

## ABM Errata – DEIS

The table below replaces Table 6-10 (Section 6.2.2 on p.255). The table below is correctly described in the text of the document and the conclusion that the table conveys remains the same: the value of one ton of halibut PSC in terms of dollars of groundfish revenue varies annually, and estimates or projections of groundfish revenue that assume otherwise are not valid and do not capture other changes in the fishery.

Table 6-10. Realized annual average gross revenue (2016-2018) and average annual revenue that would have been expected based on pre A111 rates (gf\$/t) and post A111 limits or use.

Sector	Realized revenue 2016-2018	2016-2018 revenue estimated based on pre-2016 rates (gf\$/t PSC use) and actual changes in ...	
		PSC limit	Average PSC use
A80	319,805,750	208,738,421	203,157,041
TLAS	109,001,276	72,191,209	84,271,921
CDQ	77,644,765	44,155,405	49,691,710
NON TRAWL	187,614,773	125,238,317	65,692,182

### ABM Errata – SIA

The following errata modify the Social Impact Assessment (SIA) chapter, which is attached to the DEIS as Appendix 1 (posted separately to Item C-1 on the Council’s agenda).

- SIA Section 5.1 (pp.26-27) should reflect that the set of TLAS vessels with ownership addresses in Seattle, WA include catcher/processors as well as catcher vessels. The data in the Section 5.1 tables is accurate and unchanged but the next SIA draft will include separate data labels for CPs as well as the following text:

*For all communities except Seattle, active TLAS vessels were exclusively catcher vessels. In Seattle, at least some TLAS vessels were catcher/processors every year. Of the 12 unique CPs involved, 10 participated in 2010, 2012, and 2014; a total of 9, 8, 7, 5, 3, and 4 did so in 2011, 2013, 2015, 2016, 2017, and 2018, respectively. Two CPs were more heavily and consistently engaged in the TLAS sector than others over the 2010-2018 period but differed in primary species focus (Pacific cod vs. yellowfin sole); three other CPs participated in the sector in at least 7 of the 9 years 2010-2018. The top 3 CPs accounted for over two-thirds of total ex-vessel revenues of all 12 CPs 2010-2018.*

- Table 72 (SIA Section 6.5.5, p.124) shows BSAI groundfish vessels that are partially owned by the CDQ group BBEDC. The table is corrected to show that the vessel reported as ARCTIC PROWLER should be ARCTIC MARINER, and that the vessel reported as MORNING STAR has since been renamed NORTHERN DEFENDER. Also, the CDQ ownership percentage of the vessel ARCTIC FJORD has changed since the publication of the document referenced by the SIA. These changes are reflected in yellow highlight below. The change in CDQ ownership percentage of ARCTIC FJORD is described in the table notes.

**Table 72. CDQ Ownership of Vessels Participating in Relevant BSAI Groundfish Sectors, BBEDC, 2010-2018**

	ADFG Number	Vessel Name	CDQ Group	CDQ Ownership
1	41312	ALASKAN DEFENDER	BBEDC	50%
2	62437	ALASKAN LEADER	BBEDC	50%
3	57450	ARCTIC FJORD	BBEDC	40%*
4	31792	ARCTIC MARINER	BBEDC	50%
5	51672	BERING DEFENDER	BBEDC	50%
6	74669	BERING LEADER	BBEDC	50%
7	70435	BRISTOL LEADER	BBEDC	50%
8	38431	MORNING STAR**	BBEDC	50%
9	77393	NORTHERN LEADER	BBEDC	50%
10	963	WESTERN MARINER	BBEDC	50%

\*The ownership structure of the Arctic Fjord has changed since NOAA 2017. According to BBEDC management, with consolidation, BBEDC now owns 18.3 percent of Arctic Storm Holding Co., which includes the Arctic Fjord (as illustrated in the Organizational Investment Chart in BBEDC's 2017 Annual Report).

\*\*One vessel changed names since NOAA 2017: Morning Star is now Northern Defender. According to BBEDC management, the name change was not reflective of any change in CDQ ownership.

Note (1): Vessel ownership addresses include Lynden WA (4), Seattle WA (3), and Shoreline WA (3), with the latter two being a part of the Seattle MSA.

Note (2): Each of the listed vessels participated in one or more of the BSAI groundfish TLAS catcher vessel, hook-and-line catcher/processor, and/or CDQ sectors during at least one year 2010-2018.

Source: NOAA 2017, AKFIN 2019.

- The text in SIA Section 6.7 (pp.127-129) will be revised to correct minor inconsistencies with SIA Tables 74 through 76. Modified text is shown in **bold**.
  - The third bullet point describing Table 74 (p.127) should read:  
*In contrast, it is relatively common for TLAS catcher vessels and/or catcher/processors with Washington ownership addresses to have homeport community designations outside of Washington. As shown, **24 percent of the TLAS vessels with Washington ownership addresses and 25 percent of the TLAS vessels with Seattle ownership addresses have Alaska homeport designations (13 out of 55 vessels and 52 vessels, respectively)** that include 5 different Alaska homeports and a single vessel has an Oregon homeport designation.*
  - The third bullet point describing Table 75 (p.128) should read:  
*In contrast, TLAS vessels with Washington ownership addresses only LLP ownership addresses in Washington as well. While vessel ownership addresses are concentrated in 3 communities, LLP ownership addresses are in **12 different communities**, however, 2 of 3 (67 percent) of the vessel ownership communities are within the Seattle MSA, as are **8 of 12 (67 percent)** of the LLP ownership communities.*
  - The first bullet point describing Table 76 (p.129) should read:  
*Among the Amendment 80 vessels with Seattle ownership addresses, **79 percent (11 out of 14 vessels)** also have Seattle homeport designations, while the remaining vessels have Alaska (Dutch Harbor or Kodiak) homeport designations.*