



**NOAA**  
**FISHERIES**

HMS Management  
Division

# 3 Year Review of Individual Bluefin Quota Program

## Preliminary Data – REFERENCE DOCUMENT

(includes information presented orally to Advisory Panel and additional data not presented)

(2012 – 2014; 2015 - 2017)

HMS Advisory Panel Meeting

March 2018

# Overview of 3-Year Review of IBQ Program

## Purpose of 3-Year Review

- Describe and analyze the effects that have taken place since the “baseline” period (2012 – 2014; prior to implementation)
- Determine whether, and to what degree the goals of the IBQ program (and MSA) have been met due to implementation of the program
- Evaluate elements of the catch share program

## Timing of 3-Year Review of IBQ Program

- March 2018 – Preliminary data ; AP Input
- Fall 2018 – Draft document; AP Input
- Spring 2019 – Final document

*(Reviewed after 3 years in order to enable potential changes to IBQ Program (in response to results) to occur relatively quickly; Most catch share programs conduct formal reviews after 5 years)*

# Elements of 3-Year Review Currently Available

## 1) Preliminary Data – Why Preliminary?

- Soliciting input from HMS Advisory Panel on suggestions for additional relevant data and analyses
- Complete 2017 data not yet available (e.g., logbooks and observer data)

## 3) Draft Introduction

## Data 'Chapters' in this Document

- Allocation Data
- Fishing Effort
- Bluefin Landings and Dead Discards
- IBQ Metrics
- Revenue
- Access to Cape Hatteras Gear Restricted Area
- Electronic Monitoring Program data
- VMS Reporting
- Cost Recovery & other topics

- Consider how the above data can be used to evaluate whether the objectives of the IBQ Program are being met;
- What other data would be useful to evaluate the IBQ Program?

## IBQ Program Objectives – From Amendment 7

1. **Limit the amount of bluefin landings and dead discards** in the pelagic longline fishery;
2. Provide strong **incentives** for the vessel owner and operator to **avoid bluefin tuna interactions**, and thus reduce bluefin dead discards;
3. Provide **flexibility in the quota system** to enable pelagic longline vessels to obtain bluefin quota from other vessels with available IBQ in order to enable full accounting for bluefin landings and dead discards, and minimize constraints on fishing for target species;
4. **Balance** the objective of **limiting** bluefin landings and dead discards with the objective of **optimizing fishing opportunities and maintaining profitability**; and
5. **Balance** the above objectives **with** potential **impacts on the directed permit categories** that target bluefin tuna, and the broader objectives of the 2006 Consolidated HMS FMP and Magnuson-Stevens Act.

# Allocation Data

Annual Allocations

IBQ Allocations by Tier

Shareholders

Vessels distributed IBQ

New Entrants to PLL fishery

## Annual IBQ Allocations (mt) to the Longline Category (mt)

Type of Allocation	2015	2016	2017
Annual (Jan 1)	137.3	148.3	148.3
Transfer from Reserve Category	34.0 (Jul 28)	34 (Jan 4)	45.0 (Mar 2)
ICCAT Baseline Quota Increase	11.0 (Aug 28)	na	na
<b>Total</b>	<b>182.3</b>	<b>182.3</b>	<b>193.3</b>

Annual Allocations and 2015, 2016 Transfers: Only allocated to eligible shareholders, for which the valid permit was associated with a vessel.

2017 Transfers: 2015 and 2016 only to *active* vessels (vessels with recent fishing activity (1/1/16 through 2/22/17))

## IBQ Allocations (mt) to the Longline Category by Share Tier (lb, 2015)

Quota Distribution	IBQ (mt)	Date (2015)	IBQ (lb) to each Eligible Shareholder*		
			High Tier (~1.2%)	Medium Tier (~0.6%)	Low Tier (~0.37%)
Annual Allocation	137.3	January 1	3,616	1,808	1,124
Transfer from Reserve Category	34.0	July 28	551	551	551
ICCAT Baseline Quota Increase	11.0	August 28	292	146	90
<b>Total</b>	<b>182.3</b>		<b>4,459</b>	<b>2,505</b>	<b>1,765</b>

\*Only allocated to eligible shareholders, for which the valid permit was associated with a vessel.



## IBQ Allocations (mt) to the Longline Category by Share Tier (lb, 2016)

Quota Distribution	IBQ (mt)	Date (2016)	IBQ (lb) to each Eligible Shareholder*		
			High Tier (~1.2%)	Medium Tier (~0.6%)	Low Tier (~0.37%)
Annual Allocation	148.3	January 1	3,913	1,956	1,206
Transfer from Reserve Category	34.0	January 4	551	551	551
<b>Total</b>	<b>182.3</b>		<b>4,464</b>	<b>2,507</b>	<b>1,757</b>

\*Only allocated to eligible shareholders, for which the valid permit was associated with a vessel.

## IBQ Allocations (mt) to the Longline Category by Share Tier (lb, 2017)

Quota Distribution	IBQ (mt)	Date (2017)	IBQ (lb) to each Vessel*		
			High Tier (~1.2%)	Medium Tier (~0.6%)	Low Tier (~0.37%)
Annual Allocation	148.3	January 1	3,913	1,956	1,206
Transfer from Reserve Category	45.0	March 2	1,102	1,102	1,102
<b>Total</b>	<b>193.3</b>		<b>5,015</b>	<b>3,058</b>	<b>2,308</b>

\* Annual Allocation: Only allocated to eligible shareholders, for which the valid permit was associated with a vessel.  
 Transfer from Reserve Category: Only to *active* vessels (vessels with recent fishing activity (1/1/16 through 2/22/17))

## Number of Shareholders and Vessels Distributed IBQ

Year	# Shareholders	# Vessels Distributed IBQ	Beginning of Year		Change in Status by End of Year	
			Shareholders with permit in NOVESID (no vessel)	Shareholder with expired permit	Shareholders with permit in NOVESID (no vessel)	Shareholder with expired permit
2015	136	131	3	2	2	0
2016	136	126	7	3	6	0
2017	136	122	9	5	7	0
2018	136	112	13	11		

The amount of quota that was not distributed due to shareholders without vessels, or shareholders with expired permits was 1%, 4%, and 3% of the total pelagic longline quota allocated during 2015, 2016, and 2017, respectively.

Increase in numbers of NOVESID status

## Split of IBQ Allocations between Gulf of Mexico and Atlantic (lb, 2015 to 2017) Percent of Total Allocation

Year	Allocated to Shareholders		Distributed to Vessels	
	Gulf of Mexico	Atlantic	Gulf of Mexico	Atlantic
2015	35%	65%	35%	64%
2016	35%	65%	35%	61%
2017*	35%	65%	34%	62%

IBQ Distributed to vessel is less than IBQ allocated to Shareholders due to permits not associated with vessels and permits that are not renewed

## Analysis of New Entrants to PLL Fishery and Active Vessels w/out Shares

Time Period	Metric	Number
1/1/15 to 1/23/18	- New owners of permits with shares (new entities) -	5
1/1/15 to 1/23/18	New owners of permits with shares (new business; not new entities)	19
1/1/15 to 1/23/18	New vessels associated with permits with shares	19
2015 to 2017	- Active vessels without shares -	6
2015 to 2017	Active vessels without shares that do not have shares to date	4
2015 to 2017	Active vessels without shares that later got permits with shares	2

New entities are new vessel owner(s); New businesses are new corporations with same owner(s)

# Fishing Effort

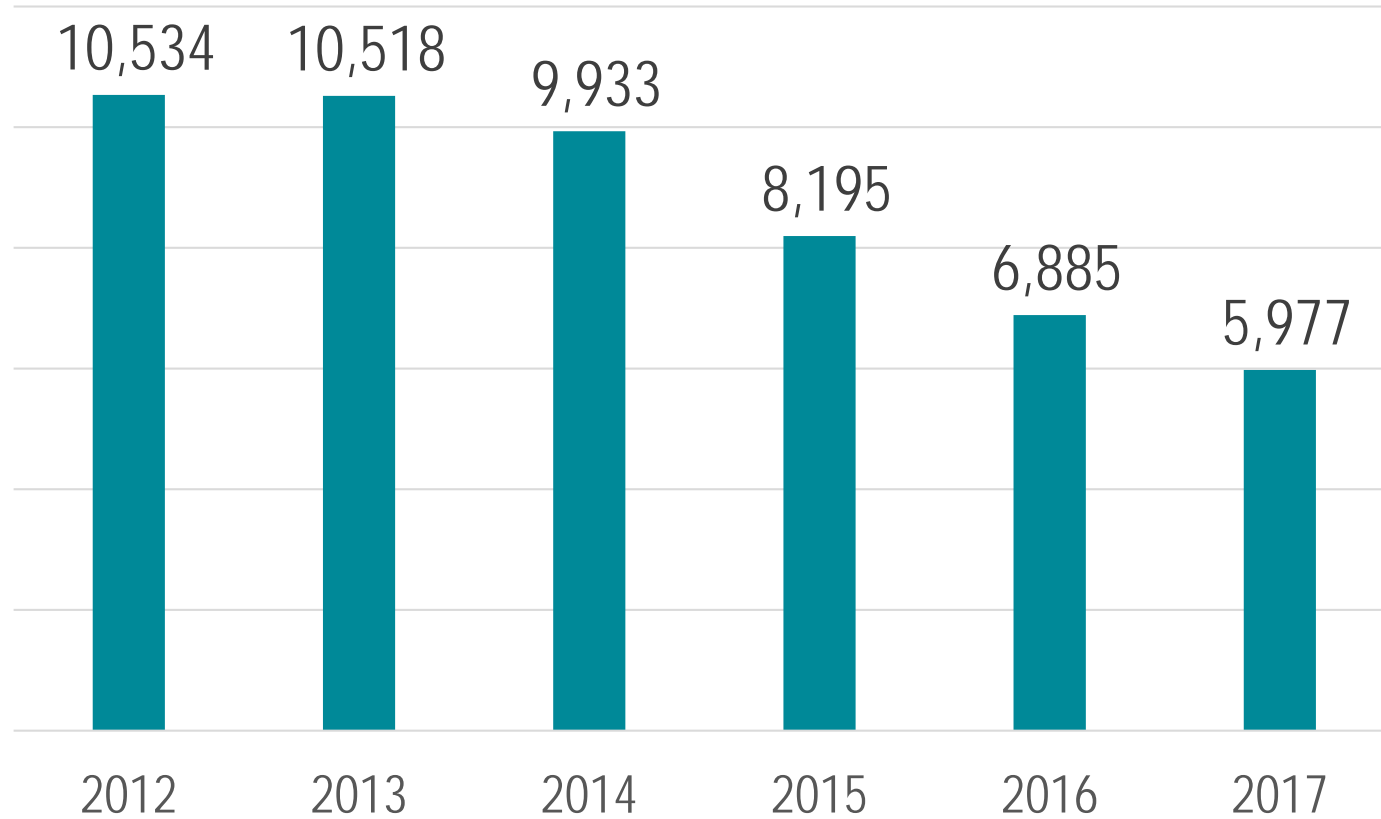
Sets

Trips

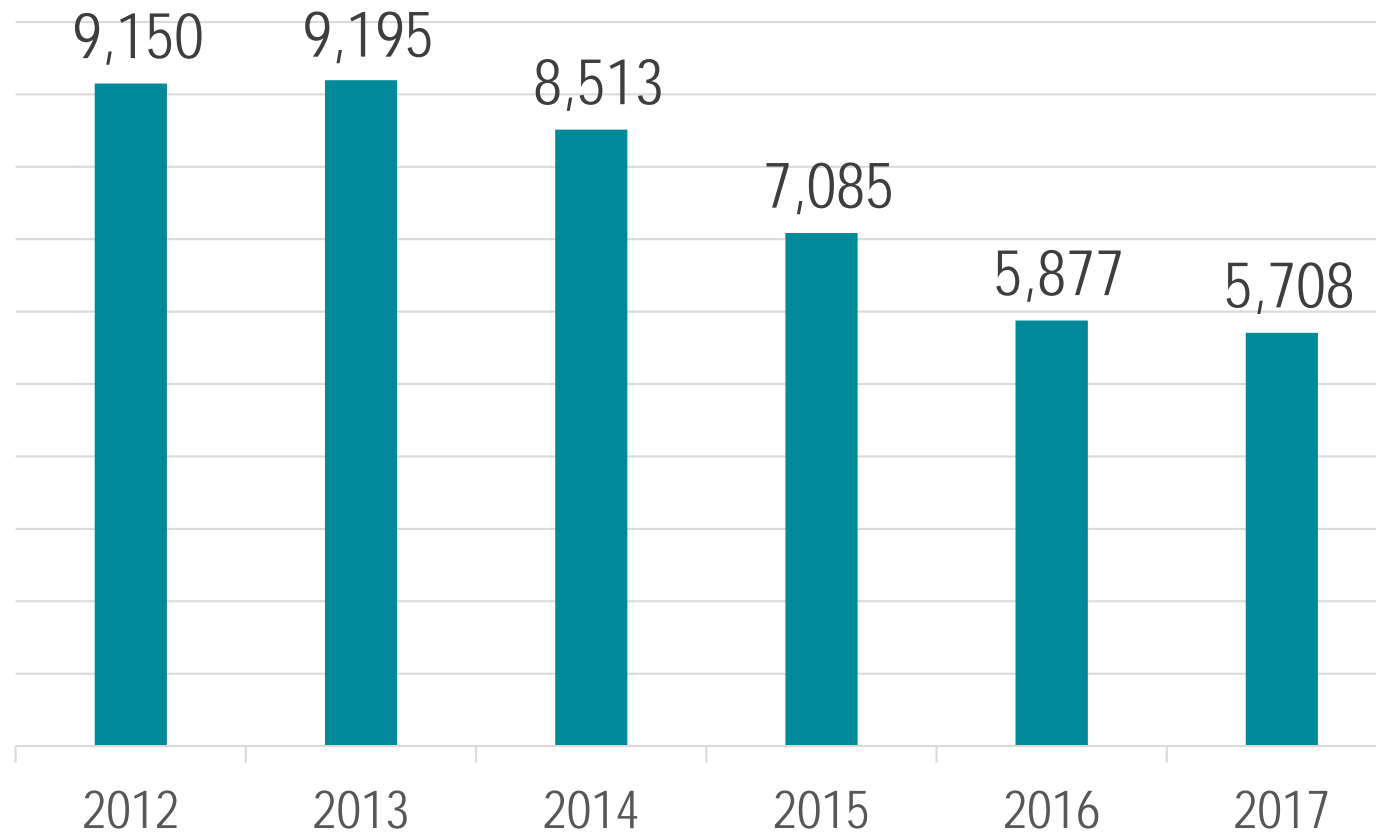
Hooks

Active Vessels

## Number of Sets Annually (2017 data incomplete)



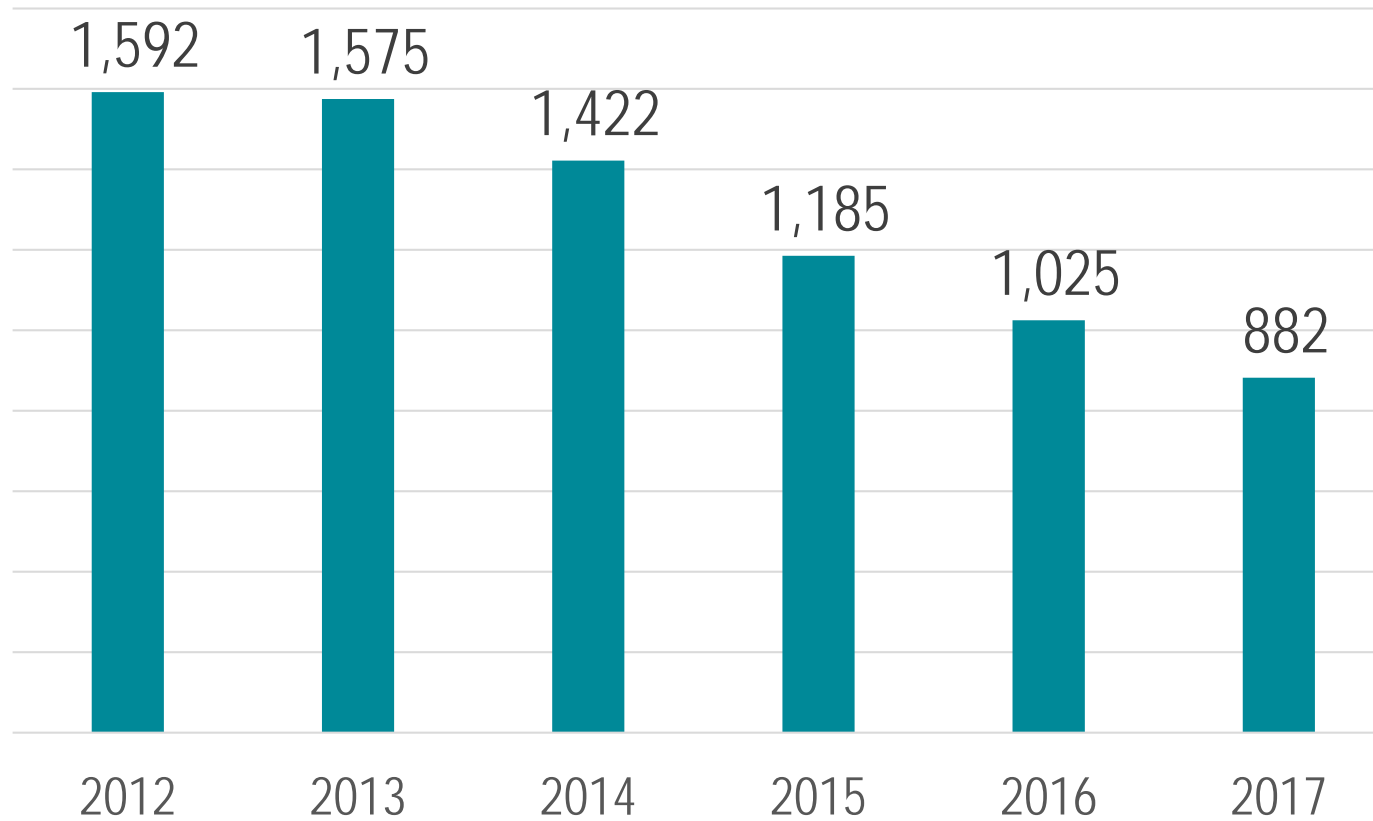
## Number Sets (Jan through Oct)



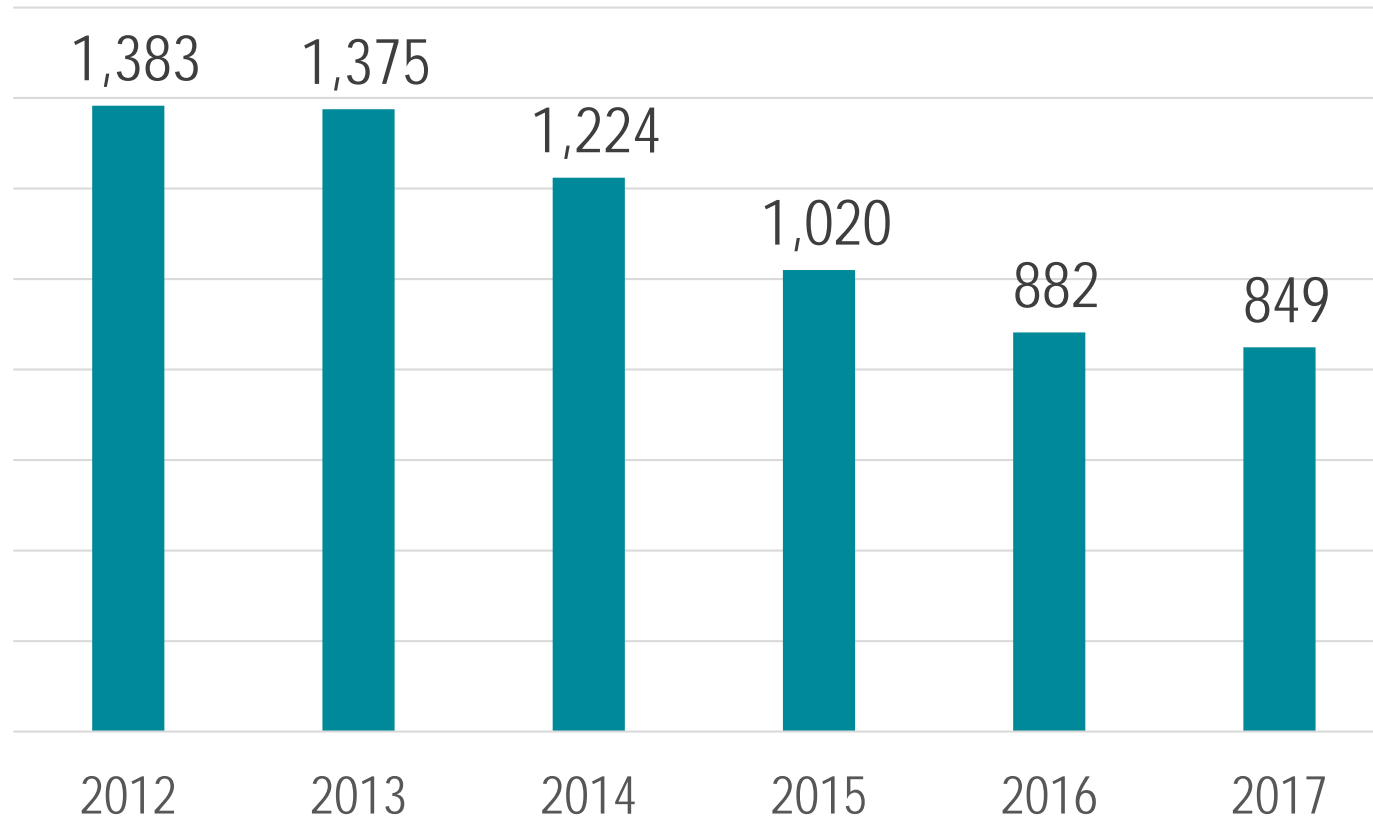
Comparing only January through October to take into account that 2017 data is currently incomplete;  
Decline in fishing effort may have leveled off



