### 1.1 APPENDIX I - ECONOMIC AND SOCIAL TRENDS IN THE SEA SCALLOP FISHERY

### 1.1.1 Introduction

This section of the document describes the economic and social trends of the scallop fishery, including trends in landings, revenues, prices and foreign trade for the sea scallop fishery since 1994. In addition, it provides background information about the scallop fishery in various ports and coastal communities in the Northeast.

### 1.1.2 Trends in Landings, prices and revenues

In the last nine fishing years since 2003, the landings from the northeast sea scallop fishery stayed above 50 million pounds, surpassing the levels observed historically (Figure 1). The recovery of the scallop resource and consequent increase in landings and revenues was striking given that average scallop landings per year were below 16 million pounds during the 1994-1998 fishing years, less than one-third of the present level of landings. The increase in the abundance of scallops coupled with higher scallop prices increased the profitability of fishing for scallops by the general category vessels. As a result, general category landings increased from less than 0.4 million pounds during the 1994-1998 fishing years to more than 4 million pounds during the fishing years 2005-2009, peaking at 7 million pounds in 2005 or $13.5 \%$ of the total scallop landings (Table 20). The landings by the general category vessels declined after 2009 as a result of the Amendment 11 implementation that restricts TAC for the limited access general category fishery to $5.5 \%$ of the total ACL. However, the landings by limited access general category IFQ fishery increased in 2011 from its levels in 2010 due to a higher projected catch and a higher ACT for all permit categories.

Figure 2 shows that total fleet revenues more than quadrupled in 2011 ( $\$ 582$ million) fishing year from its level in 1994 ( $\$ 123$ million, in inflation adjusted 2011 dollars). Scallop ex-vessel prices increased after 2001 as the composition of landings changed to larger scallops that in general command a higher price than smaller scallops. However, the rise in prices was not the only factor that led to the increase in revenue in the recent years compared to 1994-1998. In fact, inflation adjusted ex-vessel prices in 2008-2009 were lower than prices in 1994 (Figure 3). The increase in total fleet revenue was mainly due to the increase in scallop landings and the increase in the number of active limited access vessels during the same period. The ex-vessel prices increased significantly to about $\$ 10$ per pound of scallops in 2011 fishing year, however, as the decline in dollar attracted more imports of large scallops from the European countries resulting in record revenues from scallops reaching to $\$ 582$ million for the first time in scallop fishing industry history (Figure 2 and Figure 3).

Figure 1. Scallop landings by permit category and fishing year (in lb., dealer data)


Figure 2. Scallop revenue by fishing year in 2011 inflation adjusted prices (dealer data)


Figure 3. Trends in total scallop landings, revenue and ex-vessel price by fishing year (including limited access and general category fisheries, revenues and prices are expressed in 2011 constant prices)


The trends in revenue per full-time vessel were similar to the trends for the fleet as a whole. Figure 4 shows that average scallop revenue per limited access vessel (includes all categories) almost quadrupled from about $\$ 430,000$ in 1994 to over $\$ 1,5480,000$ in 2011 as a result of higher landings combined with an increase in ex-vessel price to about $\$ 10.00$ per pound of scallops. For full-time dredge vessels, average revenue per vessel increased from \$518,000 in 1994 to over \$1,728,000 in 2011 (Figure 6).

Figure 4. Trends in average scallop revenue per vessel by permit plan (in 2011 inflation adjusted prices)


Figure 5. Trends in average scallop landings per full time vessel by category (Dealer data)


Figure 6. Trends in average scallop revenue per full-time vessel by category (Dealer data)


Although general category landings declined after 2009, the revenue per active limited access general category vessel increased in 2011 as the quota is consolidated on or fished by using fewer vessels. It should be noted that these are estimated numbers from dealer data based on some assumptions in separating the LAGC landings from LA landings. It was assumed that if an LA vessel also had an LAGC permit, those trip landings which are less than 600 lb . in 2011 and less than 400 lb . in 2010 and 2009 were LAGC landings and any among above these were LA landings.

Table 1. Estimated Average annual revenue per limited access general category vessel (Dealer and Permit Data)

| Data | Fishyear | IFQ | INCI | NGOM |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Number of vessels | 2009 | 231 | 74 | 12 | 317 |
|  | 2010 | 179 | 68 | 12 | 259 |
|  | 2011 | 169 | 76 | 14 | 259 |
| Average scallop lb. per vessel | 2009 | 18,650 | 2,650 | 2,038 | 14,286 |
|  | 2010 | 13,319 | 2,238 | 595 | 9,820 |
|  | 2011 | 19,717 | 796 | 789 | 13,142 |
| Average scallop revenue per vessel | 2009 | 121,884 | 16,768 | 13,551 | 93,245 |
|  | 2010 | 120,782 | 18,583 | 4,883 | 88,580 |
|  | 2011 | 203,814 | 7,735 | 7,164 | 135,647 |

### 1.1.3 Trends in effort and LPUE

There has been a steady decline in the total DAS used by the limited access scallop vessels from 1994 to 2011 fishing years as a result of the effort-reduction measures of Amendment 4 (1994). DAS allocations during were reduced almost by half from 204 DAS in 1994 to 120 DAS in 2003 fishing year for the full-time vessels and in the same proportions for the part-time and occasional vessels from their base levels in 1994 (Table 2). As a result, estimated DAS-used (VTR data) reached the lowest levels of about 24,000 days in the 1999 from over 30,000 days in 1995-1996 (Figure 7).

Table 2. DAS and trip allocations per full-time vessel

| Year | Allocations based on the Management Action | Total DAS Allocation <br> (1) | Estimated Open area DAS allocations (2) | Access area trip allocations (3) | DAS charge per access area trip <br> (4) | DAS allocation estimate for access areas (5) |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1994 | Amendment 4 | 204 | None | None |  | None |
| 1995 | Amendment 4 | 182 | None | None |  | None |
| 1996 | Amendment 4 | 182 | None | None |  | None |
| 1997 | Amendment 4 | 164 | None | None |  | None |
| 1998 | Amendment 4 | 142 | None | None |  | None |
| 1999 | Amendment 7 Framework 11 | 120 | 90 to 120 | 3 | 10 | 0 to 30 |
| 2000 | Framework 13 | 120 | 60 to 120 | 6 | 10 | 0 to 60 |
| 2001 | Framework 14 | 120 | 90 to 120 | 3 | 10 | 0 to 30 |
| 2002 | Framework 14 | 120 | 90 to 120 | 3 | 10 | 0 to 30 |
| 2003 | Framework 15 | 120 | 90 to 120 | 3 | 10 | 0 to 30 |
| 2004 | Framework 16 | 126 | 42 (MAX.62) | 7 | 12 | 84 |
| 2005 | Framework 16 | 100 | 40 (MAX.117) | 5 | 12 | 60 |
| 2006 | Framework 18 | 112 | 52 | 5 | 12 | 60 |
| 2007 | Framework 18 | 111 | 51 | 5 | 12 | 60 |
| 2008 | Framework 19 | 95 | 35 | 5 | 12 | 60 |
| 2009 | Framework 19 | 97 | 37 | 5 | 12 | 60 |
| 2010 | Framework 21 | 86 | 38 | 4 | 12 | 48 |
| 2011 | Framework 22 | 80 | 32 | 4 | 12 | 48 |
| 2012 | Framework 22 | 82 | 34 | 4 | 12 | 48 |

Total DAS allocation per full-time vessel represents a rough estimate for years 2004-12 since DAS is allocated for open areas only. DAS allocation for access areas is estimated by assuming an equivalent 12 days-at-sea charge for each access area trip with a possession limit of 18,000 pounds.

After fishing year 1999, fishing effort started to increase as more limited access vessels participated in the sea scallop fishery. The increase in total effort was mostly due to the increase in the number of vessels because total DAS allocations (mostly less than 120 days) were lower than the DAS allocations in the mid-1990s (over 142 days, Table 2). The recovery of the scallop resource and the dramatic increase in fishable abundance after 1999 increased the profits in the scallop fishery, thus leading to an increase in participation by limited access vessels that had been inactive during the previous years. Georges Bank closed areas were opened to scallop fishing starting in 1999 by Framework 11 (CAII) and later by Framework 13 (CAII, CAI, NLS), encouraging many vessel owners to take the opportunity to fish in those lucrative areas.
Frameworks 14 and 15 provided controlled access to Hudson Canyon and VA/NC areas. As a result, the number of active limited access permits in the sea scallop fishery increased from 258 in 2000 to 303 in 20003. The total fishing effort by the fleet increased to about 33,000 days in 2003 from about 26,700 days in 2000 (Table 15 and Figure 7 ). Total fishing effort (DAS used) declined after 2003 even though the number of active vessels increased to 340 vessels in 2006 from 303 vessels in 2003.

The column 1 in of Table 3 shows total DAS allocations (not DAS-used or days fished) including both open and access areas. Until the implementation of Amendment 10, each access area trip were assigned a 10 DAS trade-off such that any vessel that choose not to fish in access areas could instead fish for scallops in the open areas for 10 DAS. Thus, total DAS allocation for the access areas is calculated as the number of trips multiplied by 10 DAS (even though it
might have taken less than 10 DAS to land the possession limit in those areas). Following this method, Column 1 shows that total DAS allocations for open and access areas per full-time vessel declined from 204 DAS in 1994 to 120 DAS in 2003. With the implementation of Amendment 10 (2004) the limited access vessels were allocated DAS for open areas and area specific access area trips with no open area trade-offs. Although the vessels could no longer use their access area allocations in the open areas, Amendment 10 and Frameworks 16 to 18 continued to include an automatic DAS charge of 12 DAS for each access area trip until it was eliminated by NMFS. For the purposes showing the trend in the DAS allocations, the shaded area in Column 1 of Table 2 provides an estimate of total DAS allocation if the same system of DAS charge for the access areas (i.e., 12 DAS charge for each access area trip) continued. Under this scenario, the total DAS allocations would have been reduced to below 90 DAS after 2009 (compared to 204 DAS in 1994) -- again reflecting the dramatic increase in the productivity of the scallop fishery. The open area allocations were reduced to its lowest level, 32 DAS, in 2011 whereas full-time vessels were allocated 4 access area trips in the same year (NEFSC, Framework 21).

Even though total DAS allocations remained around the same levels during 2005-2007 (at about 110 DAS, Table 2), the fishing effort, i.e., fleet DAS used increased in the 2007 fishing year as many vessels took their unused 2005 HCA trips in that year. If not for those HCA trips, the total effort in the scallop fishery would probably have stayed constant during 2005-2007 with almost all qualified limited access vessels participating in the fishery. Total DAS-used declined further in 2008 to about 25,400 days as the open area DAS allocations are reduced by $30 \%$ from 51 days to 35 days per full-time vessel, but increased to 26,300 in 2009 as the limited access vessels received access area trips ( 5 trips per vessel). Total DAS-used by the limited access vessels were higher in 2010 despite lower number of access area trips ( 4 trips per vessel). Open area DAS allocations were slightly higher in 2010 ( 38 DAS versus 37 DAS in 2009) and vessels spend more time fishing in the access areas. Total DAS-used further declined in 2011, however, despite the increase in the open area DAS allocations. This because DAS-used in the access areas declined due higher LPUEs in these areas compared to 2010 fishing year (Table 6).

Figure 7. Total DAS-used (Date landed - Date sailed from VTR data) by all limited access vessels and LPUE


The impact of the decline in effort below 30,000 days since 2005 (with the exception of 2007) on scallop revenue per vessel was small, however, due to the increase in LPUE from about 1600 pounds per day-at-sea in 2007 to over 2200 pounds per day-at-sea in 2011 in all areas (As estimated from Date landed - Date sailed from VTR data (Figure 7). Figure 8 shows that LPUE for the full-time dredge vessels was higher (about 2475 lb . in 2011fishing year) than the LPUE of small dredge vessels (about 1776 lb. in 2011 fishing year, Figure 9).

Figure 8. Total DAS-used (Date landed - Date sailed from VTR data) by Full-time dredge vessels and LPUE


Figure 9. Total DAS-used (Date landed - Date sailed from VTR data) by Full-time small dredge vessels and LPUE


It must be cautioned that these LPUE numbers are lower than the estimates used in the PDT analyses used to estimate open area DAS allocations. The numbers in Figure 7 through Figure 10 are obtained from the VTR database and include the steam time as calculated the days spent at sea starting with the sail date and ending with the landing date. In addition, those numbers include both open and access areas. In contrast, total "DAS used" in the fishery is the value incorporated in the LPUE models by the PDT to calculate future DAS allocations in the open areas for the full-time vessels. In these models, the value for DAS used comes from the field "DAS charged" from the DAS database. DAS charged is based on the time a vessel crossed the VMS demarcation line going out on a trip, and the time it crossed again coming back from a trip, so it wouldn't include the time from (to) the port to (from) the demarcation line at the start (end) of the trip. Therefore, the DAS-used (LPUE) calculated from the VTR data would be greater (lower) than the DAS-used (LPUE) calculated from the demarcation line in the DAS database. Because VTR data is available for a longer period, however, it is useful in analyzing the historical trends in LPUE (from port to port) since 1994. As a result of this increasing trend in LPUE from about 450 pounds per DAS in 1994 to over 2000 pounds per DAS in 2011, scallop revenue per vessel quadrupled in recent years compared to the levels in mid 1990s. The LPUE numbers estimated from the VTR database are also different from the LPUE numbers calculated from the data that combined Dealer database with the VMS as presented in Table 5 and Table 6 below. Following figure show the trends in LPUE, average annual scallop pounds and average DAS-used per active vessel with FT dredge permit that fished more than 30 DAS annually and landed more than $10,000 \mathrm{lb}$. of scallops.

Figure 10. LPUE and average DAS-used (VTR data, includes steam time) and scallop landings per FT Dredge vessel


### 1.1.3.1 Landings and LPUE by area

Table 3 describes the fraction of total landings by area for all limited access vessels from 20042009 by calendar year. The open area catch has declined from about $62 \%$ to $64 \%$ of total catch in 2004-2005 to about $44 \%$ in 2007 and 2008. However, recently the share of open area catch increased again to $61 \%$ in 2010 and to almost $58 \%$ in 2011 as LPUE increase over 2,600 lb. per DAS in 2010 and over 3000 lb . per DAS (for the first time in 2011) in the open areas (Table 6). It must be pointed out that the LPUE numbers reported in Table 5 and Table 6 are obtained by combining VMS (DAS activity) data with the dealer data and as such they wouldn’t include the time from (to) the port to (from) the demarcation line at the start (end) of the trip. Because VTR data includes the time from port to (from) the demarcation line at the start (end) of the trip, LPUE's that are derived from VTR database (as in Figure 10) are lower than the LPUE's shown in Table 5 and Table 6.

Table 3 - Percent of total limited access scallop catch by area and calendar year (Dealer and VMS data)

| Access Area | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: |
| Closed Area 1 | $0.00 \%$ | $11.92 \%$ | $0.00 \%$ | $9.85 \%$ | $0.00 \%$ | $0.00 \%$ |
| Closed Area 2 | $5.52 \%$ | $9.90 \%$ | $23.52 \%$ | $0.00 \%$ | $0.00 \%$ | $5.02 \%$ |
| Delmarva | $0.00 \%$ | $0.00 \%$ | $0.00 \%$ | $0.00 \%$ | $0.00 \%$ | $9.21 \%$ |
| Elephant Trunk | $0.00 \%$ | $0.00 \%$ | $0.00 \%$ | $27.40 \%$ | $46.99 \%$ | $28.64 \%$ |
| Hudson Canyon | $29.12 \%$ | $14.13 \%$ | $0.71 \%$ | $9.12 \%$ | $0.12 \%$ | $0.00 \%$ |
| Nantucket Lightship | $3.44 \%$ | $0.00 \%$ | $15.89 \%$ | $10.02 \%$ | $8.58 \%$ | $0.00 \%$ |
| OPEN | $61.92 \%$ | $64.04 \%$ | $59.89 \%$ | $43.60 \%$ | $44.31 \%$ | $57.13 \%$ |

Table 4 - Percent of total limited access scallop catch by area and fish year (Dealer and VMS data)

| Access Area | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: |
| Closed Area 1 | $0.00 \%$ | $15.35 \%$ |
| Closed Area 2 | $0.00 \%$ | $4.90 \%$ |
| Delmarva | $11.17 \%$ | $10.28 \%$ |
| Elephant Trunk | $16.75 \%$ | $1.68 \%$ |
| Hudson Canyon | $0.16 \%$ | $10.10 \%$ |
| Nantucket Lightship | $10.81 \%$ | $0.00 \%$ |
| OPEN | $61.10 \%$ | $57.68 \%$ |

Table 5 - LPUE by area and calendar year (Limited access vessels, dealer and VMS data)

| Access Area | $\mathbf{2 0 0 4}$ | $\mathbf{2 0 0 5}$ | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ |
| :--- | :---: | :---: | :---: | :---: | :---: | :---: |
| Closed Area 1 |  | 2,355 |  | 2,804 |  |  |
| Closed Area 2 | 2,312 | 2,192 | 2,287 |  |  | 2,370 |
| Delmarva |  |  |  |  | 1,931 |  |
| Elephant Trunk |  |  |  | 2,563 | 2,422 | 1,940 |
| Hudson Canyon | 1,886 | 1,130 | 629 | 1,034 | 1,053 |  |
| Nantucket Lightship | 2,399 |  | 3,085 | 3,575 | 3,324 |  |
| OPEN | 2,326 | 2,300 | 1,791 | 1,481 | 1,612 | 2,110 |

Table 6 - LPUE by area and fish year (Limited access vessels, dealer and VMS data)

| Access Area | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ |
| :--- | ---: | ---: |
| Closed Area 1 |  | 2,511 |
| Closed Area 2 |  | 2,102 |
| Delmarva | 2,038 | 1,733 |
| Elephant Trunk | 1,362 | 779 |
| Hudson Canyon | 1,897 | 2,415 |
| Nantucket Lightship | 2,406 |  |
| OPEN | 2,632 | 3,112 |

### 1.1.4 Trends in the meat count and size composition of scallops

Average scallop meat count has declined continuously since 1999 as a result of effort-reduction measures, area closures, and an increase in ring sizes implemented by the Sea Scallop FMP. The share of larger scallops increased with the share of U10 scallops rising to over 20\% during 20062008, and to $15 \%$ in 2009 on compared to less than $10 \%$ in 2000-2004. The share of 11-20 count scallops increased from $12 \%$ in 1999 to $77 \%$ in 2011. On the other hand, the share of 30 or more count scallops declined from 30\% in 1999 to $1 \%$ or less since 2008 (Table 8). Larger scallops priced higher than the smaller scallops contributed to the increase in average scallop prices in recent years despite larger landings (Table 10 and Figure 3). The price of smaller scallops, especially the 21 to 30 count scallops, increased however in 2011 fishing year as their supply declined to $6 \%$ of total scallop landings. The scarcity of smaller scallops reduced the differences in price of large and small scallops especially in 2011 fishing year.

Table 7. Scallop landings by market category

| FISHYEAR | U10 | $\mathbf{1 1}$ to $\mathbf{2 0}$ | $\mathbf{2 1}$ to $\mathbf{3 0}$ | $\mathbf{> 3 0}$ | UNK | Grand Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1999 | $3,690,533$ | $2,613,754$ | $6,195,369$ | $7,365,692$ | $2,705,775$ | $22,571,123$ |
| 2000 | $2,393,703$ | $6,771,024$ | $14,364,895$ | $7,282,469$ | $3,482,834$ | $34,294,925$ |
| 2001 | $1,520,424$ | $10,783,931$ | $24,596,256$ | $4,587,499$ | $5,872,646$ | $47,360,756$ |
| 2002 | $2,484,107$ | $7,436,720$ | $34,083,568$ | $2,133,778$ | $5,599,078$ | $51,737,251$ |
| 2003 | $3,639,749$ | $12,211,950$ | $31,844,817$ | $1,755,259$ | $7,711,197$ | $57,162,972$ |
| 2004 | $5,110,209$ | $28,937,348$ | $24,986,628$ | 588,931 | $4,994,479$ | $64,617,595$ |
| 2005 | $6,905,448$ | $31,605,992$ | $11,482,597$ | $1,126,285$ | $4,008,939$ | $55,129,261$ |
| 2006 | $13,274,082$ | $28,804,491$ | $10,772,955$ | 705,158 | $3,698,803$ | $57,255,489$ |
| 2007 | $14,894,752$ | $32,021,763$ | $7,518,148$ | $2,227,602$ | $4,478,999$ | $61,141,264$ |
| 2008 | $12,303,050$ | $27,664,117$ | $10,229,476$ | 366,744 | $2,222,662$ | $52,786,049$ |
| 2009 | $8,420,979$ | $35,701,483$ | $12,142,881$ | 172,383 | $1,458,359$ | $57,896,085$ |
| 2010 | $8,737,293$ | $35,928,883$ | $10,935,017$ | 66,311 | $1,154,560$ | $56,822,064$ |
| 2011 | $8,554,959$ | $45,263,289$ | $3,247,515$ | 309,435 | $1,122,944$ | $58,498,142$ |
| 2012 | $2,317,822$ | $17,110,035$ | $1,053,931$ | 1,892 | 253,955 | $20,737,635$ |

*2012 is for months 3 to 5

Table 8. Size composition of scallops

| FISHYEAR | U10 | 11 to 20 | 21 to 30 | $>30$ | UNK | Grand Total |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| 1999 | 16\% | 12\% | 27\% | 33\% | 12\% | 100\% |
| 2000 | 7\% | 20\% | 42\% | 21\% | 10\% | 100\% |
| 2001 | 3\% | 23\% | 52\% | 10\% | 12\% | 100\% |
| 2002 | 5\% | 14\% | 66\% | 4\% | 11\% | 100\% |
| 2003 | 6\% | 21\% | 56\% | 3\% | 13\% | 100\% |
| 2004 | 8\% | 45\% | 39\% | 1\% | 8\% | 100\% |
| 2005 | 13\% | 57\% | 21\% | 2\% | 7\% | 100\% |
| 2006 | 23\% | 50\% | 19\% | 1\% | 6\% | 100\% |
| 2007 | 24\% | 52\% | 12\% | 4\% | 7\% | 100\% |
| 2008 | 23\% | 52\% | 19\% | 1\% | 4\% | 100\% |
| 2009 | 15\% | 62\% | 21\% | 0\% | 3\% | 100\% |
| 2010 | 15\% | 63\% | 19\% | 0\% | 2\% | 100\% |
| 2011 | 15\% | 77\% | 6\% | 1\% | 2\% | 100\% |
| 2012 | 11\% | 83\% | 5\% | 0\% | 1\% | 100\% |

