

# Skate Amendment 5

**Limited Access**

**Fiona Hogan**

**Skate PDT Chair**

**Skate AP Meeting  
May 21, 2019**



New England  
Fishery Management Council

# April Committee Recap

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- ▶ Objectives
- ▶ Focused data on directed and incidental components of both fisheries



# Objectives

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- ▶ Limited access could preserve the current social and cultural components of towns dependent on skate. (PDT note – might require alternatives restricting where landings could occur. Does the Council want to restrict landing locations?)
  - ▶ Limitation of participants could help prevent overfishing and overcapacity that would reduce likelihood of triggering of the incidental possession limit.
  - ▶ Limited access is necessary to limit overcapacity because the reduced uncertainty buffer no longer acts as a buffer to overcapacity
  - ▶ LA would protect the business and access to skates for vessels that built fishery
  - ▶ Generate value for limited access permits
  - ▶ Amendment could establish additional effort controls with the creation of skate DAS instead of using GF DAS (PDT has concerns about skate DAS)
  - ▶ Could improve efficiency for participating vessels – e.g. if ITQ in the wing fishery is created
  - ▶ Reduce ability to shift effort onto skates
  - ▶ Allow some separation of bait and wing management
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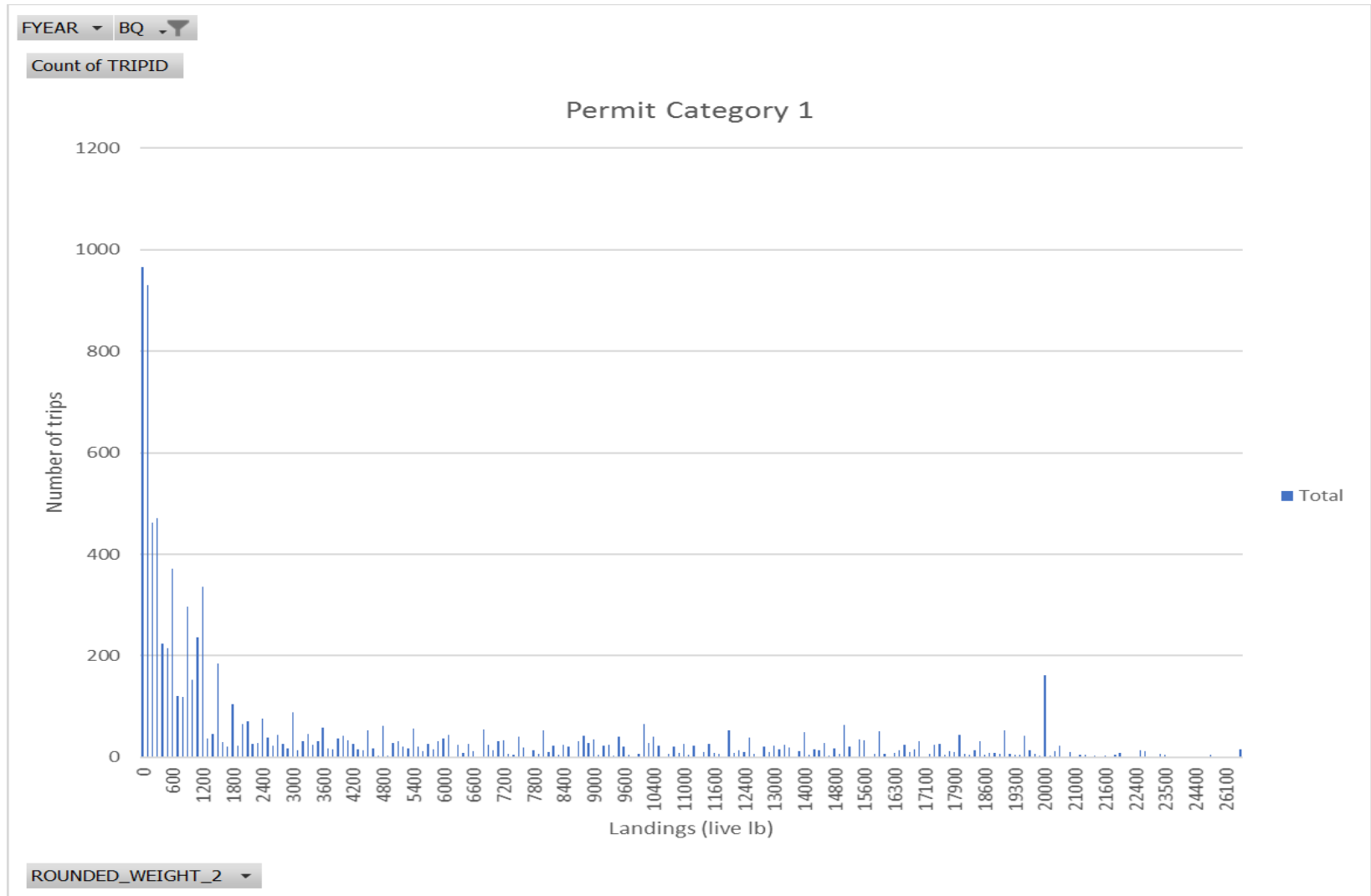


