

Vessel Landings Data, Concerns and Limitations

NEFMC • April 16, 2008

“The #%\$&@! vessel landings data are wrong!”

- Qualification & allocation at the vessel/ level.
- Low tolerance for variance.
- Discrepancies in the dealer data.
 - Over 2.5 million reports, ~750 dealers
 - Species code, vessel permit #, units, non-reporting
- Industry expectations – data retrieval, delivery, units, other disconnects

Fishery Data and Management Applications

Stock Assessments

Sources: Time series of dlr reports, VTRs, bio-sampling, observers, and fishery independent sources.

Outputs: Stock status and trends.

Mgmt: Stock-wide programs -- high confidence.

Quota Monitoring

Sources: Timely data sources such as dealer, IVR, VMS catch reports

Outputs: Landings for a fishery, near real time.

Mgmt: Fishery/state-wide monitoring and management – high confidence. Growing concern about smaller fishery subsets, vessel-level data, & more species.

Individual Vessel History

Sources: Primarily dealer reports.

Outputs: Actual pounds, date landed, for 5600 individual vessels for all past years & reporting programs.

Mgmt: Basis for qual & allocation for sectors, limited-access programs, etc. Low-tolerance for error. *Allow time for data validation prior to program implementation.* Would be better for threshold/tier-type programs than for per-pound programs.

Policy Accommodations

- Provide for appeal or data correction process
 - Acceptable documents
 - Implementation schedule
- Consider interim allocations during a data validation window.
- Consider add'l criteria/data to make qual & allocation determinations
- Tiered allocations – rather than per-pound, segregate in broader units.
- Scope the criteria differently – use more recent records; consider whether *best* year rather than combined years or averages would help.

Can VTRs and IVRs be used?

- Cross-check of dealer data, but with limitations
- Hail weight estimation v. weigh-out
- Incentives for reporting high or low?
- Unsold catch.
- Consistency of units

What are you doing about it?

- Improved criteria for daily audit of dealer data to be implemented June 1.
- New procedure to provide more accurate data to constituents with better explanatory material.
- Working with NEFSC and ACCSP to adopt best methods and streamline data handling.
- New staff to expand automated audits, investigate/correct errors.

Other ideas.....

- Possible integration of vessel and dealer reports to improve ability to link trip data.
- Refine VTR compliance program to use VMS trip declaration info
- Review data attributes to streamline data collection if possible (e.g., dealer reports are a poor source of gear info).
- Establish vessel/dealer profiles based on past activity to identify anomalous data. Changes in ownership or markets could make this impractical.