*2012 is for months 3 to 5

Table 9. Size composition of scallops in 2012

| MONTH | U10 | $\mathbf{1 1}$ to 20 | $\mathbf{2 1}$ to 30 | $\mathbf{> 3 0}$ | UNK | Grand Total |  |  |
| :--- | :--- | :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
|  | 1 |  | $6 \%$ | $60 \%$ | $27 \%$ | $1 \%$ | $6 \%$ | $100 \%$ |
|  | 2 |  | $3 \%$ | $65 \%$ | $27 \%$ | $1 \%$ | $4 \%$ | $100 \%$ |
|  | 3 | $6 \%$ | $87 \%$ | $6 \%$ | $0 \%$ | $2 \%$ | $100 \%$ |  |
|  | 4 | $11 \%$ | $82 \%$ | $5 \%$ | $0 \%$ | $2 \%$ | $100 \%$ |  |
|  | 5 | $15 \%$ | $80 \%$ | $5 \%$ | $0 \%$ | $1 \%$ | $100 \%$ |  |
|  | 6 | $24 \%$ | $70 \%$ | $3 \%$ | $0 \%$ | $2 \%$ | $100 \%$ |  |
|  | 7 | $34 \%$ | $61 \%$ | $2 \%$ | $0 \%$ | $2 \%$ | $100 \%$ |  |

Table 10. Price of scallop by market category (in 2011 inflation adjusted prices)

| FISHYEAR | U10 | $\mathbf{1 1}$ to $\mathbf{2 0}$ | $\mathbf{2 1}$ to $\mathbf{3 0}$ | $\mathbf{> 3 0}$ | UNK | All counts |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 1999 | 8.04 | 8.18 | 7.54 | 6.62 | 7.65 | 7.41 |
| 2000 | 8.94 | 6.73 | 6.02 | 6.08 | 6.54 | 6.43 |
| 2001 | 7.47 | 4.75 | 4.45 | 4.54 | 4.65 | 4.65 |
| 2002 | 6.84 | 4.97 | 4.66 | 5.43 | 4.82 | 4.86 |
| 2003 | 5.95 | 4.98 | 4.99 | 5.55 | 4.94 | 5.06 |
| 2004 | 7.14 | 6.20 | 5.79 | 6.03 | 5.68 | 6.08 |
| 2005 | 9.09 | 8.94 | 8.80 | 8.69 | 8.64 | 8.90 |
| 2006 | 6.63 | 7.33 | 7.69 | 7.59 | 6.77 | 7.20 |
| 2007 | 7.44 | 7.14 | 6.88 | 6.34 | 6.78 | 7.13 |
| 2008 | 7.48 | 7.20 | 7.06 | 6.86 | 6.72 | 7.21 |
| 2009 | 8.39 | 6.48 | 6.38 | 6.05 | 6.10 | 6.72 |
| 2010 | 10.83 | 7.71 | 8.44 | 8.74 | 7.65 | 8.33 |
| 2011 | 10.18 | 9.87 | 10.31 | 9.77 | 9.89 | 9.94 |
| 2012 | 10.47 | 9.33 | 9.36 | 9.74 | 9.72 | 9.46 |

### 1.1.5 The trends permits by permit plan and categories

Table 11 shows the number of limited access vessels by permit category from 1999 to 2011. The fishery is primarily full-time, with a small number of part-time permits. There no occasional permits left in the fishery since 2009 because these were converted to part-time small dredge. The number of full-time vessels has been on the rise since 1999. Of these permits, the majority are dredge vessels, with a small amount of full-time small dredge and full-time trawl vessels. The permit numbers shown in Table 11 include duplicate entries because replacement vessels receive new permit numbers and when a vessel is sold, the new owner would get a new permit number. The unique vessels with right-id numbers are shown in Table 12 for 2008-2012. For example, only 347 out of 362 permits in 2008 belonged to unique vessels. If the number of permits in 1999 fishing year included only the number of unique vessels, this would mean an increase in the number of limited access vessels by 56 vessels (347-291), or by about $20 \%$ since 1999.

Table 11. Number of limited access vessels by permit category and gear

| Permit category | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Full-time | 220 | 224 | 234 | 238 | 242 | 248 | 255 | 256 | 254 | 259 | 252 | 253 |
| Full-time small dredge | 3 | 13 | 25 | 39 | 48 | 57 | 59 | 63 | 56 | 55 | 54 | 53 |
| Full-time net boat | 17 | 16 | 16 | 16 | 15 | 19 | 14 | 12 | 11 | 11 | 11 | 11 |
| Total full-time | 240 | 253 | 275 | 293 | 305 | 324 | 328 | 331 | 321 | 326 | 317 | 316 |
| Part-time | 16 | 14 | 14 | 10 | 4 | 3 | 3 | 2 | 2 | 2 | 2 | 2 |
| Part-time small dredge | 4 | 6 | 8 | 19 | 26 | 30 | 34 | 35 | 32 | 34 | 34 | 32 |
| Part-time trawl | 20 | 18 | 10 | 8 | 3 | - | - | - | - | - | - |  |
| Total part-time | 40 | 38 | 32 | 37 | 33 | 33 | 37 | 37 | 34 | 37 | 38 | 34 |
| Occasional | 4 | 5 | 4 | 3 | 3 | 1 | 2 | 1 | 1 | - | - | - |
| Occasional trawl | 16 | 19 | 15 | 8 | 5 | 5 | - | - | - | - | - | - |
| Total occasional | 20 | 24 | 19 | 11 | 8 | 6 | 2 | 1 | 1 | 0 | 0 | 0 |
| Total Limited access | 300 | 315 | 326 | 342 | 346 | 363 | 367 | 369 | 356 | 361 | 353 | 351 |

Note: The permit numbers above include duplicate entries because replacement vessels receive new permit numbers and when a vessel is sold, the new owner would get a new permit number.

Table 12. Scallop Permits by unique right-id and category by application year

| Permit category | 2008 | 2009-2011 |
| :--- | ---: | ---: |
| Full-time | 250 | 250 |
| Full-time small <br> dredge | 52 | 52 |
| Full-time net boat | 11 | 11 |
| Total full-time | 313 | 313 |
| Part-time | 2 | 2 |
| Part-time small <br> dredge | 31 | 32 |
| Part-time trawl | 0 | 0 |
| Total part-time | 33 | $\mathbf{3 4}$ |
| Occasional | 1 | 0 |
| Total Limited <br> access | 347 | 347 |

Table 13 shows that the number of general category permits declined considerably after 2007 as a result of the Amendment 11 provisions. Although not all vessels with general category permits were active in the years preceding 2008, there is no question that the number of vessels (and owners) that hold a limited access general category permit under the Amendment 11 regulations are less than the number of general category vessels that were active prior to 2008 (Table 13). Table 14 shows the combinations of permits owned by LA and LAGC vessels. For example, 19 full-time limited access vessels also owned LAGC-IFQ permits, another 19 full-time vessels owned LAGC-NGOM permits and about 83 full-time vessels also owned LAGC-incidental permits in 2011.

Table 13. General category permit before and after Amendment 11 implementation

| AP_YEAR |  | Number of permits qualify under Amendment 11 program |  |  | Grand Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
|  | General <br> category <br> permit (up <br> to 2008) | Limited access general category (A) | Limited access <br> NGOM <br> permit (B) | Incidental catch permit (C) |  |
| 2000 | 2263 |  |  |  | 2263 |
| 2001 | 2378 |  |  |  | 2378 |
| 2002 | 2512 |  |  |  | 2512 |
| 2003 | 2574 |  |  |  | 2574 |
| 2004 | 2827 |  |  |  | 2827 |
| 2005 | 2950 |  |  |  | 2950 |
| 2006 | 2712 |  |  |  | 2712 |
| 2007 | 2493 |  |  |  | 2493 |
| 2008 |  | 342 | 99 | 277 | 718 |
| 2009 |  | 344 | 127 | 301 | 772 |
| 2010 |  | 333 | 122 | 285 | 740 |
| 2011 |  | 288 | 103 | 279 | 670 |

Table 14. Scallop Permits by unique permit combinations by application year

| Permit category | 2009 | 2010 | 2011 | $2012^{*}$ |
| :--- | ---: | ---: | ---: | ---: |
| FT | 131 | 133 | 132 | 132 |
| FT and IFQ | 18 | 18 | 19 | 18 |
| FT and NGOM | 19 | 19 | 19 | 19 |
| FT and INCIDENTAL | 84 | 82 | 83 | 84 |
| FTSD | 22 | 21 | 22 | 21 |
| FTSD and IFQ | 12 | 12 | 12 | 12 |
| FTSD and NGOM | 5 | 5 | 5 | 5 |
| FTSD and INCIDENTAL | 14 | 14 | 14 | 14 |
| FTTRW | 6 | 6 | 6 | 6 |
| FTTRW and IFQ | 1 | 1 | 1 | 1 |
| FTTRW and NGOM | 2 | 1 | 1 | 1 |
| FTTRW and INCIDENTAL | 3 | 3 | 3 | 3 |
| PT and IFQ | 2 | 2 | 2 | 2 |
| PT and NGOM | 2 | 3 | 2 | 2 |
| PTSD | 10 | 9 | 9 | 9 |
| PTSD and IFQ | 8 | 7 | 7 | 7 |
| PTSD and INCIDENTAL | 15 | 14 | 14 | 14 |
| LAGC IFQ | 303 | 293 | 247 | 215 |
| LAGC NGOM | 99 | 94 | 76 | 62 |
| LAGC INCIDENTAL | 185 | 172 | 165 | 151 |

*2012 Numbers are preliminary

The trends in the estimated number of active vessels are showing in Table 15 by permit plan. There has been an increase in participation by both LA and general category vessels after 1999 fishing year as the recovery of the scallop resource and yield fishing more profitable along with
the higher prices of scallops. Table 16 shows the number of active LAGC vessels by permit category excluding those LA vessels which have both LA and LAGC permits and indicates that there quota has been fished by fewer vessels in 2011 compared to 2009 and 2010. For example, there were about 288 vessels with LAGC-IFQ permits in 2011 and only 169 of these seem to have landed any scallops.

Table 15. Active vessels by fishyear and permit category (Vessels that landed any amount of scallops--may include duplicate records for replaced vessels with different permit numbers)

| Fishyear | General category | Limited <br> Access <br> General <br> Category | Limited Access |
| :---: | :---: | :---: | :---: |
| 1994 | 186 |  | 260 |
| 1995 | 188 |  | 244 |
| 1996 | 222 |  | 246 |
| 1997 | 244 |  | 225 |
| 1998 | 209 |  | 229 |
| 1999 | 194 |  | 244 |
| 2000 | 208 |  | 258 |
| 2001 | 280 |  | 281 |
| 2002 | 299 |  | 292 |
| 2003 | 337 |  | 303 |
| 2004 | 446 |  | 315 |
| 2005 | 618 |  | 327 |
| 2006 | 639 |  | 340 |
| 2007 | 485 |  | 353 |
| 2008 | 151 | 288 | 348 |
| 2009 |  | 317 | 353 |
| 2010 |  | 267 | 351 |
| 2011 |  | 259 | 348 |

Table 16. Number of active vessels with LAGC permits by permit category

| Fishyear | Permit type | IFQ | INCI | NGOM | Grand Total |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 2009 | LA+LAGC | 27 | 8 | <4 | 36 |
|  | LAGC only | 204 | 66 | >8 | 281 |
| 2009 Total |  | 231 | 74 | 12 | 317 |
| 2010 | LA+LAGC | 31 | 15 | 4 | 50 |
|  | LAGC only | 148 | 53 | 8 | 209 |
| 2010 Total |  | 179 | 68 | 12 | 259 |
| 2011 | LA+LAGC | 28 | 21 | 7 | 56 |
|  | LAGC only | 141 | 55 | 7 | 203 |
| 2011 Total |  | 169 | 76 | 14 | 259 |

Source: Dealer and Permit Databases

### 1.1.6 Landings by permit categories and gear type

Table 17 through Table 18 describe scallop landings by limited access vessels by gear type and permit category. These tables were obtained by combining the dealer and permit databases.

Most limited access category effort is from vessels using scallop dredges, including small dredges. The number of full-time trawl permits has decreased continuously and has been at 11 full-time trawl permitted vessels since 2008 (Table 11). Furthermore, according to the 20092011 VTR data, the majority of these vessels (10 out of 11 in 2010) landed scallops using dredge gear even though they had a trawl permit. There has also been an increase in the numbers of fulltime and part-time small dredge vessels after 2002.

Table 18 shows the percent of limited access landings by permit and year. In terms of gear, majority of the scallop landings by the limited access vessels were with dredge gear including the small dredges, with significant amounts also landed by full-time and part-time trawls until 2000. Table 18 shows that the percentage of landings by FT trawl permits declined after 1998 to about $3 \%$ of total limited access scallop landings in 2011. There were only 11 FT trawl permits in 2011. However, 2009-2011 VTR data also show that over $90 \%$ of the scallop pounds by the FT trawl permitted vessels are landed using dredge gear ( 10 vessels) since these vessels are allowed to use dredge gear even though they have a trawl permit. Similarly, all of the part-time trawl and occasional trawl permits are converted to small dredge vessels. Over 80\% of the scallop pounds are landed by vessels with full-time dredge and close to $13 \%$ landed by vessels with full-time small dredge permits since the 2007 fishing year. Including the full-trawl vessels that use dredge gear, the percentage of scallop pounds landed by dredge gear amounted to over $99 \%$ of the total scallop landings in 2009-2011.

Table 17. Scallop landings (lbs.) by limited access vessels by permit category and gear

| FISHYEAR | FT <br> Dredge | PT <br> Dredge | FT <br> SD | PT <br> SD | FT <br> TRW | PT <br> TRW | OC <br> TRW |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 1994 | $13,220,405$ | 77,668 | 45,787 | 3,279 | $1,676,178$ | 138,258 | NA |
| 1995 | $13,917,047$ | 205,147 | 42,944 | 10,017 | $1,313,153$ | 175,932 | 47,098 |
| 1996 | $14,268,680$ | 259,791 | 28,644 | 13,336 | $1,199,765$ | 376,874 | 93,375 |
| 1997 | $11,216,499$ | 148,742 |  | 19,093 | 634,815 | 242,396 | NA |
| 1998 | $9,727,603$ | 84,929 | 2,956 | 339 | 870,409 | 315,627 | 4,176 |
| 1999 | $19,315,020$ | 303,397 | 1,101 | 15,692 | 945,252 | 564,111 | 15,950 |
| 2000 | $29,841,612$ | 599,186 | 13,692 | 80,741 | $1,251,164$ | 710,032 | 14,284 |
| 2001 | $39,403,382$ | 861,087 | 765,342 | 208,176 | $1,882,339$ | 744,057 | 17,756 |
| 2002 | $43,131,627$ | 918,534 | $1,757,695$ | 269,284 | $2,168,295$ | 504,441 | 34,108 |
| 2003 | $46,285,721$ | 932,815 | $3,125,474$ | 482,472 | $1,788,116$ | 272,668 | NA |
| 2004 | $49,686,664$ | 323,389 | $5,654,387$ | 825,223 | $1,742,183$ | 125,949 | 17,625 |
| 2005 | $38,490,448$ | 236,757 | $4,788,085$ | $1,379,360$ | 978,171 |  | 14,407 |
| 2006 | $41,384,039$ | 173,455 | $5,223,125$ | $1,304,877$ | $1,238,844$ |  |  |
| 2007 | $44,053,640$ | 248,050 | $6,917,823$ | $1,601,167$ | $1,488,612$ |  |  |
| 2008 | $38,322,912$ | 189,037 | $6,191,944$ | $1,221,951$ | $1,396,536$ |  |  |
| 2009 | $42,273,762$ | 210,979 | $6,952,137$ | $1,255,064$ | $1,646,005$ |  |  |
| 2010 | $43,034,572$ | 413,837 | $6,749,909$ | $1,651,572$ | $1,614,694$ |  |  |
| 2011 | $43,904,743$ | 180,879 | $6,898,238$ | $1,512,142$ | $1,719,575$ |  |  |

*Note: Although these vessels have trawl permits, majority of these vessels used dredge gear. As a result, over 90\% of the scallop landings by the FT trawl permitted vessels are caught using dredge gear in 2009-2010 according to the VTR data.

Table 18. Percentage of scallop landings (lbs.) by limited access vessels by permit category

| FISHYEAR | FT <br> Dredge | PT <br> Dredge | FT <br> SD | PT <br> SD | FT <br> TRW | PT <br> TRW | OC <br> TRW |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 1994 | $87.2 \%$ | $0.5 \%$ | $0.3 \%$ | $0.0 \%$ | $11.1 \%$ | $0.9 \%$ | $0.03 \%$ |
| 1995 | $88.6 \%$ | $1.3 \%$ | $0.3 \%$ | $0.1 \%$ | $8.4 \%$ | $1.1 \%$ | $0.30 \%$ |
| 1996 | $87.9 \%$ | $1.6 \%$ | $0.2 \%$ | $0.1 \%$ | $7.4 \%$ | $2.3 \%$ | $0.57 \%$ |
| 1997 | $91.5 \%$ | $1.2 \%$ | $0.0 \%$ | $0.2 \%$ | $5.2 \%$ | $2.0 \%$ | $0.00 \%$ |
| 1998 | $88.4 \%$ | $0.8 \%$ | $0.0 \%$ | $0.0 \%$ | $7.9 \%$ | $2.9 \%$ | $0.04 \%$ |
| 1999 | $91.3 \%$ | $1.4 \%$ | $0.0 \%$ | $0.1 \%$ | $4.5 \%$ | $2.7 \%$ | $0.08 \%$ |
| 2000 | $91.8 \%$ | $1.8 \%$ | $0.0 \%$ | $0.2 \%$ | $3.8 \%$ | $2.2 \%$ | $0.04 \%$ |
| 2001 | $89.8 \%$ | $2.0 \%$ | $1.7 \%$ | $0.5 \%$ | $4.3 \%$ | $1.7 \%$ | $0.04 \%$ |
| 2002 | $88.4 \%$ | $1.9 \%$ | $3.6 \%$ | $0.6 \%$ | $4.4 \%$ | $1.0 \%$ | $0.07 \%$ |
| 2003 | $87.5 \%$ | $1.8 \%$ | $5.9 \%$ | $0.9 \%$ | $3.4 \%$ | $0.5 \%$ | $0.00 \%$ |
| 2004 | $85.1 \%$ | $0.6 \%$ | $9.7 \%$ | $1.4 \%$ | $3.0 \%$ | $0.2 \%$ | $0.03 \%$ |
| 2005 | $83.9 \%$ | $0.5 \%$ | $10.4 \%$ | $3.0 \%$ | $2.1 \%$ | $0.0 \%$ | $0.03 \%$ |
| 2006 | $83.9 \%$ | $0.4 \%$ | $10.6 \%$ | $2.6 \%$ | $2.5 \%$ | $0.0 \%$ | $0.00 \%$ |
| 2007 | $81.1 \%$ | $0.5 \%$ | $12.7 \%$ | $2.9 \%$ | $2.7 \%$ | $0.0 \%$ | $0.00 \%$ |
| 2008 | $81.0 \%$ | $0.4 \%$ | $13.1 \%$ | $2.6 \%$ | $3.0 \%$ | $0.0 \%$ | $0.00 \%$ |
| 2009 | $80.8 \%$ | $0.4 \%$ | $13.3 \%$ | $2.4 \%$ | $3.1 \%$ | $0.0 \%$ | $0.00 \%$ |
| 2010 | $80.5 \%$ | $0.8 \%$ | $12.6 \%$ | $3.1 \%$ | $3.0 \%$ | $0.0 \%$ | $0.00 \%$ |
| 2011 | $81.0 \%$ | $0.3 \%$ | $12.7 \%$ | $2.8 \%$ | $3.2 \%$ | $0.0 \%$ | $0.00 \%$ |

*Note: Although these vessels have trawl permits, majority used dredge gear in 2009-2010 and over 90\% of the scallop landings by the FT trawl permitted vessels are caught using dredge gear during the same years.

Since 2001, there has been considerable growth in fishing effort and landings by vessels with general category permits, primarily as a result of resource recovery and higher scallop prices. Amendment 11 implemented a limited entry program for the general category fishery allocating $5 \%$ of the total projected scallop catch to the general category vessels qualified for limited access. The main objective of the action was to control capacity and mortality in the general category scallop fishery. There is also a separate limited entry program for general category fishing in the Northern Gulf of Maine. In addition, a separate limited entry incidental catch permit was adopted that will permit vessels to land and sell up to 40 pounds of scallop meat per trip while fishing for other species.

During the transition period to the full-implementation of Amendment 11, the general category vessels were allocated $10 \%$ of the scallop TAC. Beginning with 2010 fishing year, limited access general category IFQ vessels were allocated $5 \%$ of the estimated scallop catch resulting a decline in landings by the general category vessels (Table 19 and Table 20). These tables were obtained from the dealer and permit databases. The trip information obtained from the dealer data shows the permit number but does not specify whether a particular trip was taken as a the limited access(LA) or general category (LAGC) trip. Because many vessels had and have both LA and general category permits, to separate the LA trips from LAGC trips for the same vessel requires some assumptions. If a vessel had both an LA and LAGC-IFQ permit, it was assumed that if scallop landings were equal or less than 400lb. (6001b.) for years up to 2010 (after 2010), that was an LAGC trip. If an LA vessel also had an LAGC-incidental permit, it was assumed that if scallop landings were equal or less than 100lb. , that was an LAGC-incidental trip. For the LAGC-NGOM fishery it was assumed that if the scallop landings were equal or less than 200lb., that trip was a LAGC trip, otherwise it was an LA trip. In addition to these issues, there were many trips that were not associated with any valid permit plan (perhaps due to mistakes in the
entry of permit number by dealers). Thus, it must be pointed out that the separation of landings by permit plan were estimated from the above assumptions and could differ slightly from actual landings. For example, Table 20 shows that in 2011 fishyear, the estimated landings by LAGC vessels including those by vessels with IFQ, NGOM and incidental catch permits and including the LAGC landings by the LA vessels that have both permits, amounted to $5.8 \%$ of total scallop landings in that fishyear.