# Bait qualifying vessels

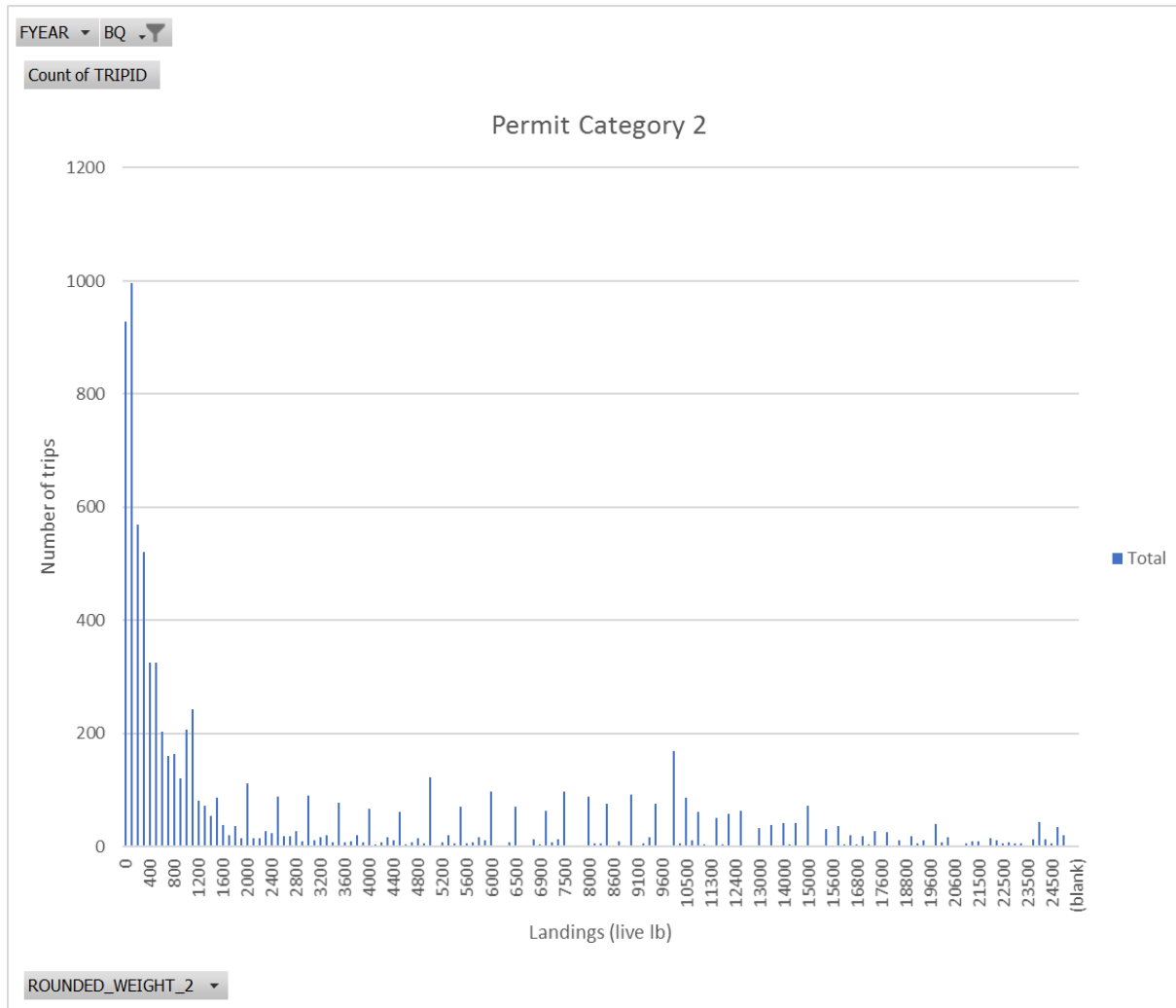
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Permit Category	Number of Vessels	Live lb	Revenue*
1	30	71,810,382	\$6,656,987
2	23	60,287,288	\$6,070,204
3	133	386,689	\$25,187
No category (X)	150	17,737,949	\$1,032,972

