Alternative	Section and page		PDT and Industry Advice	Oversight Committee recommendation
	Description	Analysis		
Skate wing possession limit				
1. Status quo 5,000 lbs.	Section 4.1.1, page 4-31	Section 7.6, pages 7-122 to 7-140 and Section 7.7.2, page 7-141.	• Likely to achieve or exceed the 2011 TAL • Would hit the 80% trigger later in the fishing year than had occurred in 2010, because it would be effective beginning the start of the fishing year but would reach the trigger earlier in the year than Alternatives 2-4. • Compared to other alternatives, the status quo maximizes the opportunity for the fishery to land the TAL, even if future data allow an increase in specifications.	See alternative 5.
2. 4,100 lbs.	Section 4.1.2, page 4-32	Section 7.6, pages 7-122 to 7-140 and Section 7.7.2, page 7-141.	• Would allow for a longer season than would occur than with a 5,000 lbs. skate wing possession limit, but a reduction in the possession limit might be mitigated by changes in fishing behavior (e.g. more frequent fishing trips or higher prices for incidental catch). • Compared to the status quo, would cause marginally higher skate discards on trips that target other species, while the skate wing possession limit is in effect. • Similar to the status quo (5,000 lbs.), it would have a higher opportunity for fishermen to achieve the TAL than alternatives 3 and 4.	

	Section and page		
3. 3,200 lbs.	Section 4.1.3, page 4-32	Section 7.6, pages 7-122 to 7-140 and Section 7.7.2, page 7-141.	• Would allow for a longer season than would occur than with the status quo or a 4,100 lbs possession limit, but a reduction in the possession limit might be mitigated by changes in fishing behavior (e.g. more frequent fishing trips or higher prices for incidental catch). • A lower skate wing possession limit would make it more difficult (and potentially less economic and efficient) for the fishery to achieve the TAL. • Would cause higher skate discards on trips that target other species, while the skate wing possession limit is in effect, but this may be counterbalanced by a shorter amount of time that a 500 lbs. skate possession limit might be in effect. • Lower possession limits have a larger disproportionate impact on vessels that target skates than on vessels that land skates incidentally on trips targeting other species. • Would impact more fishing vessels and also has a greater impact on ports that rely on directed skate fishing trips as a source of income.
4. 2,600 lbs.	Section 4.1.4, page 4-33	Section 7.6, pages 7-122 to 7-140 and Section 7.7.2, page 7-141.	• Would allow for a longer season than would occur than with a 5,000 lbs. skate wing possession limit, but a reduction in the possession limit might be mitigated by changes in fishing behavior (e.g. more frequent fishing trips or higher prices for incidental catch). • A lower skate wing possession limit would make it more difficult (and potentially less economic and efficient) for the fishery to achieve the TAL. • Would cause higher skate discards on trips that target other species, while the skate wing possession limit is in effect, but this may be counterbalanced by a shorter amount of time that a 500 lbs. skate possession limit might be in effect. • Lower possession limits have a larger disproportionate impact on vessels that target skates than on vessels that land skates incidentally on trips targeting other species. • Would impact more fishing vessels and also has a greater impact on ports that rely on directed skate fishing trips as a source of income.

