Agenda Item I.1
Supplemental Staff Overview Presentation
(Wiedoff)
April 2015

Vessel Movement Monitoring – Scoping and Strawmen Alternatives

Brett Wiedoff – Pacific Fishery Management Council

Overview

- Public Scoping Timeline
- Potential Management Measures under VMM
- Advisory Body Statements
- Public Comment
- Council Action

Agenda Item I.1 Documents

- Attachment 1: Vessel Movement Monitoring Public Scoping Document.
- I.1.b HMSAS Report.
- I.1.c Public Comment: Athens Letter.
- I.1.c Supplemental Public Comment

Council Action

- Adopt a purpose and need
- Adopt a range of alternatives for each management measure
- Provide guidance for further consideration and analysis

Public Scoping Timeline

Council Meeting	Decision/Product
April 2015	Council adopts purpose and need statements and a range of alternatives for analysis
May - July 2015	National Environmental Policy Act (NEPA), Council staff develops analysis and draft document.
September 2015	Council adopts preliminary preferred alternatives
November to January 1, 2017	Council adopts final preferred alternatives (meeting date TBD) with intent that Final Rules are effective Jan 1, 2017

Potential Management Measures

1. Monitoring for Continuous Transit in the Groundfish Fishery (VMS Action)
2. Removal of Derelict Crab Pots from Rockfish Conservation Areas
3. Fishery Declaration Enhancements (whiting and gear testing)
4. Movement of IFQ Fishpot Gear Across Management Lines

MM1 - Monitoring for Continuous Transit

- To improve the current vessel monitoring capabilities for vessels that are required to have VMS.
- To collect vessel location and associated gear sensor data more often or at a finer scale through additional or modified monitoring technologies

MM1 - Monitoring for Continuous Transit

The purpose of the measure is to provide more efficient and effective monitoring of restricted areas, including RCAs.

MM1: Potential fisheries that may be affected

Fishery	Area Restriction
Shorebased IFQ Program	Trawl and Non-trawl RCAs
Salmon troll	Non-trawl RCA, w/ groundfish aboard
Limited entry fixed gear	Non-trawl RCA
Open access fixed gear	Non-trawl RCA
Swordfish drift gillnet	protected sp. closures, others

MM1: Preliminary Cost Information Current VMS Units

Monthly est. cost for existing NMFS-approved VMS units with ping rate of 4 times per hr:

Botracs	- $190 (approx.)
Network Inov.	- $172.80
Skymate	- $84.60
CLS America	- $75.00
Faria	- $70.45

MM1: Minimum Requirements for Potential New VMS Units

- GeoFencing capabilities
- Unit cost under $1,000.00
- Ideal transmission cost around $30-$60/month
- Adjustable ping frequency – ping every 15 minutes
- Rugged & tamper proof design for saltwater environments
- Additional ports to add hydraulic and gear movement sensors
- Capability to store location data locally and transmit at set intervals

MM1: Strawman Alternatives

Separated strawman alternatives into two groups

- Non-trawl
- Trawl

Available alternatives could be reorganized to be fishery or gear specific

MM1: Non-Trawl Alternatives

- **Alternative A –** No Action. Non-trawl vessels that must have VMS would maintain a ping of 1 per hr regardless of area fished.

- **Alternative B** - Mandatory increase of VMS ping rate; up to 4 times per hour based on analysis of sufficient ping rate for enforcement.

MM1: Non-Trawl Alternatives cont’

- **Alternative C** – *Bundled reports* - VMS units, both typed approved and not approved, with capabilities to bundle and transmit multiple position and sensor reports with additional positional reports via satellite, cell tower and/or Wi-Fi.

MM1: Non-Trawl Alternatives cont’

- **Alternative D** – *Geofencing* - VMS units, both typed approved and not approved with capabilities for geo fencing coupled with automated ping rate increase. Geofencing capabilities provide an automated increase in the ping rate when the vessel moves close to or across a management line.

