

ENFORCEMENT CONSULTANTS COMMENTS ON
REBUILDING PLANS FOR CANARY ROCKFISH AND COWCOD

The Enforcement Consultants (EC) want to brief the Council on one of the proposals that has been mentioned for consideration.

The issue surrounding an area for the protection of canary rockfish which is based on a depth or fathom curve of 50 fathoms to 150 fathoms. Currently, the states have limited resources or capability for offshore patrols. The 50 fathom line is close enough for some enforcement, but outside 10 miles becomes a problem; particularly in October to March, due to weather constraints.

The U.S. Coast Guard has capability to go offshore, but have limited cutter patrol hours. When spread to all three states, this asset becomes very sparse.

We have evaluated the use of aircraft, and again, the states are very limited in their ability.

The U.S. Coast Guard has approximately 1,400 hours for fishery enforcement for helicopter use in Oregon and Washington; and about 200 hours for C130 aircraft. There are 200 to 400 hours available for northern California. The effectiveness of aircraft is directly related to their ability to identify the fishing activity from the air.

With current enforcement budgets and manpower, it will be extremely difficult to adequately enforce this type of regulation.

If the Council proceeds with large closure areas, the EC recommends careful consideration of what is to be accomplished. The structure of the regulations relating to the closure can have large impacts on our ability to enforce, unfortunately the more restrictive the closure, the better the ability to enforce. Some measures to be considered are:

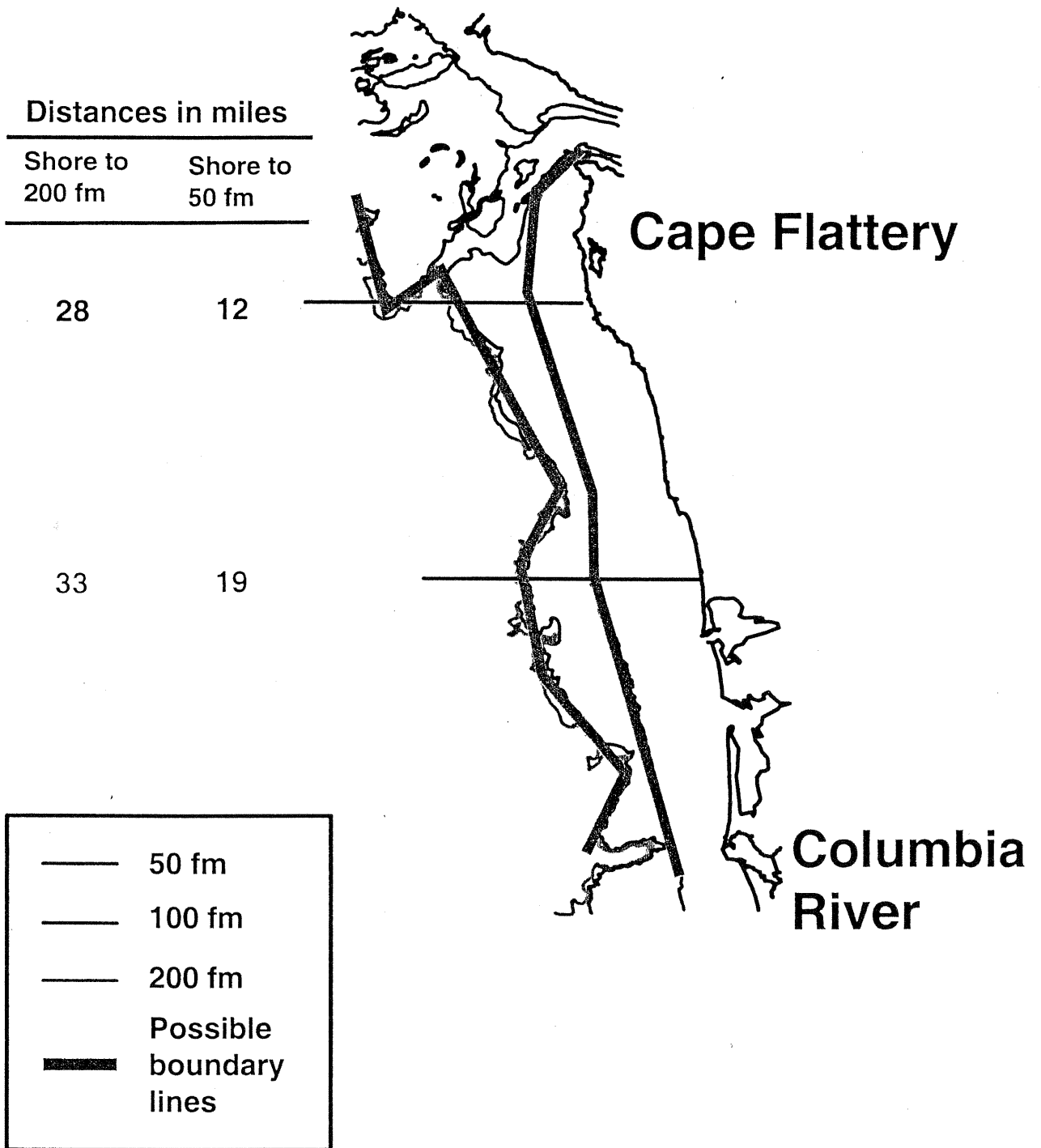
1. No fishing within the closure.
2. Observers to fish in closure area.
3. Declaration of vessels fishing in closure and notification of landing time.
4. Vessel monitoring system.
5. Consolidate fishing time into shorter time frames.
6. No retention in any fisheries for species to be protected.