Table 19. Estimated Landings by permit plan before and after Amendment 11 implementation

| FISHYEAR | General Category | Limited Access <br> General category* | Limited Access | Unknown | Grand Total |
| ---: | :---: | ---: | ---: | ---: | ---: |
| 1994 | 133,065 |  | $15,219,551$ | $1,104,675$ | $16,457,291$ |
| 1995 | 129,500 |  | $15,711,338$ | $1,039,227$ | $16,880,065$ |
| 1996 | 212,571 |  | $16,240,465$ | 754,339 | $17,207,375$ |
| 1997 | 370,207 |  | $12,261,725$ | 815,643 | $13,447,575$ |
| 1998 | 176,571 |  | $11,042,134$ | 554,891 | $11,773,596$ |
| 1999 | 167,447 |  | $21,160,523$ | 351,958 | $21,679,928$ |
| 2000 | 451,540 |  | $32,510,711$ | 328,424 | $33,290,675$ |
| 2001 | $1,649,916$ |  | $43,882,139$ | 190,957 | $45,723,012$ |
| 2002 | $1,126,203$ |  | $48,783,984$ | 131,532 | $50,041,719$ |
| 2003 | $1,902,253$ |  | $52,889,177$ | 301,558 | $55,092,988$ |
| 2004 | $3,735,008$ |  | $58,375,420$ | 530,062 | $62,640,490$ |
| 2005 | $7,586,819$ |  | $45,887,228$ | 184,078 | $53,658,125$ |
| 2006 | $6,790,919$ |  | $49,324,340$ | 159,252 | $56,274,511$ |
| 2007 | $5,058,517$ |  | $54,309,292$ | 302,081 | $59,669,890$ |
| 2008 | $1,223,058$ | $3,538,740$ | $47,322,380$ | 391,125 | $52,475,303$ |
| 2009 |  | $4,528,767$ | $52,337,947$ | $1,106,772$ | $57,973,486$ |
| 2010 |  | $2,543,506$ | $53,464,584$ | 952,897 | $56,960,987$ |
| 2011 |  | $3,403,692$ | $54,215,577$ | 830,408 | $58,449,677$ |

Table 20. Estimated Landings by permit plan before and after Amendment 11 implementation

| FISHYEAR | General Category | Limited Access <br> General category* | Limited Access | Unknown | Grand Total |
| ---: | ---: | ---: | ---: | ---: | ---: |
| 1994 | $0.8 \%$ | $0.0 \%$ | $92.5 \%$ | $6.7 \%$ | $100.0 \%$ |
| 1995 | $0.8 \%$ | $0.0 \%$ | $93.1 \%$ | $6.2 \%$ | $100.0 \%$ |
| 1996 | $1.2 \%$ | $0.0 \%$ | $94.4 \%$ | $4.4 \%$ | $100.0 \%$ |
| 1997 | $2.8 \%$ | $0.0 \%$ | $91.2 \%$ | $6.1 \%$ | $100.0 \%$ |
| 1998 | $1.5 \%$ | $0.0 \%$ | $93.8 \%$ | $4.7 \%$ | $100.0 \%$ |
| 1999 | $0.8 \%$ | $0.0 \%$ | $97.6 \%$ | $1.6 \%$ | $100.0 \%$ |
| 2000 | $1.4 \%$ | $0.0 \%$ | $97.7 \%$ | $1.0 \%$ | $100.0 \%$ |
| 2001 | $3.6 \%$ | $0.0 \%$ | $96.0 \%$ | $0.4 \%$ | $100.0 \%$ |
| 2002 | $2.3 \%$ | $0.0 \%$ | $97.5 \%$ | $0.3 \%$ | $100.0 \%$ |
| 2003 | $3.5 \%$ | $0.0 \%$ | $96.0 \%$ | $0.5 \%$ | $100.0 \%$ |
| 2004 | $6.0 \%$ | $0.0 \%$ | $93.2 \%$ | $0.8 \%$ | $100.0 \%$ |
| 2005 | $14.1 \%$ | $0.0 \%$ | $85.5 \%$ | $0.3 \%$ | $100.0 \%$ |
| 2006 | $12.1 \%$ | $0.0 \%$ | $87.6 \%$ | $0.3 \%$ | $100.0 \%$ |
| 2007 | $8.5 \%$ | $0.0 \%$ | $91.0 \%$ | $0.5 \%$ | $100.0 \%$ |
| 2008 | $2.3 \%$ | $6.7 \%$ | $90.2 \%$ | $0.7 \%$ | $100.0 \%$ |
| 2009 | $0.0 \%$ | $7.8 \%$ | $90.3 \%$ | $1.9 \%$ | $100.0 \%$ |
| 2010 | $0.0 \%$ | $4.5 \%$ | $93.9 \%$ | $1.7 \%$ | $100.0 \%$ |
| 2011 | $0.0 \%$ | $5.8 \%$ | $92.8 \%$ | $1.4 \%$ | $100.0 \%$ |

*Includes landings by LAGC IFQ, NGOM and incidental permits and LAGC landings by LA vessels.

Table 21. Estimated scallop landings by LAGC vessels by permit category (Dealer and permit databases, including vessels that have both LA and LAGC permits)

| Fishyear | Permit Type | IFQ | INCI | NGOM | Grand Total |
| :--- | ---: | ---: | ---: | ---: | ---: |
| 2009 |  | LA+LAGC | 322,945 | 1,865 | 130 |
| 2009 Total |  | LAGC only | $3,985,303$ | 194,198 | 24,326 |

The general category scallop fishery has always been a comparatively small but diverse part of the overall scallop fishery. The number of vessels participating in the general category fishery has continued to rise until 2007 when the New England Fisheries Management Council proposed limiting access in response to concerns of redirected effort from other fisheries. When the limited access general category was implemented, in 2008, there was a corresponding decline in the total number of active vessels. Then again in 2010, there was a decline in the number of active general category vessels when the GC IFQ program began and a "hard" Total Allowable Catch of 5\% of the total scallop catch limit was established. These declines are evident in Table 22 and Table 23 where the overall number of active vessels and scallop landings dropped, both in 2008 and in 2010.

Table 23 and Table 24 describe general category landings by gear type. These tables are generated by VTR data and since not all VTR records include gear information, the number of vessels in these tables will differ from other tables that summarize general category vessels and landings from dealer data. Primary gear is defined as the gear used to land more than $50 \%$ of scallop pounds. Most general category effort is and has been from vessels using scallop dredge and other trawl gear. The number of vessels using scallop trawl gear increased through 2006 but has declined in recent years. In terms of landings, most scallop landings under general category are with dredge gear, with significant amounts also landed by scallop trawls and other trawls. Table 23 shows the percent of general category landings by primary gear and year. The percentages of scallop landings with other trawl gear in 2008 and 2009 were the highest they have been since 2001, but still significantly less than dredge.

Table 22. Number of general category vessels by primary gear and fishing year (excluding LAGC vessels with LA permits)

| Year | DREDGE, OTHER | DREDGE, SCALLOP | MISC. | TRAWL, OTHER | TRAWL, SCALLOP |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1994 | * | 33 | 4 | 42 | * |
| 1995 | 4 | 91 | 5 | 48 | 4 |
| 1996 | 7 | 101 | 13 | 49 | * |
| 1997 | 6 | 118 | 9 | 55 |  |
| 1998 | 10 | 100 | 8 | 52 | * |
| 1999 | 10 | 87 | 3 | 61 | 5 |
| 2000 | 7 | 78 | 9 | 91 | 3 |
| 2001 | 4 | 122 | 7 | 118 | 6 |
| 2002 | 3 | 147 | 3 | 104 | 9 |
| 2003 | 6 | 155 | * | 116 | 17 |
| 2004 | 8 | 218 | 10 | 173 | 34 |
| 2005 | 24 | 280 | * | 175 | 56 |
| 2006 | 28 | 369 | 5 | 151 | 58 |
| 2007 | 26 | 280 | 4 | 124 | 30 |
| 2008 | 9 | 130 | 5 | 62 | 21 |
| 2009 | 8 | 135 | * | 57 | 28 |
| 2010 | 11 | 102 |  | 41 | 16 |
| 2011 | 9 | 93 | * | 42 | 15 |

* indicates 3 or less vessels

UNK - value unknown

Table 23. General category scallop landings by primary gear (pounds, excluding LAGC vessels with LA permits)

| Year | DREDGE, <br> OTHER | DREDGE, <br> SCALLOP | MISC. | TRAWL, <br> OTHER | TRAWL, <br> SCALLOP |
| :--- | ---: | ---: | ---: | ---: | ---: |
| 1994 | $*$ | 144,139 | $*$ | 9,564 | $*$ |
| 1995 | 4,812 | 501,910 | 1,146 | 43,585 | 11,797 |
| 1996 | 1,352 | 578,884 | 3,314 | 19,460 | $*$ |
| 1997 | 3,253 | 682,270 | 3,465 | 30,227 |  |
| 1998 | 6,049 | 334,930 | 2,443 | 19,677 | $*$ |
| 1999 | 18,322 | 236,482 | 599 | 17,537 | 3,970 |
| 2000 | 6,446 | 303,168 | 1,411 | 173,827 | 8,179 |
| 2001 | 91,939 | $1,254,153$ | 6,518 | 404,709 | 28,276 |
| 2002 | 21,888 | $1,266,144$ | 919 | 74,686 | 41,977 |
| 2003 | 22,614 | $1,590,575$ | $*$ | 171,511 | 196,376 |
| 2004 | 36,260 | $2,499,393$ | 2,359 | 422,426 | 340,921 |
| 2005 | 187,571 | $4,808,194$ | $*$ | 721,039 | 885,559 |
| 2006 | 189,786 | $5,583,477$ | 5,431 | 399,909 | 549,745 |
| 2007 | 142,044 | $4,519,800$ | 724 | 222,931 | 398,883 |
| 2008 | 88,761 | $2,596,790$ | 1,502 | 525,675 | 290,179 |
| 2009 | 72,766 | $2,690,335$ | $*$ | 840,019 | 376,905 |
| 2010 | 63,795 | $1,601,073$ |  | 238,773 | 175,610 |
| 2011 | 75,223 | $2,428,386$ | $*$ | 329,148 | 189,703 |
|  |  |  |  |  |  |

* indicates 3 or less vessels

Table 24. Percentage of general category scallop landings by primary gear

| Year | DREDGE, OTHER | DREDGE, SCALLOP | MISC. | TRAWL, OTHER | TRAWL, SCALLOP |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 1994 | 0.07\% | 92.00\% | 0.17\% | 6.10\% | 1.66\% |
| 1995 | 0.85\% | 89.11\% | 0.20\% | 7.74\% | 2.09\% |
| 1996 | 0.22\% | 95.74\% | 0.55\% | 3.22\% | 0.27\% |
| 1997 | 0.45\% | 94.86\% | 0.48\% | 4.20\% | 0.00\% |
| 1998 | 1.65\% | 91.30\% | 0.67\% | 5.36\% | 1.02\% |
| 1999 | 6.62\% | 85.40\% | 0.22\% | 6.33\% | 1.43\% |
| 2000 | 1.31\% | 61.49\% | 0.29\% | 35.26\% | 1.66\% |
| 2001 | 5.15\% | 70.24\% | 0.37\% | 22.67\% | 1.58\% |
| 2002 | 1.56\% | 90.08\% | 0.07\% | 5.31\% | 2.99\% |
| 2003 | 1.14\% | 80.27\% | 0.02\% | 8.66\% | 9.91\% |
| 2004 | 1.10\% | 75.71\% | 0.07\% | 12.80\% | 10.33\% |
| 2005 | 2.84\% | 72.82\% | 0.01\% | 10.92\% | 13.41\% |
| 2006 | 2.82\% | 82.98\% | 0.08\% | 5.94\% | 8.17\% |
| 2007 | 2.69\% | 85.53\% | 0.01\% | 4.22\% | 7.55\% |
| 2008 | 2.53\% | 74.13\% | 0.04\% | 15.01\% | 8.28\% |
| 2009 | 1.83\% | 67.58\% | 0.02\% | 21.10\% | 9.47\% |
| 2010 | 3.07\% | 77.00\% | 0.00\% | 11.48\% | 8.45\% |
| 2011 | 2.49\% | 80.34\% | 0.00\% | 10.89\% | 6.28\% |

### 1.1.7 Landings by permit categories and home state

Table 25. Full-time Scallop Dredge Permits by Home State

| Year | Home State | Number of permits |
| :---: | :---: | :---: |
| 2011 | CT | 8 |
|  | FL | 2 |
|  | MA | 129 |
|  | ME | 2 |
|  | NC | 15 |
|  | NJ | 54 |
|  | PA | 2 |
|  | RI | 2 |
|  | VA | 36 |
| 2011 Total |  | 250 |
| 2012 | CT | 8 |
|  | FL | 2 |
|  | MA | 129 |
|  | ME | 2 |
|  | NC | 15 |
|  | NJ | 54 |
|  | NY | 1 |
|  | PA | 2 |
|  | RI | 2 |
|  | VA | 35 |
| 2012 Total |  | 250 |

Table 26. Full-time Scallop Small Dredge Permits by Home State

| Year | Home State | Number of permits |  |  |  |  |  |
| :---: | :--- | ---: | :---: | :---: | :---: | :---: | :---: |
| 2011 | CT |  |  |  |  |  |  |
|  | FL |  |  |  |  |  |  |
|  | MA | 2 |  |  |  |  |  |
|  | ME | 18 |  |  |  |  |  |
|  | NC | 1 |  |  |  |  |  |
|  | NJ | 9 |  |  |  |  |  |
|  | NY | 16 |  |  |  |  |  |
|  | VA | 2 |  |  |  |  |  |
| 2011 Total |  | 3 |  |  |  |  |  |
| 2012 |  |  |  |  |  | CT | 52 |
|  | FL | 1 |  |  |  |  |  |
|  | MA | 2 |  |  |  |  |  |
|  | ME | 17 |  |  |  |  |  |
|  | NC | 1 |  |  |  |  |  |
|  | NJ | 9 |  |  |  |  |  |
|  | NY | 16 |  |  |  |  |  |
|  | VA | 1 |  |  |  |  |  |
|  |  | 4 |  |  |  |  |  |
| 2012 Total |  | 52 |  |  |  |  |  |

Table 27. Number of LAGC-IFQ vessels by home state (2012 Application year, Permit data)

| Home Port | Number of permits |
| :--- | ---: |
| CT | 3 |
| DE | 3 |
| MA | 84 |
| MD | 6 |
| ME | 8 |
| NC | 29 |
| NH | 6 |
| NJ | 82 |
| NY | 17 |
| PA | 3 |
| RI | 6 |
| TX | 1 |
| VA | 7 |
| Grand Total | 255 |

Table 28. Number of LAGC-IFQ vessels and scallop landings by gear code and state of landings (2011, VTR data)

| Gear | State | Number of vessels | Scallop landings (lb.) |
| :---: | :---: | :---: | :---: |
| DRS <br> (SCALLOP DREDGE) | CT | NA | NA |
|  | MA | 45 | 898,705 |
|  | MD | 4 | 9,111 |
|  | NC | NA | NA |
|  | NH | NA | NA |
|  | NJ | 47 | 1,187,586 |
|  | NY | 6 | 55,156 |
|  | RI | 16 | 119,421 |
|  | VA | NA | NA |
| DRS Total |  | 125 | 2,278,627 |
| OTF <br> (Otter TRW) | MA | 13 | 9,369 |
|  | MD | NA | NA |
|  | NC | 7 | 2,613 |
|  | NJ | 21 | 122,727 |
|  | NY | 17 | 214,295 |
|  | RI | NA | NA |
|  | VA | 4 | 2,790 |
| OTF Total |  | 65 | 355,274 |
| DRC (Q\&CLAM DR.) | MD | NA | NA |
|  | NJ | 9 | 49073 |
| DRC Total |  | NA | NA |
| OTC (SCAL.TRW) | NC | 4 | 1,298 |
|  | NJ | 7 | 60,539 |
|  | NY | 9 | 117,812 |
|  | VA | 6 | 9,923 |
| OTC Total |  | 26 | 189,572 |

Note: The data for 3 or less vessels are not shown to protect confidentiality. The landings by vessels that have both LAGC and LA permits are excluded. Other gear included OTB (Bottom fish trawl) and OHS.

### 1.1.8 Trends in ownership patterns in the scallop fishery

### 1.1.8.1 Limited access vessels

According to the ownership data for 2008, only 67 out of 322 vessels were owned by one person and/or cooperation (Table 29). The ownership structure 2010 was similar with 68 out of 343 vessels belonged to single boat owners. The data for 2011 shows a slight decline in the number of single boat owners to 63 , however, that could be due to the data imperfections given that 4 vessels did not have corresponding ownership data in 2011 (Table 30).

The rest of the $78 \%$ to $80 \%$ of the scallop vessels with limited access permits were owned by several individuals and/or different corporations with ownership interest in more than one vessel. This factor makes it difficult assigning each vessel to a specific group of owners. The following tables were generated by selecting a primary owner for each group of vessels that are owned by
multiple individuals/entities based on the maximum number of vessels owned by one person/entity. For example, if Mr. A and Mrs. B were listed as the joint owners of the same 5 vessels, but Mrs. B was also listed as an owner of additional two vessels, Mrs. B has been assigned as the primary owner of these 7 vessels. Therefore, each owner group in Table 29 to Table 31 includes more than one person (usually several family members), who collectively own the corresponding number of vessels. For example, in the "10 and over" category, 5 different sets of owners owned 61 boats in 2008 with each of the 5 sets containing multiple individuals or entities.

Table 29. Limited Access vessels (all categories, includes the LA vessels that have a LGC vessel) - Owner groups according to the number of vessels with ownership interest (2008)

| Number of <br> vessels owned | Number of <br> owners | Number of vessels | Percent of total <br> number of vessels | Percent of total <br> scallop landings |
| ---: | ---: | ---: | ---: | ---: |
| 1 | 67 | 67 | $20.81 \%$ | $20.25 \%$ |
| 2 | 28 | 56 | $17.39 \%$ | $16.18 \%$ |
| 3 | 9 | 27 | $8.39 \%$ | $8.17 \%$ |
| 4 | 8 | 32 | $9.94 \%$ | $9.41 \%$ |
| 6 to 9 | 6 | 30 | $9.32 \%$ | $10.15 \%$ |
| 10 and over | 7 | 49 | $15.22 \%$ | $15.24 \%$ |
| Grand Total | 5 | 61 | $18.94 \%$ | $20.60 \%$ |

Because there were overlaps with owners for multiple vessels, such that two people has ownership interest in 5 boats, primary ownership was assigned to one person in 3 out of 5 boats, and the other person was assigned the 2 remaining boats. Another example includes common ownership of a vessel, with each individual also owning another vessel: Vessel A was owned by Mr. A, but Mr. A also owned another boat, Vessel B together with Mr. B, who owned 5 boats. As a result, vessel B was assigned to Mr. B because he is a 5 boat owner. As a result, Mr. A was classified as a multi-boat owner even though only one vessel's ownership (Vessel A) was assigned to him.

Table 30 shows that only $18 \%$ of the limited access vessels were owned by one entity or person in 2011, whereas $16 \%$ of the vessels are owned by 4 separate entities (group of individuals) each owned 10 or more vessels. As a result, the landings by single boat owners amounted to about $18 \%$ of the total fleet landings and the landings by owners of 10 and more boats amounted to $17 \%$ of fleet scallop landings in 2011. The landings include the limited access general category landings by vessels that also have a limited access permit.

The concentration of ownership could be even more than shown in Table 30 because not all family relationships could be taken into account according to the method applied above. It also must be pointed out that the dealer data included some vessels (about 7 permits) for which there was no corresponding ownership data. Given that the total number of unique vessels with limited access vessels were 347 since 2009, the ownership information about 3 vessels in 2011 is missing (Table 12). Still, it is evident from Table 30 that about half of the vessels in 2011 were owned by multi-boat owners having 5 or more boats and single boat owners constituted less than $1 / 5^{\text {th }}$ of the scallop fleet.

Table 30. Number of vessels by owner groups (determined according to the total number of vessels with owned by each unique entity, i.e., multiple people with ownership interest on the same vessel, includes vessels that have both LA and LAGC permits)

| Fishyear | Number of vessels owned | Number of owners | Number of vessels | Percent of total number of vessels | Percent of total scallop landings |
| :---: | :---: | :---: | :---: | :---: | :---: |
| 2010 | 1 | 68 | 68 | 20\% | 19\% |
|  | 2 | 27 | 54 | 16\% | 16\% |
|  | 3 | 11 | 33 | 10\% | 9\% |
|  | 4 | 6 | 24 | 7\% | 7\% |
|  | 5 | 4 | 20 | 6\% | 6\% |
|  | 6 to 9 | 11 | 76 | 22\% | 22\% |
|  | 10 and more | 5 | 68 | 20\% | 21\% |
| 2010 Total |  | 132 | 343 | 100\% | 100\% |
| 2011 | 1 | 63 | 63 | 18\% | 18\% |
|  | 2 | 32 | 64 | 19\% | 17\% |
|  | 3 | 10 | 30 | 9\% | 9\% |
|  | 4 | 5 | 20 | 6\% | 6\% |
|  |  | 6 | 30 | 9\% | 10\% |
|  | 6 to 9 | 11 | 81 | 24\% | 24\% |
|  | 10 and more | 4 | 56 | 16\% | 17\% |
| 2011Total |  | 131 | 344 | 100\% | 100\% |

### 1.1.8.2 Ownership by Limited Access General Category Vessels

According to the permit data, 293 vessels had LAGC-IFQ permits in 2010 and 247 vessels had LAGC-IFQ permits in 2011. These numbers do not include vessels with LA permits. There was a corresponding ownership data for only 230 vessels in 2010 and 222 vessels in 2011. It is possible that some of the numbers in permit data included the same vessels that are replaced or sold to another owner. However, the available data connecting unique owners to the vessels indicate that majority of the vessels (134 out of 222 vessels in 2011) with LAGC-IFQ permits were owned by a single entity (Table 31). The part of the Table showing the data for active IFQ vessels (i.e., vessels with a record of scallop landings) indicates that close to half of the vessels owned by a single entity did not land scallops in 2010 and 2011 fishing years. Again, it must be cautioned that Table 31 does not include all the IFQ vessels due to the lack of ownership data for some of these vessels at this time. For example, although there were 161 number of active vessels with LAGC-IFQ permits in 2011, only 107 of these vessels had some corresponding ownership data (See Table 16 for all active LAGC vessels).

Table 32 shows the ownership information for all vessels with LAGC permits including the IFQ, NGOM and Incidental permits but excluding those with LA permits. The results are similar to Table 31 showing that majority of the vessels, 242 out of 448 vessels with LAGC permits, were owned by one entity/person in 2011. Again, only half of these boats were active or landed scallops in 2011.

