



# CATCH UP ON CATCH SHARES

The hook up to your bottom line

**NOAA**  
**FISHERIES**





# HURRICANE DAMAGE ASSESSMENT SUMMARY

By Mike Jepson



Photo by C. Package-Ward



Photo by M. Jepson

The 2017 hurricane season was catastrophic to significant portions of the Southeast Region and was the costliest hurricane season on record. To assist Congress with deliberations for disaster relief funding, in conjunction with state agencies and partners, NOAA Fisheries conducted rapid appraisals of damages to fishing sectors.

## RAPID APPRAISAL

is an approach for quickly developing a preliminary understanding of a situation where specific research techniques are chosen from a wide range of options with information collected in advance, direct observations and semi-structured interviews.

Staff interviewed, photographed, and documented affected business owners, commercial and recreational fishermen in Texas, Florida, Puerto Rico and the U.S. Virgin Islands. Both online and phone surveys

were developed which began after fieldwork was complete. Summary sheets of preliminary results are linked for each affected region.

**Hurricane Harvey** fieldwork in [Texas](#) covered the coast from Nueces to Jefferson County, including Harris. A total of 829 businesses and individuals participated in all phases of the appraisal in Texas. Of those businesses that participated 53% reported some damage and 23% of vessel owners had damages. Total damages estimated to vessels and businesses exceeded \$58 million.

**Hurricane Irma** fieldwork in [Florida](#) covered the Florida Keys and Miami, and the southwest coast of Florida from Marco Island to Fort Myers. A fieldwork visit to Jacksonville was also made

in late October. Over 1,700 respondents participated in all phases in Florida. Of those businesses that participated, 54% reported some damage and 41% of vessel owners had damages. Total damages estimated to vessels and businesses exceeded \$95 million, and revenue losses reported were nearly \$98 million.

**Hurricane Maria** fieldwork in [Puerto Rico](#) was conducted by a contractor, while the USVI fieldwork was conducted by the USVI Department of Planning and Natural Resources. There were a total of 695 respondents in Puerto Rico and 112 in the USVI. Preliminary estimates suggest that damages and forgone income to the fishing sector caused by the hurricanes amounted to about \$20.5 million.

Last month, Secretary of Commerce, Wilbur Ross, allocated [\\$14 million \(Harvey\) and \\$66 million \(Irma and Maria\) in disaster funding](#) appropriated by Congress to help fishermen and the businesses and communities that rely upon them to recover and rebuild. Learn more about preparing for Hurricane Season from the [National Weather Service](#).



Photo by J. Agar



## UPCOMING ACTIONS

### AMENDMENT 41

#### Allocation-Based Management for Federally Permitted Charter Vessels

This amendment explores allocation-based management programs to reduce uncertainty, improve economic conditions, and increase fishing opportunities for federally permitted charter vessels and their passengers. Two options (an individual fishing quota and a permit fishing quota program) and three selected species (red snapper, greater amberjack, and gray triggerfish) are being considered.

[Read more](#)

### AMENDMENT 42

#### Reef Fish Management for Headboat Survey Vessels

Similar to Amendment 41, Amendment 42 considers allocation-based management for federally permitted for-hire vessels that have a landings history through the Southeast Region Headboat Survey. Five species are considered for inclusion: red snapper, greater amberjack, gray triggerfish, gag, and red grouper. The Gulf Council requested a decision tool for stakeholders to review the range of alternatives.

[Read more](#)

### AMENDMENT 36B

#### Commercial IFQ Program Modifications

Considers updates to the IFQ programs' goals and objectives based on the Red Snapper IFQ 5-year review and the upcoming Grouper-Tilefish IFQ 5-Year review. The current actions consider program participation requirements, restrictions for public participants, quota redistribution of future quota increases, distribution of revoked shares from non-activated accounts, restrictions on share and allocation transfers, and creation of a red snapper allocation cap.