MM1: Non-Trawl Alternatives cont'

- **Alternative E –** Maintain a VMS ping rate of 1 per hr when the vessel uses an electronic monitoring system (i.e., video monitoring under the IFQ shorebased program).
- If the vessel does not use EM for a period of time then it would be subject to an increase in the VMS ping rate of up to 4 per hour based on analysis of sufficient ping rate for enforcement.

MM1: Non-Trawl Alternatives cont’

- **Alternative F –** Maintain a VMS ping rate of 1 per hour when the vessel uses a secure data logger with capabilities to store and transmit positional reports and sensory data via cell tower and/or Wi-Fi.

MM1: Trawl Alternatives

- **Alternative A –** No Action. Midwater trawl and bottom trawl vessels that must have VMS would maintain a ping of 1 per hr regardless of area fished.

MM1: Trawl Alternatives

- **Alternative B** - Midwater trawl vessels fishing outside the primary whiting season and all bottom trawl vessels mandatory increase of VMS ping rate; up to 4 times per hour based on analysis of sufficient ping rate for enforcement.

- **Suboption B1** - Midwater trawl vessels that fish during the primary whiting season would maintain the VMS ping rate of 1 per hour regardless of area fished.

MM1: Trawl Alternatives

- **Alternative C –** Midwater trawl and bottom trawl vessels maintain a VMS ping rate of 1 per hr when the vessel uses an electronic monitoring system.
- If the vessel does not use EM for a period of time then it would be subject to an increase in the VMS ping rate of up to 4 per hour based on analysis of sufficient ping rate for enforcement.

MM1: Continuous Transit Definition

- **Proposed deleted text:** *Continuous transiting or transit through* means that a fishing vessel crosses a groundfish conservation area or EFH conservation area on a constant heading, ~~along a continuous straight line course, while making way by means of a source of power at all times, other than drifting by means of the prevailing water current or weather conditions.~~

- **Proposed New Text:** …as nearly as practicable to a direct route, consistent with navigational safety, while maintaining expeditious headway throughout the transit without loitering or unnecessary delay.

MM1: Potential Change in VMS Program Management

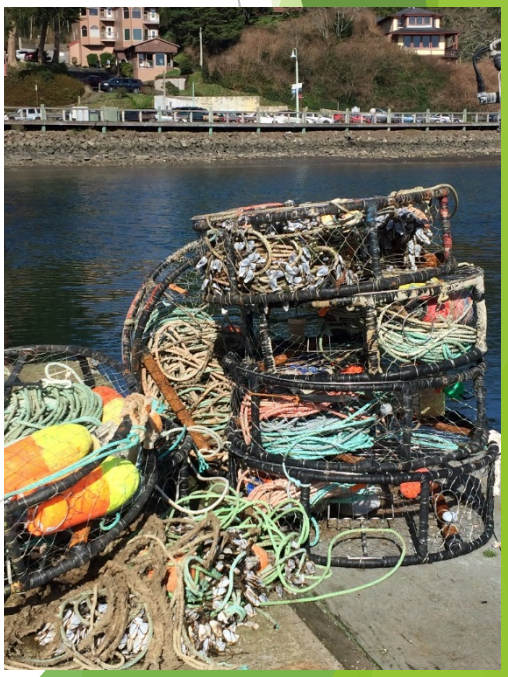
- VMS was developed and managed by Office of Law Enforcement (OLE)
- “Real time” data may not be needed under new measures
- Expansion of data collection may be an additional burden on OLE
- May be prudent and more efficient to shift responsibility to another agency

MM2: Removal of Derelict Crab Pots from Rockfish Conservation Areas

- Purpose of the measure is to allow vessels, under federal regulation, to stop and remove derelict gear from RCA's
- A declaration process would be created to provide notice to NMFS of the activity
- Potential expansion of current derelict gear removal programs for each state (WA, OR, and CA)