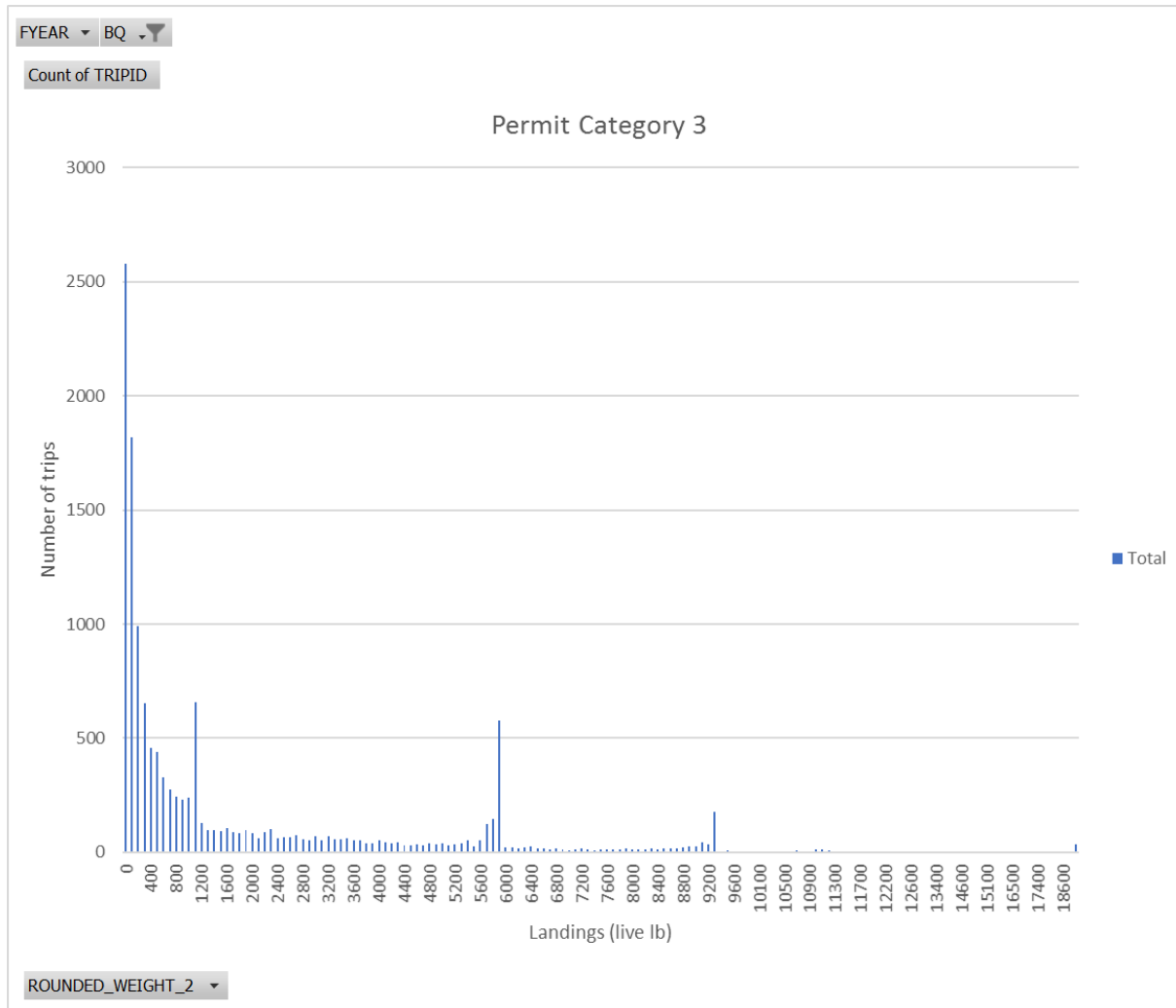
# Bait – trip frequency Category 1



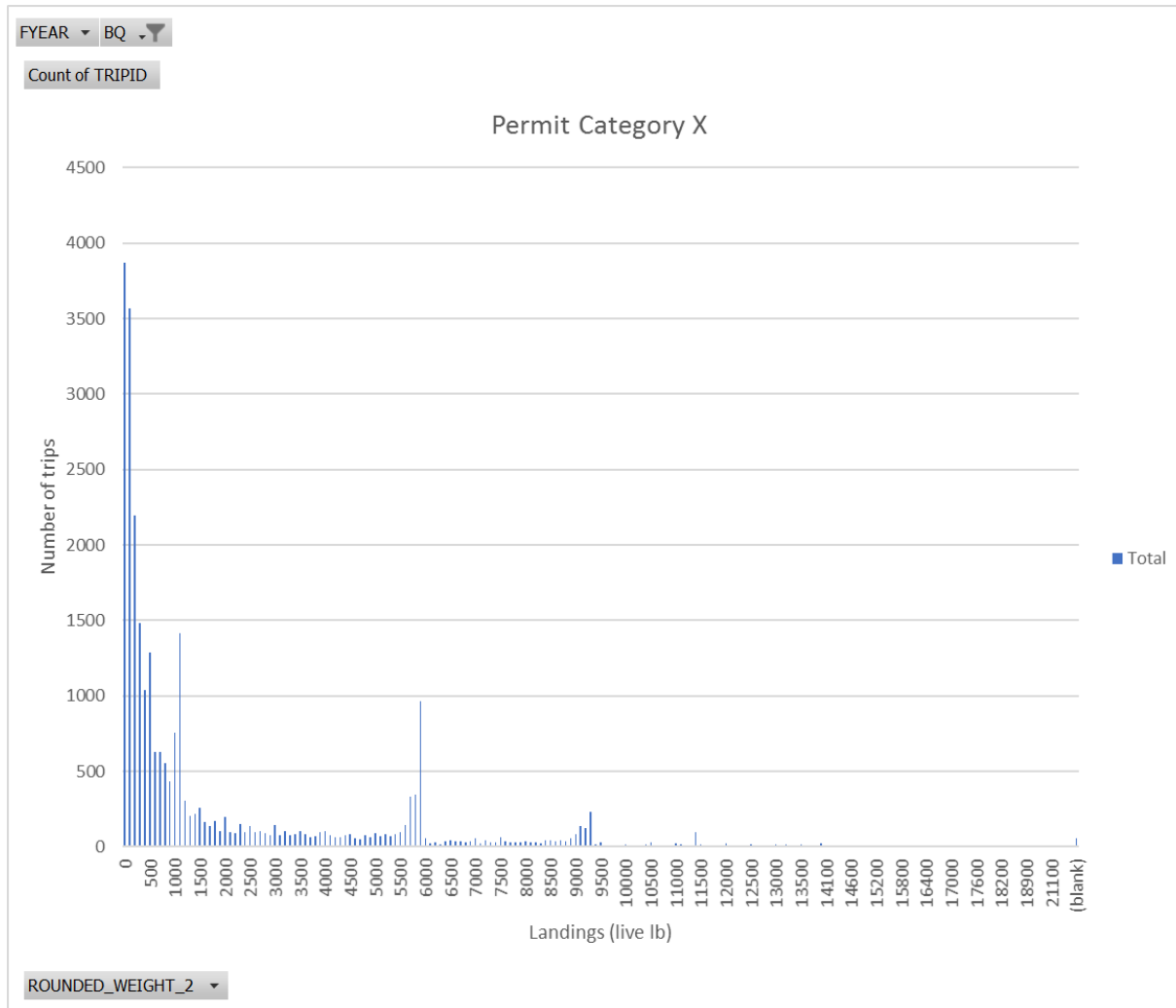
# Bait – trip frequency