

Summary of Key Topics from the TIQ Analytical Team Report

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Outline of Presentation

- Issues the AT thought would be relevant regardless of alternatives chosen
- Questions we thought would be useful to answer
- Progress made on addressing these issues
 - Several issues have not yet been adequately addressed
 - Several issues are not referred to in this report

Status Quo Management Regulations

What is the status quo against which IFQs or other management alternatives will be measured?

- Status quo:
 - Increased bycatch monitoring; and
 - Increased enforcement.

Management Measures Remaining in Place with IFQs

Which current management measures would remain in place, and which would be replaced under an IFQ program?

- Management measures we expect to remain:
 - RCAs
 - Restrictions on trawl gear
- Management measures we expect to be replaced:
 - Cumulative trip limits

Harvest Levels Under Status Quo Policies

What harvest levels might be expected under status quo harvest policies?

- Harvest will likely continue to be constrained by overfished species.
- Subject to constraints, opportunities may exist for reduced discard and fuller utilization of catch OYs.

Bycatch (Discard of Incidental Catch)

How much of the current bycatch problem might potentially be resolved by an IFQ program?

- *What are the reasons for and current volume of discards?*
 - Market constraints (68%), regulations (24%), quality reasons (8%) (Enhanced Data Collection Program)
 - WCGOP
- *What effect may IFQ programs have on discards, and what design elements might tend to increase and decrease discards?*
 - Linking quota to total catch
 - 100% observer coverage
 - Quota transferability
 - Strong disincentives for failing to cover catch with quota

Need for Area Management of IFQs

- *Is a redistribution or concentration of catch more likely to occur under an IFQ program than under status quo?*
 - Divisibility and transferability of quota shares increase the likelihood of geographic shifts. The degree and direction of shifts are not predictable.
- *What kind of geographic shifts have been observed historically?*
 - Historical catch indicates strong variability over time.
 - From observation of data, it not apparent that fishing effort necessarily follows survey biomass or CPUE.
- *What biological concerns might be associated with an increase in the concentration of harvest in some areas?*
 - Existence of potentially adverse concentrations of effort unknown
 - Stock assessment scientists, fishery stakeholders and managers should jointly evaluate whether or not area management of OYs will improve stock assessments, sustainability, and overall yield.

Economic Impacts under IFQs

- *What is the likely effect of IFQs on asset values?*
 - It is likely that IFQs will influence the value of existing assets like permits, vessels, plants and processing capital, and community infrastructure.
- *What is the potential for efficiency gains under IFQs?*
 - Depends on...
 - Fleet restructuring;
 - Increased efficiency of individual vessels;
 - Shift of harvesting to more efficient vessels; and/or
 - Increased product value.
 - Some studies indicate 40% reduction in harvesting costs (mostly through decrease in vessel numbers)
 - Some studies estimate efficiency gains under IFQs of over \$10 million.
- *How will IFQs affect enforcement and other program costs?*
 - Assuming that adequate tracking and monitoring elements are put in place prior to an IFQ, very little additional enforcement effort would be required to implement an IFQ.
 - Other major program costs are being evaluated.

IFQ Allocation Issues

- **Data Quality Issues**
 - *Sample coverage and species assignments are not uniform along the West Coast;*
 - *Not all the nominal fish ticket categories are reassigned to specific categories; and*
 - *Since average catch distributions are applied, any particular individual's fishing practices are not accurately represented*
 - ...catch histories for some vessels appear with more than half their total annual catch still residing in generic species categories.
- **Limited Entry Vessels Using Open Access Gear**