

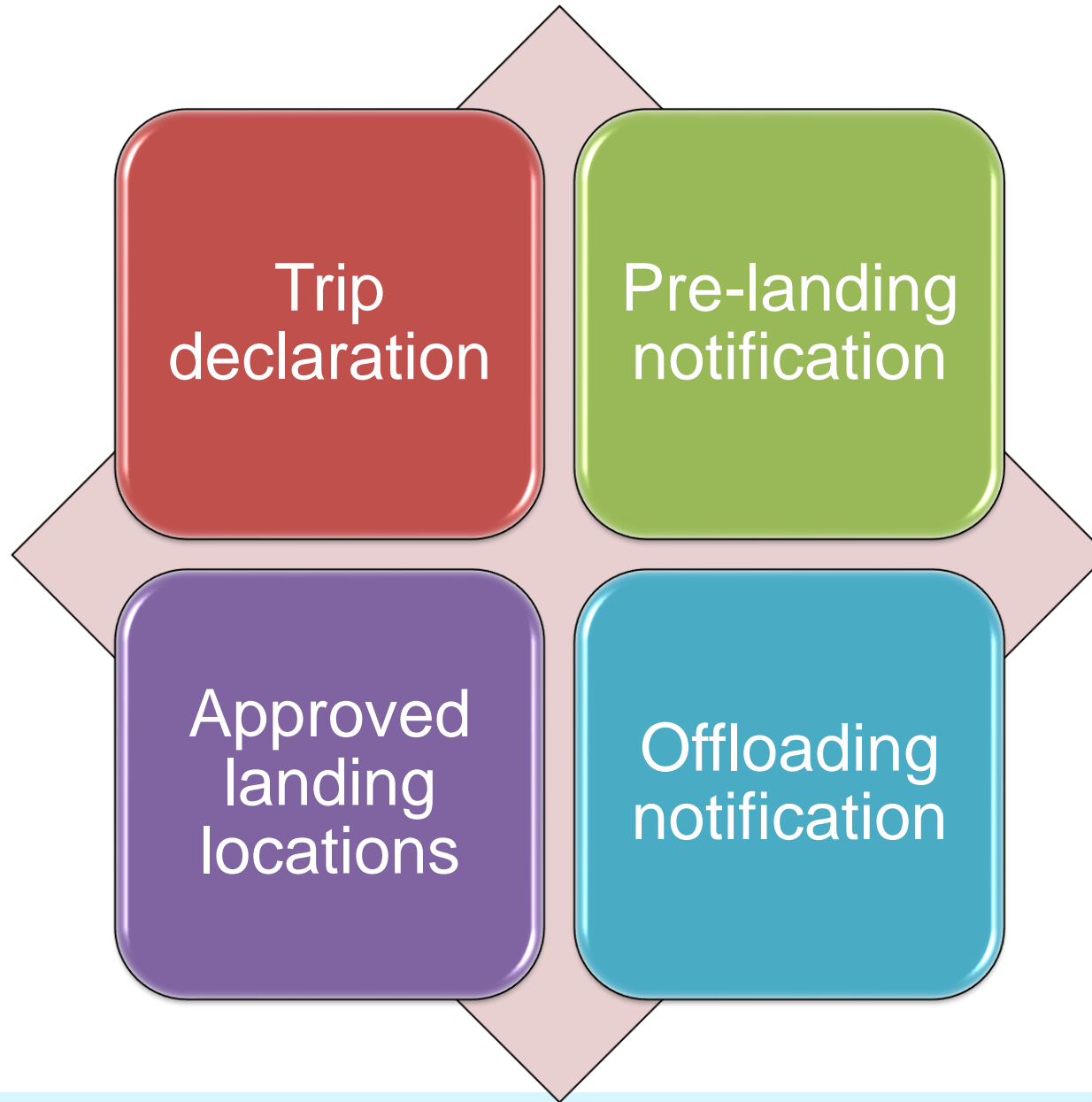


**NOAA**  
**FISHERIES**

# Wreckfish ITQ

Elements to monitor and enforce compliance of  
scientific information needed to manage  
Wreckfish

