



## **C2 BSAI Pacific Cod Small Vessel Access**

October 2022 Council Meeting

### **Action Memo**

Council Staff: Dr. Kate Haapala (NPFMC)  
Other Presenters: Abby Jahn (NMFS)  
Action Required: 1. Review analysis  
2. Recommend a preferred alternative for Council final action

### **BACKGROUND**

Under this agenda item, the Council will review the Regulatory Impact Review (RIR) draft for final action. This RIR analyzes a proposed amendment to require smaller vessels operating in the Bering Sea Aleutian Island (BSAI) less than 60' hook-and-line (H&L) or pot catcher vessel (CV) sector to harvest Pacific cod from the BSAI Pacific cod jig sector's allocation. The analysis highlights the potential social, economic, management enforcement, and regulatory impacts of this action.

The Council is considering this action to provide greater stability for participants with smaller vessels operating in the less than 60' H&L or pot CV sector. This sector has seen an increase in the number of participating vessels in recent years, which has coincided with lesser BSAI Pacific cod allocation amounts. Additionally, there are vessels in the sector, typically 58' LOA or greater, that have additional efficiencies (e.g., horsepower and width) that enable these vessels to operate in different conditions and fishing locations.

At its June 2022 meeting, the Council received the [initial review draft](#) of this analysis, modified its Purpose and Need statement, and selected a preliminary preferred alternative (PPA). Under the PPA, a new BSAI Pacific cod small vessel sector would be formed and composed of H&L or pot vessels less than or equal to 55' LOA and jig vessels. The small vessel sector would be required to harvest BSAI Pacific cod from the current jig sector's 1.4 percent allocation. However, the PPA includes a suboption that would only allow jig vessels to harvest Pacific cod during the B season (Apr 30 – Aug 31). H&L or pot vessels greater than 55' LOA would continue to harvest BSAI Pacific cod from their current sector's 2 percent allocation. Eligibility for either sector would be based on the vessel's gear type and LOA, which means H&L or pot vessels could not opt into one sector or another.