[Read more](#)

### AMENDMENT 36A

#### Commercial IFQ Program Modifications

This rule requires that beginning January 1, 2019, owners or operators of federally permitted commercial Gulf reef fish vessels landing any commercially harvested, federally managed reef fish from the Gulf to provide notification prior to landing and to land at approved locations. Additionally, on July 12, 2018, shares from the red snapper individual fishing quota (IFQ) (RS-IFQ) program and the groupers and tilefishes IFQ (GT-IFQ) program that are in non-activated IFQ accounts will be returned to NMFS for redistribution. Last, this rule allows NMFS to withhold a portion of IFQ allocation at the start of a fishing year equal to an anticipated commercial quota reduction.

[Read more](#)

### GROUPE-TILEFISH FIVE-YEAR REVIEW

The Gulf Council and NOAA Fisheries are conducting the first five-year review of the Grouper-Tilefish IFQ program. Several presentations of analyses, studies, and surveys have been given to the Council and Scientific and Statistical Committee.

### WRECKFISH REVIEW

The South Atlantic Council and NOAA Fisheries are conducting the second review of the Wreckfish Individual Transferable Quota (ITQ) program. The review will compare results from the 2009/2010 – 2011/2012 fishing years to the most recent fishing years 2012/2013–2016/2017. This review will evaluate the effectiveness of the program, and provide conclusions and recommend changes to the ITQ program. Council action will be required to make any changes to the program through the normal amendment process.



# Tips for making **PRE-LANDING NOTIFICATIONS**

- Beginning on January 1, 2019, all commercial reef fish vessels landing any commercially caught, federally managed reef fish species from the Gulf of Mexico will be required to provide an advance notification of landing (pre-landing notification). Additional information can be found in the final rule for Amendment 36A.
- All pre-landing notifications (IFQ or non-IFQ reef fish species) must provide at least 3-hours (but not more than 24-hours) notice of the time the vessel will land.
- Pre-landing notifications for trips landing IFQ species must provide: vessel identifiers, pre-approved landing location, date and time of expected landing, dealer identifier, and estimated pounds on board by IFQ share category. VMS codes can be found on the [IFQ website](#).
- Pre-landing notifications for trips not landing IFQ species must provide: vessel identifiers, pre-approved landing location, date and time of expected landing, and certification that no IFQ species are on board.
- Vessels may not arrive earlier than the time of landing given in their notice unless law enforcement is present and gives authorization.
- The vessel must land within 1 hour after the time provided on the notice. A new pre-landing notification must be made if the vessel will be more than one hour late.

Photo by N. Farmer  
Edited by C. Hayslip



- Changes to the dealer or changes in pounds provided on the pre-landing notification, require a new notification but do not require waiting an additional 3-hours.
- Changes to landing locations or to an earlier time of landing, require a new notification with at least 3-hours notice.
- More than one change made to a previous landing notification will require an additional landing notification, regardless of the changes.



Photo by J. Pulver

**Landing** is when the vessel arrives at a dock, berth, beach, seawall, or ramp. Landing may occur any time as long as a notice is made which meets the requirements and it is at an approved landing location.

**Offloading** is the removal of fish from the vessel. Offloading may only occur from 6am to 6pm local time, unless law enforcement is present and gives authorization.

The terms **Pre-landing notice**, **Landing notification**, and **3 Hour notice** are used interchangeably for advanced notification of landing.



Photo by B. LaVine

## DAYTRIPPERS

Many vessels that make a trip within one day (**daytrippers**) submit a pre-landing notification shortly after leaving the dock to meet the 3-hour minimum requirement. For vessels that follow this practice, you must submit an updated notification with the appropriate estimate of fish landed prior to arrival at the dock. As long as the landing time is the same or later than previously issued and the landing location has not changed, you do not need to wait an additional 3-hours in the updated notice.

### EXAMPLE

5am – Daytripper leaves the dock. They make their pre-landing notice because they have a fast boat and will not be able to give a full 3 hours notice on their way back. They estimate landing 500 lb of gag grouper and a landing time of 2pm.