Table 31. Unique number of owners according to the number of vessels owned (Vessels with LGC permits including $A, B$ and $C$ categories, excluding vessels that also have LA permits)

| Fishyear | Number of vessels owned | All vessels with LGC permits |  | Active vessels with LGC permits only |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Total number of owners | Total number of vessels | Total number of owners | Total number of vessels | Percent of vessels | Percent of scallop landings |
| 2010 | 1 | 147 | 147 | 66 | 66 | 56\% | 75\% |
|  | 2 | 22 | 44 | 6 | 12 | 10\% | 6\% |
|  | 3 or more | 8 | 39 | 8 | 39 | 33\% | 19\% |
| 2010 Total |  | 177 | 230 | 80 | 117 | 100\% | 100\% |
| 2011 | 1 | 134 | 134 | 65 | 65 | 61\% | 76\% |
|  | 2 | 28 | 56 | 16 | 32 | 30\% | 14\% |
|  | 3 or more | 5 | 32 | 3 | 10 | 9\% | 11\% |
| 2011 Total |  | 167 | 222 | 84 | 107 | 100\% | 100\% |

Table 32. Unique number of owners according to the number of vessels owned (Vessels with LGC permits including A, B and C categories, excluding vessels that also have LA permits)

| Fishyear | Number of vessels owned | All vessels with LGC permits |  | Active vessels with LGC permits only |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Total number of owners | $\begin{gathered} \hline \text { Total } \\ \text { number } \\ \text { of } \\ \text { vessels } \\ \hline \end{gathered}$ | Total number of owners | Total number of vessels | Percent of vessels | Percent of scallop landings |
| 2010 | 1 | 269 | 269 | 122 | 122 | 49\% | 65\% |
|  | 2 | 43 | 86 | 19 | 38 | 15\% | 16\% |
|  | 3 | 13 | 39 | 6 | 18 | 7\% | 7\% |
|  | 4 | 2 | 8 | 1 | 4 | 2\% | 0\% |
|  | 5 | 2 | 10 | 2 | 10 | 4\% | 2\% |
|  | 6 and over | 6 | 57 | 6 | 57 | 23\% | 10\% |
| 2010 Total |  | 335 | 469 | 156 | 249 | 100\% | 100\% |
| 2011 | 1 | 242 | 242 | 118 | 118 | 46\% | 54\% |
|  | 2 | 49 | 98 | 29 | 58 | 23\% | 28\% |
|  | 3 | 12 | 36 | 4 | 12 | 5\% | 4\% |
|  | 4 | 2 | 8 | 1 | 4 | 2\% | 0\% |
|  | 5 | 2 | 10 | 2 | 10 | 4\% | 2\% |
|  | 6 and over | 5 | 54 | 5 | 54 | 21\% | 12\% |
| 2011 Total |  | 312 | 448 | 159 | 256 | 100\% | 100\% |

### 1.1.9 Trip Costs for the Limited Access Full-time vessels

Data for variable costs, i.e., trip expenses include food, fuel, oil, ice, water and supplies and obtained from observer cost data for 1994-2011. Because of the increase in fuel prices in 2011, the share of fuel costs increased to $80 \%$ of the total trip cost and average trip cost per DAS for the full-time dredge vessels amounted to over $\$ 1950$ per day-at-sea (Table 34). Average trip costs for full-time small dredge vessels was about $\$ 1250$ per day-at-sea in 2011 (Table 36).

Table 33. Observer data information for the full-time dredge vessels

| Year | Number <br> of vessels | Scallop lb. per <br> trip | DAS | LPUE | Number of crew | VHP | GTONS |
| ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 1994 | 12 | 5556 | 13.3 | 415 | 6.5 | 1116 | 171 |
| 1995 | 16 | 6425 | 12.2 | 491 | 6.8 | 986 | 174 |
| 1996 | 35 | 6221 | 12.0 | 480 | 6.1 | 1012 | 171 |
| 1997 | 27 | 5927 | 12.9 | 447 | 6.1 | 941 | 174 |
| 1998 | 12 | 2753 | 8.3 | 326 | 5.6 | 1006 | 180 |
| 1999 | 65 | 10964 | 8.0 | 1,448 | 6.5 | 964 | 172 |
| 2000 | 224 | 11056 | 7.1 | 1,711 | 6.5 | 913 | 171 |
| 2001 | 93 | 17133 | 9.2 | 1,920 | 6.9 | 914 | 165 |
| 2002 | 90 | 17981 | 10.2 | 1,757 | 7.0 | 892 | 171 |
| 2003 | 102 | 19130 | 10.6 | 1,767 | 7.0 | 878 | 166 |
| 2004 | 204 | 18684 | 8.6 | 2,197 | 6.9 | 887 | 162 |
| 2005 | 150 | 17698 | 9.1 | 2,018 | 9.9 | 901 | 163 |
| 2006 | 117 | 14967 | 7.9 | 2,035 | 7.0 | 871 | 157 |
| 2007 | 193 | 14988 | 7.6 | 2,062 | 689 | 158 |  |
| 2008 | 263 | 16671 | 8.1 | 2,144 | 6.7 | 868 | 156 |
| 2009 | 218 | 19887 | 9.2 | 2,124 | 7.0 | 848 | 156 |
| 2010 | 179 | 18115 | 8.6 | 2,077 | 6.9 | 872 | 155 |
| 2011 | 202 | 21542 | 8.3 | 2,553 | 853 | 154 |  |

Table 34. Fuel and total trip costs (in 2011 inflation adjusted prices)

| Year | Average fuel price | Average fuel costs per DAS | Average trip costs per DAS <br> (Includes fuel costs) | Fuel costs as a \% of total trip costs |
| :---: | ---: | :---: | :---: | :---: |
| 1994 | 1.17 | 700 | 952 | $73 \%$ |
| 1995 | 1.11 | 639 | 976 | $64 \%$ |
| 1996 | 1.20 | 716 | 985 | $71 \%$ |
| 1997 | 1.07 | 652 | 909 | $65 \%$ |
| 1998 | 0.88 | 559 | 905 | $56 \%$ |
| 1999 | 0.38 | 637 | 809 | $72 \%$ |
| 2000 | 1.56 | 834 | 1,184 | $61 \%$ |
| 2001 | 1.51 | 665 | 965 | $62 \%$ |
| 2002 | 1.44 | 743 | 1,126 | $61 \%$ |
| 2003 | 1.58 | 852 | 1,172 | $66 \%$ |
| 2004 | 1.90 | 1,003 | 1,387 | $69 \%$ |
| 2005 | 2.52 | 1,326 | 1,603 | $76 \%$ |
| 2006 | 2.71 | 1,454 | 1,730 | $75 \%$ |
| 2007 | 2.83 | 1,512 | 1,844 | $75 \%$ |
| 2008 | 3.79 | 1,317 | 1,111 | $82 \%$ |
| 2009 | 2.39 | 1,541 | 1,509 | $76 \%$ |
| 2010 | 2.82 | 1,881 | 1,953 | $78 \%$ |
| 2011 | 3.54 |  | $80 \%$ |  |

Table 35. Observer data information for the full-time small dredge vessels

| Year | Number of <br> vessels | Scallop lb. per <br> trip | DAS | LPUE | Number of crew | VHP | GTONS |
| :---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| 2004 | 18 | 10963 | 9.3 | 1,237 | 5.0 | 577 | 126 |
| 2005 | 16 | 10820 | 8.0 | 1,248 | 4.9 | 504 | 116 |
| 2006 | 17 | 14780 | 8.4 | 1,731 | 5.5 | 610 | 121 |
| 2007 | 30 | 10951 | 7.9 | 1,445 | 5.4 | 487 | 106 |
| 2008 | 72 | 12643 | 6.6 | 1,845 | 5.2 | 520 | 103 |
| 2009 | 55 | 12917 | 7.8 | 1,537 | 500 | 105 |  |
| 2010 | 35 | 12743 | 7.8 | 1,517 | 5.3 | 106 |  |
| 2011 | 42 | 14757 | 7.6 | 1,820 | 5.3 | 491 | 103 |

Table 36. Fuel and total trip costs for full-time small dredge vessels (in 2011 inflation adjusted prices)

|  |  |  | Average trip costs per DAS <br> (Includes fuel costs) |  |
| :--- | ---: | ---: | :--- | ---: |
| 2004 | Average fuel price | Average fuel costs per DAS costs as a \% of total trip costs |  |  |
| 2005 | 1.89 | 575 | 879 | $62 \%$ |
| 2006 | 2.45 | 881 | 1,023 | $67 \%$ |
| 2007 | 2.77 | 1,978 | 1,984 | $77 \%$ |
| 2008 | 2.92 | 1,186 | 1,517 | $70 \%$ |
| 2009 | 3.78 | 1,270 | 1,513 | $79 \%$ |
| 2010 | 2.36 | 953 | 1,072 | $71 \%$ |
| 2011 | 2.85 | 1,024 | $73 \%$ |  |

### 1.1.10 Trends in Foreign Trade

One of most significant change in the trend for foreign trade for scallops after 1999 was the striking increase in scallop exports. The increase in landings especially of larger scallops led to a tripling of U.S. exports of scallops from about 5 million pounds in 1999 to a record amount of 32 million pounds in 2011 (Figure 11).

Figure 11 shows scallop exports including fresh, frozen and processed scallops. Although exports include exports of bay, calico or weathervane scallops, it mainly consists of sea scallops. Canada, France and other European countries were the main importers of US scallops.

In contrast, imports of scallops declined to 42 million lb. in 2011 from about 60 million lb. in 2010, that is by almost $30 \%$ (Figure 12). Because of the increase in the value of scallop exports to over $\$ 214$ million in 2011, the difference in the value of exported and imported scallops, that is scallop trade deficit reached to its lowest level, $\$ 42$ million, since 1994 (Figure 13). Therefore, rebuilding of scallops as a result of the management of the scallop fishery benefited the nation by reducing the scallop trade deficit in addition to increasing the revenue for the scallop fishery as a whole.

Figure 11 - Scallop exports in lb., export value and prices (by Fishyear)


Figure 12 - Scallop imports, value of imports and prices (by Fishyear)


Figure 13. Value of Scallop imports and exports (by calendar year)


### 1.1.11 Dependence on the Scallop Fishery

The dependence of a fleet of vessels on a particular marine resource is estimated by examining what proportion of a fleet's overall revenue is derived from that resource. Both full-time and part-time limited access vessels had a high dependence on scallops as a source of their income. Full-time limited access vessels had a high dependence on scallops as a source of their income and the majority of the full-time vessels (94\%) derived more than $90 \%$ of their revenue from the scallop fishery in 2011 (Table 37). Comparatively, part-time limited access vessels were less dependent on the scallop fishery in 2011, with only 37\% of part-time vessels earning more than $90 \%$ of their revenue from scallops (Table 37).

Table 38 shows that general category permit holders (IFQ and NGOM) are less dependent on scallops compared to vessels with limited access permits. In 2011, less than half (43\%) of IFQ permitted vessels earned greater than $50 \%$ of their revenue from scallops. Among active NGOM permitted vessels (that did not also have a limited access permit), $88 \%$ had no landings with scallops in 2011. Scallops still comprise the largest proportion of the revenue for IFQ general category vessels, accounting for $38.6 \%$ of these vessels revenue. Scallops still comprise the largest proportion of the revenue for IFQ general category vessels, accounting for $38.6 \%$ of these
vessels revenue (Table 39). For NGOM vessels (that did not also have a limited access permit) scallop landings accounted for less than $1 \%$ of revenue in 2011. The composition of revenue for both the IFQ and NGOM general category vessels are shown in Table 39.

The relative ease with which a vessel is able to switch between fisheries is an indicator of the dependence on any one fishery or species. Table 41 and Table 42 show the number and percentage of scallop vessels with permits from other fishery management plans, while Table 43 to Table 44 show the number scallop vessels that have actual landings of other species.
Together, these Tables describe a limited access fishery where a large percentage of vessels have permits in other fisheries but relatively few vessels actually landing species other than scallops. Alternatively, Table 42 and Table 45 show a general category fishery where a large percentage of vessels have permits in other fisheries and landings of corresponding species.

Table 37. Dependence of scallop revenue by limited access vessels

| Permit <br> Category | Scallop Revenue as \% of total | 2008 |  | 2009 |  | 2010 |  | 2011 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of Vessels | \% | Number of Vessels | \% | Number of Vessels | \% | Number of Vessels | \% |
| FT Vessels | <75\% | 6 | 2\% | 3 | 1\% | 8 | 3\% | 9 | 3\% |
|  | 75\% - 90\% | 13 | 4\% | 19 | 6\% | 13 | 4\% | 10 | 3\% |
|  | >=90\% | 287 | 94\% | 286 | 93\% | 291 | 93\% | 294 | 94\% |
| Total |  | 306 | 100\% | 308 | 100\% | 312 | 100\% | 313 | 100\% |
| PT Vessels | <75\% | 7 | 23\% | 13 | 38\% | 9 | 26\% | 13 | 37\% |
|  | 75\% - 90\% | 9 | 29\% | 4 | 12\% | 9 | 26\% | 9 | 26\% |
|  | >=90\% | 15 | 48\% | 17 | 50\% | 17 | 49\% | 13 | 37\% |
| Total |  | 31 | 100\% | 34 | 100\% | 35 | 100\% | 35 | 100\% |

Table 38. Dependence on scallop revenue among limited access general category vessels (excluding GC vessels with LA permits)

| Permit Category | Scallop Revenue as \% of total | 2008 | 2009 |  |  | 2010 |  | 2011 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Number of Vessels | \% | Number of Vessels | \% | Number of Vessels | \% | Number of Vessels | \% |
| IFQ | <10\% | 92 | 39\% | 81 | 32\% | 103 | 48\% | 82 | 43\% |
|  | 10\% - 49\% | 29 | 12\% | 32 | 13\% | 26 | 12\% | 27 | 14\% |
|  | 50\% - 74\% | 29 | 12\% | 37 | 15\% | 16 | 7\% | 16 | 8\% |
|  | 75\% - 89\% | 10 | 4\% | 15 | 6\% | 11 | 5\% | 12 | 6\% |
|  | >=90\% | 75 | 32\% | 87 | 35\% | 60 | 28\% | 55 | 29\% |
|  | Total | 235 | 100\% | 252 | 100\% | 216 | 100\% | 192 | 100\% |
| NGOM | No scallops landed | 61 | 91\% | 74 | 89\% | 65 | 89\% | 53 | 88\% |
|  | >0\% | 6 | 9\% | 9 | 11\% | 8 | 11\% | 7 | 12\% |
|  | Total | 67 | 100\% | 85 | 100\% | 73 | 100\% | 60 | 100\% |

Table 39. Composition of Revenue for the Limited Access General Category Vessels (including those vessels with LA permits)

|  |  | 2008 | 2009 | 2010 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| LAGC - IFQ | SCALLOP, SEA | 53882244 | 60745820 | 63662791 | 89295862 |
|  |  | 56.2\% | 60.2\% | 58.9\% | 62.2\% |
|  | FLOUNDER, SUMMER | 3698635 | 4057324 | 5965707 | 8601902 |
|  |  | 3.9\% | 4.0\% | 5.5\% | 6.0\% |
|  | COD | 4898076 | 4019584 | 3878797 | 6692224 |
|  |  | 5.1\% | 4.0\% | 3.6\% | 4.7\% |
|  | HADDOCK | 4651156 | 5175295 | 7006451 | 5902674 |
|  |  | 4.9\% | 5.1\% | 6.5\% | 4.1\% |
|  | FLOUNDER, WINTER | 4166806 | 3796259 | 3059348 | 4657612 |
|  |  | 4.3\% | 3.8\% | 2.8\% | 3.2\% |
|  | ANGLER | 3735774 | 2356285 | 2523998 | 3535926 |
|  |  | 3.9\% | 2.3\% | 2.3\% | 2.5\% |
|  | SQUID (LOLIGO) | 1340455 | 1168888 | 1706643 | 2647702 |
|  |  | 1.4\% | 1.2\% | 1.6\% | 1.8\% |
|  | QUAHOG, OCEAN | 3791416 | 3353203 | 5489910 | 2508971 |
|  |  | 4.0\% | 3.3\% | 5.1\% | 1.7\% |
|  | LOBSTER | 2786929 | 2166218 | 2205683 | 2292524 |
|  |  | 2.9\% | 2.1\% | 2.0\% | 1.6\% |
|  | FLOUNDER, YELLOWTAIL | 1690610 | 1601151 | 1415039 | 2120194 |
|  |  | 1.8\% | 1.6\% | 1.3\% | 1.5\% |
|  | Total Landings | 95790993 | 100902468 | 108034448 | 143470717 |
| LAGC - NGOM | SCALLOP, SEA | 22567094 | 28040044 | 38445080 | 47443489 |
|  |  | 59.6\% | 59.4\% | 65.8\% | 69.7\% |
|  | COD | 3223210 | 3746617 | 4115123 | 3374241 |
|  |  | 8.5\% | 7.9\% | 7.0\% | 5.0\% |
|  | HERRING, ATLANTIC | 2990716 | 2550621 | 2121472 | 3156026 |
|  |  | 7.9\% | 5.4\% | 3.6\% | 4.6\% |
|  | ANGLER | 1777693 | 1775242 | 2050529 | 2198031 |
|  |  | 4.7\% | 3.8\% | 3.5\% | 3.2\% |
|  | LOBSTER | 1931610 | 1709890 | 1640465 | 2152479 |
|  |  | 5.1\% | 3.6\% | 2.8\% | 3.2\% |
|  | POLLOCK | 1178299 | 1673283 | 1272260 | 1480100 |
|  |  | 3.1\% | 3.5\% | 2.2\% | 2.2\% |
|  | HAKE, WHITE | 695850 | 992009 | 1273557 | 1316034 |
|  |  | 1.8\% | 2.1\% | 2.2\% | 1.9\% |
|  | SQUID (LOLIGO) | 162987 | 1233517 | 1204669 | 1279234 |
|  |  | 0.4\% | 2.6\% | 2.1\% | 1.9\% |
|  | FLOUNDER, SUMMER | 84715 | 452240 | 597024 | 1091929 |
|  |  | 0.2\% | 1.0\% | 1.0\% | 1.6\% |

Table 40. Composition of Revenue for the Limited Access General Category Vessels (not including those vessels with LA permits)

|  |  | 2008 | 2009 | 2010 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: |
| LAGC - IFQ | SCALLOP, SEA | 21844640 | 24882995 | 19072784 | 32321259 |
|  |  | 35.2\% | 39.1\% | 31.2\% | 38.6\% |
|  | FLOUNDER, SUMMER | 3049527 | 3525085 | 4983035 | 7330321 |
|  |  | 4.9\% | 5.5\% | 8.1\% | 8.8\% |
|  | COD | 4897712 | 4017741 | 3878797 | 6692224 |
|  |  | 7.9\% | 6.3\% | 6.3\% | 8.0\% |
|  | HADDOCK | 4651152 | 5175295 | 7006451 | 5902674 |
|  |  | 7.5\% | 8.1\% | 11.4\% | 7.1\% |
|  | FLOUNDER, WINTER | 4165799 | 3795185 | 3059348 | 4656247 |
|  |  | 6.7\% | 6.0\% | 5.0\% | 5.6\% |
|  | ANGLER | 3558964 | 2217851 | 2415365 | 3404805 |
|  |  | 5.7\% | 3.5\% | 3.9\% | 4.1\% |
|  | SQUID (LOLIGO) | 1143579 | 1052227 | 1477045 | 2510885 |
|  |  | 1.8\% | 1.7\% | 2.4\% | 3.0\% |
|  | QUAHOG, OCEAN | 3791416 | 3353203 | 5489910 | 2508971 |
|  |  | 6.1\% | 5.3\% | 9.0\% | 3.0\% |
|  | LOBSTER | 2786253 | 2157673 | 2204780 | 2290224 |
|  |  | 4.5\% | 3.4\% | 3.6\% | 2.7\% |
|  | FLOUNDER, YELLOWTAIL | 1690610 | 1600759 | 1414633 | 2116837 |
|  |  | 2.7\% | 2.5\% | 2.3\% | 2.5\% |
|  | Total Landings | 62139710 | 63632899 | 61201103 | 83713450 |
| LAGC - NGOM | SCALLOP, SEA | 101898 | 109568 | 45577 | 56071 |
|  |  | 0.7\% | 0.6\% | 0.3\% | 0.3\% |
|  | COD | 3223210 | 3746617 | 4103903 | 3324619 |
|  |  | 21.2\% | 20.9\% | 22.6\% | 18.7\% |
|  | HERRING, ATLANTIC | 2990716 | 2550621 | 2121472 | 3156026 |
|  |  | 19.7\% | 14.2\% | 11.7\% | 17.7\% |
|  | ANGLER | 1584378 | 1622777 | 1958468 | 1992570 |
|  |  | 10.4\% | 9.1\% | 10.8\% | 11.2\% |
|  | LOBSTER | 1931610 | 1709890 | 1637785 | 2108245 |
|  |  | 12.7\% | 9.6\% | 9.0\% | 11.8\% |
|  | POLLOCK | 1178299 | 1673283 | 1271664 | 1474862 |
|  |  | 7.7\% | 9.3\% | 7.0\% | 8.3\% |
|  | HAKE, WHITE | 695850 | 991451 | 1273189 | 1299613 |
|  |  | 4.6\% | 5.5\% | 7.0\% | 7.3\% |
|  | FLOUNDER, AM. PLAICE | 635104 | 1117767 | 1186356 | 845083 |


|  | $4.2 \%$ | $6.2 \%$ | $6.5 \%$ | $4.7 \%$ |
| :--- | ---: | ---: | ---: | ---: |
| SHRIMP (PANDALID) | 307429 | 1127253 | 1909525 | 679079 |
|  | $2.0 \%$ | $6.3 \%$ | $10.5 \%$ | $3.8 \%$ |
| Total Landings | 15219581 | 17903392 | 18194579 | 17812223 |

Table 41. Other fishery management plan permits held FY 2011, by vessels with limited access scallop permits

|  |  | 2011 |  |
| :--- | :--- | :---: | :---: |
| Plan | Description | Permit count | \% LA vessels |
| BLU | Bluefish | 327 | $92 \%$ |
| BSB | Black Sea Bass | 148 | $42 \%$ |
| DOG | Dogfish | 342 | $97 \%$ |
| FLS | Summer Flounder | 303 | $86 \%$ |
| HRG | Herring | 298 | $84 \%$ |
| LO | Lobster | 232 | $66 \%$ |
| MNK | Monkfish | 349 | $99 \%$ |
| MUL | Multispecies | 343 | $97 \%$ |
| OQ | Ocean Quahog | 290 | $82 \%$ |
| RCB | Red Crab | 286 | $81 \%$ |
| SC | Scallop LA | 354 | $100 \%$ |
| LGC | Scallop LAGC | 185 | $52 \%$ |
|  | LAGC - IFQ | 43 | $12 \%$ |
|  | LAGC - NGOM | 28 | $8 \%$ |
|  | LAGC - incidental | 114 | $32 \%$ |
| SCP | Scup | 140 | $40 \%$ |
| SF | Surf Clam | 289 | $82 \%$ |
| SKT | Skate | 321 | $91 \%$ |
| SMB | Squid/Mackerel/Butterfish | 336 | $95 \%$ |
| TLF | Tilefish | 312 | $88 \%$ |