The EC recognizes that all these examples of measures have impacts or different effects on industry, communities, and the states. Real effectiveness of the closure will depend on industry acceptance and not enforcement.

We encourage the Council to proceed with evaluation of vessel monitoring system for use in the fishery. We think there may be opportunity for its use in some areas.

The EC also would urge the Council to write a letter to the states, National Marine Fisheries Service, and the U.S. Coast Guard that reflects the need for adequate enforcement. We are not asking you to necessarily ask for more money to fund these programs, but the EC stresses the need for adequate marine enforcement, because it is critical to the Council's ability to manage resources.

Washington



Oregon

Distances in miles

Shore to 200 fm	Shore to 50 fm
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36

13

17

7

35

10

16

5

11

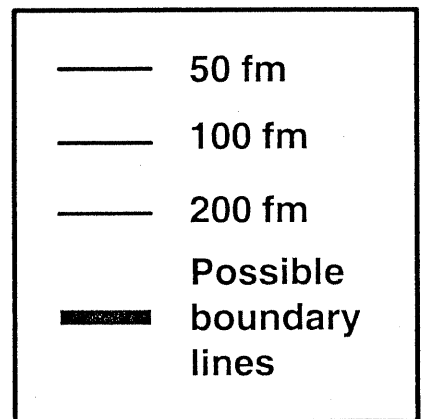
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Columbia River

