

2023 Inshore Salmon Savings Incentive Plan Agreement

Annual Report

Amendment 110 IPA Identification Number 1

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Submitted to the

North Pacific Fisheries Management Council

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Introduction. In 2023 all AFA inshore sector eligible catcher vessels were members of the Inshore Salmon Savings Incentive Plan (ISSIP) Agreement. The ISSIP was first submitted for approval by NMFS on September 30, 2010 and approved on November 5, 2010. An amended ISSIP Agreement was submitted for approval on June 21, 2011. NMFS approved the amended Agreement on June 28, 2011. The ISSIP approved on June 28 continued in place for the 2015 A Season.

The ISSIP was amended for a second time in the spring of 2015; the amended ISSIP was approved by NMFS on June 5, 2015, in time for the B season. The 2015 amended ISSIP included substantive changes to the operational components of the ISSIP as well as membership changes due to vessel retirement/replacement under the Coast Guard Act of 2010, vessel name changes, vessels changing their inshore coop membership, and participation in the inshore open access sector.

To comply with the Amendment 110 regulations, the ISSIP was amended a third time in January of 2017, ahead of the 2017 A season. That version of the ISSIP remained in place for the 2018 fishing year.

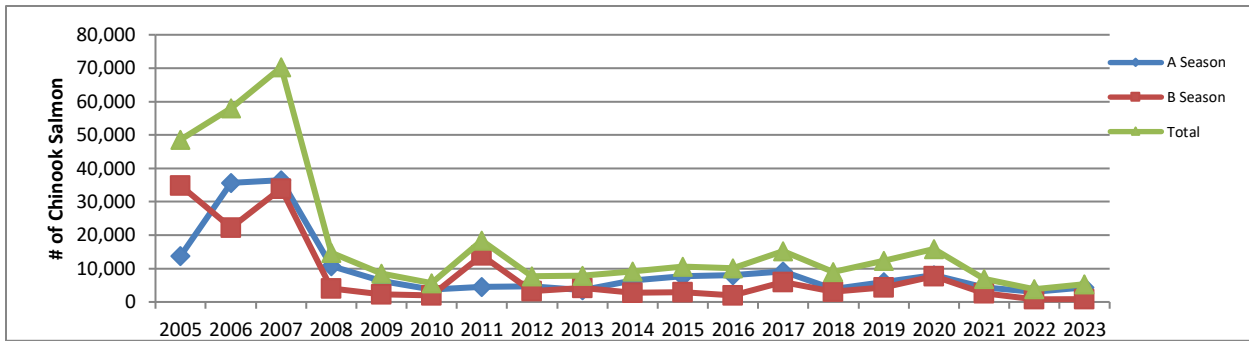
The ISSIP was amended in the spring of 2019 and last amended in the spring of 2023, submitted to NMFS for approval on April 3rd, and approved by NMFS on April 13, 2023.

In October of 2022 the Alaska Department of Fish and Game notified the North Pacific Fishery Management Council that the aggregate estimated Chinook salmon returns to the upper Yukon River, the Kuskokwim River, and the Unalakeet River again fell below the Three River Index threshold of 250,000 fish, triggering a low Chinook salmon abundance year for 2023. Consequently, the total 2023 Chinook salmon bycatch limit for the pollock fishery was set at 45,000 fish. Additionally, the overall performance standard for the pollock fishery was set at a 33,318 fish threshold. For the inshore sector the annual Chinook bycatch limit was 25,020 Chinook with an A season limit of 15,687. The 2023 inshore sector's Performance Standard threshold was 18,525.

2023 Chinook Salmon Bycatch and Pollock Harvest Summary.

In 2023 the ISSIP members incidentally caught a total of 5,241 Chinook salmon; 4,435 Chinook in the A Season and 806 Chinook in the B Season (Source: NMFS Alaska Region).

Figure 1. Nineteen Year History of Chinook Salmon Bycatch by the Inshore Sector.



The total 2023 pollock harvest by ISSIP members was 564,273 metric tons; 241,082 metric tons in the A Season and 323,191 metric tons in the B Season. Annually that calculates to 107.67 metric tons of pollock harvest for every one bycaught Chinook salmon. Seasonally, the A Season Chinook bycatch was 54.36 metric tons of pollock for every one bycaught Chinook salmon. The B Season yielded 400.98 metric tons of pollock for every one bycaught Chinook salmon.

Total 2023 non-Chinook (chum) salmon bycatch by the ISSIP members was 66,659 fish. The latest (2022) genetic stock composition analysis by NOAA’s Alaska Fisheries Science Center reports that the combined proportion of Western Alaska chum was 23% of the bycatch, of which the Coastal Western Alaska stocks comprised 21.1% of the bycaught chum salmon and the Up/Mid Yukon stocks comprised 1.9%. Using the proportion of combined Western Alaskan chum, the 2023 non-Chinook bycatch equates to 15,332 Coastal Western Alaska and Up/Mid Yukon fish.

