

MEMORANDUM

TO: Council, SSC and AP Members

FROM: Clarence G. Pautzke
Executive Director

DATE: December 3, 1997

SUBJECT: Halibut and Sablefish IFQs

ESTIMATED TIME
1 HOUR

ACTION REQUIRED

- (a) Receive RAM Division report.
- (b) Review IFQ proposals and give direction to staff.

BACKGROUND

(a) RAM Division Report

Phil Smith, Chief of the NMFS Restricted Access Management Division, will provide a season wrap-up report for the 1997 IFQ fisheries.

(b) IFQ Proposals

In September 1997, the IFQ Industry Implementation Team reviewed IFQ proposals submitted during the summer. The Team's minutes and the proposals are attached as Items C-3(b)(1&2). Sixteen IFQ amendments were submitted. Four proposals recommend the same action, so the IFQ proposal review package is reduced to thirteen. A summary worksheet and three late proposals are included in the package.

The Council's IFQ cycle calls for initial review in April, final action in June, and implementation for the following IFQ season. Any proposals approved for analysis at this meeting would be for implementation in 1999. The Council deliberately left each February meeting free of IFQ-related issues so that those people with interests solely in IFQ fisheries would not have to attend every meeting.

In addition to the above proposals, NMFS is seeking clarification on the issue of indirect ownership of QS and the use of hired skippers. You will recall that in September the Council took action then to require a 20% minimum interest in vessels for quota share holders wishing to hire skippers. QS holders who had employed a hired skipper on or before April 17, 1997 were allowed to continue to use a hired skipper at the ownership level they had used prior to April 17, 1997. Any QS holder grandfathered under this provision would lose those grandfather rights if they purchase or otherwise acquire ownership or control of additional QS after September 23, 1997.

An ancillary issue now at hand is how literally to interpret FMP and regulatory language as it pertains to ownership and the definition of "person." The issue was raised in September, but never addressed. Phil Smith will explain it in more detail, but the gist of it is as follows.

FMP Language. The FMPs state that "Persons . . . who receive initial catcher vessel QS may utilize a hired skipper to fish their quota providing the person owns the vessel upon which the QS will be used." Implementing regulations at 50 CFR 679.42(i) and (j) accurately reflect the FMP language. Further, the regulations and FMPs define the term "person" to mean an individual, corporation, partnership, association, or other entity.

Literally interpreted, the regulations would require that, in the case of a corporation using a hired skipper, the corporation must itself be named as the owner the vessel and, likewise, in the case of an individual using a hired skipper, the individual must be the named owner of the vessel. In no case would a corporation be allowed to hire a skipper to fish its corporation-held QS on a vessel owned by an individual, even if that individual was a member of that corporation. Nor would an individual be allowed to hire a skipper to fish his or her individually held QS on a vessel owned by a corporation in which that individual was a shareholder.

Past Practice. During the 1995, 1996, and 1997 IFQ seasons, the RAM Division broadly interpreted the regulations and FMP language to allow holders initially allocated QS to hire skippers to fish their IFQ on vessels owned by other "persons," provided that the QS holder could show an "indirect" ownership link to the vessel (such as an individual QS holder's membership in the corporation or partnership that owned the vessel). This policy allowed individual QS holders to hire skippers to fish their IFQ on vessels owned by corporations in which they were shareholders, and also allowed corporate holders of QS to fish the corporate QS on a vessel owned not by the corporate QS holder, but by a shareholder in the corporation or partnership.

At the beginning of the 1997 IFQ season, NMFS announced to the IFQ fleet that this policy of broadly interpreting the term "person" as it pertained to IFQ hired skipper provisions would continue in effect for the 1997 season, until the Council makes a determination on whether the policy comports with Council intention. The RAM Division estimates that such "indirect" ownership of vessels exists in fewer than 25% (approximately 125 instances) of approved applications for hired skipper cards.

Solutions. NMFS sees two alternatives in resolving this issue. Should the Council wish the 1997 policy to continue, an FMP amendment to that effect would be necessary to redefine the term "person" to allow for "indirect ownership" in the IFQ hired skipper provisions. On the other hand, if the Council wishes for the regulations and FMP language to be literally interpreted, no amendment would be necessary and NMFS would make the appropriate policy adjustments for 1998 and beyond.

DRAFT

MINUTES

IFQ INDUSTRY IMPLEMENTATION TEAM SEPTEMBER 21, 1997

The IFQ Industry Implementation Team convened on Sunday, September 21, 1997 at approximately 9 a.m. during the Council's September Council meeting in Seattle. Jeff Stephan (Chairman), Norman Cohen, Arne Fuglvog, Jack Knutsen, John Woodruff, John Bruce, Don Iversen, Linda Kozak, and Dennis Hicks were in attendance. Staff present included Jane DiCosimo, Phil Smith, Jim Hale, Jay Ginter, Mike Sigler, Steve Meyer, Bob Trumble, and Heather Gilroy. Approximately six members of the public also participated.

IFQ Weighmaster Program The Team continued to support a weighmaster-type program whose primary function would be to monitor IFQ removals. An EA/RIR should be developed as soon as possible so that the program could be in effect in 1999. We also understand NMFS Enforcement will develop such a similar proposal in early 1998 and the Team encourages development of this report.

The key issue to see analyzed are identified in the current draft discussion IPHC document and are:

- 1) Administrator of program.
- 2) Who pays and how much.
- 3) Extent of monitoring.
- 4) Extent of duties.
- 5) Impact on CDQs.

The Team recommends clearly that the program needs to be developed as soon as possible. (Passed 7-2).

Minimum Ownership to Hire a Skipper The Team extensively discussed the hired skipper amendment. Six motions and amendments to motions failed. The Team approved by a vote of 5-4 to recommend Alternative 2, Option C (49%) and Alternative 3, Option A (January 29, 1993) to the Council.

Sablefish Rolling Closures The recommended that the Council send out the rolling closure EA/RIR for public review and schedule final action in September 1998 to receive a report from NMFS at that meeting on the success of an additional year of voluntary industry compliance with the reordered sablefish longline survey in 1998. (Passed unanimously).

IFQ Proposals The Team reiterated its interest in maintaining the Council's current IFQ proposal cycle which would schedule review of proposals during the December Council meeting. This would allow the Council to review these proposals subsequent to tasking of groundfish and shellfish proposals. The Team reviewed the IFQ proposals earlier than the Council cycle to avoid an additional fall meeting since it was already meeting to review the above redrafted analyses.

Of the 16 IFQ proposals and one generated as a result of team discussion, three proposals were recommended for the Council's consideration for further analysis for Council review in 1998. Proposals #3 (unanimous), #5 (unanimous), and #17 (6:1:2) were ranked as high priority. Proposal #3 would amend the plan and regulations to change all halibut and sablefish use and vessel caps from pounds to QS units. The Council has already approved such changes in the sweep-up plan amendment and Bering Sea halibut use cap regulatory amendment. Proposal #5 would redefine regulatory language describing 'a change in the corporation or partnership' and require that non-individual QS holders provide annual updates of ownership information. New proposal #17 modified proposal #4, which was to rescind the January 2, 1998 sunset date of the 10% leasing provision. The Team suggested that the Council consider a new leasing provision that would allow initial QS recipients to lease 10% of their QS pooled across all areas, with a suboption for analysis that would restrict this allowance to the Bering Sea, where the greatest need for it may exist. The Team recognized that this program would not be in place for the 1998 season.

DRAFT

The following briefly summarizes the teams' rationale for not recommending the other proposals:

- #1 The Council adequately addressed this issue in early analyses; gear conflicts remain a concern.
- #2 This proposal would close traditional commercial fishing areas and can be better addressed under locally-based plans.
- #4 The vote for rescinding the sunset failed (4:5) and was replaced with proposal #17.
- #6 This proposal was referred to IPHC.
- #7,8 The team was sympathetic to the loss of jobs that generated this proposal, but team members noted that baiting machines could also increase job opportunities in the IFQ fisheries. The team noted this was not a program change.
- #9-12 The team noted these proposals provided a different solution to the problem identified in proposal #3, of changing cap levels as a result of changing quotas.
- #13 The Council adequately addressed qualifying years in original deliberations.
- #14 Technology will eventually allow cellular transmission of IFQ buyer reports from tender vessels.
- #15 The Team engaged in a similar discussion as for proposals #9-12.
- #16 The Team discussed the equity issue of approving an exception for salmon tenders in the troll fishery, but recommended disapproval. Fishermen should be able to comply with 6-hour notice requirements in State waters P. cod fishery.

IFQ Proposals (as of 9/17/97)							
No.	Proposal	Proposer	Species	Area	Amendment	Comments	Rank
1	allow use of pots for IFQ sablefish fishing in all areas	Hankins	sablefish	both	plan		
2	prohibit halibut Category A, B, & C vessels from nearshore waters	Ward	halibut	both	regulatory		
3	change percentages to QS units for all use caps	NPFMC Staff	both	both	plan		
4	eliminate January 2, 1998 sunset date for allowing 10% leasing	NMFS Staff	both	both	regulatory		
5	redefine 'a change in the corporation or partnership'	NMFS Staff	both	both	regulatory		
6	change IPHC regulations	Laukitis	halibut	neither	IPHC regs	refer to IPHC	
7	limit use of baiting machines	Kivisto et al.	both	both			
8	limit baiting machines, amend qualifying years, give crewmen QS	Pederson	both	both			
9-12	increase halibut vessel cap to 1.5%, with .5% to crewmen	Utter et al.	halibut	both	regulatory		
13	give surplus halibut to non-QS fishermen	Lee	halibut	both	regulatory		
14	allow tendering of D class halibut	NW Setnetters	halibut	both	regulatory		
15	change vessel cap from lb to %	Corbin	both	both	plan	same as # 3	
16	eliminate landing requirement for < 500 lb of halibut in P. cod fishery	Allan	halibut	GOA	regulatory		

IFQ PROPOSALS

IFQ Proposals (as of 8/19/97)

No.	Proposal	Proposer	Species	Area	Amendment	Comments	Rank
1	allow use of pots for IFQ sablefish fishing in all areas	Hankins	sablefish	both	plan		
2	prohibit halibut Category A, B, & C vessels from nearshore waters	Ward	halibut	both	regulatory	local area plan' proposal	
3	change percentages to QS units for all use caps	NPFMC Staff	both	both	regulatory		
4	eliminate January 2, 1998 sunset date for allowing 10% leasing	NMFS Staff	both	both	regulatory		
5	redefine 'a change in the corporation or partnership'	NMFS Staff	both	both	regulatory		
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cc: you

GROUND FISH FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL North Pacific Fishery Management Council

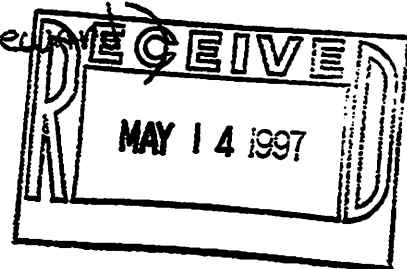
Name of Proposer: Fred Hankins

Date: 5-13-97

Address: Rt 3 Box 325 A (Currently in Season) Astoria, OR 97103 Fishing

Telephone: (503) 325-9334

Fishery Management Plan: Sable fish I.F.Q's



Brief Statement of Proposal: I propose to extend the right to fish I.F.Q Sablefish to the entire state of ALASKA outside waters with blackcod pots.

Objectives of Proposal: (What is the problem?) SEA bird bycatch AND a growing concern over the interaction ~~with~~ with sperm whales in the central and eastern gulf of ALASKA

Need and Justification for Council Action: (Why can't the problem be resolved through other channels?) It's my understanding that pots are not legal to fish I.F.Q's in the gulf of ALASKA (Sablefish)

Foreseeable Impacts of Proposal: (Who wins, who loses?) the birds AND whales win due to zero bycatch. I can't see any losers because there are no longer any gear conflicts due to I.F.Q's

Are There Alternative Solutions? If so, what are they and why do you consider your proposal the best way of solving the problem? I do not see an alternative at this time. The bycatch of sea birds is getting worse, and the potential for negative impact on sperm whales is going to be the next hot issue for longlining in the gulf of Alaska.

Supportive Data & Other Information: What data are available and where can they be found? There is currently a blackcod pot fishery on the west coast, I have never seen any sea bird bycatch.

Signature: Fred Hankins

(2)

FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL

North Pacific Fishery Management Council

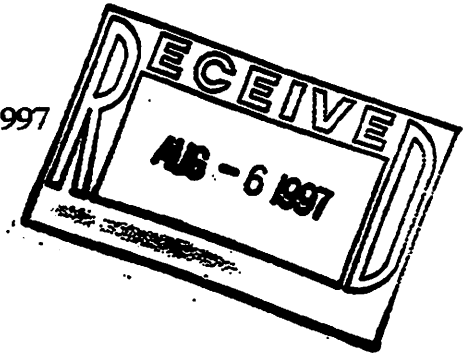
Name of Proposer: Robert Ward

Date: August 5, 1997

Address: P. O. Box 631

Anchor Point, AK. 99556

Telephone: (907) 235-7014



Fishery Management Plan: Halibut IFQ Management

Brief Statement of Proposal

It is proposed that A, B, C, class IFQ vessels be prohibited from fishing in nearshore (or State) waters during the months of May, June, July, and August to provide some fishing pressure relief on nearshore Halibut stocks as well as State managed Rockfish stocks. All vessels would be permitted to fish in all waters outside of this prohibition, but would be prohibited during these months only thus allowing the other user groups (D class IFQ vessels, Subsistence, Non-Guided Recreational, Guided Recreational users) access to the nearshore stocks.

