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Homeland Security

United States
Coast Guard



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JAN 24 2017

Herb Pollard
Chair, Pacific Fishery Management Council
7700 NE Ambassador Place, Suite 200
Portland, Oregon 97220-1384

Dear Mr. Pollard:

Please find attached the U.S. Coast Guard's 2016 Annual Report to the Pacific Fishery Management Council, presented on behalf of Coast Guard District Thirteen and my counterpart in Coast Guard District Eleven, Rear Admiral Sokalzuk.

The report provides an overview of Coast Guard enforcement efforts from 2016 in support of PFMC managed fisheries along the entire U.S. West Coast, which includes the respective programs in Coast Guard District Eleven (California) and Coast Guard District Thirteen (Washington and Oregon).

The Coast Guard appreciates our strong working relationship with the PFMC and our various associated partnerships. We feel that our participation in the Council process by senior Coast Guard leadership is imperative to ensure the success of our fisheries enforcement program, as well as the overall management of the fisheries.

If you have any questions regarding this report, please contact me or my PFMC designees listed below:

LCDR Gregg Casad:	gregg.w.casad@uscg.mil	206-220-7305
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Sincerely,

M. E. BUTT

Rear Admiral, U.S. Coast Guard
Commander, Thirteenth Coast Guard District

Copy: Commander, Eleventh Coast Guard District (d)
Commander, Coast Guard Pacific Area (PAC-3)

**U. S. COAST GUARD
District Eleven & District Thirteen
2016 Report**



**To The
Pacific Fishery Management Council**

March 2017

Prepared By:

*Eleventh U.S. Coast Guard District (dre) &
Thirteenth U.S. Coast Guard District (dre)*

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I. INTRODUCTION

This report provides an overview of U.S. Coast Guard (USCG) enforcement efforts from 2016 in support of PFMC managed fisheries along the entire U.S. West Coast, which includes the respective programs in USCG District Eleven (D11 – California) and District Thirteen (D13 – Washington and Oregon).

The USCG is represented on the Pacific Fishery Management Council (PFMC) by the Commander of the Thirteenth Coast Guard District, Rear Admiral Mark E. Butt. Rear Admiral Butt's designees on the Council are LCDR Gregg Casad, LCDR Jason Brand, and Mr. Brian Corrigan. LCDR Brand (D11) and Mr. Corrigan (D13) also represent USCG interests for their respective areas of operations on the PFMC's Enforcement Consultants Committee.

The USCG places the safety of the nation's fisheries among its highest priorities. In addition, the USCG recognizes at-sea enforcement is an essential component for the success of the fisheries management plans the PFMC governs so diligently. The USCG appreciates the PFMC incorporating important safety and enforcement issues into its fisheries management considerations.

This report will provide an overview of the following topics:

- USCG's involvement in the fishery management process, both with the PFMC and with other management entities.
- Update on USCG resources used to accomplish the living marine resources protection mission and impacts from competing responsibilities.
- Summary of USCG fisheries enforcement activity over the past year and engagement with partnering agencies.
- Review of commercial and recreational fishing vessel safety statistics from 2016, including efforts associated with observer safety and an update on regulatory changes associated with fishing vessel safety.

II. OCEAN GUARDIAN FISHERIES ENFORCEMENT STRATEGIC PLAN

The USCG's fisheries enforcement and living marine resources protection mission is guided by the Commandant's *OCEAN GUARDIAN* strategic plan. The strategy of the USCG is to provide effective and professional at-sea enforcement to advance national goals for fisheries management and conservation and management of living marine resources and their environments.

The *OCEAN GUARDIAN* strategic plan completed a comprehensive revalidation during 2014, in order to ensure the strategy has adapted to reflect current domestic and international living marine resource management needs.

Although the regulations the USCG enforces often change and the strategies employed to enforce them must adapt, the objectives of the *OCEAN GUARDIAN* strategic plan remain the same:

Prevent encroachment of the U.S. Exclusive Economic Zone (EEZ) and internal waters by foreign fishing vessels;

Ensure compliance with domestic living marine resource laws and regulations; and

Ensure compliance with international agreements for the management of living marine resources.

III. INVOLVEMENT IN THE FISHERIES MANAGEMENT PROCESS

As indicated in the framework for the USCG's *OCEAN GUARDIAN* strategic plan, productive partnerships are one of the plan's key concepts. Some of the USCG's most productive partnerships are through interactions associated with this Council. D11 and D13 highly value the relationship with the PFMC and involvement in the fisheries management process. The USCG strives to remain involved in all fisheries management issues having a potential impact on fisheries enforcement and fishing vessel safety considerations.

In addition to attending all PFMC meetings and pertinent PFMC sub-committee meetings, representatives from D11 and D13 also attend portions of North Pacific Fishery Management Council meetings when they are held locally. USCG representatives also have an affiliation with many other associated organizations, such as the International Pacific Halibut Commission, where the Coast Guard also provides an annual report, National Marine Sanctuary Advisory Councils and Enforcement Working Groups, and the Pacific States Marine Fisheries Commission. D11 and D13 also partner with NOAA in the Marine Mammal Stranding Network, Whale Disentanglement Team, and provide representation to the U.S. Government delegation in the U.S./Canada Albacore Tuna Treaty deliberations.

Through affiliations with these various management and regulatory organizations, the USCG has been able to develop a rapport with various organizations and individual members of the fishing industry. These relationships are extremely beneficial, allowing more seamless sharing of information and understanding of respective challenges and concerns, in order to foster constructive partnerships.

IV. FISHERIES ENFORCEMENT RESOURCES

D11's area of responsibility includes all waters off the coast of California out to 200 nautical miles, as well as California internal navigable waters. D13's area of responsibility includes all waters off the coasts of Washington and Oregon out to 200 nautical miles, as well as Washington internal navigable waters. Resources in both Districts are used for fisheries enforcement include cutters, aircraft, and boats from coastal stations.

Cutters:

Patrol Boats: The primary surface fisheries law enforcement patrol resources are the 87' Coastal Patrol Boats and 110' Patrol Boats. Due to sea keeping and endurance limitations, patrol boats typically patrol within 50 nautical miles of shore. D11 patrol boats include thirteen 87' Coastal Patrol Boats located at coastal ports throughout the state and one 110' patrol boat in San Diego. D13 patrol boats include nine 87' Coastal Patrol Boats located in Puget Sound and Strait of Juan de Fuca ports, as well as one 110' Patrol Boat home-ported in Port Angeles, Washington, and one in Coos Bay, Oregon.

