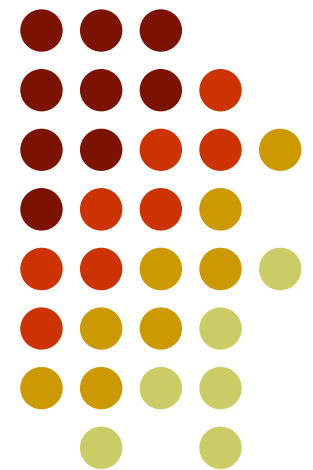


Fleet Diversity and Accumulation Limits in the Groundfish Fishery

New England Fishery
Management Council
January 27, 2011





Status of Amendment

- Priorities: “Prepare amendment to consider fleet diversity and accumulation caps”
- September 20th, 2010 Council motion:
 - “The Council recommends, based on the fleet diversity report, the establishment of individual accumulation caps for the groundfish fishery in the next appropriate action”
- June 23rd, 2010 Council motion:
 - Maintain inshore and offshore fleets;
 - To the extent possible, maintain a diverse groundfish fishery, including different gear types, vessel sizes, geographic locations, and levels of participation;
 - Maintain a balance in the geographic distribution of landings to protect fishing communities and the infrastructure they provide; and
 - Prohibit any person from acquiring excessive access to the resource, through in order to prevent extraction of disproportionate economic rents from other permits holders.



White Paper Summary

- Definitions of fleet diversity (not clearly defined)
- Baselines for fishery: active permits, diversity indices
- Considerations for accumulation limits
 - Three types of limits
 - Ownership issues
 - Other types of restrictions on control of quota
- Types of caps lead to diverse outcomes; are appropriate for achieving different management goals



Example Outcomes

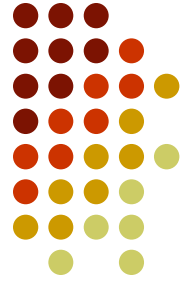
Comply with NS 4	Vague; Any limits could be used
Provide opportunity for entry	Control limits; New entrant set-aside
Ensure geographic diversity of fleet	Control limits; Usage limits; Sector limits with area-based membership rules
Protect rural communities	Community development set-asides
Preserve historic access	Vague; Usage limits; Size-horsepower restrictions
Protect shoreside infrastructure	Measures to promote geographic diversity; Processor/dealer quotas



Accumulation Limits

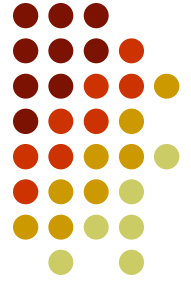
- Caps range from 1% to 49% in other U.S. catch share fisheries
- Caps per permit could look very different from caps per owner
- Caps per stock or based on overall poundage would have different considerations

Current State of Concentration



- Maximum PSC per **permit** is roughly 1-7% of any individual stock
- Maximum PSC per **owner** is much higher for a few stocks
 - PSC for an individual stock owned by **top three** MA permit owners (combined):
 - 10-20% for 11 stocks
 - 20-25% for one stock
 - 41% for GB WFL
- Will be extremely difficult to characterize accumulation due to confidentiality concerns

Scoping Document



- Questions asked to Committee:
 - Broad-based or identify specific topics to be considered?
 - Is there anything we should already rule out?
 - What elements of “fleet diversity” should be included?
 - Will defining goals assist in refining the scope of the action?