

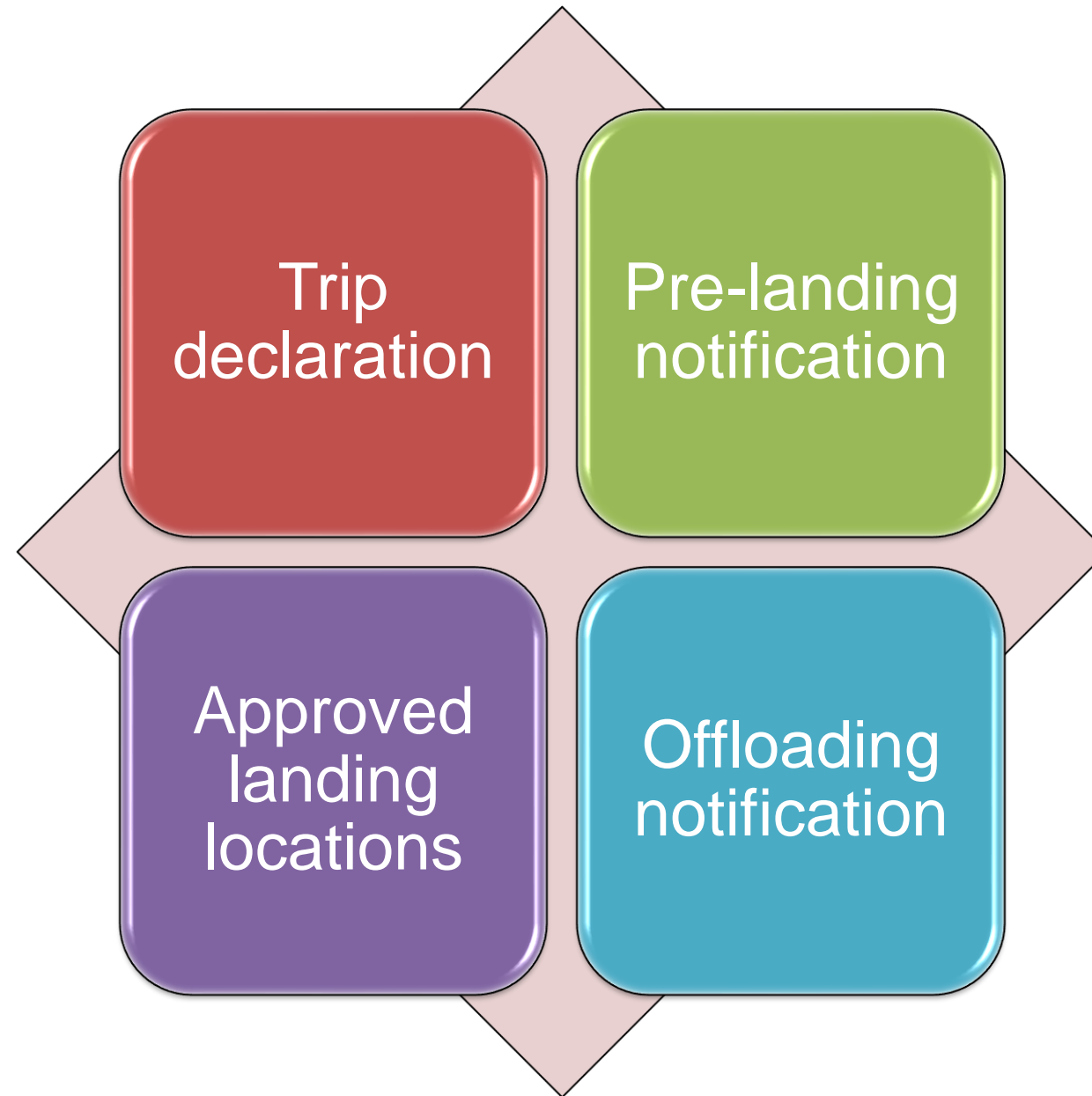


**NOAA
FISHERIES**

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
 - Some fisheries require within 1 hour of departure or same day as departure
 - NE fisheries allow declaration changes at-sea specific to their fishery
- Information may include:
 - 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)
 - 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 (Council opted not to 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
- When is it required?
 - Only Wreckfish trips? All S-G trips?
- What information is submitted?
 - Vessel, shareholder, and/or permit identifiers?
 - Fishery? Target Species? Gear?
 - Trip start date and time?
 - Starting port?
- Can declaration be modified? If so, when?
- Submission timing restrictions?
 - Submitted any time prior to a trip? Prior to a trip but after end of previous trip?
 - Submission within x hours of a trip?
 - Submission time frame critical if form will be matched to other records
 - Gulf SEFHIER had trip declarations submitted months in advance of trips – made trip accounting difficult

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

¹ Program now vacated, risk that pre-landing notification was estimated and could not be modified once at sea

Pre-landing Notifications In NMFS

- Information 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).
- Gulf (IFQ, reef fish non-IFQ, and Headboat Collaborative (HBC) study)
 - Notification 3-24 hours (IFQ, reef fish) or 1 hour (HBC) prior to landing
 - Includes vessel, dealer (IFQ and reef fish), landing location, estimated date/time, estimated IFQ catch (IFQ & HBC) or self-certify no IFQ species (reef fish)
- Gulf SEFHIER¹ used a combined declaration and pre-landing notification
- NE Multi-species
 - Prior to crossing demarcation line and 6 hours prior to landing or on last haul for trips greater than 6 hours

¹ 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
- When is it required?
 - Only Wreckfish trips? All S-G trips?
- What information is submitted?
 - Vessel identifiers (i.e., registration, permit)
 - Shareholder identifier?
 - Expected landing location?
 - Expected trip end date and time?
 - Expected offload time?
 - Estimated Wreckfish pounds? Other species?
- Submission timing restrictions?
 - How far in advance should submission occur?
 - Submission at dock defeats purpose



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
- No offload declaration
- 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 hours 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
- When is it required?
 - Only Wreckfish trips? All S-G trips?
- What information is submitted?
 - Vessel identifiers (i.e., registration, permit)
 - Dealer identifiers
 - Dealer facility
 - Offload time selection window?
 - Estimated Wreckfish pounds? Other species?
 - Expected landing time (to bypass hail-in requirement)
- Submission timing?
 - How far in advance should submission occur?
 - Dealers often set the offload time and it may not be known in advance
- Who submits?
 - Dealer or vessel operator?
 - Does it need to be verified by both?



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
- Alt 3: 5am – 8pm
 - Matches maximum daylight hours in the year
- Alt 4: no limit