Scallop Committee Report

LAGC IFQ Program Review

New England Fishery Management Council

NEFMC Meeting
January 28, 2026
Webinar

Working Group

- **NEFSC**
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- **GARFO**
  - Emily Keiley, Sustainable Fisheries Division; Dr. Ben Galuardi, Analysis and Program Support Division
- **NEFMC**
  - Connor Buckley; Chandler Nelson; Dr. Naresh Pradhan; Jonathon Peros
- **As well as support from:**
  - Greg Ardini (NEFSC SSB); NOAA OLE staff; Melissa Errend (Northern Economics); Dr. Kanae Tokunaga and Katherine Maltby (GMRI)

Purpose, Need, and Scope of the Review

Purpose & Need

- Magnuson-Stevens Act (MSA) requires review of all Limited Access Permit Programs, including Catch Share programs, to determine progress towards meeting the goals and objectives of the MSA and of the program itself.
  - 5 years after implementation, no more than 7 years thereafter.

Scope

- Limited Access General Category IFQ (LAGC IFQ) fishery participants.
  - Includes Limited Access vessels w/ LAGC IFQ unless otherwise stated.
  - Limited Access and Northern Gulf of Maine components of the fishery only occasionally referenced where comparisons help provide context.
  - Review period covers FY 2016 - 2023.

Outline of Report

1. Purpose, Need, and Scope
2. Summary of LAGC IFQ fishery and management history
3. Evaluation
    - Aggregate trends during 2016-2023 period
    - Economic Performance and Net Benefits
    - Distributional analyses: Diversity and concentration
    - Conservation and Management
    - Safety, Compliance, and Enforcement
4. Summary of Findings
5. Acknowledgements and References

Vision of the LAGC IFQ fishery

The primary goal of Amendment 11 was to control capacity and fishing mortality in the general category scallop fishery. To achieve this goal, the Council identified the following list of objectives:

1) Allocate a portion of the total available scallop harvest to the general category scallop fishery.
2) Establish criteria to qualify a number of vessels for a limited entry general category permit.
3) Develop measures to prevent the limited entry general category fishery from exceeding their allocation.
4) Develop measures to address incidental catch of scallops while fishing for other species.

History of GC fishery and management

- Scallop FMP in 1982
- Limited entry in 1994 (Amendment 4)
- GC category for vessels that did not qualify – open access with possession limit
- In 1999 increase in GC fishing activity (average of 0.2 mil lbs. between 1994-2000; 1.0 million in 2001-2003, and 3-7 million each year between 2004-2006)
- Control date on November 1, 2004
- Council developed Amendment 11 (2005-2007), effective June 1, 2008, implemented March 1, 2010
- Allocation of 5.5% of resource and 3 permit categories: IFQ, NGOM and Incidental
- ~2,500 permits pre-A11 → 332 post-A11 → 281 in 2023
- 320 active permits pre-A11 → 140 post-A11 → 91 in 2023

History of GC fishery and management

- During the transition period to the IFQ program, a 10% TAC allocation was set aside for the general category fishery, divided quarterly, until the IFQ program could be fully implemented.
- Amendment 11 specified that the LAGC IFQ fleet would receive a fixed allocation of 5.5% of the overall TAC for the scallop fishery.
  - Based on historical landings data and aimed to balance the interests of both limited access and general category fleets.
  - Changed to 5.5% of Annual Projected Landings under Framework 30 (2019)
- Review of quota allocation can be triggered by:
  - Public interest-based criteria (e.g. Public input on fishery performance, formal petition)
  - Time-based criteria
  - Indicator-based criteria (e.g. Economic, social, ecological)

Changes to the IFQ program, 2016 - 2023

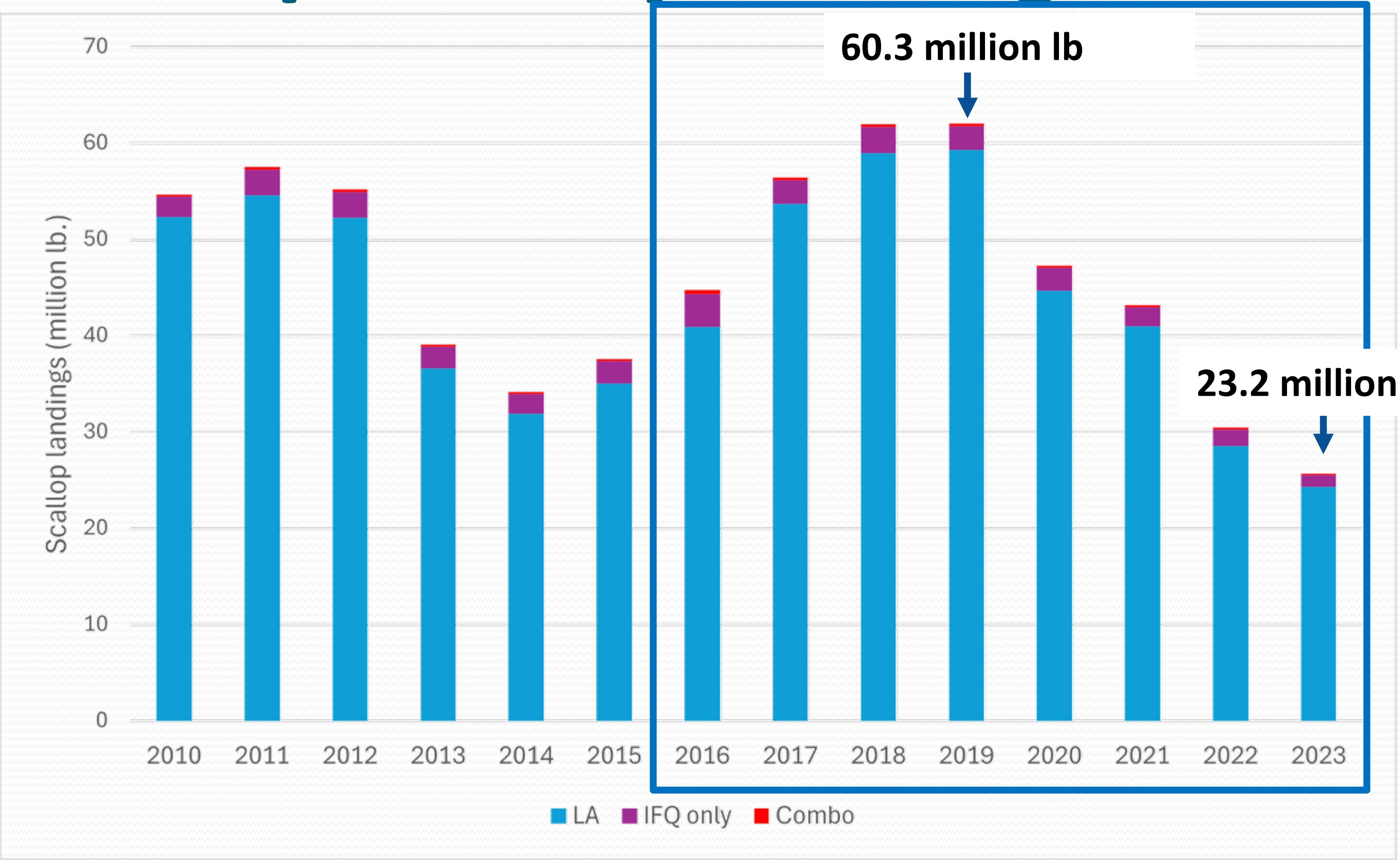
- Framework 28:
  - Set LAGC IFQ allocation as 5.5% of the total allocation (Annual Projected Landings) by applying spatial management to the specifications-setting process.
- Framework 29:
  - IFQ allocated set number of access area trips directly proportional to the Limited Access fishery's access area allocation.
- Amendment 21:
  - Introduced structural changes to the NGOM management area → the new TAL-sharing system provided a guaranteed allocation of the NGOM allocation, which was accessible to LAGC IFQ vessels at a 200-lb possession limit.
  - Allowing temporary transfers of quota (leasing) from LA vessels with IFQ to LAGC IFQ-only vessels
  - Increased LAGC IFQ possession limit to 800 lb.

Key Questions

Has the LAGC IFQ program…

1) Resulted in benefits to the Nation, including the evaluation of biological, economic and social criteria in such decision making?
2) Preserved the ability for vessels to participate in the general category fishery at different levels and/or prevented excessive shares?
3) Controlled capacity, controlled mortality, and promoted fishery conservation and management?
4) Promoted fishing safety, compliance, and enforcement?

Scallop fishery landings



- Review period covers two distinct periods in the fishery.
  - 2016 – 2019: increase in scallop biomass and landings to near record highs.
  - 2020 – 2023: decline in scallop biomass and landings to more than 25-year low.