Objectives of Proposal

The current IFQ plan and the current Charterboat issue does nothing but continue the status quo of nearshore fishing pressures and in order to correct the excessive fishing pressure something must be done to eliminate some of the pressure in nearshore waters. The D class IFQ vessels, Subsistence, Non-Guided Recreational, Guided Recreational users are not able to access the Traditional Halibut Longliner fishing grounds and have always fished the nearshore waters, but now the larger IFQ vessels are fishing the same nearshore waters with nearshore stock depletion occurring as a result. To eliminate the major user group pressure from these waters would bring about the greatest fishing pressure relief. Outside of the traditional Subsistence, Non-Guided Recreational, Guided Recreational season the IFQ vessels can fish in the nearshore waters and not contribute to this user group conflict as well.

Justification for Council Action

The North Pacific Fishery Management Council is the proper body to address this user group conflict as well as provide a remedy for the nearshore depletion as discussed in the Charterboat and the Subsistence issues now before the council. The Council implemented the IFQ program without knowledge of this conflict and now something should be done to minimize it.

Foreseeable Impacts of Proposal

There should be very little impact to the IFQ vessels affected due to the prosecution of previous "Derby" openers of only a day or two in the May, June, July, August season as in years past and their "traditional" fishing grounds were always those areas where more abundant stocks were available. The IFQ fishery plan has caused those Longliners to fish nearer to home and has caused this conflict. The IFQ fishery should be prosecuted in the "Traditional" fishing grounds as before.

Possible Alternative Solutions

There is no other way to lessen the nearshore fishing pressure without moving some or all of the other user groups out of nearshore waters.

Supportive Data and Other Information

All supportive data is contained in the various discussion papers and EA/RIR's pertaining to the Halibut Charterboat issue, Subsistence issue and the Sitka Sound Halibut Management Plan issue. NMFS can provide the changing fishing practices by area for the IFQ fishery, the State of Alaska can provide the Subsistence, Non-Guided Recreational and Guided Recreational fishing practices by area.

Signature: 

**FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
North Pacific Fishery Management Council**

Please check applicable box(es):	
<input checked="" type="checkbox"/>	IFQ Program
<input type="checkbox"/>	Bycatch Reduction
<input type="checkbox"/>	BSAI Groundfish FMP
<input type="checkbox"/>	GOA Groundfish FMP
<input type="checkbox"/>	BSAI Crab FMP
<input type="checkbox"/>	Scallop FMP

Name of Proposer: NPFMC Staff

Date: August 7, 1997

Address: 605 W. 4th Avenue, Suite 306
Anchorage, AK 99501

Telephone: 907/271-2809

Fishery Management Plan: GOA and BSAI regulatory amendment

Brief Statement of Proposal: Technical change to regulations to revise sablefish use caps and sablefish and halibut vessel caps to be listed in 1996 QS units instead of percentage of total catch limit. This proposal would revise CFR 679.42(e) Sablefish QS use, (h) Vessel limitations (1) Halibut and (2) Sablefish.

Objectives of Proposal: (What is the problem?) The proposed changes would make federal IFQ regulations conform with the Council's 1996 action to revise the initial Area 4 halibut use cap in percentage of total catch limit to 1996 QS units. In 1996, the Council also chose to revise the halibut and sablefish sweep-up levels from pounds to 1996 QS units. With the proposed changes, the regulations would explicitly state the caps in QS units.

Need and Justification for Council Action: (Why can't the problem be resolved through other channels?) QS units are fixed and do not fluctuate annually as do annual catch limits (pounds). These changes require amending the federal IFQ regulations.

Foreseeable Impacts of Proposal: (Who wins, who loses?) Fishery participants, administrative and enforcement staff all benefit from having uniform and fixed ownership and use caps explicitly stated in the federal IFQ regulations in 1996QS units.

Are there Alternative Solutions? If so, what are they and why do you consider your proposal the best way of solving the problem? Status quo will lead to conflicting criteria in federal regulations for determining compliance with vessel and use caps. These amendments may be combined with other technical changes to the IFQ program into an omnibus package and submitted directly to the Secretary of Commerce upon concurrence by the Council.

Supportive Data & Other Information: What data are available and where can they be found? NMFS RAM and Fishery Management Divisions have the required conversion rates between percentages of total catch limits and QS units readily available.

Signature: *Jane Di Cosimo*



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
P.O. Box 21668
Juneau, Alaska 99802-1668

4-5

August 13, 1997

Mr. Clarence Pautzke
Executive Director, North Pacific
Fishery Management Council
605 W. 4th Avenue
Anchorage, Alaska 99510


Dear Clarence,

Enclosed are two proposals for amendments to the regulations implementing the IFQ program.

The first proposal would extend the authorization for catcher vessel QS/IFQ holders to transfer up to 10% of their annual IFQ to another person. Absent an extension, the current authority expires on January 2, 1998.

The second proposal would change the IFQ regulations to "tighten up" on QS holders that are not individuals (i.e., corporations, partnerships, estates, etc.). If adopted by the Council, this change would allow NMFS to more closely monitor the legal status and membership of such entities, thereby ensuring more compliance with Council intent for the IFQ program.

Sincerely,

for: 
Steven Penoyer
Administrator, Alaska Region

Enclosures



④

CALL FOR PROPOSALS NPFMC

Name of Proposer: Alaska Region, NMFS
RAM Division

Address: P.O. Box 21668
Juneau, AK 99802

Telephone: 907-586-7344
Fax: 907-586-7354
E-Mail: <Phil.Smith@noaa.gov>

Fishery Management Plan: IFQ Program

Brief Statement of Proposal:

Eliminate the January 2, 1998, sunset date for the ability to transfer 10% of an IFQ holder's annual catcher vessel IFQ. Regulation would be amended as follows:

679.41(h)(2) ~~(Applicable until January 2, 1998).~~ A person may transfer no more than 10 percent of the total IFQ resulting from QS held by that person and assigned to vessel categories B, C, or D for any IFQ species in any IFQ regulatory area to one or more persons for any fishing year.

Thus, the only change would be to eliminate the current sunset date, and make the "10% IFQ Transfer" provision a permanent feature of the IFQ program.

Objectives of Proposal: (What is the problem?)

The problem is that the ability to transfer 10% of one's catcher vessel IFQ goes away at the end of the current year. This will have the effect of disadvantaging those who (for whatever reason) need the flexibility to adjust their fishing practices in order to ensure full utilization of their quota. Currently, many who need to be away from their vessels when fishing occurs take advantage of the "hired skipper" provisions; however, as time goes on, there will be fewer initial recipients of QS and their ability to hire a skipper will diminish, thereby eliminating some of the current flexibility in the program.

Need and Justification for Council Action: (Why can't the problem be resolved through other channels?)

Only the Council can recommend a change to the current

regulations that govern the IFQ program. It should be noted that this matter was brought before the IFQ Implementation Workgroup in late 1996. When the issue was subsequently brought before the Council, no action (one way or the other) was taken.

Foreseeable Impacts of Proposal: (Who wins, who loses?)

"Winners" are those IFQ fishermen who need a modical amount of flexibility in the way they conduct their operations. In particular, this flexibility could be important to IFQ holders who experience disabilities and do not have the ability to hire a skipper to take over the fishing operation. Likewise, a number of IFQ holders could use this provision for fishing remaining IFQ later in the season, thus encouraging full utilization of the resource.

There are no "losers" (except, perhaps, those who feel that "leasing" of QS/IFQ, under any circumstances, should be prohibited).

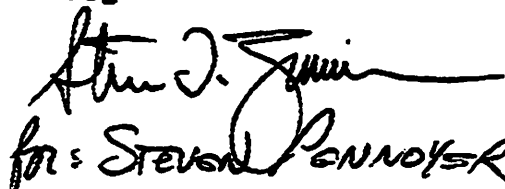
Are there Alternative Solutions? If so, what are they and why do you consider your proposal the best way of solving the problem?

There are no alternative solutions to a sunset provision except doing away with it (and, of course, *status quo*). There are many other approaches that could be taken to the "10% leasing" provision (for instance, different levels); however, it appears to be working as designed. Simply taking action to keep it in place would be appropriate.

Supportive Data & Other Information: What data are available and where can they be found?

During the last three IFQ seasons ('95, '96, & '97 to date), the RAM Division has approved a total 67 "10% Transfers" of IFQ. There were 9 such transfers in 1995, 40 in 1996, and 12 through August 4, 1997. Because the numbers of "initial issues" is expected to decline in the future, we anticipate that more IFQ holders will be taking advantage of the opportunity in the future.

Signature:


for: STEVEN PENNOYER

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**CALL FOR PROPOSALS
NPFMC**

Name of Proposer: Alaska Region, NMFS
RAM Division

Address: P.O. Box 21668
Juneau, AK 99802

Telephone: 907-586-7344

Fax: 907-586-7354

E-mail: Phil.Smith@noaa.gov

Fishery Management Plan: IFQ Program

Brief Statement of Proposal: Redefine "a change in the corporation or partnership" found under "Use of IFQ resulting from QS assigned to vessel categories B, C, or D by corporations and partnerships", and add a requirement that non-individual quota share (QS) holders provide updated ownership information annually.

679.43(j)(2) For purposes of this paragraph (j), "a change in the ~~corporation or~~ partnership non-individual entity" means either the dissolution of the non-individual entity, or the addition of any new shareholders(s) or partner(s), except that a court appointed trustee to act on behalf of a shareholder or partner of a non-individual entity who becomes incapacitated is not a change in the partnership non-individual entity.

Each non-individual entity that holds QS must annually report to NMFS its current status and membership.

Under this proposal, a "change" would also include the dissolution of any corporation, partnership, or other non-individual entity that holds QS. Also, to assist in monitoring the status of such entities, they would be required to annually submit a report containing information on their legal status (if changed, e.g., dissolved) and their membership.

Objective of Proposal: (What is the problem)

QS was initially issued to any person that owned or leased a vessel that made legal landings of halibut or sablefish during the qualifying years. Many of these persons were corporations, partnerships, successors-in-interest to same, and/or other entities (e.g., estates). The regulations allow corporations and partnerships to hold catcher vessel QS, and to use the IFQ resulting from it (by hiring a master), until such time as a "change" in the corporation or partnership's owners occurs. Upon

such a "change," the corporation or partnership must divest itself of the QS by transferring it to eligible individuals. As noted above, a change only occurs with the addition of any new owners.

The proposed change would make it clear that this section applies to all non-individual QS holding entities, and not only to corporations or partnerships. It would also provide that, upon the dissolution of such an entity, the QS must transfer to an eligible individual(s), and would require annual reporting to ensure that NMFS was aware of the status of such entities and could effectively implement Council intent with respect to the movement of QS to individuals.

Need and Justification for Council Action: (Why can't the problem be resolved through other channels?)

Although, technically speaking, NMFS could initiate this regulatory change, because of policy implications, we believe it is best for the Council to recommend changes to the current regulations that govern the IFQ Program.

Foreseeable Impacts of Proposal: (Who wins, who loses?)

"Winners" are those who believe that Council intent was for the IFQ program to facilitate the transfer of QS from multiple-owner entities to individuals who will actually be present on board when the IFQ is being fished. "Losers" are those entities that now hold QS in the name of a defunct, or altered, non-individual entity and are taking advantage of the use of QS as "initial issues."

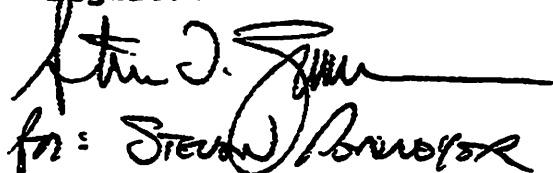
Are there Alternative Solutions? If so, What are they and why do you consider your proposal the best way of solving the problem?

There may be a variety of options to the current requirements that govern corporations and partnerships; however, most of them will involve fundamental policy decisions by the Council. This proposal is designed to ensure more vigorous implementation of existing Council policy, as expressed in the regulations; as such, the only alternative approach is maintaining the status quo.

Supportive Data & Other Information: What data are available and where can they be found?

There is anecdotal evidence that some entities that hold QS are, in reality no longer in existence; however, in the absence of authorizing regulations, no formal data collection effort has been undertaken to verify those possibilities. Collection of updated non-individual entity makeup and ownership percentages, compared with existing data, will provide the necessary information.

Signature

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for: Steve Brundage

FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
North Pacific Fishery Management Council

Please check applicable box(es):

- IFQ Program
- Bycatch Reduction
- BSAI Groundfish FMP
- GOA Groundfish FMP
- BSAI Crab FMP
- Scallop FMP

Name of Proposer: Buck LAUKITIS

Date: 8/13/97

Address: 33 Stonewall Place
FALSE PASS, AK 99583

Telephone: 907-548-2210

Fishery Management Plan: Pacific Halibut

Brief Statement of Proposal: Two alternatives: 1) change section 9. Closed Area to include those waters North of a line from CHUNAK Pt to Cape Krenitzin (N. Entrance to FALSE PASS) instead of "N of line 54°49'00" in I. Sanktski Strait; 2) amend language to allow persons to possess halibut within the False Pass area besides the "continuous transit" clause.

