

SABLEFISH MANAGEMENT AND TRAWL ALLOCATION ATTAINMENT  
COMMITTEE—STATUS REPORT

The Sablefish Management and Trawl Allocation Attainment Committee (Committee) met twice (once on June 29 and again on October 11-12, 2018) and is planning to continue its work at a February 2019 meeting. The Committee is developing principles it will use as decision criteria in designing the alternatives and to recommend for Pacific Fishery Management Council (Council) use. The current list is as follows:

1. We want to ensure there is trawl affordable access to sablefish.
2. We believe that unlimited catch of sablefish through gear switching is not desirable.
3. We want to consider impacts on existing operations/investments.
4. We want to maintain the gear switching option for trawl operations.
5. We will consider industry and community impacts and ensure long-term stability.
6. We will consider the effect on the value of trawl permits.
7. We want to increase the net economic value of the trawl individual transferable quota fishery.

The Committee considered all 15 alternatives that had been generated by the Council, Community Advisory Board, and Groundfish Advisory Panel and explored nine additional new alternatives (a total of 24) before narrowing the alternatives down to six plus no action. The six action alternatives capture the central elements of most of the approaches covered by the 24 alternatives and can be categorized as follows:

- 1) Shifting the trawl allocation of southern sablefish (two alternatives)

The shift of trawl allocation to the north would be achieved by either moving a portion of the trawl sablefish allocation from south to north or allowing the use of at least some southern quota pounds in the north.

- 2) Limiting gear switching by placing gear designations on quota pounds (one alternative)

Each year “any gear” and “trawl-only” quota pounds would be issued in the same proportion for most entities but there might be an opportunity for certain entities to receive all their quota as “any gear.”

- 3) Limiting gear switching by prohibiting or limiting the amount of gear switching by individual vessels (three alternatives)

Vessels that actively use trawl gear or are associated with a history of gear switching would have greater gear switching opportunities than others. The “associated” history might be that of a quota share account associated with the vessel, the vessel permit, or the vessel itself. Over time, the amount of gear switching allowed might be reduced.

These alternatives may be subject to revision and additional details on each alternative have been developed but are still under deliberation and not included in this status report. At its February

meeting, the Committee will continue developing a range of alternatives to recommend to the Council for full analysis.

PFMC  
10/24/18