## Number of Trips Annually (2017 data incomplete)

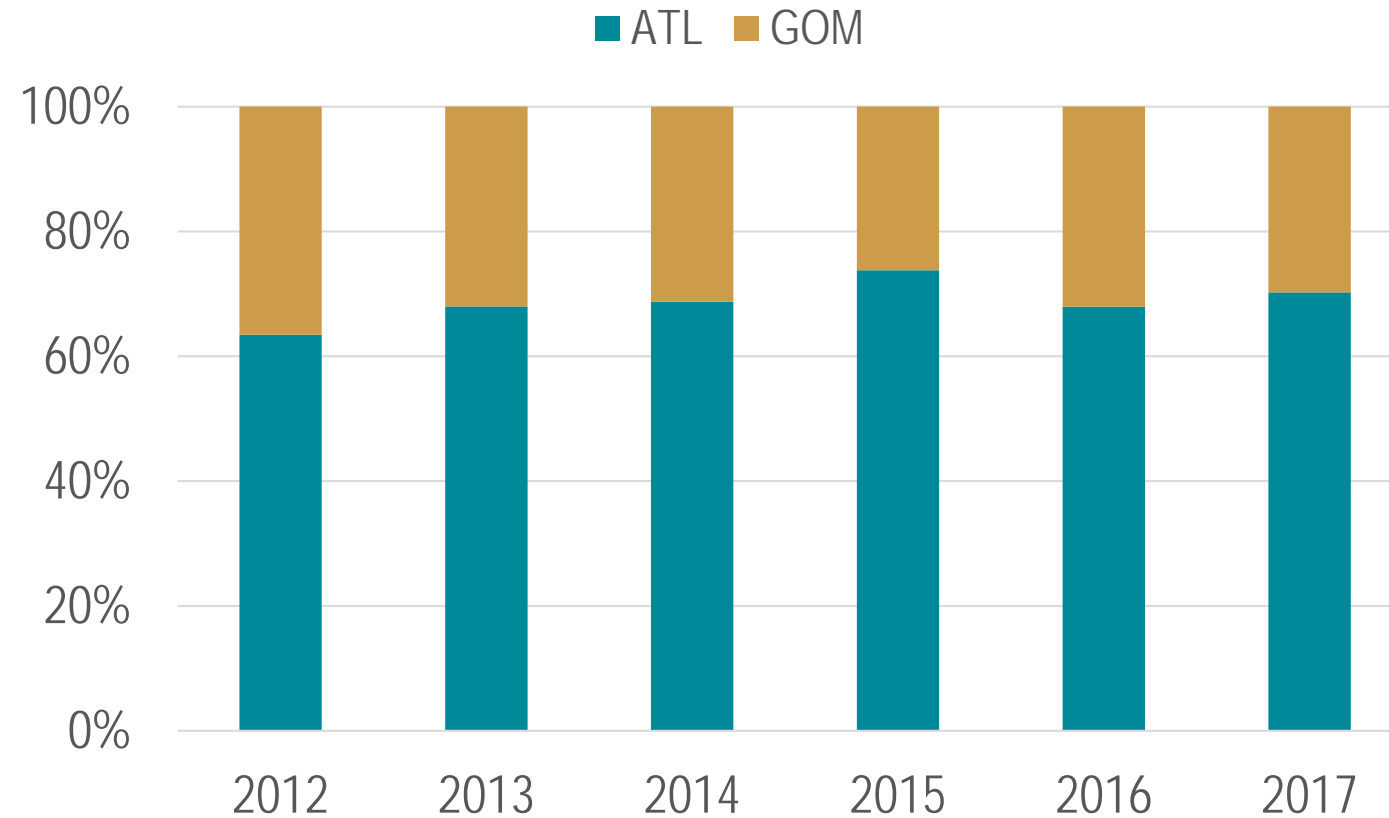


## Number of Trips (Jan through Oct)



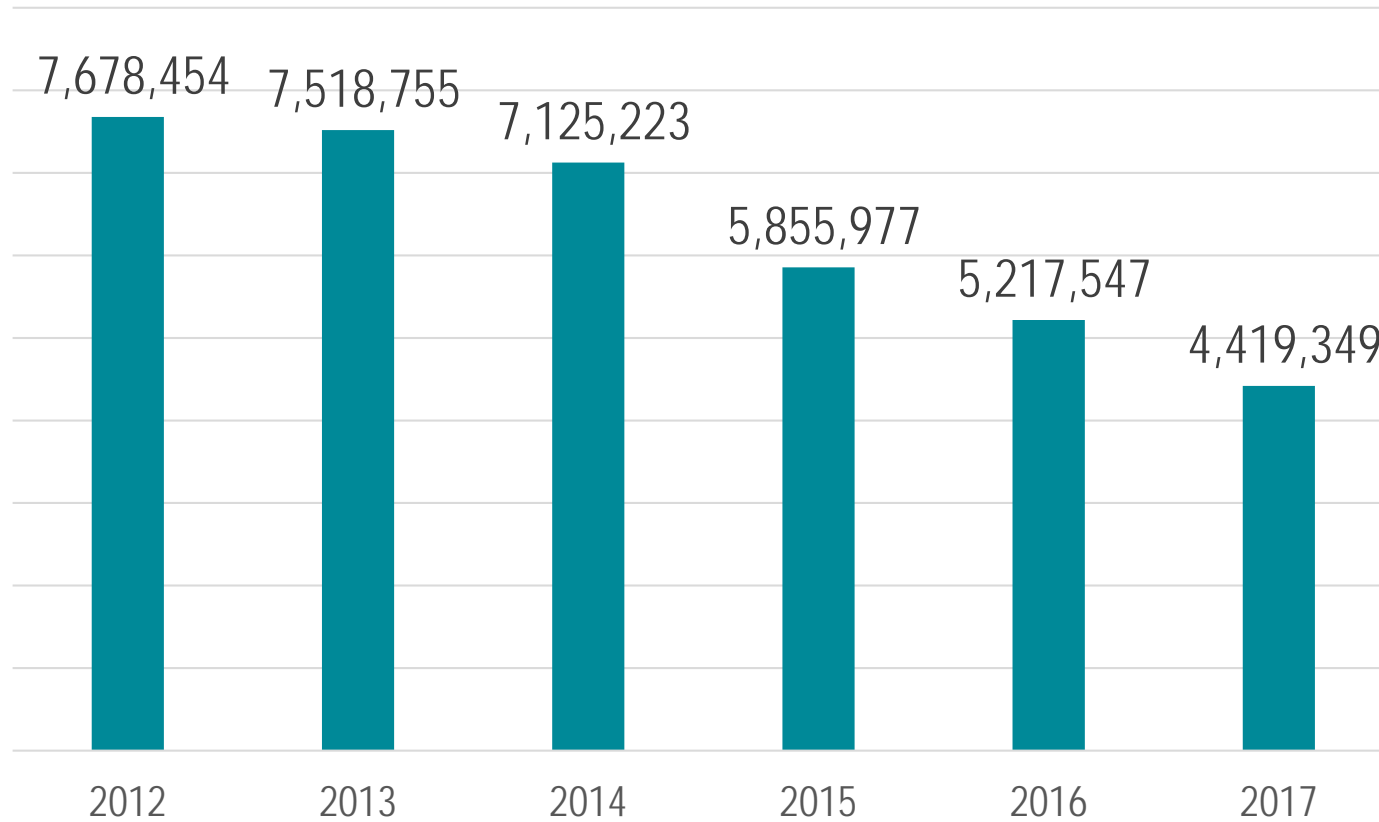
Comparing only January through October to take into account that 2017 data is currently incomplete;  
Decline in fishing effort may have leveled off

## Percentage of Sets in Atlantic and Gulf of Mexico by Year

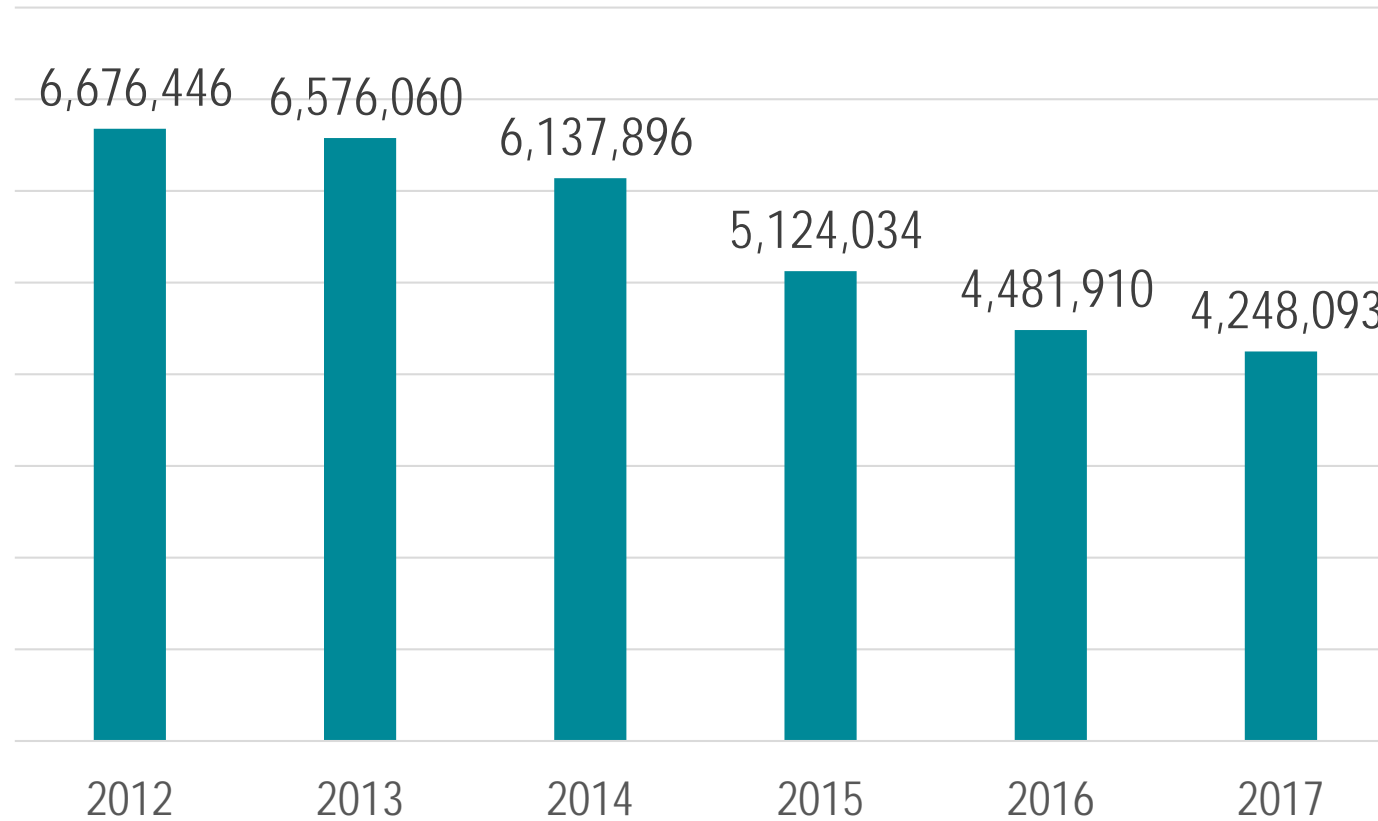


No substantial change in distribution of pelagic longline sets (GOM vs ATL)

## Number of Hooks (2017 Data Incomplete)

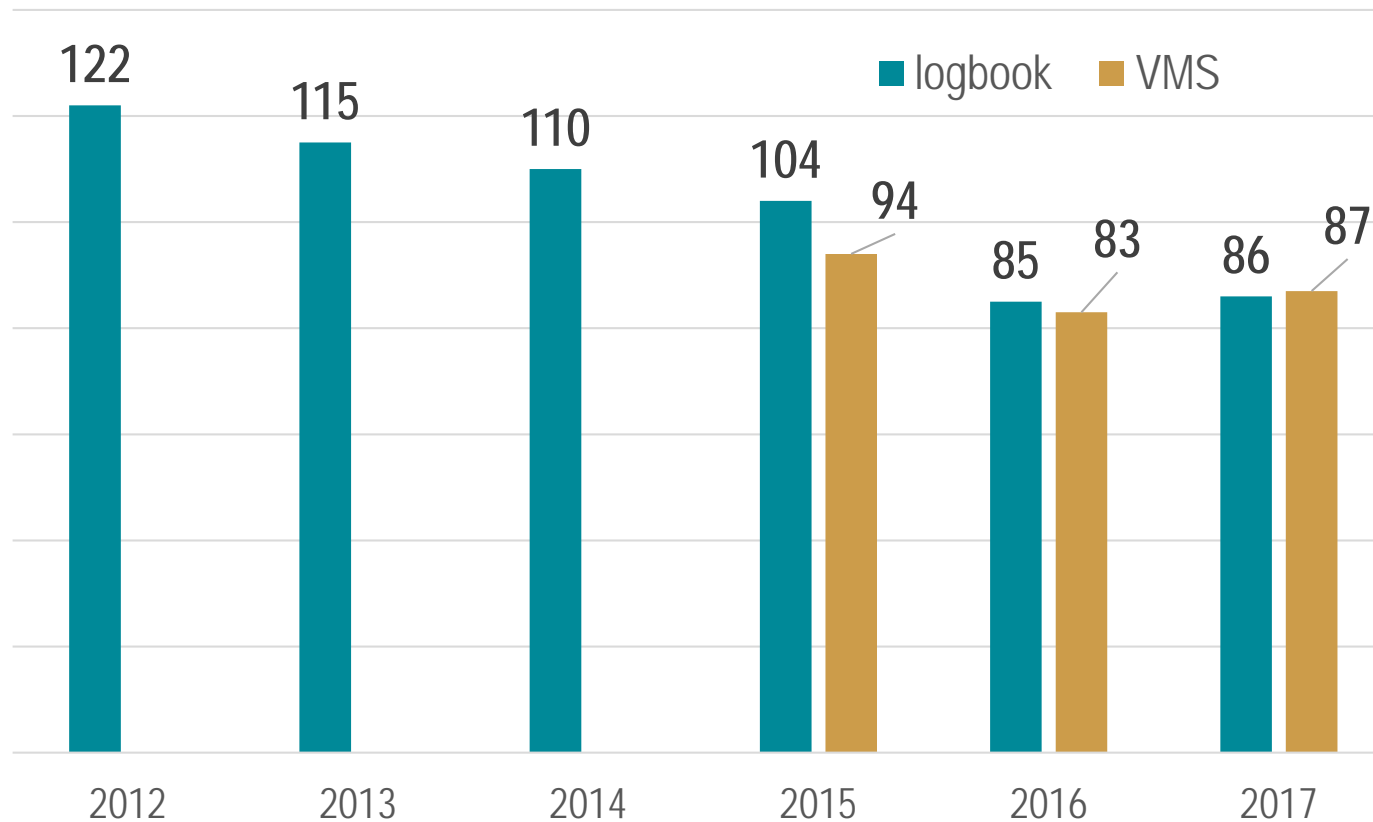


## Number of Hooks (Jan through Oct)



Comparing only January through October to take into account that 2017 data is currently incomplete; Decline in fishing effort may have leveled off

# Number of Active Vessels



Logbook: # of vessels fishing with PLL gear based on logbook data

VMS: # of vessels submitting Bluefin Set Reports via VMS (required beginning in 2015)

# Bluefin Landings and Dead Discards

Catch compared to quota

Catch distribution by area: Gulf of Mexico vs Atlantic and NED

Landings distribution among vessels

Landings by state

Dead discards CPUE

## PLL Landings and Dead Discards, Quota and Adjusted Quota (mt, Not including NED) 2012-2017

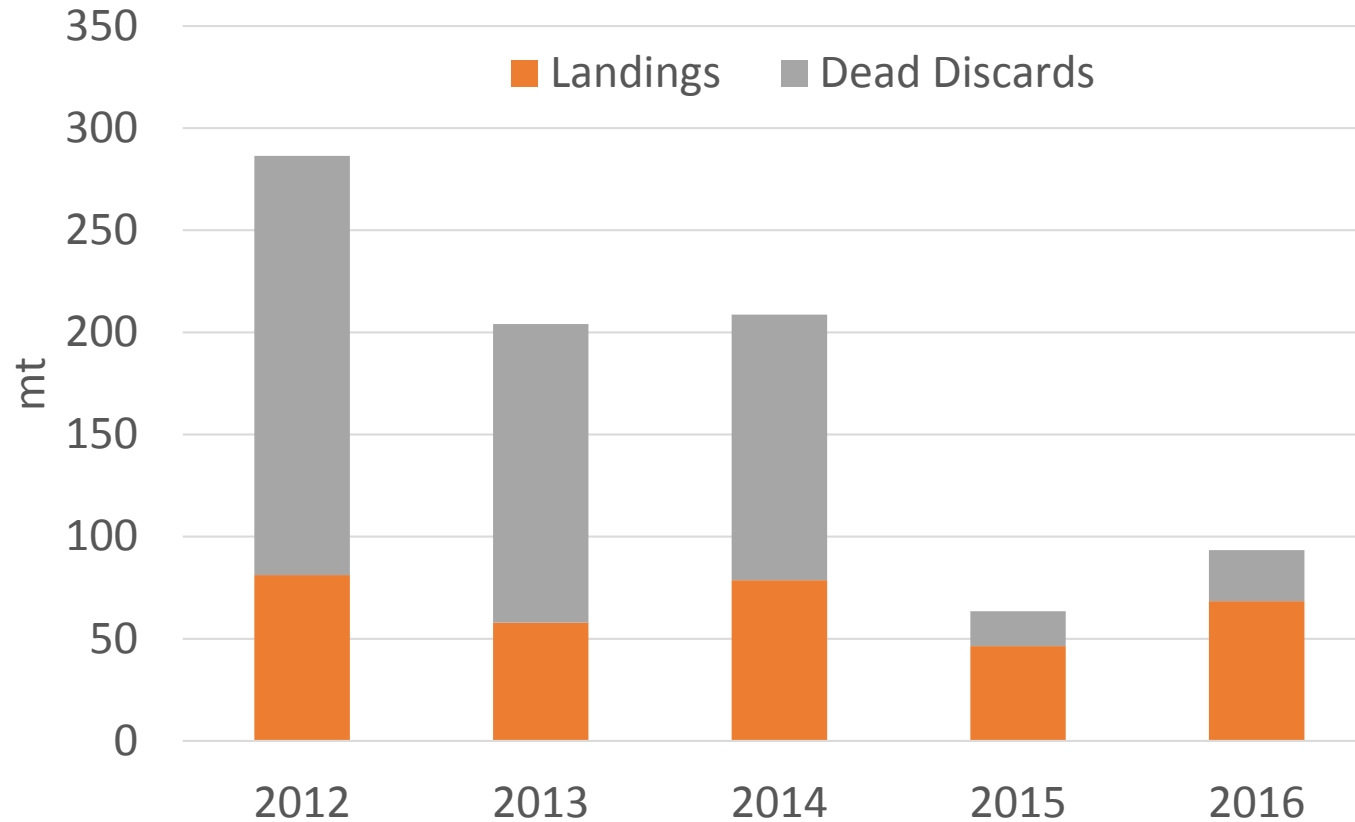
Year	Bluefin Landings	Bluefin Dead Discards	Total Catch	Base Quota	% of Base Quota	Adjusted Quota	% of Adjusted Quota
2012	81.2	205.2	286.4	74.8	382 %	78.4	365 %
2013	57.9	146.2	204.1	74.8	273 %	21.0	972 %
2014	78.7	130.0	208.7	74.8	279 %	99.2	210 %
2015	46.4	17.1	63.5	137.3	46 %	182.3	35 %
2016	68.4	22.6	90.2	148.3	61 %	182.3	49 %
2017	78.8	*	pending	148.3	pending	193.3	pending

Landings: Dealer data; Dead Discards: estimate based on observer and logbook data

\*2017 dead discard estimate is not available yet; Relevant Preliminary data indicate may be similar to 2015 or 2016

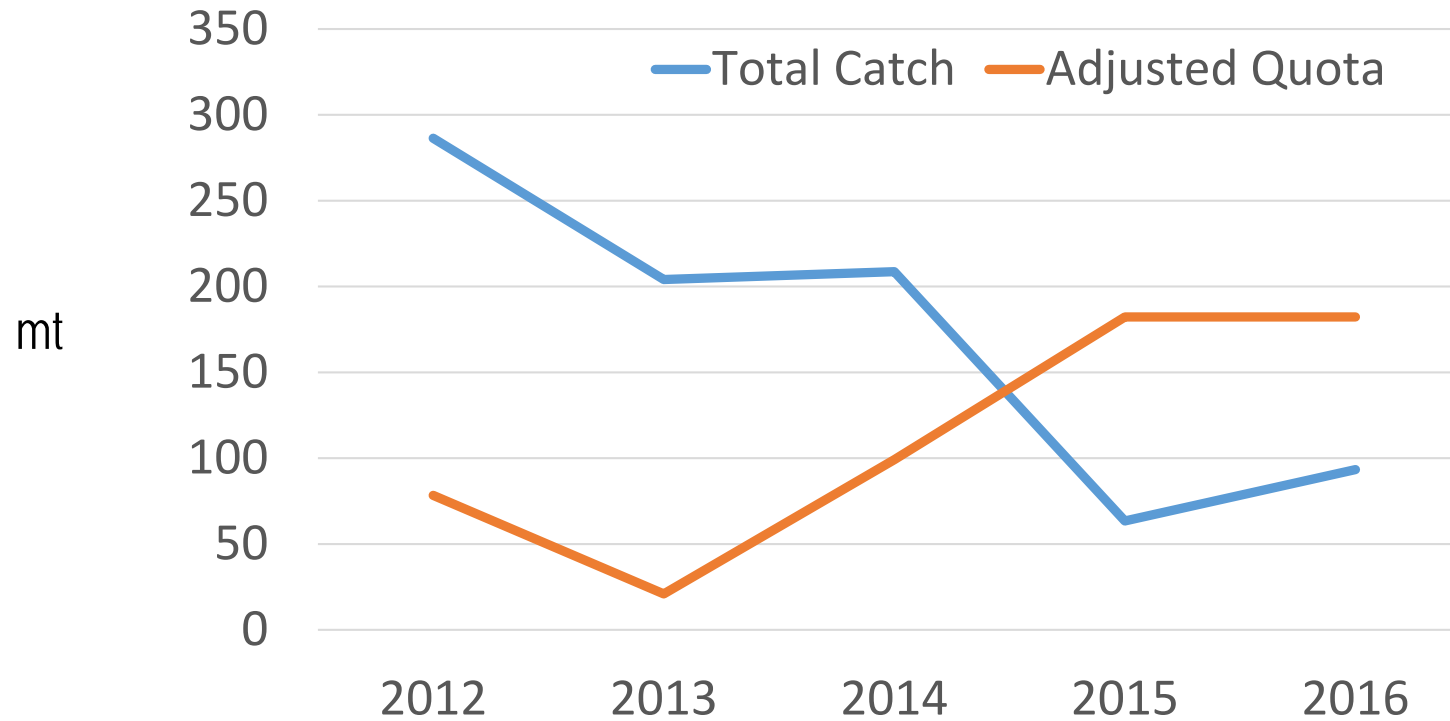


## Bluefin Landings and Dead Discards (mt)



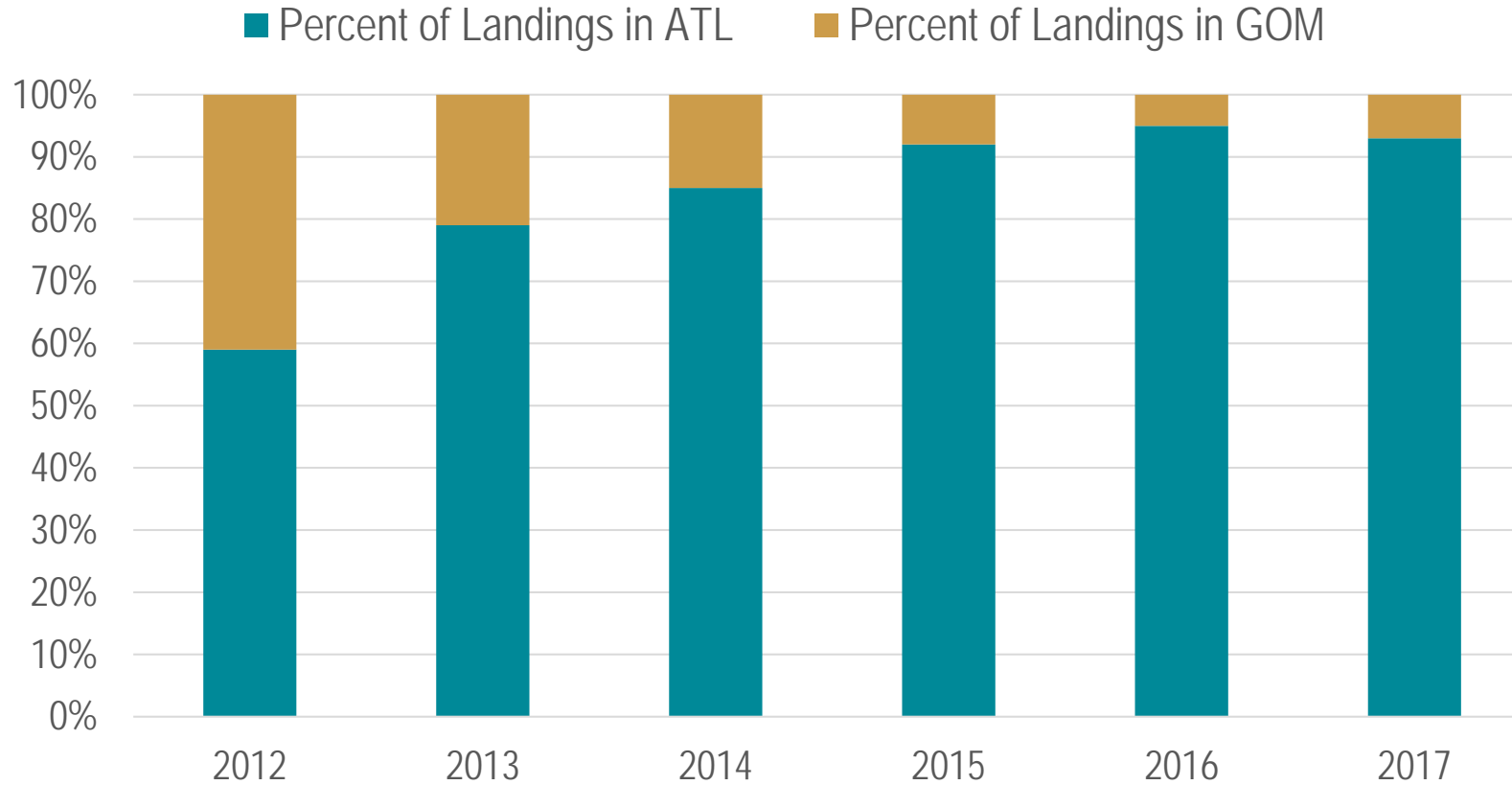
Landings: Dealer data; Dead Discards: estimate based on observer and logbook data  
2017 dead discard estimate is not available yet; Preliminary data indicate will be similar in value to 2015 or 2016