Objectives of Proposal: (What is the problem?) There are two problems. One is that people buy fish for halibut in nearby bays that are open to commercial halibut fishing but they are unable to either return home for the night or to clean fish at the dock. There is also a proposed halibut buying processing facility at False Pass, and fishermen wonder if they can legally move halibut in and out of the area without undue restrictions.

Need and Justification for Council Action: (Why can't the problem be resolved through other channels?) Local fishermen who come home with halibut aboard seem to be out of compliance of IFQ regulations.

Foreseeable Impacts of Proposal: (Who wins, who loses?) If only the "continuous transit" clause is changed, then there might be an enforcement problem. Changing the closed water line would alleviate the problem without negatively impacting the resource.

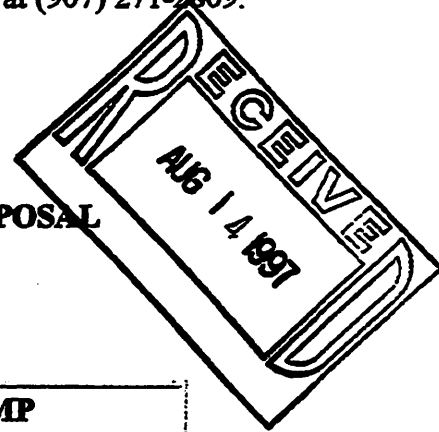
Are there Alternative Solutions? If so, what are they and why do you consider your proposal the best way of solving the problem?

Supportive Data & Other Information: What data are available and where can they be found?
Contact FALSE PASS FISH + GAME Advisory COMMITTEE

Signature:

[Handwritten Signature]

For further information on bycatch reduction measures, crab, scallops or groundfish proposals, please contact David Witherell and for IFQ program proposals contact Jane DiCosimo at (907) 271-2809.



FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
North Pacific Fishery Management Council

Please check applicable box(es):

<input checked="" type="checkbox"/> IFQ Program	<input type="checkbox"/> GOA Groundfish FMP
<input type="checkbox"/> Bycatch Reduction	<input type="checkbox"/> BSAI Crab FMP
<input type="checkbox"/> BSAI Groundfish FMP	<input type="checkbox"/> Scallop FMP

Name of Proposer: Date:

Kevin Kivisto, Kimberley Kivisto, Clint Payne, Brent Payne August 13, 1999

Address:

P.O. Box 1352
Petersburg, AK. 99833

Telephone:

907 772-9260

Fishery Management Plan:

Protecting the rights of crew members under the IFQ Program.

Brief Statement of Proposal:

Limit the use of automatic baiting systems.
Protect the rights of crew members.

Objectives of Proposal: (What is the problem?)

Boat owners are replacing men with machines.
Crew members are left without jobs and chances for re-education.

Need and Justification for Council Action: (Why can't the problem be resolved through other channels?)

There are many displaced crew in need of help from the council

Foreseeable Impacts of Proposal: (Who wins, who loses?)

Limiting Use of Auto baiting machines would preserve crew jobs.

Are there Alternative Solutions? If so, what are they and why do you consider your proposal the

The man share system.

best way of solving the problem?

This would be a fair way to set issuance of IFQ's

Supportive Data & Other Information: What data are available and where can they be found?

Department of Labor WARN act

State Training & Employment Program

Signature:

Kevin Kivisto

Kimberly Kivisto

Clint Payne

Brent Payne

and many other crew members who have inputted to this matter.

Objectives of Proposal

We are not against the IFQ system. The council has to consider what it has done to long line crew members without Quota Shares. We understand that we are eligible for QS if you have been a harvesting crew member for 150 days or more, the purchase amount for these IFQ's to be able to stay in the industry is out of many crew members and their family's reach.

The loan program that congress required the National Marine Fisheries Service and the Council to establish will not be available until 1999, many of us are out of work now.

Following are some idea's put together by crew members being effected now. We want to limit the use of auto baiting systems in order to preserve crew member jobs. If you didn't have an auto baiting system during the qualifying years then you should not be able to use them now.

They stopped fisherman from using drum seiners in order to preserve crew member jobs when the State implemented limited entry in the salmon seine fishery, and you can't fish freezer shares now because you didn't during the key years.

This year two men from the same boat lost jobs to an auto baiting system that will be put into use this coming 1998 season. This was done without warning!

The Department of Labor enacted the WARN (Worker Adjustment and Retraining Notification Act) on August 4, 1988 and became effective on February 4, 1989. This should have been part of the implementation of the IFQ system.

Need and Justification for Council Action

The council has to consider what the IFQ system is doing to the economical situation of the long line crew member and their family's. People are put out of work without warning, without chances for reeducation, because of commercial fisherman being considered as self employed.

Alternative Solutions

The man share system. Man Share (defined) two words MAN SHARE, man meaning working individual. Share meaning individual's allotment of vessel's gross stock after expenses.

The share system is an established system that has been implemented through out the long line fleet for years. There are four basic parts, full share, three quarter share, half share, and quarter share. The share depends on the person's experience.

The best way to describe it is through an example:

If there are five full shares including the skipper and the boat takes 30%, then each full share crew member would receive 14% of the fish that are sold per trip. This leaves the skipper or boat owner with a total of 44% and the crew with a total of 56%. In most cases over 50% of the allocated fishery went to support over 80% of the participants and their family's. The man share system should have been taken into consideration with the initial issuance of IFQ's.

Respectively Submitted,
Kevin Kivisto
Kimberley Kivisto
Clint Payne
Brent Payne

For further information on bycatch reduction measures, crab, scallops or groundfish proposals, please contact David Witherell and for IFQ program proposals contact Jane DiCosimo at (907) 271-2809.

8

FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
North Pacific Fishery Management Council

Please check applicable box(es):

<input checked="" type="checkbox"/> IFQ Program	<input type="checkbox"/> GOA Groundfish FMP
<input type="checkbox"/> Bycatch Reduction	<input type="checkbox"/> BSAI Crab FMP
<input type="checkbox"/> BSAI Groundfish FMP	<input type="checkbox"/> Scallop FMP

Name of Proposer: Date:

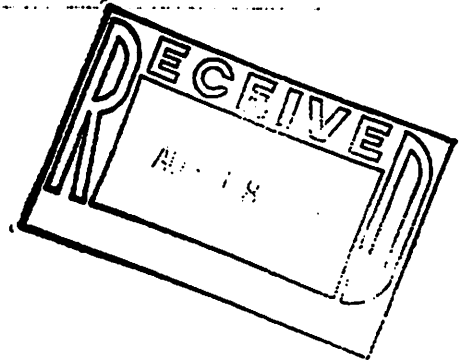
Lloyd Pederson

Address:

*Box 447
Bethel Alaska 99833*

Telephone:

(907) 772-3242



Fishery Management Plan:

Brief Statement of Proposal:

- 1- abolish automatic baiting machine*
- 2- move back qualifying yrs. at least to ~~1950~~ 1950*
- 3- Historical fishermen or crew men be given G.S.*

Objectives of Proposal: (What is the problem?)

see see all my detailed correspondence previously stated.

Need and Justification for Council Action: (Why can't the problem be resolved through other channels?)

Foreseeable Impacts of Proposal: (Who wins, who loses?)

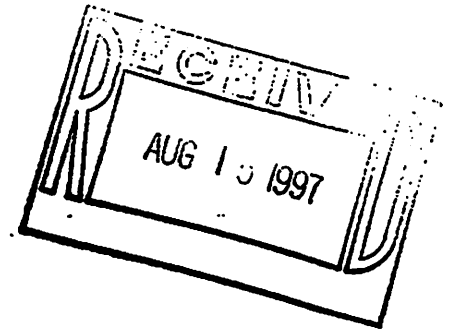
Are there Alternative Solutions? If so, what are they and why do you consider your proposal the best way of solving the problem?

Supportive Data & Other Information: What data are available and where can they be found?

Signature: *Lloyd Pederson*

PLAN AMENDMENT PROPOSAL
North Pacific Fishery Management Council

IFQ PROGRAM



Name of Proposer: Albert Utter
Address: P. O. Box 3049
Kodiak, Alaska 99615
Telephone: 907-486-8333

Fishery Management Plan: IFQ program for the halibut fishery

Proposal: Increase the halibut vessel harvest cap from 1% of the statewide TAC to 1.5%, provided that the additional .5% is held ONLY by bona fide IFQ crew members who are physically on board the vessel.

Objectives of Proposal: Some career longline skippers and crew members are unable to purchase quota and harvest them on the vessel by which they are employed, due to the vessel owner being at or near the ownership and harvest caps. This proposal would allow for crew members to purchase quota and not be as restricted in selecting the vessel on which to harvest the IFQ.

Need for Council Action: The harvest caps were set by the Council and this is a regulatory change to the IFQ program.

Foreseeable Impacts: Competitive, aggressive crew members who wish to purchase quota shares will be able to acquire better jobs and have a higher level of job security. Losers would be those crew members or skippers who don't have the financial resources to purchase quota shares and who don't have vessel owners willing to provide financial assistance.

Alternative Solutions: Keep the system the same, which will force me to look for another vessel to harvest my shares as my own investment into the fishery grows. This would mean that my present job might be in jeopardy if my harvesting schedule and my current employer's harvesting schedule don't mesh.

Signature:

Albert Utter

FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
North Pacific Fishery Management Council

Please check applicable box(es):	
<input checked="" type="checkbox"/>	IPQ Program
<input type="checkbox"/>	Bycatch Reduction
<input type="checkbox"/>	BSAI Groundfish FMP
<input type="checkbox"/>	GOA Groundfish FMP
<input type="checkbox"/>	BSAI Crab FMP
<input type="checkbox"/>	Scallop FMP

Name of Proposer: Kenneth Martin McMaster Date: 8/12/99

Address: RR1, Box 688
Astoria, OR. 97103

Telephone: (503) 325-9719

Fishery Management Plan:

To fish presently owned I f^o in the future as I have in the past.

Brief Statement of Proposal:

to raise ^{cap} from 1.0% to 1.5% of TAC to allow crew members to fish I f^o on vessel they are present employed on

Objectives of Proposal: (What is the problem?)

Vessel I am presently on is near to ~~cap~~ cap with original allocation, leaving no room to fish my quota

Need and Justification for Council Action: (Why can't the problem be resolved through other channels?)

If I cannot fish my quota on present vessel I must look for another vessel to fish my quota

Foreseeable Impacts of Proposal: (Who wins, who loses?)

Raising vessel cap to 1.5% of TAC would enable me to continue fishing my quota on the vessel I have fished on for years giving me a secure future w/o losing present position.

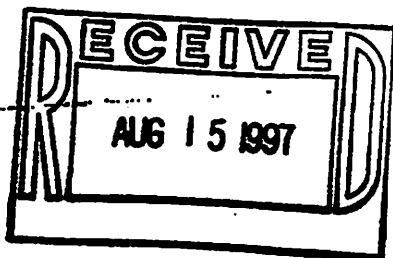
Are there Alternative Solutions? If so, what are they and why do you consider your proposal the best way of solving the problem?

yes. To get my own boat and fish my quota on it however doing this I would have to manage my own boat which would take time away from my present duties which I cannot afford to do

Supportive Data & Other Information: What data are available and where can they be found?

Signature: Kenneth Martin McMaster

JDC (11)



1 OF 2

FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
North Pacific Fishery Management Council

Please check applicable box(es):

- IFQ Program
- Bycatch Reduction
- BSAI Groundfish FMP
- GOA Groundfish FMP
- BSAI Crab FMP
- Scallop FMP

Name of Proposer: STEVEN R. SMITH Date: 8-14-97
 Address: P.O. Box 892 F/V BALLAD
 Chehalis, WA 98532

Telephone: 425-883-6162

Fishery Management Plan:

IFQ PROPOSAL FOR NPFMC 97/98 cycle.

Brief Statement of Proposal:

AMEND IFQ Regulations: Raise vessel cap (halibut) to 1.5% OF TAC provided extra .5% is utilized by IFQ crewmembers.

Objectives of Proposal: (What is the problem?) crew members cannot purchase IFQ if vessel they are employed on is at or near vessel cap. This action will eliminate or reduce only drawback to IFQ system.

Need and Justification for Council Action: (Why can't the problem be resolved through other channels?)

As written up by Linda Korak, I agree 100%.

Foreseeable Impacts of Proposal: (Who wins, who loses?)

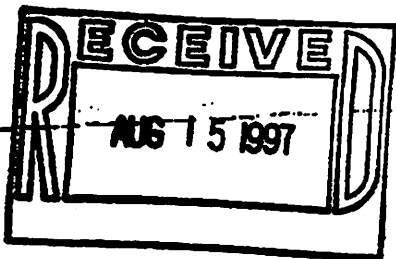
Will allow easier access for crew members to build equity in their career by making IFQ purchase easier to obtain financing, no need for additional boat etc. Only losers will be unmotivated or part time fishermen.

Are there Alternative Solutions? If so, what are they and why do you consider your proposal the best way of solving the problems?

Supportive Data & Other Information: What data are available and where can they be found?