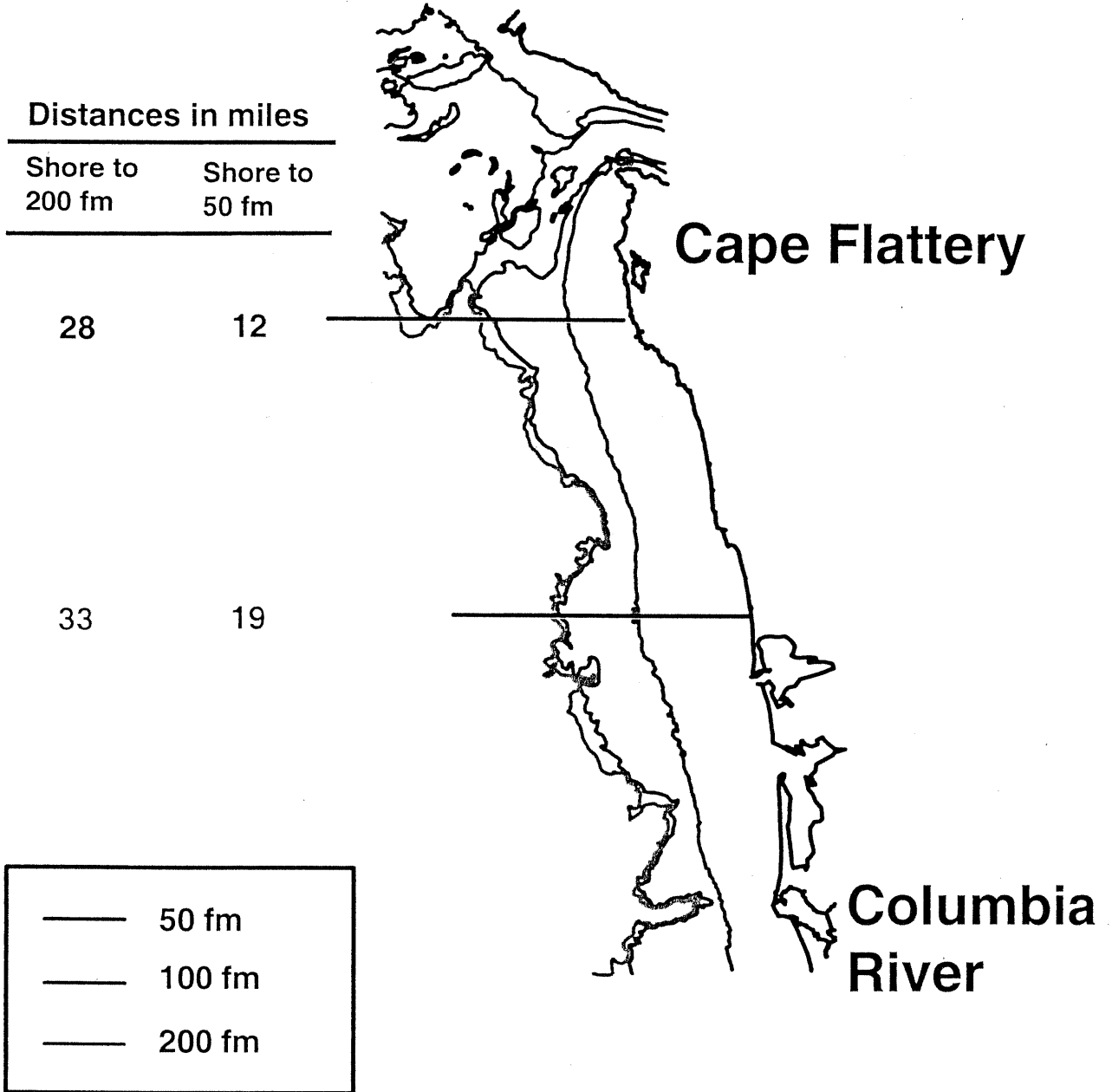
Newport

Cape Blanco

OR/CA Border



Washington



Oregon

Distances in miles

Shore to 200 fm	Shore to 50 fm
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36

13

17

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35

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16

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11

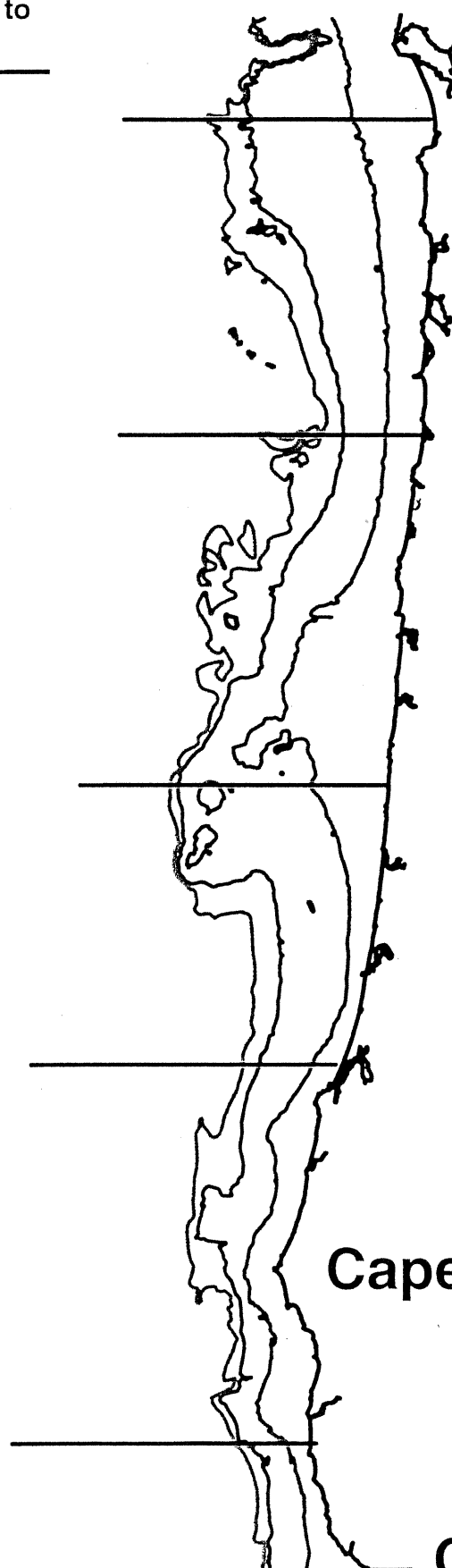
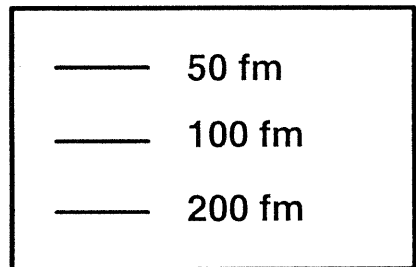
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Columbia River

Newport

Cape Blanco

OR/CA Border



Distances in miles

Shore to 200 fm	Shore to 50 fm	Between 50 - 200 fm
28	12	16

33	19	14
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36	13	23
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17	7	10
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35	10	25
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16	5	11
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11	4	7
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