

PUBLIC TESTIMONY SIGN-UP SHEET

Agenda Item: E1 STAFF TASKING

Check the boxes below if you will have a PowerPoint or Handout

	NAME <i>(Please Print)</i>	TESTIFYING ON BEHALF OF:	Handout	PPT
1	Stephen Rollins	self		
2	Robert Altvater	FVCA		
3	Mark f. w/ Heather McCarty	US Summer & CPSSFA		
4	Dustin Dickerson	UNFA	X	
5	Gen. Hitts			
6	Julie Raymond Yaloukian	Kawtrak		
7	Dustin Dickerson	UNFA		
8	Julie Brunny	AG-DB	X	
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NOTE to persons providing oral or written testimony to the Council: Section 307(1)(I) of the Magnuson-Stevens Fishery Conservation and Management Act prohibits any person "to knowingly and willfully submit to a Council, the Secretary, or the Governor of a State false information (including, but not limited to, false information regarding the capacity and extent to which a United State fish processor, on an annual basis, will process a portion of the optimum yield of a fishery that will be harvested by fishing vessels of the United States) regarding any matter that the Council, Secretary, or Governor is considering in the course of carrying out this Act.

Unalaska Native Fishermen's Association
Dustan Dickerson
October 6, 2018

UNFA PROPOSAL

for creating a sub-sector within the Under 60

Dear members of the Council,

My name is Dustan Dickerson and I am the Vice President of the Unalaska Native Fishermen's Association. The issue I would like to bring to light is that the Under 60 categorization of cod harvesters in the Bering Sea, no longer reflects the nature of our local fleet here in Dutch Harbor.

During the sector split of the late 90's, amendment 64 was produced and the Under 60 fixed gear fishery was born. Under 60 was not actually a true reflection of the boats of UNFA. Although we were the ones who's history it was that won the allocation, and the sole user group at the time. Under 60 was not an accurate portrayal but it was the only classification available by which to differentiate ourselves from the other sectors. In hindsight, the allocation should have been for the Under 51's and I would not be here today.

The Under 60 group looks radically different today. It is dominated by Super 8's and the founders of this fishery, UNFA, have been squeezed out. For many years after amendment 64, the boats of UNFA had enough cod to catch and the time to do it, life was good. Enter the 58's. I remember when the Linnea showed up around mid 2000's. Next was the Ocean Bay. And every year, more and more came. We went from a season that lasted virtually 12 months, to one now that begins Jan.1 and will be over 3 weeks later.

The true founders of this fishery, UNFA, have always been small boats. Not Super 8's and not 58's, just good "lifestyle fishermen" of a lessor vessel tonnage. Our hope has always been to keep an opportunity open for the young and upcoming entry level fishermen from our community. This ideal is in jeopardy and the time has come to say something about it. We no longer recognize this fishery we founded and do not wish to be categorized with boats, (Super 8's)

that are clearly of another category. Now when you think of the Under 60, the Oracle and boats like her come to mind. Not the small boats who's history it was that got the allocation to begin with. We have been forgotten. No longer can we make a living from cod alone, as we did at one time. Well today I would like the "True small boat fishermen of the Bering Sea" to be remembered. I think that it is appropriate to ask the Council to create a sub-sector or another category for the small boats. Our fleet looks a bit different than it did back then but fundamentally it is still the same.

- 1) This new category should be based on gross tonnage and not length. I would recommend 55 gross tons and under.
- 2) The allocation would be 25% of what the Under 60 receives annually.
(That would equal to roughly 2,000,000 for 2018)
- 3) And they would be first in line for any jig rollover.

It is my hope that when providing a rationale for the allocation, the Council will state, that setting aside 25% for catcher vessels of this new sub-sector will ensure that the smaller vessels will have cod available even after the larger vessels in their sector had taken their allocation.

As was stated in the Amendment 64 analysis and in the Amendment 77 purpose and need.

I believe precedence has been set in providing protections for the smaller vessels of a given sector.