Signature:

JAC (12)



2 OF 2

FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
North Pacific Fishery Management Council

Please check applicable box(es):

- IFQ Program
- Bycatch Reduction
- BSAI Groundfish FMP
- GCA Groundfish FMP
- BSAI Crab FMP
- Scallop FMP

Name of Proposer: *Troy R. Huls* Date: *8-14-97*

Address: *P.O. Box 2844 F/V BALLAD
Palmer AK. 99645*

Telephone: *907-745-8769*

Fishery Management Plan:

Brief Statement of Proposal: *I personally as a crewman who already owns IFQ shares, believe strongly in the purpose of this proposal.*

Objectives of Proposal: (What is the problem?) *This plan as offered gives job security back to the experienced career longliner.*

Need and Justification for Council Action: (Why can't the problem be resolved through other channels?) *I feel no other action is needed. This proposal would solve the problem fairly.*

Foreseeable Impacts of Proposal: (Who wins, who loses?) *I can see no true drawbacks to this program. The career longliner could only gain from this proposal.*

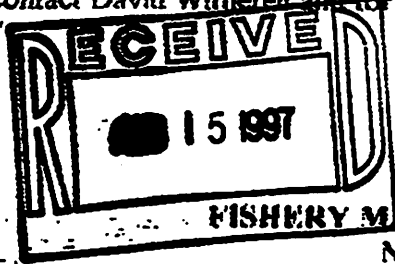
Are there Alternative Solutions? If so, what are they and why do you consider your proposal the best way of solving the problem?
N/A

Supportive Data & Other Information: What data are available and where can they be found?

Signature: *Troy R. Huls*

For further information on bycatch reduction measures, crab, scallops or groundfish proposals, please contact David Witherell and for IFQ program proposals contact Jane DiCosimo at (907) 271-2809.

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907 271-2817

FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
North Pacific Fishery Management Council

Please check applicable box(es):

- IFQ Program
- Bycatch Reduction
- BSAI Groundfish FMP
- GOA Groundfish FMP
- BSAI Crab FMP
- Scallop FMP

Name of Proposer: Date: ERIC LEE AUG 15, 1997

Address: Box 251
PETERSBURG, AK 99833

Telephone: 907 712-3251

Fishery Management Plan: HALIBUT T.F.Q. PROGRAM

Brief Statement of Proposal: In a surplus year such as this one (1997) the surplus should be harvested by deserving fishermen who were unfairly excluded in the original qualifying program.

Objectives of Proposal: (What is the problem?)
cont. (SEE ATTACHED PAGE)
(SEE ATTACHED PAGES)

Need and Justification for Council Action: (Why can't the problem be resolved through other channels?)
SEE ATTACHED PAGES

Foreseeable Impacts of Proposal: (Who wins, who loses?)
SEE ATTACHED PAGES

Are there Alternative Solutions? If so, what are they and why do you consider your proposal the

BRIEF STATEMENT OF PROPOSAL: (CONT.)

Vessel owners with over approximately 20,000 lbs. of halibut IFO, should only be able to catch the amount they were originally allocated or purchased.

OBJECTIVE OF PROPOSAL:

The objective of my proposal is to make the program more equitable and provide economic relief for those halibut fishermen who are now in bad financial situations due to the qualifying criteria which excluded them.

NEED AND JUSTIFICATION FOR COUNCIL ACTION:

Without substantial changes, the IFO program shares will become more and more concentrated in the hands of a few, and the struggling fishermen need the money most will be excluded.

This consolidation of I.T.O. shares into the hands of a few will only make it more obvious as time goes by that the government has implemented a management system which does indeed monopolize a public resource. An examination of the fisheries which have used the T.F.O. system clearly shows this to be true.

As it becomes more obvious that the same is happening here, the whole program will become more susceptible and vulnerable to lawsuits.

Many of the fishermen unfairly excluded by the present system have been hit so hard economically that they cannot afford to p. loan to buy T.F.O's. More importantly though, is the fact that they shouldn't have to. The program simply must have provisions which give all deserving fishermen at least some opportunity to participate.

If changes are not made, the bitterness between the unfairly excluded fishermen and the lucky ones who qualify will only grow as time passes and the economic Gulf between them widens.

Those fishermen who leased boats or worked as trusted crewmen know full well what it was largely through their own efforts that the vessel owners got their I.T.O.s. And they know

that it was largely their own effort which enabled the vessel owners to purchase and pay off their boats. It can be truthfully said that without the crewmen to do the work, there would be no big longline vessel with anything but a small amount of T.F.O.s.

The utter disregard for their crewmen shown by the vessel owners who participated in the advisory groups when the system was being set up sits very hard with those men who are now left with nothing.

The whole system of eligibility for T.F.O.s is based on the principle of past participation in the fishery. No one participated more than the fishermen who actually ran the boats, baited the gear, hauled in the fish, dressed them and iced them in the hold.

All these fishermen who were unfairly excluded from by the qualifying criteria established largely by the vessel owners, for themselves, deserve a chance to make some money in the fishery. They certainly deserve some recompense for their efforts which put the vessel owners in the position they are now in.

FORSEEABLE IMPACTS OF PROPOSAL:

If fishermen who were excluded from the T.F.D. program could go out and catch the surplus fish, it would relieve their economic burden and provide much needed money to get sea re-established in another fishery or occupation. It would also provide a substantial economic boost to the fishing communities, for the fishermen would spend most of the money on essential necessities right in their communities.

It is true that the vessel owners would not be with over the limit of T.F.D.s to fish in the surplus fishery would be unable to participate and therefore lose some additional income, but they would gain ~~it~~ in the sense that their conscience would be appeased.

The ultimate truth which must be fully acknowledged is that no one loses by making the system more fair.

ARE THERE ALTERNATIVE SOLUTIONS?

Yes, there are other alternative solutions which would do as much or more to make the I.F.O. program a system that is fair and acceptable.

However, my proposal seems relatively uncomplicated to implement and that is one of its main strengths.

A similar proposal to the one I submit here would be to lower the maximum allowable I.F.O.s that one vessel owner can own. This would make available some shares to those fishermen who were excluded ~~by~~ the original qualifying criteria. If more criteria were adopted that enabled deserving fishermen to get I.F.O.s, the shares would be available from the shareholder who profited most in the initial government giveaway, and given to those who need it most. However, it would take time to implement a program like that, and there would doubtless be lawsuits from the ~~to~~ shareholders. My proposal is simple and workable. I would like to participate in any further discussion regarding the viability and implementation of my proposal, and would like to be informed of the council's ~~own~~ opinion of it.

Sincerely,
Eric Lee

FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
North Pacific Fishery Management Council

IFQ Program

Name of Proposer: Northwest Setnetters Association

SEPT 17, 1997

Address: P.O. Box 3047,
Kodiak, AK, 99615

Telephone: (907) 486-1481

LATE

Fishery Management Plan: IFQ Halibut

Brief Statement of Proposal: Amend IFQ regulations to allow tendering of halibut from Class D vessels.

Objectives of Proposal: Many Class D vessels have been disenfranchised from the halibut fishery by the IFQ program restriction on tendering. These vessels, many of them from Kodiak Island, traditionally fished halibut in remote areas and delivered to tenders, and were awarded IFQ on that basis. Because of the distance to registered hailing ports, they were, and are, unable to deliver the fish to these ports themselves.

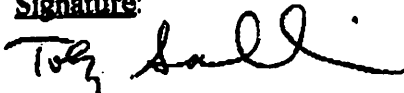
Need and Justification for Council Action: The Northwest Setnetters Association proposed a waiver to the tendering restrictions to NMFS Enforcement in Juneau earlier this year. Such waivers were granted in previous years to fishermen in Cook Inlet, and we believe such a waiver would have been the simplest solution to the problem. However, our proposal was denied in May of this year making this proposal to the Council necessary.

Foreseeable Impact of Proposal: The small boat fishermen in remote areas of Alaska would be the obvious winners if the Council took positive action on this issue. We have heard of no objections from any other fishermen.

Alternative Solutions: A tendering restriction waiver through NMFS Enforcement was previously proposed. (See Need and Justification above).

Supportive Data: See attached testimony to the Council, (June 1997), Proposal to NMFS Enforcement from Northwest Setnetters Association (April 1997), Registered Buyer Waiver granted to Paul Seaton (March 1997), Letter from Mark Kirkland, NMFS Enforcement (March 1997).

Signature:



Toby Sullivan
Northwest Setnetters Association

**Toby Sullivan
Northwest Setnetters Association
Box 3047, Kodiak, AK 99615
(907) 486-1481**

**Testimony to:
North Pacific Fisheries Management Council**

June 18, 1997

Good morning:

My name is Toby Sullivan. I am here today as a representative of the Northwest Setnetters Association, a salmon setnet gillnetter group here on Kodiak Island.

At the inception of the IFQ program in 1995, about 150 Kodiak Island salmon setnet permit holders were awarded Individual Fishing Quota halibut shares based on their historical participation in the halibut fishery. These are mainly Class D shares of under 1,000 lbs. each, caught almost exclusively in skiffs under 25 feet. During the qualifying years, these setnetters used skiffs to fish for halibut whenever halibut openings occurred while they were at their salmon fish camps in remote areas of Kodiak Island, and used tenders to get this halibut to plants in the town of Kodiak. With distances from these setnet sites to Kodiak city varying between 25 and 150 miles, tendering was, and is, the only practical way for these skiff fishermen to participate in the halibut fishery from anywhere beyond a few miles radius of the town of Kodiak. Since existing regulations make no provisions for tendering however, many have been unable to fish halibut since the beginning of the program, despite holding valid IFQ shares. In the last two fishing seasons many of these shares have gone unfished.

Many setnetters would be willing to forego their traditional halibut grounds near their setnet sites, to fish nearer the town of Kodiak, and deliver there, if it could be done. However, because of other jobs and fisheries, halibut fishing before or after salmon season is difficult for many setnetters. Also, because setnet skiffs are commonly stored during the off season at several salmon canneries around Kodiak Island or at the setnet sites, it is logistically difficult to use the skiffs anywhere but near the sites themselves.

In the last two summers, several setnet skiff fishermen have run their halibut from Uganik Bay, on the west side of Kodiak Island, to Kodiak, a distance of about eighty miles. Although these fisherman delivered their halibut without incident, many of us remember the loss of a skiff with several men from Kodiak who were not setnetters during a rough weather halibut opening near Spruce Island, about ten miles from Kodiak, in the early '90's. Although one of the stated reasons for implementing the IFQ program was increasing fishermen's safety, we are concerned that long distance travel to a limited number of landing points as required by the program, ignores the realities

of small boat fishing in Alaska, and makes safety again an issue.

We believe the prohibition of tendering unfairly hurts small boat fishermen who do not have access to the presently allowed landing ports. We believe this inequity should be addressed by the Council.

In March of this year I expressed the concerns of our group to Phil Smith of the RAM Division while he was in Kodiak attending the Comfish show. He assured me the problem had been addressed and remedied, and referred me to National Marine Fisheries Enforcement for particulars.

After speaking with Enforcement agents Ken Hansen in Kodiak and Steve Meyer in Juneau, I initially thought some kind of regulation change might be implemented to address the lack of tendering provisions in the IFQ program. Agent Meyer discouraged this line of thinking however, saying Enforcement preferred case by case waivers rather than a full blown regulation change. He agreed to consider a Transaction Terminal Waiver for Kodiak setnetters similar to one previously granted to a tender operator in Homer in 1996, and re-approved in March of 1997.

In late April I wrote a proposal similar to the one already approved for the Homer setnetters, involving about 25 setnetters in Uganik and Viokoda Bays, on the west side of Kodiak, and two delivery locations, one in each bay. My boat, the Swallow, was the proposed tender, and I proposed a specific date, June 12th of this year as halibut tendering day. The fish were to have been delivered to Cook Inlet Processors in Kodiak.

On May 23 Agent Meyer told me a committee was deliberating the fate of my proposal and he would get back to me. I called him May 30th and was told my proposal had been denied. His stated reason was that NMFS lawyers had concluded that my and two other tendering proposals under consideration might be more than Enforcement could control. The previously approved waiver for the Homer based setnetters was also rescinded. Agent Meyer suggested I pursue a full blown regulation change through the North Pacific Fisheries Management Council.

Seeing as how a regulation change would be unlikely to go into effect until next year, even if one were written now, I would like you to consider granting a waiver similar to the one denied by Agent Meyer, applicable to this season.

Your time and consideration in this matter are appreciated.

Toby Sullivan

**Toby Sullivan
Northwest Setnetters Association
Box 3047
Kodiak, Alaska 99615
(907) 486-1481**

**Stephen A. Meyer
Special Agent, Alaska Enforcement Division
National Marine Fisheries Service
P.O. Box 21767
Juneau, AK 99802-1767**

April 24, 1997

Dear Agent Meyer:

As I explained in our phone conversation on 3/27/97, about 150 Kodiak salmon setnet permit holders have Individual Fishing Quota halibut shares. They are mainly Class D shares of under 1,000 lbs. each. Due to the remoteness of their fish sites and the small size of their skiffs, these setnetters used tenders to get their halibut to town for many years. Unfortunately, current IFQ regulations make no provisions for tendering and as a consequence few setnetters have been able to fish halibut since the IFQ program was implemented. Despite being initially awarded various amounts of IFQ, these fishermen have effectively been disenfranchised from a fishery they are legally entitled to.