The ISSIP members participate in an industry-wide data sharing agreement. A copy of the Agreement is found at the end of this report (Exhibit 1).

Annual Reporting Requirements.

Amendment 110 regulations require each Incentive Plan Agreement (IPA) representative to submit an annual report to the North Pacific Management Council. The annual report is required to address each of the topics found in the following Sections A through G.

Section A. A comprehensive description of the incentive measures, including the rolling hot spot program and excluder use, in effect in the previous year.

The following summary comes from page 5 of the Inshore Salmon Savings Incentive Plan Agreement approved by NMFS on April 10, 2019, and captures the main elements of the ISSIP that were in place for the 2023 A and B seasons. This language was not amended in the 2023 amendment and therefore was still in place for the 2023 B season.

2. Agreement Summary and Incentive Plan Description. The vessels participating in this IPA receive an annual allocation of Chinook salmon bycatch units, which limits their Chinook salmon PSC bycatch to

their pro-rata share of the Chinook salmon PSC performance standard, less Insurance Pool deductions for Inshore Cooperative Vessels. A vessel can earn additional Chinook bycatch units by catching fewer Chinook salmon PSC as bycatch than the amount of its annual allocation, at a rate of one (1) additional unit for every three (3) allocated units that are not used. The Insurance Pool is a Chinook bycatch unit reserve, which is available to Inshore Sector Cooperative Vessels whose Chinook bycatch exceeds the number of bycatch units they hold. Inshore Sector Cooperative Vessels using Insurance Pool bycatch units are required to repay the Insurance Pool, and may be required to pay an additional Insurance Pool usage penalty. If the inshore sector's Chinook salmon bycatch exceeds its performance standard for two (2) years in a six (6) consecutive year period, each Cooperative is required to take all actions necessary to insure that the Chinook salmon bycatch of its Vessels does not exceed the Annual Threshold Amount for a third (3rd) year in a seven (7) consecutive year period. The Manager will issue stop fishing orders to prevent exceeding the Performance Standard a third time in seven consecutive years as may be appropriate. A rolling hot spot closure program closes areas of relatively high Chinook or chum salmon PSC bycatch to vessels that have relatively high rates of Chinook and chum salmon bycatch. Salmon excluder devices are required to be used from January 20th to March 31st, and from September 1 until the end of the B season.

Savings Credits. As described in the agreement summaries, the primary incentive for members of the ISSIP to minimize Chinook bycatch whenever possible is by earning additional Chinook bycatch units called Savings Credits. Each ISSIP vessel is assigned an initial set of bycatch units called Base Cap Credits. Base Cap Credits are calculated as a vessel's share of the inshore sector's Chinook bycatch Performance Standard after an "off the top" deduction of 500 Chinook to fund an Insurance Pool.

On an annual basis, a vessel earns one Savings Credit for every 3 of its Base Cap credits not caught in a year. Without having earned Savings Credits, a vessel may never exceed its share of the current year's Performance Standard (less the insurance pool reserve). In other words, a vessel may not utilize its share of the annual inshore sector Chinook Limit - the hard cap - without having earned enough Savings Credits to do so.

Savings Credits, once earned, are not held in perpetuity, but have a lifespan of 3 years. Therefore, ISSIP vessels are not able to "rest on their laurels" after a series of low bycatch years. Because the nature of Chinook bycatch is so variable from one year to the next, vessels are incentivized to generate maximum Savings Credits each year.

No ISSIP vessels used any Savings Credits in 2023.

Individual Vessel Allocations. IPAs are required to ensure that each vessel will manage their bycatch in a manner that will keep total bycatch below the sector Performance Standard. The ISSIP accomplishes this requirement by 1) individual vessel allocations from a Base Cap pool that is lower than the inshore sector's Performance Standard, and 2) vessels may only exceed their Base Cap allocation if they have earned Savings Credits. As previously stated, a vessel must have previously avoided 3 Chinook salmon under their Base Cap allocation to take one bycaught Chinook over their Base Cap allocation; assuring that at no time, over a series of years, may an individual vessel have taken an average amount of Chinook bycatch in excess of the Performance Standard.

Transfers. Several transfer types defined in the ISSIP cover situations that provide for the transfer of both pollock and Chinook salmon between vessels within a cooperative. These transfers are intended to allow coops to continue operations under the ISSIP in a manner consistent with pollock transfers that took place within a coop prior to implementation of Amendments 91 and 110. There are two primary transfer types; Paired Transfers and Trip Specific Transfers. Trip Specific Transfers are the most common transfer used by the ISSIP members. Trip Specific Transfers are made in association with a specific delivery's fish ticket. The ISSIP also provides transfers of pollock and salmon for very specific conditions pertaining to hardship situations and season completing "mop-up" fishing.

Each ISSIP vessel is assigned an Annual Use Limit, its share of their coop's annual Chinook limit. Vessels may make intra-cooperative transfer of their assigned Annual Use Limit provided the transferee vessel has enough Savings Credits available to utilize the increase.