Pacific Cod Fixed Gear Allocations

Council Action
June 1999Proposed Rule
May 26, 2000
65 FR 34133Final Rule
August 24, 2000
65 FR 51553Effective
September 1, 2000

Purpose and Need

In 1996, NMFS published the final rule for Amendment 46, which allocated the TAC for BSAI Pacific cod among three main gear sectors: jig, trawl, and fixed. The proportions of the allocations were based on historical participation in the fishery and included a number of economic, social, and biological factors. Since the allocations were assigned as an amendment to the BSAI FMP, an amendment was necessary to reallocate percentages of the TAC to the gear-type sectors. Since Amendment 46, shortened or cancelled crab seasons in the BSAI and increased cod prices prompted a substantial participation shift from the BSAI pot crab fishery to the BSAI pot cod fishery. Since the allocated TAC was based on pre-influx participation in the cod fishery, fishermen who had traditionally participated in the Pacific cod fishery feared that their portion of the gear harvest share would be reduced to accommodate new entrants. At the June 1999 meeting, the Council drafted a problem statement in response to the growing concerns. The problem statement called for prompt action to stabilize the BSAI fixed gear cod fishery until comprehensive rationalization was complete.

Analysis

A 9-page EA and 17-page RIR analysis were prepared to analyze a status quo alternative and an alternative to apportion the BSAI Pacific cod fixed gear TAC. Under Alternative 2, four options were considered for what years of catch history to include when determining the TAC for BSAI Pacific cod by gear type. When providing a rationale for the allocation, the Council stated that setting aside 1.4 percent for catcher vessels less than 60 feet LOA would ensure that the smaller catcher vessels would have cod available even after the larger catcher vessels in their sector had taken their allocation. Roll-overs would be apportioned to freezer longline and pot sectors according to the actual harvest of roll-overs from 1996-1998. Based on the preferred option, the Council used historical harvest data between 1996 and 1998 to determine that pot C/Ps harvested 74.3 percent of the Pacific cod taken by pot, and CVs harvested the remaining 25.7 percent. This data provided a rough estimate of what the distribution of catch within the pot sector would be in the future, assuming the structure of the fishery remained constant. The RIR found that revenue changes between baseline and the Council's preferred alternative were primarily due to 1) relatively less catch in 1998 than other years considered by the Council, which was likely due to relatively low cod prices and a large opilio GHL; and 2) the Council's desire to provide fishing opportunities for smaller vessels.

Regulation Summary

Amendment 64 made three changes to the existing FMP: reallocated Pacific cod TAC to jig, fixed, and trawl gear sectors, created seasonal apportionments to be set forth in regulations, and directed fishing allowances within the fixed gear sector. The allocations within the fixed gear sector are as follows:

- 80%** to catcher/processor vessels using hook-and-line gear
- 0.3%** to catcher vessels using hook-and-line gear
- 18.3%** to vessels using pot gear
- 1.4%** to fixed-gear catcher vessels less than 60 feet LOA

The regulation continued the 50/50 catcher vessel/catcher processor split in the trawl allocation established in Amendment 46.

The Council voted to sunset the amendment package on December 31, 2003. Either the continuation of existing allocations or reallocation after that date would require Council and Secretarial approval of a new amendment.

Results

The Pacific cod allocations for fixed gear were further modified by Amendment 77.



Pacific Cod Fixed Gear Allocations

Council Action
April 2003Proposed Rule
August 18, 2003
68 FR 49416Final Rule
December 1, 2003
68 FR 67086Effective
January 1, 2004

Purpose and Need

Amendment 77 was initiated to retain or modify the allocations of BSAI Pacific cod to the fixed gear sectors that were first established under BSAI Amendment 64. Amendment 64 expires on December 31, 2003. This amendment was developed to further refine the BSAI fixed gear Pacific cod allocation established in BSAI Amendment 46. Amendment 46, approved by the Council in June 1996, effectively allocated the BSAI Pacific cod Total Allowable Catch (TAC) to the jig gear (2%), fixed gear (51%), and trawl gear (47%) sectors.

