

DRAFT
Summary Report
Law Enforcement/ Shrimp/Deepwater Shrimp Advisory
Panels

Webinar
January 17, 2020

A joint meeting of the Law Enforcement, Shrimp and Deepwater Shrimp Advisory Panels was held on January 17, 2020 via webinar. The advisory panels were given a presentation on Shrimp Amendment 11 and then discussed and provided recommendations for the modification of shrimp transit provisions through cold-weather closed areas. The comments below are separated out by advisory panel where Law Enforcement and Shrimp/DW Shrimp made a motion for the preferred transit provision. After the motions were made by the advisory panels, the group then developed a consensus recommendation for transit provisions (provided at the end).

Law Enforcement Advisory Panel LE AP members had the following comments on transit provisions:

- To make enforcement easier, NOAA Office of Law Enforcement (OLE) recommends requiring that vessels be equipped with VMS. This requirement would solve the issue of gear stowage during transit through a closed area if a speed requirement was also required.
- While AIS is useful technology, it is not required for vessels less than 65 feet and it is not monitored by OLE. VMS, on the other hand, provides real time info and is monitored continuously. AIS can be turned off by the user.
- LE AP members acknowledged that requiring VMS would be unpopular among fishermen. Members proposed compromising to arrive at a solution that suits enforcement and fishermen alike.
- LE AP members agreed that requiring that nets be disconnected from doors is burdensome to fishermen. Suggestion to require that doors be in cradles while vessel is transiting would be reasonable.
- LE AP's preference would be to require VMS but if VMS cannot be made a requirement, then requiring that doors be in cradle is reasonable and enforceable.

MOTION #1: LAW ENFORCEMENT ADVISORY PANEL RECOMMENDS SHRIMP VESSELS TRANSITING COLD-WEATHER CLOSED AREAS ARE REQUIRED TO BE EQUIPPED WITH VMS AND MAY TRANSIT THROUGH THE CLOSED AREAS IF FISHING GEAR IS APPROPRIATELY STOWED. FOR THE PURPOSE OF THIS PARAGRAPH, TRANSIT MEANS A DIRECT AND NON-STOP CONTINUOUS COURSE THROUGH THE AREA, MAINTAINING A MINIMUM SPEED OF FIVE KNOTS AS DETERMINED BY AN OPERATING VMS AND A VMS MINIMUM PING RATE OF 1 PING PER 5 MINUTES; FISHING GEAR APPROPRIATELY STOWED MEANS THAT DOORS AND NETS ARE OUT OF THE WATER.

MOTION PASSED BY LEAP (5 FAVORED, 0 OPPOSED)

Shrimp and DW Shrimp AP members had the following comments on transit provisions:

- Current requirement to store doors below deck is difficult because the doors are larger than the opening to the hold and some maneuvering of the doors is required to lower them below deck. The doors are extremely heavy and this operation is dangerous, especially during inclement weather.
- Disconnecting nets from doors is time consuming and complicated. It takes a long time to reconnect doors and the possibility that the nets may not be reattached properly is an undue burden.
- Bag straps refer to the cod line that is used to tie the net together at the end to keep the catch inside.
- Shrimpers do not want VMS due to cost of maintenance. Vessels larger than 65 feet are already required to have AIS and the technology can be used for enforcement.
- Transit provision language that has been adopted in the Gulf of Mexico is agreeable.
- It would be easy to demonstrate that nets are in unfishable condition while transiting by removing the bag straps and presenting to LE. This could be accomplished without officers having to board the vessel.

MOTION #2: DEEPWATER SHRIMP AND SHRIMP ADVISORY PANELS RECOMMEND VESSELS MAY TRANSIT WITH NON-STOP PROGRESSION THROUGH THE SOUTH ATLANTIC COLD-WEATHER CLOSED AREAS WITH FISHING GEAR APPROPRIATELY STOWED WITH TRAWL DOORS AND NETS OUT OF THE WATER AND THE BAG STRAPS MUST BE REMOVED FROM THE NET.

MOTION PASSES BY SHRIMP AND DEEPWATER SHRIMP AP (3 IN FAVOR, 0 OPPOSED)

The advisory panels recognized the Council would have a difficult time reconciling the differences in their motions. They developed a consensus recommendation with all members voting in favor of the recommendation

JOINT RECOMMENDATION #1: ALL THREE PANELS RECOMMEND TRAWLERS MAY TRANSIT THROUGH SOUTH ATLANTIC COLD-WEATHER CLOSED AREAS UNDER THE FOLLOWING CONDITIONS: TRANSIT MUST BE A NON-STOP PROGRESSION THROUGH THE AREA AND GEAR MUST BE APPROPRIATELY STOWED. GEAR APPROPRIATELY STOWED MEANS DOORS IN THE RACK, NETS IN THE RIGGING AND TIED DOWN, AND TRY NET ON THE DECK.

ALL IN FAVOR

Attendees

LE	Michael	Thomas	*Attended for Col. Chisolm Frampton
LE	Kevin	Roberson	
LE	Scott	Pearce	

LE	James	Bruce	
LE	Garland	Yopp	
LE	Bob	Lynn	
LE	Duane	Smith	
LE	Casey	Oravetz	*Attended for Lt. Pat O'Shaughnessy
Shrimp/DW	JANIE	THOMAS	
Shrimp/DW	Nancy	Jones	
Shrimp/DW	Gary	Exley	
Shrimp	Scott	Baker	
NOAA	Michael	Travis	
NOAA	Frank	Helies	
NOAA	Nikhil	Mehta	
NOAA	Rick	DeVictor	
SAFMC Staff	Christina	Wiegand	
SAFMC Staff	MYRA	BROUWER	
SAFMC Staff	Kelly	Klasnick	
SAFMC Staff	Chip	Collier	
SAFMC Staff	John	Hadley	
Council	Melvin	Bell	
Council	steve	poland	
Council	David	Whitaker	
Public	CJ	Schlick	
Public	Laurie	Stevens	
Public	Brandi	Salmon	