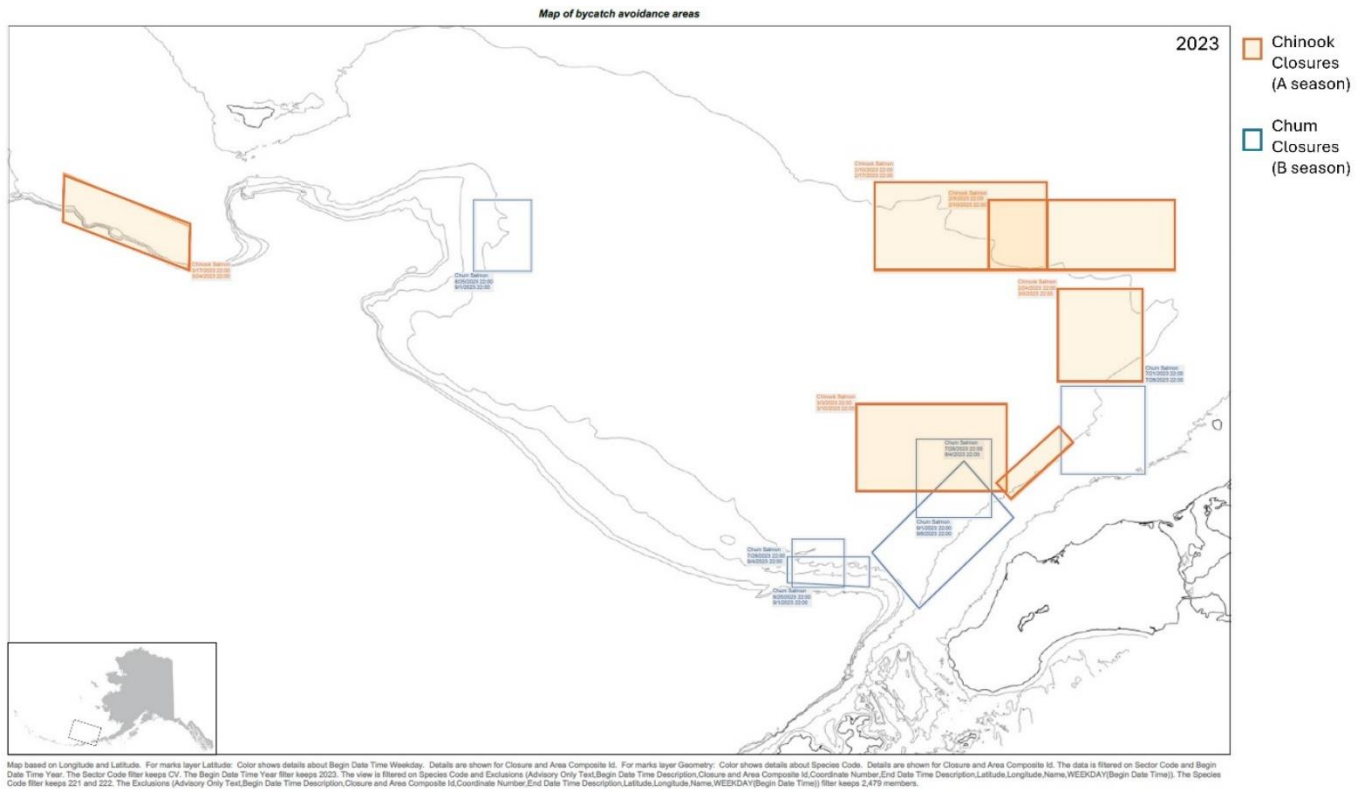
Inter-sector transfers, transfers from one pollock sector to the inshore sector, while allowed under the Amendment 110 regulations are not freely allowed under the SSIP rules. Inter-sector transfers may not be used in a manner that puts the inshore sector in jeopardy of exceeding the inshore sector's Performance Standard.

Insurance Pool. As both a protective measure and an incentive measure, the SSIP requires each member to contribute to a collective insurance pool of 500 Chinook. The pool is in place to buffer vessels that may exceed their available credit limit in each season against regulatory caps. Each vessel's initial A season Chinook allocation is made after their pro rata contribution to the Insurance Pool has been deducted from the overall A season limit.

Rolling Hot Spot (RHS) Program. The ISSIP includes a rolling hot spot component for both Chinook and non-Chinook (chum) salmon. While not the primary incentive element of the ISSIP, there is a strong incentive for vessels to avoid being assigned to Tier 2. While the inclusion of the RHS component to the ISSIP provides a strong mechanism for minimizing bycatch, it also provides the vessels with bycatch data that identifies areas with the highest known salmon bycatch.