	Section and page			
20,000 lbs., considered and rejected	Section 4.3.1, page 4-35	Section 7.6, pages 7-122 to 7-140 and Section 7.7.2, page 7-141.	Projections of 2010 data indicate that daily landings could be around 160,000 lbs. per day, nearly double the realized rate when the 5,000 lbs. possession limit was in effect.	No scientific justification for raising the possession limit this high.
5. 2,600 lbs. May 1 to Aug 31 4,100 lbs. Sep 1 to Apr 30	See Tables XXX and YYY.		• The lower possession limits will allow the directed fishery to continue longer than in 2010, possibly through January, but is unlikely to last throughout the fishing year with the current TAL. • The proposal would allow higher landings in the fall and early winter, when skate prices are relatively higher. • Seasonal effects on discarding could not be determined, because only semi-annual discard estimates are available. • A five percent change in the trigger appears to make a two week difference in the length of the directed fishery, with the proposed possession limits. • Higher incidental skate landings limits will affect fewer trips and vessels, but could invite partially directed fishing, particularly at higher skate prices. • In all alternatives but the 750 and 1250 lbs. incidental limit with an 85% trigger, the proposed limits do not appear that the fishery would exceed the current TAL, triggering AMs. • The proposed limits could still be consistent with a higher TAL when new data become available, allowing the directed fishery to possibly continue to the end of the fishing year.	The PDT memo indicates potential landings 45% over 2010 landings and the potential increases in the ABC are consistent with this level. This alternative was recommended and supported by industry representatives.
Incidental skate limit				
1. Status quo 500 lbs.				• No preferred alternative identified. • Intended to reduce discards of skates during times of the year when the bycatch allowance has been triggered.
2. 750 lbs.	Supplemental description and analysis to be prepared			
3. 1250 lbs.				
Skate wing TAL trigger				

	Section and page			
1. Status quo 80%				• No preferred alternative identified. • A different trigger point might reduce the probability of exceeding the TAL while allowing the fishery to land the authorized amount.
2. 85%	Supplemental description and analysis to be prepared			
3. 75%				
Monitoring: technical adjustment				
1. Status quo	Section 4.2.1, page 4-32			
2. Modifications to allow landings of carcasses when skate wings are processed and landed separately.	Section 4.1.1, page 4-31			
Other – not part of the framework				
Postpone the AM for exceeding the 2010 skate wing TAL.	No action in the framework is necessary, if the Regional Administrator accepts the Council recommendation.			The 2010 TAL trigger was exceeded primarily by late implementation of Amendment 3 and that this framework makes more appropriate changes to respond to problems in the fishery.

Table 3. Current 2010-2011 skate specifications.

ABC	41,080 mt	Wing fishery possession limit	5,000 lbs. skate wings (11,350 lbs. whole weight)
ACT (75% of ABC)	30,810 mt	Wing fishery TAL trigger	80% of wing fishery TAL
TAL (assuming 53.7% discard rate)	14,277 mt	Bait fishery possession limit with a Letter of Authorization	20,000 lbs. whole weight
State waters catch	391 mt	Bait fishery TAL trigger	90% of bait fishery TAL
Wing fishery TAL	9,209 mt	Bait fishery quotas	
Bait fishery TAL	4,639 mt	May 1 – Jul 31	1,429 mt
		Aug 1 – Oct 31	1,721 mt
		Nov 1 – Apr 30	1,489 mt + any remaining from periods 1 & 2

Table 37. Predicted skate wing landings at various possession limit alternatives, based on fitted average daily landings in 2010 (Figure 17). Predicted landings assume that the possession limit is held constant throughout the fishing year.

Possession limit alternative	**Predicted daily landings rate (whole lbs./day)**	**Predicted annual landings (TAL, mt)**	**Percent over 2010 TAL (9,209 mt)**
5,000 lbs. (status quo)	80,859	13,387	45%
4,100 lbs. (Alternative 2)	73,609	12,187	32%
3,200 lbs. (Alternative 3)	65,462	10,838	18%
2,600 lbs. (Alternative 4)	59,335	9,824	7%

Table 38. Average daily skate wing landings.

Fishing year	Possession limit, lbs.	Average of Daily landings, lbs.	Standard deviation, lbs.
2009	20000 (May 1 to Nov 27)	95,385	55,151
2010	20000 (May 1 to Jun 15)	159,684	76,462
	5000 (Jun 16 to Sept 2)	77,539	29,819
	500 (Sep 3 to Nov 27)	27,631	20,765

Table XXX. Projected dates of reaching the TAL trigger and percent of the current skate wing TAL landed, based on the equation in Figure 17 and 2010 daily skate wing landings rates.