Buoy Tenders: Buoy tenders conduct periodic law enforcement, including fisheries enforcement, in conjunction with their primary mission of maintaining aids to navigation. D11 buoy tenders include one 225' Seagoing Buoy Tender home-ported in San Francisco and one 175' Coastal Buoy Tender in San Pedro. D13 uses one 225' Seagoing Buoy Tender, home-ported in Astoria, Oregon, for offshore fisheries enforcement.

Medium Endurance Cutters: Two 210' Medium Endurance Cutters, referred to as major cutters, located in Astoria, Oregon, and one in Port Angeles are also occasionally assigned to dedicated patrols in D11's and D13's waters or to monitor fisheries activity during transits to other operating areas. Competing mission demands and patrol requirements in other regions have significantly decreased West Coast fisheries enforcement patrols by major cutters during the past several years.

High Endurance Cutters: The High Endurance Cutters belong to the Pacific Area command and are assigned to patrol throughout the Pacific Area Theater. The West Coast include two 378' High Endurance Cutters in Seattle and three out of five of the USCG's newest class of major cutter, the 418' National Security Cutter, are home-ported in Alameda, California, with a fourth scheduled to arrive during 2017. Although their primary operational obligations are elsewhere, these larger cutters have occasionally conducted brief domestic fisheries patrols, in conjunction with other patrol tasking, in D11's and D13's areas of responsibility during the past several years.

Aircraft:

Rotary-wing: The primary aviation fisheries law enforcement resources on the West Coast are H-60 Jayhawk and H-65 Dolphin helicopters. Due to endurance and safety limitations, offshore patrols are typically conducted as far as 50-75 nautical miles offshore. D11's four helicopter air stations are located in San Diego, Los Angeles, San Francisco, and Humboldt Bay (McKinleyville). D13's three helicopter air stations are located in Port Angeles, Washington, and Astoria, and North Bend, Oregon, including a satellite Air Facility in Newport, Oregon.

Fixed-wing: Air Station Sacramento provides fixed-wing aircraft to conduct surveillance flights along the entire West Coast and throughout the Eastern Pacific, deploying in support of missions as far north as Alaska and as far south as Central America. During 2016, Air Station Sacramento completed the transition from C-130 aircraft to a new platform, HC-27J aircraft, to conduct medium range patrols. Varying fixed-wing missions will continue to compete for time with domestic fisheries enforcement patrols.

Boat Stations:

Small boats from coastal stations have the primary mission of search and rescue. However, small boat crews are also trained in the fisheries law enforcement mission and conduct patrols to enforce fisheries and safety regulations, typically within 20 nautical miles of shore. D11 has fourteen small boat stations located along the California coast, with one boat station manned entirely by the Coast Guard Auxiliary, an all volunteer component of the service, in Crescent City. D13 has eleven coastal small boat stations along the Washington and Oregon coasts, as well as three stations in Washington internal waters (Port Angeles, Bellingham, and Seattle) and one on the Willamette River (Portland). Two additional seasonal stations are also operated in Central and Southern Oregon during summer months with higher boating activity. Typical boat types at West Coast stations include the 47' motor lifeboat, the 45' response boat, the 29' response boat, and 25' response boat. In addition, several D13 boat stations are equipped with 52' motor lifeboats, which, similar to the 47' motor lifeboats, are specifically designed and manned for operations in heavy surf conditions, as well as having the capability to respond as far as 150 nautical miles offshore.

V. U. S. COAST GUARD MISSIONS

LMR protection and enforcement is just one of several important missions the USCG is required to accomplish. The USCG is tasked with eleven statutory missions, which encompass protecting the maritime economy and environment, defending maritime borders, and assisting those in distress. A comprehensive list of USCG missions includes:

- **Aids to Navigation:** The USCG sets and maintains aids to mark the waters of the United States and its territories to assist boaters in navigation and alert them to obstructions and hazards.
- **Defense Readiness:** In support of the National Military Strategy and Department of Defense operations, USCG assets are capable and equipped to deploy and conduct joint operations in support of critical needs of combatant commanders.
- **Drug Interdiction:** The USCG is the lead federal agency for maritime drug interdiction and shares lead responsibility for air interdiction with the U.S. Customs Service.
- **Ice Operations:** The USCG conducts icebreaking services to assist vessels and communities in emergency situations and facilitate essential commercial maritime activities in the Great Lakes and Northeast regions.
- **Living Marine Resources:** The USCG enforces fisheries laws at sea, as tasked by the Magnuson-Stevens Fisheries Conservation and Management Act. The USCG also shares marine protected species responsibilities and authority based on legislation under the Endangered Species Act, Marine Mammal Protection Act, and the Sanctuaries Act.
- **Marine Environmental Protection:** The USCG develops and enforces regulations to avert the introduction of invasive species into the maritime environment, stop unauthorized ocean dumping, and prevent oil and chemical spills.
- **Marine Safety:** The USCG inspects commercial vessels, responds to pollution, investigates marine casualties and merchant mariners, manages waterways, and licenses merchant mariners.
- **Migrant Interdiction:** The USCG enforces immigration law at sea by conducting patrols and coordinating with other federal agencies and foreign countries to interdict undocumented migrants at sea.
- **Other Law Enforcement:** Preventing illegal foreign fishing vessel encroachment in the U.S. EEZ is a primary USCG role vital to protecting the integrity of the nation's maritime borders and ensuring the health of U.S. fisheries.
- **Ports, Waterways, and Coastal Security:** The USCG is responsible for protection of the U.S. Maritime Domain and Marine Transportation System.
- **Search and Rescue (SAR):** Minimizing the loss of life, injury, property damage or loss by rendering aid to persons in distress and property in the maritime environment is the USCG's highest priority mission.

Although certain USCG units primarily focus on specific missions, such as small boat stations conducting SAR and buoy tenders maintaining aids to navigation, almost all USCG units participate in multiple missions, often simultaneously, requiring extensive training and operational expertise to remain proficient.

VI. LIVING MARINE RESOURCES TRAINING

Due to the multi-mission nature of the Coast Guard and the dynamic and complex fisheries regulations, all operational USCG units involved in the LMR enforcement mission receive training at least every 18 months. Training is provided by the Pacific Regional Fisheries Training Center (PRFTC) located on Coast Guard Island in Alameda, California – which provides training to units in Washington, Oregon, California, Hawaii, and Guam.

PRFTC is one of five Coast Guard Regional Fisheries Training Centers (RFTCs) solely dedicated to training focused on the preservation and protection of living marine resources. In addition to its state-of-the-art training room, PRFTC has commercial and recreational fishing vessel training platforms specifically designed to facilitate performance based training and evaluations for student boarding officers. PRFTC hosts seven resident courses per year – three sessions for California LMR Boarding Officers and four for Oregon/Washington LMR Boarding Officers. In 2016, PRFTC hosted and trained 133 personnel for the LMR Boarding Officer courses.