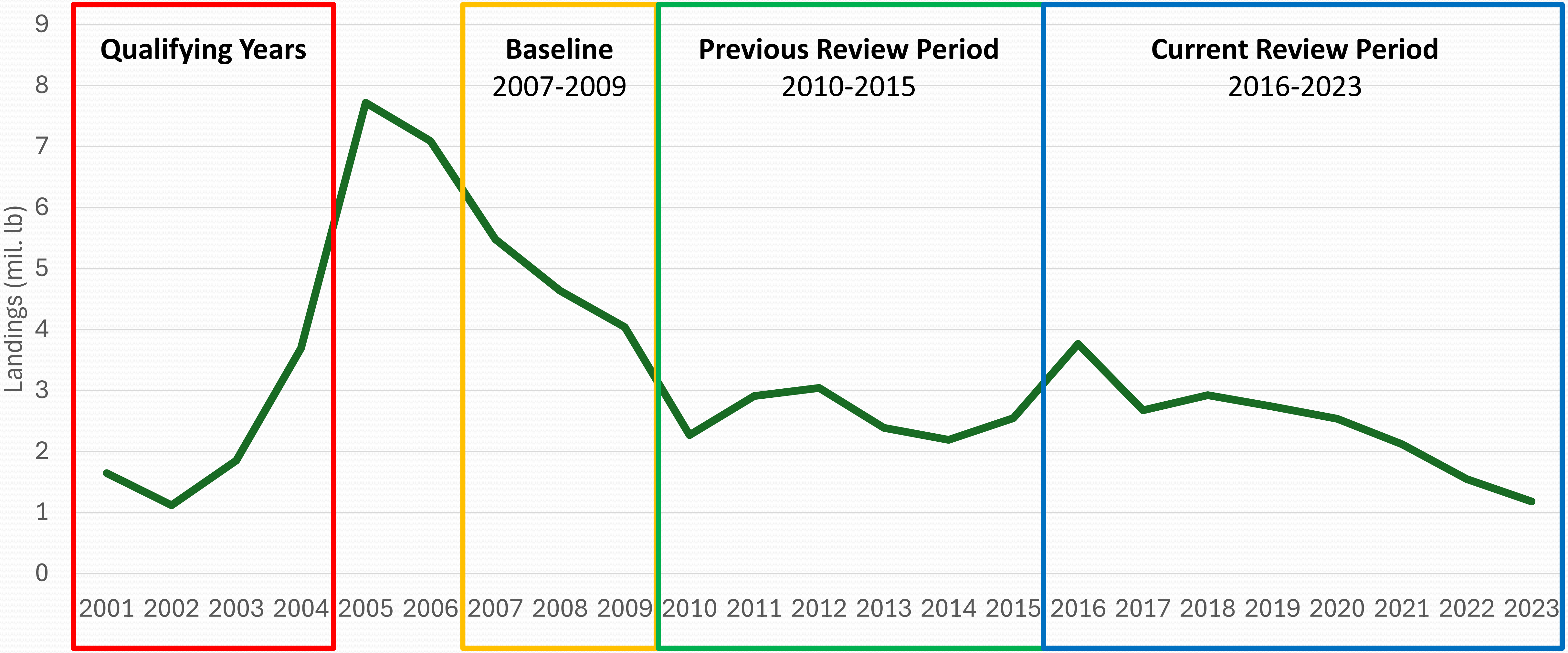
Resulted in the greatest overall benefit to the Nation?

Preserved the ability for vessels to participate in the general category fishery at different levels and/or prevented excessive shares?

Controlled capacity, controlled mortality, and promoted fishery conservation and management?

Promoted safety, compliance, and enforcement?

LAGC IFQ Landings



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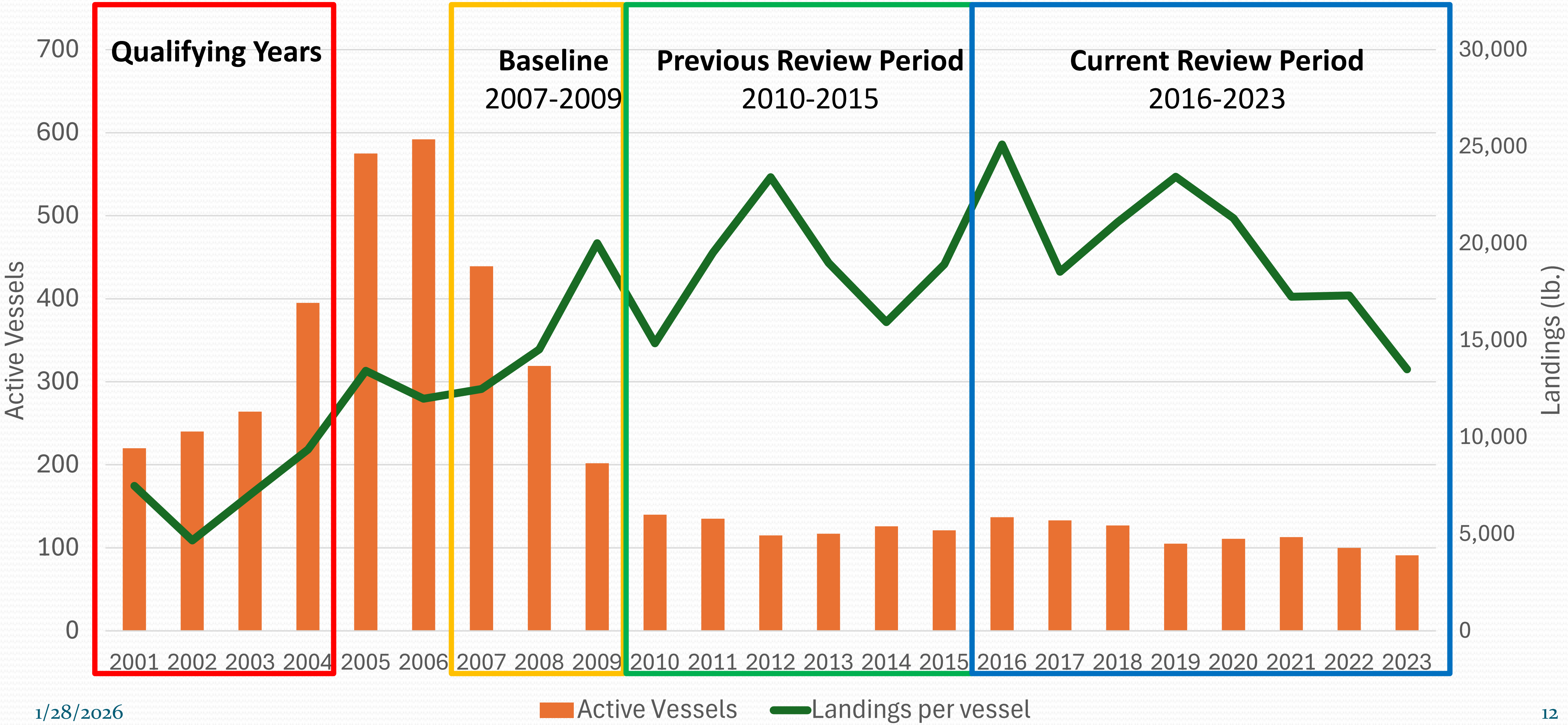
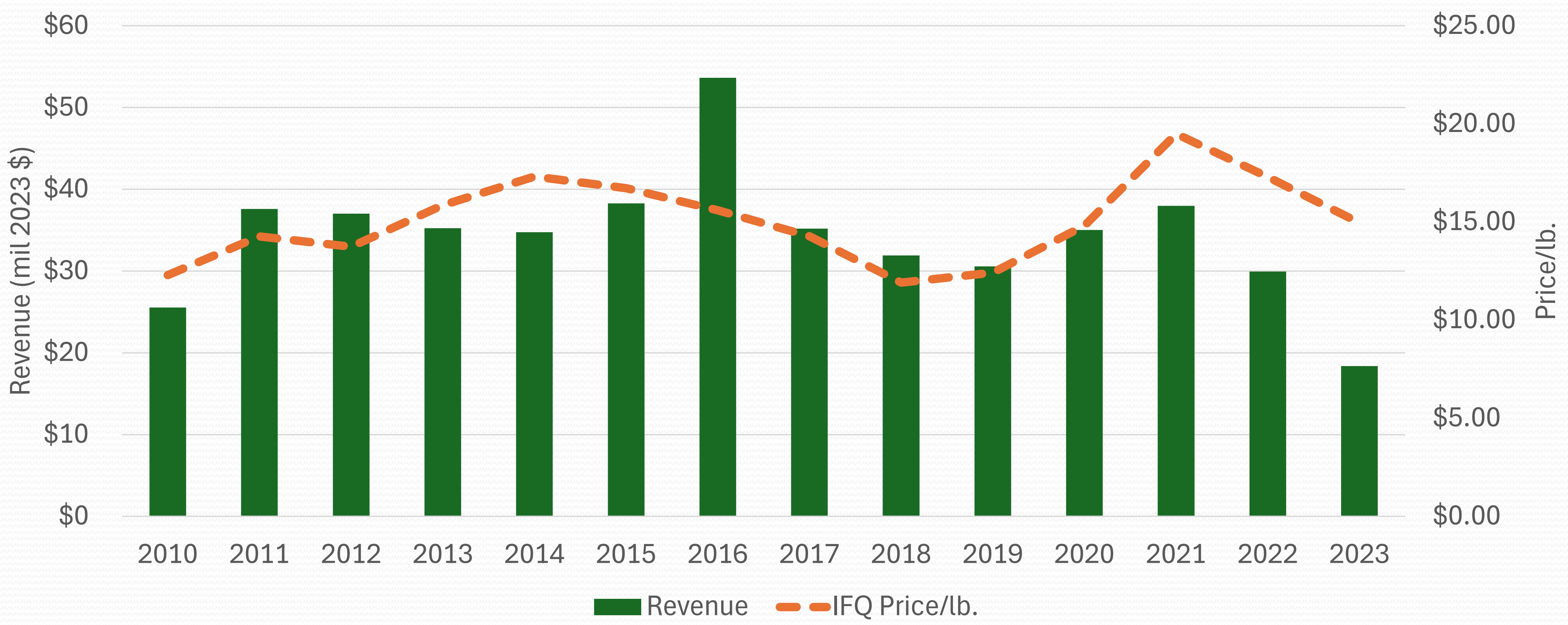
Per Vessel LAGC IFQ Scallop Landings