In the last two summers several setnet skiff fishermen have run their halibut from Uganik Bay, on the west side of Kodiak Island, to Kodiak, a distance of about eighty miles. Though these fisherman delivered their halibut without incident, many of us remember the loss of a skiff with several men from Kodiak (not setnetters) during a rough weather halibut opening near Spruce Island in the early '90's. The Northwest Setnetters Association is concerned that such a tragedy might happen again should the tendering issue not be addressed satisfactorily.

After speaking with Ken Hansen in Kodiak about NMFS Enforcement concerns, I have written a proposal for a limited Transaction Terminal Waiver, involving about 25 fishermen in Uganik and Viekoda Bays, on the west side of Kodiak, and two delivery locations.

At this point it appears that there would be about 25 IFQ card holders participating, with about a dozen in each of the two bays. Although Tim Blott, (the plant manager at Cook Inlet Processors), and I are unsure exactly which setnetters still own IFQ shares and how much they amount to, we think there are about 15,000 lbs. total extent within this group. These fishermen are a cohesive group who fish exclusively for Cook Inlet

Processors, and we would like to see them treated as such in any final waiver plan.

We propose June 12, 1997, as the day to tender the halibut, as this date falls between salmon openings and would not interfere with that fishery and the CIP salmon production schedule. If the weather or other factors prevent the full harvesting of their IFQ by the harvesters on this date, we would like to be able to run a mop up tendering operation at a later date, with details to be coordinated with NMFS Enforcement beforehand.

The tender would stand by at one location within each bay, the specific locations to be decided on by weather, and the fishermen would skiff their fish to these locations to deliver.

If you need any other information please let me know. I hope to hear from you soon.

Yours sincerely,

cc: Ken Hansen
Leigh Selig

**Proposal for Individual Fishing Quota Registered Buyer
Waiver for the use of Transaction Terminal**

TENDER NAME SWALLOW

OFFICIAL NUMBER 590388

OWNER'S NAME TOBY SULLIVAN

OWNER'S ADDRESS P.O. BOX 3047
KODIAK, ALASKA 99615
(907) 486-1481

SHORESIDE PROCESSOR COOK INLET PROCESSORS
GIBSON COVE
KODIAK, ALASKA 99615
TIM BLOTT, MANAGER
(907) 486-6385 Fax (907) 486-6592

In lieu of a transaction terminal to report IFQ landings, I propose that the above named vessel tender halibut from harvesting vessels in Uganik and Viekoda Bays on Kodiak Island, and deliver them to the above named processing plant in Kodiak city.

- 1.) Manual IFQ Landing Reports would be completed and signed by the registered buyer and IFQ card holder before the harvesting vessel leaves the tender.
- 2.) The tender vessel, through the processor, would notify NMFS Enforcement by phone at least six hours prior to offloading in Kodiak, consistent with 50 CFR 679.5 (1)(1)(i).
- 3.) All IFQ Manual Landing Reports would be faxed to NMFS Enforcement within six hours of offloading in Kodiak.
- 4.) All Manual Landing Reports would be attached to appropriate State of Alaska fish tickets and made available for inspection by NMFS Enforcement agents.

PROPOSED BY:

**TOBY SULLIVAN
NORTHWEST SETNETTERS ASSOCIATION
BOX 3047
KODIAK, ALASKA 99615**



UNITED STATES DEPARTMENT OF COMMERCE
NOAA / National Marine Fisheries Service
 Alaska Enforcement Division
 P.O. Box 21767
 Juneau, Alaska 99802-1767

**INDIVIDUAL FISHING QUOTA REGISTERED BUYER
 WAIVER FOR THE USE OF TRANSACTION TERMINAL**

REGISTERED BUYER NUMBER IR9750587

TENDER NAME GEORGIA STRAITS

COAST GUARD NUMBER 619111

OWNER'S NAME PAUL SEATON 235-6342

OWNER'S ADDRESS 58360 BRUCE DR.

HOMER, AK 99603

CONTACT NAME ICICLE S.F. - DON BEESON

CONTACT PHONE (907) 235-8107

This is a waiver for the above named tender vessel for the requirement to use a transaction terminal to report IFQ Landings while operating as an IFQ Registered Buyer. In lieu of the transaction terminal, the following methods must be used:

- 1) Manual IFQ Landing reports must be completed and signed by the registered buyer and the IFQ card holder prior to the harvesting vessel leaving the tender vessel.
- 2) Tender vessels delivering IFQ species must notify NMFS Enforcement at 1 800 304-4846 or (907) 586-7163 at least six (6) hours prior to the offloading the IFQ species and according to regulations in 50 CFR 679.5(l)(1)(i).
- 3) All Manual IFQ Landing Reports completed must be submitted by fax to the NMFS Enforcement Office at (907) 586-7313 no later than six (6) hours after all IFQ species are offloaded from the tender vessel.
- 4) All Manual IFQ Landing Reports must be attached to the appropriate State of Alaska Fish Buying Ticket and be made available for inspection as required in 50 CFR 679.5 (l)(1)(iii).

Failure to comply with the above stated alternate methods will be considered a violation of the reporting requirements under 50 CFR 679.5 (l). THIS WAIVER EXPIRES ON: 11/16/97

APPROVING OFFICER NAME & DATE: STEPHEN A. MEYER 9/26/97

APPROVING OFFICER SIGNATURE: Stephen A. Meyer





UNITED STATES DEPARTMENT OF COMMERCE
NOAA / National Marine Fisheries Service
Alaska Enforcement Division
P.O. Box 21767
Juneau, Alaska 99802-1767

March 28, 1997

TO: Mr. Toby Sullivan
Po Box 3047
Kodiak, Ak. 99615

FROM: Mark A Kirkland
Special Agent, Alaska Enforcement Division

Mr. Sullivan, I talked with Special Agent-in-Charge Stephen A. Meyer concerning the use of a tender vessel to accommodate the Kodiak Island setnetters. The use of Tender Vessels for receiving and delivering IFQ species requires a waiver and must be approved and issued by the Special Agent-in-Charge Alaska Region. Special Agent-in-Charge Meyer is willing to consider a waiver for the Kodiak Island setnetters upon submission of a written plan detailing the specific methods and means for receiving, reporting, and delivering IFQ species to a shoreside processor/registered buyer.

I discourage you from submitting a plan that involves receiving fish from multiple locations or delivering to multiple shoreside processors/registered buyers. Our ability to monitor and control the receipt and delivery of IFQ species is a strong consideration in granting a waiver to allow a tender vessel to receive IFQ halibut & sablefish. I am enclosing a copy of the Waiver issued to Icicle Seafoods as an example only. The arrangement with the Kalgin Island fisherman was through Icicle Seafoods in Homer. It involves one tender vessel, one registered buyer, and a concerted effort on the IFQ cardholders part to fish and deliver to the tender vessel at a predetermined time and place.

If I can be of further assistance don't hesitate to contact me at 907-586-9350. As a side note, our friends the Canadians have eliminated the use of tender vessels completely in their IVQ system.

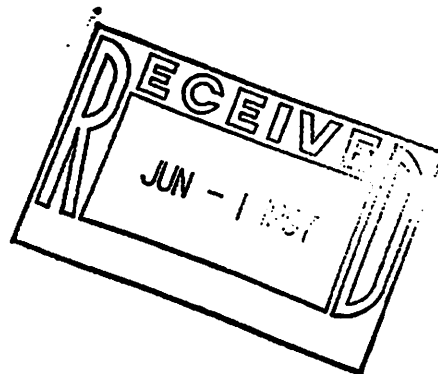
Mark A Kirkland, Special Agent

National Marine Fisheries Service



F A X

P.O.Box 3047
Kodiak, AK 99615



To: Clarence Pautzke
Company:
Fax number: +1 (907) 271-2817
Business phone: 907-271-2809

From: Toby Sullivan
Fax number: tobys@ptialaska.net@+1 (907) 486-1481
Business phone:
Home phone: (907) 486-1481

Date & Time: 6/2/97 2:39:39 PM
Pages: 3
Re: Halibut tendering

Toby Sullivan
Northwest Setnetters Association
Box 3047, Kodiak, AK 99615
(907) 486-1481

Fax (907) 486-5542

Rick Lauber, chairman
North Pacific Fisheries Management Council

June 2, 1997

Dear Mr Lauber:

□At the inception of the IFQ program in 1995, about 150 Kodiak Island salmon setnet permit holders were awarded Individual Fishing Quota halibut shares based on their historical participation in the halibut fishery. These are mainly Class D shares of under 1,000 lbs. each. These fishermen necessarily used tenders to deliver their halibut during the qualifying years, but since existing regulations make no provisions for tendering, many have been unable to

participate in the fishery since the beginning of the IFQ program. The shares have gone unfished.

□ We believe the current IFQ program unfairly prevents small boat fishermen in remote areas from fishing halibut, despite a previous participation which qualified them for initial IFQ shares. We believe this inequity should be addressed by the Council.

□ During the qualifying years, these setnetters used skiffs to fish for halibut whenever halibut openings occurred while they were at their salmon fish camps, and used tenders to get this halibut to plants in Kodiak. With distances from these setnet sites to Kodiak varying between 25 and 150 miles, and using skiffs under 25 feet, tendering was, and is, the only practical way for them to participate in the halibut fishery from anywhere beyond a few miles radius of the town of Kodiak.

□ Many setnetters would be willing to forego their traditional halibut grounds near their setnet sites, to fish nearer the town of Kodiak, if it could be done. However, because of other jobs and fisheries, halibut fishing before or after salmon season is difficult for many setnetters. Also, because setnet skiffs are commonly stored during the off season at several salmon canneries around Kodiak Island or at the setnet sites, it is logistically difficult to use the skiffs anywhere but near the sites themselves.

□ In the last two summers several setnet skiff fishermen have run their halibut from Uganik Bay, on the west side of Kodiak Island, to Kodiak, a distance of about eighty miles. Although these fisherman delivered their halibut without incident, many of us remember the loss of a skiff with several men from Kodiak (not setnetters) during a rough weather halibut opening near Spruce Island in the early '90's. Although one of the stated reasons for implementing the IFQ program was increasing fishermen's safety, The Northwest Setnetters Association is concerned that long distance travel to a limited number of landing points is inherent in the program, and that safety is again an issue.

□ In March of this year I expressed the concerns of our group to Phil Smith of the RAM Division while he was in Kodiak attending the Comfish show. He assured me the problem had been addressed and remedied, and referred me to National Marine Fisheries Enforcement for particulars.

□ After speaking with Enforcement agents Ken Hansen in Kodiak and Steve Meyer in Juneau, I initially thought some kind of regulation change might be implemented to address the lack of tendering provisions in the IFQ program. Agent Meyer discouraged this line of thinking however, saying Enforcement preferred case by case waivers rather than a full blown regulation change. He agreed to consider a Transaction Terminal Waiver for Kodiak setnetters similar to one previously granted to tender operator Paul Seaton in Homer in 1996, and re-issued in March of 1997.

□ In late April I wrote a proposal similar to Mr. Seaton's, involving about 25 setnetters in Uganik and Viekoda Bays, on the west side of Kodiak, and two delivery locations, one in each bay. My boat, the Swallow, was the proposed tender, and I proposed a specific date, June 12th of this year as halibut tendering day. The fish were to have been delivered to Cook Inlet Processors in Kodiak.

□ On May 23 Agent Meyer told me a committee was deliberating the fate of my proposal and he would get back to me. I called him May 30th and was told my proposal had been denied. His stated reason was that NMFS lawyers had concluded that my and two other tendering proposals under consideration might be more than Enforcement could control. The previously approved waiver to Mr Seaton in Homer was also rescinded. Agent Meyer suggested I pursue a regulation change through the North Pacific Fisheries Management Council.

□ Seeing as how a regulation change would be unlikely to go into effect until next year, even if one were written now, I would like you to consider granting a waiver similar to the one denied by Agent Meyer. I intend to testify at the Council meeting in Kodiak June

18th, much as I have written above.
Your time and consideration in this matter are appreciated.

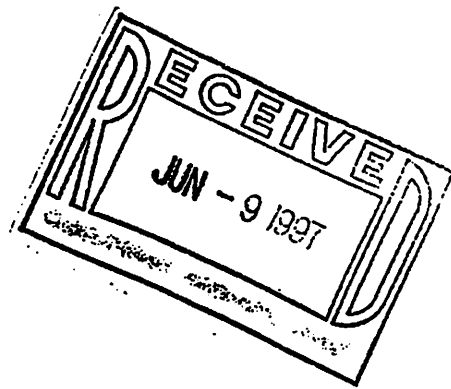
Yours sincerely,

Toby Sullivan

cc: Clarence Pautzke

- Dave Benton
- Seth Macinko
- Steve Pennoyer
- Steve Meyer
- Ken Hansen
- Leigh Selig
- Kevin O'Leary
- Jeff Stephen
-

Buck & Ann LLC
P.O.B.8212
Kodiak Ak. 99615



LATE

Dear Mr. Stephan,

I ran into a problem with the vessel use cap for the IFQ fishery in Alaska this year. I have been in a partnership on the F/V Buck & Ann for 8 years now. My partners, Bernie Burkholder, and Jody Burkholder were issued halibut IFQ's in the beginning, I was not issued any shares. Bernie was issued approx. 65,000 pounds, Jody was issued approx. 64,000 pounds. Last year Jody also recieved approx. 15,000 pounds through appeals. Also last year I bought Approx. 38,000 pounds of halibut to get the Buck & Ann close to the maximum the boat could catch.

