

Subject: written comments
From: BC Tuna Fishermans Association <bctfa@shaw.ca>
Date: Wed, 24 May 2006 15:49:35 -0700
To: pfmc.comments@noaa.gov

Dear Members of the Pacific Fishery Management Council, If by Chance you have not received the Letters attached, I would like to submit these written comments for your consideration and hopefully to be included in your Briefing Book. They pertain to the General Session, June 13 2006 Agenda item E.Highly Migratory Species Management,E.3d Albacore Management. I, on behalf of the authors of attached letters, would like to submit for the record. Also ,I would like to state for the record this Association fully endorses the continuation of the U.S.-Canada Albacore Treaty. As you are aware, Albacore Tuna are by their very nature a Highly migratory Species that know no boundaries. It would be to the detriment of all Albacore Fishermen, of both countries, if they could not pursue and harvest wherever they may be found.

Lawrence Teague
President
B.C. Tuna Fishermen's Association

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Albacore Treaty.pdf

Port Letter Canadian Treaty.4.17.06.doc

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Albacore Treaty.doc

April 17, 2006

Mr. Bill Gibbons -Fly
OES/OMC, Room # 7820
U.S. Dept of State
Washington DC, 20502

Via Fax and First Class Mail

Dear Mr. Bill Gibbons-Fly,

The Port of Ilwaco is concerned about rumored changes to the US-Canadian Tuna Treaty. The Port is the leading albacore tuna receiving port on the Pacific Coast. Canadian fishermen contribute to the local economy by providing fish that translate into American jobs. The Canadians also purchase groceries, fuel, and other supplies in our small town. Any further restrictions on the Canadian fleet will result in an adverse effect on our fishing port that is struggling to compete in a world market.

The port commissioners of the Port of Ilwaco asked me to send you this letter to express our support for the continuation of this treaty.

Sincerely yours,

Mack Funk

Cc: Sen. Patty Murray
Sen. Maria Cantwell
Rep. Brian Baird
Pierre Marchand, Jessie's Ilwaco Fish Co.
Lance Barnett, Ilwaco Landing
Ed Bittner, Western Fishboat Owner's Association

Mr. Gibbons-Fly
OES/OMC, Room #7820
U.S. Department of State
Washington, DC 20502

5/16/2006

Dear Mr. Gibbons-Fly,

Wilcox & Flegel Oil Company operates two fuel docks at the mouth of the Columbia River. We have one dock in Astoria Oregon and one in Ilwaco Washington. It has come to our attention that the U.S./Canadian albacore treaty is under review. We would like to formally support the renewal of this treaty. It has been beneficial to our organization having Canadian vessels delivering to the ports in Astoria and Ilwaco. These vessels take on fuel and lube oil from us when they deliver. Operating and maintaining a fuel dock is large investment. Each gallon we sell over the dock helps pay not only for employee wages, but contributes much needed funds to the maintenance and repair of these docks.

The treaty is designed to offer an equitable opportunity for both Canadian and U.S. fisherman to participate in a migratory fishery. Although the current ocean conditions are bringing a majority of albacore to the U.S. coastline, there is no guarantee that this will remain the situation in the future. If the fishery moves north off the Canadian coast, having an opportunity to deliver to a Canadian port may be extremely important for the survival of our local fishermen from Oregon and Washington. Many of our local fishermen have survived by participating in several fisheries throughout the year. Fishermen that in the past could have specialized in one fishery such as Dungeness crab or salmon have had to diversify in order to survive. The albacore tuna fishery has given local fishermen the ability to supplement their income. The opportunity to continue this fishery, whether in the U.S. or Canada may be essential to their economic survival.

If the fish move north, that will definitely hurt our business as the gallons sold over our docks would decrease. What would hurt us even more is if our local fishermen could not survive off the local fisheries and had no opportunities to supplement their income with an albacore season.

The non-renewal of this treaty would adversely impact the volume of diesel and lubricants sold in Astoria and Ilwaco. It would also limit the opportunities for our local fishermen to participate in a migratory albacore fishery. We believe it is in the best interest of all parties involved to renew this treaty with our Canadian neighbors to the north.