Partner agency involvement has been vital to the success of all resident courses. NOAA Office of Law Enforcement has graciously provided representation at nearly all California and Northwest courses since their inception. Also, since 2015, a NOAA Supervisory Enforcement Officer has occupied an onsite office at the schoolhouse. Their presence at the training center has proven invaluable with further fostering the partnership between NOAA OLE and the USCG, helping to ensure the success of the training program.

In an effort to support the LMR enforcement mission, the five RFTCs implemented an LMR Field Advisor Program in 2016. This program provides a qualified RFTC instructor to travel to operational units to assess the quality of training offered at the RFTC and to support the units' LMR training programs. Since the implementation of the program, PRFTC sent two Field Advisors underway on USCG cutters where they completed 10 LMR boardings.

In addition to formal LMR training, District staffs also participate in impromptu LMR training at local units, often specifically in preparation for upcoming fishing seasons or enforcement emphasis operations. These training sessions also frequently rely on partner agency participation to enhance the learning environment and to ensure the consistency of our shared enforcement responsibilities throughout the coast.

VII. FISHERIES ENFORCEMENT EFFORTS

2016 U.S. West Coast Living Marine Resources Enforcement Resource Hours

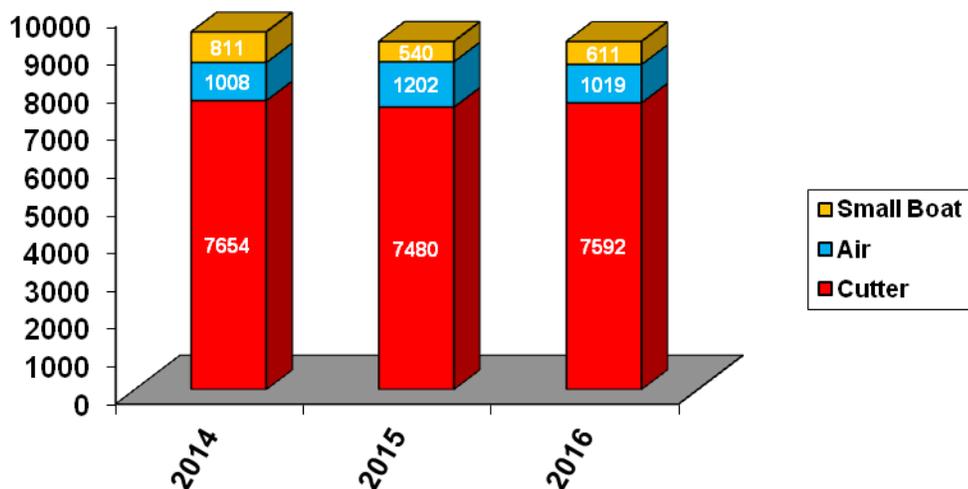


Figure 1 depicts the total resource hours dedicated to the Living Marine Resources mission on the West Coast during the last three years. Further details are below.

- The majority of West Coast offshore fisheries enforcement efforts continue to be conducted by D11's and D13's 110' and 87' patrol boats (WPBs). D11 and D13 WPBs conducted 35 dedicated fisheries enforcement patrols during 2016. To supplement WPB efforts, CGC FIR (D13) also conducted two offshore fisheries patrols during 2016.
- Since most WPBs spend the majority of the year conducting missions other than offshore fisheries, riders from other units and agencies with fisheries enforcement experience are often arranged to augment WPB boarding teams to maximize their effectiveness.
- In addition to offshore fisheries patrols, USCG units enforced federal safety regulations and monitored tribal and non-tribal fisheries activity in Washington internal waters, as well as Columbia River Buoy 10 recreational salmon fisheries during the summer. Operations were also conducted in internal waters to monitor high volumes of vessel traffic associated with certain fisheries openers. The majority of these efforts included joint patrols, embarking riders, or sharing of information with state and NOAA fisheries enforcement personnel, as highlighted in Section VIII of this report.

2016 Fisheries Boardings and Violations

1032 Fisheries Boardings

39 Fisheries Violations

- Of the 1032 fisheries boardings, approximately two-thirds of the overall total involved enforcement of regulations associated with federal fisheries managed by the PFMC, while the remainder of the boardings was on vessels participating in fisheries administered by Treaty tribes and the states. Approximately 47% of the boardings were on commercial fishing vessels, while approximately 53% were on recreational vessels engaged in fishing.
- The 39 violations involved documentation of non-compliance with federal fisheries regulations, which were forwarded to NOAA for adjudication, as well as suspected violations of state and tribal regulations which were forwarded to the appropriate agencies for disposition. Of the total number of violations, a large percentage were documented during joint operations or as a result of information sharing with federal and state enforcement partners, as summarized in section VIII of this report.

VIII. JOINT ENFORCEMENT INITIATIVES

Some of the USCG's most effective efforts are the result of working collaboratively with partners from NOAA OLE, Treaty Tribes, and California, Oregon, and Washington state fisheries enforcement personnel. An open flow of communications throughout the year is vital to evaluating trends observed by respective agencies and planning operations to support PFMC managed fisheries and other important enforcement concerns throughout the West Coast region, ensuring shared success.

Not only does collaboration occur at the management level, but operational units also work closely with their federal, tribal, and state counterparts in the field. For the past several years, USCG Station Grays Harbor has hosted detachments of Washington Department of Fish and Wildlife (WDFW) and NOAA OLE personnel, as well as providing dock space for WDFW's enforcement vessel CORLISS. A NOAA enforcement officer is also co-located at USCG Station Coos Bay and a newly assigned NOAA supervisory enforcement officer was co-located on Coast Guard Island in Alameda, California at the beginning of 2016. Co-location of partnering agency personnel has greatly enhanced collective efforts and additional future opportunities will continue to be pursued.

Some specific examples of joint operational efforts and interactions during 2016 include:

- Embarking riders in support of investigations and to monitor fisheries activity:
 - In January 2016, based on suspicious activity observed by USCG Maritime Force Protection Unit Bangor, Washington, which typically is not involved in fisheries enforcement, a joint operation with WDFW was coordinated to monitor recreational fishing activity in Puget Sound. Embarked WDFW enforcement personnel issued citations to recreational anglers for illegally retained catch, unauthorized gear, and license violations.
 - In February 2016, D11 units conducted joint operations with state and local enforcement agencies in support of the Channel Island National Marine Sanctuary, conducting 80 boardings, resulting in documentation of violations for lack of fishing licenses, illegal take of scorpion fish, fishing inside the marine protected area, and illegal possession of mako shark fins. In addition, a Pacific Loggerhead turtle was found in distress and rehabilitated at the Long Beach aquarium.
 - In October, 2016, WDFW requested assistance from Station Port Angeles to respond to a report of potential closed season fishing in state waters. A joint USCG and WDFW boarding team documented a closed area violation.
 - In October, 2016, D11 units conducted joint operations with California Department of Fish and Wildlife (CDFW) to monitor recreational and commercial dive spiny lobster harvesting. The operation involved joint media outreach and a press release on safe practices during the spiny lobster dive season.