MM2: Derelict Gear Removal is a Continuous Transit Issue

- Industry requested allowance of vessels to stop in RCA
- Vessels need to be monitored
- Expansion of VMS data collection program (MM1) may support this management measure
- VMS would need to verify gear removal activity



MM2: Strawman Alternatives

- **Alternative A** – No Action, existing state derelict gear removal programs would remain in place

- **Alternative B** – Allow vessels using electronic monitoring (EM) or an observer to retrieve derelict gear from RCAs

MM2: Strawman Alternatives

- **Alternative C** – Allow vessels that *do not* have groundfish aboard the vessel to retrieve derelict gear from RCAs

- **Alternative D** – Allow vessels that *have* groundfish aboard the vessel to retrieve derelict gear from RCAs

MM2: Strawman Alternatives

- **Alternative E –** Allow limited entry groundfish vessels to retrieve derelict gear from RCAs (with or without groundfish on board)

MM3: Fishery Declaration Enhancements

1. Gear Testing (waiver or exemption from observer coverage)
2. Whiting Fishery Declaration

MM3: Fishery Declaration Enhancements

Gear Testing:

- Create an observer coverage waiver or exemption process for vessels testing gear
- Gear is intended not to catch fish
- Purpose is to create a more efficient groundfish fishery, provide efficient and effective monitoring, and increase profitability or create cost savings for the industry

MM3: Strawman Alternatives

Alternative A – No Action;

Individual vessels continue to make informal requests to the WCGOP and OLE for potential waivers, or inquiries for applicable rules for observer requirements when testing gear.

MM3: Strawman Alternatives

Alternative B – Set up formal waiver/exemption process to allow any groundfish vessel to be waived or exempted from observer coverage for a trip that tests gear. The trip could be during an open or closed fishing season

- **Sub-option B1**: Allow vessels to only test gear during open fishing season

MM3: Strawman Alternatives

Alternative C – Set up formal exemption process to allow only Shorebased IFQ vessels to be exempt from observer coverage for a trip that tests gear. The trip could be during an open or closed fishing season

- **Sub-option C1**: Allow vessels to only test gear during open fishing season

MM3: Fishery Declaration Enhancements

Whiting Fishery Declaration Changes

- Allow midwater whiting vessels to change their fishery declaration
- Purpose is to increase operational flexibility and create a more efficient groundfish fishery

MM3: Strawman Alternatives

- **Alternative A** – No Action; vessel would still be required to return to port to declare a change in fishery participation.

MM3: Strawman Alternatives

- **Alternative B** – Allow midwater trawl vessels to change their whiting fishery declaration while at-sea. Other restrictions for fishery declaration reporting would remain in place

- **Alternative C** – Allow midwater trawl vessels to declare participation in both Pacific whiting shorebased IFQ and Pacific whiting mothership sector prior to leaving port. Other restrictions for fishery declaration reporting would remain in place

MM4: Movement of IFQ Fishpot Gear Across Management Lines

- Would allow Shorebased IFQ Program fixed gear vessels to move pot gear across management lines

- Would allow the vessel to retain the IFQ fish from the primary management area when moving to a new management area to deploy gear (no mixing catch from two areas)

MM4: Movement of IFQ Fishpot Gear Across Management Lines

The purpose of this management measure would be to reduce time at sea, create a more efficient groundfish fishery, and increase profits for IFQ fixed gear vessels that use pot gear.

MM 4: Strawman Alternatives

Alternative A – No Action;

IFQ pot vessels would continue to return to port to start a new trip in order to deploy gear in a new management area

MM 4: Strawman Alternatives

- **Alternative B** –Allow IFQ fixed gear vessels to move pot gear from one management area to another management area during a single trip then deploy the gear *baited*.

- **Alternative C** – Allow IFQ fixed gear vessels to move pot gear from one management area to another management area during a single trip then deploy the gear *non-baited*.

Thank you

Questions?