The ISSIP RHS program closes fishing grounds to individual vessels based on their current salmon bycatch rates. Weekly, each ISSIP vessel is assigned to one of two tier levels based on their previous 2 week's bycatch rate; Tier 1 vessels are exempt from the weekly closure(s) and Tier 2 vessels are subject to the closure(s) for the following week. The RHS program operates in both the A and B seasons for Chinook salmon and during the B season for non-Chinook salmon. During B season Chinook hot spots are prioritized over non-Chinook hot spots. When Chinook bycatch exceeds .035 fish per metric ton of pollock harvest hot spot closures for non-Chinook salmon are suspended while Chinook hot spots are implemented.

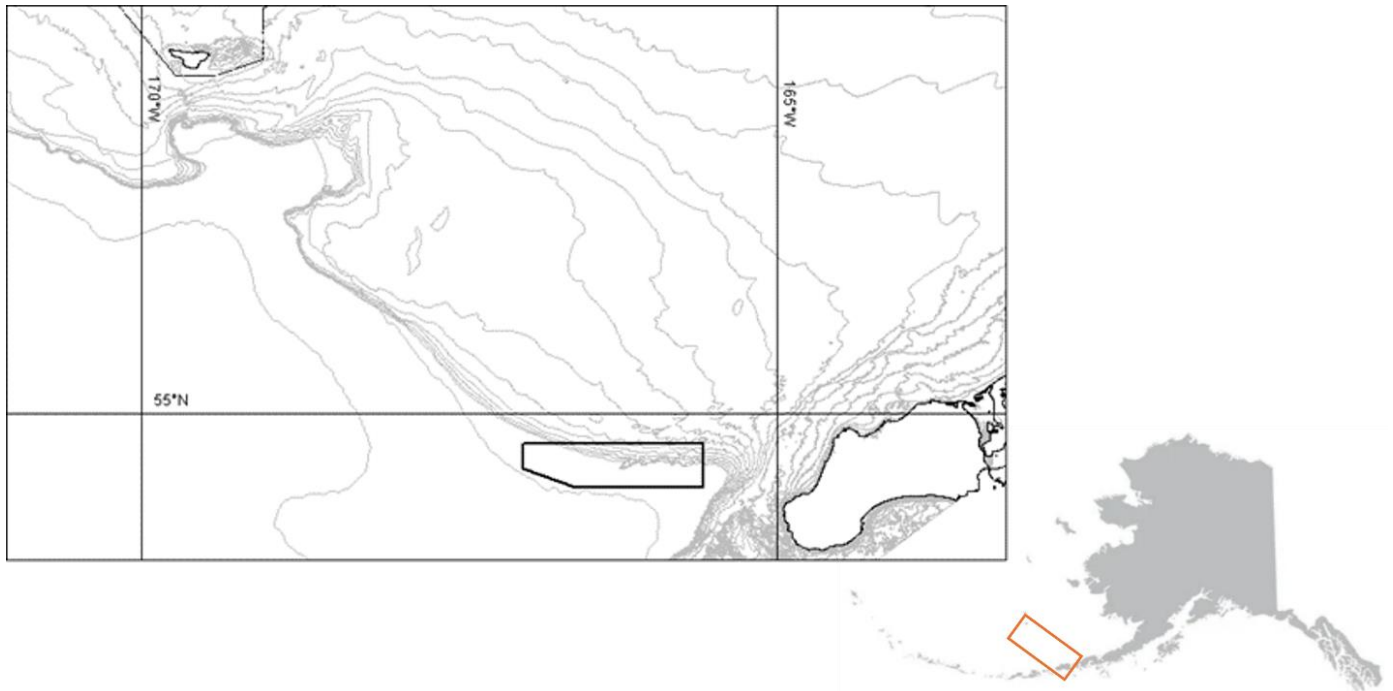
Figure 2. Rolling Hot Spot Closures in 2023.



There were no violations of the RHS program in 2023.

Chinook Conservation Area Agreement (CCAA). This area has been identified with a history of consistently high Chinook bycatch during the winter fishery. Located in the southeastern Bering Sea, the Chinook Conservation Area is closed to pollock fishing during the A season. The CCAA plays a major role in reducing Chinook bycatch in the A Season and while it may not be characterized as an incentive measure, its mandatory inclusion exemplifies the overall commitment members of the ISSIP have towards reducing Chinook bycatch.

Figure 3. Chinook Conservation Area (CCAA)



There were no violations of the CCAA in 2023.

Salmon Excluder Use. The ISSIP requires all A season tows be made with a salmon excluder and all B season tows conducted after August 31st to be made with a salmon excluder as well. In 2023, recognizing certain contingencies, there were two vessels that did not use a salmon excluder device during fishing operations. These two vessels operated trawl nets that utilize fish pumps to get the fish aboard rather than hauling the codend up a stern ramp. The type of net associated with a fish pump does not support the use of an effective excluder at this time.