Table 42. Other fishery management plan permits held FY 2011 by vessels with general category permits

| Plan | Description | 2011 |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | LAGC - <br> IFQ | \% of IFQ <br> vessels | LAGC NGOM | \% of NGOM vessels | LAGC incidental | \% of inc. vessels |
| BLU | Bluefish | 262 | 90\% | 98 | 90\% | 246 | 88\% |
| BSB | Black Sea Bass | 105 | 36\% | 26 | 24\% | 142 | 51\% |
| DOG | Dogfish | 265 | 91\% | 100 | 92\% | 264 | 95\% |
|  | Summer |  |  |  |  |  |  |
| FLS | Flounder | 168 | 58\% | 43 | 39\% | 209 | 75\% |
| HRG | Herring | 235 | 81\% | 101 | 93\% | 238 | 85\% |
| LO | Lobster | 172 | 59\% | 86 | 79\% | 199 | 71\% |
| MNK | Monkfish | 278 | 96\% | 102 | 94\% | 266 | 95\% |
| MUL | Multispecies | 242 | 83\% | 102 | 94\% | 254 | 91\% |
| OQ | Ocean Quahog | 184 | 63\% | 59 | 54\% | 214 | 77\% |
| RCB | Red Crab | 207 | 71\% | 76 | 70\% | 224 | 80\% |
| SC | Scallop LA | 43 | 15\% | 28 | 26\% | 114 | 41\% |
| LGC | Scallop LAGC | 290 | 100\% | 109 | 100\% | 279 | 100\% |
| SCP | Scup | 115 | 40\% | 29 | 27\% | 149 | 53\% |
| SF | Surf Clam | 181 | 62\% | 63 | 58\% | 215 | 77\% |
| SKT | Skate | 264 | 91\% | 95 | 87\% | 252 | 90\% |
|  | Squid/Macker |  |  |  |  |  |  |
| SMB | el/Butterfish | 251 | 87\% | 96 | 88\% | 253 | 91\% |
| TLF | Tilefish | 233 | 80\% | 85 | 78\% | 249 | 89\% |

Table 43. Number of full-time vessels with landings of corresponding species
(includes fisheries with 5 or more participating vessels in 2011)

|  | 2008 | 2009 | 2010 | 2011 |
| :--- | ---: | ---: | ---: | ---: |
| ANGLER | 276 | 243 | 232 | 217 |
| BLUEFISH | 21 | 18 | 23 | 27 |
| BUTTERFISH | 15 | 13 | 14 | 7 |
| COD | 8 | 7 | 8 | 10 |
| CUSK | 5 | 5 | 5 | 5 |
| FLOUNDER, AM. PLAICE | 6 | 8 | 7 | 8 |
| FLOUNDER, SUMMER | 66 | 68 | 86 | 74 |
| FLOUNDER, WINTER | 22 | 14 | 13 | 18 |
| FLOUNDER, WITCH | 11 | 15 | 9 | 14 |
| FLOUNDER, YELLOWTAIL | 10 | 17 | 53 | 58 |
| HADDOCK | 7 | 7 | 7 | 9 |
| HAKE, SILVER | 10 | 10 | 13 | 12 |
| HAKE, WHITE | 6 | 6 | 6 | 7 |
| HALIBUT, ATLANTIC | 4 | 5 | 6 | 6 |
| JOHN DORY | 6 | 4 | 14 | 13 |
| LOBSTER | 11 | 11 | 14 | 16 |
| POLLOCK | 6 | 6 | 6 | 7 |
| REDFISH | 5 | 7 | 6 | 6 |
| SCALLOP, SEA | 306 | 308 | 312 | 313 |
| SCUP | 20 | 16 | 34 | 25 |
| SEA BASS, BLACK | 26 | 24 | 34 | 37 |
| SKATES(RACK) | 7 | 6 | 9 | 11 |
| SQUID (ILLEX) | 4 | 2 | 4 | 10 |
| SQUID (LOLIGO) | 5 | 22 | 31 | 35 |
| TILEFISH, BLUELINE | 3 | 4 | 11 |  |
| TILEFISH, GOLDEN | 4 | 12 | 13 |  |
| WEAKFISH, SQUETEAGUE | 7 | 12 | 10 |  |
| WHITING, KING | 5 | 8 | 10 |  |

Table 44. Number of part-time and occasional vessels with landings of corresponding species (includes fisheries with 5 or more participating vessels in 2011)

|  | 2008 | 2009 | 2010 | 2011 |
| :--- | ---: | ---: | ---: | ---: |
| ANGLER | 27 | 28 | 31 | 26 |
| BLUEFISH | 11 | 15 | 11 | 19 |
| BUTTERFISH | 8 | 6 | 7 | 9 |
| CROAKER, ATLANTIC | 5 | 6 | 3 | 6 |
| DOGFISH SPINY | 1 | 3 | 4 | 5 |
| FLOUNDER, SOUTHERN |  | 6 |  | 5 |
| FLOUNDER, SUMMER | 20 | 22 | 24 | 22 |
| HAKE, RED | 5 | 2 | 7 | 6 |
| HAKE, SILVER | 7 | 4 | 7 | 6 |
| JOHN DORY | 4 | 3 | 6 | 8 |
| MACKEREL, ATLANTIC | 5 | 6 | 8 | 5 |
| SCALLOP, SEA | 31 | 34 | 35 | 35 |
| SCUP | 8 | 13 | 18 | 17 |
| SEA BASS, BLACK | 17 | 15 | 20 | 18 |
| SHRIMP,BROWN | 15 | 6 |  | 7 |
| SQUID (LOLIGO) | 2 | 3 | 13 | 17 |
| TILEFISH, BLUELINE | 2 | 4 | 8 | 5 |
| TILEFISH, GOLDEN | 8 | 7 | 7 | 7 |
| WEAKFISH, SQUETEAGUE | 2 | 7 | 3 | 10 |
| WHITING, KING |  |  |  |  |

Table 45. Number of LAGC - IFQ vessels with landings of corresponding species
(includes fisheries with 10 or more participating vessels in 2011, but not vessels that also possess LA scallop permits)

|  | 2008 | 2009 | 2010 | 2011 |
| :---: | :---: | :---: | :---: | :---: |
| ANGLER | 176 | 187 | 162 | 144 |
| BASS, STRIPED | 13 | 2 | 24 | 14 |
| BLUEFISH | 54 | 75 | 63 | 75 |
| BUTTERFISH | 34 | 55 | 42 | 46 |
| COD | 83 | 72 | 72 | 53 |
| CRAB, JONAH | 6 | 6 | 11 | 16 |
| CROAKER, ATLANTIC | 19 | 32 | 18 | 18 |
| CUSK | 34 | 33 | 30 | 20 |
| DOGFISH SMOOTH | 22 | 35 | 32 | 32 |
| DOGFISH SPINY | 32 | 57 | 44 | 46 |
| EEL, CONGER | 15 | 12 | 13 | 11 |
| FLOUNDER, AM. PLAICE | 70 | 65 | 52 | 43 |
| FLOUNDER, SUMMER | 100 | 104 | 102 | 94 |
| FLOUNDER, WINTER | 89 | 72 | 60 | 43 |
| FLOUNDER, WITCH | 78 | 64 | 62 | 43 |
| FLOUNDER, YELLOWTAIL | 80 | 74 | 66 | 53 |
| HADDOCK | 69 | 62 | 53 | 43 |
| HAKE, RED | 23 | 27 | 29 | 22 |
| HAKE, SILVER | 47 | 51 | 43 | 39 |
| HAKE, WHITE | 57 | 52 | 46 | 38 |
| HALIBUT, ATLANTIC | 41 | 38 | 24 | 22 |
| HERRING, ATLANTIC | 11 | 12 | 14 | 16 |
| JOHN DORY | 9 | 7 | 13 | 15 |
| LOBSTER | 85 | 78 | 75 | 50 |
| MACKEREL, ATLANTIC | 20 | 27 | 23 | 16 |
| POLLOCK | 62 | 55 | 50 | 41 |
| REDFISH | 39 | 43 | 36 | 31 |
| SCALLOP, SEA | 189 | 206 | 148 | 141 |
| SCUP | 35 | 41 | 51 | 52 |
| SEA BASS, BLACK | 47 | 47 | 52 | 49 |
| SEA ROBINS | 10 | 15 | 12 | 12 |
| SHRIMP,BROWN | 1 | 13 |  | 11 |
| SKATE, WINTER(BIG) | 32 | 41 | 44 | 43 |
| SKATES(RACK) | 79 | 76 | 68 | 61 |
| SQUID (LOLIGO) | 46 | 58 | 54 | 55 |
| TILEFISH, BLUELINE | 4 | 6 | 8 | 10 |
| TILEFISH, GOLDEN | 9 | 8 | 20 | 16 |
| TUNA, BLUEFIN | 5 | 7 | 12 | 12 |
| WEAKFISH, SQUETEAGUE | 30 | 38 | 27 | 37 |


| WHELK, CHANNELED | 11 | 14 | 15 | 10 |
| :--- | ---: | ---: | :--- | :--- |
| WHELK, KNOBBED | 6 | 8 | 10 | 13 |
| WHITING, KING | 13 | 23 | 13 | 24 |

Table 46. Number of LAGC - NGOM vessels with landings of corresponding species
(includes fisheries with 10 or more participating vessels in 2011, but not vessels that also possess LA scallop permits)

|  | 2008 | 2009 | 2010 | 2011 |
| :--- | ---: | ---: | ---: | ---: |
| ANGLER | 52 | 62 | 51 | 40 |
| BLUEFISH | 14 | 24 | 19 | 13 |
| COD | 52 | 63 | 54 | 38 |
| CUSK | 34 | 36 | 27 | 20 |
| DOGFISH SPINY | 24 | 35 | 26 | 20 |
| FLOUNDER, AM. PLAICE | 46 | 57 | 49 | 35 |
| FLOUNDER, WINTER | 39 | 48 | 43 | 28 |
| FLOUNDER, WITCH | 48 | 55 | 45 | 35 |
| FLOUNDER, YELLOWTAIL | 37 | 47 | 44 | 30 |
| HADDOCK | 49 | 55 | 44 | 35 |
| HAKE, SILVER | 24 | 35 | 28 | 25 |
| HAKE, WHITE | 45 | 50 | 42 | 33 |
| HALIBUT, ATLANTIC | 19 | 25 | 21 | 18 |
| LOBSTER | 48 | 47 | 37 | 34 |
| MACKEREL, ATLANTIC | 11 | 18 | 8 | 12 |
| POLLOCK | 47 | 55 | 47 | 35 |
| REDFISH | 42 | 47 | 41 | 32 |
| SHRIMP (PANDALID) | 14 | 23 | 26 | 22 |
| SKATE, WINTER(BIG) | 6 | 6 | 9 | 10 |
| SKATES(RACK) | 23 | 32 | 30 | 22 |
| SQUID (LOLIGO) | 9 | 13 | 8 | 12 |

### 1.1.12 Trends in Employment in the Scallop Fishery

In the Northeast fishing industry, actual employment numbers are not tracked but information about crew size on a trip and the duration of a trip can be gained from the Vessel Trip Report. Although these data do not identify the actual number of individuals employed and a crew member will often work for more than one vessel owner, the data can be used to indicate the number of crew positions available and the length of time crew spend at sea. These general indicators can then be used to describe broad trends in employment in the fishery.

The number of crew positions, measured by summing the average crew size of all active limited access vessels on all trips that included scallops, has increased slightly from 2,172 positions in 2007 to 2,262 positions in 2011 (a $4 \%$ increase) (Table 47). Broken out by home port state, the number of crew positions has stayed relatively constant during the past five years. Limited
access vessels with a home port in Massachusetts and New Jersey experienced the largest percentage increase (5\%: 969 to 1015 crew positions in MA and 15\%: 490 to 564 crew positions in NJ). Most other home port states experienced moderate declines in the number of available crew positions. Recently the number of crew positions in the general category fishery has declined sharply, first in 2008 when the LAGC was implemented and then again in 2010 when the hard TAC was set at 5\% of the total scallop catch limit. Between 2007 and 2008 the total number of crew positions on general category vessels landing scallops dropped 43\%, from 1276 positions to 731 (Table 48). Then, the total number of general category crew positions dropped another $21 \%$ in 2010, so that the number of crew positions was 576 . In 2011 the number of general category crew positions has begun to rise adding 24 more crew positions.

A crew trip is another indicator of employment opportunity in the scallop fishery that examines the number of opportunities a crew member has to earn a share of the landing revenue. The crew trip is informative because while the number of crew positions is an indicator of the availability of jobs, the crew position provides no information about the quality of those jobs and whether the positions are part-time or full-time. Total crew trips were calculated by summing the crew size of all trips taken in each fishing year for both limited access and general category vessels across home port state (Table 49 and Table 50). Total crew trips declined for limited access vessels from 30,409 in 2007 to 22,526 in 2011 (a 26\% decline, Table 49). The decline in limited access crew trips is in contrast to the increase in the number of crew positions during the same period. The number of crew trips on general category vessels followed a similar pattern as the general category crew positions, with large declines in 2008 and 2010, but then an increase in 2011(Table 51).

One final indicator of employment opportunity in the scallop fishery is the crew day, which is calculated by multiplying a trip's crew size by the days absent from port. A crew day provides additional information about the time a crew spends at sea to earn a share of the revenues. Because there is an opportunity cost associated with time spent at sea, a crew day can be viewed as an indicator of time invested in earning a share of a the revenues received at the end of a trip. For example, if crew trips and crew earnings remain constant, a decline in crew days would reveal a benefit to crew in that less time was forgone for the same amount of earnings. In the limited access fishery, from 2007 to 2011 the number of crew days declined from 207,088 to 160,355 ( $23 \%$, Table 50). The number of crew days on general category vessels followed a similar pattern as the general category crew positions and trips, with large declines in 2008 and 2010, but then an increase in days in 2011(Table 52). Oftentimes the number of general category crew days is smaller than the number of crew trips, which is because many of the general category trips are shorter than a single day which results in a fraction of a crew day.

Table 47. Number of crew positions (sum of average number of crew per vessel) on active limited access vessels. [Average vessel crew level calculated from just scallop trips and separately from all trips.]

|  | 2007 | 2008 | 2009 | 2010 | 2011 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Scallop crew positions | 2172 | 2160 | 2236 | 2234 | 2262 |
| ME | 19 | 20 | 20 | 19 | 19 |
| MA | 969 | 980 | 992 | 979 | 1015 |
| RI | 19 | 19 | 20 | 19 | 15 |


| CT | 64 | 66 | 67 | 66 | 67 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| NY | 14 | 16 | 18 | 17 | 12 |
| NJ | 490 | 476 | 521 | 561 | 564 |
| PA | 28 | 30 | 31 | 24 | 18 |
| VA | 302 | 299 | 296 | 299 | 296 |
| NC | 243 | 230 | 247 | 224 | 232 |
| FL | 24 | 24 | 25 | 24 | 25 |
| All crew positions | 2099 | 2090 | 2160 | 2139 | 2161 |
| ME | 19 | 20 | 20 | 19 | 19 |
| MA | 961 | 971 | 983 | 970 | 998 |
| RI | 16 | 14 | 15 | 15 | 11 |
| CT | 62 | 65 | 68 | 65 | 66 |
| NY | 14 | 13 | 17 | 14 | 10 |
| NJ | 466 | 455 | 494 | 522 | 532 |
| PA | 27 | 27 | 29 | 24 | 16 |
| VA | 298 | 293 | 297 | 297 | 292 |
| NC | 213 | 208 | 214 | 188 | 192 |
| FL | 24 | 24 | 24 | 24 | 25 |

Table 48. Number of crew positions (sum of average number of crew per vessel) on active general category vessels. [Average vessel crew level calculated from scallop trips and separately from all trips.]

|  | 2007 | 2008 | 2009 | 2010 | 2011 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Total GC crew positions | 1276 | 731 | 751 | 576 | 600 |
| ME | 107 | 35 | 31 | 19 | 13 |
| NH | 27 | 10 | 12 | 11 | 8 |
| MA | 383 | 239 | 195 | 137 | 164 |
| RI | 113 | 54 | 65 | 49 | 57 |
| CT | 20 | 6 | 9 | 8 | 3 |
| NY | 57 | 40 | 64 | 52 | 48 |
| NJ | 323 | 197 | 203 | 172 | 195 |
| PA | 16 | 8 | 8 | 18 | 23 |
| DE | 7 | 8 | 4 | 8 | 8 |
| MD | 58 | 33 | 33 | 17 | 11 |
| VA | 28 | 13 | 15 | 14 | 11 |
| NC | 113 | 77 | 104 | 69 | 58 |
| Other Homeport states | 23 | 11 | 8 | 3 | 0 |
| Total GC crew positions | 2283 | 1239 | 1366 | 1262 | 1173 |
| ME | 281 | 120 | 127 | 112 | 102 |
| NH | 66 | 39 | 46 | 44 | 34 |
| MA | 785 | 476 | 497 | 481 | 422 |
| RI | 170 | 89 | 121 | 104 | 100 |
| CT | 45 | 9 | 10 | 7 | 5 |


| NY | 133 | 62 | 78 | 74 | 87 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| NJ | 397 | 238 | 252 | 233 | 254 |
| PA | 25 | 12 | 15 | 18 | 23 |
| DE | 15 | 8 | 4 | 8 | 8 |
| MD | 64 | 33 | 38 | 27 | 20 |
| VA | 62 | 25 | 21 | 21 | 14 |
| NC | 215 | 117 | 148 | 131 | 105 |
| Other Homeport states | 26 | 11 | 8 | 3 | 0 |

Table 49. Number of crew trips (sum of crew on all trips) on active limited access vessels. [Calculated for trips with scallop landings and for all trips made by vessels with a valid LA permit]

|  | 2007 | 2008 | 2009 | 2010 | 2011 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Scallop crew trips | 30409 | 25282 | 25082 | 23378 | 22526 |
| ME | 205 | 184 | 167 | 167 | 183 |
| MA | 11340 | 9290 | 8913 | 9132 | 8791 |
| RI | 204 | 159 | 159 | 156 | 119 |
| CT | 777 | 680 | 665 | 598 | 643 |
| NY | 540 | 169 | 270 | 161 | 95 |
| NJ | 9189 | 8630 | 8172 | 7711 | 7146 |
| PA | 538 | 427 | 489 | 387 | 275 |
| VA | 4097 | 2873 | 2868 | 2808 | 2831 |
| NC | 3115 | 2549 | 3109 | 2004 | 2184 |
| FL | 404 | 321 | 270 | 254 | 259 |
| All crew trips | 32911 | 28604 | 28215 | 26914 | 26105 |
| ME | 205 | 184 | 167 | 167 | 183 |
| MA | 11636 | 9591 | 9222 | 9470 | 9289 |
| RI | 392 | 424 | 366 | 351 | 282 |
| CT | 787 | 704 | 672 | 613 | 659 |
| NY | 540 | 309 | 276 | 200 | 116 |
| NJ | 10144 | 9874 | 9400 | 9372 | 8897 |
| PA | 569 | 470 | 531 | 415 | 331 |
| VA | 4140 | 2963 | 3039 | 2883 | 2939 |
| NC | 4094 | 3764 | 4269 | 3189 | 3150 |
| FL | 404 | 321 | 273 | 254 | 259 |
|  |  |  |  |  |  |

Table 50. Number of crew trips (sum of crew on all trips) on active general category vessels. [Calculated for trips with scallop landings and for all trips made by vessels with a valid GC permit (including incidental permits)]

|  | 2007 | 2008 | 2009 | 2010 | 2011 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Scallop crew trips | 42396 | 24531 | 27918 | 17132 | 23000 |
| ME | 3318 | 1066 | 901 | 475 | 434 |
| NH | 577 | 352 | 279 | 111 | 106 |


| MA | 9146 | 3813 | 5200 | 4473 | 7291 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| RI | 1008 | 461 | 452 | 279 | 581 |
| CT | 596 | 270 | 364 | 126 | 52 |
| NY | 1155 | 1131 | 1160 | 1352 | 1743 |
| NJ | 17621 | 10587 | 10678 | 6708 | 8543 |
| PA | 272 | 127 | 171 | 273 | 520 |
| DE | 418 | 207 | 99 | 191 | 294 |
| MD | 1987 | 1797 | 1998 | 493 | 343 |
| VA | 1114 | 645 | 937 | 382 | 546 |
| NC | 3761 | 2643 | 5018 | 2175 | 2547 |
| Other homeport states | 1423 | 1432 | 661 | 94 | 0 |
| All crew trips | 119341 | 71886 | 84598 | 68900 | 69821 |
| ME | 15181 | 7515 | 8021 | 7054 | 6266 |
| NH | 4676 | 3916 | 4566 | 3543 | 2802 |
| MA | 35865 | 21308 | 24509 | 22337 | 22614 |
| RI | 10615 | 7434 | 8754 | 8144 | 7847 |
| CT | 1782 | 332 | 688 | 510 | 445 |
| NY | 9230 | 5182 | 7874 | 6360 | 6561 |
| NJ | 26208 | 15664 | 17262 | 13568 | 15892 |
| PA | 361 | 135 | 226 | 333 | 593 |
| DE | 646 | 287 | 103 | 203 | 318 |
| MD | 2512 | 2130 | 2622 | 1109 | 738 |
| VA | 2544 | 1167 | 1310 | 665 | 769 |
| NC | 8099 | 5313 | 7993 | 4980 | 4976 |
| Other homeport states | 1622 | 1503 | 670 | 94 | 0 |

Table 51. Total number of crew days (product of a trip's crew size and the days absent from port) by homeport state for limited access vessels.

