

Sample Vessel Fishing Period Limit Options in IPHC Regulatory Area 2A

(Agenda Item G.1.a. IPHC Report 1)

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**INTERNATIONAL PACIFIC
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Background: June 2017 PFMC meeting

- [IPHC letter](#) to PFMC recommending moving away from derby fishery
- Discussion of various management options in GAP and on Council floor
- Options discussed included maintaining current management structure with longer fishing periods



Current management of the directed Pacific halibut commercial fishery

- Catch limits
 - Overall limit set by IPHC, allocated by PFMCC CSP
- Licenses
 - IPHC licenses vessels to participate in the fishery
- Fishing periods
 - Series of 10-hour periods at two-week intervals
 - Two or three open periods in recent years



Current management of the directed Pacific halibut commercial fishery (cont.)

- Fishing period limits (vessel limits)
 - Set by IPHC by vessel size class, A (smallest vessels) to H (largest vessels)
 - Set at levels expected to remain within sector allocation
 - Can be revised downward for later fishing periods in order to remain within allocation



Recent fishery performance

- Not all licenses participate in the fishery
 - About half actually fished
- Not all participating vessels achieve their fishing period limits
 - On average, vessels catch 20-40% of their limits
 - A small number come close to or achieve their full limits



Fishing periods: 3 alternatives requested for discussion by PFMC

- Option 1: one week
- Option 2: 20 days
- Option 3: 30 days
- Longer options should also be considered



Effects of longer fishing periods on fishing period limits

- Longer fishing periods could allow more vessels to participate
- Longer fishing periods could also allow vessels to attain more of their fishing period limits
- Thus fishing period limits must be set more conservatively for longer fishing periods to avoid exceeding allocation



Sample vessel limits

Table 4. Vessel limits options by vessel class and estimated landings (lb, net weight) for IPHC Regulatory Area 2A using 2017 allocation and licenses.

2017 allocation (lb, net weight)

225,591

Vessel Class		vessel limit ratio	2017 # Lic (208 total)	status quo		6,000 vessel limit		4,000 vessel limit		2,000 vessel limit	
feet	letter			vessel limit	est. landings	vessel limit	est. landings	vessel limit	est. landings	vessel limit	est. landings
1-25	A	0.084	15	755	11,325	505	7,575	335	5,025	200	3,000
26-30	B	0.105	11	945	10,395	630	6,930	420	4,620	210	2,310
31-35	C	0.168	19	1,510	28,690	1,010	19,190	670	12,730	335	6,365
36-40	D	0.463	39	4,165	162,435	2,780	108,420	1,850	72,150	925	36,075
41-45	E	0.498	43	4,480	192,640	2,990	128,570	1,990	85,570	995	42,785
46-50	F	0.596	36	5,365	193,140	3,575	128,700	2,385	85,860	1,190	42,840
51-55	G	0.665	14	5,985	83,790	3,990	55,860	2,660	37,240	1,330	18,620
56+	H	1	31	9,000	279,000	6,000	186,000	4,000	124,000	2,000	62,000
If 100% of licenses participate & land 100% of vessel limit					961,415		641,245		427,195		213,995
If 50% of licenses participate & land 100% of vessel limit					480,708		320,623		213,598		106,998
If 50% of licenses participate & land 50% of vessel limit					240,354		160,311		106,799		53,499



Other considerations for longer fishing periods

- Expect to see some shift in spatial distribution of fishing effort with more time to fish
- Expect to continue to attain sector allocation



Conclusions

- With no other changes to the management structure, longer fishing periods would necessitate lower fishing period limits
- IPHC desires to understand views of those affected before making changes
- IPHC welcomes other suggestions to improve management of the directed commercial Pacific halibut fishery in IPHC Regulatory Area 2A