October Fishing Restrictions. Vessels fishing pollock in the month of October may not exceed the “September Chinook Bycatch Standard”. The “Standard” is defined as having a bycatch rate that exceeds two (2) standard deviations above the mean September ISSIP bycatch rate from the years 2011 through 2016 (0.103 Chinook per metric ton of pollock catch). Vessels that are not able to maintain a Chinook bycatch below the standard are prohibited from fishing for the remainder of the B season.

In 2023 some inshore catcher vessels fished in the month of October. All vessels completed their B season fishing prior to October 20, 2023. During October, all inshore vessels still fishing maintained a low Chinook bycatch rate and stayed below the “September Chinook Bycatch Standard”.

Section B. A description of how these incentive measures affected individual fishing vessels.

A vessel specific allocation of Chinook salmon provides a very strong incentive for individual vessels to reduce their bycatch. However, when a fisherman has progressed far enough into a low bycatch season that the vessel's limit is no longer a constraint, there is a possibility that a vessel may let their bycatch reduction efforts relax. However, the ISSIP rules provide little to no opportunity for a captain to relax by keeping the incentive strong at all levels of Chinook encounters throughout the season. The ISSIP provides continuous motivation to fishermen for the reduction of Chinook bycatch. Maintaining low bycatch throughout the course of a season is an opportunity to increase Savings Credits.

Without having earned Savings Credits an ISSIP vessel is restricted to its share of the inshore Performance Standard (less the SSIP Insurance Pool deduction as described earlier). An ISSIP vessel that has maximized its available Savings Credits increases its annual limit by 26%. The possibility of obtaining, and maintaining, a 26% increase of available bycatch credits when most needed is very difficult to ignore – essentially an insurance policy. Vessel operators never know what the future holds in terms of Chinook encounters, therefore captains are constantly driven to stay below the Performance Standard. A retrospective of Chinook bycatch history in the Bering Sea pollock fishery show that high bycatch years are most likely to come in groups, therefore no matter how high the presence of Chinook on the pollock grounds in one year, it could very easily be even higher the following year. This scenario is well recognized by the ISSIP fleet and provides a strong incentive to 1) always earn the maximum number of Savings Credits possible, and 2) avoid putting yourself in the situation of having to use Savings Credits whenever possible.

Additionally, along the lines of “insurance”, having earned Savings Credits not only gets a boat through the high bycatch years, maximizing Savings Credits is also a way to access more pollock quota beyond a vessel's initial allocation. The SSIP not only inspires the reduction of Chinook bycatch, it promotes the possibility of additional pollock harvest by the fishermen that have managed their salmon credit allocations more frugally.

The SSIP rules cause its member vessels to be independently responsible for their future access to pollock by maintaining low Chinook bycatch. Consequently, each tow selection is made with considerations for both pollock harvest and Chinook avoidance in mind. This is most evident in the changes in seasonal fishing patterns; especially during the A season. There are very few instances of individual tows being made in areas suspect for typically having high Chinook bycatch despite the assumption that pollock in that area may be of higher value than pollock in low Chinook bycatch areas.

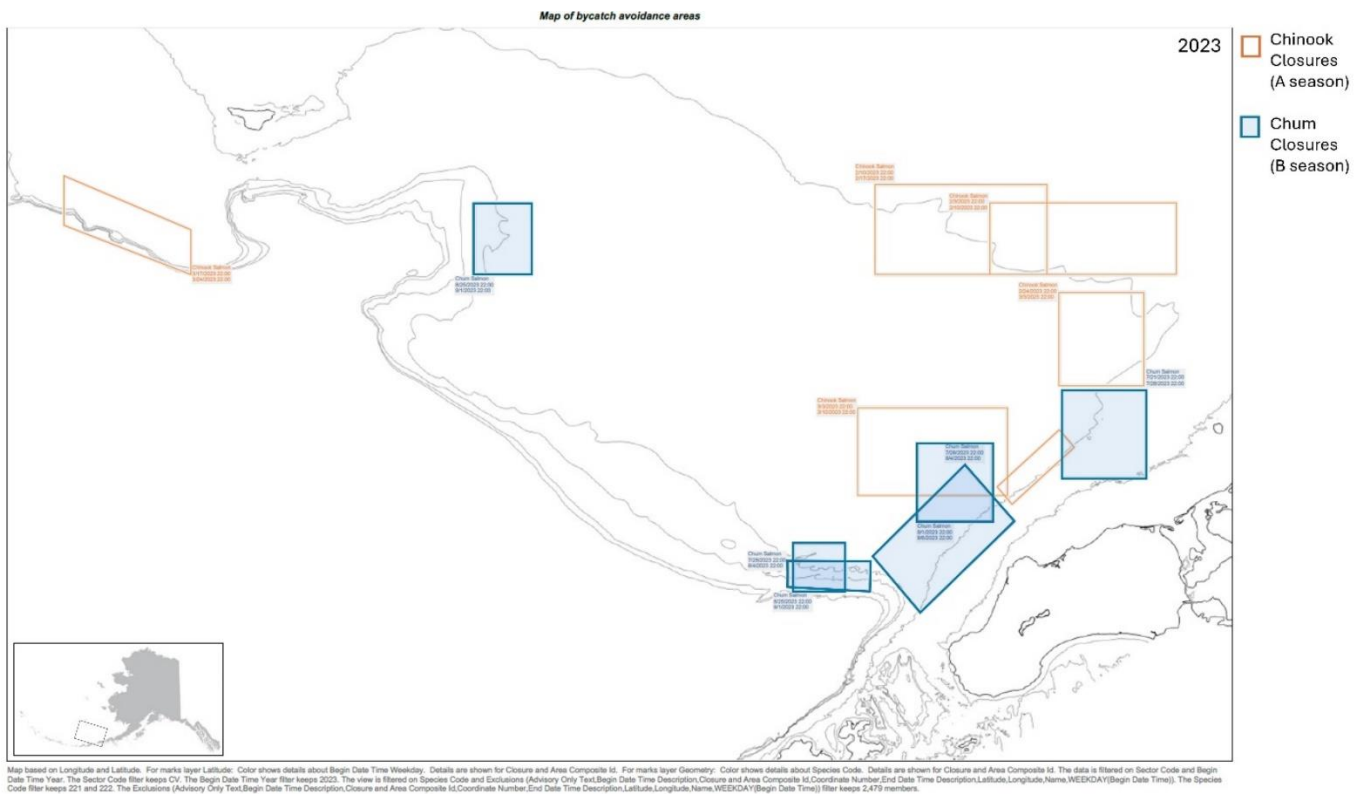
Section C. An evaluation of whether incentive measures were effective in achieving salmon savings beyond levels that would have been achieved in absence of the measures including the effectiveness of:

1. Measures to ensure that chum salmon were avoided in areas and at times where chum salmon are likely to return to western Alaska.

The ISSIP operates with its strictest RHS trigger mechanisms during the months of June and July, when the chum salmon genetics originally indicated that western Alaskan chum salmon are most likely to be present on the eastern Bering Sea pollock grounds. The ISSIP also provides for the Monitoring Agent to prioritize the weekly RHS closures in a manner that will most likely protect western Alaskan origin chum salmon (Section 9.4.6.1 of the ISSIP). Under the ISSIP RHS program vessels are individually assigned each week to either of two categories; Tier One that allows vessels to fish without restriction, and Tier Two that restricts vessels from fishing in the closure areas. Tier Assignments are based on a vessel’s previous 2 weeks chum salmon bycatch performance.

During the B season the inshore fleet typically fishes in the southeastern Bering Sea; minimizing travel time to and from their processing plants in an effort to provide the freshest fish possible to their market. The following Figure 4 shows all chum salmon RHS closures for the 2023 B season.

Figure 4. 2023 Chum Rolling Hot Spot Closures



There were no violations of the RHS program in 2023.

2. Restrictions or penalties that target vessels that consistently have significantly higher Chinook salmon PSC rates relative to other vessels.

Annual ISSIP vessel Chinook salmon PSC limit allocations are sourced from the inshore performance standard (minus a 500 fish insurance pool deduction), not the inshore Chinook PSC limit. Vessels are restricted to catching only their initial allocation unless they have individually earned Savings Credits as described previously. Having, and consequently using, Savings Credits is the only way each individual vessel may continue to fish above its share of the performance standard.

Vessels that are not able to fish below their initial allocation on a continual basis are at risk of not fully funding their Savings Credit account and may very well find themselves having to stop fishing before catching their entire pollock allocation. Vessels that have successfully funded their Savings Credit account may then find themselves in the enviable situation of not only catching their own pollock allocation, but also pollock left behind by vessels that had to stop fishing due to higher Chinook bycatch rates.

Vessels exceeding their salmon credit allocation automatically draw their overage amount from the insurance pool. Vessels with an overage are penalized by having their future credit allocation reduced until they repay their insurance pool draw plus penalty credits.

Finally, the Chinook RHS program runs at the individual vessel level, like the chum salmon RHS program, and consequently holds each vessel responsible for maintaining as low of a Chinook bycatch rate as possible to avoid restricted access to the fishing grounds. Vessels with higher relative Chinook bycatch rates will typically be placed in Tier 2 of the RHS program resulting in restricted access to the fishing grounds for an entire week. Unless a vessel is able to bring its relative bycatch rate down, it may find itself with Tier 2 status for multiple weeks.

3. Restrictions or performance criteria used to ensure that Chinook PSC rates in October are not significantly higher than in previous months.

Vessels fishing pollock in the month of October must maintain a Chinook bycatch rate below the “September Chinook Bycatch Standard”. The “Standard” is defined as a bycatch rate equal to two (2) standard deviations above the mean September ISSIP bycatch rate from the years 2011 through 2016 (0.103 Chinook per metric ton of pollock catch). Vessels that are not able to maintain a Chinook bycatch below the Standard are prohibited from fishing for the remainder of the B season.