Ex-vessel Price and Revenue



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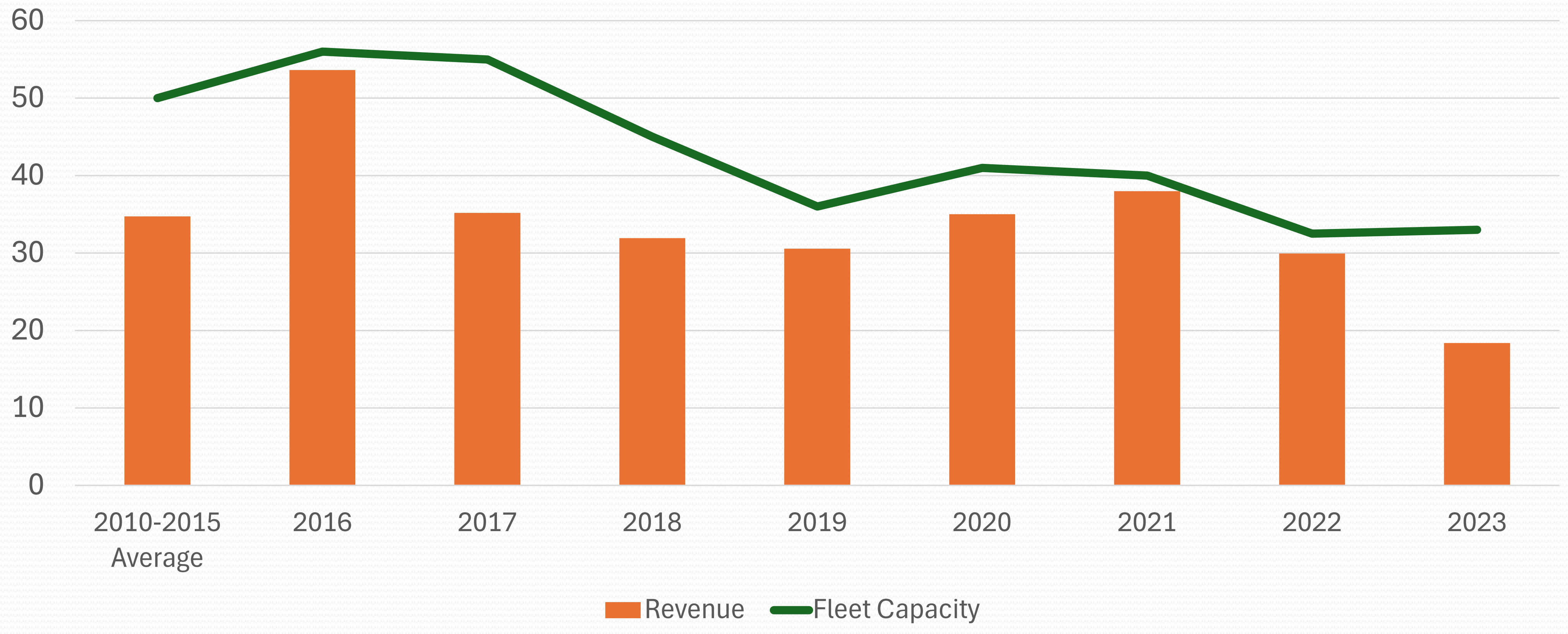
LAGC IFQ Revenue and Fleet Capacity



Resulted in the greatest overall benefit to the Nation? → Preserved the ability for vessels to participate in the general category fishery at different levels and/or prevented excessive shares? → Controlled capacity, controlled mortality, and promoted fishery conservation and management? → Promoted safety, compliance, and enforcement?

LAGC IFQ Aggregate Trends

2010 – 2015 → 2016 – 2023:

- Allocation decreased from 4.08 million lbs. in 2015 to 1.15 mil lbs. in 2023.
  - FY 2023 allocation approximately 75% lower than peak in FY2016.
- Landings decreased by 1.3%.
- Revenue decreased by 1.9%.
- Total crew positions decreased from 402 in 2016 to 223 by 2023.
- Income decreased from $2,513 per DAS to $1,604 per DAS (36.17%).
- Average days fished has remained stable, but total number of trips has decreased.
  - In FY 2022, possession limit increased to 800 lb, so fewer trips required to catch allocation.
- Fleet capacity has decreased by 15.5%.

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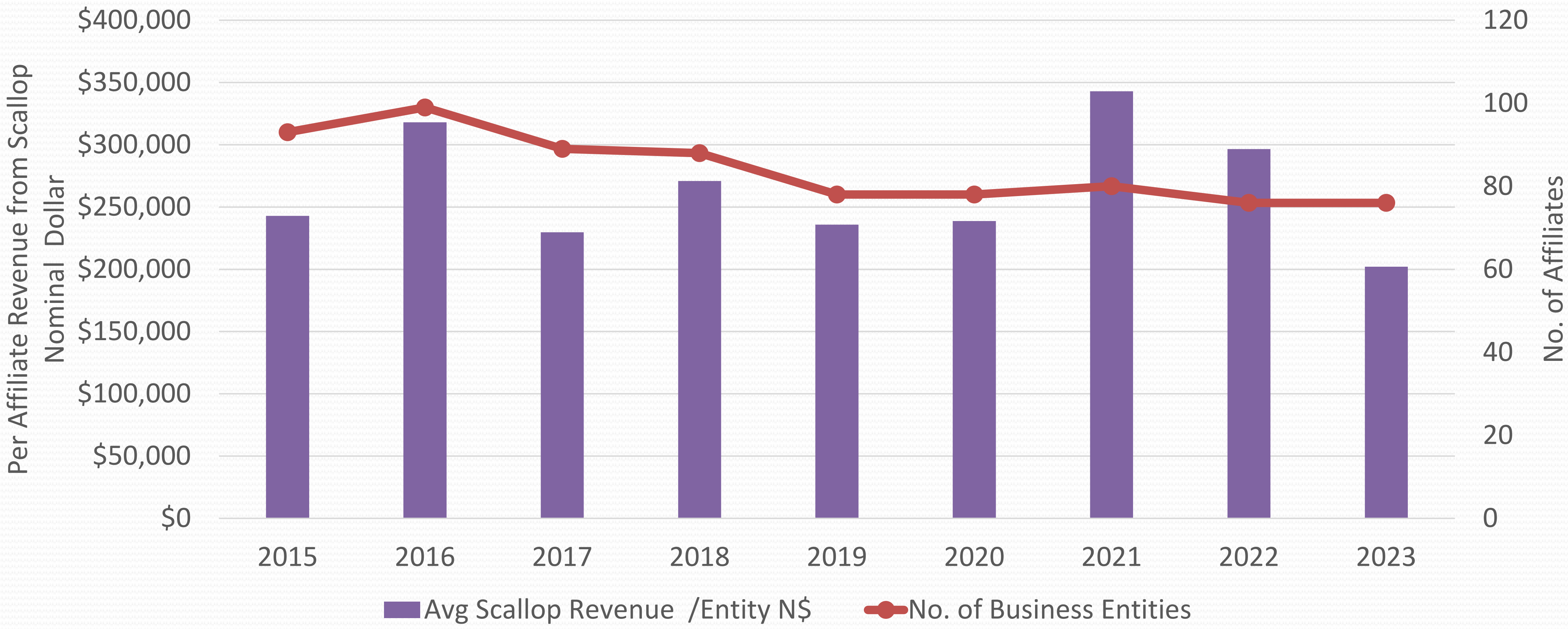
Promoted safety, compliance, and enforcement?

Changes in net revenue, producer surplus

- Capital costs -41.8%, labor costs +15.3% compared to 2010-2015 period
- Landings -1.34%
- Producer surplus +6.4%
- Net revenue -0.1%
- Scenario analyses:
  - **Question:** What are impacts of the IFQ program on producer surplus and profits when examined separately from the changes in landings and prices?
  - **Answer:** Under the IFQ program, producer surplus and profits for fishery **increase** compared to the pre-implementation year

Fishing Year	Landings (mil. Lb)	Revenue (mil. 2023$)	Trip Cost (mil 2023$)	Opp Cost: Capital (mil 2023$)	Opp Cost: Labor (mil 2023$)	Net Revenue (mil 2023$)	Producer Surplus (mil 2023$)
2010	2.078	25.544	4.444	7.385	2.177	21.101	11.538
2011	2.635	37.591	5.649	5.167	2.329	31.942	24.447
2012	2.693	37.015	5.168	3.404	2.205	31.846	26.238
2013	2.222	35.246	4.816	3.852	2.277	30.430	24.300
2014	2.008	34.755	4.634	3.499	2.196	30.120	24.426
2015	2.289	38.269	4.173	3.515	2.807	34.096	27.774
2016	3.440	53.637	5.927	3.871	4.544	47.710	39.295
2017	2.466	35.179	4.097	3.607	2.702	31.082	24.774
2018	2.680	31.918	4.070	3.246	2.513	27.847	22.088
2019	2.461	30.569	3.833	1.994	2.478	26.737	22.265
2020	2.364	35.016	3.678	1.790	2.890	31.338	26.657
2021	1.949	37.979	4.397	2.214	2.646	33.582	28.722
2022	1.731	29.942	4.420	2.039	2.018	25.522	21.464
2023	1.228	18.381	3.094	2.035	1.723	15.286	11.528
Avg 2010-2015	**2.321**	**34.736**	**4.814**	**4.470**	**2.332**	**29.922**	**23.120**
Avg 2016-2023	2.290	34.078	4.190	2.599	2.689	29.888	24.599
% Change Relative to Base (Avg 2010-2015):							
Avg 2016-2023	-1.34%	-1.9%	-13.0%	-41.8%	15.3%	-0.1%	6.4%

Average Scallop revenue per affiliation



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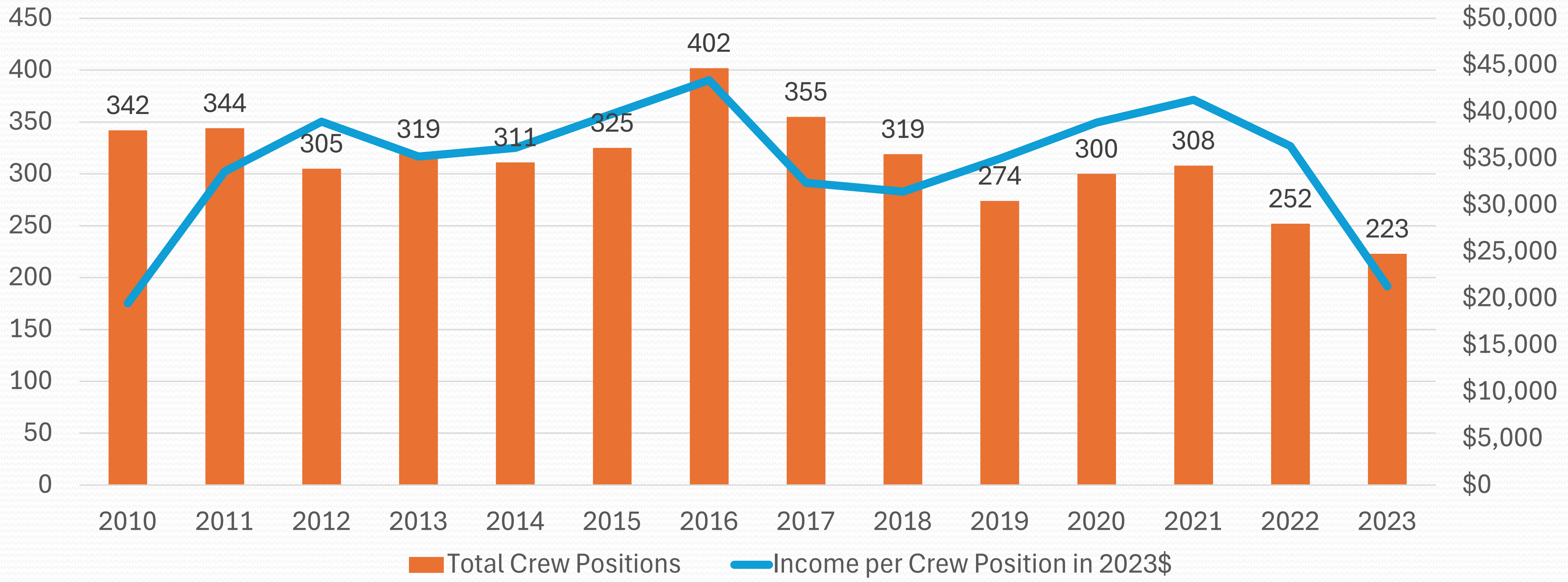
Crew Positions and Income