category 2



# Bait – trip frequency category 3



# Bait – trip frequency category X



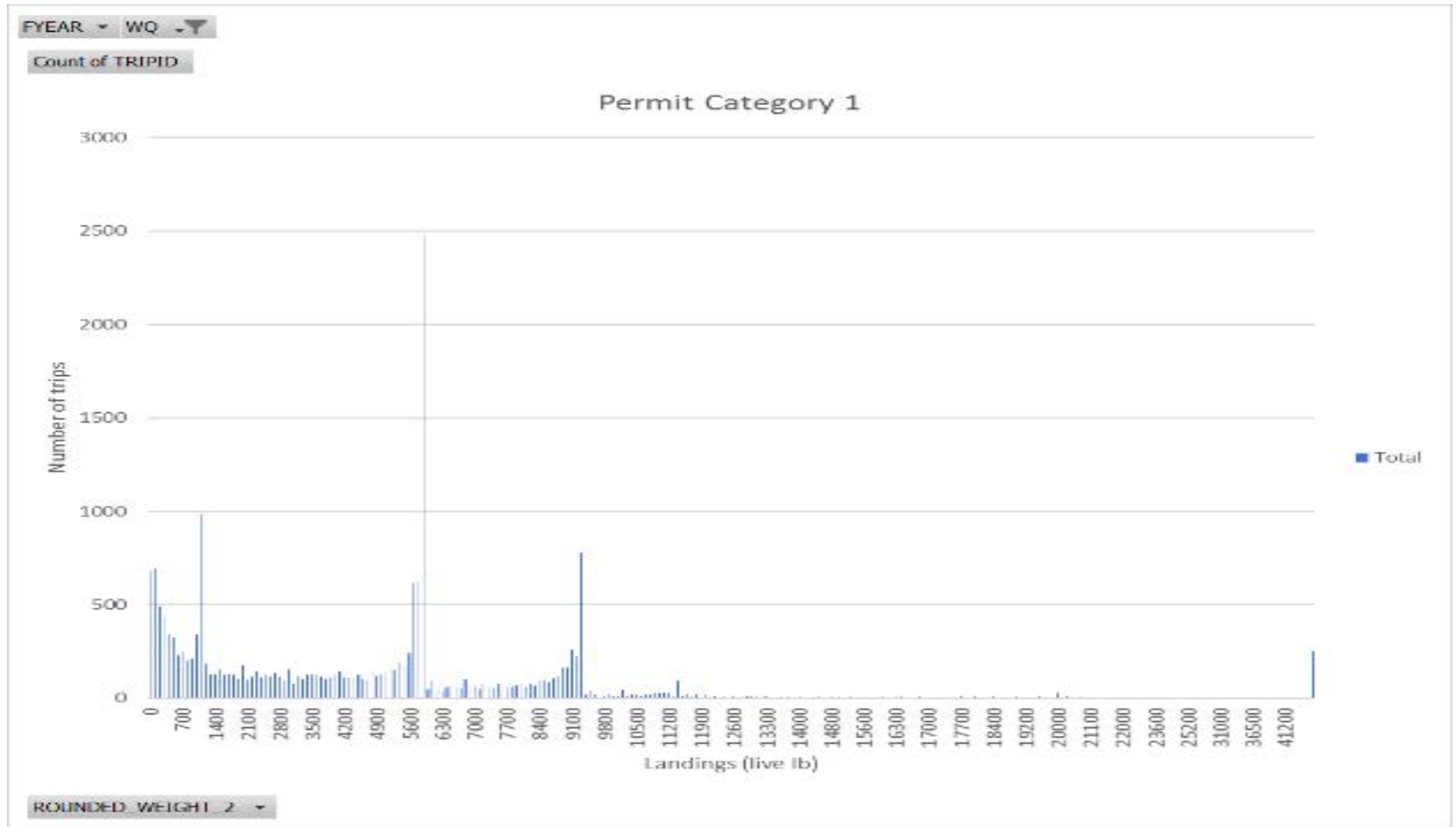