1pm – On return, the daytripper submits a notification with landing estimates based on actual catch. The new notification updates the weights as follows: 325 lb of gag grouper and an additional 45 lb of red grouper. They do not have to wait an additional 3 hours as the only change was to the weight estimate and still intend to land within the original landing window.

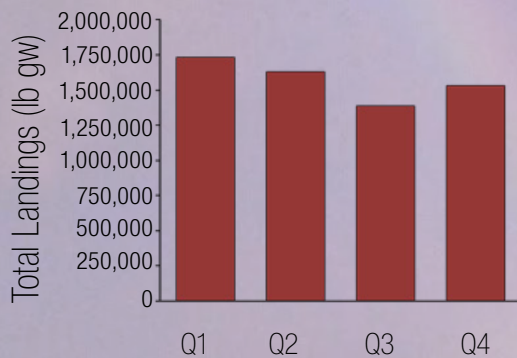
2pm – 3pm - Landing window.



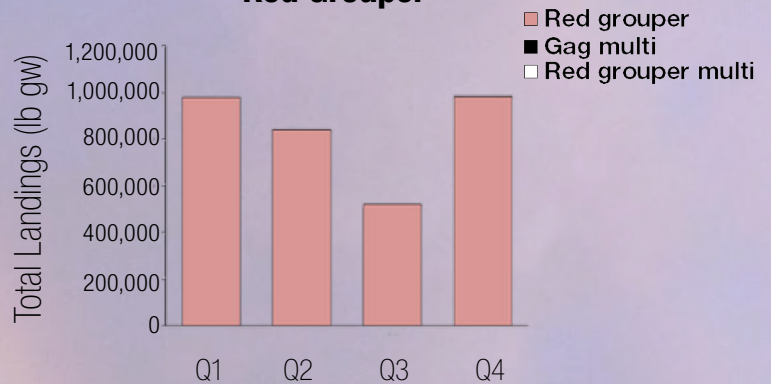
## SPECIES LANDINGS BY QUARTER

The figures below summarize landings by quarter (Q) from the Red Snapper and Grouper-Tilefish IFQ programs. Landings are all from 2017 and are displayed in pounds gutted weight (lb gw). For landings of multi-use flexibility measures, the landings are attributed to the share category from which the landings were deducted. For example, in the Gag figure, gag were landed using primarily gag allocation, then gag multi-use, and finally red-grouper multiuse allocation. The Shallow Water Grouper and Deep Water Grouper figures show how flexibility measures (FM) are invoked to land these species under the other quota when species group specific allocation is exhausted.