## Total Catch vs Adjusted Quota (mt)



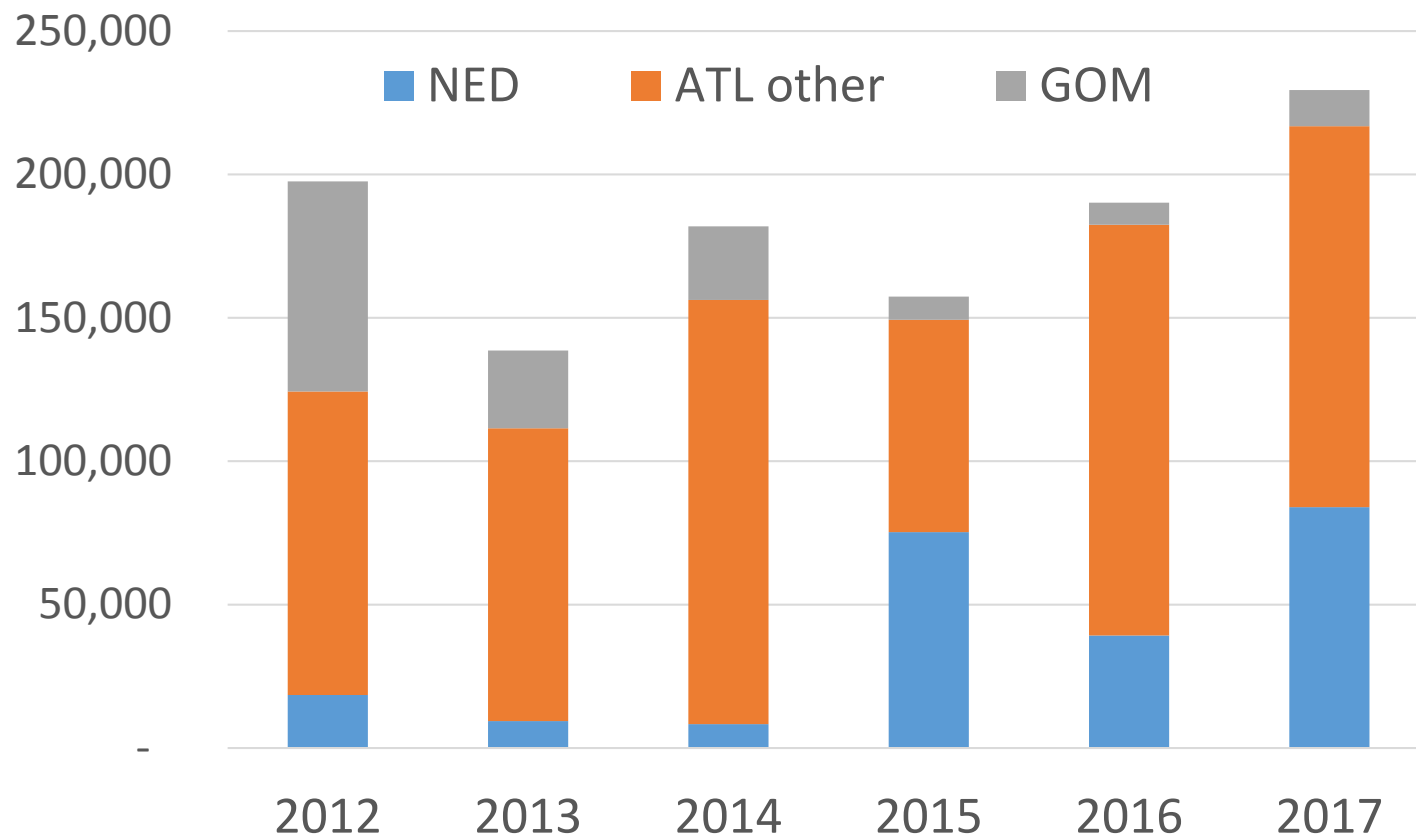
Landings: Dealer data; Dead Discards: estimate based on observer and logbook data  
2017 dead discard estimate is not available yet; Preliminary data indicate will be similar in value to 2015 or 2016

## Percent of Bluefin Landings in the Atlantic and Gulf of Mexico



Does not include NED Quota Landings; 2017: 'Repose'

## Bluefin Landings by Area (lbs) (including NED)

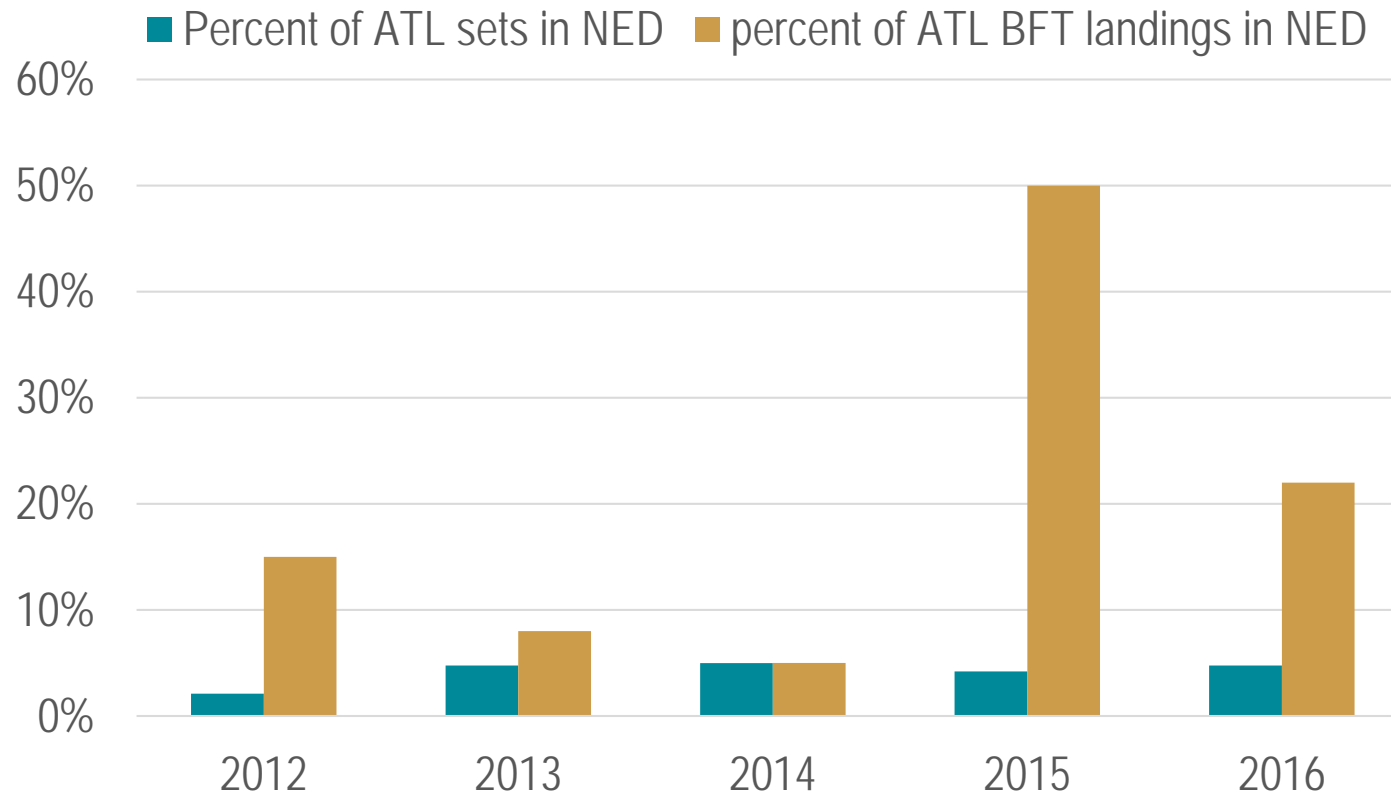


Proportion of total landings in GOM declining (from 41% in 2012 to 7% in 2017)

Proportion of total landings in NED increasing (from 9% in 2012 to 37% in 2017)

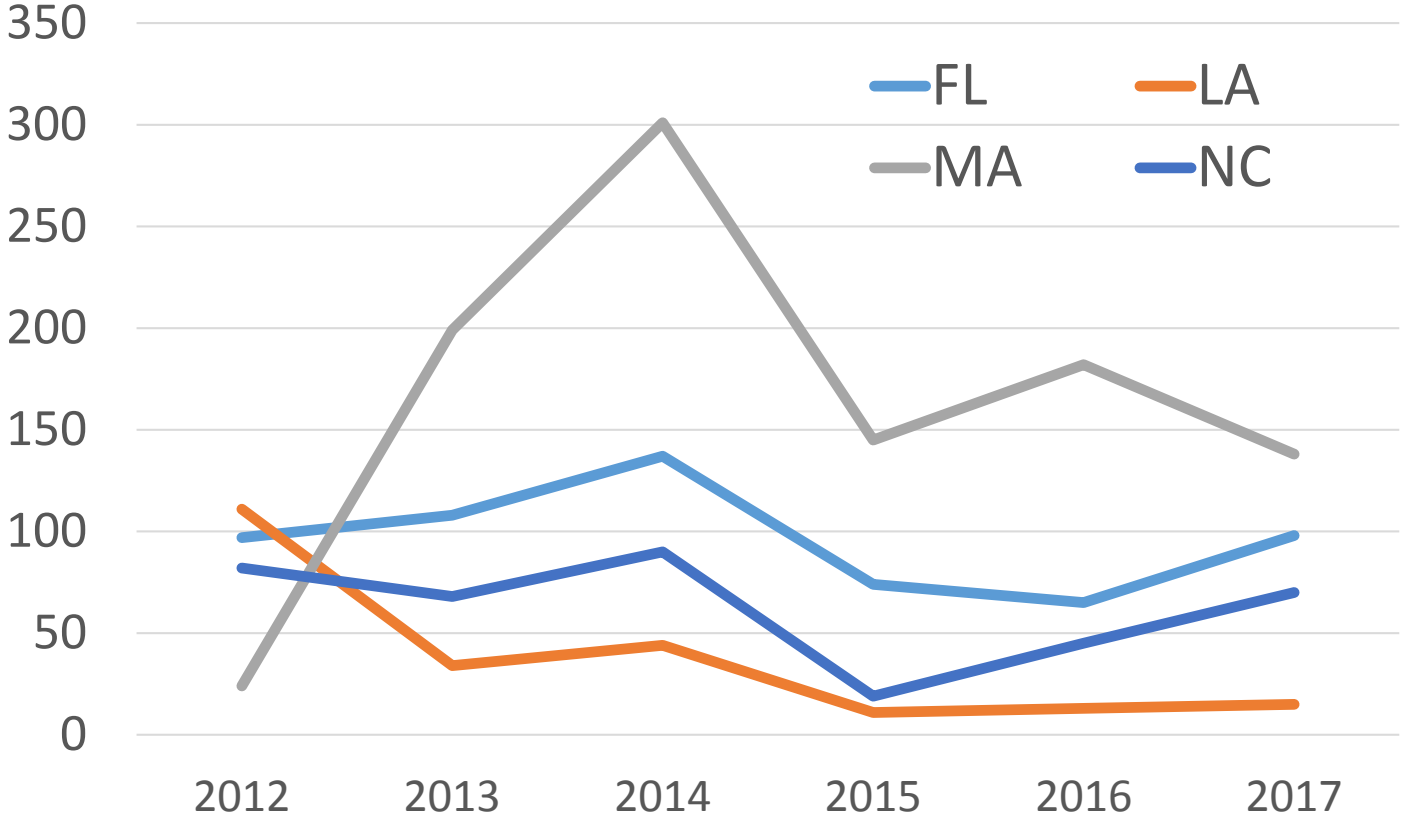
NED refers to geographic area and includes NED quota of 25 mt, and additional NED landings if total NED landings were > 25 mt

## Percent of ATL sets in NED; Percent of ATL Landings in NED

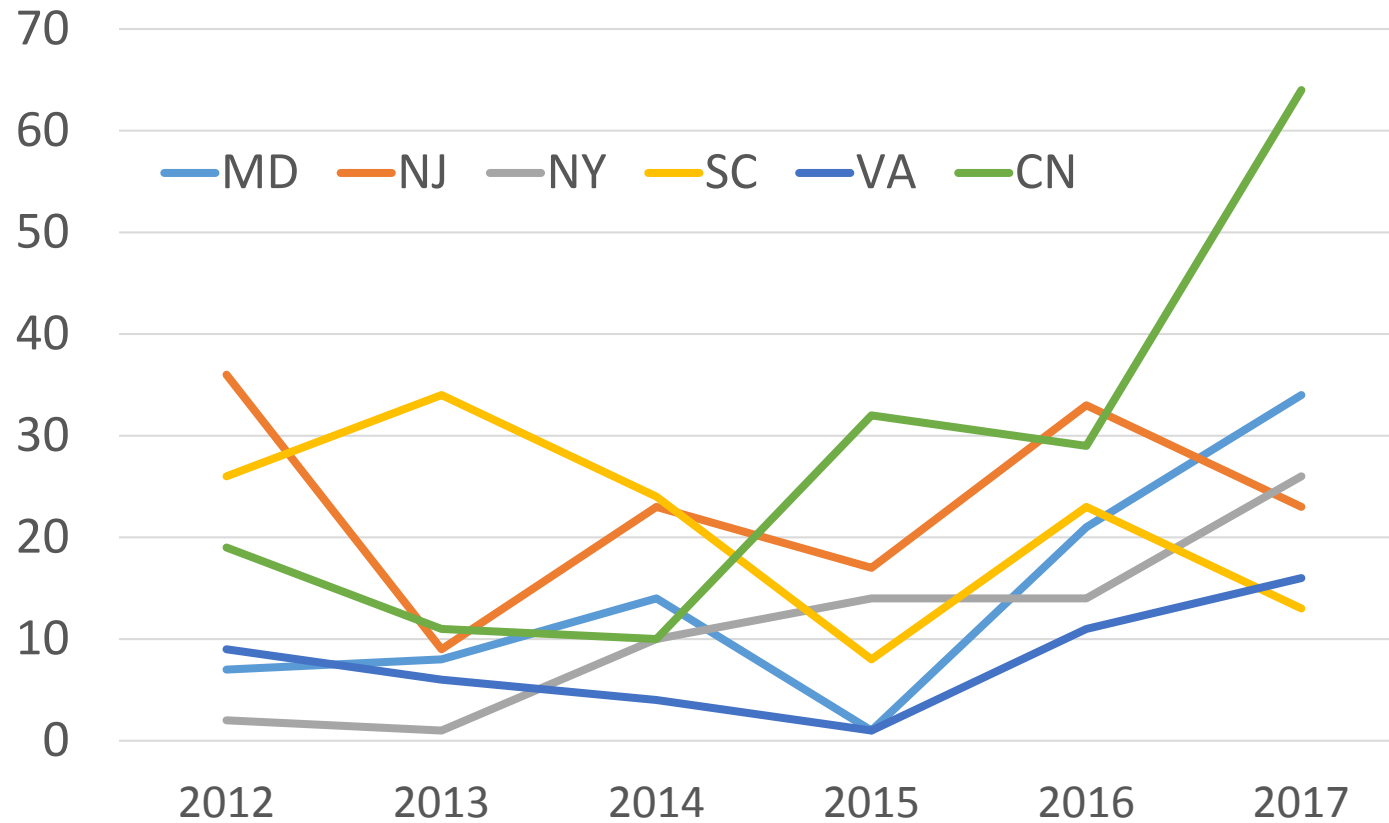


Distribution of Sets has not shifted to NED, but bluefin landings from NED have increased

# Number of Bluefin Landed by State (states with the most landings)

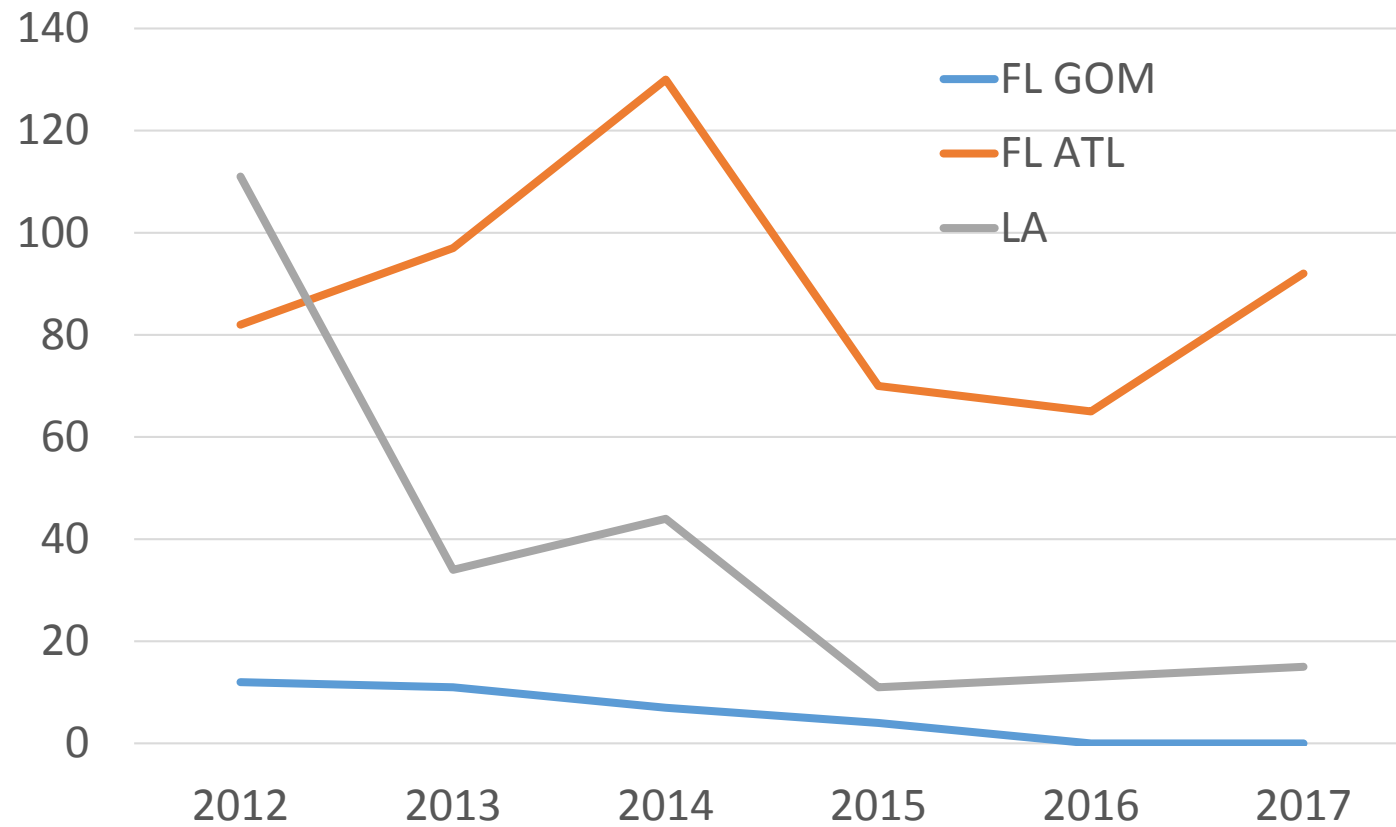


## Number of Bluefin Landed by State (states with lesser numbers landed)



CN = Landings in Canada

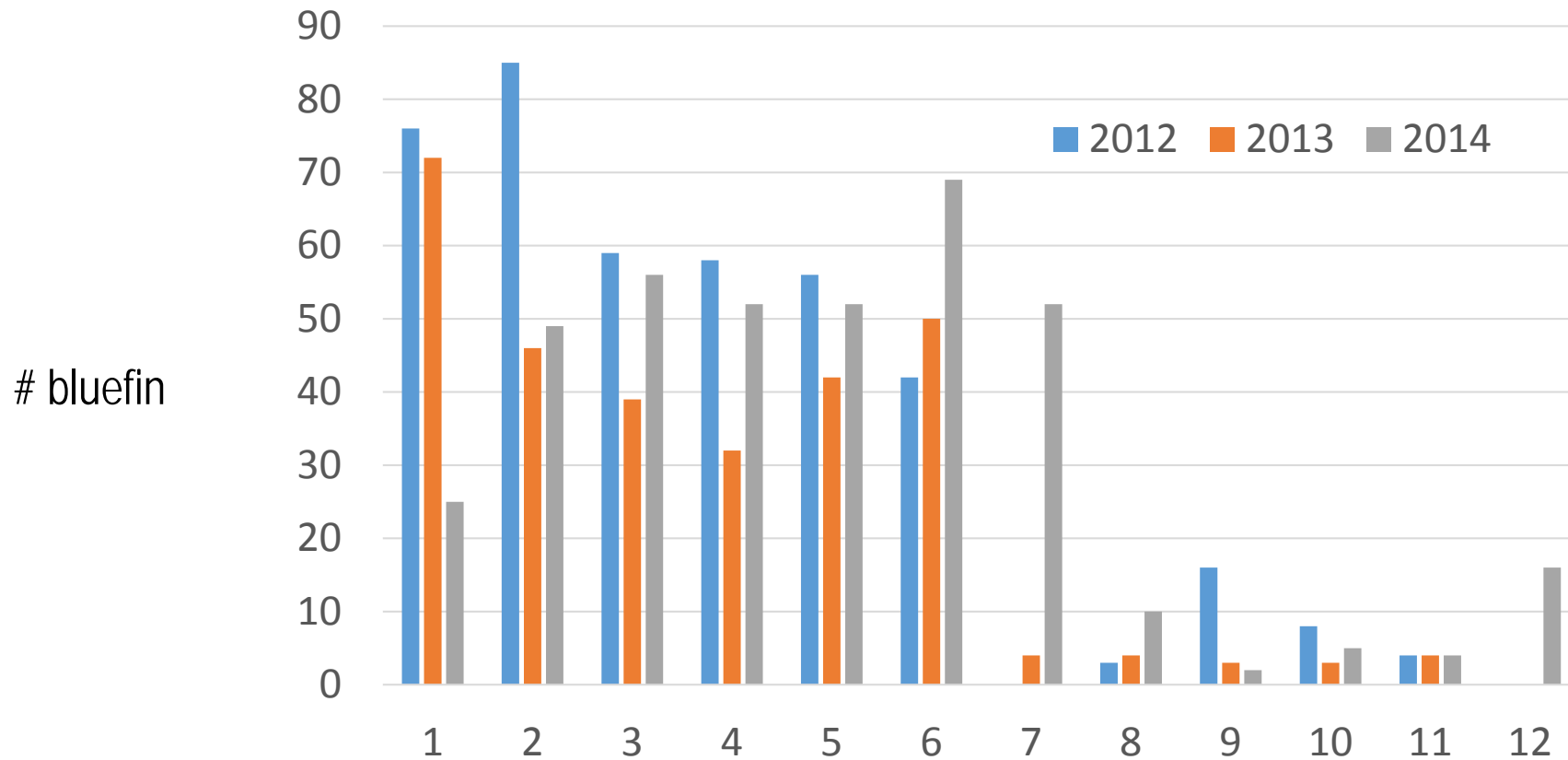
## Number of Bluefin Landed, Florida GOM, Florida ATL, and Louisiana