As previously mentioned, in 2023 some vessels fished in the month of October but maintained a Chinook bycatch rate below the “September Chinook Bycatch Standard”. All vessels completed their B season fishing prior to October 20, 2023.

Section D. A description of any amendments in the terms of the IPA that were approved by NMFS since the last annual report and the reasons that the amendments to the IPA were made.

The ISSIP was amended in 2023 to change the IPA Representative and Manager from John Gruver to Susie Zagorski. Also, during this time, the one Open Access participant was added as its own individual signatory to the agreement. The amended agreement was approved and signed by the six inshore coops and the Open Access participant. One hundred percent of the AFA inshore qualified catcher vessels continue to participate in the Inshore SSIP.

Section E. Seasonal Allocations and Harvests of Pollock and Chinook.

TABLE E1. A SEASON ALLOCATIONS AND CATCH

COOP	VESSEL	2023 A SEASON ALLOCATIONS		2023 A SEASON CATCH	
		POLLOCK (Pounds)	CHINOOK CREDITS	POLLOCK (Pounds)	CHINOOK
AKUTAN COOP	ALDEBARAN	8,145,139	223	5,877,788	51
	ARCTIC EXPLORER	10,247,300	280	10,355,253	107
	ARCTIC RAM	2,137,068	58	0	0
	ARCTURUS	8,583,301	234	5,989,527	42
	BRISTOL EXPLORER	9,781,852	267	13,953,386	61
	CAPE KIWANDA	2,928,695	80	0	0
	COLUMBIA	8,016,465	219	8,583,716	66
	DOMINATOR	9,725,062	266	5,155,616	17
	EXCALIBUR II	2,888,793	79	0	0
	GLADIATOR	9,117,019	250	8,101,519	50
	GOLDEN DAWN	9,740,161	266	6,862,468	48
	GOLDEN PISCES	1,503,504	42	2,727,959	18
	LESLIE LEE	1,093,285	30	1,291,011	19
	LISA MELINDA	1,217,596	33	2,412,897	14
	MAJESTY	5,532,474	151	4,646,311	27
	MARCY J	999,688	27	0	0
	MARGARET LYN	189,602	5	0	0
	MARK I	250,844	7	0	0
	NORTHERN PATRIOT	13,397,619	366	12,270,453	81
	NORTHERN RAM	4,789,304	131	0	0
	NORTHWEST EXPLORER	8,918,784	244	10,221,689	65
	OCEAN EXPLORER	8,862,943	242	4,587,667	17
	PACIFIC EXPLORER	8,391,226	229	8,985,266	47
	PACIFIC RAM	1,130,420	31	2,405,100	20
	PACIFIC VIKING	6,060,820	166	5,017,252	27
	PEGASUS	3,861,115	106	8,568,398	71
	PREDATOR	1,641,078	45	3,091,794	27
	RAVEN	3,953,584	108	5,726,197	24
	ROYAL AMERICAN	5,388,082	147	7,470,546	58
	ROYAL ATLANTIC	7,275,122	198	7,374,999	42
SEEKER	2,052,611	56	3,762,924	13	
SOVEREIGNTY	13,062,812	357	10,415,479	89	
TRAVELER	229,347	7	0	0	
VIKING EXPLORER	6,600,599	180	0	0	
SEADAWN (AMEND 69)	0	0	1,326,925	9	

NORTHERN VICTOR	ALYESKA	6,773,447	185	0	0
	AMERICAN EAGLE	5,951,375	163	7,696,219	51
	ANITA J	3,028,915	77	0	0
	COLLIER BROTHERS	683,894	23	0	0
	COMMODORE	6,971,545	191	7,757,413	48
	GOLD RUSH	2,368,529	61	370,063	2
	HALF MOON BAY	3,020,098	89	5,212,526	51
	HICKORY WIND	1,697,251	47	0	0
	MISS BERDIE	3,339,244	93	7,404,404	59
	NORDIC FURY	400,491	4	788,969	1
	OCEAN HOPE 3	2,316,046	63	0	0
	PACIFIC CHALLENGER	933,192	25	1,301,801	5
	PACIFIC FURY	320,914	2	0	0
	PATRICIA L	6,833,241	189	7,329,942	59
	PROGRESS	5,621,206	153	11,447,453	78
STORM PETREL	6,795,825	187	7,646,533	68	
SUNSET BAY	2,372,298	85	375,536	0	

PETER PAN	AMERICAN BEAUTY	236,347	7	2,501,574	8
	ELIZABETH F	2,130,569	58	1,349,143	17
	OCEAN LEADER	302,813	9	0	0
	OCEANIC	749,015	20	0	0
	PROVIDIAN	2,123,172	58	0	0
	TOPAZ	460,257	13	0	0
	WALTER N	2,239,475	61	2,239,210	13