# Elements



# Trip Declarations (“Hail-Out”, “Start Hail”)

- Purpose: To monitor compliance by specific fishery
- Real-time distribution allows officers and agents to plan work schedule to maximize vessel encounters at-sea or dockside
  - Information contained in declaration improves at-sea verification of trip type
- Managers use data to improve scientific data quality and for trip accounting and program reporting compliance audits
  - Other uses include: days at sea accounting, landing limits, compliance matching, observer coverage eligibility, species target information, and triggers for other reporting requirements.
- Distribution of declaration key component
  - VMS provides real-time transmission and distribution for officers
  - E-mail notification can provide near real-time distribution that accounts for enforcement zones
    - Requires development and maintenance of list and processing tasks

# Trip Declarations in NMFS

- Generally require notification to NMFS prior to departure for a trip
  - Other fisheries require submission within 1 hour of departure or same day as trip departure
  - NE fisheries allow declaration changes at-sea specific to their fishery
- Types of information include are:
  - Vessel information (registration, name, permits)
  - Intended sector, fishery, and gear
    - Fishery includes “out of fishery” and “research trip” options
  - Departure date/time
- Majority fisheries use VMS as mechanism for declarations while a few have built applications specific for their fishery
  - North East’s Pre-trip Notification System (PTNS) used to put observers on board
  - West Coast OLE Declarations application
  - Noted increased agency burden and cost to maintain separate application

# Declaration Options

- **Purpose:** Trip accounting and trigger for compliance of other reporting requirements
- Options: VMS and NMFS built application
- VMS form option
  - Existing forms can be modified to reduce administrative costs
  - VMS forms can link to Catch Share system
  - Requires VMS units and service (current preferred is to not use VMS)
- NMFS built application option
  - Accessible only through internet
  - Increased implementation time to build
  - Increased cost to build and maintain
  - Addition of phone service adds to cost
- Determine when a declaration should be required
  - Gulf IFQ submits every time they leave the dock
- Information submitted determined by NMFS based on need, may include:
  - Vessel, shareholder, permit identifiers, fishery, target species, gear, trip start date and time, and starting port
- Submission timing restrictions
  - Submission timing affects usefulness in enforcement and management.
  - Submission too far in advance limits the ability to match to for trip accounting
  - Allowances may be needed for updates to declarations

# Pre-landing notifications (“Hail-In”, “End Hail”)

- Purpose: To monitor compliance by specific fishery and to meet a vessel dockside
- Sufficient prior notice of landing and real-time distribution aids in officers and port agents officers to meet the vessel upon landing
- Managers apply pre-landing information for post-trip tracking and auditing
- Distribution and sufficient time lag are key components
  - Notifications are in advance of landing – typically at-sea hours before arrival
  - If not submitted at-sea, would require waiting period between notification and landing (e.g., idle in harbor)
  - VMS can provide real-time at sea notification
  - E-mail system can provide distribution to appropriate parties – but does require build and maintenance costs
    - Gulf IFQ notifies OLE and dealer listed in pre-landing notification

# Pre-landing Notifications In NMFS

- NMFS determines information needed for management, and may include:
  - Vessel (registration, permit, name)
  - Port/offloading location,
  - Dealer (name, state, facility)
  - Estimated date/time arrival and/or offload,
  - Estimated species on-board (type and volume).
- Examples
  - Gulf IFQ submits 3-24 hours in advance
  - Gulf Headboat Collaborative study submitted 1 hour in advance
  - Gulf SEFHIER<sup>1</sup> used a combined declaration and pre-landing notification
  - NE Multi-species submits prior to crossing demarcation line *and* 6 hours prior to landing or on last haul for trips greater than 6 hours

<sup>1</sup> Program now vacated; risk that pre-landing notification was estimated and could not be modified once at sea