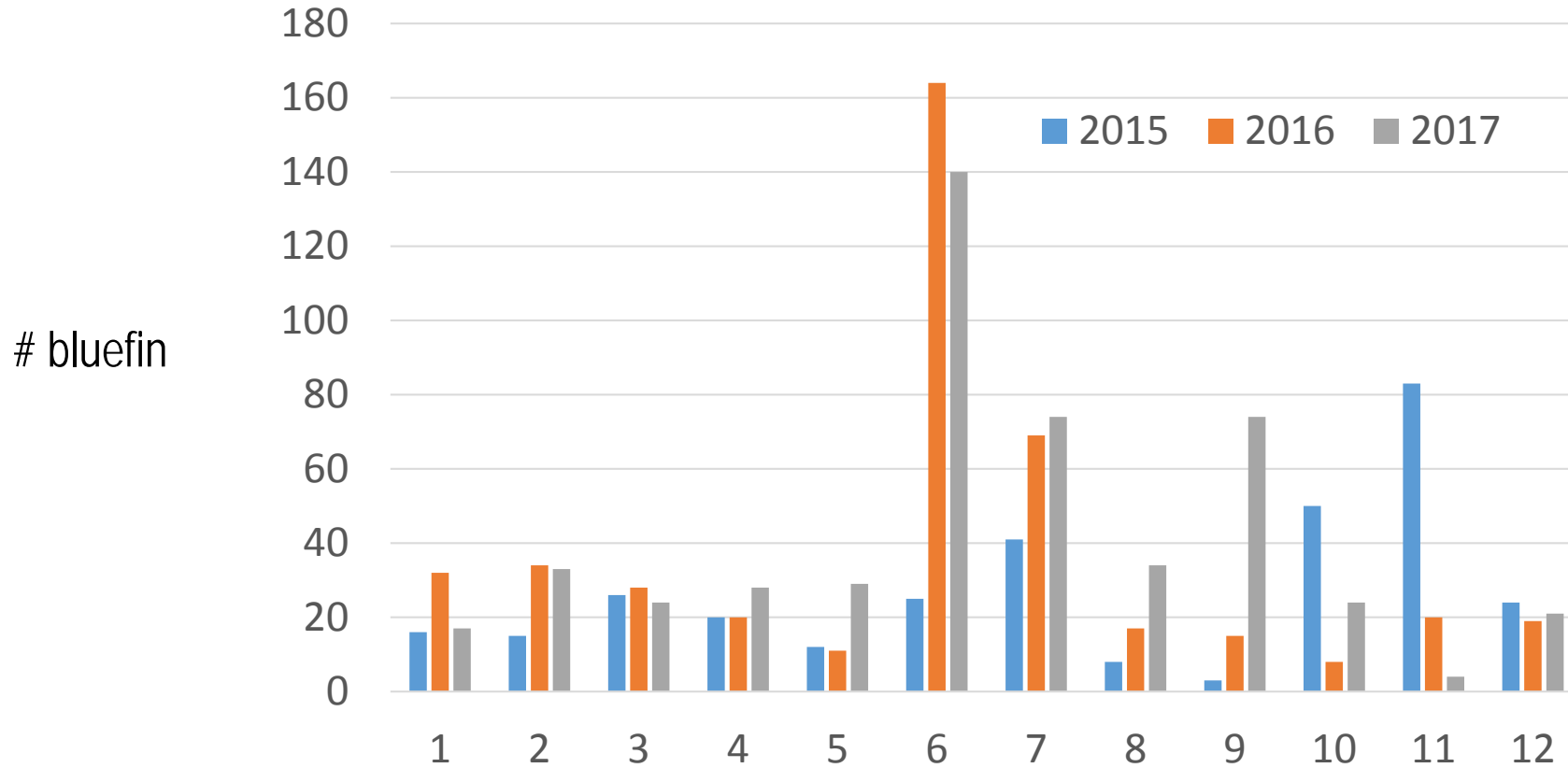
2016 & 2017 Florida PLL landings of bluefin tuna all on east coast (ATL)



## Bluefin Landings by Month, 2012 - 2014

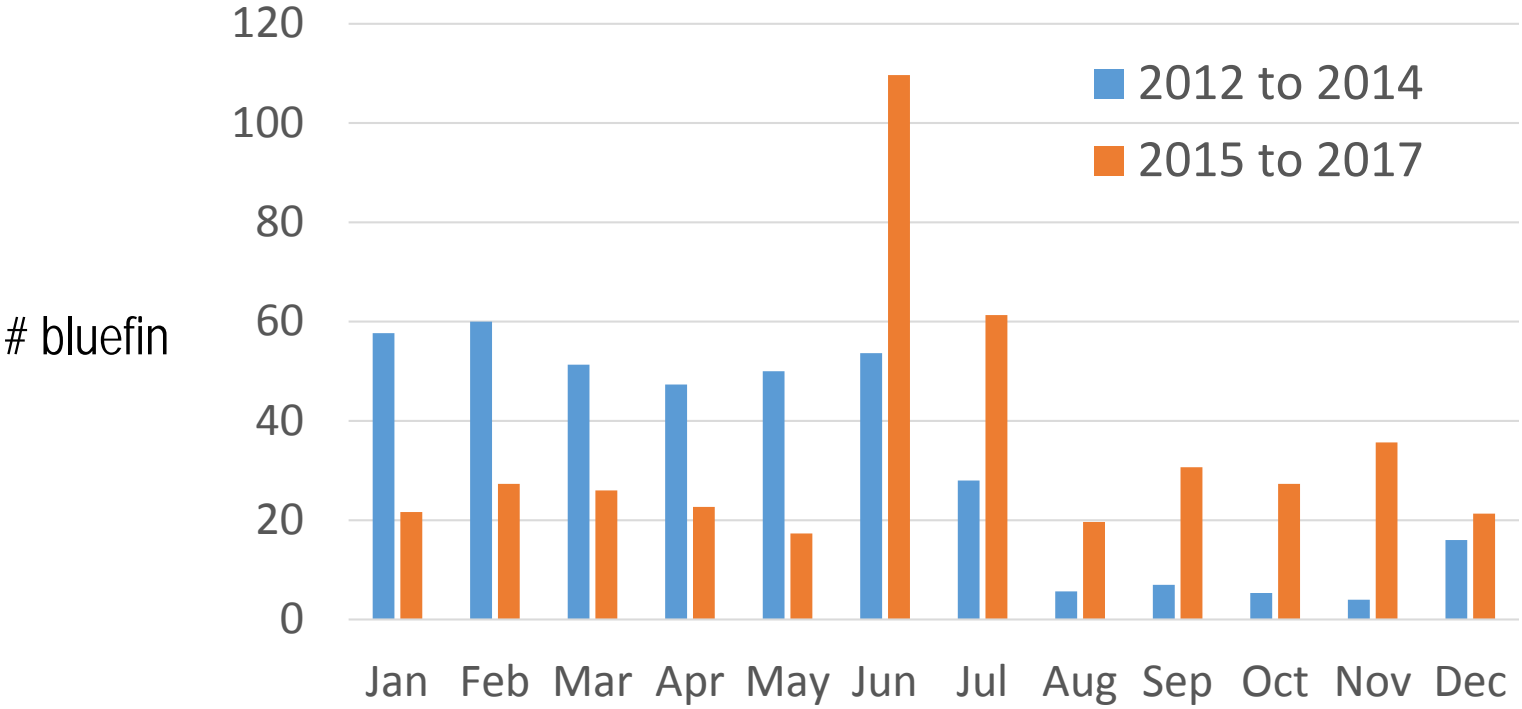


## Bluefin Landings by Month, 2015 - 2017



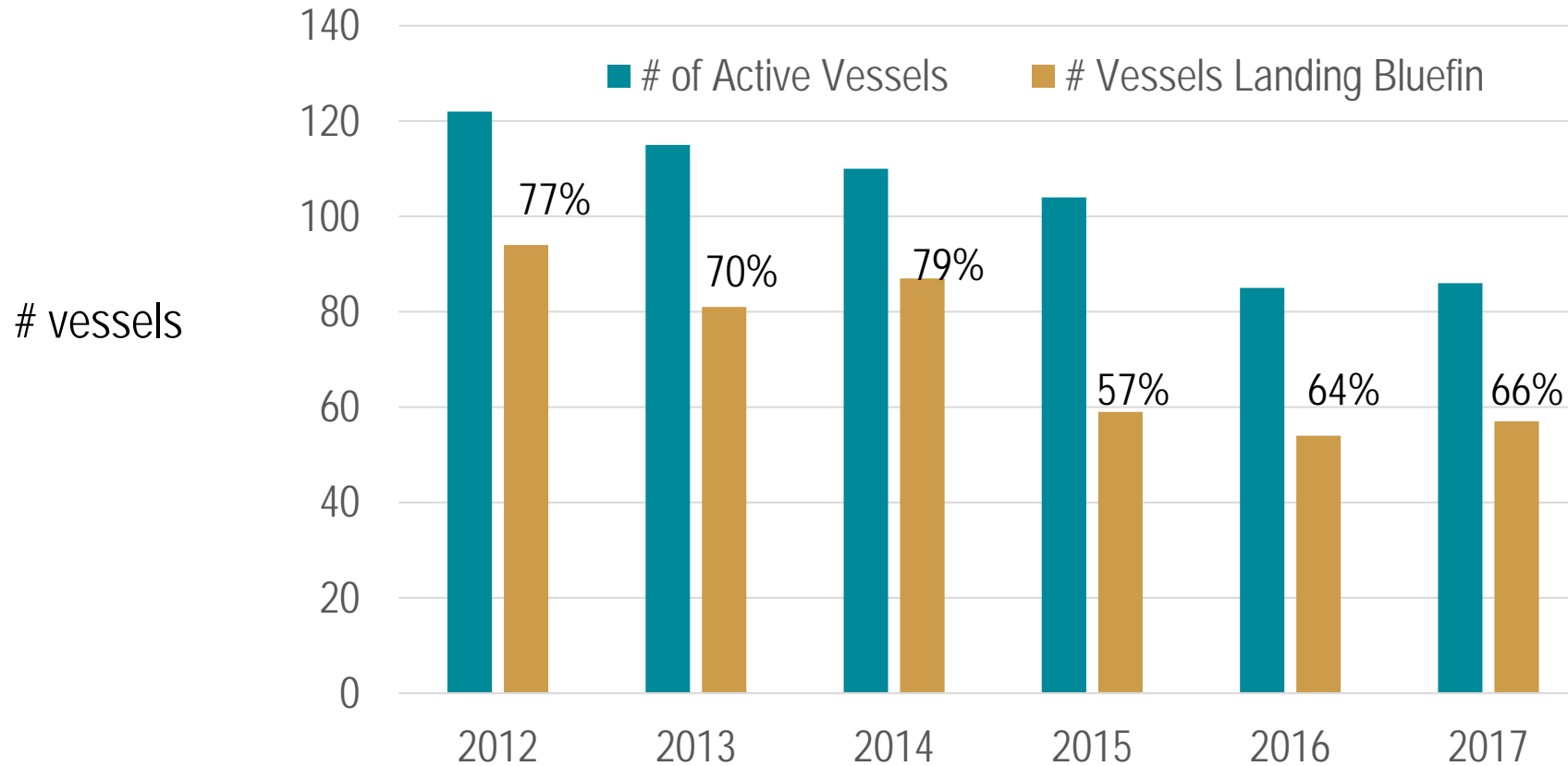
Change in pattern of landings over time after implementation of Amendment 7 & IBQ Program

# Bluefin Landings by Month, Averages 2012 to 2014; 2015 to 2017



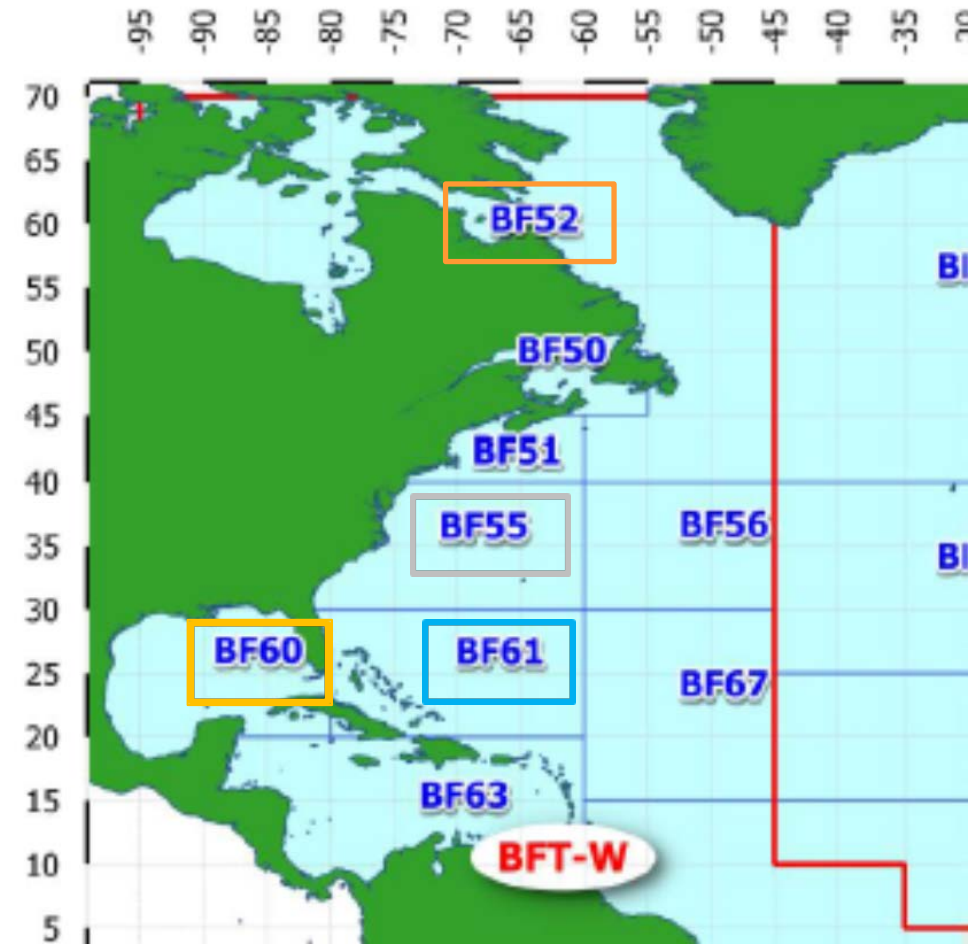
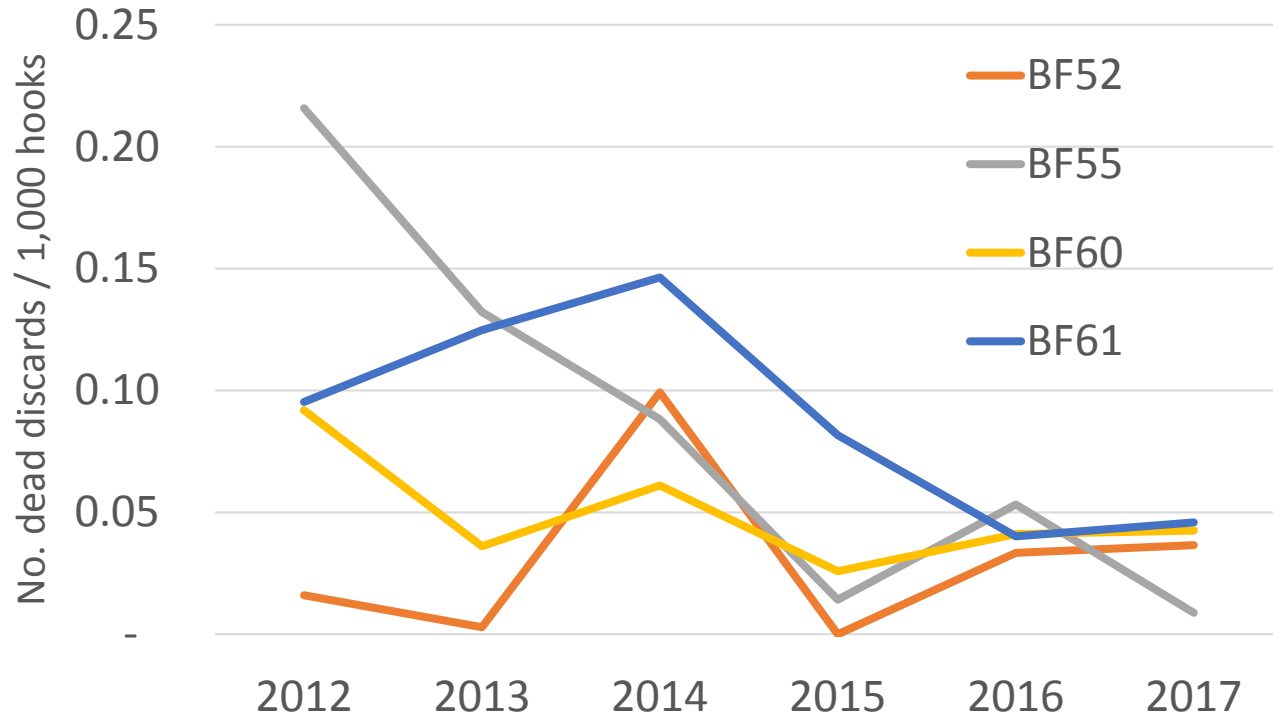
3-year averages also illustrate the different pattern of landings during 2015 to 2017

## Number of Vessels Landing Bluefin (and percent of active vessels landing bluefin)



Landing based on Dealer Data, # Active Vessels based on Logbook Data  
Decrease in the proportion of vessels landing bluefin

# Number of Bluefin Dead Discards per Unit Effort (shown for ICCAT areas)



BF51: low numbers of bluefin, and low numbers of hooks results in different scale: 2012: 1.23 2015: 7.8 2016: 0.51 2017: 5.71

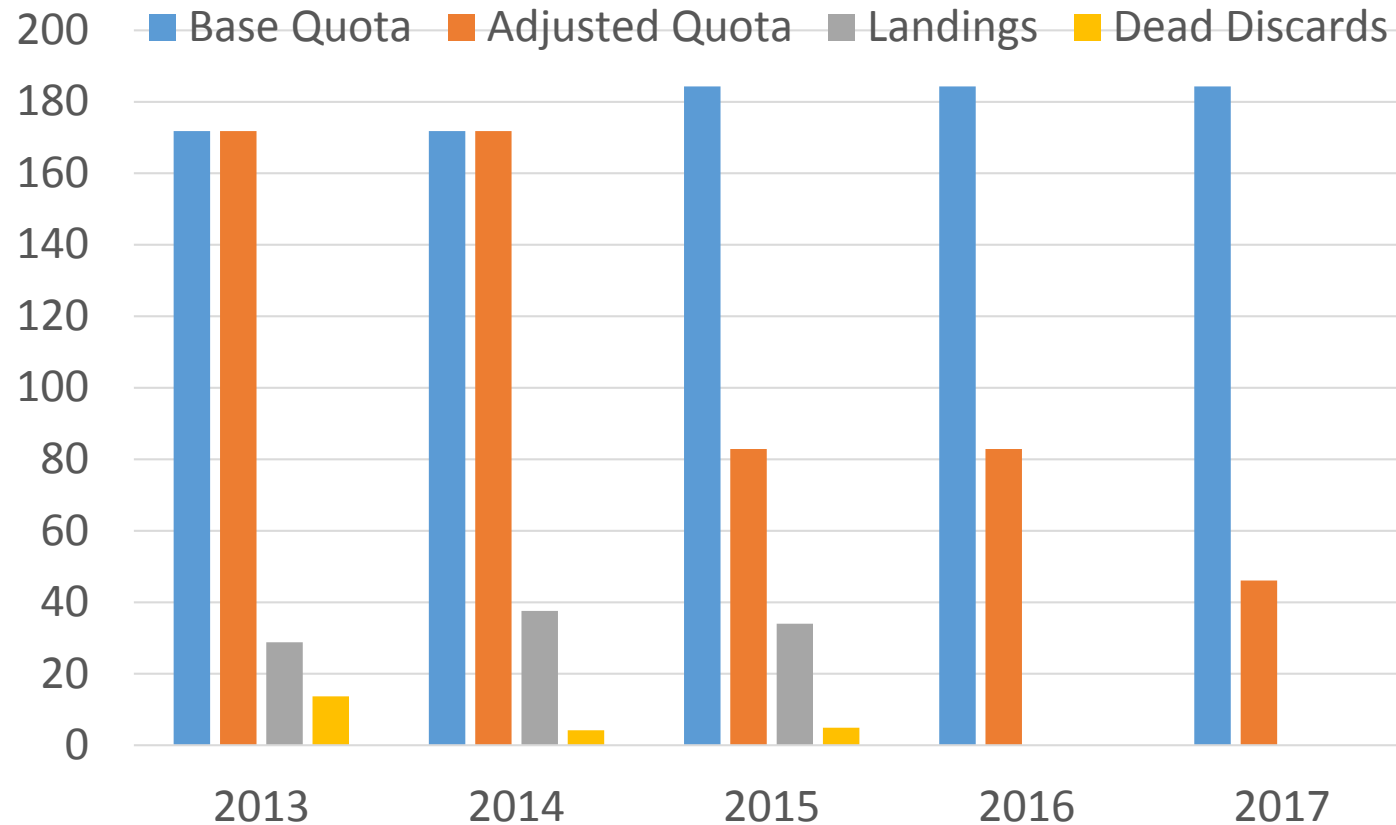
Observer dead discards data, extrapolated using logbook effort data (hooks)

## Numbers of Dead Discards in Source Data versus Extrapolated Numbers -

Year	# of Dead Discards Observed	# Sets Observed	Extrapolated # of Dead Discards
2012	131	945	1,110
2013	105	1,474	684
2014	115	1,230	649
2015	25	1,144	184
2016	41	1,230	225
2017	14	894	93*

Data: Pelagic Observer Program (POP) data from observed trips and logbook data.  
Observer data on number of dead discards extrapolated using logbook data on effort (# hooks)  
\*2017 data is preliminary

## Purse Seine Bluefin Fishery – Quota and Catch Trends



Declining Purse Seine quota due to Amendment 7 rules, which sets annual quota based on previous year's catch. Currently there are no permitted Purse Seine vessels.