Permanent Transfers

Fishing Year	Quantity of Quota Transfer (lb)	Transfer Transactions	MRIs	Avg. Transfer Price/LB in 2023$	Estimated Transfer Value in mil 2023$
2010	n/a	n/a	n/a	n/a	n/a
2011	1,850	1	1	n/a	n/a
2012	265,915	50	39	n/a	n/a
2013	77,248	21	19	$50.75	$3.92
2014	76,445	25	20	$47.17	$3.61
2015	231,255	42	34	$50.67	$11.72
2016	371,509	53	44	$47.53	$17.66
2017	130,869	23	13	$66.80	$8.74
2018	131,462	27	18	$45.94	$6.04
2019	231,562	27	23	$37.56	$8.70
2020	168,990	31	16	$40.83	$6.90
2021	43,702	20	11	$73.58	$3.22
2022	53,290	31	16	$55.87	$2.98
2023	50,790	14	12	$55.28	$2.81
Avg 2016-23	**147,772**	**28**	**19**	**$52.92**	**$7.13**

Leasing

FY	MRI With > 0 IFQ				
	MRI Counts (w/ IFQ)	Base total (lb)	Leased out (lb)	Leased out % (out of base total)	Leased out % to IFQ Quota Holders
2010	326	2,334,720	(1,153,140)	**-49.4%**	**49.4%**
2011	318	2,918,800	(1,353,196)	**-46.4%**	**46.4%**
2012	313	3,103,900	(1,381,649)	**-44.5%**	**42.9%**
2013	285	2,243,530	(1,156,335)	**-51.5%**	**44.4%**
2014	270	2,212,740	(1,276,592)	**-57.7%**	**49.4%**
2015	260	2,708,050	(1,661,670)	**-61.4%**	**48.2%**
2016	243	4,077,850	(2,415,319)	**-59.2%**	**42.8%**
2017	219	2,268,150	(1,509,468)	**-66.6%**	**40.2%**
2018	219	2,813,790	(1,861,957)	**-66.2%**	**40.3%**
2019	209	3,006,090	(1,906,957)	**-63.4%**	**34.0%**
2020	196	2,473,470	(1,652,470)	**-66.8%**	**37.4%**
2021	189	1,908,820	(1,380,884)	**-72.3%**	**35.3%**
2022	187	1,575,390	(1,135,561)	**-72.1%**	**32.8%**
2023	176	1,146,220	(862,514)	**-75.2%**	**25.8%**

Leasing

FY	MRI With Zero IFQ				
	MRI Counts (w/o IFQ)	Leased in (lb)	Leased out (lb)	Leased out % (out of Lease in)	Leased in % out of base total
2010	6	-	-		0%
2011	14	-	-		0%
2012	6	50,730	(3,000)	-6%	2%
2013	32	160,768	(22,730)	-14%	7%
2014	47	184,357	(29,371)	-16%	8%
2015	49	355,464	(29,600)	-8%	13%
2016	65	669,184	(63,088)	-9%	16%
2017	89	598,458	(110,007)	-18%	26%
2018	87	728,799	(45,980)	-6%	26%
2019	94	883,919	(66,070)	-7%	29%
2020	107	726,979	(86,224)	-12%	29%
2021	107	707,743	(128,205)	-18%	37%
2022	102	618,988	(94,214)	-15%	39%
2023	105	567,028	(47,147)	-8%	49%

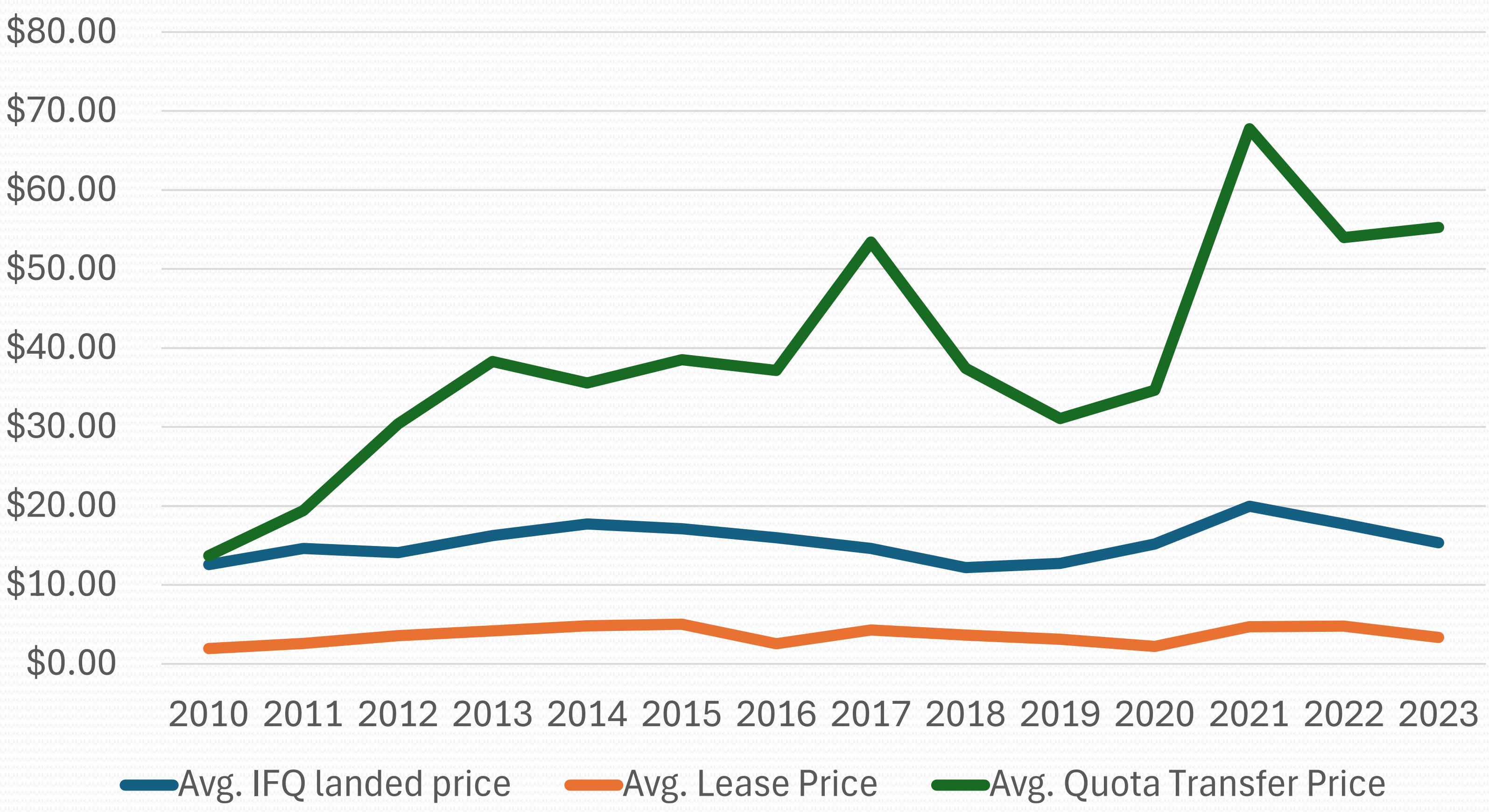
Resulted in the greatest overall benefit to the Nation?

Preserved the ability for vessels to participate in the general category fishery at different levels and/or prevented excessive shares?

Controlled capacity, controlled mortality, and promoted fishery conservation and management?

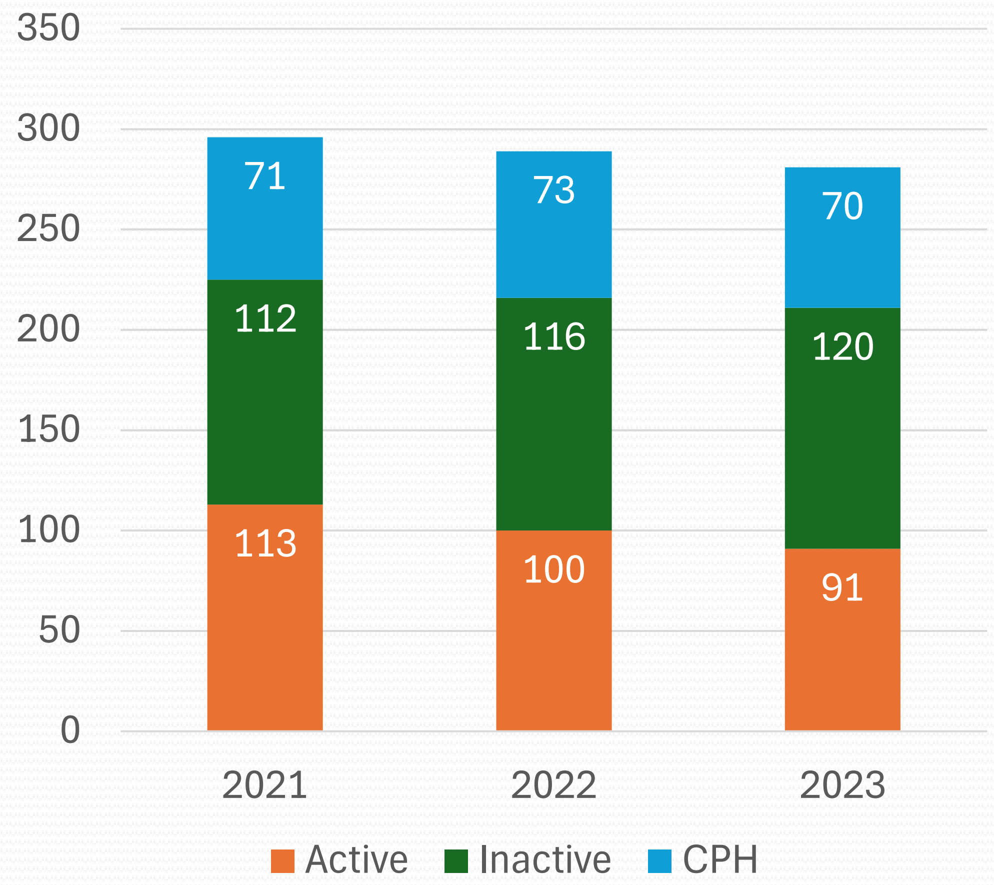
Promoted safety, compliance, and enforcement?