- Conducting dedicated joint operations to enforce general fisheries regulations, as well as monitoring activity of particular concern:
 - WDFW and Oregon State Police (OSP) personnel embarked USCG helicopters to monitor activity at the start of the Dungeness crab season in January and commercial Pacific halibut derbies in June and July 2016.
 - During an operation at the start of the Dungeness crab season, Station Grays Harbor assisted WDFW with monitoring an offload of 87,000 lbs of crab from a participating vessel. WDFW cited the operator for possession of 2,726 lbs of undersized and illegally retained crab.
 - Also early in the Dungeness crab season, a boarding team from Sector Columbia River assisted OSP with measuring 40,000 lbs of crab from a participating vessel. OSP cited the operator for possession of 1,543 lbs of undersized crab.
 - Sector Puget Sound personnel conducted joint operations with WDFW in Washington internal waters during May to monitor recreational shrimp, Pacific halibut, and rockfish openers.
 - During the first commercial Pacific halibut derby on June 22nd, 2016, CGC CUTTYHUNK conducted a joint boarding with a NOAA enforcement officer and a vessel was cited for use of a “crucifier” preventing the crew from safely discarding undersized catch in accordance with International Pacific Halibut Commission regulations.
 - Also during the first Pacific halibut derby, a boarding team from Sector Columbia River conducted post-derby dockside checks to monitor fisheries offloads in conjunction with NOAA. An investigation was initiated into a vessel with a permit designation for a greater vessel length than the documented length of the vessel, therefore increasing available quota for the vessel; violations were also documented on two other vessels for retention of undersized halibut.
 - In November 2016, USCG Sector Puget Sound conducted Operation Hood Canal After Hours Gillnet, a joint patrol with CGC SWORDFISH, Air Station Port Angeles, and WDFW, resulting in documentation of a gillnetter harvesting salmon nearly an hour after the season closed and also fishing in a closed area. Citations were issued and over 1,800 lbs of chum salmon was seized.

Finally, similar to the benefits gained from working with enforcement partners, an open flow of communications between the USCG and fishing industry stakeholders is also vitally import to successful mission execution. Industry reports of potential enforcement concerns, whether they are in coastal waters or several hundred miles offshore, are extremely valuable to enhancing the USCG’s maritime domain awareness. Reports from stakeholders are most effective when they are as timely, as accurate, and as detailed as possible. Even if an immediate response isn’t possible, these reports often assist in making the case for the need of more assets to be devoted to a particular area of concern.

IX. MARINE PROTECTED SPECIES

In addition to fisheries enforcement, the Coast Guard has an active Marine Protected Species protection program, with a strategic plan titled OCEAN STEWARD. Patrolling surface units and aircraft are directed to provide information on ESA species, migratory birds, marine mammal sightings and interactions, as well as working closely with agency partners and other stakeholders through stranding networks and the National Marine Sanctuaries.

- D11 and D13 participated in twenty one marine protected species response operations during 2016, with highlights of some of them summarized below:
 - In March and April 2016, a Air Station Sacramento C-130 transported three rehabilitated olive ridley sea turtles from Newport, OR and Seattle to San Diego.
 - In July 2016, Station Grays Harbor launched a small boat to assist the local marine mammal stranding network with responding to a report of a whale entangled in crab pot gear.
 - In September 2016, Sector San Francisco received a request to assist NOAA with an entangled whale in vicinity of Drakes Bay. Station Golden Gate launched and assisted with passenger and gear transfer to CGC TERN. Attempts to locate the whale were unsuccessful.
 - In September 2016, CGC HALIBUT identified and reported a dead whale carcass to NOAA.
- Additional USCG efforts associated with marine protected species during 2016 included:
 - In January 2016, CGC TERN and CGC SOCKEYE patrols in the Greater Farallones National Marine Sanctuary resulted in documentation of two separate violations for lack of proper discharge valves that allowed discharge of untreated sewage into the Sanctuary.
 - In July 2016, D13 enforcement personnel participated in an orca whale ESA enforcement patrol with NOAA. One citation was issued to a vessel operator for violating ESA vessel approach regulations. Several other vessel operator contacts were made to issue verbal warnings and to distribute educational materials.
 - In August 2016, Station Quillayute River and Air Station Port Angeles participated in a SAR response for a 22' skiff capsized off the NW Washington coast within the Olympic Coast National Marine Sanctuary. D13 assisted NOAA with the investigation into the vessel sinking in the Sanctuary.
 - In August 2016, D13 and Sector Columbia River personnel participated in NOAA Large Whale Disentanglement training in Westport, WA. NOAA OLE and WDFW personnel also participated in the training, which included classroom instruction and on-water exercises. Similar training was also conducted during the month in the Puget Sound and Newport, OR.

- In September and October 2016, Sector San Francisco cutters patrolled 100 hours, monitoring vessel traffic in areas of dense marine mammal activity. USCG presence on the water provided a visible deterrent to unlawful activity and no violations were observed.
- Throughout 2016, D11 assets conducted law enforcement patrols within the Channel Islands, Monterey Bay, Greater Farallones and Cordell Bank National Marine Sanctuaries.
- Throughout 2016, D13 enforcement and intelligence office staffs worked with the Deputy Director of the Olympic Coast National Marine Sanctuary to develop a comprehensive Incident Database to chronicle incidents associated with pollution and other discharges within or near the OCNMS since its establishment in 1994.

X. FOREIGN FISHERIES: ILLEGAL, UNREPORTED, AND UN REGULATED FISHERIES / INTEGRITY OF THE U.S. EXCLUSIVE ECONOMIC ZONE

Foreign fisheries enforcement, involving illegal, unreported, and unregulated (IUU) fisheries, as well as ensuring the integrity of the U.S. Exclusive Economic Zone (EEZ), fall under the USCG's Other Law Enforcement (OLE) mission, as described in Section V of this report. 2016 efforts associated with specific components of the OLE mission are summarized below.