# IBQ Metrics

IBQ use over time

Shareholder tier analyses (high, medium, low)

Landings by tier

Quota debt by tier

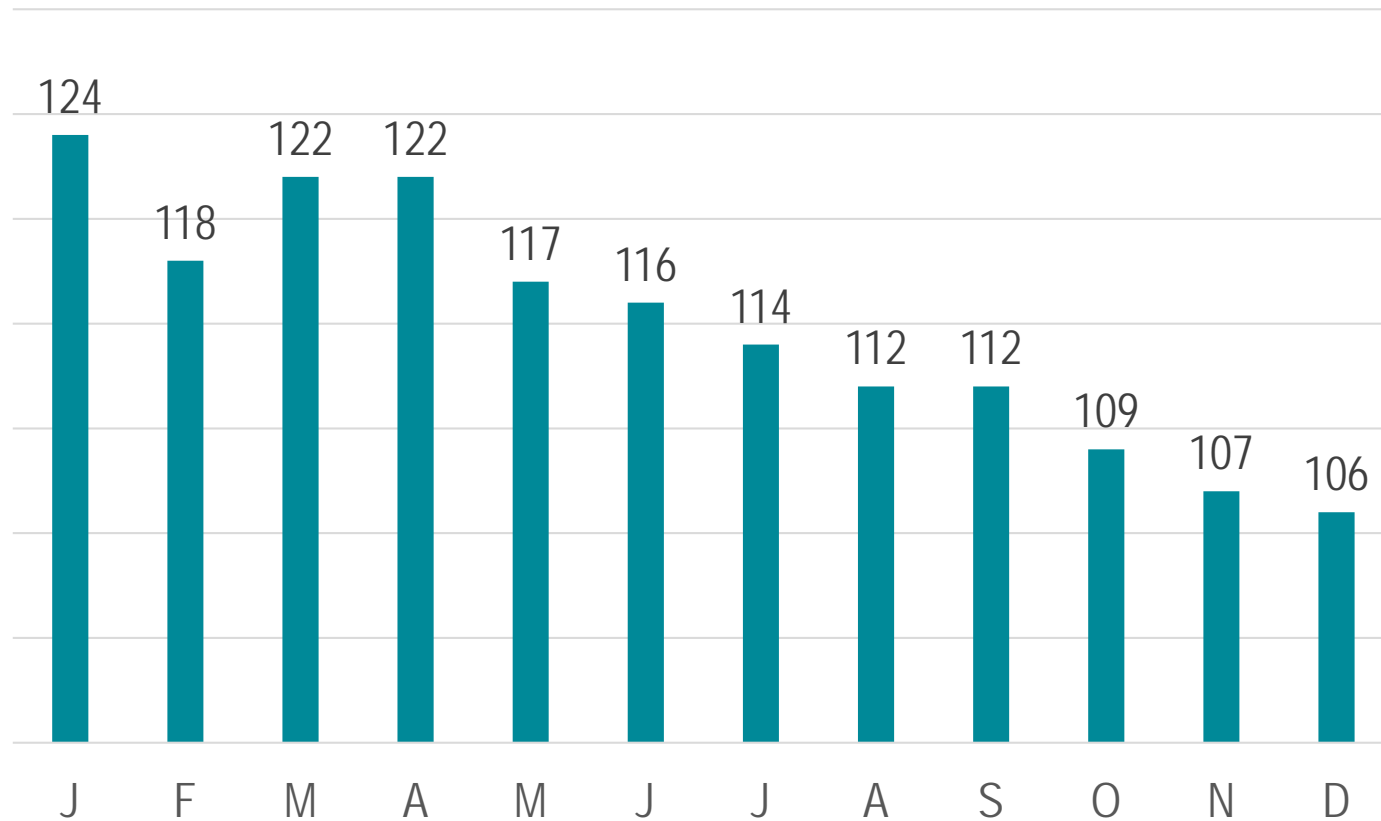
IBQ leasing by tier

Duration of quota debt

IBQ leasing metrics



## IBQ Balances Over Time; # of Vessels with IBQ; 2017

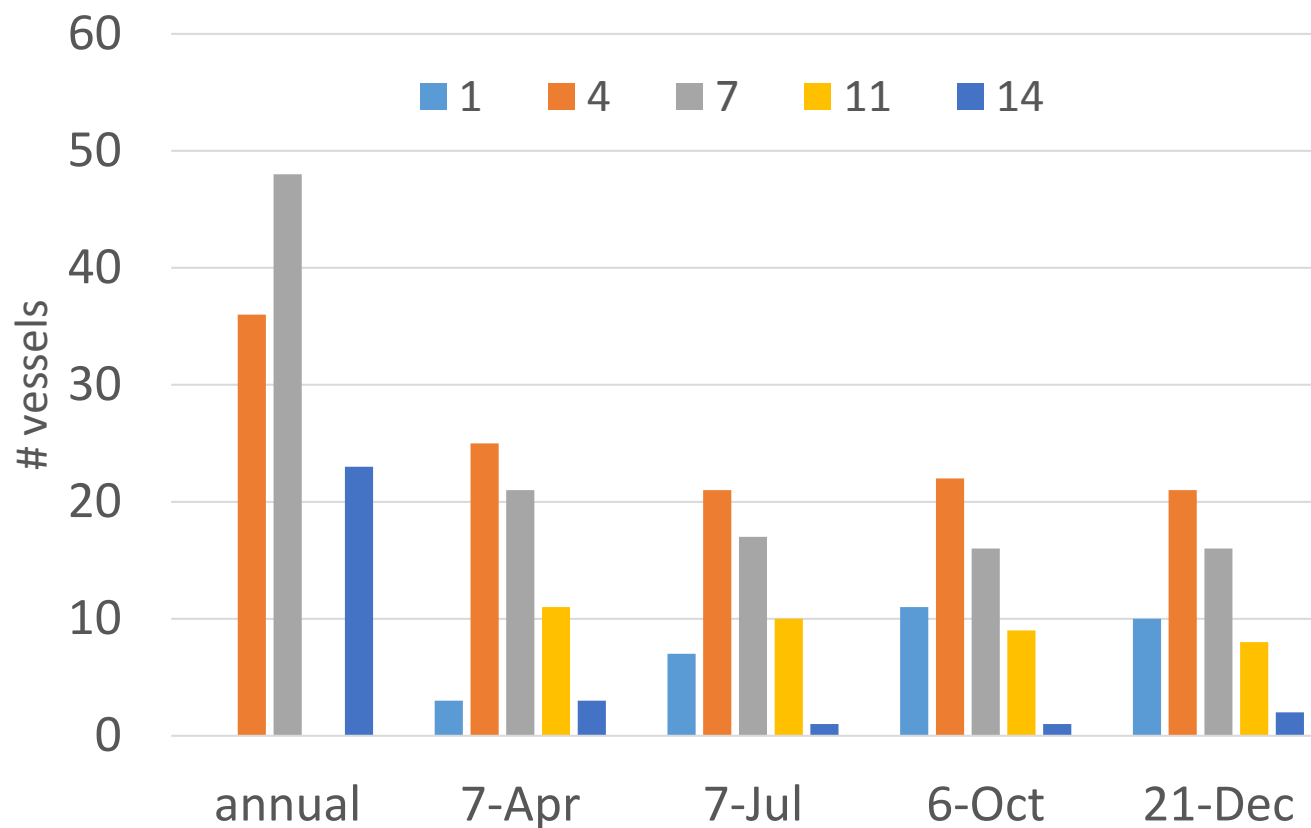


By end of year, 18 vessels that had IBQ at beginning of year had no IBQ at end of year

IBQ System Data; Number of vessels with the minimum amount of IBQ to fish in 2017; Minimum amount is IBQ equivalent to 1 bluefin (551 lb GOM IBQ; 276 lb ATL IBQ)

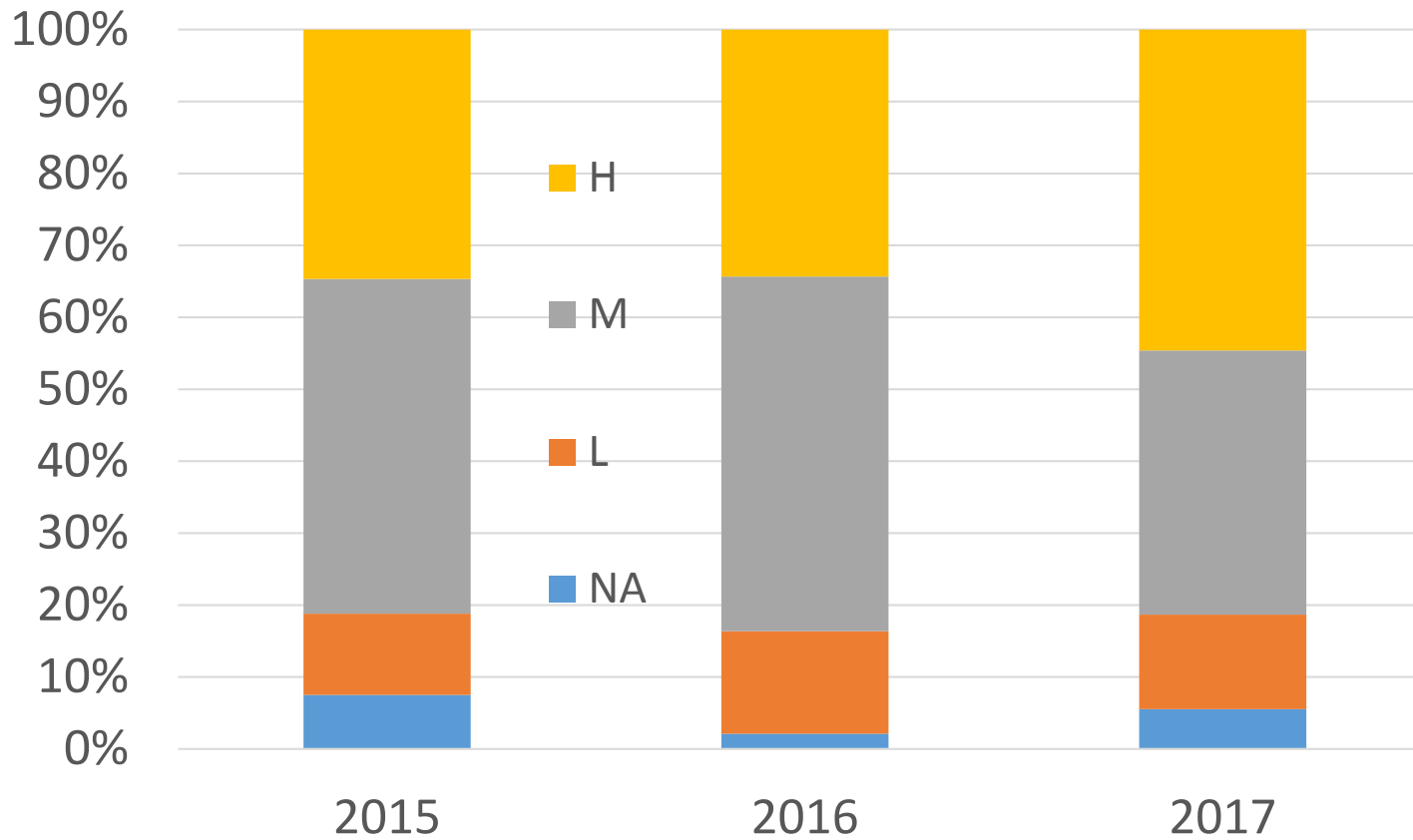
# Vessel IBQ Balances Over Time; Expressed as Number of Bluefin Tuna (2017)

Number of vessels on Y axis; Different colors represent numbers of bluefin.



At the start of the year, all shareholders had enough IBQ to account for more than 1 bluefin and most had enough IBQ to account for 4 bluefin. By late December, most had enough to account for one or more bluefin.

## Proportion of Bluefin Landings by IBQ Shareholder Tier (high, medium, low, no shares (NA))



### Total # vessels per tier

High: 43

Medium: 62

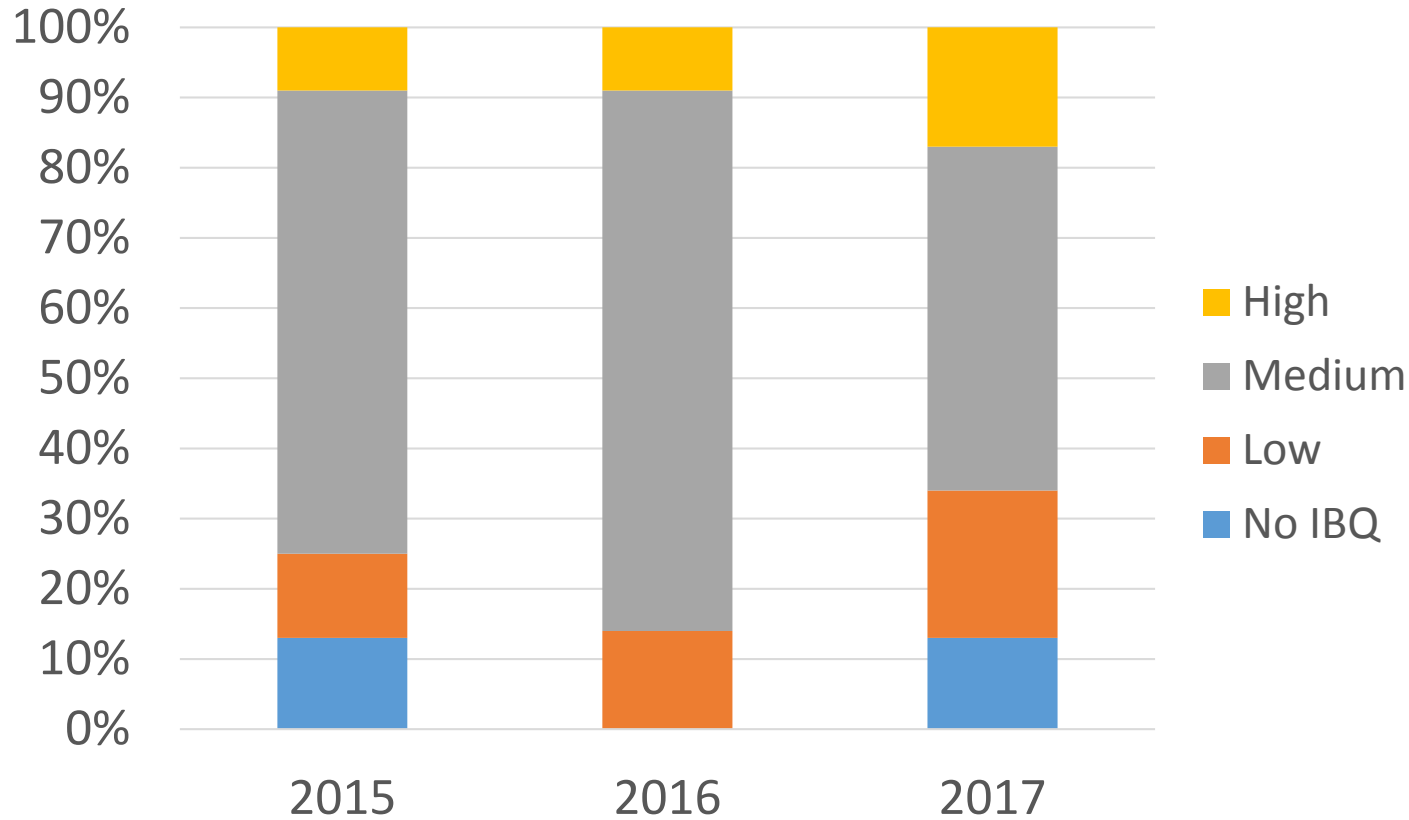
Low: 31

No shares: 6 active

\*number of vessels landing bluefin by tier is less than total number vessels

Dealer Data; The high and medium tiers had similar amounts of landings

## Percentage of Total Quota Debt by IBQ Shareholder Tier (high, medium, low, no shares (NA))

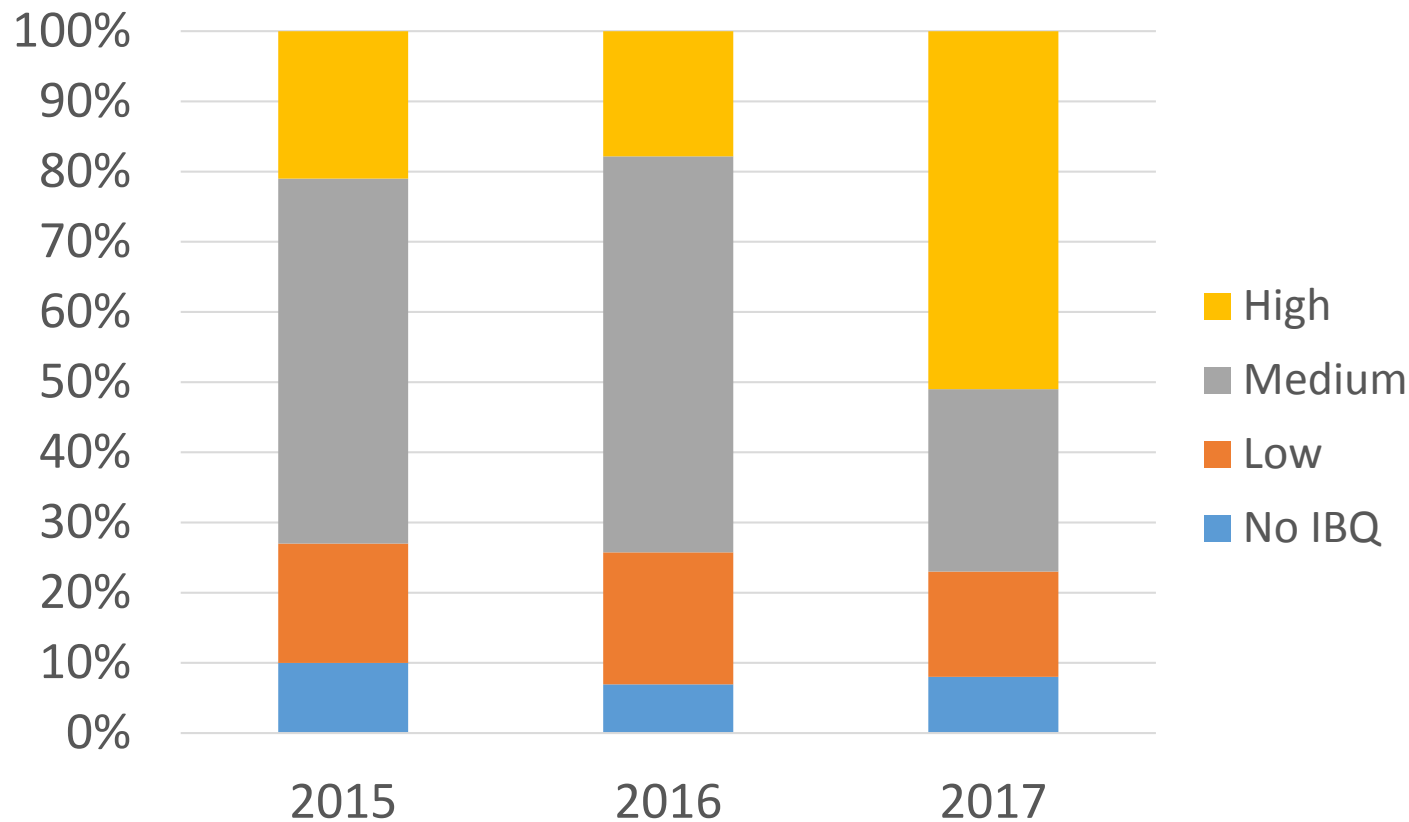


Pounds Quota Debt by Tier

	2015	2016	2017
High	3,702	4,112	3,990
Med	28,416	35,016	11,897
Low	5,179	6,196	5,116
No IBQ	5,449	0	3,085

IBQ System Data; The medium tier had the highest proportion of the total quota debt

## Percentage of Total Leases (by weight) by IBQ Shareholder Tier (high, medium, low, no shares (NA))



Pounds IBQ Leased by Tier

	2015	2016	2017
High	14,749	25,338	74,162
Med	36,875	79,789	38,216
Low	12,283	26,703	21,772
No IBQ	7,056	9,353	11,900

IBQ System Data; Changing distribution of leases by tier

## Duration of IBQ Quota Debt

(days elapsed between accrual of quota debt and payment of quota debt)

Year	Type of Accountability Required	Average number of days from accrual of quota debt to paying of quota debt
2015	Annual	196 days
2016	Trip-level	25 days
2017	Trip-level	23 days*

Trend reflects change in regulations and then faster payment of quota debt:  
2015: vessels not required to resolve quota debt in order to fish;  
2016 -2017: vessels needed a positive balance of IBQ (one fish) in order to fish with pelagic longline gear.

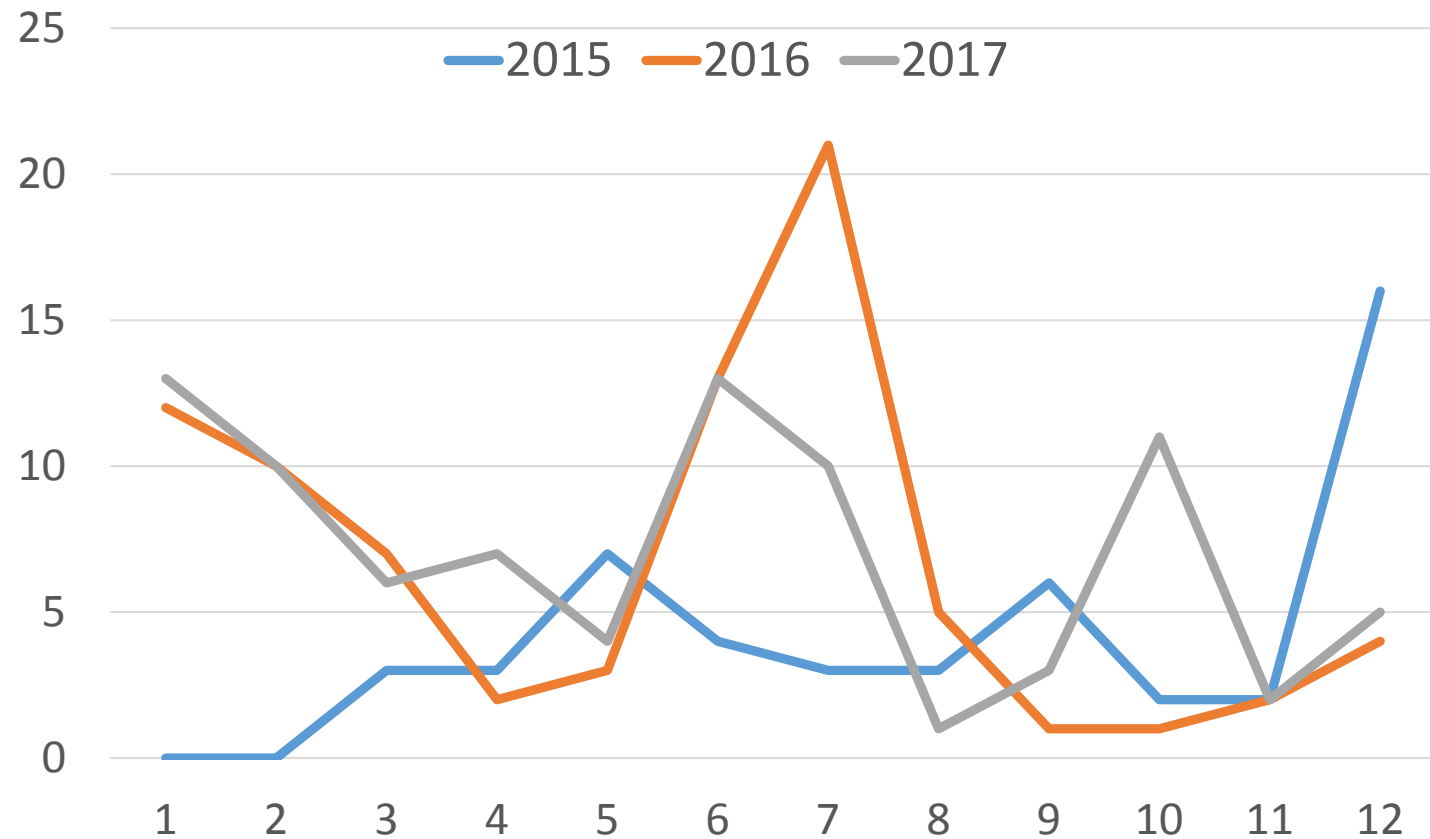
\*If you remove the two outliers during 2017 (244 days & 101 days) the average duration is 9 days

## IBQ Leases – Summary Metrics

Year	Total lbs leased	# Transactions	# participants (lessors and lessees)	% of active vessels leasing
2015	126,407	49	44	42%
2016	141,183	81	63	74%
2017	152,050	85	52	60%