Transfer, lease, and ex-vessel price



- **Increase** in quota price $37.2→ $55.3
- Lease price stable $2.6-$4.8 (permit banks included).
- Ratio of quota price to scallop price: 1.1 in 2010, 2.3 in 2016, 3.6 in 2023
- Ratio of lease to quota prices: 16% to 30%.

LAGC IFQ Permits by activity



Decrease in active permits active in scallop fishery

- 140 in 2010 → 121 in 2015 → 91 in 2023

Increase in active permits that were not active in scallop fishery

- 117 in 2010 → 84 in 2015 → 120 in 2023

Decrease of permits in CPH, not active in scallop fishery

- 62 in 2010 → 101 in 2015 → 70 in 2023

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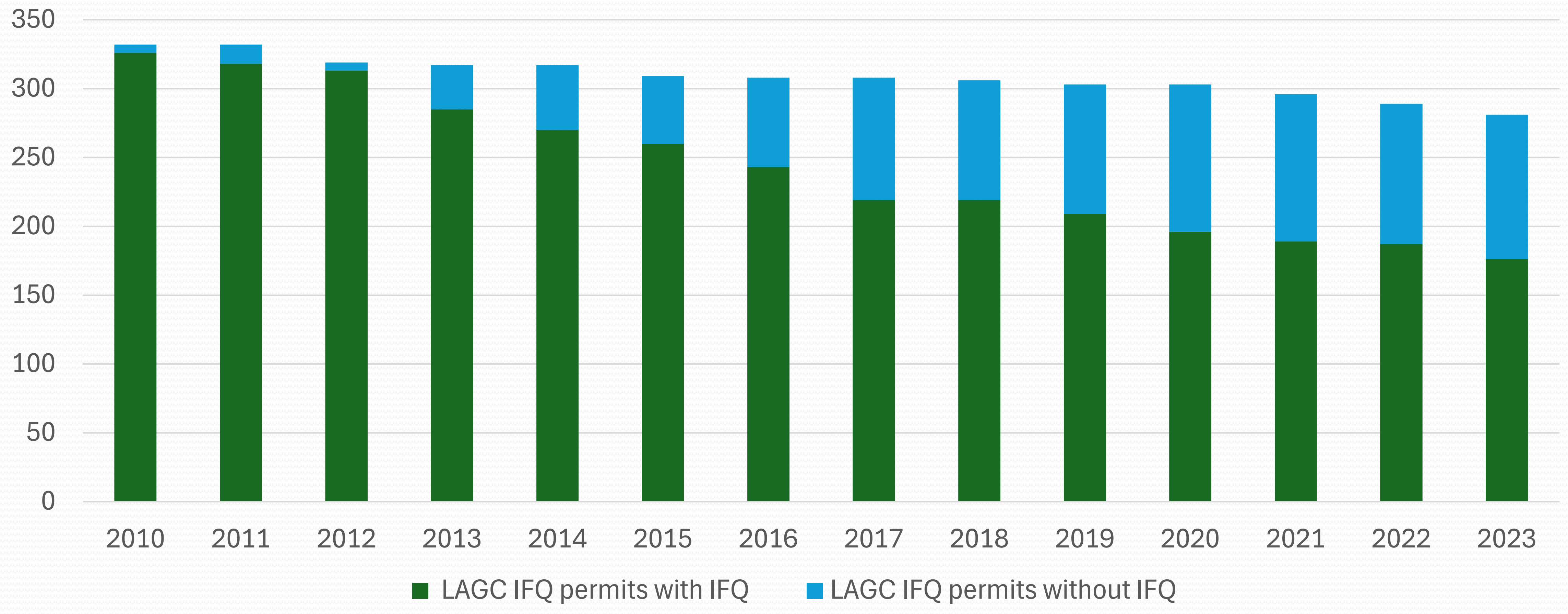
LAGC IFQ Permits by quota ownership



Reliance on Scallop revenue

- Scallop revenue per active affiliation:
  - **2016:** $318,055 → **2023:** $202,100
- % of vessels with < 50% of revenue from scallops:
  - **Pre IFQ:** 56% → **2010-2015:** 56% → **2016-2023:** 38%
- % of vessels with 100% of revenue from scallops:
  - **Pre IFQ:** 2.5% → **2010-2015:** 3.3% **2016-2023:** 9.3%
- Declining number of permit-holders with < 50% of revenue from scallops and increase in affiliations deriving 100%.
- While declining, ability to participate in the fishery at different levels is still maintained.

Scallop Revenue per active affiliation.

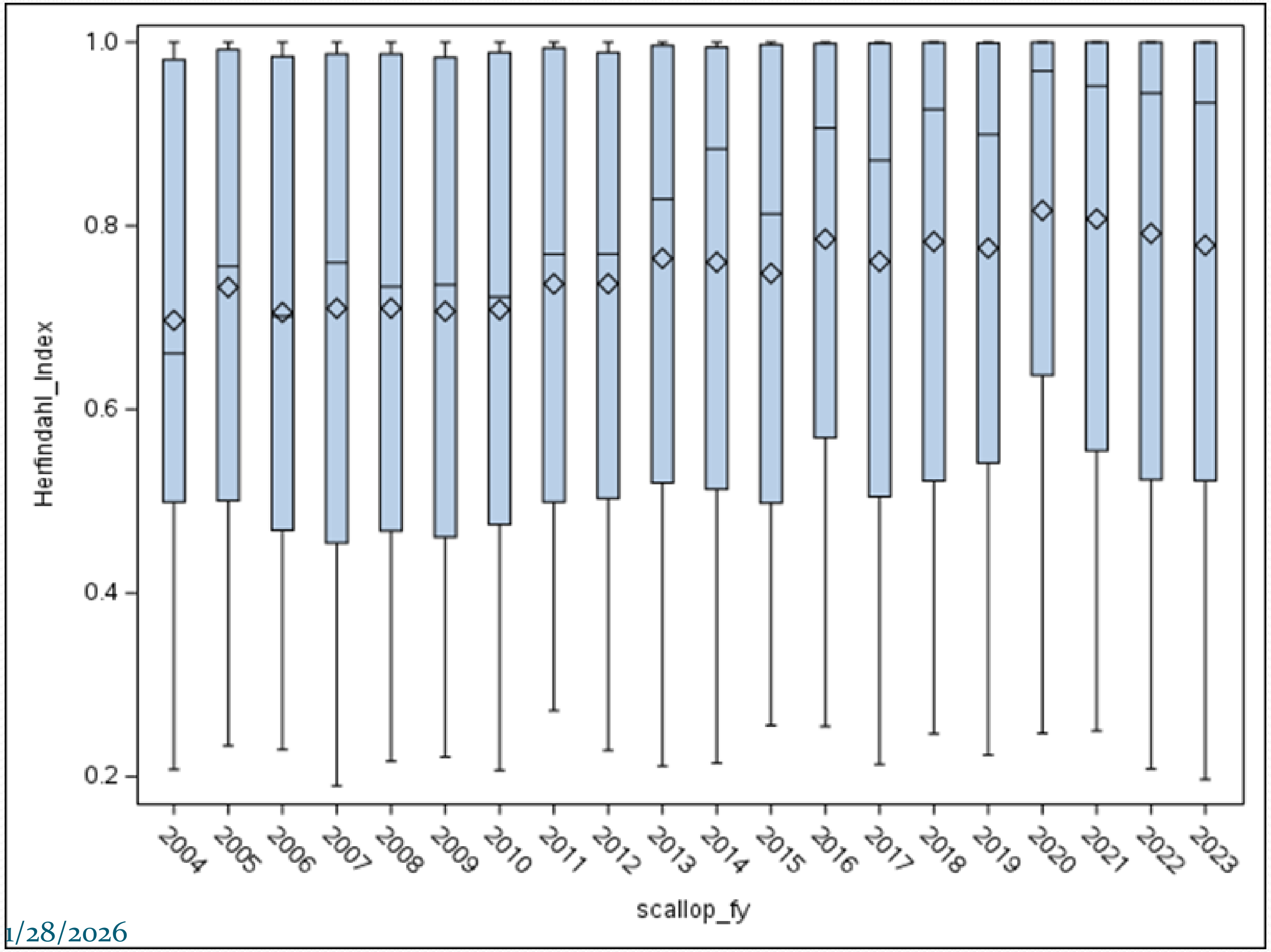
Year	No. of Affiliations	No. of Scallop Permits	*Avg. Scallop Revenue per Affiliation (N$)
2016	99	108	$318,055
2017	89	95	$229,708
2018	88	99	$270,929
2019	78	86	$235,922
2020	78	86	$238,817
2021	80	90	$342,951
2022	76	86	$296,480
2023	76	85	$202,100

Reliance on revenue from scallops among vessels holding an IFQ permit in at least one fishing year from 2010-2023; no LA permits

% Revenue from Scallops	2004-2009	2010-2015	2016-2023
0%	47 (13.1%)	74 (24.0%)	53 (19.0%)
0.1% - <25%	106 (29.4%)	69 (22.4%)	54 (19.4%)
25% - <50%	50 (13.9%)	30 (9.7%)	28 (10.0%)
50% - <75%	24 (6.7%)	24 (7.8%)	19 (6.8%)
75% - <100%	124 (34.4%)	101 (32.8%)	99 (35.5%)
100%	9 (2.5%)	10 (3.3%)	26 (9.3%)

**Note: if an IFQ-permitted scallop vessel had no revenue from any fishery during an entire time period, it is not included*

Species diversity of catch



- Herfindahl Index (HHI) used to measure concentration. An HHI of 1 indicates revenue came from a single species group (e.g. scallops).
- LAGC IFQ permitted vessels trended toward less diverse catch portfolios from 2010 to 2020.
- 2020-2023 catch portfolios were the least diverse.