IUU Fisheries:

USCG high seas drift net (HSDN) fisheries enforcement efforts are typically conducted out of District 17 (D17-Alaska) and District 14 (D14-Hawaii). Although direct involvement with specific HSDN activities have historically been relatively low on the West Coast, as summarized below, D11 and D13 remain alert to potential issues involving portions of respective areas of responsibility or activity with the potential to impact fisheries or stakeholder representatives related to the PFMC.

NOAA and the USCG work closely with enforcement agencies from Canada, China, Japan, and the Russian Federation to enforce the North Pacific Anadromous Fisheries Commission (NPAFC) prohibition on directed fishing for anadromous stocks in the high seas areas of the North Pacific Ocean. As was done in 2015, during 2016 patrols by Canadian and USCG enforcement aircraft from airports in Japan boosted operational effectiveness. USCG HC-130s flew a total of 264 patrol hours and sighted 434 vessels, detecting no illicit activity, during 2016. Under the USCG's Operation North Pacific Guard, conducted out of D17 during the spring and summer months, the USCG continued to host Chinese Coast Guard officers aboard a USCG cutter to increase the efficacy of ship patrols. Hosting Chinese Coast Guard officers on USCG cutters falls under the Chinese shiprider program established through a memorandum of understanding signed in 1993. Coast Guard Cutter MELLON conducted a 91-day patrol in the International waters of the North Pacific Ocean in support of the operation, resulting in 826 vessel sightings and boardings of three WCPFC vessels. Similar to 2015, patrols during 2016 did not result in the detection of any fishing vessels suspected of employing large-scale HSDN.

In an operation not associated with North Pacific Guard, in March 2016, D11 received information about the Chinese flagged F/V FU YUAN YU possibly fishing in an Inter-American Tropical Tuna Commission (IATTC) area based on AIS tracks. FU YUAN YU fishing fleet vessels are not IATTC registered and appeared to be IUU fishing. D11 coordinated air resources to overfly the fishing fleet. One FU YUAN FU vessel was located and observed transiting the IATTC area. The photos and information were passed to NOAA and Department of State.

Integrity of the U.S. EEZ:

Efforts specific to the West Coast were primarily associated with fisheries pursuant to the U.S./Canada Tuna Treaty. During 2016, the final year of the most recent reciprocal access regime under the Treaty, the USCG focused on robust air and surface surveillance along the U.S./Canada EEZ boundary as resource availability allowed. USCG efforts such as these, which are in support of ensuring the integrity of the U.S. EEZ, fall under D13's Operation Olympic Shield, a comprehensive and multi-agency enforcement plan to deter illegal incursions into the U.S. EEZ. In addition to scheduled cutter and helicopter surveillance patrols, two C-27 patrols from USCG Air Station Sacramento also flew in support of Operation Olympic Shield, by monitoring the closure of the reciprocal access season for Canadian tuna trollers in the U.S. EEZ, effective September 15th, 2016.

Two Canadian tuna trollers were boarded while fishing in the U.S. EEZ during 2016. Several others were observed by USCG cutters and patrol aircraft. All Canadian vessels observed were determined to be authorized to fish in the U.S. EEZ under the Treaty and were in compliance with all applicable Treaty provisions.

To ensure the integrity of the EEZ, the USCG works closely with various agency partners, including NOAA OLE and General Counsel, state enforcement, and the U.S. Attorney's Office to ensure collaborative preparation for potential attempts by un-authorized (i.e. non-permitted) Canadian tuna trollers to fish in the U.S. EEZ. For the past five seasons, the USCG has also provided the U.S. albacore fleet with 24x7 contact information and a list of information to report if they observe suspected illegal foreign fishing in the EEZ. No illegal activity has been detected or reported since reciprocal access was resumed under the Tuna Treaty from 2013 to 2016. The USCG will remain engaged in potential discussions regarding the future of reciprocal access under the Treaty and enforcement strategies will be developed and patrol assets will be deployed, as available, to ensure compliance.

XI. COMMERCIAL AND RECREATIONAL FISHING VESSEL SAFETY

One of the USCG's primary objectives during the PFMC process is to attempt to identify ways to improve the safety of all fishing activity, whether it is related to commercial or recreational trips; whether the fisheries are administered by the federal government, the states, or the tribes; and whether it takes place in the ocean or within navigable internal waters. In addition to USCG representation at the main PFMC table, multiple USCG personnel attend Council meetings in order to engage with stakeholders to answer questions, especially with regard to safety. USCG representatives are also available at similar venues throughout the year to collect information, provide advice, and pursue opportunities to enhance safety among the maritime community.

Commercial Fishing Vessel Safety:

**Commercial Fishing Vessel Lives Lost
U.S. West Coast**

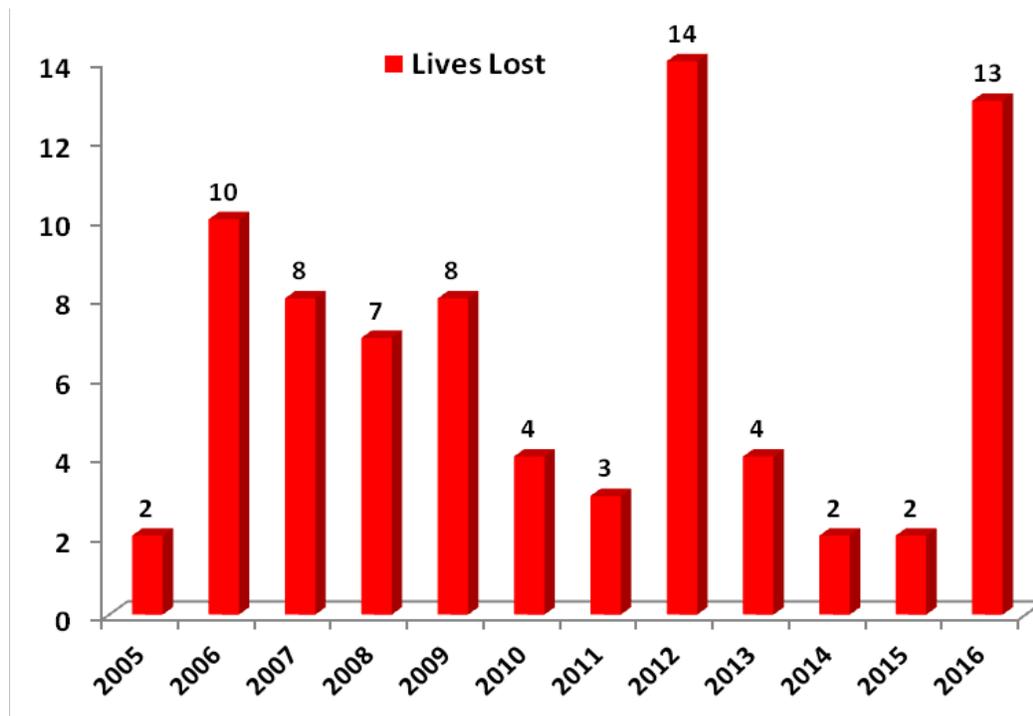


Figure 2 depicts a comparison of lives lost from West Coast commercial fishing vessels since 2005. Further details are below.

