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# Scallop Plan Team, 2022

**Socioeconomic Considerations Appendix**

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# Landed Value Update

- Landings increased from 227,270 lbs. to 298,755
- Value increased from \$2.4 million to \$3.3 million
- Assumed 6 percent price increase in 2021 (preliminarily \$11.06/lb. up from \$10.43)
- Two cooperative affiliated vessels fished in 2021-22
- Revenue per crew position (assumes 24) increased from \$98,768 to \$137,676
- Estimated (42% of total per vessel revenue) per crew share increased from \$41,482 to \$57,824



# Sea Scallop Landing and Value, and Imports and Value

- 49 million lbs. in 2020, projected 40 million lbs. landed in 2021
- \$486.2 million in 2020, \$421.4 projected in 2021
- \$9.94 per lb. in 2020, assumed \$11.06 per lb. in 2021 (six percent increase)
- Imports increased from 36.5 million lbs. to 55.4 million lbs.
- Average import price, all product forms combined, increased from \$5.35 to \$5.86



# LLP Ownership Information

- No known change in cooperative membership or LLP ownership shares (confirm?)
- The Hulse LLP (004) was transferred to Scott Hulse in 2018 and he hopes to fish it in the future
- Two LLPs are owned by east coast entities, all in good standing regarding corporate registration
- The vessel Kilkenny, formerly associated with LLP 003, was sold
- Past vessels formerly associated with LLP 004 have been sold or repurposed
- The vessel formerly associated with LLP 006 has been sold
- The cooperative members collectively own three vessels qualified to fish their LLPs
- No State of Alaska waters registrants have fished since the management plan was adopted (confirm?).



# Plans to Revise the Appendix

- Merge the history appendix to eliminate duplication (SSC suggestion)
- Retain the breakeven analysis but reorganize
- Add subheadings to help call out information the SSC wants to see beefed up
- Update all tables and figures
- Add a section that specifically answers the SSC requests with identification of location of information, or explain why we are unable to do so





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# SSC Comments on the Socioeconomics appendix.

# April 2020

Additional work is needed to:

- Document the current limits of knowledge about crew share changes over time
- better document changes in patterns of landings associated with cold storage availability and access to shipping routes
- Provide information on which taxes are applied to different types of landings or offloads/transfers
- Clarify what product forms are currently being landed and how the forms have varied over time
- and elucidate changes in the frequency of landings over time by community



# April 2020, Continued

The SSC recommends,

- that the analysts explore ways to use qualitative information, potentially in combination with indices of relative change, to portray the sustained participation (or lack thereof) of fishing communities in the fishery.
- Appropriately-sourced information on historical crew share levels and vessel haulout/repair locations provided in the presentation would also be useful additions to Appendix 2.
- Appendix 4, which provides a brief history of the fishery, should be merged with Appendix 2, as there is substantial redundancy between the two.
- References cited in both appendices should also be embedded within the final text.



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# April 2019

The SSC recommends that the analysts explore ways to use qualitative information, potentially in combination with indices of relative change, to illustrate the changes that have resulted in this fishery that involved 13 communities (according to the FMP) from the 1990s through the early 2000s, but is now apparently concentrated in a single community.

This represents an important case study of the sustained participation (or lack thereof) of fishing communities in a federally managed fishery, per National Standard 8. The analysts intended to include social and economic data in the main SAFE, but because of the furlough, were unable to complete that task this year. The SSC recommends these data be integrated in the next full SAFE report.



# April 2018

the Scallop SAFE would benefit from a series of tables tracking a time series of annual quantitative indicators of sustained community participation, per National Standard 8. These could include:

- LLPs by community of ownership address
- Active vessels by community of ownership address
- Active vessels by homeport (both as determined from vessel data and other sources)
- Active vessel diversity (fishing portfolio)
- Number of offloads by port
- Number of unique vessels making offloads by port
- Number of processors receiving deliveries by port



# April 2018, Continued

Additionally, brief narrative text qualitatively describing the major patterns of change tracked in these indicators (and, where possible, the drivers of those changes) would inform the nature, direction, and order of magnitude of community engagement in and dependency on the scallop fishery.

Further, some of the information provided in the economic analysis in the 2017 SAFE (pgs. 59-60) that was not carried forward would be beneficial to incorporate in future SAFE documents, including:

- Crew size pre-co-op formation
- Attempted crew wage data collection effort in 2012/2013
- Vessel maintenance and repair work done in Kodiak



# April 2018, Continued

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# April 2018, Continued

For example,

- the Scallop FMP (February 2014) provides data on the number of offloads by specific port, but only for the years 1990-2003 (Table 5).
- The FMP is supplemented with community profiles (FMP Appendix F) for those communities that had landings of scallops in 1990-2003.
- However, while they were “intended to give an overview of the community, demographics, and involvement in North Pacific fisheries with particular emphasis placed on harvesting and processing of scallops,”
- data on engagement was limited to the year 2000 alone and 10 of the 13 community profiles contain no mention of scallops (Cordova, Ketchikan, Pelican, Petersburg, Sand Point, Seattle, Seldovia, Seward, Sitka, and Yakutat)



# April 2018, Continued

Information on the scallop fishery presented for the other three communities was limited to the following:

- Homer, 1 permit;
- Kodiak, 1 permit, 2 vessels delivered scallops, and scallop processing occurred;
- and Unalaska/Dutch Harbor, 1 vessel delivered scallops.

This lack of basic information on the human dimensions of the fishery **highlights the need to incorporate updated time series for community engagement indicator tracking** in annual SAFE documents going forward.