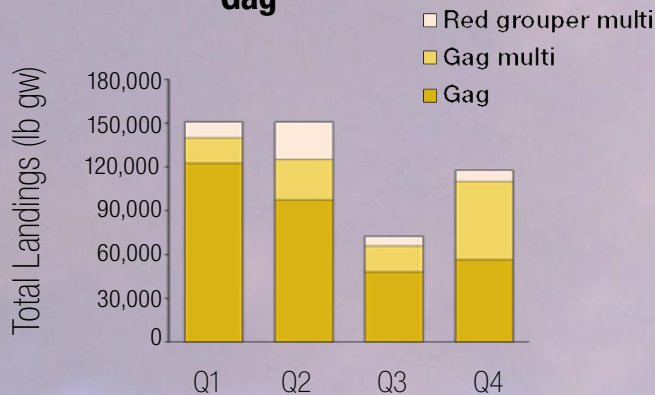
### Red Snapper



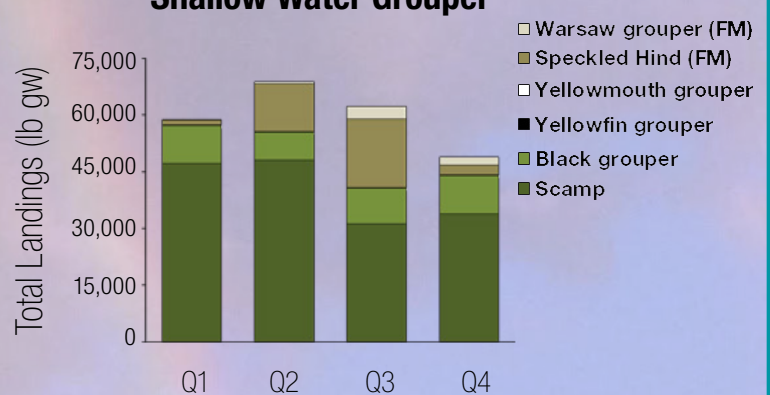
### Red Grouper



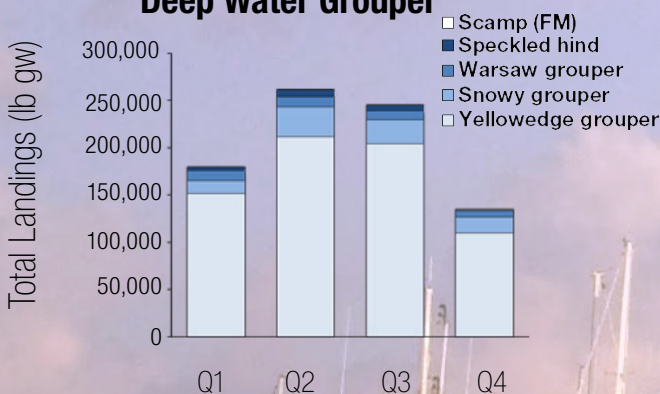
### Gag



### Shallow Water Grouper



### Deep Water Grouper

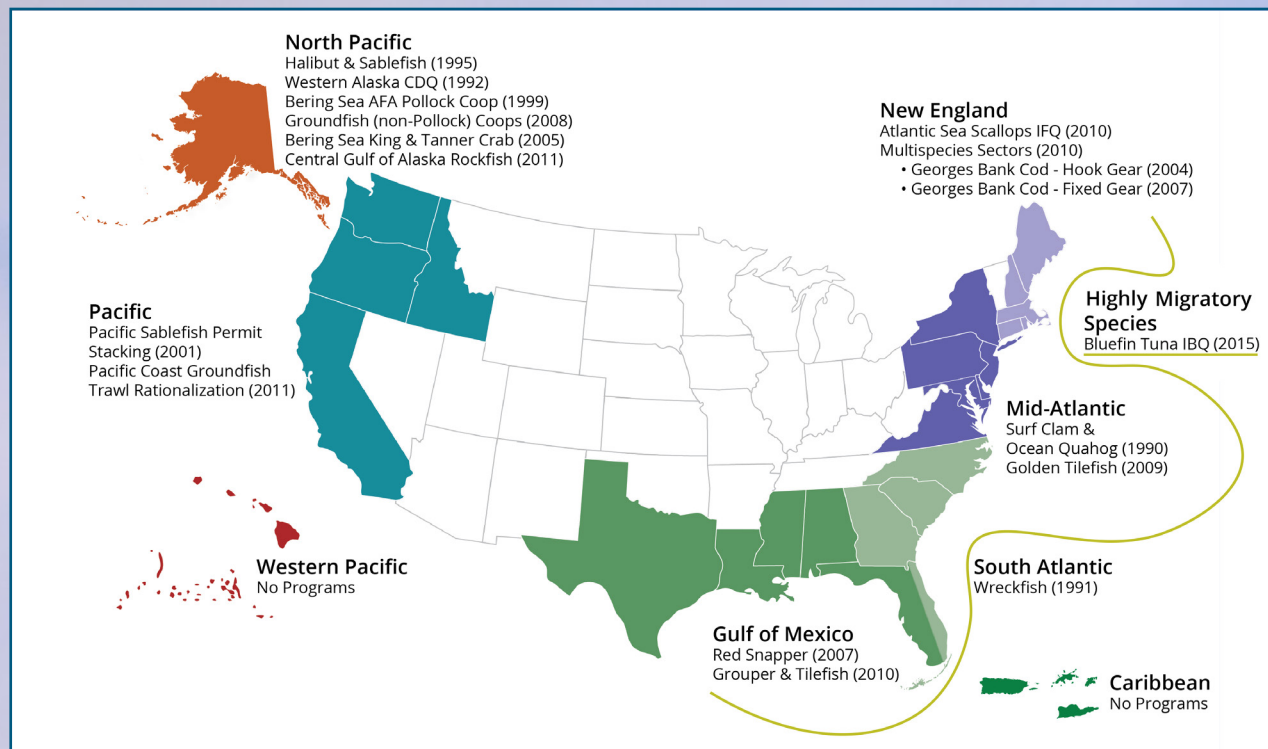


### Tilefish





## CATCH SHARES NATIONWIDE



## Catch Share Management Strategy

Catch share programs differ from traditional management strategies (e.g., trip limits, days at sea). Catch Share is a general term for several fishery management strategies that allocate a specific portion of the total allowable fishery catch to individuals, partnerships, corporations, cooperatives, communities, permits, vessels, or other entities. Those that receive these privileges are held directly accountable to stop fishing when their share has been landed. In general, catch share programs distribute quota shares as a percentage of the quota that results in quota pounds.

## Catch Share History

The first U.S. catch share program, the Mid-Atlantic Surf Clam and Ocean Quahog program, began in 1990 (see map). From 1996 through 2002, there was a congressional moratorium on establishing new IFQ programs. Beginning in 2010, there was a rapid in-

crease in catch share programs, with 6 more programs implemented across all regions.

## Catch Share Goals and Objectives

Objectives and goals of catch share programs may include: improving management and conservation of a species, improving economic conditions, reducing overcapacity in a fishery, reducing bycatch and discards, eliminating derby fishing conditions, improving safety at sea, and benefiting the fishing communities. Although there is overlap among catch share programs' objectives, the operational requirements of catch share programs vary drastically throughout the country. Some operational differences include restrictions on participation or transferability, monitoring requirements (i.e., at-sea observers, VMS, video monitoring, dockside monitoring), and harvest and landing restrictions.