Thirteen lives were lost in West Coast commercial fisheries during 2016, as described in the paragraphs below. The number of lives lost is above the average from the preceding ten year period (6.2 lives lost per year). The USCG remains diligent in efforts to determine contributing factors to past losses and steps are being taken to mitigate and reduce potential future losses.

On January 19th, 2016, during the first weeks of the 2015-2016 Dungeness crab season, following a month-long delay to the start of the season, D13 received an EPIRB alert for the 40' crabber, F/V EAGLE III. An emergency broadcast was made, while a helicopter was launched from Air Station North Bend and a motor lifeboat was dispatched from Station Coos Bay. The vessel operator survived and later reported the vessel had struck the Coos Bay north jetty, where the vessel was originally located by USCG units. One deceased crewmember was recovered at the scene and two others were subsequently recovered in the following days.

On January 26th, Sector North Bend received a distress call from F/V SARA JO, another crabber, with three people on board, reporting a broken drive shaft while crossing the Coos Bay bar. Within minutes of the initial report, the Station Coos Bay bar tower reported the vessel had capsized. Two USCG helicopters and a Station Coos Bay motor lifeboat were launched, with the motor lifeboat quickly arriving on scene and recovering two survivors. The lifeboat then located and recovered a third crewmember, who was unresponsive and CPR was commenced. The crewmember was subsequently hoisted into a USCG helicopter for transport to a local hospital, where he was later confirmed to be deceased.

On February 26th, D11 received a SAR satellite signal approximately 15 miles west of Ventura Harbor. USCG Station Channel Islands, CGC BLACKFIN, and Air Station Los Angeles/Long Beach launched to the last known position of the F/V MISS JACINDA, a crabber, which had capsized and sank. One survivor was recovered while clinging to debris from the vessel. The vessel's operator was last seen inserting himself into the vessel's life ring. After a search for the operator, it was determined he had gone down with the vessel.

On March 23rd, Sector North Bend received multiple reports of a capsized fishing vessel near Buoy 5 between the Coos Bay bar jetties. Witnesses reported the 62' groundfish trawler F/V PATTY AJ listed to port while turning, then quickly rolled and capsized. A Good Samaritan recovered three of the four crewmembers, including one NOAA observer, and transported them to Charleston Marina to awaiting emergency medical personnel. Multiple USCG air and surface searches failed to locate the vessel's operator, who was last seen in the pilot house. Heavy weather and poor ocean conditions prevented access to the vessel's pilot house until independent contractors dove on the wreckage and recovered the deceased vessel captain on April 10th.

On May 12th, a diver from urchin dive vessel, F/V JOSEFINA DOS, surfaced off the Channel Islands unconscious. A paramedic from the Santa Barbara Air Squadron attempted to resuscitate the diver, but was unsuccessful and the diver was pronounced deceased at the scene.

On May 15th, F/V STARBOUND, a 240' catcher/processor from Aleutian Spray Fisheries reported to Sector Puget Sound a crewmember fatality aboard the vessel while moored in Lake Union in Seattle. The crewmember had crawled under the deck plates and apparently came in contact with a switchboard. The individual was found deceased several hours later.

Also on May 15th, F/V HAPPY TRAILS was reported overdue from a salmon fishing trip in Monterey Bay. The vessel's last known position was searched and the owner and operator of the vessel was found the next day floating face-down and deceased.

On July 8th, Sector Columbia River received a notification from the F/V LADY VALERIE of a crewmember in the water at the Wilcox and Flegel fuel pier in Astoria. The crewmember fell between the vessel and the pier while not wearing a lifejacket. A helicopter from Air Station Astoria and a smallboat from Station Cape Disappointment, as well as two USCG aids to navigation vessels and Clatsop County marine unit were unable to recover the crewmember, who was believed to be deceased.

On October 17th, following the report of a sheen in vicinity of the salmon troller F/V EVA U, while the vessel was moored, further investigation revealed the owner and operator of the vessel was deceased inside the vessel.

On November 30th, a crewmember cleaning a tank aboard the F/V CAPE ELIZABETH, while the vessel was moored in Mazatlan, MX, was asphyxiated by fumes from gas-powered equipment operating within the space. F/V CAPE ELIZABETH is a participant in the deep water tuna fleet.

On December 5th, a Station Quillayute River crewmember who was flagged down in front of Quileute Marina to assist an unresponsive crewmember from a Quileute Tribal fishing vessel. The crewmember reportedly collapsed while commercially fishing on an aluminum skiff upriver. A second skiff had brought the crewmember to the marina. USCG personnel administered CPR until an ambulance arrived on scene and transferred the crewmember to a local hospital, where he was later reported deceased.

In addition to the losses of life, further examples of significant safety incidents on commercial fishing vessels are summarized below.

Significant Commercial Fishing Vessel Safety Incidents

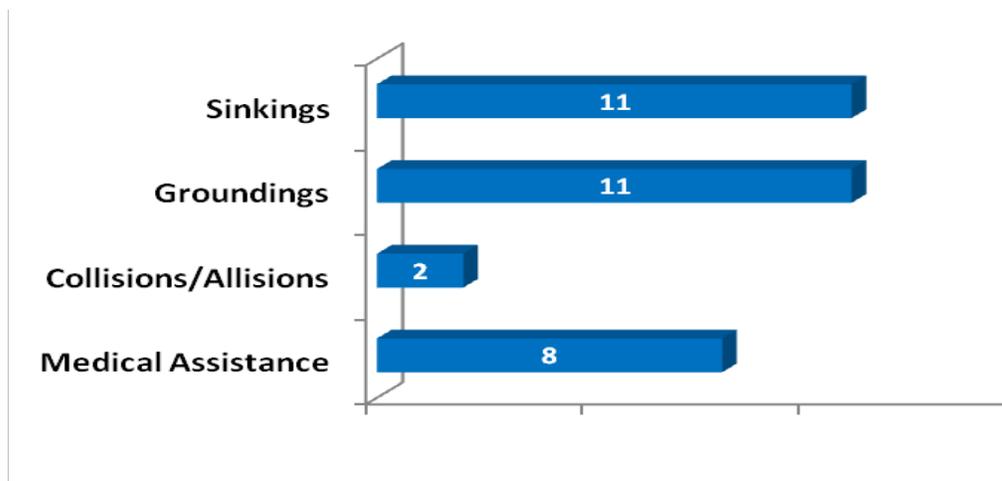


Figure 3 depicts a summary of other types of significant safety incidents occurring on commercial fishing vessels during 2016. Further details are below.

