers: 1997-2013 **plus** 2014-2019 w/1,000,000 pounds **each** (no Tiering)

#4. 35 requalifiers: Tier 1 - 1997-2013 @ 500 K pounds  
13 requalifiers: Tier 2 - 1997-2018 @ 100 K pounds (48K trip limit)  
02 requalifiers: Tier 3 - 1997-2018 @ 50 K pounds (20K trip limit)  
25 of 75 permits would not requalify for any Tier

#5. 42 requalifiers: Tier 1 - 1997-2013 @ 500 K pounds **OR** 2014-2019 @ 1 M pounds  
07 requalifiers: Tier 2 - 1997-2019 @ 100 K pounds (90K trip limit)  
02 requalifiers: Tier 3 - 1997-2019 @ 50 K pounds (47K trip limit)  
24 of 75 permits would not requalify for any Tier

The public hearing document stated that from the range of alternatives in the public hearing document, final consideration could involve narrowed alternatives and that, “the Council could also create an alternative that combines several options to create a tiered permit system. For example, the Council could select more restrictive requalification criteria that requalify fewer MRIs for a tier that operates as current (no trip limit), and then create a second tier managed with trip limits for the MRIs that don’t requalify under the more restrictive criteria...” The above five alternatives are the Committee’s recommendations for the narrowed alternatives, and do consider some tiered alternatives. #1, #2 and #3 retain the full range of alternatives considered in the public hearing document as no action (#1), the alternative that would requalify most permits besides no action (#2), and the alternative that would requalify the least permits (#3). #4 and #5 are tiered systems as contemplated in the public hearing document, and are in between #2 and #3 in terms of numbers of permits that could requalify (and thus also impacts).

The public hearing document also contemplated that tiered and/or non-requalifying vessels might be subject to trip limits ranging from 10,000 pounds to 124,000 pounds, which encompasses the range of trip limits in the Committee’s narrowed list above. The Committee also recommended a provision that considers investments made in the *Illlex* fishery just before the control date, and the modification would allow accounting for those investments. It is expected that only a few vessels may fall into this situation.

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<sup>1</sup> The change from landed pounds to live pounds had a minimal effect on the numbers of predicted requalifiers. The public hearing document noted that all re-qualifier estimates are preliminary, and continue to be preliminary.

I move that the Committee recommend that the Council adopt the goals and objectives as presented today and in the public hearing document.

I move that the Committee recommend that the Council require a maximum volumetric fish hold measurement for Tier 1 limited access *Illlex* MRIs. The fish hold volume could be increased by up to 10 percent of the MRI's baseline hold measurement, whether through refitting or vessel replacement. The baseline would be that of the vessel initially qualifying for the permit at the time of the final rule's effective date.

As discussed in the public hearing document, the fish hold measurement and upgrade restriction would mirror that of the mackerel fishery, and vessels that already have such a baseline for their mackerel permit would simply carry over the same baseline to their Tier 1 *Illlex* permit. This alternative, like with mackerel, is designed to help freeze the footprint of the fishery and avoid additional over-capitalization. The Committee considered a similar recommendation for potential Tier 2 re-qualifiers, but postponed voting pending additional input from staff regarding whether having a hold measurement and baseline could be useful for future scientific endeavors and/or real-time management (see decision memo).

I move that the Committee Recommend that the Council approve requiring daily catch VMS reporting for limited access *Illlex* vessels.

Reid/Nolan

The regulations are somewhat ambiguous whether just VMS notification or also daily VMS catch reporting for *Illlex* is/are required. This would clarify that daily VMS catch reporting for *Illlex* is required.

The Committee also discussed a request from Mark Phillips to have his original non-qualification for an *Illlex* permit reconsidered, or have some other consideration regarding this issue. No action was taken.