|  | 2007 | 2008 | 2009 | 2010 | 2011 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Scallop crew days | 207088 | 166768 | 179523 | 184372 | 160355 |
| ME | 1855 | 1655 | 1653 | 1620 | 1465 |
| MA | 88946 | 77630 | 80365 | 84986 | 70208 |
| RI | 1701 | 1035 | 1255 | 1331 | 926 |
| CT | 6324 | 5374 | 5914 | 5487 | 5094 |
| NY | 2124 | 969 | 1722 | 1186 | 688 |
| NJ | 44513 | 36889 | 40321 | 44845 | 38744 |
| PA | 2774 | 2008 | 2432 | 1750 | 1197 |
| VA | 32761 | 22162 | 23974 | 24887 | 23563 |
| NC | 23482 | 17003 | 19763 | 16363 | 16439 |
| FL | 2608 | 2044 | 2125 | 1917 | 2031 |
| All crew days | 217797 | 180430 | 192461 | 198038 | 176293 |
| ME | 1855 | 1655 | 1653 | 1620 | 1465 |


| MA | 90614 | 79414 | 82190 | 87123 | 72787 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| RI | 2933 | 2662 | 2293 | 2422 | 2052 |
| CT | 6375 | 5480 | 5916 | 5506 | 5121 |
| NY | 2124 | 1239 | 1732 | 1314 | 760 |
| NJ | 47379 | 40101 | 43863 | 48991 | 44231 |
| PA | 2889 | 2113 | 2636 | 1905 | 1422 |
| VA | 32887 | 22585 | 25171 | 25244 | 24316 |
| NC | 28134 | 23135 | 24858 | 21995 | 22108 |
| FL | 2608 | 2044 | 2150 | 1917 | 2031 |

Table 52. Total number of crew days (product of a trip's crew size and the days absent from port) by homeport state for general category vessels.

|  | 2007 | 2008 | 2009 | 2010 | 2011 |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Scallop crew days | 49344 | 26952 | 25560 | 15841 | 22348 |
| ME | 3093 | 1040 | 769 | 275 | 281 |
| NH | 650 | 349 | 296 | 102 | 81 |
| MA | 14019 | 6263 | 5704 | 4076 | 6153 |
| RI | 2399 | 659 | 1053 | 448 | 762 |
| CT | 766 | 240 | 295 | 80 | 38 |
| NY | 1609 | 1142 | 877 | 1043 | 1207 |
| NJ | 16971 | 9738 | 8139 | 6103 | 9235 |
| PA | 367 | 226 | 272 | 406 | 809 |
| DE | 661 | 319 | 185 | 311 | 453 |
| MD | 1546 | 1361 | 1543 | 409 | 182 |
| VA | 1436 | 900 | 961 | 475 | 741 |
| NC | 4351 | 3385 | 4997 | 2023 | 2406 |
| Other homeport states | 1477 | 1331 | 468 | 89 | 0 |
| All crew days | 173599 | 99883 | 115540 | 100852 | 103570 |
| ME | 18069 | 7488 | 7650 | 7193 | 7178 |
| NH | 2773 | 1984 | 2257 | 1755 | 1249 |
| MA | 61952 | 42349 | 47435 | 43148 | 42668 |
| RI | 20208 | 9828 | 15075 | 13233 | 12374 |
| CT | 3070 | 295 | 581 | 381 | 294 |
| NY | 13054 | 5114 | 7060 | 6219 | 6676 |
| NJ | 25506 | 16130 | 15856 | 14122 | 17940 |
| PA | 1038 | 239 | 356 | 495 | 921 |
| DE | 1216 | 424 | 192 | 329 | 481 |
| MD | 1929 | 1632 | 2024 | 890 | 463 |
| VA | 3279 | 1677 | 1585 | 1133 | 1586 |
| NC | 19495 | 11339 | 14961 | 11864 | 11740 |
| Other homeport states | 2010 | 1384 | 506 | 89 | 0 |
|  |  |  |  |  |  |

### 1.1.13 Trends in the Number of Seafood Dealers

Examining vessel logbooks to find which seafood dealers are accepting scallop landings gives some indication of a particular state's involvement in the scallop fishery beyond the actual harvest of the resource. Dealer data shows that the actual landings of scallops are highly concentrated in the states of Massachusetts (58\%), New Jersey (24\%) and Virginia (13\%), but that dealers from all over New England and the Mid Atlantic are buying these scallops. Table 53 shows that Massachusetts is still the state with the most dealers purchasing scallops at 48, but states like New York, New Jersey and Maine also have large numbers of dealers and seafood processors buying scallops. In recent years the total number of dealers purchasing scallops has declined, from a high of 303 dealers in 2005, to 161 dealers in 2011. Without more information about these seafood related businesses it is difficult to draw any conclusions about the recent decline in the number of dealers, but it is interesting to note that the largest declines in dealers accepting scallops has been in Massachusetts, which had 107 dealers in 2005, but had only 48 in 2011.

Table 53. Number of seafood dealers accepting/purchasing scallops by year and state

| State | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| ME | 29 | 37 | 26 | 29 | 21 | 9 | 14 | 17 |
| NH | 4 | 4 | 6 | 4 | 3 | 4 | 3 | 4 |
| MA | 93 | 107 | 91 | 75 | 70 | 58 | 49 | 48 |
| RI | 21 | 23 | 22 | 19 | 16 | 15 | 12 | 12 |
| CT | 7 | 5 | 6 | 5 | 5 | 7 | 7 | 4 |
| NY | 31 | 39 | 33 | 36 | 37 | 31 | 26 | 29 |
| NJ | 27 | 34 | 43 | 37 | 35 | 38 | 37 | 24 |
| DE | 2 | 4 | 3 | 1 | 1 | 2 | 2 | 2 |
| MD | 5 | 7 | 6 | 5 | 6 | 8 | 5 | 0 |
| VA | 22 | 16 | 12 | 9 | 9 | 10 | 9 | 10 |
| NC | 15 | 18 | 11 | 9 | 13 | 14 | 12 | 11 |
| Other States | 4 | 9 | 6 | 2 | 4 | 0 | 2 | 0 |
| Total | 260 | 303 | 265 | 231 | 220 | 196 | 178 | 161 |

### 1.1.14 Trends in scallop landings by state and port

Statistics that describe changes in the scallop fishery at the community level have been examined by both port of landing, home state and port. A port of landing is the actual port where fish and shellfish have been landed, where a home port is the port identified by a vessel owner on a vessel permit application and is where supplies are purchased and crew is hired. Statistics based on port of landing begin to describe the benefits that other fishing related businesses (such as dealers and processors) derive from the landings made in their port. Alternatively, statistics based on homeport give an indication of the benefits received by vessel owners and crew from that port.

In terms homestate, the vessels from MA landed over 45\% of scallops in 2010 and 2011 fishing years, followed by NJ with about $24.5 \%$ of all scallops landed by vessels homeported in this state (Table 54, Table 55). Scallops also comprise a significant proportion of revenue (and landings) from all species with over $90 \%$ of total revenue in VA, over $75 \%$ of total revenue in NC, over $60 \%$ of total revenue in MA and over $68 \%$ of total revenue in NJ (Table 56 and Table 57).

Table 58 shows the ex-vessel value of scallops for the top 30 ports where scallops were landed, 2001 - 2011. Over 300 million dollars of scallops were landed in New Bedford, MA alone this past year. In 2011 New Bedford accounted for $53 \%$ of all scallop landings and it continues to be the number one port for scallop landings. Included in the top five scallop ports are: Cape May, NJ; Newport News, VA; Barnegat Light/Long Beach NJ; and Seaford, VA. It is also fair to describe the fishing activities in these ports as highly reliant on the ex-vessel revenue generated from scallop landings as scallop landings represent greater than $75 \%$ of all ex-vessel revenue for each of the ports (Table 59). There are also a number of ports with a comparatively small amount of ex-vessel revenue from scallops but where that scallop revenue represents a vast majority of the revenue from landings of all species (Table 60). In 2011, in the ports of Newport News, VA and Seaford, VA; revenue from scallop landings accounted for $89.0 \%$ and $99.9 \%$ of all ex-vessel revenue respectively (Table 60).

Table 61 shows the ex-vessel revenue from scallop landings in the top 30 home ports 2001 2011. In 2011, the top five home ports with the highest revenue from scallop landings were also the top five ports of landing. Highlighting the difference between port of landing and home port however, are ports like New Bern, NC and Wanchese, NC, both of which are the home ports of a number of vessels with scallop landings but where no (or very little) landings were made. As in previous years, the largest numbers of permitted limited access scallop vessels have home ports of New Bedford, MA and Cape May, NJ, which represent $39 \%$ and $21 \%$ of all limited access vessels, respectively (Table 62). New Bedford also has the greatest number of general category scallop vessels, but while limited access vessels are mostly concentrated in the ports of New Bedford and Cape May, general category vessels are more evenly distributed throughout coastal New England. In addition to New Bedford, Point Judith, RI, Gloucester, MA, Boston, MA, Cape May, NJ and Barnegat Light, NJ, are all the homeport of at least 20 vessels with general category scallop permits (Table 63). Relying on many small home ports instead of a few centralized ports is also part of the general category fleet's fishing strategy which is less mobile and where vessels tend to fish closer to shore. With a few exceptions, Table 64 shows that the
average general category vessels are smaller, by length and weight, than the limited access vessels in the same port.

Table 54. Scallop landings by Home State identified in the permit database

|  | Fishing year |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Homeport state | 2007 | 2008 | 2009 | 2010 | 2011 |
| CT | 546542 | 1623322 | 1734044 | 1602132 | 1720437 |
| DE | 15655 | 7186 | 7356 | 10498 | 15421 |
| FL | 659766 | 625141 | 650270 | 530135 | 673092 |
| GA | 89319 | 49266 | 38840 | 8149 |  |
| MA | 26373451 | 22873829 | 25504891 | 26110751 | 26656287 |
| MD | 304774 | 328721 | 297816 | 65942 | 54067 |
| ME | 700496 | 677582 | 555687 | 479074 | 498636 |
| NC | 5671348 | 4791439 | 5581722 | 4723899 | 5538809 |
| NH | 56746 | 53910 | 33944 | 12990 | 10960 |
| NJ | 15001631 | 13159595 | 13668183 | 13984139 | 14327469 |
| NY | 712069 | 574030 | 864323 | 509770 | 553278 |
| PA | 767243 | 607475 | 735669 | 639482 | 435027 |
| RI | 350252 | 126350 | 196098 | 354239 | 419636 |
| VA | 7818445 | 6200381 | 6766780 | 6770529 | 6865074 |
| Unidentified | 1905041 | 859195 | 1424587 | 1189143 | 672646 |
| All Scallop landings | 60972778 | 52557422 | 58060210 | 56990872 | 58440839 |

Table 55. Scallop landings as a proportion of total scallop landings by Home State identified in the permit database

|  | Fishing Year |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Homeport State | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ |
| CT | $0.90 \%$ | $3.09 \%$ | $2.99 \%$ | $2.81 \%$ | $2.94 \%$ |
| DE | $0.03 \%$ | $0.01 \%$ | $0.01 \%$ | $0.02 \%$ | $0.03 \%$ |
| FL | $1.08 \%$ | $1.19 \%$ | $1.12 \%$ | $0.93 \%$ | $1.15 \%$ |
| MA | $43.25 \%$ | $43.52 \%$ | $43.93 \%$ | $45.82 \%$ | $45.61 \%$ |
| MD | $0.50 \%$ | $0.63 \%$ | $0.51 \%$ | $0.12 \%$ | $0.09 \%$ |
| ME | $1.15 \%$ | $1.29 \%$ | $0.96 \%$ | $0.84 \%$ | $0.85 \%$ |
| NC | $9.30 \%$ | $9.12 \%$ | $9.61 \%$ | $8.29 \%$ | $9.48 \%$ |
| NH | $0.09 \%$ | $0.10 \%$ | $0.06 \%$ | $0.02 \%$ | $0.02 \%$ |
| NJ | $24.60 \%$ | $25.04 \%$ | $23.54 \%$ | $24.54 \%$ | $24.52 \%$ |
| NY | $1.17 \%$ | $1.09 \%$ | $1.49 \%$ | $0.89 \%$ | $0.95 \%$ |
| PA | $1.26 \%$ | $1.16 \%$ | $1.27 \%$ | $1.12 \%$ | $0.74 \%$ |
| RI | $0.57 \%$ | $0.24 \%$ | $0.34 \%$ | $0.62 \%$ | $0.72 \%$ |
| VA | $12.82 \%$ | $11.80 \%$ | $11.65 \%$ | $11.88 \%$ | $11.75 \%$ |
| Unidentified | $3.12 \%$ | $1.63 \%$ | $2.45 \%$ | $2.09 \%$ | $1.15 \%$ |
| All Scallop landings | $100.00 \%$ | $100.00 \%$ | $100.00 \%$ | $100.00 \%$ | $100.00 \%$ |

Table 56. Scallop landings as a proportion of landings of all species by the Home State identified in the permit database

|  | Fishing Year |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Homeport State | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ |
| CT | $23.83 \%$ | $37.06 \%$ | $34.45 \%$ | $26.91 \%$ | $29.89 \%$ |
| DE | $0.38 \%$ | $0.28 \%$ | $0.42 \%$ | $0.44 \%$ | $0.77 \%$ |
| FL | $98.55 \%$ | $99.55 \%$ | $99.57 \%$ | $99.34 \%$ | $99.12 \%$ |
| MA | $10.28 \%$ | $9.03 \%$ | $10.34 \%$ | $13.12 \%$ | $11.47 \%$ |
| MD | $7.59 \%$ | $8.53 \%$ | $7.56 \%$ | $0.62 \%$ | $2.04 \%$ |
| ME | $0.80 \%$ | $0.60 \%$ | $0.47 \%$ | $0.43 \%$ | $0.36 \%$ |
| NC | $31.48 \%$ | $30.73 \%$ | $31.64 \%$ | $25.92 \%$ | $26.43 \%$ |
| NH | $0.25 \%$ | $0.22 \%$ | $0.12 \%$ | $0.09 \%$ | $0.04 \%$ |
| NJ | $11.30 \%$ | $8.97 \%$ | $10.10 \%$ | $10.10 \%$ | $9.42 \%$ |
| NY | $3.09 \%$ | $2.14 \%$ | $2.99 \%$ | $1.68 \%$ | $1.67 \%$ |
| PA | $5.04 \%$ | $4.87 \%$ | $7.70 \%$ | $6.52 \%$ | $6.29 \%$ |
| RI | $0.59 \%$ | $0.21 \%$ | $0.33 \%$ | $0.65 \%$ | $0.63 \%$ |
| VA | $54.22 \%$ | $56.67 \%$ | $60.03 \%$ | $58.08 \%$ | $54.73 \%$ |
| Unidentified | $0.26 \%$ | $0.14 \%$ | $0.46 \%$ | $0.88 \%$ | $0.09 \%$ |
| Scallop \% of all landings | $4.47 \%$ | $4.01 \%$ | $5.94 \%$ | $7.65 \%$ | $4.14 \%$ |

Table 57. Scallop revenue as a proportion of revenue from all species by the Home State identified in the permit database

|  | Fishing year |  |  |  |  |
| :--- | ---: | ---: | ---: | ---: | ---: |
| Homeport State | $\mathbf{2 0 0 7}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 0 9}$ | $\mathbf{2 0 1 0}$ | $\mathbf{2 0 1 1}$ |
| CT | $66.14 \%$ | $78.32 \%$ | $78.67 \%$ | $76.04 \%$ | $79.03 \%$ |
| DE | $2.77 \%$ | $2.01 \%$ | $3.04 \%$ | $4.01 \%$ | $7.85 \%$ |
| FL | $99.56 \%$ | $99.89 \%$ | $99.90 \%$ | $99.77 \%$ | $99.74 \%$ |
| MA | $55.35 \%$ | $53.49 \%$ | $56.28 \%$ | $60.50 \%$ | $61.96 \%$ |
| MD | $35.60 \%$ | $41.73 \%$ | $36.16 \%$ | $16.94 \%$ | $17.09 \%$ |
| ME | $6.44 \%$ | $4.17 \%$ | $2.78 \%$ | $2.14 \%$ | $2.45 \%$ |
| NC | $69.31 \%$ | $81.06 \%$ | $76.88 \%$ | $80.76 \%$ | $75.92 \%$ |
| NH | $1.98 \%$ | $1.71 \%$ | $1.19 \%$ | $0.57 \%$ | $0.51 \%$ |
| NJ | $62.07 \%$ | $60.36 \%$ | $61.33 \%$ | $64.83 \%$ | $68.33 \%$ |
| NY | $15.88 \%$ | $13.65 \%$ | $17.23 \%$ | $12.09 \%$ | $13.06 \%$ |
| PA | $39.28 \%$ | $39.98 \%$ | $48.68 \%$ | $50.51 \%$ | $54.50 \%$ |
| RI | $4.68 \%$ | $1.76 \%$ | $2.84 \%$ | $5.57 \%$ | $7.18 \%$ |
| VA | $89.61 \%$ | $91.26 \%$ | $91.44 \%$ | $92.53 \%$ | $93.51 \%$ |
| Unidentified | $1.98 \%$ | $1.11 \%$ | $2.14 \%$ | $3.17 \%$ | $1.28 \%$ |
| Scallop \% of all revenue | $28.16 \%$ | $27.26 \%$ | $30.04 \%$ | $36.42 \%$ | $34.70 \%$ |

Table 58. Landed value of scallops (in thousands of dollars) for the top 30 ports of landing, FY 2001-2011

| State | City/town | $\begin{array}{r} 200 \\ 1 \\ \hline \end{array}$ | $\begin{array}{r} 200 \\ 2 \\ \hline \end{array}$ | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  |  |  |  |  |  |  |  |  |  |  |  |
| MA | NEW BEDFORD | 803 | 960 | 2326 | 3327 | 4153 | 2106 | 2118 | 1726 | 1850 | 2390 | 3062 |
|  |  | 57 | 11 | 14 | 20 | 24 | 34 | 47 | 03 | 48 | 29 | 63 |
|  |  | 186 | 202 | 7090 | 9388 | 7201 | 2164 | 4551 | 5552 | 5273 | 6506 | 8145 |
| NJ | CAPE MAY | 26 | 37 | 1 | 4 | 2 | 4 | 7 | 2 | 9 | 5 | 4 |
|  |  | 255 | 304 | 8085 | 8854 | 6310 | 2270 | 3336 | 3732 | 3429 | 4359 | 4423 |
| VA | NEWPORT NEWS | 35 | 94 | 2 | 8 | 3 | 8 | 3 | 8 | 0 | 6 | 1 |
|  | BARNEGAT LIGHT/LONG | 675 | 807 | 2279 | 3371 | 3826 | 1793 | 1669 | 1727 | 1612 | 2015 | 2520 |
| NJ | BEACH | 3 | 1 | 4 | 6 | 9 | 4 | 3 | 5 | 2 | 8 | 1 |
|  |  | 104 | 118 | 2928 | 3354 | 2873 | 1170 | 1534 | 1440 | 1424 | 1669 | 1974 |
| VA | SEAFORD | 65 | 41 | 3 | 7 | 6 | 1 | 0 | 1 | 5 | 4 | 8 |
|  |  |  |  |  |  | 1518 | 1010 |  |  | 1094 | 1165 | 1731 |
| MA | FAIRHAVEN | 0 | 0 | 0 | 5084 | 7 | 3 | 8892 | 9166 | 3 | 4 | 4 |
|  |  | 319 | 353 |  | 1099 | 1510 |  |  |  |  | 1071 | 1484 |
| NJ | POINT PLEASANT | 7 | 0 | 7385 | 2 | 6 | 7559 | 8746 | 8116 | 9923 | 1 | 0 |
|  |  | 919 | 138 | 3800 | 3387 | 2420 |  | 1551 | 1362 | 1288 | 1038 | 1325 |
| VA | HAMPTON | 5 | 03 | 8 | 0 | 6 | 9079 | 3 | 0 | 0 | 4 | 3 |
| CT | NEW LONDON | 943 | 886 | 2109 | 2757 | 3189 | 1465 | 1659 | 3456 | 4605 | 3966 | 6508 |
|  |  | 494 | 566 | 1580 | 1631 | 1247 |  |  |  |  |  |  |
| CT | STONINGTON | 4 | 9 | 6 | 4 | 8 | 4997 | 7680 | 5243 | 3893 | 5584 | 6465 |
| NJ | AVALON | 0 | 0 | 0 | 1063 | 2520 | 1563 | 3468 | 2808 | 3541 | 5230 | 5380 |
| NJ | OTHER CAPE MAY | 0 | 14 | 2 | 15 | 810 | 825 | 104 | 276 | 1391 | 4135 | 5348 |
|  |  | 124 | 205 |  |  |  |  |  |  |  |  |  |
| NJ | WILDWOOD | 6 | 6 | 5352 | 7346 | 6153 | 2113 | 3690 | 3836 | 3284 | 5001 | 5306 |
|  |  |  |  |  |  | 1199 |  |  |  |  |  |  |
| RI | POINT JUDITH | 596 | 83 | 875 | 5198 | 6 | 7396 | 2835 | 1371 | 769 | 1867 | 4207 |
|  |  | 154 |  |  |  |  |  |  |  |  |  |  |
| MA | GLOUCESTER | 3 | 783 | 1143 | 1524 | 1840 | 887 | 487 | 352 | 209 | 516 | 3828 |
| NY | MONTAUK | 8 | 0 | 436 | 1761 | 3154 | 1880 | 2187 | 1346 | 1400 | 2552 | 2986 |
| MA | CHATHAM | 588 | 117 | 2301 | 4836 | 6068 | 3161 | 2056 | 1715 | 784 | 2017 | 2445 |
| NJ | ATLANTIC CITY | 9 | 0 | 267 | 2036 | 3603 | 2062 | 2706 | 1518 | 1205 | 939 | 2227 |
| MA | PROVINCETOWN | 975 | 540 | 1094 | 2175 | 2671 | 1048 | 595 | 320 | 586 | 1324 | 2097 |
| RI | OTHER NEWPORT | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 2 | 0 | 0 | 1659 |
|  |  |  |  |  |  | 2166 | 1307 |  |  |  |  |  |
| RI | NEWPORT | 0 | 3 | 906 | 9071 | 6 | 0 | 6031 | 747 | 1605 | 51 | 1405 |
| NY | POINT LOOKOUT | 0 | 0 | 17 | 39 | 27 | 1 | 1075 | 3001 | 2518 | 200 | 1308 |
| MA | BARNSTABLE | 0 | 0 | 31 | 163 | 696 | 610 | 326 | 108 | 115 | 469 | 1039 |
| NJ | BRIELLE | 0 | 0 | 0 | 109 | 128 | 43 | 147 | 69 | 50 | 316 | 901 |
| NY | HAMPTON BAYS | 454 | 94 | 412 | 1662 | 2535 | 846 | 422 | 574 | 800 | 732 | 840 |
| NC | HOBUCKEN | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 785 |
| MA | TRURO | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 18 | 113 | 681 |
| MA | SANDWICH | 218 | 249 | 392 | 389 | 554 | 405 | 707 | 337 | 500 | 570 | 541 |
| NJ | OTHER ATLANTIC | 0 | 0 | 0 | 132 | 960 | 874 | 1017 | 542 | 453 | 347 | 496 |
| MD | OCEAN CITY | 79 | 99 | 621 | 4528 | 9664 | 5632 | 2815 | 3504 | 3164 | 1232 | 397 |