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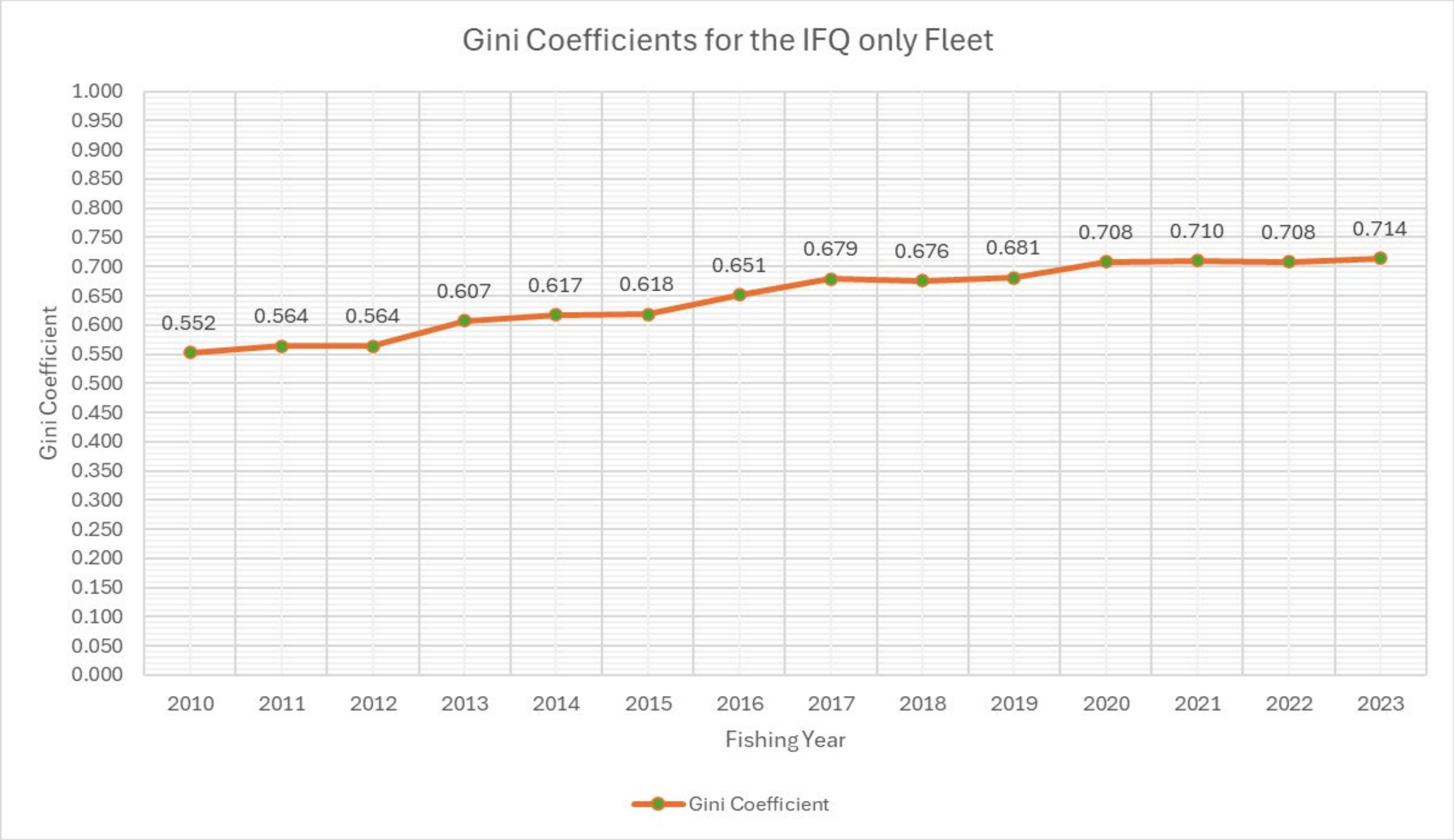
Distribution of allocations

- IFQ Quota Distribution:
  - **2010:** 90% of fleet owned 60% of quota → **2023:** 90% of fleet owned 50% of quota
- Allocations becoming more concentrated over review period
  - Largely stable from 2020-2023
- Concentration of quota allocations driven by an increasing concentration among **inactive** affiliations
  - **2023:** 70 inactive LAGC IFQ permits held 49% of the quota.



Geographic concentration

- 55% of IFQ-permitted vessels home port in New England in 2023, up from 50% in 2016.
- 65% of active IFQ-permitted vessels home port in New England in 2023, up from 44% in 2016.
- Declines in nearshore scallop biomass in the Mid-Atlantic have shifted vessel activity towards Georges Bank.

Total LAGC IFQ permits by home port state between 2016 and 2023

Home Port State	LAGC A (IFQ) Permits		% Change
	2016	2023	
ME	6	4	-33.3%
NH	2	1	-50%
MA	90	65	-27.8%
RI	7	7	0%
CT	5	6	20%
NY	17	11	-35.3%
NJ	57	43	-24.6%
DE	1	1	0%
MD	8	2	-75%
VA	6	3	-50%
NC	20	9	-55%
Total	**219**	**152**	**-30.5%**

Active LAGC IFQ permits by home port state between 2016 and 2023

Home Port State	LAGC A (IFQ) Permits		% Change
	2016	2023	
ME	3	2	-33.3%
NH	0	1	100%
MA	43	41	-4.7%
RI	4	3	-25%
CT	3	4	25%
NY	10	6	-40%
NJ	40	19	-52.5%
DE	1	0	-100%
MD	1	1	0%
VA	3	0	-100%
NC	12	1	-91.7%
Total	**120**	**78**	**-35%**

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Geographic concentration

- In 2023, the largest port (by value of IFQ-landed scallops) shifted from Point Pleasant, NJ to New Bedford.
- Other important Mid-Atlantic ports, such as **Barnegat Light, Cape May, Long Beach, Atlantic City,** and **Wildwood, NJ** see far fewer IFQ-landed scallops, while the ports of **New Bedford, Provincetown, Chatham, Harwich Port**, and **Gloucester, MA** have been stable or increasing over this period.

Ex-vessel value LAGC IFQ scallop landings by port of landing, 2016 - 2023

Port of Landing	2016	2017	2018	2019	2020	2021	2022	2023	Port Total
POINT PLEASANT, NJ	$11,060,955	$5,639,339	$5,765,906	$5,577,355	$11,238,811	$8,835,274	$4,826,972	$2,582,636	**$55,527,248**
NEW BEDFORD, MA	$6,014,613	$5,077,329	$3,085,204	$2,016,528	$3,586,235	$5,620,839	$3,076,963	$3,537,218	**$32,014,929**
BARNEGAT LIGHT, NJ		$5,883,053	$5,683,465	$4,876,536	$4,386,028	$6,522,069		$2,105,626	**$29,456,777**
PROVINCETOWN, MA	$2,557,822	$2,424,243	$3,377,056	$3,039,249	$2,443,955	$5,176,585	$4,665,290	$2,805,745	**$26,489,945**
CHATHAM, MA	$2,635,459	$2,595,158	$4,871,206	$2,369,145	$2,656,334	$4,840,514	$3,488,461	$1,762,500	**$25,218,777**
CAPE MAY, NJ	$7,725,732	$2,819,669	$2,680,940	$3,396,065	$2,595,019	$1,559,744	$500,516	$483,684	**$21,761,369**
HARWICHPORT, MA	$1,356,766	$2,520,162	$1,542,510	$2,089,362	$1,589,201	$1,544,081	$2,347,430	$1,261,616	**$14,251,128**
LONG BEACH, NJ	$8,004,917								**$8,004,917**
OCEAN CITY, MD	$1,893,095		$1,130,132	$2,543,988	$1,331,044	$1,047,202			**$7,945,461**
POINT JUDITH, RI	$1,034,921	$916,221	$881,336	$1,391,615	$1,039,148	$944,284	$761,422	$545,627	**$7,514,574**
WILDWOOD, NJ	$2,391,527	$723,416	$942,891	$1,097,581	$1,276,512				**$6,431,927**
GLOUCESTER, MA	$749,491	$314,966	$755,704	$213,991	$255,419	$813,892	$1,218,635	$1,580,855	**$5,902,953**
ATLANTIC CITY, NJ	$3,195,801	$1,473,711			$120,643				**$4,790,155**

Survey Data - Fishermen Perspectives

NEFSC Crew Survey (2012/2013, 2018/2019, 2023/2024):

- Age and experience of crews ↓
- Number of hours worked per day ↓
- Difficulty finding employment ↓
- Satisfaction with management ↓
- Participation in management ↓
- Employment ease ↑
- Earnings satisfaction ↑
- Crew share revenue ↓

Northern Economics/GMRI industry survey:

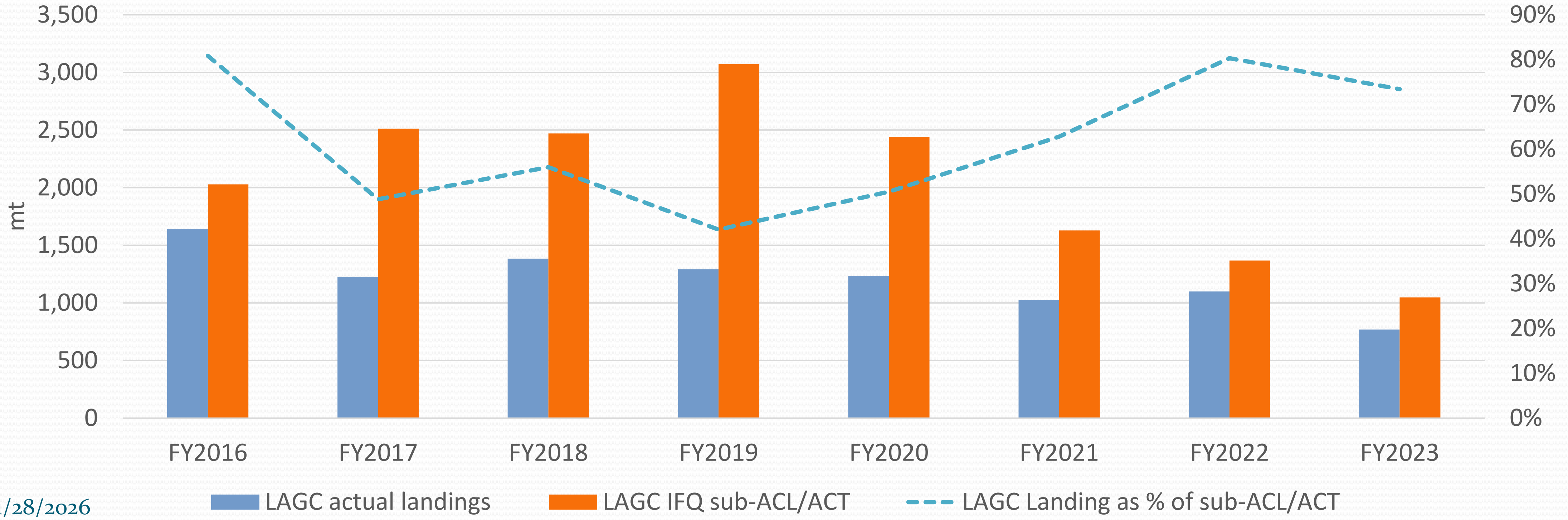
- Most respondents (>50%) leased most/all quota
  - >60% used quota banks
- Quota affordability a widespread concern
- Almost 80% had income from fishery other than scallops
- Job satisfaction high for enjoyment, safety, and earnings
- Concerns about upward mobility and long-term stability
- Low involvement in management
- Dissatisfaction with management practices

Note: Survey data is sparse, and included largely as context for interpreting other data.
NEFSC Crew Survey latest iteration removed question about permit type, data no longer specific to LAGC IFQ fishery.
Northern Economics/GMRI industry survey (2025); LAGC IFQ specific, but outside of review period.

Catch Utilization

- 42% - 81% of LAGC IFQ sub-ACL (5.5% of ACL)
  - Sub-ACL increased from FY2016 – FY2020 but IFQ landings did follow suit
  - In FY2019, LAGC IFQ allocation changed from 5% of the ACL to 5% of the APL

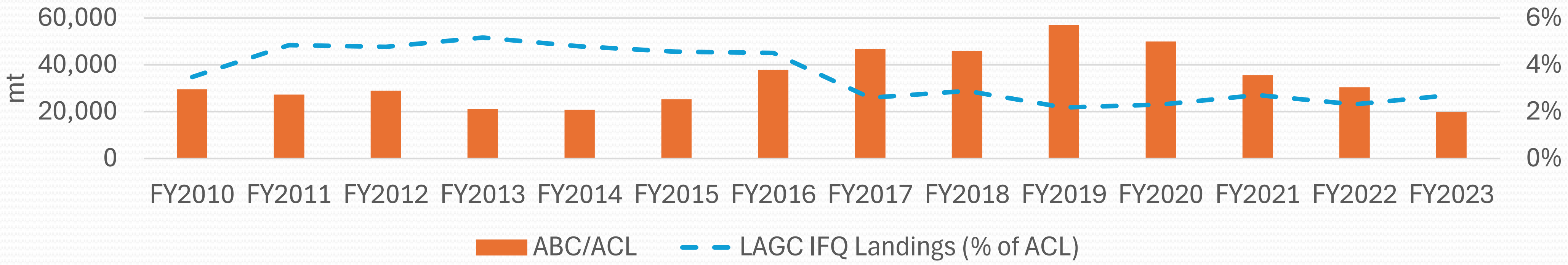
Comparison of LAGC IFQ actual landings with LAGC IFQ sub-ACL, FY2016 – FY2023



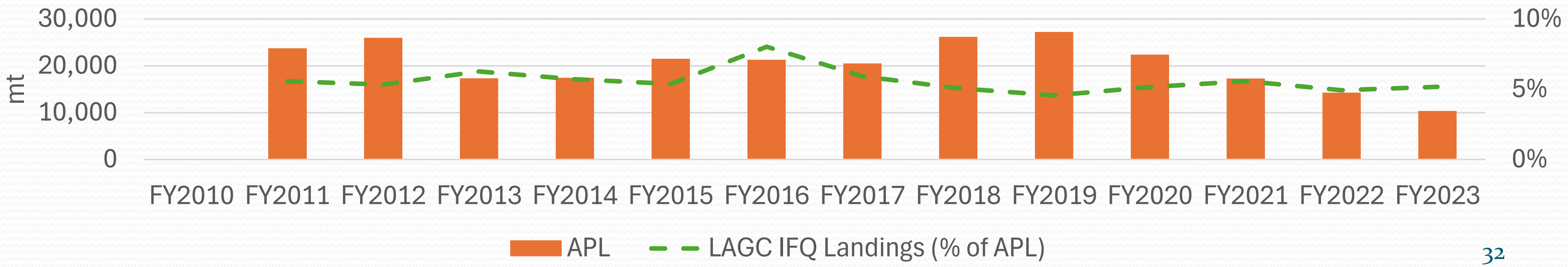
Catch Utilization

- LAGC IFQ landings
  - 2% - 5% of Annual Catch Limit (ACL)
  - 5% - 8% of Annual Projected Landings (APL)
  - Since FY 2019 switch to APL-based allocations, landings have remained between 4.5 – 5.9% of APL

LAGC IFQ actual landings as a proportion of the ACL, FY2016 – FY2023



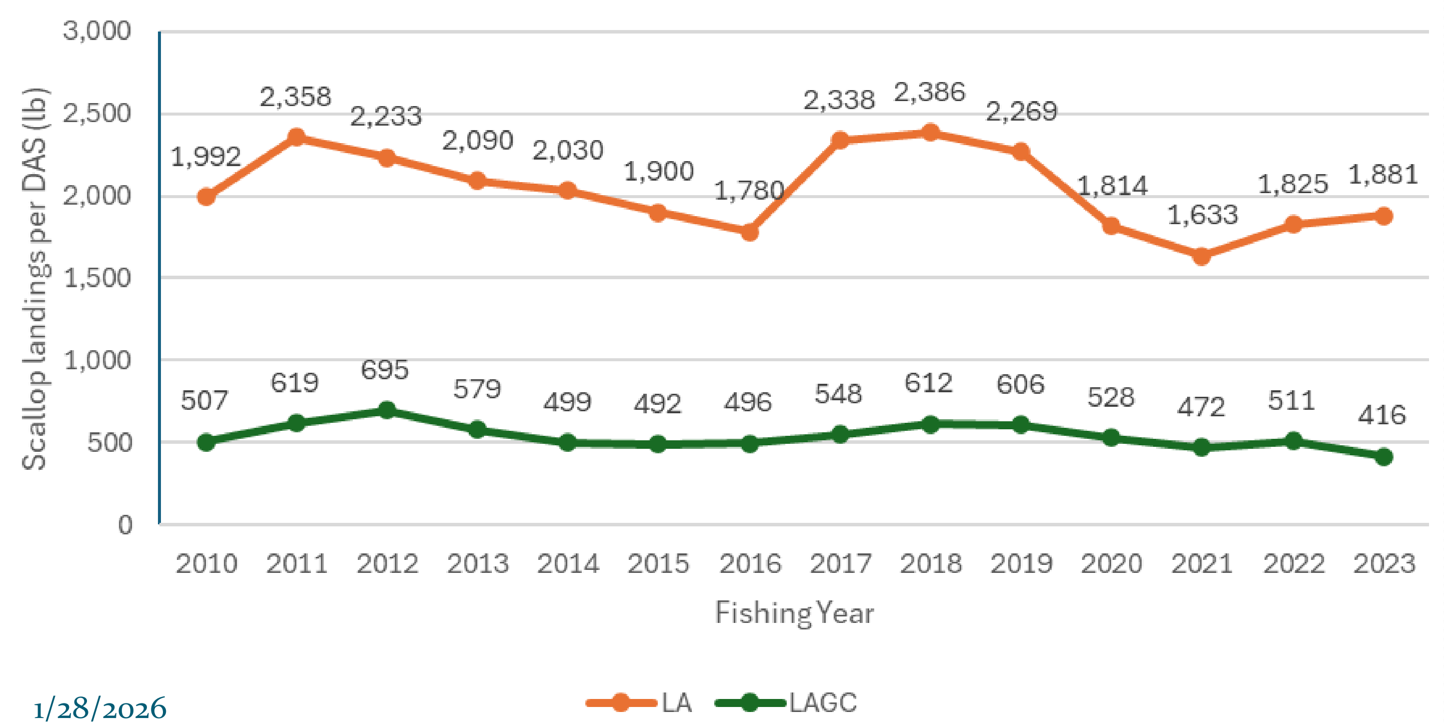
LAGC IFQ actual landings as a proportion of the APL, FY2016 – FY2023



Landings per Unit Effort

- LAGC IFQ: 535 lb/day (CV=16.1%)
  - Slight decline from 2010-2015
- Limited Access: 2,038 lb/day (CV=14.7%)

Landings per unit effort (LPUE) per Day-at-Sea (DAS)



Distribution of fishing effort

- In most years, majority of LAGC IFQ trips were taken in the open bottom, but the Mid-Atlantic Access Area (MAAA), Area I, and the Nantucket Lightship have been important access areas for the fleet.
- With the decline of the MAAA, effort was redistributed to Area I, NGOM, and back to the open bottom.
- FY2023 saw the first year with an LAGC allocation of Area II trips

Number of trips taken to each access area and open bottom by LAGC IFQ vessels

FY	CAI	CAII	NLS	NLS-S	NLS-W	NLS-N	MA AA	NGOM	Open Bottom
2016			485				2072	157	4045 (*60%*)
2017			189				875	66	3571 (*76%*)
2018	561			50	919		1114	84	2221 (*45%*)
2019	540				42		1730	48	2321 (*50%*)
2020	549					525	1149	41	2876 (*56%*)
2021	840						566	42	2350 (*62%*)
2022	741			1				364	2176 (*66%*)
2023		285				75		176	1980 (*79%*)

Bycatch

- LAGC IFQ share of bycatch for SNE/MA yellowtail and southern windowpane is proportionally larger than its 5% scallop allocation and interacts less with Georges Bank stocks.
  - In 2018, LAGC IFQ attributed 67% of scallop bycatch of northern windowpane flounder, but typically 5-7%.
- LAGC IFQ bycatch largely a factor of spatial distribution of scallops and rotational management, rather than of IFQ program.

