

D3 – UNIVERSAL DATA COLLECTION COMPONENTS DISCUSSION PAPER

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INTRODUCTION

- Council changed EDR requirements in February 2022
 - GOA Trawl EDR requirement removed
- Motion in February 2022
 - 2-4 Data Components
 - Not currently collected across all sectors but that could improve analyses if collected from all sectors
 - Should continue to be collected for catch share programs
 - Could inform potential revisions to current EDR requirements
 - Mechanism for Collection
 - Tools to reduce burden



DATA COMPONENTS

- Selected components used previously or requested for Council analysis
 - Crew Licenses/Positions
 - Analytical documents
 - Crew Compensation
 - Crab SAFE
 - Fuel/Lube Cost
 - Groundfish and Crab SAFE
 - Lease Cost
 - Crab SAFE



CREW LICENSES/POSITIONS

- Crew Licenses
 - Currently used in Council Analysis when available to show Community participation
 - Approximately 15,000-20,000 crew licenses used in federally managed fisheries
 - Persons involved solely in fish processing are not required to attain a crew license
 - Improves Community Impacts Section
 - Currently relies solely on vessel owner's city of residence when crew is unavailable
 - Vessel owner may be a corporation or seasonal resident
 - Additional layer for analytical documents
 - May allow for creation of a new vessel city field that takes into account crew, vessel owner and vessel homeport information
- Crew Positions
 - Currently collected by eLandings, Production Reports and FMA however quality can be improved to show hired captains, support crew and/or processing crew
 - Approximately 8,655 crew positions in 2021



Community	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	Annual Average 2006-2021 (number)	Annual Average 2006-2021 (percent)	Unique Vessels 2006-2021 (number)
Homer	3	2	3	4	5	4	5	5	4	4	4	3	3	3	3	3	3.6	5.48%	7
Seldovia	1	1	1	0	1	1	1	1	1	1	1	1	1	1	1	1	0.9	1.42%	1
Homer/Seldovia	4	3	4	4	6	5	6	6	5	5	5	4	4	4	4	4	4.6	6.90%	8
Kodiak	10	8	10	11	9	8	8	8	8	8	8	8	7	7	7	7	8.3	12.48%	18
Anchorage	5	7	9	8	8	9	9	8	8	9	7	7	6	6	6	10	7.6	11.53%	17
Unalaska	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0.09%	1
Ketchikan	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	0.19%	1
Wasilla	0	0	0	1	0	0	0	0	0	1	1	1	1	1	1	1	0.5	0.76%	2
Other AK	6	8	10	9	8	9	9	8	8	10	8	8	7	7	7	11	8.3	12.57%	21
Alaska	20	19	24	24	23	22	23	22	21	23	21	20	18	18	18	22	21.1	31.95%	44
Seattle	39	34	37	38	34	35	36	34	33	33	35	29	31	30	31	27	33.5	50.66%	64
Other WA	4	2	4	3	2	3	3	4	4	4	4	4	4	4	2	3	3.4	5.10%	11
Washington	43	36	41	41	36	38	39	38	37	37	39	33	35	34	33	30	36.9	55.77%	72
Oregon	9	8	8	8	6	6	6	7	8	7	6	7	7	7	6	6	7.0	10.59%	13
Other States	2	1	1	1	1	1	1	1	2	1	1	1	1	0	1	2	1.1	1.70%	4
Oregon/Other States	11	9	9	9	7	7	7	8	10	8	7	8	8	7	7	8	8.1	12.29%	17
Grand Total	74	64	74	74	66	67	69	68	68	68	67	61	61	59	58	60	66.1	100.00%	111

Source: ADFG/CFEC Fish Tickets, data compiled by AKFIN in Comprehensive_FT

EXAMPLE TABLE. VESSELS HARVESTING BERING SEA SNOW CRAB BY COMMUNITY OF VESSEL HISTORIC OWNERSHIP ADDRESS, 2006-2021 (NUMBER OF VESSELS)



Community	2012	2013	2014	2015	2016	2017	2018	2019	2020	Annual	Annual
										Average 2012-2020 (number)	Average 2012-2021 (percent)
Akutan	1	2	2	2	3	0	1	0	0	1.2	0.18%
Anchorage/Palmer/Wasilla	45	49	46	55	41	35	37	44	33	42.8	6.41%
Dutch Harbor/Unalaska	23	22	22	28	20	12	18	19	3	18.6	2.78%
Homer/Seldovia	37	29	31	39	27	22	24	26	18	28.1	4.21%
King Cove	4	2	4	8	9	6	9	6	3	5.7	0.85%
Kodiak	70	70	76	83	60	62	54	50	24	61.0	9.14%
Other Ak	52	42	45	50	39	40	32	35	151	54.0	8.09%
Saint Paul	0	0	3	2	1	1	2	1	0	1.1	0.17%
Alaska	232	216	229	267	200	178	177	181	232	211.2	31.64%
Seattle	57	49	47	185	43	145	121	107	48	89.1	13.35%
Other Washington	224	214	208	120	219	84	92	88	96	149.4	22.39%
Washington	281	263	255	305	262	229	213	195	144	238.6	35.74%
Oregon	63	61	65	80	71	52	53	55	21	57.9	8.67%
Other States	143	136	134	196	201	148	139	167	175	159.9	23.95%
Grand Total	719	676	683	848	734	607	582	598	572	667.6	100.00%

