



NOAA
FISHERIES

2023 Trawl Rationalization (TRat) Compliance Summary

**NOAA Office of Law Enforcement
West Coast Division**

March 2024

2023 TRAWL RATIONALIZATION (TRat) COMPLIANCE SUMMARY

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The Pacific Coast Groundfish Trawl Catch Share Program, also called the Trawl Rationalization (TRat) Program, consists of an Individual Fishing Quota (IFQ) Program for the shorebased trawl fleet, and cooperative programs for the at-sea mothership and catcher/processor trawl fleets. NOAA Office of Law Enforcement (OLE) West Coast Division (WCD) conducted a review of permit and law enforcement data for calendar year 2023 to produce compliance statistics for both the shorebased nonwhiting IFQ (Table 1) and shorebased and at-sea cooperative IFQ whiting (Table 2) TRat programs. The 2023 TRat Compliance Summary is the third year that statistics for the whiting and nonwhiting sectors are reported separately. Pacific States Marine Fisheries Commission (PSMFC) information included in this report provide additional TRat statistics pertaining to participation and landing rates among the different fishery sectors over the past three years (Tables 3-5). Data submitted by the United States Coast Guard Districts 11 and 13 (USCG-D11/D13) presents a snapshot of their West Coast Living Marine Resources (LMR) and general living marine resource enforcement effort over the same time period (Table 6).

Compliance review of the shorebased groundfish IFQ (nonwhiting) and whiting trawl sectors was implemented through separate searches of NOAA's Pacific Coast Fisheries Permit System and OLE's case management system (CMS) databases to identify commercial fishing vessels and fish processors registered with a West Coast Groundfish Limited Entry Permit (LEP) that were also connected to a recorded and closed enforcement incident in 2023. This includes incidents that were referred to OLE by state enforcement partners. Each of the enforcement incidents were then evaluated to 1) determine which sector the vessel or processor was participating in, and 2) assess the disposition of the action(s) subsequently taken.

The sector compliance rate is calculated as the ratio of the number of incidents that did not result in enforcement actions beyond compliance assistance* - such as a written warning, Notice of Violation and Assessment (NOVA), summary settlement, or settlement agreement - to the total number of closed OLE investigations.

Analysis of the 83 closed enforcement incidents associated with the 2023 shorebased groundfish IFQ trawl fishery yielded an 88% compliance rate for the nonwhiting trawl sector; and an 89% compliance rate for the 9 closed incidents reviewed that were connected to first receiver sites (Table 1). The four categories of all groundfish LEP regulations with the highest number of multiple violations in 2023 were: *Vessel Monitoring System (VMS) Issue: 12; Observer-Impede/Interfere/Resist/Oppose/Refusal: 11; Economic Data Collection (EDC) Issue: 9; and Recordkeeping and Reporting Requirements: 3.*

For the groundfish LEP whiting assignment trawl fleet that includes catcher vessels delivering to both mothership and shorebased IFQ first receiver sites, mothership vessels, and catcher processor vessels, 58 enforcement incidents were identified in the OLE CMS. Thirty-eight of the 58 incidents reviewed were attributed to west coast catcher vessels. The 2023 compliance rate for the whiting catcher vessel fleet is 81%; 80% for mothership vessels; and 100% for the catcher processor vessels. The categories of violations with multiple occurrences among the 2023 whiting sector catcher, mothership, and catcher processor vessels were: *Observer – Impede / Retain Prohibited Species: 6; Economic Data collection (EDC) Issue: 5; Vessel Monitoring System (VMS) Issue: 2; and Vessel Monitoring Plan (VMP) Issue: 2.*

*Compliance Assistance is not considered as a prior violation if a compliance record is required to determine permit eligibility.



Table 1. 2023 Trawl Rationalization (TRat) Compliance Statistics – NONWHITING

2023 TRAWL RATIONALIZATION COMPLIANCE STATISTICS: NON-WHITING						
Groundfish Limited Entry Permit (LEP)	GroundfishTrawlers			First Receiver Sites		
PERMITS	2021	2022	2023	2021	2022	2023
General Groundfish	134	117	134	43	49	48
Groundfish and Whiting				13	14	(No Designation)
Whiting-Only				1	1	
CONTACTS						
Complaints / Referrals	21	19	28	7	24	10
Investigations / Boardings / Audits	52	47	55	5	1	0
INCIDENTS						
Non-Whiting Enforcement Incidents	73	66	79	12	25	10
2022 Carry-Over Non-Whiting Enforcement Incidents		5	7		1	2
ACTIONS						
No Violation / Dismissed	29	29	41	5		1
Compliance Assistance	35	27	32	4	20	7
Written Warning	1	1	1		2	
Summary Settlement	2	2	1	1		2
NOVA / Settlement Agreement		3	1	1	1	
Transferred to Another Agency			2			
Ongoing Investigation	6	9	3	1	3	3
VIOLATIONS						
Economic Data Collection (EDC) Issue			1	4	18	8
Vessel Monitoring System (VMS) Issue	14	17	12			
Observer - Impede / Interfere / Resist / Oppose / Refusal	6	7	11			
Fishing in Deficit	6	4	2			
Catch Monitor Not Present During Offload				1	4	
Recordkeeping and Reporting Requirements	3		3			
Permit	3					
Permit Not Onboard			2			
Declaration Issue	3		2			
Retention of Prohibited Species	2					
Closed Area		1	2			
Noncompliant Discard	1					
Overage		1	1			
Observer - Sexual Harassment		1				1
Observer - Intimidate / Harrassment		1				
Vessel Monitoring Plan (VMP)		1	2			
Current First Receiver Site License (FRSL) Not Posted				1	1	
COMPLIANCE RATES	GroundfishTrawlers			First Receiver Sites		
	2021	2022	2023	2021	2022	2023
CLOSED Non-Whiting Enforcement Incidents	67	62	83	11	23	9
No Violation / Dismissed	29	29	41	5	0	1
Compliance Assistance	35	27	32	4	20	7
	96%	90%	88%	82%	87%	89%