The fixed gear fishery is fully utilized in the BSAI, and competition has been increasing for a variety of reasons, including increased market value of cod products and the recent decline of the opilio crab stock. Amendment 77 is based on a problem statement similar to that of Amendment 64, which focuses on the need to stabilize the BSAI fixed gear cod fishery and protect those who have made significant long-term investments and are dependent on the fishery from others who have limited history and wish to increase their participation in the fishery. The action is intended to help stabilize the fixed gear fleet until comprehensive rationalization can be completed for the groundfish fisheries of the BSAI. A second problem statement identifies the same concern for protecting the relative catch distribution between pot catcher processors and pot catcher vessels. Under Amendment 64, pot vessels share an allocation of 18.3

percent of the total fixed gear Pacific cod TAC.

Although the fixed gear (hook-and-line or pot gear) fleet has a direct allocation of 51% of the fixed gear Pacific cod TAC, a further split was deemed necessary to stabilize the growing hook-and-line and pot fleets. Amendment 64 established the allocations based closely on Pacific cod catch histories (excluding discards and cod quota reallocated from the jig and trawl sectors) of each sector from 1995 - 1998, with a separate allocation for hook-and-line and pot vessels <60' LOA.

In effect, hook-and-line and pot vessels less than 60 feet first utilize the 0.3% and 18.3% allocations open to all length classes of their gear group, respectively, and then utilize the 1.4% allocation when those fisheries close. Managing the allocations in this way is consistent with the Council's desire to provide fishing opportunities for smaller catcher vessels, ensuring that Pacific cod is available to the smaller catcher vessels even after the larger vessels in their gear sector have taken their allocation.

Analysis

A 169-page EA/RIR/IRFA (initial review draft dated March 14, 2003) was prepared for this amendment. Four primary alternatives were proposed: 1) No action; 2) Status quo - continue the allocations as established under Amendment 64; 3) Modified status quo - establish allocations based on catch histories from each sector from 1995 - 1999; and 4) Pot split -

establish separate allocations for the pot catcher processor and pot catcher vessel sectors. In addition, there are several options to address Pacific cod quota that is reallocated from the jig and trawl sectors to the fixed gear sector in the fall, as well as quota that is projected to remain unused in one or more of the fixed gear sectors. Also included is an option to sunset the Council's action on this amendment five years from the date of implementation.

Regulation Summary

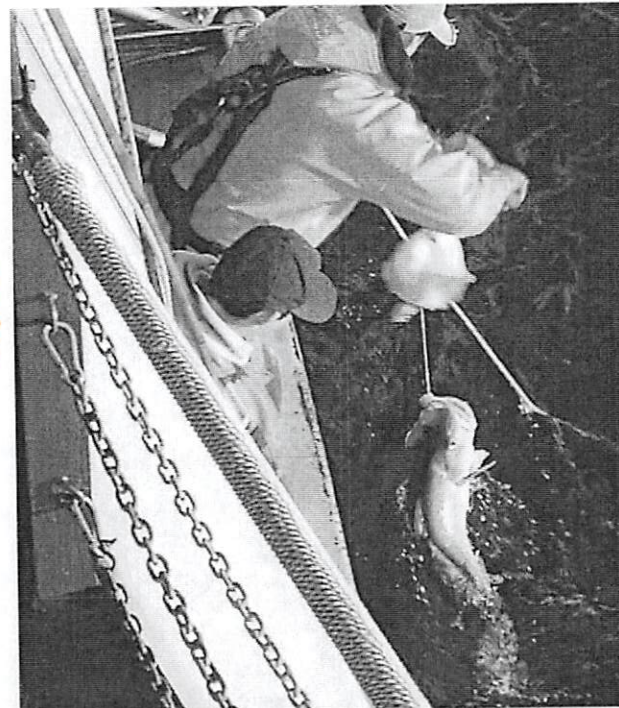
The Amendment 77 fixed gear allocations superseded Amendment 64. Vessels using hook-and-line or pot gear receive 51% of the Pacific cod TAC in the BSAI. Of that 51%, the TAC was allocated as follows:

80% to hook-and-line C/Ps
0.3% to hook-and-line CVs
15% to pot CVs
1.4% to small CVs

This preserves the allocation implemented under Amendment 64, but splits the pot vessel share further between pot catcher/processors and pot catcher vessels.