Nearly all catch share programs were

reviewed based on the [Catch Share Review Guidance policy](#). These reviews show catch share program goals and objectives are being met successfully. General successes include harvest below quota limits, improved overall economic benefits, eliminated derby fishing conditions, and improved safety at sea.

## Future of Catch Shares

The Gulf of Mexico Fishery Management Council is now considering an innovative catch share model (Adaptive Catch Share) to meet specific needs of their fisheries. An adaptive catch program is a program where a portion of the shares are revoked from all shareholders every set number of years and redistributed proportionally to those with landings. Look for a future issue to describe this concept in greater detail.



# DATES & RESOURCES

JUL  
23-24

Dealer Outreach Visits  
Ft. Myers, FL

JUL-AUG  
30-2

Dealer Outreach Visits  
South Florida through Key West

AUG  
2

Gulf of Mexico Fishery Management  
Council Scientific and Statistical  
Committee Meeting  
Tampa, FL

AUG  
20-23

August 2018 Gulf of Mexico Fishery  
Management Council Meeting  
Corpus Christi, TX

IFQ WEBSITE

IFQ SHAREHOLDERS

PERMITS

SOUTHEAST REGIONAL OFFICE GULF BRANCH

GULF COUNCIL

SOUTHEAST REGION ACL MONITORING

ELECTRONIC CODE OF FEDERAL REGISTER

GULF STATES COMMISSION

WRECKFISH SHAREHOLDERS

FISHERY BULLETINS

Motel  
979-86-0000

Like what you see?

Do you have suggested topics to feature?

Please send feedback to  
[NMFS.SER.CatchShare@noaa.gov](mailto:NMFS.SER.CatchShare@noaa.gov)  
or call 866-425-7627 (option 2).