Source: Economic Data Reports, data compiled by AKFIN

EXAMPLE TABLE. CREW LICENSES HARVESTING BERING SEA SNOW CRAB BY COMMUNITY , 2012-2020 (CREW LICENSE)



CREW COMPENSATION

- Cost
 - Highest cost for some vessels/sectors
 - \$563M 2021 estimate of total cost of crew in the North Pacific for federally managed vessels
 - Estimate uses A80 crew position cost
- Community Impacts
- Crew Share data
 - Has been used in the past to show portion of revenue that is paid to crew



Table x-xx. Amendment 80 Vessels Crew Compensation per Ton of Groundfish , 2015-2021 (2021 real dollars)

Amendment 80 Vessels	2015	2016	2017	2018	2019	2020	2021	Annual
								Average
								2015-2021
Crew Compensation per Ton	\$309.42	\$305.95	\$456.28	\$434.57	\$385.53	\$291.36	\$289.55	\$353.24

Source: Economic Data Reports, data compiled by AKFIN



FUEL/LUBE COST

- Cost
 - Highly variable cost that could potentially disrupt or change behavior
 - May be incorporated into analytical documents when fuel/lube costs are affected
 - PSC avoidance
 - Tendering
 - Rationalization
 - \$278M 2021 estimate of fuel cost of in the North Pacific for federally managed vessels
 - Uses A80 fuel cost per ton
 - Average fuel price up \$1.32 in 2022 or 42%
 - Potential increase in cost of \$117M
- Potential to use VMS to model fuel costs by fishery



Table x-xx. Amendment 80 Vessels Fuel/Lube Cost per Ton of Groundfish and Average Price per Gallon , 2015-2021 (2021 real dollars)

Amendment 80 Vessels	2015	2016	2017	2018	2019	2020	2021	2022*	Annual
									Average 2015-2021
Fuel/Lube Cost per Ton	\$132.68	\$104.20	\$116.44	\$135.04	\$134.08	\$96.07	\$132.90	N/A	\$121.63
Price per Gallon	\$3.63	\$2.77	\$2.92	\$3.33	\$3.37	\$2.87	\$3.03	\$4.45	\$3.13

Source: Economic Data Reports, data compiled by AKFIN

*Estimate as of 8/8/2022



REGULATORY EXPENSE (LEASE COST)

- Lease Cost
 - Highly variable between fisheries
 - Potentially a barrier to entry for some fisheries
 - Estimate of \$50M-\$100M in lease costs
 - Difficult to estimate because of data quality
 - Halibut IFQ leased in 2021 (91 cents per pound, 5.2M pounds leased, 2.8M pounds with price)
 - Sablefish IFQ leased in 2021 (32 cents per pound, 8.3M pounds leased, 3.9M pounds with price)
 - 29.4M pounds of snow crab IFQ leased in 2020 (\$1.80 per pound) – EDR data
 - 2.5M pounds of Bristol Bay red king crab IFQ leased in 2020 (\$6.90 per pound) –EDR data
 - 3.5M pounds of Amendment 80 QS leased in 2020 (12 cents per pound) – EDR data varied from 21.5M pounds to <1M pounds in 5 years
 - No data for CDQ, AFA and Rockfish Program



Table x-xx. Crab IFQ Lease Cost per Pound, , 2012-2021 (2021 real dollars)

Crab Fishery	2012	2013	2014	2015	2016	2017	2018	2019	2020	Annual
										Average
										2012-2020
Bristol Bay Red	\$4.61	\$4.38	\$3.93	\$4.64	\$6.03	\$5.15	\$5.99	\$7.27	\$6.90	\$5.70
Bering Sea Snow	\$1.05	\$1.15	\$1.13	\$0.96	\$1.30	\$1.90	\$1.80	\$2.09	\$1.80	\$1.57

Source: Economic Data Reports, data compiled by AKFIN



MECHANISM

- Similar to EDR an annual form could be sent to vessel owners active in federally managed fisheries
 - Form could be made available electronically
 - Internal audit
 - PSMFC has ability to leverage EDR efforts to include Universal Data Collection
- NMFS collects lease information on applicable forms and could formalize lease cost collection
 - Application to Transfer Amendment 80 Quota Share (QS)
 - No value on form
 - Application for Transfer (Lease) of Crab IFQ
 - No value on form
 - Application for Temporary Transfer of Halibut/Sablefish Individual Fishing Quota(IFQ) Groundfish/Halibut CDQ and Prohibited Species Quota (PSQ) Transfer Request
 - No Value on form
 - Application for Temporary Transfer of Halibut/Sablefish Individual Fishing Quota(IFQ)
 - Value, quality concerns
 - Inter-Cooperative Transfer of Rockfish (eFISH) Application
 - No Value on form
 - No form for AFA



BURDEN/FREQUENCY

- Opt-out provision
 - Change in Ownership
 - Length of Vessel (example <40')
 - Medical Issues
- Rolling participation
 - Portion of vessels complete survey each year
 - Loss of routinization
- Periodic Survey (every 3-5 years)
 - Loss of routinization and time series
- Tiered rollout
 - Data components brought forward in stages
 - Vessel/Sector participation brought forward in stages



ANNUAL REPORT

- A recurring annual report of data components may have multiple benefits
 - Facilitate feedback from industry
 - Familiarize stakeholders with possible uses
 - Promote inclusion of data components in analytical documents
 - Improve data quality