# Pre-landing Options

- **Purpose:** Notifies NMFS in advance of landing allowing officers and samplers to meet the vessel
- Options: VMS and NMFS built application
- VMS form option
  - Allows at-sea submission
  - Modify existing forms and links to Catch Share system
  - Requires VMS units and service (Council opted not to use VMS)
- NMFS built application option
  - Accessible only through internet – not at-sea
  - Increased implementation time to build
  - Increased cost to build and maintain
  - Addition of phone service adds to cost
- Required when wreckfish on-board
- Information submitted determined by NMFS based on need, may include:
  - Vessel identifiers, shareholder, permit, expected landing location, expected trip end date and time, expected offload time, estimated wreckfish pounds,
- Submission timing restrictions
  - Submission timing affects usefulness in enforcement and management.
  - Submission at dock defeats purpose for enforcement





# Offloading Notification

- Concern heard: Desire to increase flexibility in offloading locations and times to meet fishermen/business needs (e.g., waiting on tides, non-fixed facility locations)
- Potential offloading measures
  - Offload declaration – declaration of when offload will begin
  - Offload location list – designated list of sites
  - Broaden offload timing restrictions
- Landing vs offload
  - Offloading means the removal of fish from a vessel
  - Landing means to arrive at a dock, berth, beach, seawall, or ramp

# Offloading Regulations

## Current Restrictions

- Offloads allowed at fixed dealer facility
- Offloads at locations other than a fixed dealer facility require 24 h notice by phone
- Offloads must be completed between 8 am and 5pm

## Gulf IFQ

- Pre-landing notification 3-24 in advance
- Must land at approved landing locations
  - Submitted in advance, reviewed by OLE for safety and accessibility
- Offloads must be completed between 6am and 6pm
  - If officer is present and authorizes could extend offload time past 6pm
- Offload must occur within 96 hrs of notification
- Dealer must complete landing transaction on day of offload
- Offloads not at fixed dealer facility require on-site capability to accurately weigh fish and submit landing declaration before being transported.

# Offload Declaration Option

- **Purpose:** Notifies NMFS about offload. Fish can not be offload until submitted. Would require designated hours between offload declaration and actual offload.
- Options: VMS and NMFS built application
  - Increased implementation time to build
  - Increased cost to build and maintain
  - VMS offers at-sea notification
  - App requires internet connection
  - Addition of phone service adds to cost
- Information submitted determined by NMFS based on need, may include:
  - Vessel identifiers (i.e., registration, permit), dealer name and facility, offload date/time, estimated Wreckfish pounds
- Submission timing restrictions
  - Submission timing affects usefulness in enforcement and management
  - Sufficient time is needed for enforcement to arrive at the dock for the offload
  - Dealers often set the offload time and it may not be known in advance
- Offload declaration submission could be by dealer or vessel operator
  - Potential for both to verify offload notice

# Offload Location and Times

- **Location Purpose:** Pre-approved list of offload locations that are used in pre-landing or offload notifications to allow NMFS to meet the vessel during offload.
- Option: Fixed dealer facility
  - Meets status quo, but limiting
- Option: Pre-approved location
  - Requires pre-approval process – mimic Gulf process
  - Expands landing and offload locations
  - Allows a truck to meet a vessel at a location
- Option: Generic ports
  - Potentially insufficient to meet vessel
- **Time purpose:** Restricted window to begin and complete offload that occurs during day light hours and can be overseen by NMFS officers.
- Considerations are safety of officers and ability to view offloads during daylight hours
  - Sunrise between ~6:15 AM to ~7:30 AM
  - Sunset between ~5:15 PM to ~8:40 PM
- Alt 1: 8am – 5pm
  - Matches minimum daylight hours in the year
- Alt 2: 6am – 6pm
  - Matches Gulf IFQ for officer safety
- Alt 3: 5am – 8pm
  - Matches maximum daylight hours in the year
- Alt 4: no limit