Increasing participation in IBQ leasing market

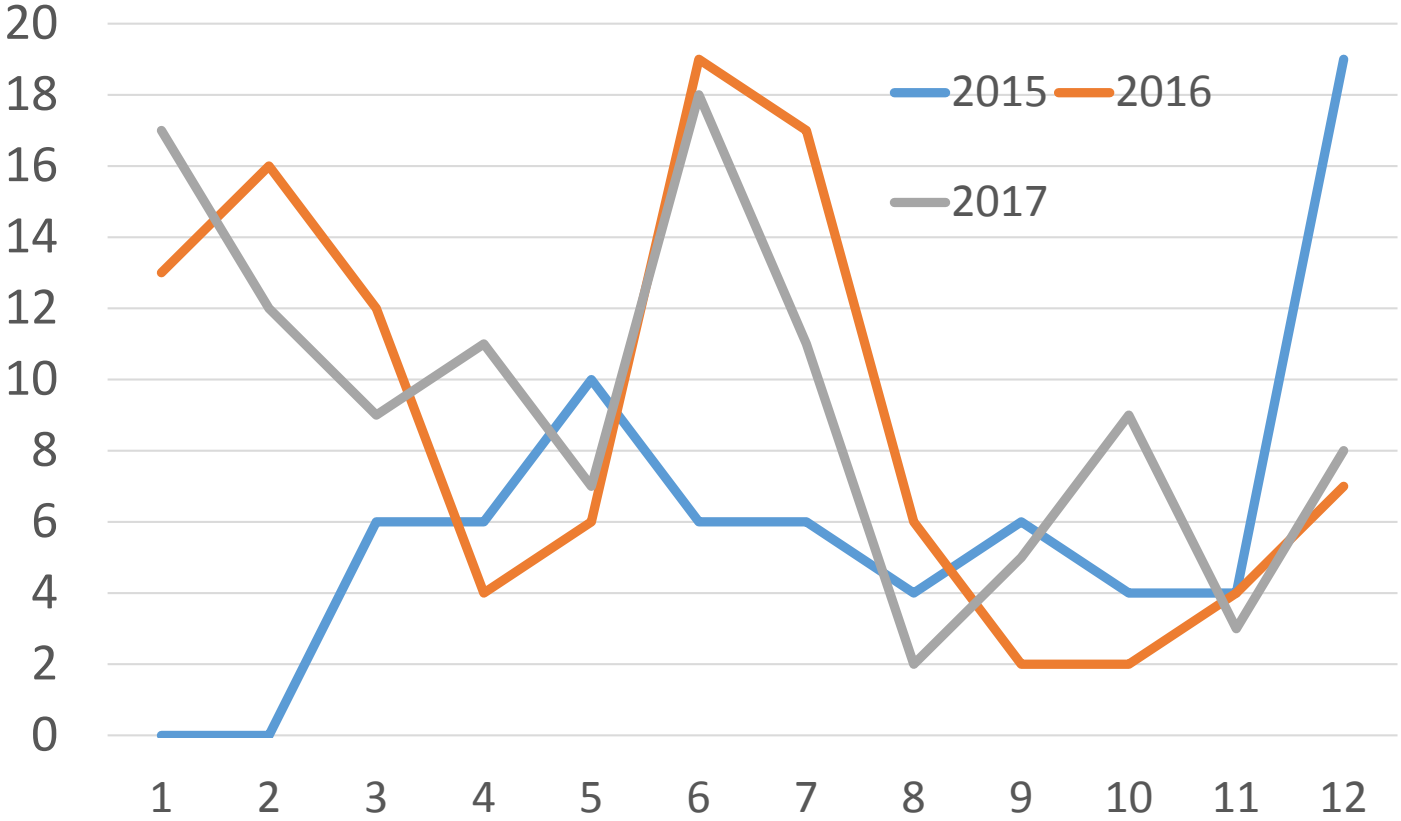
## Lease Transactions by Month



Note: 2015 trend due to newness of IBQ program and different regulations: Annual Accountability during 2015: Vessels did not need to balance the books until the end of the year

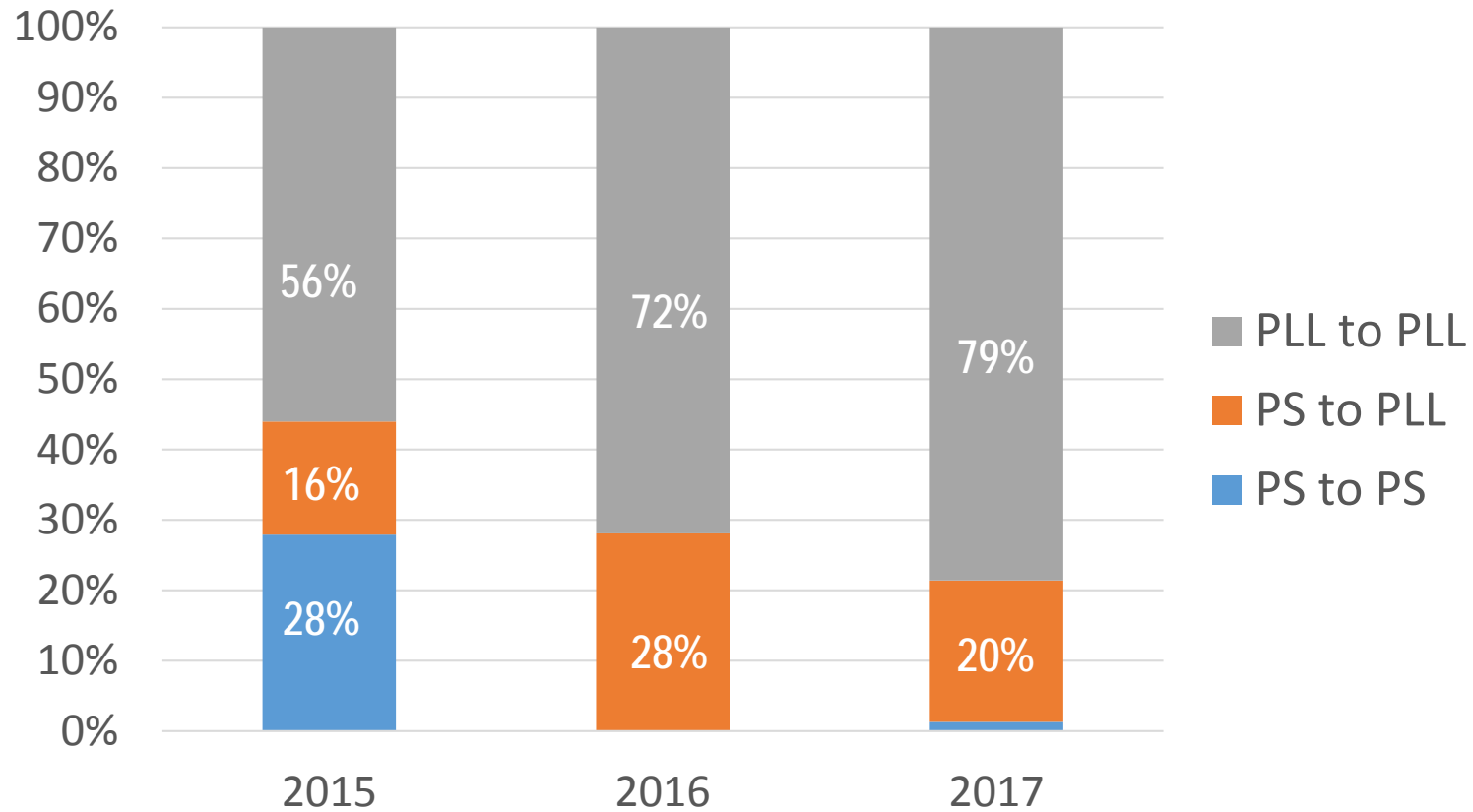


# Number of Distinct Vessels Leasing by Month



Note: Annual Accountability during 2015: Vessels did not need to balance the books until the end of the year

## Pelagic Longline vs Purse Seine Leases (% of total leases by weight)



## Price per Pound of Leased IBQ (weighted average) and Average Ex-Vessel price of Bluefin (from pelagic longline vessels)

Year	Weighted Average Lease Price	Bluefin Average Ex-Vessel Price*	# Transactions used to Calculated Lease Price	Total # of Lease Transactions
2015	\$ 3.46	\$ 4.01	14	49
2016	\$ 2.52	\$ 4.08	45	81
2017	\$ 1.67	\$ 3.99	27	85

Decline in the price of IBQ Leases from 2015 to 2017; Ex-vessel price of bluefin only slightly greater than cost to vessel to lease IBQ. Compliance with requirement to report lease price needs to improve.

\*Round weight ex-vessel price, not including Purse Seine data; leasing price including purse seine. Lease price not including zeros; Less than one half of lease transactions provided data on lease price.

## Estimated total Cost of Leasing IBQ – Fleet-Wide

(based on extrapolated data)

Year	Total lb Leased	Weighted Average Lease Price	Estimated Total Cost of Leased IBQ (PLL fleet-wide)	Total PLL Revenue	Percent of PLL Revenue
2015	126,407	\$ 3.46	\$ 437,368	\$ 27,042,956	2%
2016	141,183	\$ 2.52	\$ 355,781	\$ 25,322,560	1%
2017	146,050	\$1.67	\$ 243,904	pending	pending

Based on average lease price, average pounds per lease, and average revenue per trip

## Cost of a Lease Transaction as a Percentage of Trip Revenue – Vessel Level

Year	Average Pounds IBQ per Lease Transaction	Weighted Average Lease Price	Calculated Cost Per Transaction	Average Revenue per Trip per Vessel*	Cost of Lease as % of Trip Revenue
2015	2,580	\$ 3.46	\$ 8,927	\$ 26,421	34 %
2016	1,743	\$ 2.52	\$ 4,392	\$ 32,710	13 %
2017	1,789	\$1.67	\$ 2,988	\$ 23,887	13 %

\*Calculated using only vessels that leased IBQ (not fleet-wide average revenue); *Fleet-wide* average revenue per trip is *less* than for those vessels that leased IBQ: \$ 17,603, \$ 22,142, and \$ 23,673, for 2015, 2016, 2017, respectively). 2017 data incomplete.

# Revenue

Average Annual Revenue per vessel

Average Revenue by vessel size

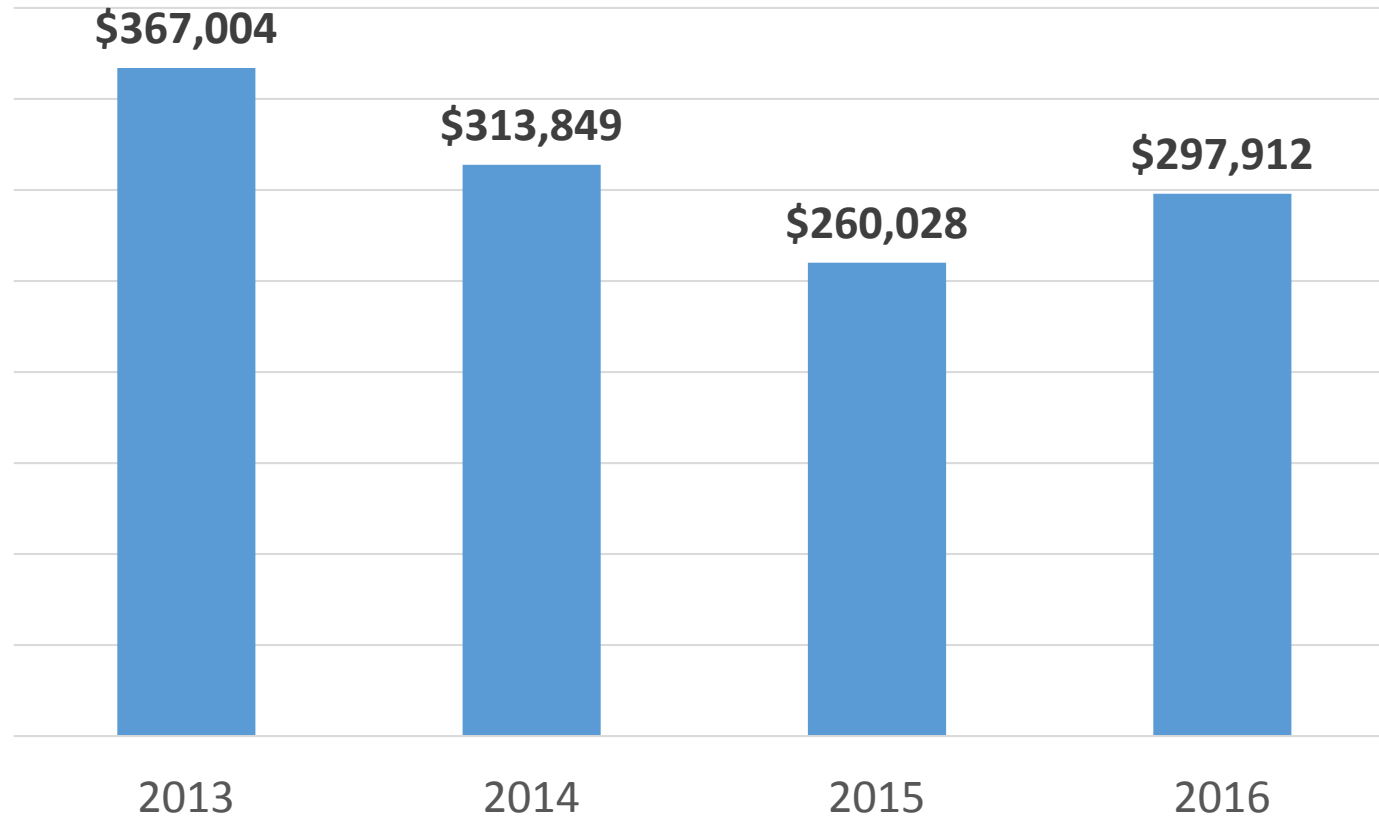
Average Revenue by IBQ Tier

Total Revenue

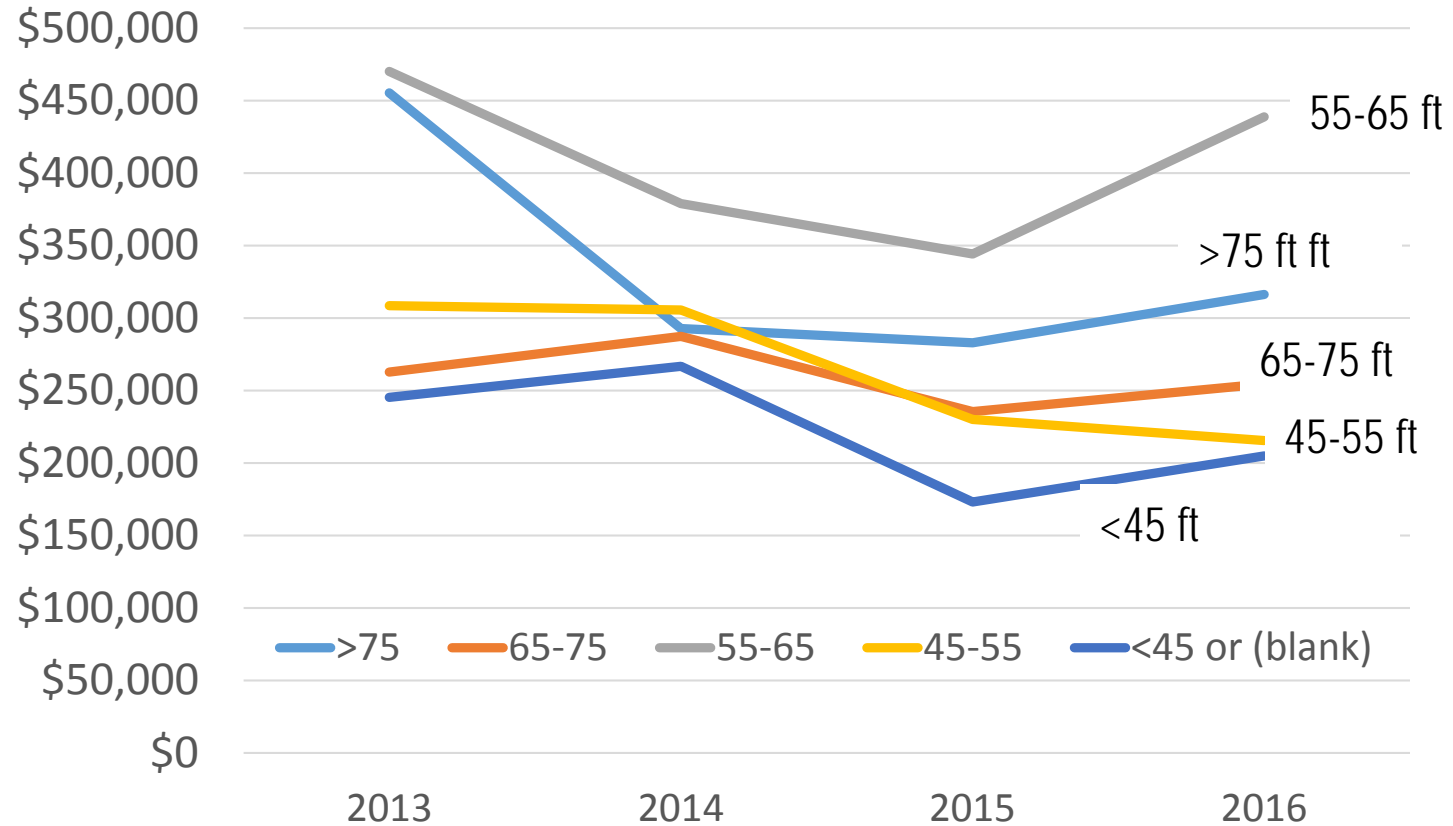
Revenue by Species

# Average Annual Revenue per Vessel

(2017 data not available)