Table 2. 2023 TRat Compliance Statistics – WHITING

2023 TRAWL RATIONALIZATION COMPLIANCE STATISTICS: WHITING										
Groundfish Whiting Assignment LEP Permits	Catcher Vessels*			Mothership Vessels			Catcher Processor Vessels			
PERMITS	2021	2022	2023	2021	2022	2023	2021	2022	2023	
Whiting Assignment / Endorsement	33	32	35	6	6	7	10	6	11	
CONTACTS				Operated only in Alaska			Operated only in Alaska			
Complaints / Referrals	2	6	15	No Contacts	3	3	No Contacts	3	5	
Investigations / Dockside Boardings	13	27	20		1			3	2	
INCIDENTS										
Enforcement Incidents	15	33	35	No Incidents	3	7	No Incidents	6	7	
2022 Carry-Over Whiting Enforcement Incidents		1	3			3				3
ACTIONS										
No Violation / Dismissed	11	19	16	No Actions		1	No Actions		4	
Compliance Assistance	2	11	10			3			3	2
Written Warning			2							
GCES Settlement Agreement / NOVA		1	1							
Summary Settlement	1									
Transferred to Another Agency								1		
Ongoing Investigation	1	3	6			3		2	3	1
VIOLATIONS										
Economic Data Collection (EDC) Issue			5	No Violations			No Violations			
Vessel Monitoring System (VMS) Issue	1	5	2						2	
Fishing In Deficit		4								
Observer - Failure to Provide Reasonable Assistance		1						1		1
Observer - Impede / Retain Prohibited Species	1		2					2		2
Observer - Sexual Assault/Harassment								1		
Catch Monitor Not Present During Offload			1							
Closed Area		1								
Vessel Monitoring Plan (VMP)			2							
Permit Not On Board	1	1	1							
COMPLIANCE RATES										
	Catcher Vessels*			Mothership Vessels			Catcher Processor Vessels			
	2021	2022	2023	2021	2022	2023	2021	2022	2023	
CLOSED Whiting Enforcement Incidents	14	31	32			5		3	6	
No Violation / Dismissed	11	19	16			1			4	
Compliance Assistance	2	11	10			3		3	2	
	93%	97%	81%	N/A	N/A	80%	N/A	100%	100%	

*Vessels delivering to both mothership and shorebased IFQ first receiver sites.

Table 3. 2023 TRat Participation

TRat Participation

ALL SHOREBASED SECTORS

	Vessels	Landings*
2023	77	1,918
2022	82	2,026
2021	78	2,101



Shorebased IFQ Whiting

	Vessels	Landings*
2023	27	860
2022	26	905
2021	25	1,023

Shorebased IFQ Trawl

	Vessels	Landings*
2023	56	918
2022	66	990
2021	63	977

Shorebased IFQ Fixed Gear

	Vessels	Landings*
2023	12	141
2022	12	130
2021	9	102

*Landings = Individual Fish Tickets

Mothership Catcher Vessels

	Vessels	Trips**
2023	17	22
2022	20	30
2021	17	27

Catcher Processor Vessels

	Vessels	Trips**	Hauls
2023	10	18	1,648
2022	9	17	1,709
2021	10	18	1,514

**Trips = Unique Seasons (i.e. spring & fall)

Table 4. 2023 TRat Electronic Monitoring Participation

TRat Electronic Monitoring Participation

ALL SHOREBASED SECTORS

	Vessels	Trips
2023	45	1,242
2022	44	1,289
2021	42	1,365



Shorebased IFQ Whiting

	Vessels	Trips
2023	27	814
2022	25	863
2021	25	986

Shorebased IFQ Trawl

	Vessels	Trips
2023	10	175
2022	13	193
2021	11	154

Shorebased IFQ Fixed Gear

	Vessels	Trips
2023	7	74
2022	8	89
2021	6	81

Mothership Catcher Vessels

	Vessels	Trips**
2023	16	20
2022	18	27
2021	16	25

** # Trips = # Unique Seasons (i.e. spring & fall)

Table 5. 2023 TRat Accounts / Licenses / E-Tickets

TRat Accounts / Licenses / E-Tickets

Accounts

	Quota Share
2023	169
2022	169
2021	166

	Vessel
2023	143
2022	140
2021	144

Licenses

	First Receiver Sites
2023	48
2022	45
2021	44



E-Tickets

	Total Landings	California	Oregon	Washington
2023	1,918	416	1,264	238
2022	2,026	439	1,325	262
2021	2,102	404	1,305	393

E-Ticket Transmission Rate

	≤ 48 Hours
2023	97.9%
2022	98.4%
2021	98.0%

Table 6. 2023 USCG (D11/D13) TRat Enforcement

USCG (D11/D13) TRat Enforcement

Commercial Groundfish Vessel Boardings

	Boardings	Trawlers
2023	36	10
2022	38	7
2021	66	3



Combined Boat, Cutter, and Aircraft Resources

	Hours
2023	8,694
2022	11,397
2021	18,337

TRat Related Violations

	Violations	Trawlers
2023	0	0
2022	0	0
2021	0	0