	75% trigger		80% trigger		85% trigger	
Projected trigger date	12/16/2010		12/30/2010		1/13/2011	
Incidental limit	Projected date of reaching TAL at incidental limit	Total projected landings (% of TAL)	Projected date of reaching TAL at incidental limit	Total projected landings (% of TAL)	Projected date of reaching TAL at incidental limit	Total projected landings (% of TAL)
500		93.0%		96.1%		99.3%
750		96.8%		99.6%	4/15/2011	102.3%
1250	4/16/2011	102.7%	4/6/2011	104.9%	3/26/2011	107.1%

Table YYY. Comparative effects of incidental skate limits, based on 2009 trips and limits being effective throughout the fishing year.

Incidental limit	Trip length	Proportion of affected trips	Proportion of affected trips not targeting skates	Proportion of unaffected trips targeting skates	Change in revenue	Discard reduction	Percent of TAL
500 lbs.	Day	27%	73%	2.1%			93-99%
	> 24 hrs	56%	83%	3.4%			
750 lbs.	Day	21%	66%	2.1%	$ 130,858	-8%	97-102%
	> 24 hrs	45%	81%	3.6%	$ 131,464		
1250 lbs.	Day	15%	55%	2.4%	$ 324,986	-21%	103-107%
	> 24 hrs	40%	79%	4.2%	$ 354,606		