# Wing qualifying vessels

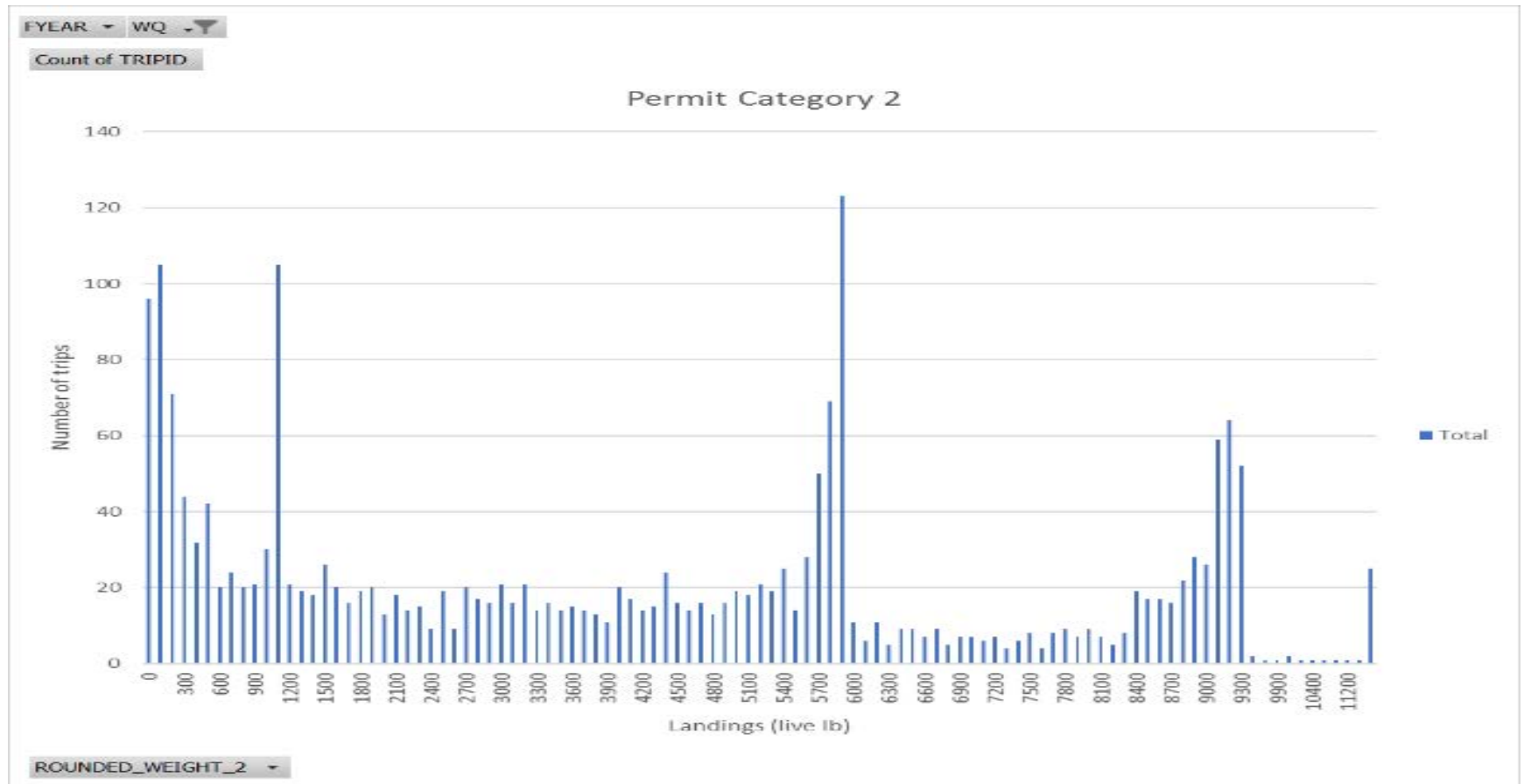
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Permit Category	Number of Vessels	Landed lb	Revenue
1	92	112,846,583	\$50,474,677
2	12	6,892,359	\$3,572,182
3	391	632,919	\$378,468
No category (X)	627	55,413,637	\$28,575,643