We then owned approx. 182,000 pounds. With the cap being 187,000 pounds, I felt we were close enough and could concentrate any future effort toward sablefish.

When the TAC went up this year, I thought nothing of it because I was under the limit. Until the other day a computer glitch at NMFS thought I had exceeded the vessel use cap. It was found that I had not, but revealed to me that my 267,000 pounds this year was over the vessel cap this year set at 255,000 pounds. After long deliberations with NMFS Kodiak, and the RAM Division about how I could possibly be over this year when I was under last year, I realized that when I area (3B) went up so much, even though I didn't buy any more, it put me over 1/2 % of the TAC.

I really wonder how to judge how much quota to own. I would like to fish all of our quota on our own boat. It is not cost effective for me to lease quota to another boat, as I have a big mortgage on the shares I bought, and I also do not have any desire to own more quota than I can effectively fish myself. I would like to be at the vessel cap, but I don't know how to do that with an ever changing TAC. I could sell some now, but next year if certain areas went down, I could end up short. Then if I bought more, the next year I might be over again.

I am not sure how unique my situation is at this time, but I can see that there will be more people affected by this in the future.

I would like to see you consider this problem and possibly make a regulatory amendment to put the vessel cap at 1/2 % of quota share units instead of pounds. This would give a consistant target area instead of one that changes every year.

Thank-you for your time,

John E. Corbin
F/V Buck & Ann

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September 17, 1997

LATE

Dear Ms. DiCosimo,

I realize that this submission is very late and possibly may not be addressed by the Council at the upcoming meeting. If at all possible please include it in discussions of IFQ rule changes or if necessary, consider it as submitted for the next proposal cycle.

I will try to get a copy to Jeff Stephan for the IFQ Implementation work group today.

Sorry to be so late and thanks for your help.

Sincerely,



Peter Allan

FISHERY MANAGEMENT PLAN AMENDMENT PROPOSAL
North Pacific Fishery Management Council

Name of Proposer: Peter Allan

Date: 9/17/97

Address: POBox 2160, Kodiak, Ak. 99615

Telephone: 907-487-2333

Fishery Management Plan: IFQ Halibut

Brief Statement of Proposal:

Dispensation of NMFS landing requirements for small amounts of IFQ halibut (suggested amount: up to 500lbs) which may be caught incidentally during the prosecution of the newly instituted Alaska State waters directed Pacific Cod Jig Fishery.

Objectives of Proposal:

1. This proposal would make it feasible for Halibut IFQ holders who participate in the State waters Pacific Cod Jig Fishery to deliver small amounts of halibut which are sometimes caught incidentally without the disruption to their schedule that is caused by the advance hailing and limited hours operations of NMFS' IFQ unloading requirements.

2 This proposal would also promote economic efficiency as these incidentally caught halibut would not be the target of directed fishing efforts at some other time.

Need and Justification for Council Action:

I was told by the IFQ implementation work group and NMFS enforcement personnel that this was the proper avenue to address this issue.

Foreseeable Impacts of Proposal:

Who wins?:

Halibut IFQ holders who participate in the Alaska State Pacific Cod Jig Fishery.

Who loses?:

There may be possible inconvenience to processors or buyers when dealing with small volumes of fish without advance notice, but this currently is and should continue to be dealt with on an individual basis between fishermen and their markets.

Alternative Solutions?:

Same as Justification for council Action.

Supportive Data and Other Information:

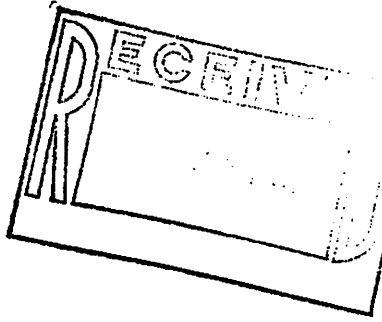
The Alaska State waters Pacific Cod Jig Fishery is a newly instituted management regime that is currently being managed and fished at this point in time. I expect that there is little data currently available as the initial season is not yet completed.

Comments:

1. I hope and expect that this is not a controversial proposal, as there are no allocative aspects to it.

2 I think this proposal would largely mirror one that is already in place for IFQ halibut caught during the SE Alaska Troll Fisheries.

Signature:



Toby Sullivan
Northwest Setnetters Association
Box 3047
Kodiak, AK 99615
(907) 486-1481

Mr. Rick Lauber
Chairman
North Pacific Fisheries Management Council
605 W. 4th Ave. #306
Anchorage AK 99501

Subject: Testimony at the February meeting of NPFMC

November 21, 1997

Dear Mr. Lauber:

The Northwest Setnetters Association is concerned that many of it's members are unable to harvest and deliver their halibut IFQ's due to a lack of tendering provisions under current regulations. Due to the distances involved and the size of our vessels (open skiffs under 25 feet), many fishermen in our organization find it impossible to deliver their fish from the grounds to the town of Kodiak, the sole landing port on Kodiak Island. These IFQ's were issued based on tendered landings during the qualifying years. Although we applied for a tendering waiver through National Marine Fisheries Enforcement similar to one issued in 1996 for certain fishermen in Cook Inlet, Enforcement chose to deny such waivers this season.

Please schedule me for testimony on this issue at the February meeting of the Council. I would have liked to address the December meeting but it appears we are past the scheduling deadline. I have previously addressed the Council about our problem, and although no changes were made, I would like to speak again.

We would like to work with National Marine Fisheries Enforcement towards a solution to our problem, and hopefully something can be worked out with them that can be presented to the council in February.

Sincerely,



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
National Marine Fisheries Service
P.O. Box 21668
Juneau, Alaska 99802-1668

December, 1997

Mr. Richard Lauber, Chairman
North Pacific Fishery Management Council
605 West 4th Avenue, Suite 306
Anchorage, Alaska 99501-2252

1997 HALIBUT/SABLEFISH IFQ REPORT
Council Agenda Item C-2

Dear Mr. Lauber:

This Report to the Council summarizes activities under the Pacific halibut and sablefish Individual Fishing Quota (IFQ) program through the end of the 1997 IFQ season (November 15, 1997). It also addresses a number of other aspects of program implementation and performance, and provides additional information on implementation of the Groundfish and Crab Vessel Moratorium Program and the Scallop Vessel Moratorium Program. Of course, we welcome any questions that you may have.

Fishing Under IFQs in 1997

Utilization of TAC

The 1997 IFQ season started, as scheduled, on March 15. When the season ended eight months later (on November 15), some 96.4% of the total IFQ halibut TAC had been harvested, and 94.7% of the total IFQ sablefish TAC had been harvested.¹

By regulatory area, the only areas in which greater than 10% of the IFQ TAC remained to be harvested were (for halibut) Area 4C, in which 13% (75,074 net pounds) remained and (for sablefish) the Aleutian Island area, in which 28% (450,030 round pounds) and the Bering Sea area, in which 41% (400,236 round pounds) remained.

The rate of harvest was not significantly different from the same periods during the 1996 season (this is true, even though the halibut TAC increased and the sablefish TAC decreased. The following tables (overleaf) display the relative rate of IFQ harvest (expressed in percentage of harvested IFQ TAC/Month) for each of the past three IFQ seasons:

¹ Incidentally-harvested IFQ sablefish may be landed through the end of December, and must be retained if the fisherman has any sablefish IFQ remaining; the 1995 and 1996 experience, however, is that the amounts of such landings are trivial.



RELATIVE RATE OF HALIBUT IFQ HARVEST
 (Percentage of IFQ TAC Harvested by Month)
 1995, 1996, & 1997

Month Ending	1995 Season TAC = 37,422,000	1996 Season TAC = 37,422,000	1997 Season TAC = 51,116,000
April 14	3.6%	11.3%	9.2%
May 14	7.4%	13.7%	13.4%
June 14	15.5%	15.2%	18.9%
July 14	9.2%	10.4%	10.9%
August 14	9.7%	12.3%	11.5%
September 14	15.8%	14.9%	14.2%
October 14	14.2%	5.7%	7.8%
November 15	11.9%	6.1%	8.3%
Total % Harvested	87.3%	95.2%	96.4%

RELATIVE RATE OF SABLEFISH IFQ HARVEST
 (Percentage of IFQ TAC Harvested by Month)
 1995, 1996, & 1997

Month Ending	1995 Season TAC = 45,658,049	1996 Season TAC = 35,319,897	1997 Season TAC = 30,233,885
April 14	9.9%	15.0%	11.4%
May 14	22.3%	24.3%	24.4%
June 14	21.8%	19.9%	19.7%
July 14	11.3%	10.1%	9.7%
August 14	4.4%	8.0%	10.8%
September 14	8.0%	7.5%	7.0%
October 14	7.0%	5.4%	7.8%
November 15	6.6%	3.8%	3.9%
Total % Harvested	91.3%	94.0%	94.7%

Note:

Tables include small amounts harvested after November 15 of each year.

Location of IFQ Landings

As the following tables display, the "Top Ten" Alaska ports in which the IFQ halibut and sablefish were landed has remained relatively constant over the past three seasons, as has the percentage of IFQ halibut and sablefish landed outside of Alaska.

TOP TEN ALASKAN HALIBUT PORTS -- 1997
(Recorded Landings Through 11/21/97)

Port	1997 Rank	1997 Pounds (net wt.)	Percent of 1997 Total	1995 Rank	1996 Rank
Kodiak	1	11,026,578	22.4%	1	1
Dutch/Unalaska	2	5,449,804	11.1%	4	4
Homer	3	5,209,072	10.6%	2	2
Seward	4	4,732,861	9.6%	5	3
Sitka	5	3,513,132	7.1%	3	5
Petersburg	6	2,558,931	5.2%	6	6
Hoonah	7	1,824,642	3.7%	7	7
Juneau	8	1,593,816	3.2%	13	8
Cordova	9	1,344,763	2.7%	8	9
Yakutat	10	1,209,752	2.5%	10	13
All "Outside"	N/A	4,039,209	8.2%	N/A	N/A
All Ports	N/A	49,262,493	100%	N/A	N/A

Note:

Landings at some ports have been combined to the "major" port; e.g., the Port of Juneau includes Juneau, Douglas, and Auke Bay.

TOP TEN ALASKAN SABLEFISH PORTS -- 1997
(Recorded Landings Through 11/21/97)

Port	1997 Rank	1997 Pounds (round wt.)	Percent of 1997 Total	1995 Rank	1996 Rank
Seward	1	7,049,942	24.6%	1	1
Sitka	2	3,929,395	13.7%	2	2
Kodiak	3	3,882,325	13.6%	4	3
Dutch/Unalaska	4	3,220,422	11.2%	3	4
Yakutat	5	1,540,838	5.4%	5	6
Hoonah	6	1,321,351	4.6%	10	9
Cordova	7	1,187,187	4.2%	8	7
Juneau	8	1,043,950	3.6%	19	13
Homer	9	1,019,572	3.5%	9	8
Petersburg	10	895,196	3.1%	7	5
All "Outside"	N/A	1,655,188	5.8%	N/A	N/A
All Ports	N/A	28,625,894	100%	N/A	N/A

Note:

Landings at some ports have been combined to the "major" port; e.g., the Port of Juneau includes Juneau, Douglas, and Auke Bay.

1997 IFQ Fish-Down Activity

The 1997 season was the first season in which the "fish-down" rule was in effect throughout the entire season (the regulation to implement the policy did not become final until September, 1996). This rule allows a person who holds catcher vessel IFQ generated from QS designated in vessel categories "B" and "C" (>60 feet LOA, and >35' LOA to ≤60' LOA, respectively) to be fished from a smaller (shorter) vessel.² The following table (overleaf) displays, by species and area, the percentage of landings that were made from catcher vessels that were shorter than the vessel category assigned to the QS that generated the IFQ:

² There are minor exceptions to this rule for the Southeast Alaska regulatory areas.

**1997 "FISH DOWN" ACTIVITY
BY SPECIES AND IFQ REGULATORY AREA**

Species & Regulatory Area	Landings in which QS/IFQ Vessel Category was Same as Vessel Length Category	Landings in which QS/IFQ Vessel Category Was Larger than Vessel Length Category	Percent of Landings "Fished Down"
Halibut 2C	3,401	146	4.1%
Halibut 3A	2,941	285	8.8%
Halibut 3B	631	71	10.1%
Halibut 4A	211	57	21.3%
Halibut 4B	29	14	12.6%
Halibut 4C	144	3	2.0%
Halibut 4D	32	2	5.9%
Sablefish SE	753	21	2.7%
Sablefish WY	276	29	9.5%
Sablefish CG	595	51	7.9%
Sablefish WG	101	25	19.8%
Sablefish AI	55	7	11.3%
Sablefish BS	62	10	13.9%

Note:

As used in this table, a "landing" is defined as a landing report for a vessel, species, and management area; each such "landing" may include harvest by more than one IFQ holder. Because of this definition, the number of "landings" reported on this table may not match data reported elsewhere.

