Fixed Gear Sablefish Permit Stacking
(November 2000)

Today's Presentation
Review Time Line for Implementation

Prov 3: Stacking & Ownership Limit

<table>
<thead>
<tr>
<th></th>
<th>Modified Derby</th>
<th>Extended Season</th>
</tr>
</thead>
<tbody>
<tr>
<td>Limit</td>
<td>T-1 T-3 T-2 T-3</td>
<td>27 Tier-1; 43 Tier-2; 94 Tier 3</td>
</tr>
<tr>
<td>Min # Ves</td>
<td>82 55 41</td>
<td>44</td>
</tr>
<tr>
<td></td>
<td>4 (no T-1)</td>
<td>5 (no T-1)</td>
</tr>
</tbody>
</table>

4% = Roughly 180,000 pounds

Fixed Gear Permit Stacking.
Prov 3: Stacking & Ownership Limit

Current Concentration of Ownership

<table>
<thead>
<tr>
<th># Owners</th>
<th># Permits</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>5</td>
</tr>
<tr>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>3</td>
</tr>
<tr>
<td>14</td>
<td>2</td>
</tr>
</tbody>
</table>

# Owners | % Hvst Priv
---|---
1       | 5.2
1       | 3.5
1       | 3.1
1       | 2.8
1       | 2.1
5       | 2.0
9       | <1.3

Date for determining ownership.
Calculating ownership.
Limits on grandfather provision.
Reporting requirements.
(Data from Table 2 on Page 30 of the analysis)

Prov-4. Combination of Stacked Permits
(Prov-8. Non-sablefish Cum Limits)

4a. Unstack  4b. Permanent  4c. Trade Ends

Fixed Gear Permit Stacking.
Prov 8: Nonsablefish Cum Limits

Bycatch of Other Groundfish

Modified Derby  Mop-Up  Daily Trip Limit

Stacking nonsablefish cum limits may activate latent capacity.
Sablefish endorsement system cut out unused sablefish capacity.
Tiered system roughly scaled limits proportional to size of operation.
The nonsablefish management system has not been tailored in a similar fashion.
Therefore, there is considerable opportunity for the activation of latent capacity.

Prov 7. Owner-on-Board

1. Requires owners to be on-board during sablefish operations (has grandfather clause).
2. Restricts ownership to individual human beings (has grandfather clause).
3. Prohibits leasing (even for those grandfathered in)

Add: Percent vessel ownership required
     Date for determining permit ownership
     Reporting requirement

<table>
<thead>
<tr>
<th># of Owners/Permit</th>
<th>Owner Presence:</th>
<th>Always</th>
<th>Never</th>
</tr>
</thead>
<tbody>
<tr>
<td>One</td>
<td>SF Derby</td>
<td>83%</td>
<td>14%</td>
</tr>
<tr>
<td>Two</td>
<td>SF Mop-up</td>
<td>76%</td>
<td>20%</td>
</tr>
<tr>
<td></td>
<td>Oth LE Fixed</td>
<td>75%</td>
<td>17%</td>
</tr>
</tbody>
</table>

(Data for 1985 and 1996 based on 1997 survey. See page 25 for analysis)
Key Government Costs

- Tracking ownership to enforce accumulation limits and detect ownership changes that expire grandfather clauses (owner-on-board and single owner requirement).
- System for receiving and disseminating advance notice of landings (system will reduce increases in enforcement costs).
- Enforcement

Time Line

- Nov 2000 - Public hearing and final action
- June 2001 - Regulations finalized
- July 2001 – If IFQ moratorium applies, abbreviated stacking declaration and limit setting process (reduced Council consultation or alternative consultation process)
- Mid-August 2001 – Season starts
- October 31 2001 – Season ends (if IQ moratorium lifted)