Results

The revised allocations have provided stability among the fixed-gear sectors targeting Pacific cod.



Crew aboard a longline vessel landing a Pacific cod. Photo courtesy of Kenny Down.



Fact sheet

Boats that would qualify

There are 5 boats in Dutch Harbor that would qualify to fish in this new sector.

- 1) The Lucky Island, 57 feet - 55 gross tons
- 2) The Raven Bay, 56 feet - 52 gross tons
- 3) The Cascade, 48 feet - 48 gross tons
- 4) The Cape Kalecta, about 50 feet - 50 gross tons (approx.)
- 5) Axel Rolands new boat is under 50 and probably under 40 gross tons

Unalaska Native Fishermen's Association

Dustan Dickerson

October 4, 2018

The Loophole

A complete lack of management

There is an on going crime being committed in the State Waters of the Bering Sea and it involves Federal fish. Super 8's with auto baiters are exploiting a loophole that allows them to fish for cod even though they have;

- 1) NO ALLOCATION
- 2) NO HALIBUT PSC.
- 3) NO OBSERVER COVERAGE

So where does the fish come from?

In the case of the one under 60 CP, it comes out of the over 60 HAL CP's. In the case of the under 60 CV's, it comes from the jig allocation.

Why does it matter?

From a conservation perspective, the fact that these boats are un-observed means that every fish that bites one of the 30-50 thousand hooks they set per day, will be crucified. The fact this is happening in and around Unalaska Bay is disconcerting. These are known rearing grounds for juvenile and sub legal halibut. Unalaska Bay is the most important area for subsistence and sport fisherman there is for our community.

From a commercial perspective, B season cod, that is so important to UNFA member fishermen, almost did not open because the jig rollover, that is normally available, was pre-caught several months before. Even though it is not illegal, is a clear violation of the spirit of the regulations guiding this fishery.

The problem.

The problem is that this activity is increasing. What happens in the next couple of years when 25 boats with auto-baiters chew through the jig quota? Who's quota will be the next to go? What's to stop more under 60 CP's from coming into State Water? Where is the Shemya? What's to stop them....



Kodiak Island Borough
710 Mill Bay Road, Rm. 234
Kodiak, AK 99615
907.486.9310



City of Kodiak
710 Mill Bay Road, Rm. 220
Kodiak, AK 99615
907.486.8636

October 1, 2018

Mr. Chris Oliver, Assistant Administrator
NOAA Fisheries
1315 East-West Highway
Silver Spring, MD 20910

Via email: chris.w.oliver@noaa.gov

Re: Gulf of Alaska Surveys

Dear Mr. Oliver,

The City of Kodiak and the Kodiak Island Borough have become aware of the potential loss of federal groundfish surveys that support groundfish stock assessments and the model outputs that determine acceptable biological catches for Gulf of Alaska groundfish fisheries. Kodiak's economy is largely dependent on our diverse fisheries with the majority of the seafood industry economic activity derived from groundfish¹. The near year-round operation of the groundfish fleet fills critical gaps in economic activity allowing multiple processors to operate year-round, utilizing our residential work force. With this local, skilled work force, processors are able to support diverse fisheries such as salmon, crab, herring, rockfish, black cod and halibut. Groundfish deliveries represent 60% of the fish that crosses Kodiak's docks annually.

Access to resources that allow near year-round production is the basis for the permanent residential processing work force that has existed for several generations. Kodiak's social fabric, culture, economy and character, is in large part, determined by our diverse population.