Compliance and Enforcement

- 9 LAGC IFQ permits had individual quota overages, on average, from 2016 – 2023, a decline from the average of 16 permits from 2011 – 2015.
- Compliance with VMS pre-land reporting requirements increased from 74% to 87%
- Unable to gather NOAA OLE data including total violations and scallop violations
- Given available data, evidence of increasing compliance with scallop fishery regulations for LAGC IFQ vessels.

Resulted in the greatest overall benefit to the Nation?

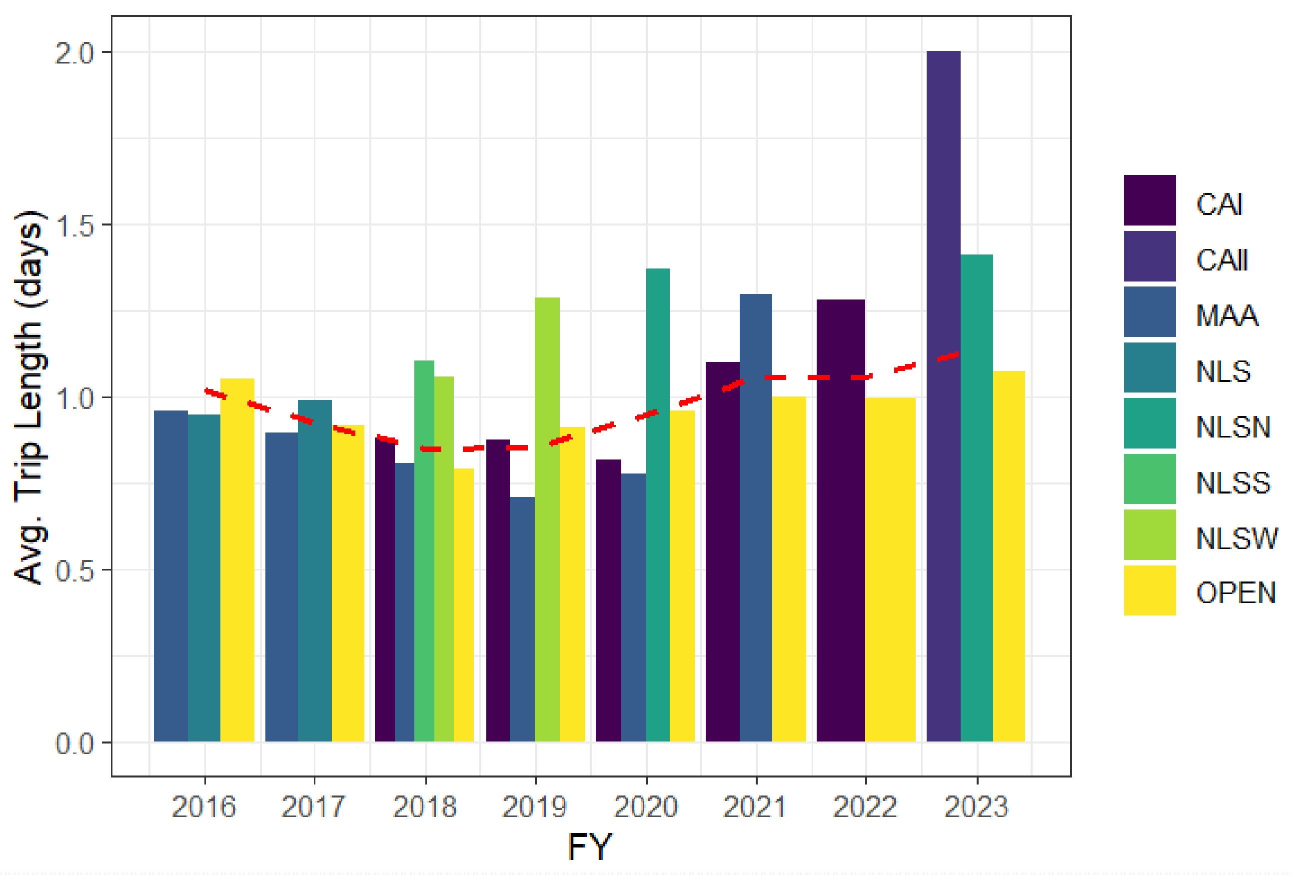
Preserved the ability for vessels to participate in the general category fishery at different levels and/or prevented excessive shares?

Controlled capacity, controlled mortality, and promoted fishery conservation and management?

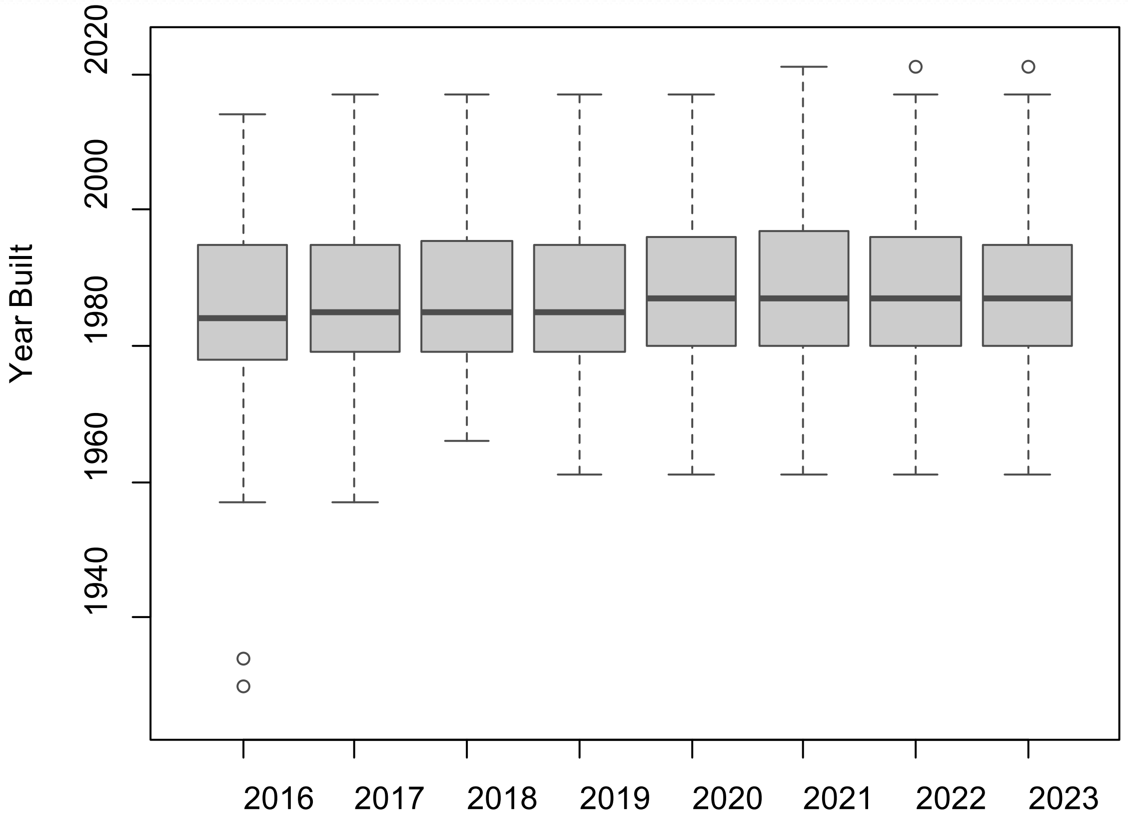
Promoted safety, compliance, and enforcement?

Vessel Safety

Average LAGC IFQ trip length by area



LAGC IFQ vessel year built by permit year



Resulted in the greatest overall benefit to the Nation?

Preserved the ability for vessels to participate in the general category fishery at different levels and/or prevented excessive shares?

Controlled capacity, controlled mortality, and promoted fishery conservation and management?

Promoted safety, compliance, and enforcement?

Key Questions: Summary

Has the LAGC IFQ Fishery…

1. Resulted in benefits to the Nation?
   - Slight increase in producer surplus from 2010-2015 to 2016-2023 period
   - No change in net revenues, crew outcomes may vary to the extent that leasing costs are passed on.
2. Preserved the ability for vessels to participate at different levels? Has the IFQ program prevented excessive shares?
   - Vessels participating at different levels across broad geographic distribution, but dependence on scallop revenue is increasing and fishery is increasingly shifting towards Massachusetts
   - Increasingly active lease market that allows broad access to quota, but increasing lease-dependence may lead to inequalities.
   - Slight increase in quota holdings by top 10% of affiliations, but stable since 2020.
   - Number of affiliations is 90% greater than the level the share cap would allow. (76 affiliates in 2023 vs. 40 affiliates at 2.5% share cap)

Resulted in the greatest overall benefit to the Nation?

Preserved the ability for vessels to participate in the general category fishery at different levels and/or prevented excessive shares?

Controlled capacity, controlled mortality, and promoted fishery conservation and management?

Promoted safety, compliance, and enforcement?

Key Questions: Summary

Has the LAGC IFQ Fishery…

3. Controlled capacity, mortality, and promoted conservation and management?
   - Reduction in number of vessels, landings. IFQ component has not exceeded catch limits during the program period.
   - Bycatch of key stocks has remained constant or declines (as % of scallop catch)
4. Promoted safety, compliance, and enforcement?
   - Improved compliance with VMS requirements.
   - Total number of monitored offloads low, size and frequency of overages
   - Average age of vessels and average trip length both increased over the program period, suggesting that LAGC IFQ vessel safety may be declining.

Next steps

- If the Council has any recommended changes to the LAGC IFQ program, these may be considered as part of the Scallop Strategic Plan in support of 2027 and 2028 priority-setting discussions.

Questions?

Source: Fleet Fisheries Inc.

New England Fishery Management Council

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