## Average Annual Revenue per Vessel by Vessel Size (2017 data not available)

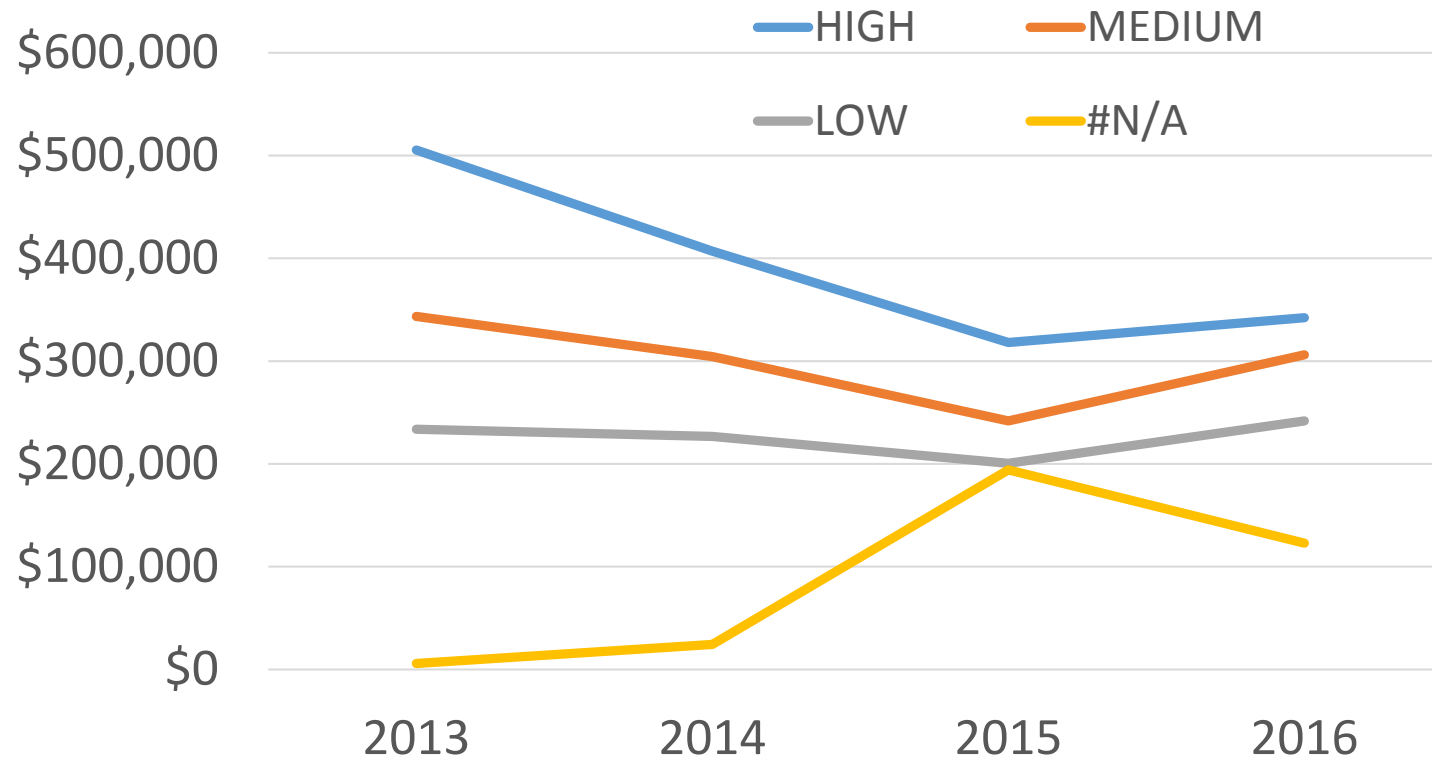


Highest revenue: 55 to 65 foot vessels

Lowest revenue: < 45 foot vessels

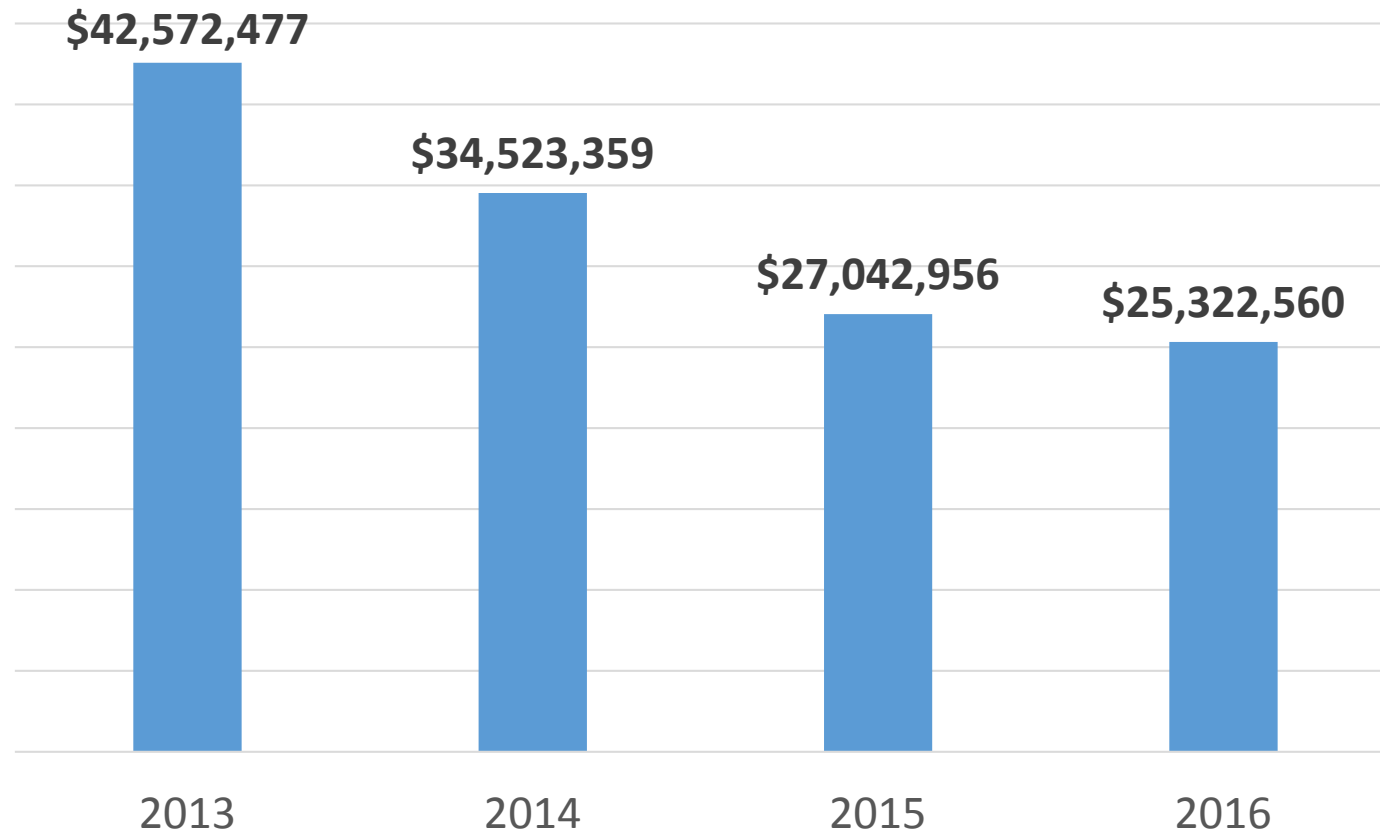


## Average Annual Revenue per Vessel by IBQ Tier (2017 data not available)

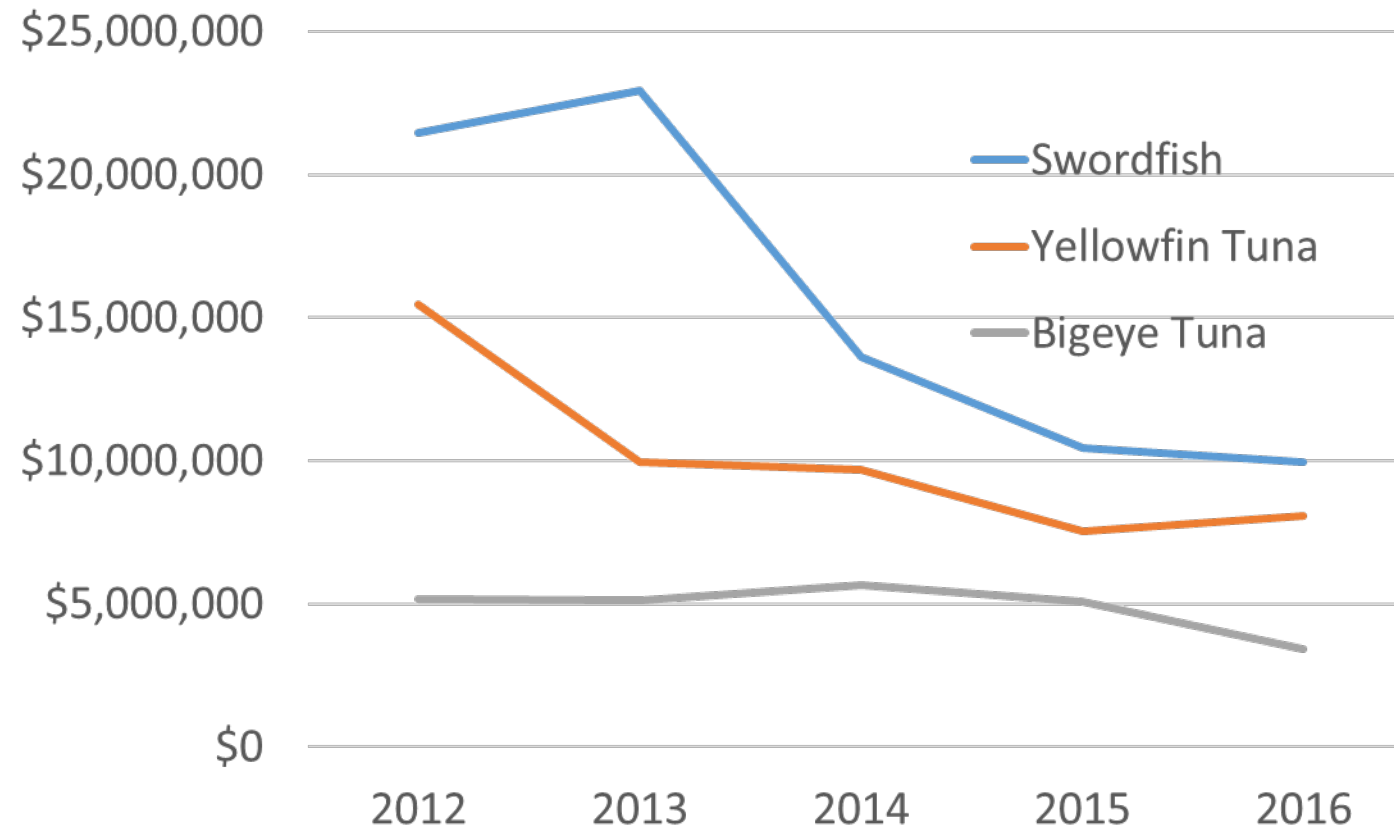


Note: no tiers prior to 2015, but tiers analyzed as a group in all years.  
Tier designations reflect historical effort & revenue in addition to bluefin catch

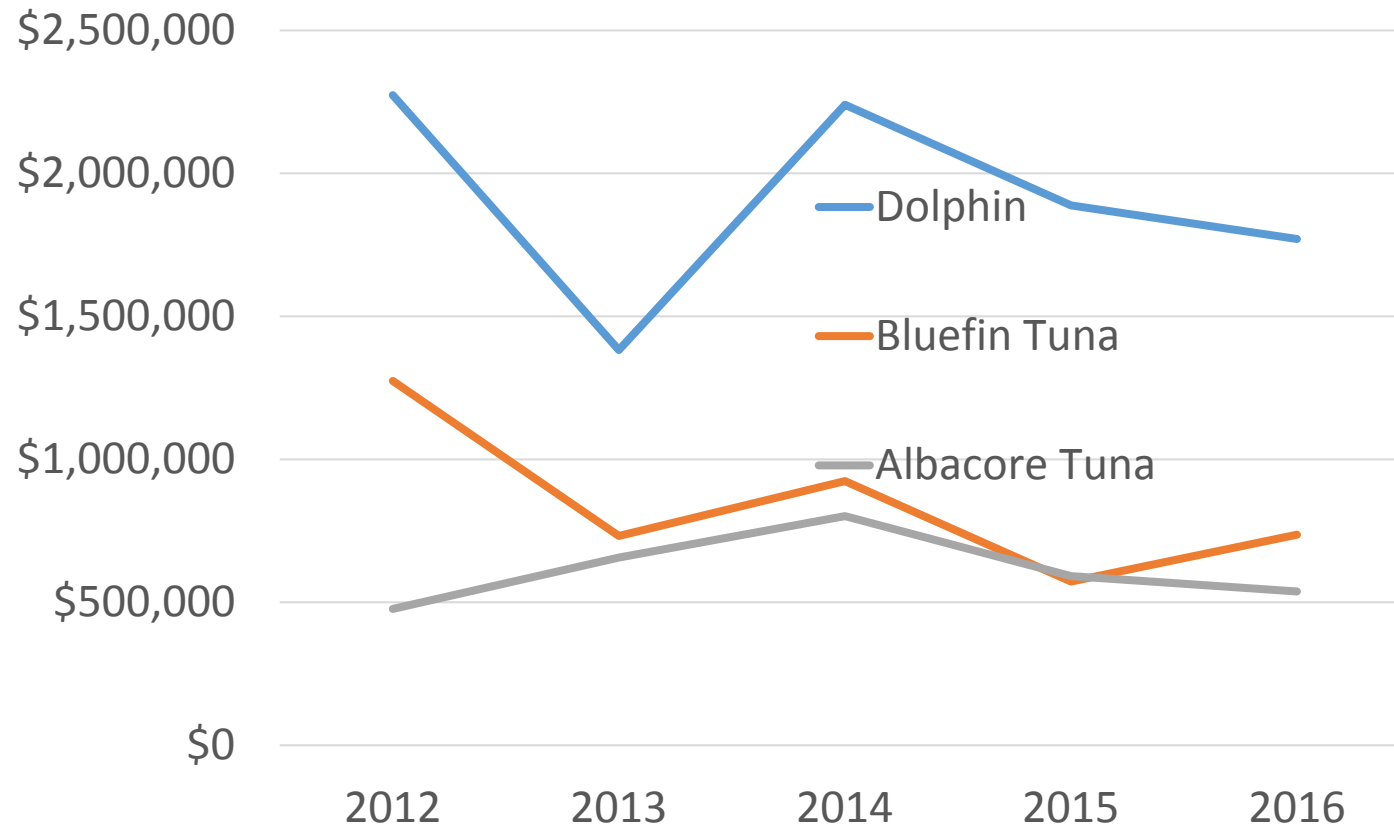
## Total Revenue (2017 data not available)



## Revenue by Species – Top 3 species (2017 data not available)

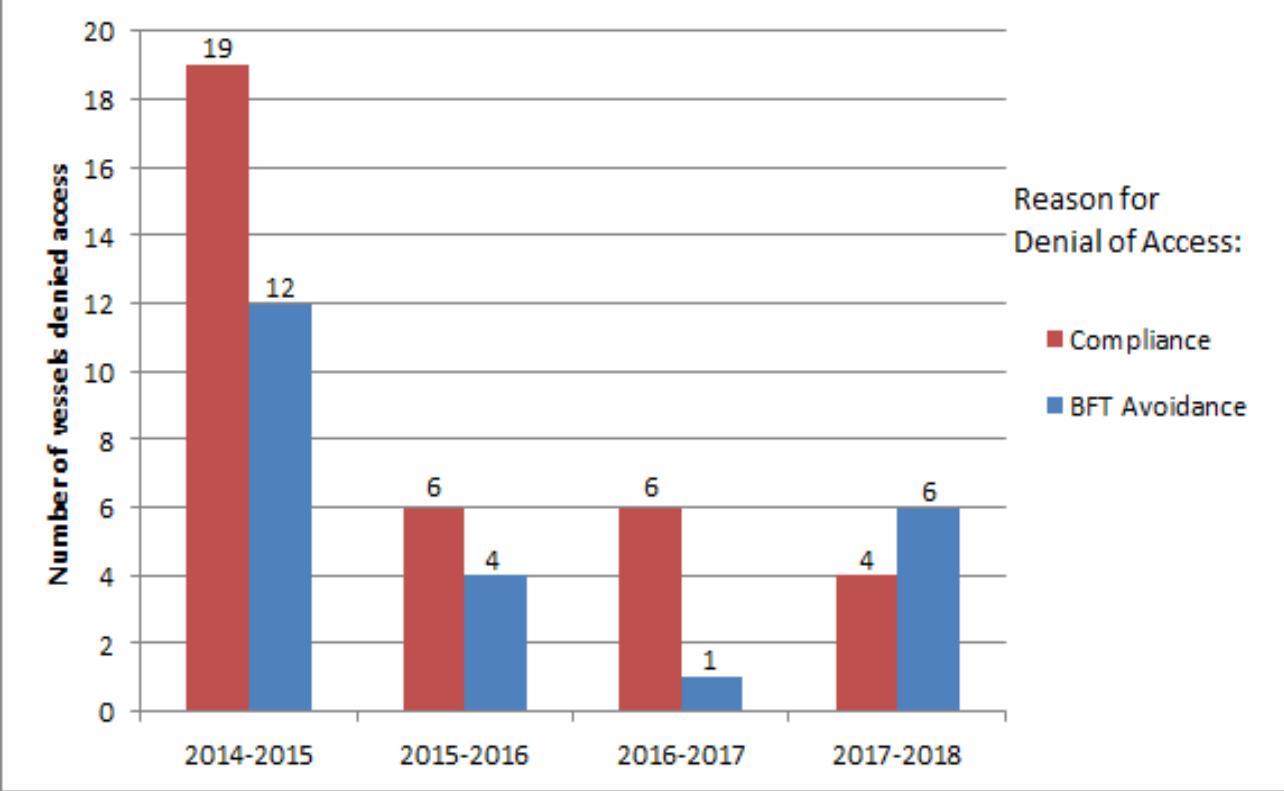


## Revenue by Species – next 3 species (2017 data not available)



# Access to Cape Hatteras Gear Restricted Area

# Number of Vessels Not Qualified for Access to Cape Hatteras Gear Restricted Area (and reason for status)



Decline in number of vessels not qualified to access the GRA;  
Metrics indicate increased compliance with logbook and observer requirements

# Electronic Monitoring Program

Number of hard drives received and vessels submitting

Compliance with hard drive submission requirement

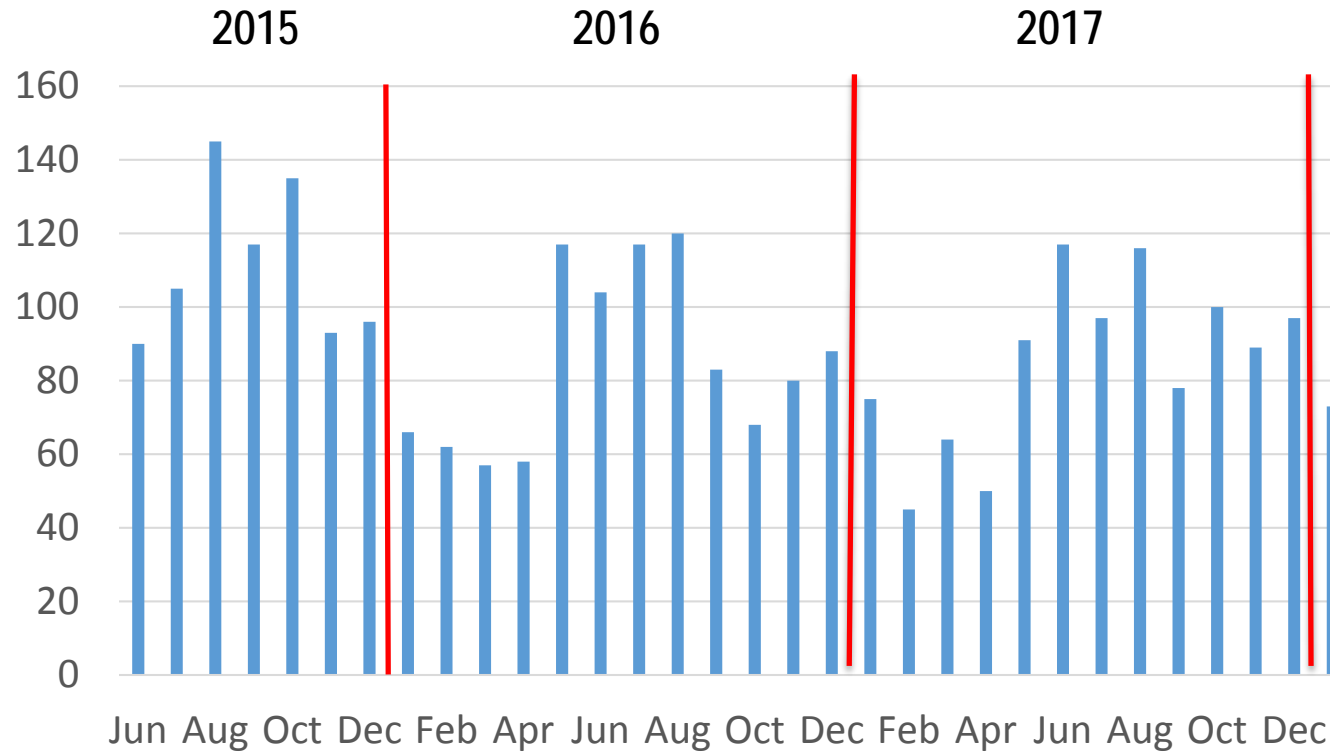
Number of sets and vessels audited

Unsuccessful audits

Audit results

Troubleshooting

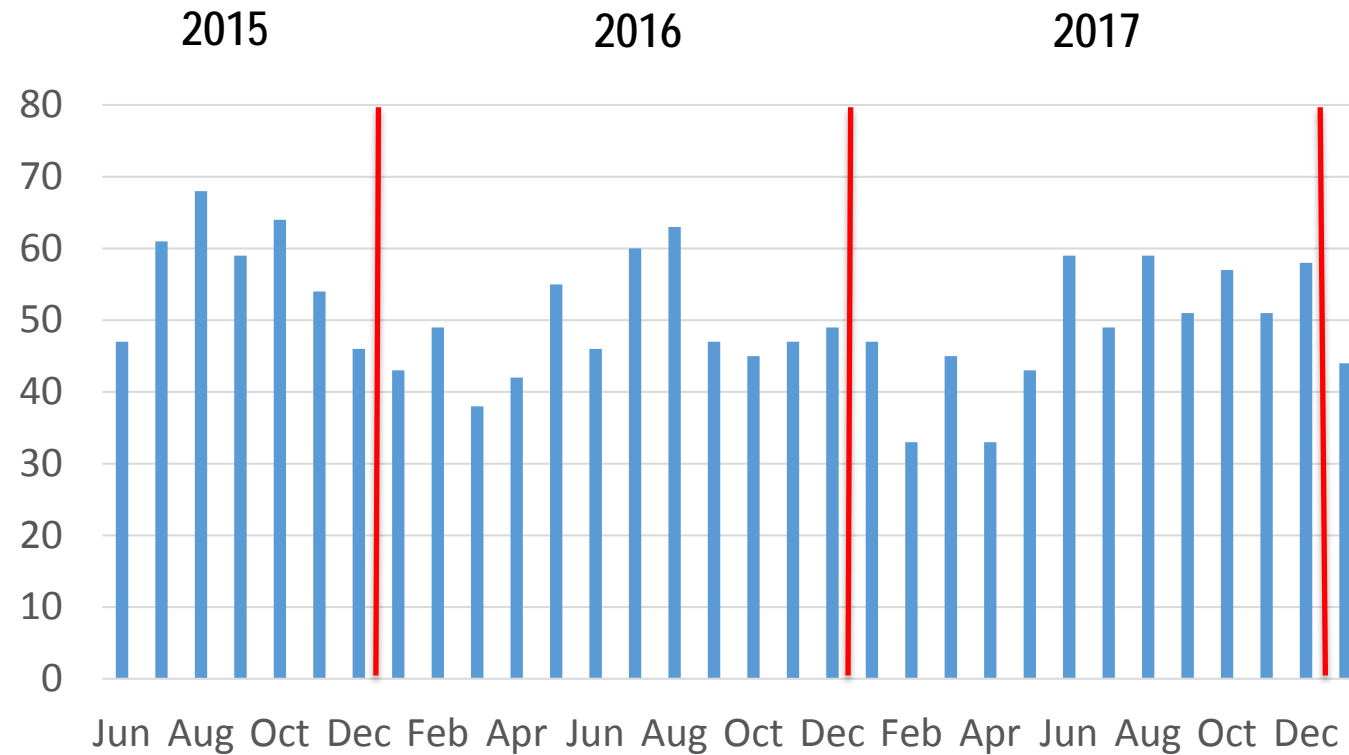
# Number of Hard Drives Received



Consistent submission of hard drives by vessels, corresponding to fishing effort



# Number of Vessels Submitting Hard Drives



**112 Vessels total with EM systems Installed: 34 in Gulf of Mexico & 78 in Atlantic**  
Number of vessels submitting hard drives fairly consistent over time

## Compliance with Hard Drive Submission Requirements

Year*	# Hard Drives Received	Hard Drives Received Late	Multiple trips on one Hard Drive	Missing Trips**
2016	975	29 %	8 %	50 (5%)
2017	1,020	27 %	4 %	pending complete logbook data

\* 2015 not included; First year of implementation; requirement effective June 1, 2015

\*\* Based on logbook data of number of trips using pelagic longline gear; 1,025 trips in 2016

Late: received 14 days or more after end of trip based on VMS pre-landing declarations

## Number of PLL Sets and Vessels Audited

Audit Period	Months, Year	# Sets Selected for Audit	# Sets Audited	% Success	# Vessels Audited
1	Jun-Aug 2015	177	126	72%	43
2	Sep-Nov 2015	94	66	70%	25
3	Dec 2015-Feb 2016	167	143	86%	48
4	Mar-May 2016	195	156	80%	44
5	Jun-Aug 2016	99	82	83%	28
6	Sep-Nov 2016	88	75	85%	24
7	*Dec 2016	52	35	67%	35
8	Jan-Mar 2017	194	179	92%	48
9	Apr-Jun 2017	212	181	85%	55
10	Jul-Sep 2017	61	50	82%	17
11	Oct-Dec 2017				

PLL sets which are selected for audit can be successfully audited (due to improvements over time in vessel compliance and technical execution)

## Unsuccessful Audits (selected for audit, but not successfully audited)

Principal Reasons	Percentage	Explanation
No Hard Drive Received	38%	hard drive associated with a particular trip not received
Hard Drive Data Loss	21%	not able to download, or recording error (e.g., not encrypted to particular vessel, software corruption, physical damage)
No Set Data	25%	missing data from the particular set selected for audit
Quality Control Issue	16%	Blur (dirty lens), glare, lighting, camera angle, etc

Quantification of reasons why some sets selected for audit are not successfully audited;  
Responses by NMFS and NMFS contractors to reduce numbers of unsuccessful audits

## Audit Results: Data on Bluefin Tuna Detected in EM Audit and Comparison to VMS Set Report Data

Audit Period	# Sets Audited with Bluefin Detected	% of Total sets Audited with Bluefin Detected	% of Sets which EM data matched VMS data regarding presence of bluefin	% of times that VMS reported BFT is equal to or greater than the EM number of BFT , regardless of disposition
1	7	6%	14%	0%
2	9	14%	33%	22%
3	11	8%	91%	100%
4	8	5%	75%	63%
5	10	12%	100%	90%
6	3	4%	66%	67%
7	0	na	na	na
8	16	9%	0	81%
9	14	8%	100%	93%
10	7	14%	71%	42%

Bluefin are a relatively rare event: Detected in 4% to 14% of audited pelagic longline sets

# Troubleshooting Vessel Electronic Monitoring Systems

Average Number of Issues to Address each Week: 6

Resolved remotely via phone: 48 %

Field visits: 52%

(2016 and 2017 data; Range of number of issues per week: 1 to 18)

Issues identified by both vessel operators and NMFS contractors when processing and reviewing videos