Overages and Underages

The following table (overleaf) displays the preliminary estimate of 1997 overages and underages, by species and area. Under the IFQ regulations, "overages" harvested during 1997 are to be deducted from the 1998 IFQ permit amounts, while up to 10% of the "underages" are to be added to the 1998 IFQ permit amounts.³

³ The Alaska Enforcement Division is currently reviewing enforcement issues related to overages; as a result, NMFS may propose adjustments to the overage policy.

**PRELIMINARY ESTIMATE OF OVERAGES AND UNDERAGES
1997 IFQ Season**

Species/Area	Number of Underages	Underage Pounds	Number of Overages	Overage Pounds	Net Pounds
Halibut 2C	1,281	282,683	329	[61,335]	221,348
Halibut 3A	1,692	576,321	420	[161,497]	414,824
Halibut 3B	455	183,647	180	[99,412]	84,235
Halibut 4A	268	82,508	87	[38,005]	44,503
Halibut 4B	96	83,956	27	[32,167]	51,789
Halibut 4C	55	20,577	19	[7,918]	12,659
Halibut 4D	41	28,850	18	[22,429]	6,421
All Halibut	3,888	1,258,542	1,080	[422,763]	835,779
Sablefish SE	333	134,792	173	[67,361]	67,431
Sablefish WY	218	71,965	101	[68,179]	3,786
Sablefish CG	345	189,991	129	[130,087]	59,904
Sablefish WG	151	80,925	41	[44,560]	36,365
Sablefish AI	104	102,112	17	[7,935]	94,177
Sablefish BS	118	80,195	13	[4,975]	75,220
All Sablefish	1,269	659,980	474	[323,097]	336,883

Notes:

1997 Halibut IFQ Permits Issued: 5,786

1997 Sablefish IFQ Permit Issued: 1,990

Because of anticipated transfer activity and refinements in the calculations, the "Net IFQ Pounds" for 1997 are expected to decline (perhaps to 1996 levels) before allocations of 1998 IFQ are made

The "Net IFQ Pounds" Column displays the total number of IFQ pounds that would be issued above the TAC during the 1998 halibut and sablefish IFQ season. See, 50 CFR 679.40(d) and (e)

The following table (overleaf) summarizes overage/underage calculations for the past three IFQ seasons:

SUMMARY OF OVERAGES AND UNDERAGES
1995, 1996, & 1997 IFQ Seasons (All Areas)
(1,000's of IFQ Pounds)

Species	1995			1996			1997		
	Under	Over	NET	Under	Over	NET	Under	Over	NET
Halibut	1,300.0	[373.5]	926.8	961.7	[371.5]	590.2	1,258.0	[422.8]	835.8
Sablefish	1,019.4	[424.5]	594.9	591.2	[380.8]	284.5	660.0	[323.1]	336.9

Use of Transaction Terminals

Reports of IFQ landings must be made using electronic Transaction Terminals. This allows for "real-time" accounting of individual harvest, and contributes significantly to management of each individual IFQ holder's IFQ account. Throughout both 1995 and 1996, serious problems were experienced with the Transaction Terminals; however, by the end of the 1996 season, most of the problems had been worked out and, throughout 1997, as the following table displays, use of the Transaction Terminals was the norm, rather than the exception.

USE OF ELECTRONIC TRANSACTION TERMINALS FOR REPORTING IFQ LANDINGS
1997 IFQ Season

Month Ending	Electronic Reports	Manual Reports	Percent Electronic
April 14	972	163	86%
May 14	1,587	229	87%
June 14	2,128	282	88%
July 14	1,325	249	84%
August 14	1,380	274	83%
September 14	1,825	157	92%
October 14	1,355	101	93%
November 15	1,080	69	94%
Total	11,652	1,524	88%

Note:

Table includes all IFQ landing reports (not CDQ), including corrections, etc.; also, some landings (not harvest) were reported after November 15.

Registered Buyer Information

IFQ halibut and sablefish must be reported by "Registered Buyers" (which can be, and in many instances is, the IFQ holder). The following table displays the number of Registered Buyer (RB) Permits issued by RAM for the 1997 IFQ Season, as well as the numbers of Registered Buyers who reported landings.

NUMBER AND TYPE OF RBs ISSUED AND USING 1997 PERMITS

Type of Buyer	Number of RB Permits Issued	Number Reporting Landings	Percent Reporting Landings
Buyer-Broker	74	20	27%
Catcher/Seller	505	153	30%
Retail	14	5	36%
Mothership	4	0	0%
Tender	7	1	14%
Catcher/Processor	41	13	32%
Restaurant	17	6	35%
Shoreside	123	86	70%
Other	27	17	63%
Total	812	291	36%

Note:

"Type of Buyer" is the primary business type as reported on permit applications.

The following tables (overleaf) display the varying amounts of IFQ landings reported by Registered Buyers during the 1997 IFQ season. The numbers show that there are significant differences in the amounts of IFQ harvests that were reported during 1997. As the above table shows, fewer than 40% of those who held 1997 Registered Buyer Permits actually reported landings; below, the data suggest that a large number of those who did report landings, reported relatively small amounts.

**MEAN (AVERAGE), MEDIAN, LARGEST, AND SMALLEST REPORTED
LANDINGS OF 1997 IFQ HALIBUT AND SABLEFISH**

Species	Mean Pounds Reported	Median Pounds Reported	Largest Pounds Reported	Smallest Pounds Reported
Halibut	179,189	23,037	3,695,680	73
Sablefish	223,769	32,370	3,228,493	10

The table below demonstrates that a very small number of Registered Buyers reported the vast majority of the total pounds landed. Note, for instance, that only 29 RBs (slightly more than 10% of the total RBs reporting halibut landings) reported landing 75% of the halibut TAC; likewise, only 23 RBs (approximately 18% of the total RBs reporting sablefish landings) reported landing 75% of the sablefish TAC.

**NUMBER OF REGISTERED BUYERS REPORTING
LANDINGS OF IFQ HALIBUT AND SABLEFISH
(by Percentage of the 1997 TACs)**

Species (@ Percent of 1997 TAC Reported)	Pounds Equalling Percent of TAC	RBs Reporting Percent of TAC
Halibut @ 25% of TAC	12,779,000	5
Halibut @ 50% of TAC	25,558,000	12
Halibut @ 75% of TAC	38,337,000	29
Halibut @ 80% of TAC	40,892,800	36
Halibut @ 90% of TAC	46,004,400	78
Halibut @ 96% (actual total)	49,277,011	275
Sablefish @ 25% of TAC	7,558,471	3
Sablefish @ 50% of TAC	15,116,943	9
Sablefish @ 75% of TAC	22,675,414	23
Sablefish @ 80% of TAC	24,187,108	29
Sablefish @ 90% of TAC	27,210,497	47
Sablefish @ 95% (actual total)	28,642,479	128

Another view of the 1997 IFQ season is provided by examining the numbers of vessels participating, and to compare those numbers with earlier seasons. The table below displays the degree of "consolidation" of vessels that has occurred under the IFQ program.

VESSELS PARTICIPATING IN HALIBUT FISHERY
All Vessels Landing Halibut, by Area
 1992 - 1997

Area	Before IFQ Program			After IFQ Program		
	1992	1993	1994	1995	1996	1997
2C	1,775	1,562	1,461	1,105	1,029	991
3A	1,924	1,529	1,712	1,145	1,104	1,076
3B	478	401	320	332	350	357
4A	190	165	176	140	147	142
4B	82	65	74	57	64	69
4C	62	58	64	35	41	46
4D	26	19	39	27	33	33

VESSELS PARTICIPATING IN SABLEFISH FISHERY
Catcher Vessels Landing Sablefish, by Area
 1992 - 1997

Area	Before IFQ Program			After IFQ Program		
	1992	1993	1994	1995	1996	1997
SE	507	391	488	378	349	326
WY	266	196	249	228	218	196
CG	588	462	562	326	294	273
WG	103	29	19	86	81	79
AI	27	33	33	53	50	47
BS	72	40	31	55	49	41

Notes:

Sablefish vessels display only participating catcher vessels (pre-1995 freezer vessel information is not available);

Numbers of vessels displayed are not additive between areas and species; the same vessel(s) could have been used in multiple areas and for both species.

1997 Hired Skipper Activity

During the 1997 IFQ season, a total of 311 Hired Skippers participated in the fishery.⁴ Hired Skippers harvested 29.7% (15,177,014 pounds) of the halibut TAC and 37.3% of the sablefish TAC. As was discussed in earlier Council meetings this year, a number of the Hired Skippers fished on vessels that were only minimally "owned" by the QS holder. Commencing next year, the Council policy of a minimum of 20% ownership will be implemented (together with the "grandfather" provision that allows a QS holder who hired a skipper prior to April, 1997, and who had less than 20% interest in the vessel, to continue that practice).

A related issue, and one which is to be addressed by the Council at its December meeting, is the question of whether a person that "indirectly" owns a vessel may hire a skipper. This situation arises when (for instance) an individual partner in a QS holding partnership is the named vessel owner and the partnership desire to hire a skipper to fish the IFQ on the partner's vessel. Conversely, a vessel could be owned by a Corporation, while a shareholder in the Corporation holds the QS and wishes to hire a skipper to fish his IFQ on the Corporation's vessel. Under a strict interpretation of the IFQ regulations, the QS holder in these situations would not be allowed to hire a skipper. During 1997, RAM has allowed these "indirect ownership" situations; however, last spring the fleet was put on notice that the practice might not be allowed to continue during the 1998 season and beyond.

During 1997, 69 of the 311 hired skipper (22%) fished the IFQ on a vessel on which the QS holder who hired the skipper did not have "direct" ownership of the vessel [i.e., the QS holder's name was not on the USCG Abstract of Title or some other document that clearly set out the name of the vessel owner(s)].

Following the September Council meeting, concern was expressed that the extensive discussion of the "Percent of Ownership" issue raised wide-spread awareness of the availability of the "loop-hole" by which a QS holder with a minimal interest (or an "indirect" interest) in a vessel could hire a skipper. The following table displays the numbers of persons who hired skippers after October 1, 1997, and who did not demonstrate direct ownership of at least 20% of the vessel.

HIRED SKIPPERS APPLICATIONS APPROVED AFTER OCTOBER 1, 1997

Ownership Status of Person Hiring Skipper	
Other than "Direct" Ownership	6
≤ 1.0 Percent "Ownership"	9

⁴ This amount is computed by matching QS holder/vessel combinations. If a QS holder hired the same skipper on two different vessels, the data would reflect two Hired Skippers. Likewise, if a QS holder hired two different skippers to fish on the same vessel, the data would reflect but one Hired Skipper.

QS/IFQ Transfer Activity

During 1997, QS/IFQ transfer activity continued at the constant high level of the first two years of the IFQ program. As of November 21, RAM had processed 1,911 transfer requests (as against 1,722 for all of 1995 and 1,943 for all of 1996). As the table below demonstrates, the number of "permanent" transfers (of QS and associated IFQ) declined somewhat during 1997; however, the number of "sweep-ups" (of very small blocks of QS) increased dramatically. The increase in sweep-up activity can only be a direct result of the Council's 1996 decision to raise the sweep-up levels (from 1,000 pounds to 3,000 pounds for halibut, and from 3,000 pounds to 5,000 pounds for sablefish).

**SUMMARY OF ALL QS/IFQ TRANSFER ACTIVITIES BY YEAR
1994 through 11/21/97**

Transfer Activity	Halibut	Sablefish	Total
'95 Permanent QS/IFQ Transfers	1,217	352	1,569
'96 Permanent QS/IFQ Transfers	1,397	351	1,748
'97 Permanent QS/IFQ Transfers	930	366	1,296
'95 IFQ-Only Transfers (leases)	31	76	107
'96 IFQ-Only Transfers (leases)	61	51	112
'97 IFQ-Only Transfers (leases)	53	51	104
'95 Transfers by Sweep-up	31	15	46
'96 Transfers by Sweep-up	63	20	83
'97 Transfers by Sweep-up	433	78	511
Totals	4,216	1,360	5,576

Notwithstanding the large number of transfers during the program's first three years, the overall distributional effects of those transfers has not been dramatic (at least with respect to net "gains" and "losses" of QS/IFQ by Alaskans v. Non-Alaskans).⁵ The following table (overleaf) summarizes the transfer of QS/IFQ between Alaskans and non-Alaskans. As in the past, the total amount of QS held by Alaskans continues to increase as a result of transfer activity (with the exception of sablefish sweep-ups).

⁵ The (State of Alaska) Commercial Fisheries Entry Commission (CFEC), under a contract with NMFS, has just completed an intensive analysis of the distributional outcomes of QS transfers through the end of 1996, and much more detail on those phenomena can be found in the report (for instance, the CFEC report analyses gains and losses by residence category, census district within Alaska, etc.).