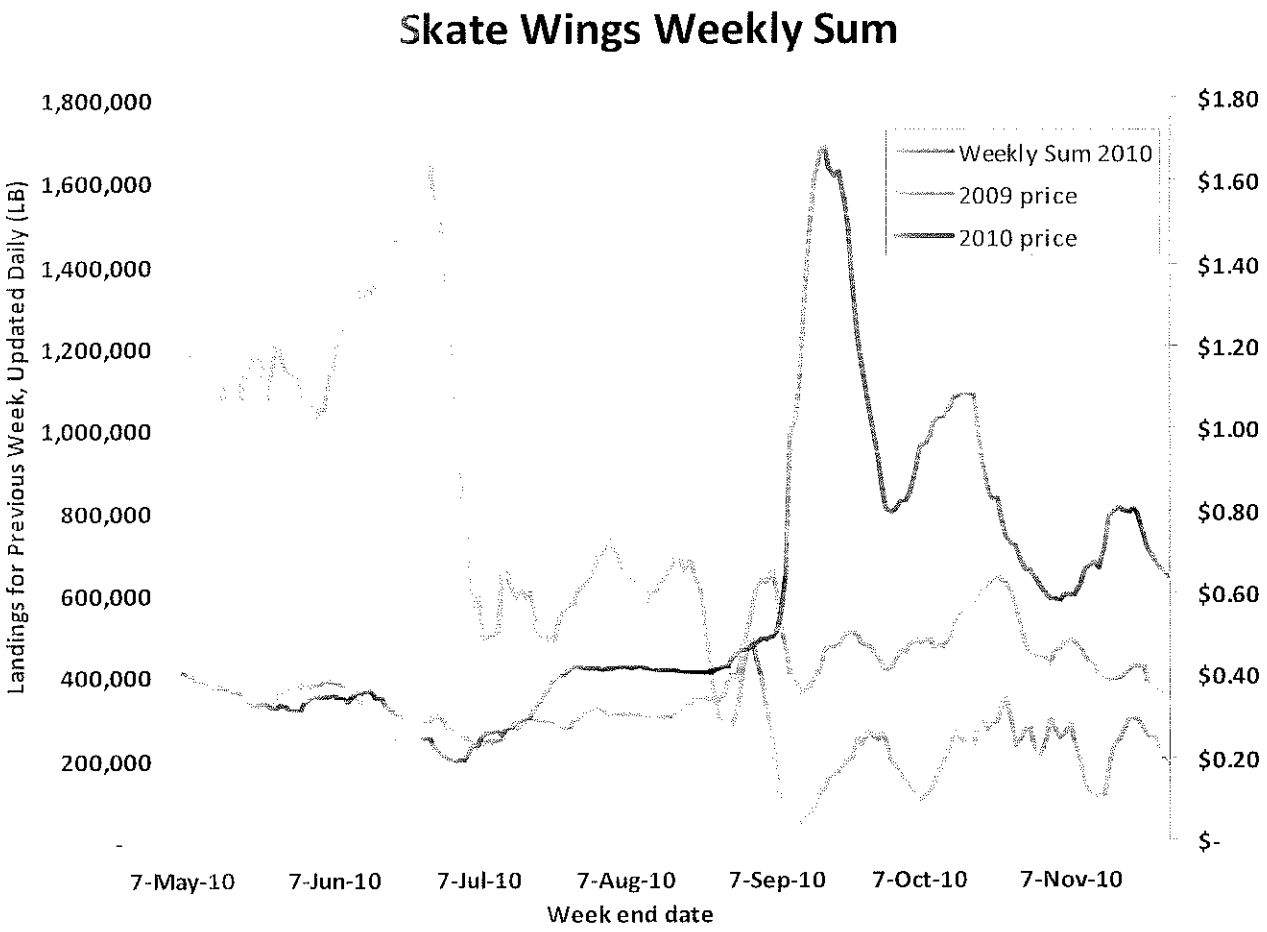

Figure 16. Seven day moving average of daily landings during 2010.

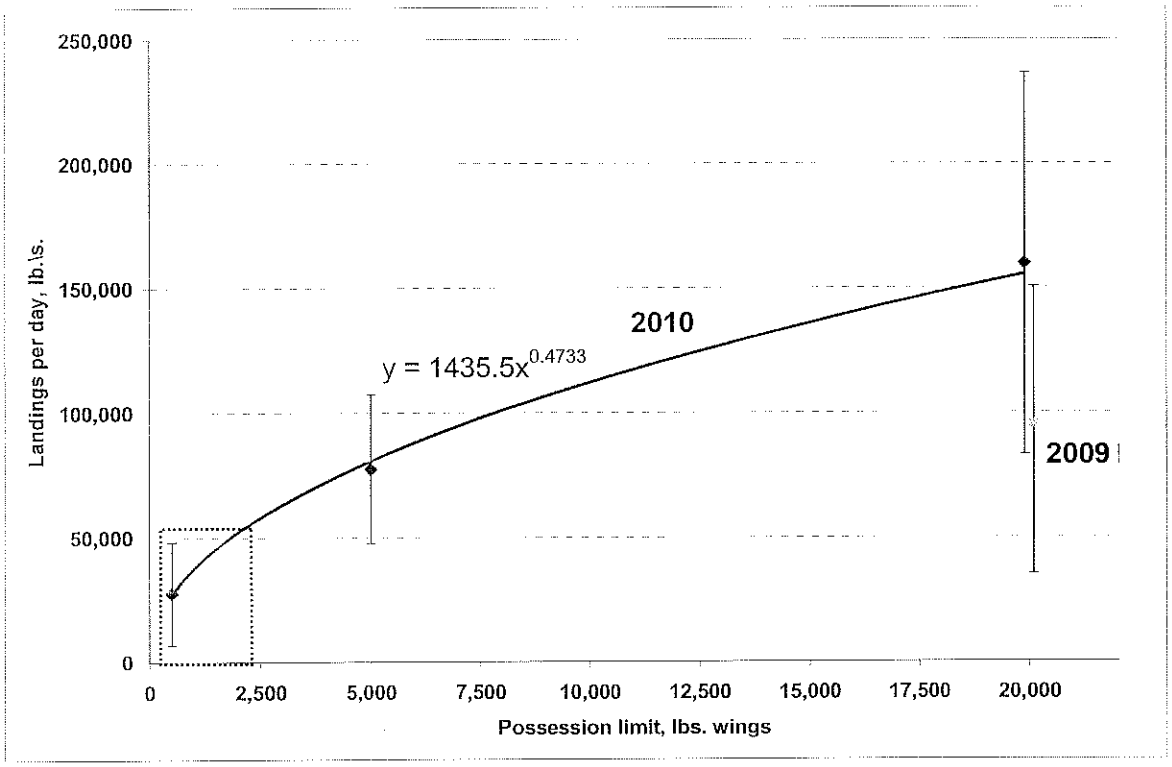

Figure 17. Fitted and observed daily catch rates in 2010 compared to observed daily catch rates in 2009, from May 1 to November 27 of each year.