- Sinkings: D11 and D13 units responded to eleven vessels sinking at sea, including one in Puget Sound, three off Washington, four off Oregon, and three off California. Twenty-three fishing vessel survivors were recovered, including one NOAA observer, while seven lives were lost in the sinkings of the F/V EAGLE III, F/V SARA JO, F/V JACINDA, F/V PATTY AJ, and F/V HAPPY TRAILS, described above. USCG units responded to or received reports of four additional vessels sinking at piers in port, with none involving personnel injuries.
- Groundings: D11 and D13 units responded to eleven vessel groundings, including two in Puget Sound, four off Washington, three off Oregon, and two off California. Twenty-nine fishing vessel survivors were recovered, with one receiving a MEDEVAC with non-life threatening injuries.
- Collisions/Allisions: D13 units responded to two collisions, one in Puget Sound between a commercial fishing vessel and a recreational vessel and one off the Columbia River involving two commercial fishing vessels. A total of six crewmembers, including one NOAA observer, were on the involved vessels.
- Medical Assistance / MEDEVAC: D11 and D13 units responded to eight separate incidents involving significant injuries to fishing vessel crewmembers requiring medical assistance or MEDEVAC. Three were from injuries sustained during vessel operations and five were due to medical conditions, one of which involved a foreign crewmember from a Canadian tuna troller operating 180 nautical miles off SW Washington.
- Significant Response: D13 coordinated one particularly notable rescue of a commercial fishing vessel off the Central Oregon coast during early March 2016. A 30' crabber with three people on board lost power when a rogue wave crashed through its windshield during an historic storm, involving 25-30 foot seas and heavy winds. A lifeboat from Station Depoe Bay towed the vessel for over twenty-four hours before the seas calmed enough to enable the vessel to be towed into port with all personnel arriving safely.

These incidents from 2016, as well as past incidents involving vessel losses and losses of life in commercial fisheries, make clear the hazards in the fishing industry are not isolated to a particular fishery or gear type or a specific geographic area or time of year. The USCG is constantly working to identify trends and take preventive actions in fisheries where incidents occur more frequently; as well as taking steps to attempt to improve the overall safety of the industry.

2016 boarding statistics indicate approximately 26% of commercial fishing vessels boarded had some type of discrepancy involving safety gear carriage requirements or other federal safety regulations (down from 30% in 2015). The rate of vessels with fishing vessel safety discrepancies when boarded subsequent to search and rescue cases, per standard USCG protocol, was 25% (down from 50% in 2015). Approximately 17% of commercial fishing vessels boarded either had their voyages terminated at sea or were issued a Captain of the Port Order during a post-SAR boarding in port for existence of especially hazardous conditions. Especially hazardous conditions, which are defined in Section 46 of the Code of Federal Regulations, can include conditions such as the lack of adequate immersion suits, lack of adequate firefighting equipment, and other conditions having the possibility of presenting an immediate threat to a vessel and its crew. The USCG very carefully considers all circumstances related to the potential termination of a vessel's voyage and issuance of a Captain of

the Port Order. The final decision will only be made by the cognizant District Commander or a senior officer to whom the authority has been delegated. Following the termination of a vessel's voyage and issuance of a Captain of the Port Order, the vessel's operator must correct the discrepancies noted and receive permission from the USCG Captain of the Port prior to getting underway again.

Examples of USCG initiatives to enhance the overall safety of commercial fisheries are described below:

Coast Guard and Maritime Transportation Act rulemaking:

- As noted in the 2015 USCG report to the PFMC, starting in October 2015, mandatory dockside safety examinations became required for certain commercial fishing vessels, including: vessels operating outside 3 nautical miles from the baseline, vessels carrying more than 16 individuals on board regardless of where the vessel is operating, and vessels, engaged in the Aleutian Trade. As previously reported to the PFMC and its constituents, this requirement was mandated by the Coast Guard Authorization Act of 2010 and the Coast Guard and Maritime Transportation Act of 2012. The new regulations require a USCG commercial fishing vessel safety examination to be completed at least once every 5 years. Having a current safety examination may reduce the extent and time boarding officers will examine safety and survival equipment, which have been determined to be in compliance at the time of the dockside examination. However, successful completion of an exam will not limit boardings for fisheries enforcement purposes.
- Also as mandated by the Coast Guard Authorization Act of 2010 and the Coast Guard and Maritime Transportation Act of 2012, the USCG initiated the Alternate Safety Compliance Program (ASCP) on vessels over 50' in length and 25 years old. The ASCP was subsequently suspended and the Coast Guard has temporarily replaced it with Voluntary Safety Initiatives and Good Marine Practices, implemented in January 2017.

Further details, as well as updates on the Coast Guard and Maritime Transportation Act rulemaking and other important commercial fishing vessel safety information are available at:

www.fishsafewest.info

Navigational Safety: In addition to verifying the status of safety gear during at-sea boardings, USCG units also place a significant emphasis on ensuring compliance with Rule 5 of the International Rules of the Road, which requires all vessels to maintain an appropriate bridge watch or lookout. Not maintaining a bridge watch has been identified as a contributing factor to several vessel accidents at sea. For example, the report of investigation from the December 2015 sinking of the F/V NORN off Northwest Washington was completed during 2016 and failure to maintain a proper lookout was identified as a contributing factor to the casualty. The report recommended West Coast USCG units conduct focused offshore boardings on small commercial fishing vessels to ensure and compel adherence to maintaining a lookout while underway.

Observer Safety: USCG fishing vessel safety personnel also work closely with the West Coast Groundfish Observer Program to identify safety concerns on vessels carrying observers. USCG personnel are involved in drill conductor classes and other outreach opportunities to promote at-sea safety, as has been the case for over a decade. USCG fisheries enforcement and commercial fishing vessel safety staff have also worked with NOAA to develop a standard protocol for observers to report to enforcement personnel regarding vessel safety concerns. The USCG has a close working relationship with NOAA OLE, which shares information regarding observer debriefings after fishing vessel deployments, which result in observations of suspected safety or MARPOL violations requiring potential follow up by the USCG.

