



November 25, 2020

North Pacific Fishery Management Council
1007 West Third, Suite 400
Anchorage, Alaska 99501

RE: Opposition to Agenda Item C2 Alternative 4

Dear Chairman Kinneen and council members,

Homer Marine Trades Association (HMTA) represents over 90 businesses located in the greater Homer area that serve the maritime industry. HMTA's primary focus is collectively promoting our businesses and supporting vocational education and training, and we purposefully do not get involved in fisheries policy. However, we feel that the economic damage that Alternative 4 would cause to the Homer community demands our involvement.

There are around 152 Cook Inlet drift permits owned by residents of the greater Homer area. Most of the vessels that those active permits fish on are ported in Homer, where all their maintenance, upgrades and fueling take place. Under the current state management regulations, the federal waters portion of Cook Inlet has openers that occur from the beginning of the season till at least July 9th and sometimes later. During these openers, the Homer fleet as well as a portion of the Kasilof and Kenai fleets fish then return to Homer to deliver their catch, berth their vessels and get fuel and supplies. In this early portion of the season Homer receives a large portion of the landings. If the Council gives management authority to the federal government and closes the federal waters, most of those landings that traditionally come to Homer will instead go to Kasilof or Kenai. That loss of processor activity means a decline in local economic activity and a decline in direct landings revenues to the city. A large portion if not most of the Homer fleet would be likely to base entirely out of northern ports, causing a sharp decline in moorage revenues, fuel purchases and other in-season services our marine trades businesses provide. The result will be a large economic loss to the city of Homer and the businesses that serve the Cook Inlet fleet, a loss that is certain to have rippling impacts in our community if Homer's access to this resource is eliminated and remaining efforts shift north.

HMTA recognizes that this action is on a fast track due to a court order, but with the very recent addition of Alternative 4 at the October meeting, the Cook Inlet Salmon Public Review Draft completely left out the economic impacts the community of Homer would incur under Alternative 4. Without a

proper economic impact analysis, it will be impossible to consider national standard 8 criteria to provide for the sustained participation of such communities; and to the extent practicable, minimize adverse economic impacts on such communities. Figures 4-38 and 4-39 in the Public Review Draft show the volume and value of the drift fleet catch landed in Homer. Under Alternative 4 most of that value will shift to other ports causing significant economic and social harm to the community of Homer.

We want to emphasize that it is HMTA's practice to stay out of fishery policy issues, but we were left with no choice but to advocate for all our business members who will suffer harm under Alternative 4. We respectfully ask that you consider the economic impacts to the community of Homer and do not pass Alternative 4 under agenda item C2.

Respectively,

| Mark Zeiset

President-Homer Marine Trades Association