Over the past several years, declines in allowable fishery harvests have directly impacted the ability of local government to serve residents and maintain infrastructure on which our fisheries economy depends. Recently we have seen an 80% reduction in Pacific cod quotas, a 20% reduction for pollock, and a 25% reduction for arrowtooth flounder. These reductions combined with lower halibut quotas, a commercial fishery disaster for pink salmon in 2016 (and as a consequence low pink returns in 2018), mean fewer landings, less income for residents, and lower tax revenues to support governmental operations of the community.

It is our understanding that the RV Oscar Dyson has shipyard / mechanical issues, and in fact that it will not be ready for Gulf surveys in February of 2019 nor throughout the summer. We rely on this vessel for midwater acoustic-trawl surveys, and this year we lost at least three weeks due to mechanical failures. The North Pacific Fishery Management Council will likely get public

¹ McDowell Group, Economic Impact of the Seafood Industry on the Kodiak Island Borough (May 2016) p.6

Mr. Chris Oliver, Assistant Administrator
NOAA fisheries
October 1, 2018
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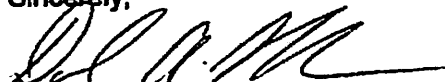
requests in October to weigh in as a Council and send a letter to NOAA HQ explaining how important it is to Gulf survey data needs to use an alternate vessel for the survey. We understand there is potential to move the Dyson sister ship (Shimada) that normally surveys the Pacific coast to survey the Gulf. We hope RV Shimada will be made available as a replacement vessel, if necessary, and that this contingency plan can be guaranteed by NOAA HQ.


We continue to see erosion of the survey capacity in our region, despite assurances that this is a NOAA priority, and despite that at-sea surveys are our most critical data source, especially given the recent climate change impact on fishery resources. Historically, as you know, there have been five charter boats for bottom trawl surveys: two in the Bering Sea shelf (annually) and either three in the Gulf (odd years), or two in the Aleutian Islands and one for the Bering Sea slope (even years). Recently, only four boats were able to be funded, and AFSC reports they are undertaking planning for either a three or four boat scenario for the foreseeable future. The recent North Pacific Science and Statistical sub-committee meeting minutes note the value of trawl bottom trawl surveys and the maintenance of indispensable data that contribute substantially to the understanding and management of fish populations, fisheries, and the communities that are dependent upon those fisheries. It is these data that allow us to fish to optimum yield and that directly support our Nation's largest fisheries and seafood production. Discontinuation or diminishment of the research that provides these datasets would leave a significant gap in the science needed to support sustainable and successful fisheries management in the North Pacific. Recent rapid changes in environmental conditions that affect fish abundance and distribution, and thus our ability to harvest and process these groundfish species, accentuate the need to maintain current effort levels, if not increase them².

Kodiak has consistently ranked third or fourth in the nation based on the volume of seafood that crosses our docks. As a coastal community, the seafood industry is the centerpiece and focal point of our economy. We ask that NOAA leadership provide a replacement vessel for the RV Oscar Dyson for the hydro-acoustic surveys for the 2019 survey cycle and that funding be provided for the normal five charter boats needed for the bottom trawl surveys in the North Pacific now and into the foreseeable future.

Thank you for considering our comments on this critical issue. It is our hope that you will maintain the vessels and funding for these essential groundfish surveys to the benefit of Alaska and the Nation's commercial fisheries.

Sincerely,


Daniel A. Rohrer, Mayor
Kodiak Island Borough


Pat Branson, Mayor
City of Kodiak

C: Rear Admiral Nancy Hann, Deputy Director for Operations, OMAO
Troy Frost, Deputy Director for Marine Operations, OMAO
Cisco Werner, NMFS Chief Science Advisor
Jim Balsiger, Regional Administrator, AKRO
Jeremy Rusin, Deputy Science Director, AFSC

² Report of NPFMC SSC Sub-committee meeting with AFSC on Trawl Survey Options and Priorities, September 10, 2018, NPFMC council agenda item B-1, page 1