Recreational Fishing Vessel Safety:

Significant Recreational Fishing Vessel Safety Incidents

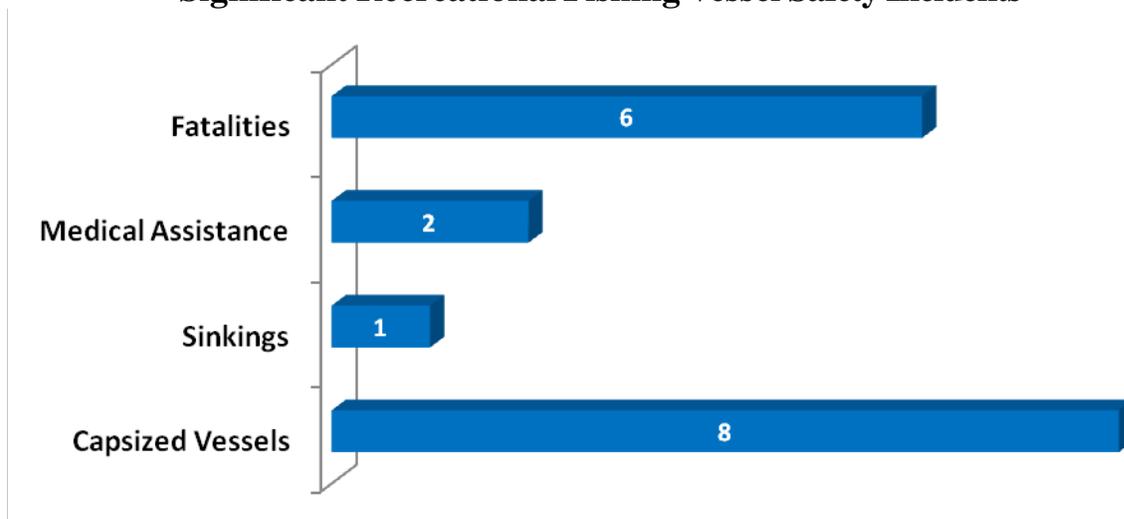


Figure 4 depicts a summary of significant recreational fishing vessel safety incidents, including fatalities.

Recreational boaters fishing in ocean waters off the West Coast face the same dangers inherent in operating within the coastal environment as their commercial vessel counterparts. The incidents illustrated in the chart above and further described below involve private pleasure vessels, as well as charter vessels required to be inspected by the USCG and licensed by the states. Similar to efforts being made to improve the safety of commercial fisheries, every Coast Guard District has a Recreational Boating Safety program focused on enhancing the safety of recreational boaters, including those engaged in fishing.

- Fatalities: Six deceased individuals were recovered from vessels engaged in recreational fishing during 2016:
 - On April 18th, Sector North Bend received a report of two people in the water from a capsized 12’ recreational fishing vessel in the Salmon River, north of Lincoln City, OR. A

USCG helicopter hoisted a female survivor who had made her way to a nearby cliff. A Lincoln City Fire Department jet ski recovered a deceased male from the water at the scene of the vessel capsizing. The female survivor said the pair were transiting offshore to engage in recreational crabbing.

- On August 18th, Sector Puget Sound received a call from a Good Samaritan reporting an overturned 22' recreational fishing skiff off the coast north of La Push, WA. The Good Samaritan recovered one of the two passengers, while an Air Station Port Angeles helicopter and a motor lifeboat from Station Quillayute River responded to the scene. The helicopter's rescue swimmer was able to locate the second person under the capsized hull of the vessel in the surf zone, but was unable to retrieve him. The 74 year old male was later recovered deceased.
 - On September 24th, Sector North Bend received a report of a capsized vessel which had been transiting outbound from Bandon, OR, to engage in recreational crabbing. A helicopter from USCG Air Station North Bend recovered two deceased individuals from the water and a third deceased man was later recovered by Bandon Police from the rocks on a jetty.
 - On November 10th, 2016, Sector San Diego received a report of a capsized vessel near La Jolla, CA. San Diego lifeguards responded to the scene, rescuing four of the five people from the water. After several days of USCG air and surface search efforts, the unaccounted for person was found deceased.
- Capsized Vessels: D13 and D11 units responded to eight capsized recreational fishing vessels during 2016, four of which were described in the 'Fatalities' section above. In addition to the two survivors recovered from capsized recreational fishing vessels described above, per below, eleven additional survivors were recovered from capsized recreational fishing vessels during the year:
 - On March 19th, four survivors were rescued from a capsized recreational fishing vessel off Newport, OR, by a motor lifeboat from Station Yaquina Bay. The individuals were transported to a local hospital to be treated for minor injuries.
 - On April 8th, Sector Puget Sound received a MAYDAY broadcast stating a vessel had an onboard emergency in the vicinity of Makah Bay. An airborne USCG helicopter was diverted to respond, in addition to a motor lifeboat from Station Neah Bay. The motor lifeboat recovered all three people from the then capsized 21' recreational fishing vessel. The survivors were transported to emergency medical personnel and were treated for mild hypothermia.
 - On April 11th, a rescue swimmer was deployed from a USCG helicopter out of Air Facility Newport, OR, after the helicopter's crew spotted a man sitting on the overturned hull of his 16' recreational fishing vessel a mile west of the Devils Punchbowl State Natural Area. The survivor was safely recovered uninjured.
 - On August 27th, Station Umpqua River responded to a six-year-old boy and his grandfather and father whose 21' recreational fishing vessel capsized after it ran out of fuel off Reedsport, OR. The grandfather and father were recovered by a USCG motor lifeboat, but the young boy was unable to be recovered by a USCG swimmer due to debris under the overturned vessel. After spending approximately thirty minutes in the water, a diver from Bandon Fire Department's Dive Team recovered the boy and administered CPR. The boy later recovered in a local hospital.

- Sinkings: D13 units responded to a charter fishing vessel sinking at the pier in Sekiu, WA, following a fire. No persons were on board at the time and the fire was extinguished by the Clallam County Fire Department.
- Medical Assistance / MEDEVAC: D13 units responded to two separate incidents involving significant injuries to recreational fishing vessel crewmembers requiring medical assistance or MEDEVAC. One was due to an injury sustained off Central Oregon and one was due to a medical condition suffered off Southern Oregon.
- Significant Response: On March 24th, three recreational fishermen were rescued from the Columbia River's south jetty about a mile from shore after being overtaken by high waves crashing over the jetty. Two motor lifeboats from Station Cape Disappointment and a helicopter from Sector Columbia River responded. The helicopter safely recovered all three men with no significant injuries.

These incidents from 2016, as well as past incidents involving vessel losses and losses of life in recreational fisheries are clear indications vigilance is equally as important to recreational boaters as it is to professional mariners. D11 and D13 units place a particular emphasis on being present to monitor activity associated with fisheries openers and other timeframes anticipated to result in significant offshore vessel participation. These operations are examples of efforts being undertaken by the Coast Guard to mitigate the risks associated with engaging in recreational fisheries at sea.