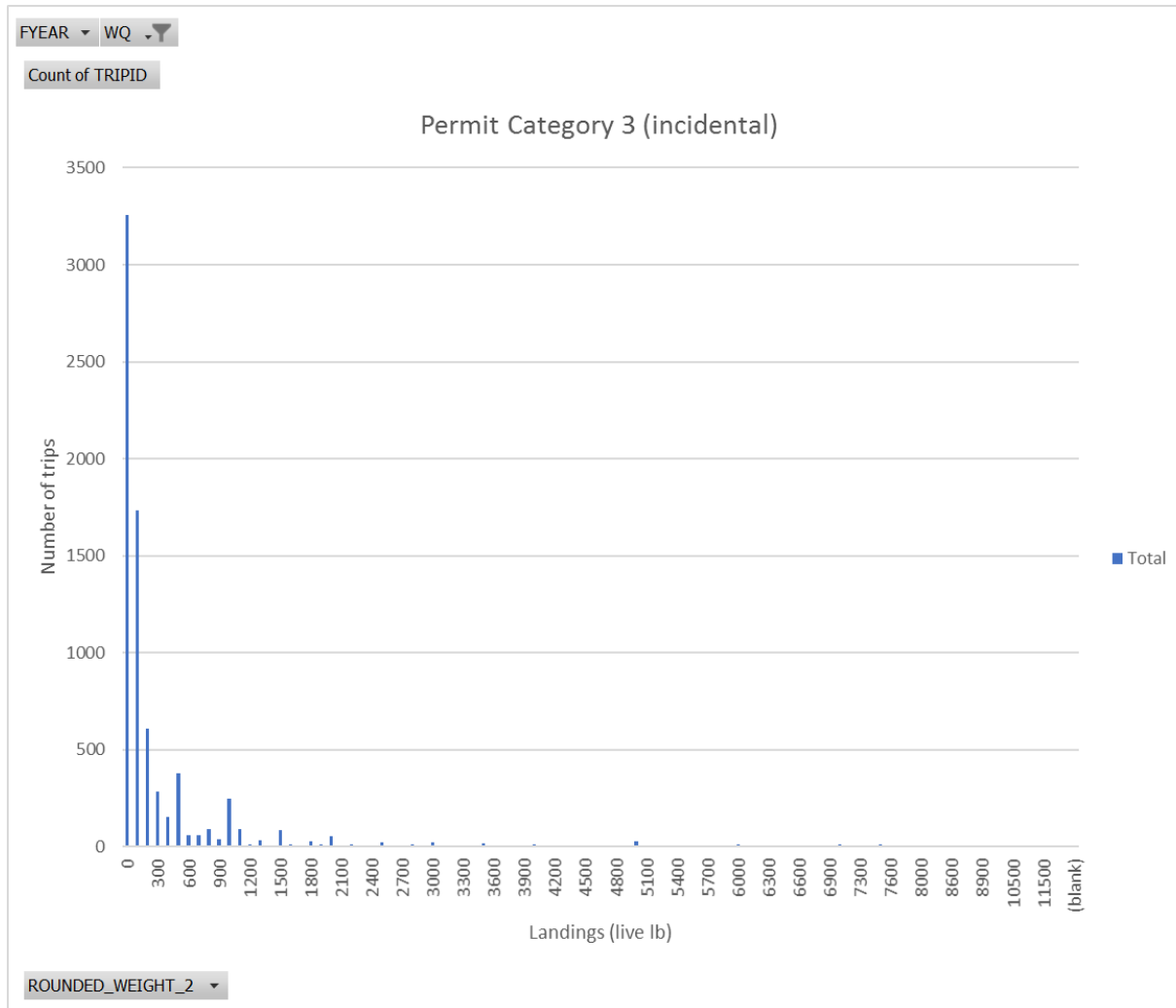
# Wing – trip frequency category 1



# Wing – trip frequency category 2



# Wing – trip frequency category 3



# Wing – trip frequency category X