Table 59. Proportion of total revenue from scallop landings for the top 30 ports of landing, FY 2001-2011

| State | City/town | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MA | NEW BEDFORD | 53.35\% | 57.58\% | 64.34\% | 72.56\% | 77.09\% | 77.56\% | 76.33\% | 72.93\% | 74.89\% | 77.91\% | 80.57\% |
| NJ | CAPE MAY | 68.27\% | 69.14\% | 77.51\% | 80.33\% | 75.64\% | 62.56\% | 79.80\% | 78.82\% | 81.85\% | 84.18\% | 81.72\% |
| VA | NEWPORT NEWS | 84.11\% | 89.09\% | 92.43\% | 94.23\% | 94.25\% | 91.54\% | 89.37\% | 92.97\% | 95.45\% | 95.51\% | 89.03\% |
| NJ | BARNEGAT LIGHT/LONG BEACH | 46.84\% | 56.60\% | 65.40\% | 75.89\% | 77.87\% | 74.21\% | 69.23\% | 74.76\% | 74.24\% | 74.56\% | 75.75\% |
| VA | SEAFORD | 99.70\% | 99.51\% | 99.72\% | 99.79\% | 99.70\% | 99.47\% | 99.44\% | 99.58\% | 99.72\% | 99.82\% | 99.86\% |
| MA | FAIRHAVEN |  | 0.00\% |  | 44.73\% | 78.75\% | 89.62\% | 90.18\% | 86.21\% | 75.81\% | 71.79\% | 73.55\% |
| NJ | POINT PLEASANT | 16.72\% | 18.03\% | 19.09\% | 29.09\% | 36.97\% | 34.27\% | 37.65\% | 37.50\% | 47.44\% | 43.29\% | 54.68\% |
| VA | HAMPTON | 74.73\% | 82.14\% | 81.62\% | 78.35\% | 76.39\% | 74.15\% | 77.77\% | 83.92\% | 79.60\% | 74.24\% | 68.11\% |
| CT | NEW LONDON | 24.37\% | 21.50\% | 21.98\% | 25.24\% | 31.85\% | 33.88\% | 38.79\% | 78.61\% | 88.66\% | 82.37\% | 75.68\% |
| CT | STONINGTON | 51.98\% | 67.41\% | 78.63\% | 77.06\% | 72.21\% | 65.89\% | 78.44\% | 67.89\% | 62.57\% | 69.55\% | 70.07\% |
| NJ | AVALON |  |  |  | 99.16\% | 99.13\% | 98.76\% | 98.45\% | 98.47\% | 99.45\% | 99.81\% | 99.64\% |
| NJ | OTHER CAPE MAY |  | 1.01\% | 0.08\% | 0.67\% | 22.08\% | 35.23\% | 7.89\% | 21.84\% | 99.57\% | 98.97\% | 98.74\% |
| NJ | WILDWOOD | 20.54\% | 31.96\% | 41.28\% | 60.13\% | 78.27\% | 75.39\% | 90.47\% | 96.33\% | 96.69\% | 96.29\% | 90.90\% |
| RI | POINT JUDITH | 1.79\% | 0.27\% | 1.53\% | 7.89\% | 15.30\% | 16.35\% | 7.65\% | 3.80\% | 2.44\% | 5.84\% | 10.20\% |
| MA | GLOUCESTER | 3.85\% | 1.97\% | 1.58\% | 1.84\% | 2.18\% | 1.93\% | 0.96\% | 0.67\% | 0.41\% | 0.94\% | 6.18\% |
| NY | MONTAUK | 0.06\% | 0.00\% | 1.98\% | 6.55\% | 10.17\% | 11.15\% | 13.65\% | 8.98\% | 9.40\% | 13.41\% | 13.74\% |
| MA | CHATHAM | 4.70\% | 1.09\% | 11.14\% | 18.84\% | 19.46\% | 19.16\% | 13.92\% | 11.40\% | 6.24\% | 14.47\% | 15.09\% |
| NJ | ATLANTIC CITY | 0.04\% |  | 0.74\% | 5.97\% | 9.13\% | 8.49\% | 9.57\% | 6.44\% | 5.75\% | 5.05\% | 12.25\% |
| MA | PROVINCETOWN | 21.63\% | 13.49\% | 15.95\% | 26.93\% | 32.11\% | 28.22\% | 16.76\% | 9.77\% | 15.75\% | 23.05\% | 29.48\% |
| RI | OTHER NEWPORT |  |  |  | 1.62\% | 1.34\% |  |  | 1.03\% |  |  | 99.98\% |
| RI | NEWPORT | 0.00\% | 0.04\% | 5.62\% | 42.75\% | 64.42\% | 63.80\% | 49.21\% | 11.53\% | 22.70\% | 0.74\% | 16.20\% |
| NY | POINT LOOKOUT |  |  | 3.25\% | 3.22\% | 1.65\% | 0.13\% | 59.76\% | 81.02\% | 82.68\% | 13.25\% | 46.83\% |
| MA | BARNSTABLE |  |  | 0.98\% | 5.88\% | 20.37\% | 29.03\% | 19.32\% | 4.99\% | 5.53\% | 15.26\% | 27.39\% |
| NJ | BRIELLE |  |  |  | 99.77\% | 99.95\% | 99.86\% | 87.79\% | 66.14\% | 100.00\% | 99.71\% | 98.87\% |
| NY | HAMPTON BAYS | 5.24\% | 1.14\% | 3.43\% | 13.35\% | 18.32\% | 11.68\% | 7.36\% | 12.16\% | 16.26\% | 14.93\% | 10.98\% |
| NC | HOBUCKEN |  |  |  |  |  |  |  |  |  |  | 59.19\% |
| MA | TRURO |  |  |  | 0.53\% | 0.44\% | 0.25\% |  | 0.77\% | 8.72\% | 57.27\% | 87.31\% |
| MA | SANDWICH | 3.54\% | 3.63\% | 3.41\% | 3.56\% | 5.65\% | 9.48\% | 19.67\% | 11.10\% | 17.66\% | 17.76\% | 11.60\% |


| NJ | OTHER ATLANTIC |  |  |  | 3.42\% | 20.84\% | 35.33\% | 38.44\% | 26.94\% | 90.73\% | 90.11\% | 94.20\% |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MD | OCEAN CITY | 0.88\% | 1.27\% | 1.20\% | 8.07\% | 44.67\% | 46.23\% | 25.73\% | 33.25\% | 33.42\% | 13.12\% | 6.21\% |

Table 60. Proportion of total landed value from scallops landings for the 15 ports with the highest 11 year average, FY 2001-2011

| State | City/town | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 11 year Avg. |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| VA | SEAFORD | 99.70\% | 99.51\% | 99.72\% | 99.79\% | 99.70\% | 99.47\% | 99.44\% | 99.58\% | 99.72\% | 99.82\% | 99.86\% | 99.67\% |
| VA | NEWPORT NEWS | 84.11\% | 89.09\% | 92.43\% | 94.23\% | 94.25\% | 91.54\% | 89.37\% | 92.97\% | 95.45\% | 95.51\% | 89.03\% | 91.64\% |
| VA | HAMPTON | 74.73\% | 82.14\% | 81.62\% | 78.35\% | 76.39\% | 74.15\% | 77.77\% | 83.92\% | 79.60\% | 74.24\% | 68.11\% | 77.37\% |
| NJ | CAPE MAY | 68.27\% | 69.14\% | 77.51\% | 80.33\% | 75.64\% | 62.56\% | 79.80\% | 78.82\% | 81.85\% | 84.18\% | 81.72\% | 76.35\% |
| NJ | AVALON |  |  |  | 99.16\% | 99.13\% | 98.76\% | 98.45\% | 98.47\% | 99.45\% | 99.81\% | 99.64\% | 72.08\% |
| MA | NEW BEDFORD | 53.35\% | 57.58\% | 64.34\% | 72.56\% | 77.09\% | 77.56\% | 76.33\% | 72.93\% | 74.89\% | 77.91\% | 80.57\% | 71.37\% |
| NJ | WILDWOOD | 20.54\% | 31.96\% | 41.28\% | 60.13\% | 78.27\% | 75.39\% | 90.47\% | 96.33\% | 96.69\% | 96.29\% | 90.90\% | 70.75\% |
|  | BARNEGAT LIGHT/LONG |  |  |  |  |  |  |  |  |  |  |  |  |
| NJ | BEACH | 46.84\% | 56.60\% | 65.40\% | 75.89\% | 77.87\% | 74.21\% | 69.23\% | 74.76\% | 74.24\% | 74.56\% | 75.75\% | 69.58\% |
| CT | STONINGTON | 51.98\% | 67.41\% | 78.63\% | 77.06\% | 72.21\% | 65.89\% | 78.44\% | 67.89\% | 62.57\% | 69.55\% | 70.07\% | 69.25\% |
| NJ | BRIELLE |  |  |  | 99.77\% | 99.95\% | 99.86\% | 87.79\% | 66.14\% | 100.00\% | 99.71\% | 98.87\% | 68.37\% |
| MA | FAIRHAVEN |  | 0.00\% |  | 44.73\% | 78.75\% | 89.62\% | 90.18\% | 86.21\% | 75.81\% | 71.79\% | 73.55\% | 55.51\% |
| CT | NEW LONDON | 24.37\% | 21.50\% | 21.98\% | 25.24\% | 31.85\% | 33.88\% | 38.79\% | 78.61\% | 88.66\% | 82.37\% | 75.68\% | 47.54\% |
| VA | CHINCOTEAGUE | 33.36\% | 38.57\% | 54.54\% | 72.84\% | 76.57\% | 72.46\% | 27.10\% | 14.45\% | 25.91\% | 33.13\% | 4.69\% | 41.24\% |
| NJ | OTHER ATLANTIC |  |  |  | 3.42\% | 20.84\% | 35.33\% | 38.44\% | 26.94\% | 90.73\% | 90.11\% | 94.20\% | 36.37\% |
| NJ | OTHER CAPE MAY |  | 1.01\% | 0.08\% | 0.67\% | 22.08\% | 35.23\% | 7.89\% | 21.84\% | 99.57\% | 98.97\% | 98.74\% | 35.10\% |
| Proportion of scallop revenue from all landings |  | 23.77\% | 27.86\% | 32.08\% | 37.12\% | 42.55\% | 43.92\% | 38.57\% | 36.28\% | 40.67\% | 44.58\% | 45.37\% | 37.53\% |

Table 61. Landed value of scallops (in thousands of dollars) for the top 30 registered homeports, FY 2001-2011

| State | City/town | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MA | NEW BEDFORD | 61354 | 73056 | 180050 | 247187 | 286055 | 139123 | 152136 | 141942 | 147971 | 189780 | 240218 |
| NJ | CAPE MAY | 15775 | 21110 | 65506 | 92518 | 113197 | 56078 | 69181 | 59509 | 57418 | 75302 | 98053 |
| VA | NEWPORT NEWS | 14089 | 16327 | 36645 | 45886 | 47698 | 20803 | 21909 | 18929 | 17291 | 23218 | 26525 |
| NJ | BARNEGAT LIGHT | 6390 | 7175 | 18613 | 26372 | 33596 | 16477 | 16276 | 16044 | 16335 | 19722 | 24666 |
| VA | SEAFORD | 383 | 2399 | 6774 | 8211 | 8679 | 2693 | 5540 | 4603 | 5395 | 6600 | 18108 |

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| NC | NEW bern | 3292 | 4235 | 13082 | 14262 | 15567 | 8320 | 12113 | 10785 | 11657 | 13221 | 16600 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| NC | WANCHESE | 2769 | 3378 | 10287 | 12130 | 11880 | 5074 | 7053 | 6560 | 7287 | 7657 | 11729 |
| VA | HAMPTON | 4103 | 4318 | 8937 | 14394 | 8091 | 5427 | 5213 | 4030 | 4898 | 6254 | 9646 |
| MA | FAIRHAVEN | 6012 | 5842 | 12723 | 15876 | 16654 | 7406 | 6344 | 4583 | 5267 | 7104 | 9351 |
| NC | BEAUFORT | 20 | 6 | 326 | 2358 | 3037 | 843 | 1483 | 2240 | 5565 | 5688 | 8761 |
| CT | NEW LONDON | 0 | 0 | 796 | 9 | 3907 | 4389 | 3142 | 5799 | 6112 | 5675 | 8617 |
| VA | NORFOLK | 14287 | 16563 | 37624 | 40160 | 25423 | 11109 | 12474 | 11390 | 11567 | 12905 | 7759 |
| NC | LOWLAND | 1786 | 2176 | 6281 | 9940 | 10131 | 4443 | 4773 | 4692 | 3589 | 4297 | 7651 |
| MA | BOSTON | 6095 | 8123 | 18393 | 14903 | 16387 | 7779 | 7928 | 5784 | 6701 | 8687 | 7353 |
| CT | STONINGTON | 698 | 1004 | 1661 | 3892 | 94 | 59 | 464 | 4337 | 4028 | 5879 | 6581 |
| NJ | POINT PLEASANT | 1399 | 1499 | 3707 | 5699 | 9520 | 5054 | 4137 | 5043 | 5947 | 8908 | 6076 |
| NJ | ATLANTIC CITY | 58 | 0 | 14 | 1558 | 5748 | 3547 | 3932 | 3126 | 2678 | 3685 | 4491 |
| PA | PHILADELPHIA | 3446 | 3319 | 9667 | 13575 | 11021 | 4957 | 5004 | 4219 | 4980 | 5273 | 4321 |
| RI | POINT JUDITH | 283 | 12 | 187 | 1395 | 5461 | 3246 | 2265 | 842 | 1122 | 2611 | 4073 |
| NJ | POINT PLEASANT BEACH | 0 | 7 | 4 | 139 | 231 | 720 | 1584 | 2725 | 1632 | 1205 | 3435 |
| FL | CAPE CANAVERAL | 954 | 1223 | 3707 | 5683 | 5442 | 2446 | 2260 | 2441 | 2268 | 2308 | 3435 |
| NY | montauk | 19 | 6 | 220 | 617 | 1661 | 255 | 2332 | 2230 | 2814 | 2616 | 3212 |
| MA | CHATHAM | 296 | 38 | 318 | 1029 | 2101 | 1220 | 1483 | 854 | 1098 | 1791 | 3202 |
| MA | PROVINCETOWN | 921 | 603 | 455 | 1232 | 2206 | 933 | 638 | 247 | 753 | 1101 | 2746 |
| VA | CARROLLTON | 1106 | 1386 | 3654 | 4480 | 4228 | 1853 | 2217 | 1868 | 2003 | 2268 | 2654 |
| MA | BEDFORD | 1113 | 970 | 2151 | 2494 | 2790 | 1309 | 1436 | 1212 | 1220 | 1622 | 1994 |
| CT | ESSEX | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1028 | 1066 | 1362 | 1955 |
| NJ | WILDWOOD | 253 | 229 | 1298 | 2073 | 1586 | 376 | 1094 | 1042 | 1263 | 1272 | 1950 |
| NC | BAYboro | 671 | 998 | 3547 | 4216 | 1273 | 1235 | 1643 | 1260 | 1327 | 1441 | 1886 |
| NC | AURORA | 891 | 779 | 3307 | 4052 | 3674 | 2017 | 1196 | 984 | 0 | 824 | 1845 |
| Total |  | 172704 | 201514 | 525895 | 716745 | 790676 | 371524 | 402507 | 364910 | 374058 | 460247 | 583135 |

Table 62. Number of permitted limited access scallop vessels. By homeport, 2001-2011.

| State | Homeport | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| :--- | :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| MA | NEW BEDFORD | 90 | 97 | 102 | 111 | 125 | 131 | 133 | 132 | 134 | 133 | 137 |


| NJ | CAPE MAY | 36 | 42 | 50 | 54 | 68 | 71 | 73 | 68 | 67 | 67 | 73 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| VA | NEWPORT NEWS | 21 | 21 | 21 | 22 | 23 | 19 | 19 | 18 | 17 | 18 | 16 |
| VA | SEAFORD | 2 | 3 | 4 | 4 | 5 | 5 | 5 | 5 | 6 | 7 | 12 |
| NC | NEW BERN | 8 | 8 | 8 | 8 | 13 | 12 | 14 | 11 | 12 | 11 | 11 |
| NJ | BARNEGAT LIGHT | 9 | 8 | 8 | 10 | 11 | 10 | 10 | 10 | 10 | 10 | 10 |
| NC | WANCHESE | 8 | 7 | 7 | 6 | 6 | 8 | 8 | 8 | 8 | 8 | 8 |
| NC | LOWLAND | 7 | 7 | 8 | 9 | 8 | 8 | 8 | 7 | 7 | 7 | 7 |
| NJ | POINT PLEASANT | 3 | 3 | 3 | 4 | 3 | 3 | 3 | 6 | 7 | 9 | 6 |
| VA | HAMPTON | 6 | 6 | 6 | 7 | 4 | 8 | 6 | 6 | 6 | 5 | 6 |
| CT | NEW LONDON | 1 | 1 | 1 | 1 | 3 | 5 | 5 | 5 | 5 | 5 | 5 |
| MA | BOSTON | 12 | 11 | 10 | 7 | 7 | 7 | 7 | 6 | 5 | 6 | 5 |
| MA | FAIRHAVEN | 10 | 8 | 8 | 7 | 8 | 7 | 5 | 4 | 4 | 4 | 5 |
| NC | BEAUFORT |  |  |  |  |  |  | 1 | 2 | 5 | 4 | 5 |
| VA | NORFOLK | 27 | 27 | 27 | 22 | 13 | 11 | 11 | 11 | 11 | 12 | 5 |
| CT | STONINGTON | 4 | 6 | 7 | 7 | 4 | 4 | 5 | 4 | 4 | 4 | 4 |
| PA | PHILADELPHIA | 5 | 5 | 6 | 6 | 5 | 5 | 5 | 5 | 5 | 4 | 3 |
| RI | POINT JUDITH | 1 | 1 | 2 | 1 | 2 | 3 | 3 | 3 | 3 | 2 | 3 |

Table 63. Number of permitted general category scallop vessels by homeport, 2001-2011. All ports with at least $\mathbf{3} \mathbf{G C}$ permits in 2011 are included (not including those vessels with LA permits).

| State | Homeport | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MA | NEW BEDFORD | 96 | 105 | 101 | 113 | 115 | 115 | 113 | 59 | 72 | 69 | 67 |
| RI | POINT JUDITH | 60 | 61 | 69 | 72 | 73 | 78 | 87 | 26 | 30 | 30 | 30 |
| MA | GLOUCESTER | 161 | 177 | 179 | 180 | 177 | 178 | 192 | 28 | 33 | 37 | 29 |
| MA | BOSTON | 226 | 207 | 192 | 166 | 133 | 120 | 107 | 29 | 38 | 31 | 27 |
| NJ | CAPE MAY | 34 | 34 | 39 | 53 | 67 | 71 | 76 | 19 | 28 | 23 | 23 |
| NJ | BARNEGAT LIGHT | 38 | 46 | 52 | 55 | 62 | 59 | 60 | 23 | 25 | 25 | 20 |
| NJ | ATLANTIC CITY | 11 | 15 | 13 | 18 | 23 | 27 | 24 | 12 | 14 | 16 | 16 |
| NJ | POINT PLEASANT | 22 | 26 | 24 | 30 | 34 | 36 | 37 | 14 | 20 | 15 | 16 |
| MA | CHATHAM | 62 | 76 | 78 | 76 | 69 | 65 | 70 | 7 | 13 | 16 | 12 |
| NY | NEW YORK | 69 | 66 | 60 | 66 | 61 | 60 | 57 | 11 | 12 | 12 | 10 |

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| NY | MONTAUK | 39 | 41 | 47 | 55 | 58 | 56 | 65 | 8 | 9 | 8 | 10 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| MA | PROVINCETOWN | 22 | 24 | 25 | 30 | 26 | 20 | 18 | 9 | 13 | 11 | 9 |
| ME | PORTLAND | 54 | 49 | 56 | 65 | 59 | 56 | 59 | 6 | 7 | 7 | 9 |
| NC | NEW bern |  |  |  | 1 | 2 | 5 | 4 | 3 | 8 | 9 | 7 |
| MA | SCITUATE | 32 | 32 | 33 | 36 | 26 | 27 | 29 | 8 | 9 | 8 | 7 |
| MD | OCEAN CITY | 8 | 8 | 12 | 16 | 22 | 25 | 24 | 7 | 9 | 8 | 7 |
| NY | SHINNECOCK | 14 | 14 | 14 | 19 | 16 | 15 | 14 | 5 | 8 | 8 | 7 |
| NC | WANCHESE | 14 | 18 | 22 | 28 | 32 | 31 | 28 | 3 | 6 | 8 | 7 |
| NC | SWAN QUARTER | 3 | 5 | 5 | 7 | 10 | 11 | 8 | 4 | 6 | 8 | 7 |
| PA | PHILADELPHIA | 34 | 30 | 33 | 28 | 22 | 19 | 17 | 7 | 7 | 7 | 7 |
| NH | SEABROOK | 24 | 27 | 20 | 20 | 17 | 27 | 26 | 4 | 7 | 7 | 6 |
| NC | BELHAVEN | 4 | 6 | 8 | 10 | 16 | 13 | 11 | 5 | 6 | 6 | 6 |
| ME | SOUTH BRISTOL | 8 | 7 | 5 | 9 | 11 | 14 | 11 | 5 | 6 | 6 | 5 |
| NJ | BELFORD | 22 | 22 | 22 | 26 | 26 | 26 | 23 | 8 | 6 | 6 | 5 |
| NC | BEAUFORT | 11 | 11 | 14 | 15 | 17 | 17 | 12 | 9 | 7 | 7 | 4 |
| NH | PORTSMOUTH | 36 | 36 | 36 | 46 | 45 | 48 | 44 | 6 | 6 | 6 | 4 |
| MD | tilghman |  |  |  | 5 | 11 | 10 | 8 | 3 | 4 | 4 | 4 |
| NJ | POINT PLEASANT BEACH | 1 | 3 | 3 | 3 | 3 | 4 | 4 | 2 | 3 | 3 | 4 |
| NH | HAMPTON | 18 | 20 | 18 | 22 | 22 | 17 | 16 | 5 | 5 | 5 | 3 |
| NH | RYE | 9 | 12 | 15 | 18 | 19 | 19 | 23 | 5 | 5 | 4 | 3 |
| NC | ENGELHARD | 5 | 4 | 5 | 9 | 12 | 9 | 9 | 5 | 5 | 4 | 3 |
| NY | GREENPORT | 6 | 6 | 7 | 7 | 8 | 5 | 5 | 3 | 4 | 3 | 3 |
| NJ | WILDWOOD | 10 | 11 | 9 | 9 | 8 | 8 | 8 | 4 | 3 | 3 | 3 |
| MA | ROCKPORT | 20 | 28 | 27 | 24 | 21 | 17 | 16 | 4 | 3 | 3 | 3 |
| MA | NEWBURYPORT | 18 | 23 | 23 | 20 | 20 | 18 | 16 | 3 | 3 | 3 | 3 |
| NY | FREEPORT | 5 | 6 | 7 | 10 | 12 | 11 | 9 | 1 | 3 | 3 | 3 |
| NY | HAMPTON BAYS | 9 | 8 | 8 | 8 | 6 | 11 | 10 | 1 | 2 | 2 | 3 |
| NJ | PORT NORRIS | 2 | 3 | 8 | 14 | 15 | 11 | 11 | 1 | 1 | 2 | 3 |

