

**CURRENT TRACKING AND MONITORING PROGRAM PROVISIONS
(AS SPECIFIED IN ALTERNATIVES REVIEWED BY THE COUNCIL NOVEMBER 2007)**

The following is a list of elements of the Tracking and Monitoring Programs, as incorporated in the Council alternatives to date.

Central Program Elements

- Onboard compliance monitors
- Camera monitoring
- Retention requirement
- Dockside compliance monitors
- Vessel monitoring system (VMS)

Complementary Elements Affecting Program Effectiveness

- Upgraded bycatch reporting system
- Electronic landings tracking system
- Electronic individual fishing quota tracking systems with information on vessel quota pound (QP) accounts, quota share (QS)/QP transaction information and a lien registry.

Cost and Impact Mitigation

- Hailing requirements (advance notice of landing)
- Limited delivery ports
- Limited delivery sites
- Limited landing hours
- Small vessel exemptions for onboard compliance observers

The Trawl Individual Quota Enforcement Group originally developed this list and arrayed the elements into three programs it believed might reasonably be expected to achieve adequate levels of tracking and monitoring. There have been some modifications since that time. The programs as they are specified in the current alternatives are listed on the following page, and summarized in the attached table. Staff will present a set of tracking and monitoring program provisions at the March 2008 Council meeting, revised based on input from the Trawl Rationalization Tracking and Monitoring Committee and Groundfish Allocation Committee.

Language From A-2.3.1 Of The IFQ Alternative

These provisions are summarized in Table 1. Grey text indicates areas where additional detail may need to be provided:

For all tracking, monitoring and enforcement options: VMS and advance notice of landings will be required; there will be an electronic landings tracking system; QP account information for vessels will be tracked electronically and available in the field; and there will be a central QS/QP transaction system that will include a QS lien registry.

Option 1: 100% at-sea compliance monitors/observers (small vessel exception, if feasible).

Discarding will be allowed. Allowing discarding will require that the timeliness of discard reporting be improved to match that for landings reporting. Such timeliness will be necessary to track QP usage.

Electronic landings tracking (state landings system), advance notice of landings, unlimited landing hours. Some shoreside monitoring.

Some costs will be controlled through a requirement that delivery sites be licensed. Site licenses (license criteria to be specified) will ensure that certain standards will be met that will facilitate monitoring and will aid work force planning. Any landing not made at a licensed site will be illegal.

The lien registry system will include only essential ownership information.

Option 2: Same as Option 1 except as follows. No small vessel exception. There will be full retention and 100% shoreside monitoring, so the discard reporting system will not need to be upgraded. The site licensing program will be replaced by a limitation on the ports (ports to be specified) to which deliveries could be made. Costs will be further controlled by limiting landing hours (to be specified). A lien registry system will contain expanded ownership information.

Option 3: Same as Option 1 except as follows. No small vessel exception. Cameras might be provided as an option for vessels to use in place of compliance observers (feasibility to be determined). Discards will be allowed (except when cameras are used, in which case full retention will be required). Instead of creating an electronic state fish ticket system, a Federal system will be created to track trawl landings. A lien registry system will contain expanded ownership information.

In addition to the above options, the Council has indicated it will pursue a process to consider the creation of an electronic logbook system and allowing vessels to split loads between different delivery locations.

Table 1. TIQ Enforcement Group preliminary scoping of possible enforcement programs (UPDATED BASED ON CURRENT OPTIONS – 02/07/08). Yellow (grey) indicates elements in common with Program 1.

	Program 1	Program 2	Program 3
At-Sea Monitoring	100% (Compliance Monitors) Small vessel exception, if feasible.	100% (Compliance Monitors)	100% (Compliance Monitors or Camera, if Feasible)
Retention Requirement	Discards Allowed	Full Retention	Full if Camera, Discards Allowed if Compliance Monitor Present (see NOTE)
Bycatch Reporting System Comparable to Landing Tracking System	System Upgrade Needed (electronic)	System Upgrade Not Needed	System Upgrade Needed (electronic)
Landing Tracking System	Electronic	Electronic	Parallel Electronic Federal System (maintain paper fishtickets)
Shorebased Monitoring	Some Shoreside Monitoring	100% Shoreside Monitoring	Some Shoreside Monitoring
Vessel Provides Advance Notice of Landing	Yes	Yes	Yes
Limited Landing Locations	Site Licenses	Specified Ports	Site Licenses
Electronic IFQ Reporting	Yes	Yes	Yes
Limited Landing Hours	No	Yes	No

VMS is an assumed component of the enforcement environment.

A QS lien registry is included in all programs. Under programs 2 and 3, the lien registry would include expanded ownership information.