HALIBUT QS/IFQ TRANSFER ACTIVITIES
 (Permanent Transfers; IFQ-Only Transfers Not Included)
 1994 through 11/21/97

Transfer Activity	Number of Transfers	QS Units	1997 IFQ Pounds
Transfer of QS to Alaskans from non-Alaskans	559	19,805,715	3,004,278
Transfer of QS from Alaskans to non-Alaskans	472	16,084,956	2,447,683
Net gain (loss) of QS to Alaska Resulting From Transfers of QS		3,720,760	556,595
Transfer by Sweep-up of QS to Alaskans from non-Alaskans	75	444,384	70,520
Transfer by Sweep-up of QS from Alaskans to non-Alaskans	50	323,896	53,061
Net gain (loss) of QS to Alaska Resulting From Sweep-ups of QS		120,488	17,459

SABLEFISH QS/IFQ TRANSFER ACTIVITIES
 (Permanent Transfers; IFQ-Only Transfers Not Included)
 1994 through 11/21/97

Transfer Activity	Number of Transfers	QS Units	1997 IFQ Pounds
Transfer of QS to Alaskans from non-Alaskans	175	16,909,743	1,572,466
Transfer of QS from Alaskans to non-Alaskans	142	8,841,307	892,071
Net gain [loss] of QS to Alaska Resulting From Transfers of QS		8,068,436	680,395
Transfer by Sweep-up of QS to Alaskans from non-Alaskans	10	81,548	8,333
Transfer by Sweep-up of QS from Alaskans to non-Alaskans	22	122,618	12,634
Net gain [loss] of QS to Alaska Resulting From Sweep-ups of QS		[41,070]	[4,302]

Note:

The designation of "Alaskan" versus "non-Alaskan" is premised upon the address provided by the parties to transfers. RAM makes no attempt to determine, or to verify, a person's state of legal residence.

Transfer Eligibility Certificates

Eligibility to receive Catcher Vessel QS by transfer is restricted to those person who received QS by initial issuance and those individuals who can demonstrate that they have served as a member of the harvesting crew in any U.S. fishery for no fewer than 150 days. Those individuals are designated as "IFQ Crewmembers" and receive Transfer Eligibility Certificates from RAM.

The following table displays the total number of TECs issued to IFQ Crewmembers, by residence category, since the inception of the program. It also shows how many of those Crewmembers have actually received QS/IFQ by transfer after receiving their TECs.

**SUMMARY OF TRANSFER ELIGIBILITY CERTIFICATE
("IFQ CREWMEMBER") ISSUANCE ACTIVITIES
1994 through 11/21/97**

Residency	"Crewmember" TECs issued	"Crewmembers" Receiving QS/IFQ by Transfer
Alaskans	1,173 (74.6%)	548 (75.6%)
Non-Alaskans	400 (25.4%)	177 (24.4%)
Total	1,573	725

Note:

The designation of "Alaskan" versus "non-Alaskan" is premised upon the address provided by the applicants for TECs. RAM makes no attempt to determine, or to verify, a person's state of legal residence.

Approximately 346 (22%) of all TECs have been issued to qualifying IFQ Crewmembers who provided the same mailing address as one or more Initial Issuees of QS; the inference is that those persons are living with, or related in some manner to, persons who received QS by initial issuance.

Additionally, RAM has recorded liens against QS held by 157 IFQ Crewmembers (22% of those who received QS by transfer). The inference is that the QS held by those new entrants was used to secure the financing to purchase it.

Changes in the Numbers of Persons Holding QS/IFQ

As was predicted, there has been a certain amount of consolidation of QS into the hands of fewer persons. As the tables on the next two pages show, most of the consolidation has occurred among those who received very small amounts of QS when it was initially issued.

CONSOLIDATION OF HALIBUT QS - INITIAL ISSUANCE THROUGH 11/21/97
(Numbers of persons holding QS by Area and Size of Holdings)

Area	Size of Holding ('97 IFQ Pounds)	Number of Initial Issues	Holders as of End of 1996	Current Holders
2C	<3,001	1463	1115	955
	3,001-10,000	627	495	479
	10,001-25,000	252	266	262
	>25,000	40	53	60
	2C Total:	2382	1929	1756
3A	<3,001	1753	1411	1254
	3,001-10,000	652	502	487
	10,001-25,000	368	362	358
	>25,000	288	287	290
	3A Total:	3061	2562	2389
3B	<3,001	558	416	311
	3,001-10,000	259	187	167
	10,001-25,000	133	125	131
	>25,000	101	114	113
	3B Total:	1051	842	722
4A	<3,001	315	241	205
	3,001-10,000	127	104	90
	10,001-25,000	56	64	61
	>25,000	29	29	32
	4A Total:	527	438	388
4B	<3,001	35	30	29
	3,001-10,000	45	42	38
	10,001-25,000	40	37	34
	>25,000	31	32	33
	4B Total:	151	141	134
4C	<3,001	31	30	29
	3,001-10,000	35	32	30
	10,001-25,000	8	14	14
	>25,000	6	4	4
	4C Total:	80	80	77
4D	<3,001	18	17	15
	3,001-10,000	26	28	25
	10,001-25,000	14	15	14
	>25,000	10	9	10
	4D Total:	68	69	64

CONSOLIDATION OF SABLEFISH QS -- INITIAL ISSUANCE THROUGH 11/21/97
(Numbers of persons holding QS by Area and Size of Holdings)

Area	Size of Holding ('97 IFQ Pounds)	Number of Initial Issues	Holders as of End of 1996	Current Holders
SE	<5,001	366	293	248
	5,001-10,000	111	84	81
	10,001-25,000	137	141	137
	>25,000	94	98	100
	SE Total:	708	616	566
WY	<5,001	280	227	194
	5,001-10,000	47	47	49
	10,001-25,000	63	59	57
	>25,000	59	62	61
	WY Total:	449	395	361
CG	<5,001	349	296	253
	5,001-10,000	60	46	42
	10,001-25,000	87	81	80
	>25,000	141	135	129
	CG Total:	637	558	504
WG	<5,001	124	114	102
	5,001-10,000	43	37	38
	10,001-25,000	33	31	32
	>25,000	29	31	30
	WG Total:	229	213	202
AI	<5,001	82	79	69
	5,001-10,000	14	15	17
	10,001-25,000	22	23	21
	>25,000	16	16	17
	AI Total:	134	133	124
BS	<5,001	101	95	88
	5,001-10,000	13	13	14
	10,001-25,000	20	20	19
	>25,000	9	10	10
	BS Total:	143	138	131

Note:

Data displayed on these tables are not additive; QS holders may (and many do) hold QS in more than one administrative area, and for both species.

Liens Against QS

Since mid-1995, RAM has "informally" recorded liens against QS on behalf of creditors. Although there is no legal requirement that liens must be so filed in order to legally perfect the creditors' interests in the QS, most lending institutions take advantage of the service. The 1996 amendments to the Magnuson-Stevens Act require NMFS to establish a "Central Lien Registry" which shall be the exclusive legal means whereby an interest in a Limited Access Permit issued by NMFS will be perfected; however, Alaska lenders have indicated that some changes to the statute should be enacted before it is implemented.

A summary of the changes sought by the lenders follows:

Existing Statute	Lenders' Proposal
National Registry	Alaska-only Registry
Fees based on value of Permit	Fees based on cost of Service
Unclear whether Permit transfers independent of NMFS approval	Clarifies that permits only transfer on approval of application to transfer
Exempts IRS from Registry	Requires IRS to use Registry

Meanwhile, RAM continues to record liens against QS. The following table shows, by type of lienholder, and species, the number of liens that are currently recorded by RAM.

LIENS AGAINST QS RECORDED BY NMFS/RAM
As of November 21, 1997

Type of Lienholder	Halibut	Sablefish	Total Liens
Banks (including CFAB)	248	140	388
State of AK (Div. Of Investments)	61	18	75
State of AK (Child Support)	22	4	26
Private Lenders	80	36	116
CDQ Groups	3	2	5
Multiple Liens	6	2	8
Internal Revenue Service	62	13	79
Total - All Liens Recorded	482	215	697

Note:

Table displays only liens recorded by RAM; liens may be recorded in other venues, as well.

IFQ Appeals and Court Cases

Of the more than 1,700 Initial Administrative Determinations (IADs) on IFQ applications prepared by RAM, only about 10% (173) were appealed to the NMFS Office of Administrative Appeals. The status of those appeals is displayed below:

STATUS OF APPEALS OF IADS IFQ Appeals Only, as of 11/30/97

Status	Number
Settled or Dismissed	29
Decisions Published (Final Determinations)	83
Decisions Drafted	49
Appeals Pending	12

Of the 83 Final Agency Determinations on IFQ appeals, 10 have been appealed to the U.S. District Court. The status of those appeals is set out below:

STATUS OF IFQ APPEALS TO U.S. DISTRICT COURT As of 11/30/97

Case Title (Nature of Case)	Status
Kristovich v. Dell (Lease/Ownership Conflict)	Summary Judgment for Defendant U.S.
Smee v. Echo Belle (Lease/Ownership Conflict)	Summary Judgment for Defendant U.S.
Weikal v. Cole (Lease/Ownership Conflict)	Partial Summary Judgment for Defendant U.S.
Gates v. B-Boats et al (Lease/Ownership Conflict)	Partial Summary Judgment for Defendant U.S.
Harper v. West (Ownership Conflict)	Pending
Foss v. (NMFS) (Untimely Application)	Summary Judgment for Defendant U.S.
Prowler Partnership v. (NMFS) (Ownership)	Pending
Prowler Partnership v. (NMFS) (Landing Credit)	Pending
Ocean Prowler v. (NMFS) (Landing Credit)	Pending
Petticrew v. (NMFS) (Regulation)	Settled prior to Judgment

Miscellaneous RAM Activities

The IFQ program continues to be a subject of considerable public interest. Throughout 1997, RAM staff has both initiated public information efforts, and responded to requests for information. For example, RAM has:

- Prepared and distributed the 1997 *Report to the Fleet*;
- Attended, and presented information to, fishermen gatherings (meetings and "expo's") in Kodiak, Homer, Sitka, Cordova, and Seattle;
- Prepared and delivered information on the IFQ program to the National Academy of Sciences IFQ Study Committee;
- Answered the toll-free number (800-304-4846) 25,000 times (over 2,000 calls/month continue to be received); and,
- Responded to 184 requests for IFQ program data from the public (124 requests), the Council (8 requests) and other elements within NMFS (52 requests);

Other activities related to Restricted Access Management in the Alaska Region also occupied RAM staff. These include:

- Issuing 906 CDQ cards to CDQ fishermen under approved Community Development Plans;
- Continuing implementation of the Groundfish/Crab Vessel Moratorium Program [1,907 Qualifications and 1803 Permits have been issued, of which 96 are interim (non-transferable), and of which 70 are pending final determinations in the Office of Administrative Appeals -- to date, there have been 213 completed transfers of Vessel Moratorium Qualifications];
- Issuing 18 High Seas Fishing Compliance Act permits;
- Issuing Federal Fishery and Processor Permits; and,
- Implementing the Scallop Moratorium Program [11 Permits issued (2 interim), 1 Application denied, 1 appeal pending].

1998

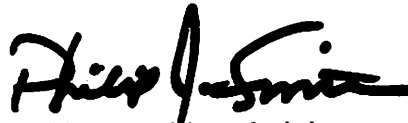
For 1998, no major changes are envisioned, although we intend to continue efforts to upgrade the IFQ computer support system. Also, of course, Council policy with respect to Hired Skippers and Ownership requirements will be fully implemented.

Conclusion

Although this report has addressed many important considerations related to the IFQ program, it does not, by itself, provide the full picture. Such issues as safety at sea, the effects of the program on the conservation of the resource, and at-sea and dockside enforcement deserve additional exploration. We expect that information on those topics will be provided at another time.

Finally it is appropriate to once again offer our thanks to the Council and to the Industry for your cooperation and support. We look forward to working with you throughout the coming year. Please let me know if you have any questions.

Sincerely,



Philip J. Smith, Administrator
Restricted Access Management
Alaska Region, NMFS

Addendum to "1997 IFQ Halibut/Sablefish IFQ Report"

North Pacific Fishery Management Council

Agenda Item C-3

**QUOTA ACQUIRED BY "IFQ CREWMEMBERS"
BY SPECIES, AREA, & RESIDENCE CATEGORY
Expressed in 1997 IFQ Pounds, and as a Percentage of 1997 IFQ TAC
Inception of Program through 12/2/97**

Species/ Area	"Alaskan" IFQ Pounds	"Non-Alaskan" IFQ Pounds	Total 1997 IFQ Pounds	Percent of TAC
Halibut/2C	940,550	297,897	1,238,428	12.3%
Halibut/3A	1,901,339	684,021	2,585,360	10.3%
Halibut/3B	752,944	329,173	1,082,117	12.0%
Halibut/4A	334,458	132,059	466,517	15.9%
Halibut/4B	48,813	194,047	242,885	8.7%
Halibut/4C	67,921	6,393	74,314	12.8%
Halibut/4D	35,122	31,283	66,405	8.2%
Halibut Total	4,081,147	1,674,898	5,766,045	11.3%
Sablefish/SE	272,447	306,321	578,768	7.2%
Sablefish/WY	72,957	121,698	194,654	3.9%
Sablefish/CG	156,099	295,191	451,290	4.0%
Sablefish/WG	36,159	51,228	87,387	2.7%
Sablefish/AI	7,247	38,342	45,589	2.9%
Sablefish/BS	0	15,915	15,916	1.6%
Sablefish Total	544,909	828,696	1,373,605	4.5%

Notes:

An "IFQ Crewmember" is an individual who did not receive QS/IFQ by initial issuance, but who qualified for a Transfer Eligibility Certificate and subsequently received QS by transfer.

The designation of "Alaskan" and "Non-Alaskan" is premised upon the address provided by the applicants for Transfer Eligibility Certificates; RAM makes no attempt to determine, or to verify, a person's state of legal residence.