Respectfully,

Eric T. Clardy
General Manager – Pacific Division
Wilcox & Flegel Oil Co.
eric@wilcoxandflegel.com

BC Tuna Fishermans Association

From: L&L Teague [teagteal@shaw.ca]
Sent: Thursday, April 27, 2006 10:03 PM
To: BCTFA
Subject: FW: US D State-US EEZ Treaty 4.22.06.doc

-----Original Message-----

From: Shirley [mailto:shirley@ilwacofish.com]
Sent: Monday, April 24, 2006 8:32 AM
To: lteague@shaw.ca
Subject: US D State-US EEZ Treaty 4.22.06.doc

April 21, 2006

Mr. Bill Gibbons-Fly
OES/OMC, Room #7820
U. S. Department of State
Washington, D.C. 20502

Dear Mr. Gibbons-Fly,

I would like to introduce myself. I am A. Pierre Marchand, Jr., President and owner of Jessie's Ilwaco Fish Company. Jessie's is the largest buyer of albacore tuna on the west coast.

It has come to my attention that the treaty allowing Canadian Fishing vessels access to fish in the US EEZ and to have access to our ports is up for review and possible termination.

The termination of this treaty would be a financial hardship to our company, to the Port of Ilwaco and to the nearby towns. As we are a low income area, we rely on these fishermen to bring support to our economy. This would also affect the fishermen themselves.

Therefore, we would like to express our support for the continuation of this treaty.

Sincerely,

JESSIE'S ILWACO FISH CO., INC.

A. Pierre Marchand, Jr., President

APM:sah

4/27/06



GALLAGHER TRANSPORT INTERNATIONAL INC.
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4/18/2006

Mr. Bill Gibbons-Fly
OES/OMC, Room # 7820
U.S. Department of State
Washington, DC 20502

Dear Mr. Gibbons-Fly,

We are customs brokers with offices in Portland, Oregon / Vancouver, Washington and Denver, Colorado and Kansas City, Missouri. For many years we have been heavily involved in assisting Canadian fishing vessel owners with the documentation and customs requirements they must meet when landing fish at U.S. ports in Oregon and Washington.

We understand that the treaty between the United States and Canada for fishing for albacore tuna and landing the catch in each other's ports is under review. We certainly hope that both Canada and the United States renew this important treaty.

This treaty is important not only to us individually as a company, but also to the general economies of the various U.S. ports where Canadian fishermen land their catch, i.e.,

Astoria, Oregon (including Ilwaco, Washington)
Coos Bay, Oregon
Newport, Oregon
Eureka, California
Bellingham, Washington
Westport, Washington

As can be seen by viewing this list, these are all cities where the economic impact of the fishing industry is significant. Each of these cities and their surrounding areas would feel the loss of the treaty deeply. Please note that every time a fishing vessel lands at a U.S. port it engages in commerce much broader than simply to sell their catch. They participate in the economy of that city in a large sense as they take on fuel, supplies, food and shop for other needed items.

We feel that it is very important to retain the status quo which has worked very successfully since the adoption of this treaty in 1981. Throughout these 25 years the treaty has been an important part of the staggering volume of bilateral trade between the United States and Canada. It is important as a means of regulating each country's Exclusive Economic Zones (EEZs) in a fair and prudent manner.

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In addition to the benefit to the U.S. seaports where Canadian fishermen land, it is critical to recognize the value to U.S. fishermen who are likewise entitled by this treaty to fish in waters inside Canada's EEZ. This treaty indeed is a significant asset to each country and its economy.

In sum, we urge both the United States and Canada to renew this treaty. It is important to bilateral relations between both countries and is a clear sign of the friendship and close ties Canada and the U.S. have with each other.

Yours very truly,

Patrick Gallagher, President
Gallagher Transport Int'l, Inc.
patrick@gallaghertransport.com

cc: Senator Gordon Smith, Oregon (oregon@gsmith.senate.gov)
Senator Ron Wyden, Oregon (senator@wyden.senate.gov)
Rep. David Wu, Oregon (david.wu@mail.house.gov)
Rep. Peter DeFazio, Oregon (peter.defazio@mail.house.gov)
Rep. Darlene Hooley, Oregon (darlene@mail.house.gov)

Sen. Patty Murray, Washington (senator_murray@murray.senate.gov)
Sen. Maria Cantwell, Washington
Rep. Rick Larsen, Washington (Rick.Larsen@mail.house.gov)
Rep. Norman Dicks

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