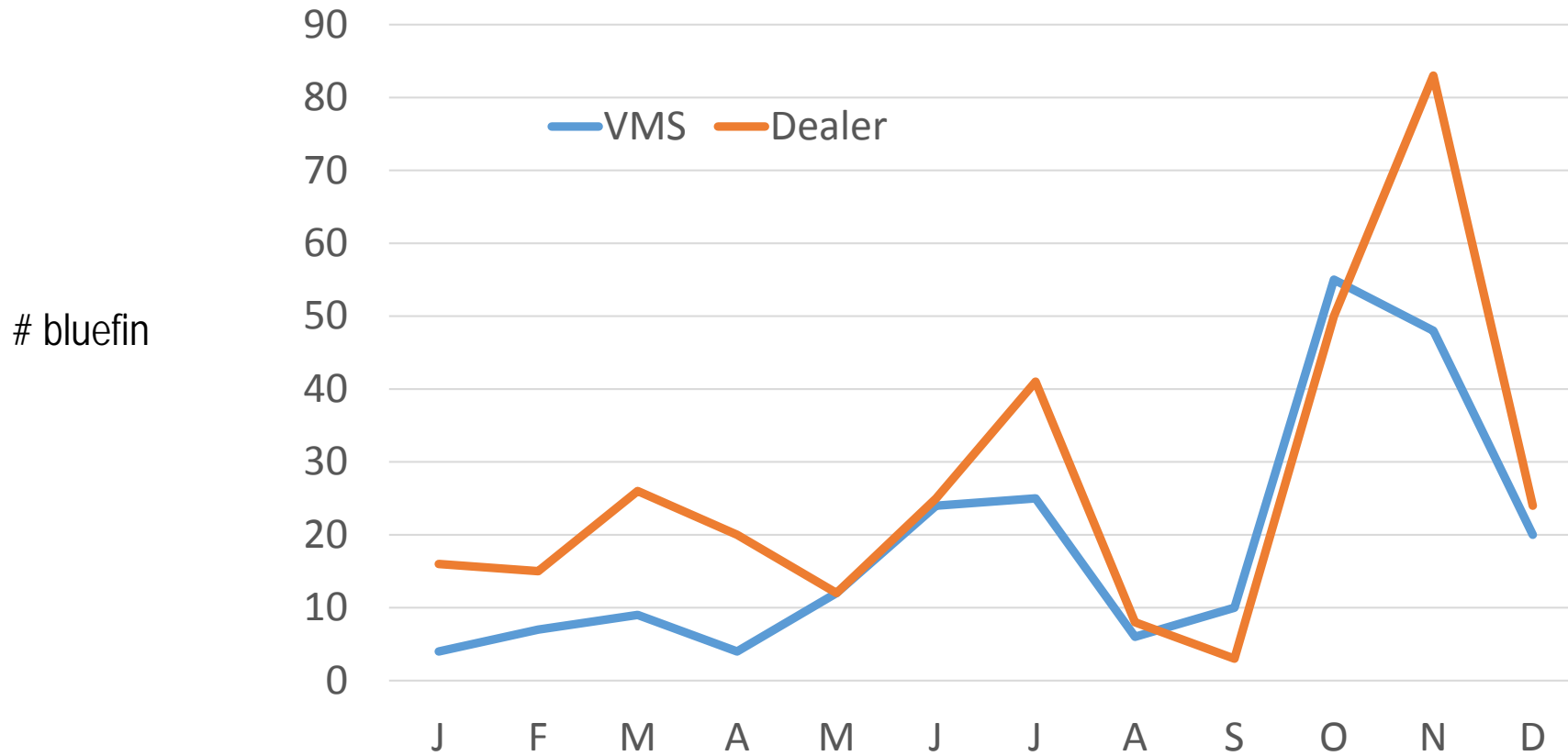
# VMS Reporting – Bluefin Set Reports (2015, 2016, 2017)

*Vessels required to submit VMS reports within 12 hours after retrieving each PLL set, including data on number and disposition of bluefin tuna caught by size category, number of hooks, and location (ATL, NED, or GOM)*

Landings Comparison: VMS vs Dealer Data

Effort Comparison: VMS vs Logbook Data

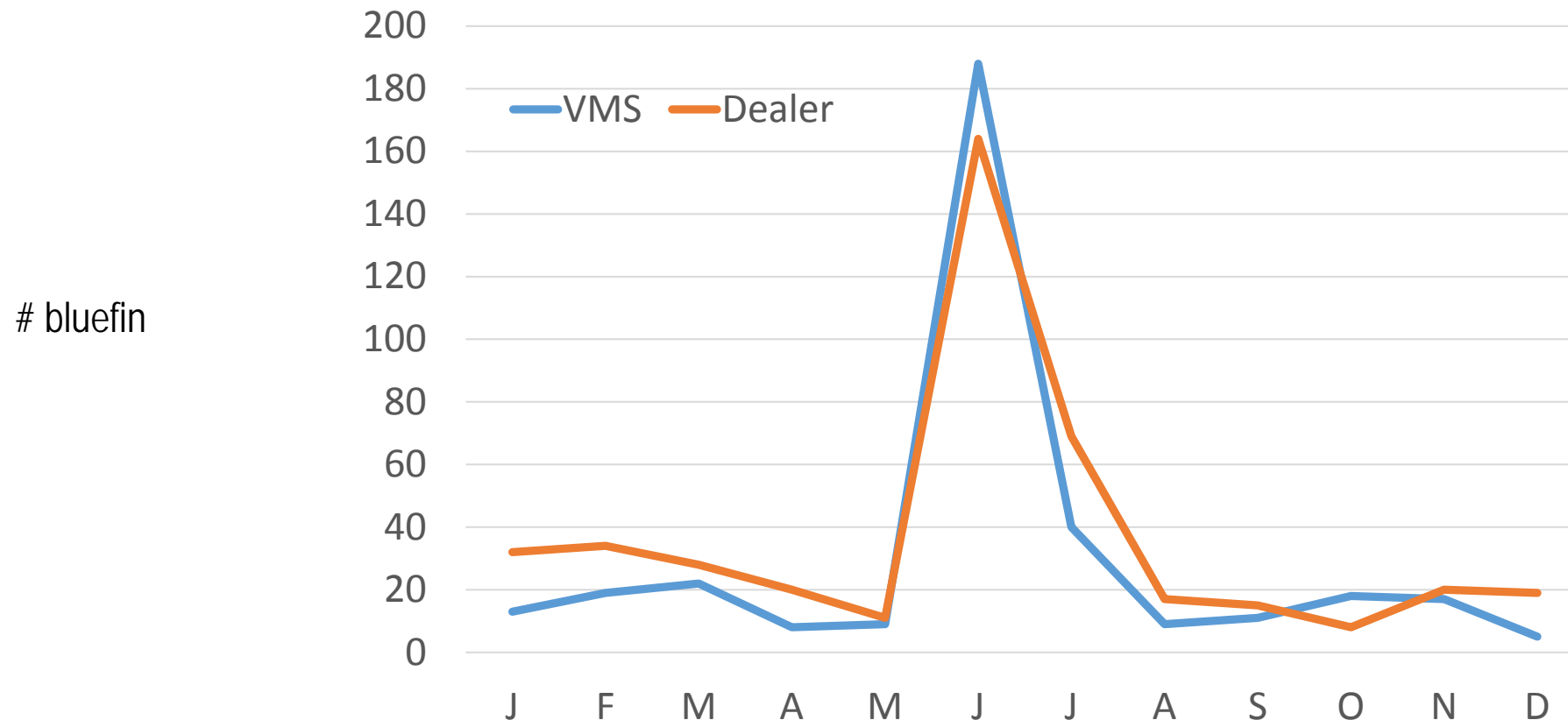
## VMS (# bluefin retained) vs Dealer (# bluefin landed); 2015



2015: General correspondence between VMS and dealer data on number of bluefin retained and landed (respectively), but notably less bluefin reported by VMS

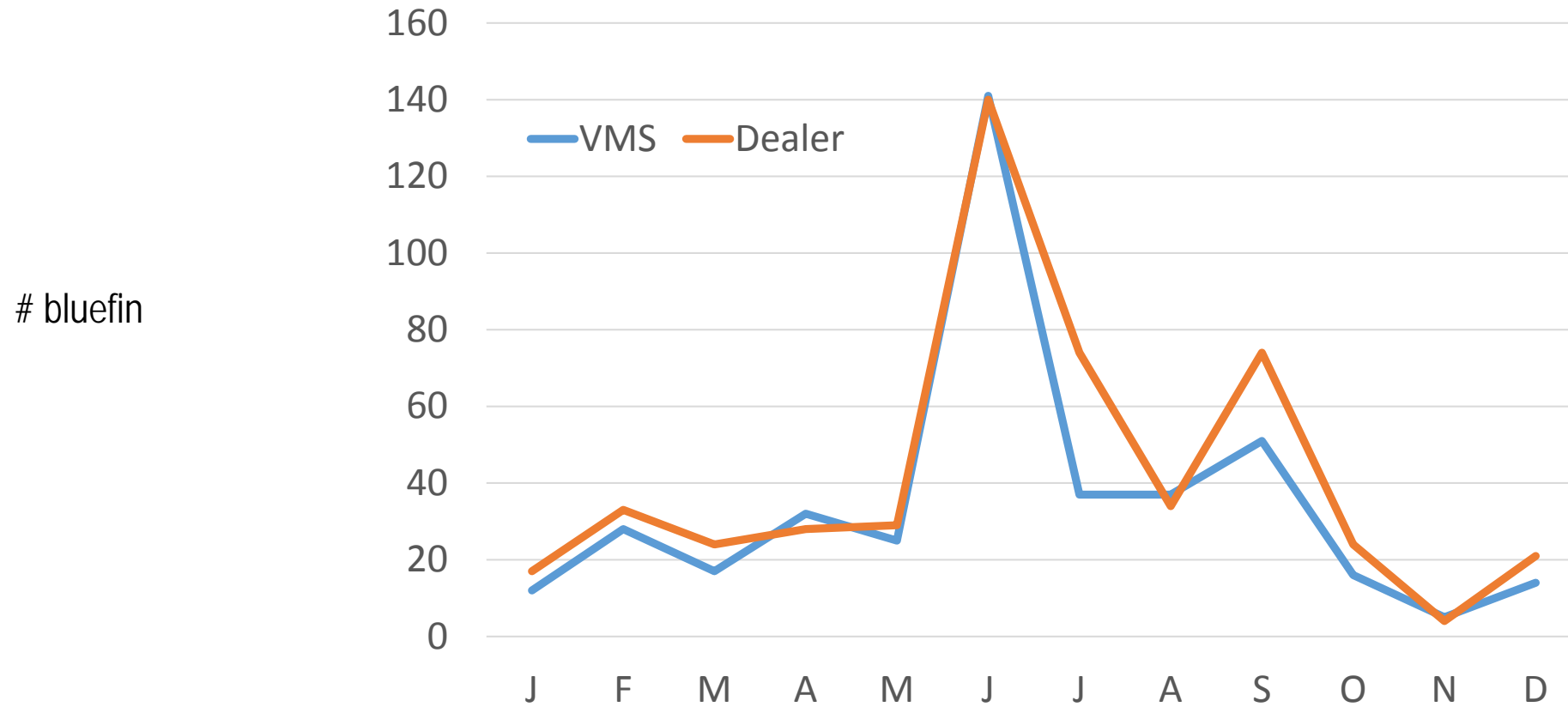


## VMS (# bluefin retained) vs Dealer (# bluefin landed); 2016



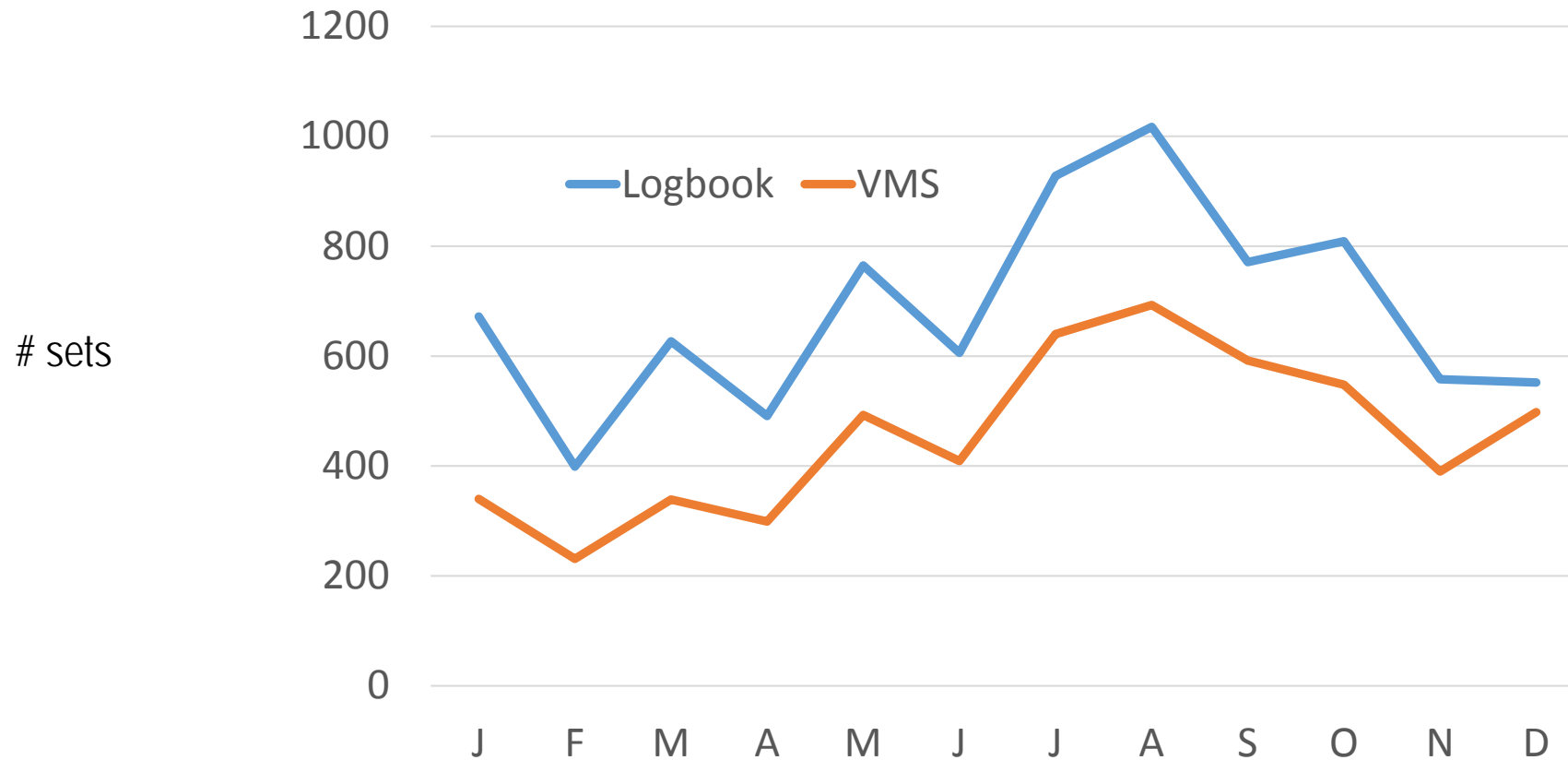
2016: Improved correspondence between VMS and dealer data on number of bluefin retained and landed (respectively)

## VMS (# bluefin retained) vs Dealer (# bluefin landed); 2017



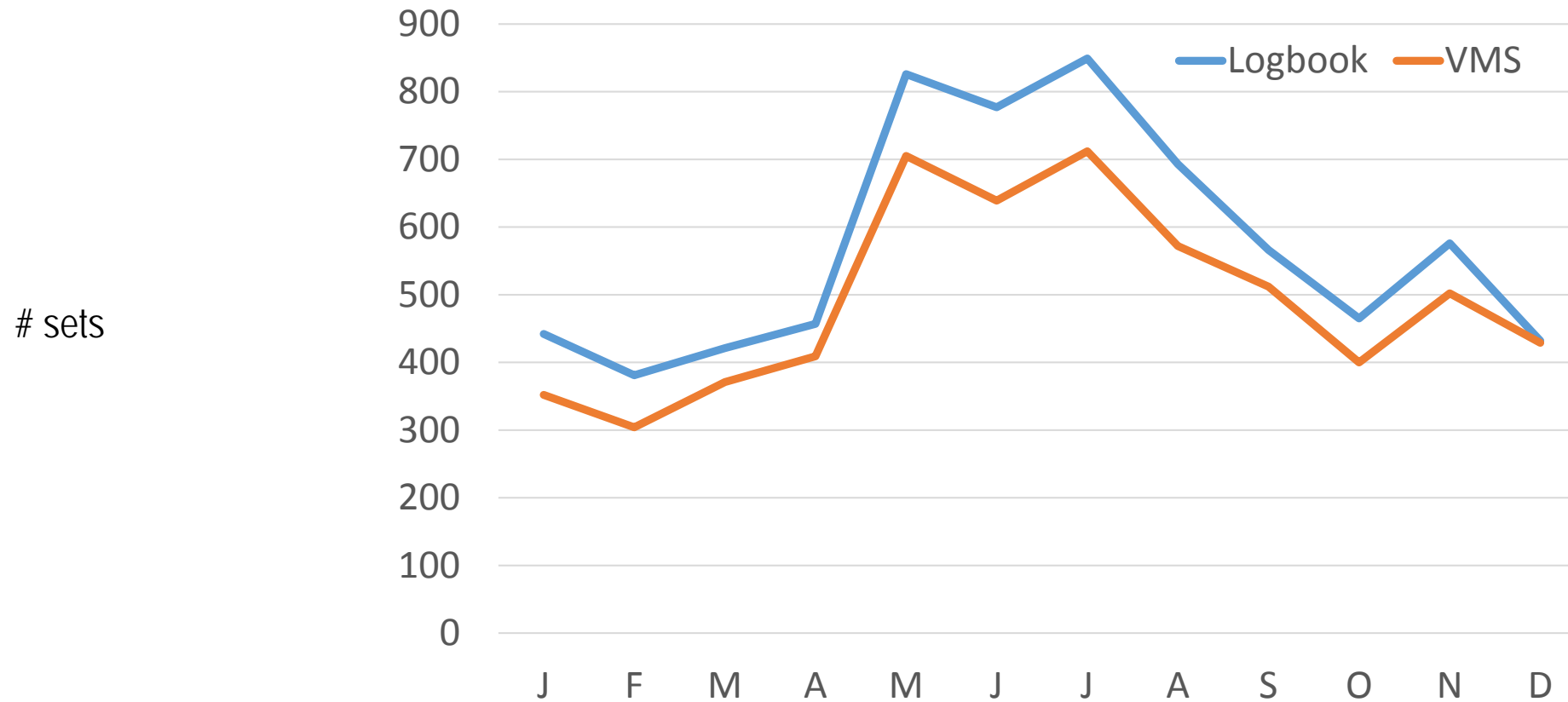
2017: Good correspondence between VMS and dealer data on number of bluefin retained and landed (respectively)

## # PLL Sets: VMS vs Logbook; 2015



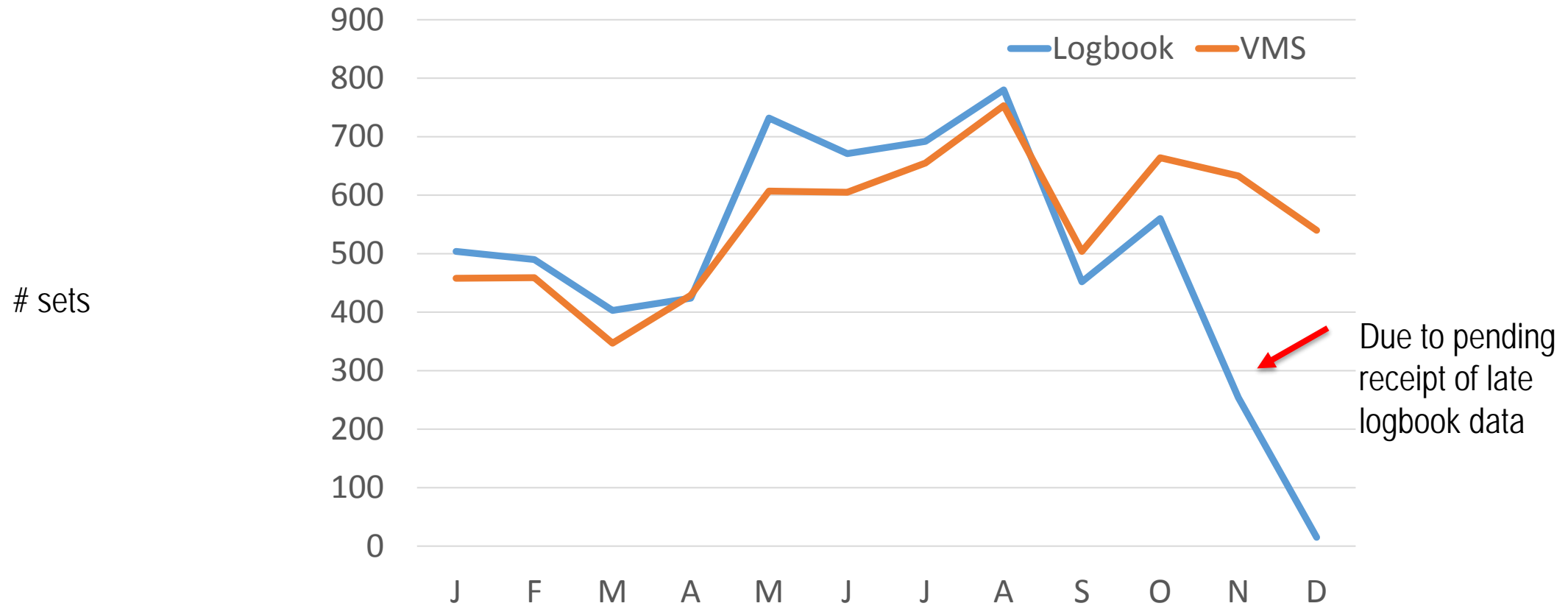
2015: Weak correspondence between # of VMS set reports (proxy for number of sets); and logbook data on number of pelagic longline sets

# # PLL Sets: VMS vs Logbook; 2016



2016: Improved correspondence between # of VMS set reports (proxy for number of sets);and logbook data on number of pelagic longline sets

# # PLL Sets: VMS vs Logbook; 2017\*



2016: Improved correspondence between # of VMS set reports (proxy for number of sets); and logbook data on number of pelagic longline sets;  
\*Incomplete logbook data in 2017

# Cost Recovery & other Topics

Exploration of Cost Recovery

Other Topics for analysis & consideration in 3-year review

# Exploration of Cost Recovery

- Under the Magnuson-Stevens Act, NMFS may collect fees to cover the cost of management, data collection and analysis and enforcement activities associated with the \*costs of a catch share program. (*\*incremental, dedicated costs, that would otherwise not be incurred without the existence of the catch share program*)
- Maximum recoverable cost is 3% of total ex-vessel value of catch share species

Year	Bluefin Revenue	3 % of Bluefin Revenue from PLL vessels
2015	\$ 572,930	\$ 17,188
2016	\$ 736,755	\$ 22,103

# Exploration of Cost Recovery – cont.

## Considerations

Low amount of recoverable revenue (from PLL fleet based on bluefin revenue)

Costs to NMFS associated with the annual logistics associated with cost recovery:

- Annual development of estimate of NMFS annual incremental costs associated with the IBQ Program
- Development of Federal Register Notice
- Mailing of bills and instructions to PLL fleet
- Fees for computer interface/portal for industry payment
- Follow-up communication with fleet, troubleshooting, and compliance
- Oversight of cost recovery process

## Preliminary Assessment

It may not make economic sense to implement a cost recovery program

*(i.e., the annual costs to execute cost recovery may approach the amount recovered from the PLL fleet).*



## Other Topics for Analysis & Consideration in 3-Year Review

- IBQ permanent sale provisions (*currently not allowed; should permanent sale of IBQ be allowed?*)
- Cap on allocation or usage (*currently no cap; should there be a cap?*)
- IBQ Allocation Revisions (*are revisions warranted?*)
- Relation to purse seine fishery (*currently allowed to lease purse seine quota; should this continue?*)

NMFS Requests input from the HMS Advisory Panel and the public on these items, in addition to the preliminary data

# Deepwater Horizon Oceanic Fish Restoration Project\*

Year	Months of Repose <i>(not fishing in Gulf of Mexico with pelagic longline gear)</i>	# Vessels Participating
2017	March through June	7
2018	January through June	10

\*Implemented in cooperation with NOAA Restoration Center and National Fish and Wildlife Foundation.

- Vessels compensated for not using pelagic longline gear in the Gulf of Mexico (and encouraged to use alternative gear such as buoy gear).
- Project designed to help restore fish species affected by 2010 Deepwater Horizon oil spill.  
Funded through early restoration funds from BP (British Petroleum) in 2011  
For more info: <http://www.nfwf.org/pll/Pages/home.aspx>

## Additional Data Pending

- CPUE for bluefin (logbook data)
- Bluefin to Designated Target Species Ratio\* (dealer and logbook data)
- Percentage of observed sets with bluefin tuna (Pelagic Observer Program data)

\*This ratio was an element in the catch share eligibility criteria for the current IBQ Program;  
Designated Target Species: yellowfin, bigeye, albacore and skipjack tunas; swordfish, dolphin, wahoo, and porbeagle, shortfin mako, and thresher sharks

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