Table 64. Average GRT (gross registered tons), average length, and number of permitted scallop vessels in the top 20 homeports by landings, 2001-2011.

| Stat e | Homeport | Pla |  | 200 1 | 200 2 | 200 3 | 200 4 | 200 5 | 200 6 | 200 7 | 200 8 | 200 9 | 201 0 | 201 1 |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| NJ | ATLANTIC CITY | LA | Average vessel length |  |  |  |  |  | 75 | 73 | 75 | 75 | 75 | 76 |
| NJ | ATLANTIC CITY | LA | Average gross tonnage |  |  |  |  |  | 121 | 123 | 123 | 123 | 123 | 121 |
| NJ | ATLANTIC CITY | LA | Number of permits |  |  |  |  |  | 2 | 2 | 3 | 3 | 3 | 2 |
| NJ | ATLANTIC CITY | GC | Average vessel length | 66 | 78 | 75 | 72 | 71 | 82 | 81 | 100 | 94 | 85 | 90 |
| NJ | ATLANTIC CITY | GC | Average gross tonnage | 83 | 126 | 125 | 113 | 101 | 121 | 121 | 163 | 146 | 129 | 139 |
| NJ | ATLANTIC CITY | GC | Number of permits | 11 | 15 | 13 | 18 | 23 | 28 | 24 | 12 | 14 | 16 | 16 |
| NJ | BARNEGAT LIGHT | LA | Average vessel length | 64 | 68 | 68 | 69 | 68 | 68 | 68 | 68 | 68 | 68 | 68 |
| NJ | BARNEGAT LIGHT | LA | tonnage | 92 | 103 | 103 | 103 | 102 | 101 | 101 | 101 | 101 | 101 | 101 |
| NJ | BARNEGAT LIGHT | LA | Number of permits <br> Average vessel | 9 | 8 | 8 | 9 | 11 | 10 | 10 | 10 | 10 | 10 | 10 |
| NJ | BARNEGAT LIGHT | GC | length | 53 | 50 | 53 | 51 | 54 | 49 | 49 | 53 | 53 | 53 | 51 |
| NJ | BARNEGAT LIGHT | GC | Average gross tonnage | 59 | 52 | 54 | 47 | 48 | 36 | 36 | 46 | 49 | 49 | 42 |
| NJ | BARNEGAT LIGHT | GC | Number of permits | 39 | 47 | 52 | 55 | 62 | 59 | 60 | 23 | 25 | 25 | 20 |
| NC | BEAUFORT | LA | Average vessel length |  |  |  |  |  |  |  | 91 | 84 | 84 | 87 |
| NC | BEAUFORT | LA | Average gross tonnage |  |  |  |  |  |  |  | 147 | 124 | 124 | 127 |
| NC | BEAUFORT | LA | Number of permits |  |  |  |  |  |  |  | 1 | 5 | 5 | 5 |
| NC | BEAUFORT | GC | Average vessel length | 70 | 70 | 70 | 70 | 69 | 66 | 70 | 69 | 68 | 68 | 67 |
| NC | BEAUFORT | GC | Average gross tonnage | 103 | 103 | 105 | 102 | 98 | 93 | 105 | 108 | 101 | 101 | 97 |
| NC | BEAUFORT | GC | Number of permits | 12 | 12 | 15 | 16 | 18 | 17 | 13 | 10 | 8 | 8 | 5 |
| MA | BOSTON | LA | Average vessel length | 88 | 90 | 91 | 91 | 91 | 91 | 91 | 91 | 93 | 91 | 87 |
| MA | BOSTON | LA | Average gross tonnage | 166 | 173 | 181 | 183 | 183 | 183 | 183 | 183 | 195 | 186 | 184 |
| MA | BOSTON | LA | Number of permits | 12 | 12 | 10 | 7 | 7 | 7 | 7 | 7 | 5 | 6 | 5 |
| MA | BOSTON | GC | Average vessel length | 49 | 50 | 51 | 48 | 49 | 50 | 51 | 67 | 65 | 65 | 66 |
| MA | BOSTON | GC | Average gross tonnage | 50 | 50 | 54 | 49 | 53 | 56 | 57 | 104 | 98 | 100 | 99 |
| MA | BOSTON | GC | Number of permits | 226 | 207 | 192 | 166 | 133 | 119 | 107 | 29 | 38 | 31 | 27 |
| NJ | CAPE MAY | LA | Average vessel length | 79 | 78 | 74 | 73 | 74 | 74 | 74 | 77 | 77 | 77 | 77 |
| NJ | CAPE MAY | LA | Average gross tonnage | 144 | 141 | 132 | 129 | 128 | 128 | 128 | 133 | 131 | 130 | 130 |
| NJ | CAPE MAY | LA | Number of | 36 | 40 | 47 | 53 | 61 | 67 | 67 | 69 | 66 | 66 | 72 |


|  |  |  | permits |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| NJ | CAPE MAY | GC | Average vessel length | 57 | 58 | 52 | 52 | 52 | 54 | 55 | 63 | 58 | 58 | 54 |
| NJ | CAPE MAY | GC | Average gross tonnage | 75 | 75 | 62 | 57 | 56 | 61 | 65 | 86 | 74 | 71 | 62 |
| NJ | CAPE MAY | GC | Number of permits | 34 | 34 | 39 | 53 | 67 | 72 | 76 | 19 | 28 | 23 | 23 |
| MA | FAIRHAVEN | LA | Average vessel length | 86 | 85 | 82 | 88 | 88 | 86 | 86 | 89 | 95 | 95 | 93 |
| MA | FAIRHAVEN | LA | Average gross tonnage | 163 | 155 | 145 | 164 | 164 | 156 | 156 | 169 | 183 | 183 | 184 |
| MA | FAIRHAVEN | LA | Number of permits | 14 | 13 | 9 | 7 | 7 | 7 | 7 | 6 | 4 | 4 | 5 |
| MA | FAIRHAVEN | GC | Average vessel length | 45 | 44 | 44 | 45 | 45 | 44 | 41 | 66 | 52 | 52 | 52 |
| MA | FAIRHAVEN | GC | Average gross tonnage | 39 | 36 | 35 | 35 | 32 | 30 | 24 | 118 | 72 | 72 | 72 |
| MA | FAIRHAVEN | GC | Number of permits | 19 | 22 | 25 | 27 | 24 | 25 | 23 | 1 1 | 2 | 2 | 2 |
| VA | HAMPTON | LA | Average vessel length | 77 | 77 | 77 | 76 | 76 | 75 | 74 | 65 | 73 | 73 | 79 |
| VA | HAMPTON | LA | Average gross tonnage | 162 | 162 | 162 | 158 | 152 | 124 | 120 | 100 | 112 | 112 | 129 |
| VA | HAMPTON | LA | Number of permits | 6 | 6 | 6 | 7 | 9 | 7 |  |  |  |  |  |
| VA | HAMPTON | LA | permits <br> Average vessel | 6 | 6 | 6 | 7 | 9 | 7 | 6 | 6 | 6 | 6 | 5 |
| VA | HAMPTON | GC | length | 39 | 37 | 39 | 37 | 40 | 43 | 44 | 42 | 42 | 42 | 43 |
| VA | HAMPTON | GC | Average gross tonnage | 19 | 14 | 16 | 15 | 26 | 31 | 35 | 21 | 21 | 21 | 23 |
| VA | HAMPTON | GC | Number of permits | 22 | 23 | 19 | 22 | 26 | 20 | 20 | 5 | 5 | 5 | 3 |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| NC | LOWLAND | LA | length | 73 | 73 | 73 | 75 | 77 | 78 | 80 | 81 | 81 | 81 | 81 |
| NC | LOWLAND | LA | Average gross tonnage | 106 | 106 | 106 | 103 | 112 | 114 | 116 | 118 | 118 | 118 | 118 |
| NC | LOWLAND | LA | Number of permits | 106 7 | 106 7 | 7 | 9 | 8 | 8 | 8 | 7 | 7 | 7 | 7 |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| NC | LOWLAND | GC | length | 66 | 66 | 62 | 75 | 68 | 68 | 69 |  |  |  |  |
| NC | LOWLAND | GC | Average gross tonnage | 73 | 73 | 73 | 110 | 89 | 92 | 92 |  |  |  |  |
| NC | LOWLAND | GC | Number of permits | 73 2 | 73 2 | 2 | 110 4 | 5 | 92 6 | 92 7 |  |  |  |  |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| MA | NEW BEDFORD | LA | length | 85 | 84 | 85 | 85 | 82 | 83 | 83 | 84 | 84 | 84 | 84 |
| MA | NEW BEDFORD | LA | Average gross tonnage | 170 | 164 | 164 | 163 | 154 | 154 | 155 | 157 | 159 | 158 | 158 |
| MA | NEW BEDFORD | LA | Number of permits | 86 | 93 | 102 | 111 | 119 | 127 | 132 | 129 | 133 | 133 | 136 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| MA | NEW BEDFORD | GC | length | 66 | 65 | 64 | 62 | 59 | 59 | 57 | 69 | 65 | 63 | 61 |
| MA | NEW BEDFORD | GC | Average gross tonnage | 100 | 100 | 98 | 94 | 90 | 91 | 87 | 120 | 109 | 105 | 102 |
| MA | NEW BEDFORD | GC | Number of permits | 96 | 105 | 101 | 113 | 115 | 112 | 113 | 59 | 72 | 68 | 66 |
|  | NEW BEDFORD |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| NC | NEW BERN | LA | length | 74 | 75 | 77 | 79 | 84 | 78 | 71 | 81 | 81 | 82 | 81 |
| NC | NEW BERN | LA | Average gross | 105 | 106 | 111 | 113 | 123 | 115 | 109 | 122 | 120 | 118 | 119 |


|  |  |  | tonnage |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| NC | NEW BERN | LA | Number of permits Average vessel | 9 | 8 | 9 | 8 | 12 | 12 | 14 | 11 | 12 | 9 | 11 |
| NC | NEW BERN | GC | length |  |  |  | 43 | 57 | 59 | 62 | 74 | 60 | 57 | 51 |
| NC | NEW BERN | GC | Average gross tonnage |  |  |  | 18 | 68 | 77 | 86 | 105 | 79 | 70 | 62 |
| NC | NEW BERN | GC | Number of permits |  |  |  | 1 | 2 | 6 | 4 | 3 | 8 | 9 | 7 |
| CT | NEW LONDON | LA | Average vessel length | 86 | 86 | 86 | 86 | 86 | 83 | 83 | 81 | 81 | 81 | 81 |
| CT | NEW LONDON | LA | Average gross tonnage | 147 | 147 | 147 | 147 | 147 | 188 | 188 | 168 | 168 | 168 | 168 |
| CT | NEW LONDON | LA | Number of permits | 1 | 1 | 1 | 1 | 1 | 3 | 3 | 5 | 5 | 5 | 5 |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| CT | NEW LONDON | GC | length | 47 | 46 | 49 | 47 | 49 | 50 | 46 | 50 | 50 | 50 | 56 |
| CT | NEW LONDON | GC | Average gross tonnage | 39 | 37 | 39 | 35 | 37 | 38 | 34 | 30 | 30 | 30 | 31 |
| CT | NEW LONDON | GC | Number of permits | 7 | 9 | 8 | 10 | 9 | 8 | 9 | 2 | 2 | 2 | 1 |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| VA | NEWPORT NEWS | LA | length <br> Average gross | 79 | 78 | 78 | 79 | 79 | 79 | 79 | 78 | 78 | 78 | 78 |
| VA | NEWPORT NEWS | LA | tonnage | 147 | 146 | 145 | 142 | 142 | 141 | 141 | 142 | 141 | 144 | 143 |
| VA | NEWPORT NEWS | LA | Number of permits | 20 | 21 | 22 | 22 | 24 | 23 | 21 | 17 | 18 | 18 | 18 |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| VA | NEWPORT NEWS | GC | length |  | 63 | 63 | 54 | 54 | 60 | 64 | 48 | 48 | 48 | 48 |
| VA | NEWPORT NEWS | GC | Average gross tonnage |  | 86 | 86 | 50 | 61 | 84 | 86 | 33 | 33 | 33 | 33 |
| VA | NEWPORT NEWS | GC | Number of permits |  | 1 | 1 | 3 | 5 | 6 | 6 | 1 | 1 | 1 | 1 |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| VA | NORFOLK | LA | length <br> Average gross | 79 | 80 | 80 | 81 | 82 | 79 | 80 | 80 | 80 | 80 | 78 |
| VA | NORFOLK | LA | tonnage | 133 | 135 | 136 | 140 | 141 | 139 | 141 | 141 | 141 | 138 | 137 |
| VA | NORFOLK | LA | Number of permits | 27 | 27 | 28 | 23 | 20 | 13 | 11 | 11 | 11 | 12 | 5 |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| VA | NORFOLK | GC | length | 59 | 60 | 57 | 55 | 52 | 53 | 48 | 86 | 86 | 86 | 86 |
|  |  |  | Average gross |  |  |  |  |  |  |  |  |  |  |  |
| VA | NORFOLK | GC | tonnage | 72 | 72 | 62 | 58 | 49 | 50 | 39 | 129 | 129 | 129 | 129 |
| VA | NORFOLK | GC | Number of permits | 17 | 20 | 18 | 19 | 17 | 15 | 11 | 2 | 2 | 2 | 2 |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| PA | PHILADELPHIA | LA | length | 80 | 82 | 78 | 78 | 79 | 79 | 79 | 79 | 79 | 79 | 76 |
|  |  |  | Average gross tonnage |  |  |  |  |  |  |  |  |  |  |  |
| PA | PHILADELPHIA | LA | tonnage <br> Number of | 153 | 163 | 152 | 152 | 153 | 153 | 153 | 153 | 153 | 153 | 146 |
| PA | PHILADELPHIA | LA | permits | 6 | 5 | 6 | 6 | 5 | 5 | 5 | 5 | 5 | 5 | 4 |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| PA | PHILADELPHIA | GC | length | 68 | 72 | 72 | 75 | 79 | 77 | 73 | 93 | 93 | 93 | 93 |
|  |  |  | Average gross |  |  |  |  |  |  |  |  |  |  |  |
| PA | PHILADELPHIA | GC | tonnage | 90 | 101 | 99 | 106 | 110 | 102 | 99 | 138 | 138 | 138 | 138 |
| PA | PHILADELPHIA | GC | Number of permits | 33 | 30 | 33 | 28 | 22 | 19 | 17 | 7 | 7 | 7 | 7 |
| RI | POINT JUDITH | LA | Average vessel | 85 | 79 | 72 | 72 | 79 | 78 | 78 | 78 | 78 | 78 | 79 |


|  |  |  | length |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| RI | POINT JUDITH | LA | Average gross tonnage | 176 | 157 | 137 | 137 | 157 | 151 | 151 | 151 | 151 | 151 | 159 |
| RI | POINT JUDITH | LA | Number of permits | 2 | 1 | 2 | 2 | 1 | 3 | 3 | 3 | 3 | 3 | 2 |
| RI | POINT JUDITH | GC | Average vessel length | 57 | 57 | 57 | 56 | 56 | 55 | 54 | 62 | 64 | 63 | 62 |
| RI | POINT JUDITH | GC | Average gross tonnage | 71 | 70 | 70 | 67 | 66 | 66 | 65 | 83 | 90 | 87 | 82 |
| RI | POINT JUDITH | GC | Number of permits | 71 60 | 70 61 | 70 69 | 67 72 | 66 73 | 66 75 | 65 87 | 83 26 | 90 30 | 87 30 | 82 30 |
| NJ | POINT PLEASANT | LA | Average vessel length | 88 | 82 | 82 | 82 | 82 | 82 | 82 | 76 | 71 | 72 | 66 |
| NJ | POINT PLEASANT | LA | Average gross tonnage | 124 | 116 | 116 | 116 | 116 | 116 | 116 | 106 | 96 | 96 | 78 |
| NJ | POINT PLEASANT | LA | Number of permits | 12 2 | 116 3 | 3 | 1 3 | 3 | 116 3 | 3 | 5 | 7 | 6 | 6 |
| NJ | POINT PLEASANT | LA | Average vessel | 2 | 3 | 3 | 3 | 3 | 3 | 3 | 5 | 7 | 6 | 6 |
| NJ | POINT PLEASANT | GC | length | 46 | 47 | 49 | 54 | 52 | 58 | 62 | 76 | 69 | 77 | 75 |
| NJ | POINT PLEASANT | GC | Average gross tonnage | 39 | 41 | 41 | 51 | 50 | 60 | 68 | 97 | 84 | 102 | 98 |
| NJ | POINT PLEASANT | GC | Number of permits | 22 | 26 | 24 | 30 | 34 | 60 36 | 37 | 14 | 20 | 15 | 16 |
|  | POINT PLEASANT |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| NJ | BEACH | LA | length | 71 | 71 | 71 | 71 | 71 | 75 | 79 | 81 | 79 | 79 | 76 |
|  | POINT PLEASANT |  | Average gross |  |  |  |  |  |  |  |  |  |  |  |
| NJ | BEACH | LA | tonnage | 134 | 134 | 134 | 134 | 134 | 142 | 149 | 145 | 149 | 149 | 135 |
|  | POINT PLEASANT |  | Number of |  |  |  |  |  |  |  |  |  |  |  |
| NJ | BEACH | LA | permits | 1 | 1 | 1 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | 3 |
|  | POINT PLEASANT |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| NJ | BEACH | GC | length | 32 | 44 | 40 | 40 | 56 | 60 | 70 | 71 | 62 | 62 | 57 |
|  | POINT PLEASANT |  | Average gross |  |  |  |  |  |  |  |  |  |  |  |
| NJ | BEACH | GC | tonnage | 10 | 30 | 26 | 26 | 52 | 55 | 91 | 81 | 56 | 56 | 49 |
|  | POINT PLEASANT |  | Number of |  |  |  |  |  |  |  |  |  |  |  |
| NJ | BEACH | GC | permits | 1 | 3 | 3 | 3 | 3 | 4 | 4 | 2 | 3 | 3 | 4 |
|  |  |  | Average vessel length |  |  |  |  |  |  |  |  |  |  |  |
| VA | SEAFORD | LA | length <br> Average gross | 83 | 83 | 84 | 84 | 86 | 87 | 87 | 87 | 87 | 84 | 83 |
| VA | SEAFORD | LA | tonnage | 141 | 141 | 147 | 147 | 148 | 142 | 145 | 145 | 148 | 143 | 143 |
| VA | SEAFORD | LA | Number of permits | 2 | 2 | 4 | 4 | 4 | 6 | 5 | 5 | 6 | 7 | 12 |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| VA | SEAFORD | GC | length |  |  |  |  |  | 50 | 35 |  |  |  |  |
|  |  |  | Average gross |  |  |  |  |  |  |  |  |  |  |  |
| VA | SEAFORD | GC | tonnage |  |  |  |  |  | 48 | 26 |  |  |  |  |
| VA | SEAFORD | GC | Number of permits |  |  |  |  |  | 1 | 2 |  |  |  |  |
|  |  |  | Average vessel |  |  |  |  |  |  |  |  |  |  |  |
| CT | STONINGTON | LA | length | 85 | 86 | 81 | 81 | 81 | 77 | 76 | 80 | 80 | 80 | 80 |
|  |  |  | Average gross |  |  |  |  |  |  |  |  |  |  |  |
| CT | STONINGTON | LA | tonnage | 193 | 194 | 168 | 168 | 168 | 154 | 140 | 158 | 158 | 158 | 158 |
| CT | STONINGTON | LA | Number of permits | 2 | 4 | 7 | 7 | 7 | 4 | 5 | 4 | 4 | 4 | 4 |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| CT | STONINGTON | GC | length | 45 | 45 | 42 | 42 | 42 | 43 | 45 | 49 | 45 | 38 | 48 |
|  |  |  | Average gross |  |  |  |  |  |  |  |  |  |  |  |
| CT | STONINGTON | GC | tonnage | 33 | 32 | 24 | 24 | 25 | 28 | 31 | 42 | 39 | 29 | 44 |
| CT | STONINGTON | GC | Number of | 24 | 25 | 24 | 33 | 40 | 36 | 27 | 4 | 6 | 4 | 2 |


|  |  |  | permits |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| NC | WANCHESE | LA | Average vessel length <br> Average gross | 79 | 78 | 80 | 81 | 81 | 81 | 81 | 81 | 81 | 81 | 81 |
| NC | WANCHESE | LA | tonnage | 143 | 145 | 151 | 152 | 152 | 151 | 151 | 151 | 151 | 151 | 151 |
| NC | WANCHESE | LA | Number of permits Average vessel | 8 | 7 | 7 | 6 | 6 | 8 | 8 | 8 | 8 | 8 | 8 |
| NC | WANCHESE | GC | length <br> Average gross | 65 | 59 | 57 | 55 | 54 | 54 | 54 | 61 | 70 | 57 | 64 |
| NC | WANCHESE | GC | tonnage <br> Number of | 91 | 75 | 67 | 64 | 63 | 63 | 62 | 77 | 102 | 77 | 88 |
| NC | WANCHESE | GC | permits | 14 | 18 | 22 | 28 | 32 | 30 | 28 | 3 | 6 | 8 | 7 |