UNALASKA	ALASKA ROSE	13,337,533	365	14,043,782	101
	BERING ROSE	9,577,105	261	14,763,214	78
	DESTINATION	11,960,087	327	0	0
	GREAT PACIFIC	6,867,530	188	8,437,610	44
	NORTHERN DEFENDER	10,959,952	300	11,083,251	83
	SEA WOLF	8,420,040	230	13,256,649	100
	VANGUARD	313,850	9	0	0
	WESTERN DAWN	2,195,548	60	0	0
	AMERICAN BEAUTY (AMEND 69)	0	0	2,489,988	23

UNISEA	ALSEA	9,974,994	273	9,765,235	166
	ARGOSY	9,792,004	268	10,552,658	81
	AURIGA	18,577,558	508	18,805,678	151
	AURORA	18,582,222	508	18,784,501	194
	DEFENDER	19,346,043	529	0	0
	FIERCE ALLEGIANCE	5,209,424	142	8,149,048	80
	MAR-GUN	579,481	15	0	0
	NORDIC STAR	7,699,023	210	7,891,773	68

	SEADAWN	7,837,881	214	7,898,872	32
	STARFISH	11,335,701	310	8,478,655	81
	STARLITE	6,806,862	186	6,644,266	94
	STARWARD	7,006,363	192	7,261,000	75
	DEFENDER-2 (AMEND 69)	0	0	18,499,286	269
	PACIFIC PRINCE (AMEND 69)	0	0	846,757	4

WESTWARD	ALASKAN DEFENDER	13,422,798	367	14,920,608	148
	BERING DEFENDER	11,616,458	320	17,767,546	190
	CAITLIN ANN	0	56	7,264,026	50
	CHELSEA K	26,245,668	707	28,336,355	203
	DEFENDER-2	6,786,316	167	0	0
	PACIFIC PRINCE	31,106,883	838	17,999,174	212
	VIKING	9,460,087	252	9,069,950	129
	WESTWARD I	9,027,746	236	10,041,414	107
	NORDIC FURY (AMEND 69)	0	0	3,002,356	46
	NORTHERN DEFENDER (AMEND 69)	0	0	32,700	0

OA	ARCTIC WIND	5,712,696	156	4,805,007	37
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TABLE E2. B SEASON ALLOCATIONS AND CATCH

COOP	VESSEL	2023 B SEASON ALLOCATIONS				2023 B SEASON CATCH	
		POLLOCK (Includes A Season Rollover in Pounds)	CHINOOK CREDITS (Includes A Season Rollover)	AVAILABLE SAVINGS CREDITS	TOTAL AVAILABLE CREDITS	POLLOCK (Pounds)	CHINOOK
AKUTAN COOP	ALDEBARAN	11,524,046	209	168	377	11,537,345	16
	ARCTIC EXPLORER	12,665,378	229	275	504	15,669,411	19
	ARCTIC RAM	4,802,467	69	31	100	5,457,843	12
	ARCTURUS	13,299,057	236	159	395	13,343,669	18
	BRISTOL EXPLORER	12,090,096	269	238	507	20,378,491	42
	CAPE KIWANDA	4,045,454	78	92	170	0	0
	COLUMBIA	9,908,127	209	195	404	11,181,195	17
	DOMINATOR	16,698,760	298	186	484	19,334,599	14
	EXCALIBUR II	6,491,760	93	85	178	6,437,530	4
	GLADIATOR	12,386,448	246	189	435	15,399,420	29
	GOLDEN DAWN	14,540,439	261	250	511	16,447,675	25
	GOLDEN PISCES	1,858,289	36	33	69	2,401,950	9
	LESLIE LEE	1,363,570	16	15	31	2,557,148	0
	LISA MELINDA	1,504,915	35	12	47	0	0
MAJESTY	7,786,388	152	123	275	4,771,081	11	

	MARCY J	2,246,521	32	9	41	2,550,913	10
	MARGARET LYN	234,343	1	6	7	0	0
	MARK I	313,219	1	7	8	0	0
	NORTHERN PATRIOT	17,836,974	354	264	618	19,722,627	36
	NORTHERN RAM	5,955,294	131	126	257	0	0
	NORTHWEST EXPLORER	11,023,369	227	242	469	0	0
	OCEAN EXPLORER	10,954,350	257	259	516	0	0
	PACIFIC EXPLORER	10,371,322	225	246	471	19,371,117	12
	PACIFIC RAM	1,397,167	28	16	44	0	0
	PACIFIC VIKING	8,602,757	170	131	301	11,498,992	11
	PEGASUS	4,772,230	78	88	166	0	0
	PREDATOR	2,046,789	36	22	58	0	0
	RAVEN	4,886,520	114	78	192	0	0
	ROYAL AMERICAN	6,659,520	131	151	282	12,495,095	18
	ROYAL ATLANTIC	8,991,849	194	207	401	9,287,089	6
	SEEKER	2,536,970	56	52	108	0	0
	SOVEREIGNTY	16,145,273	319	234	553	23,280,938	36
	TRAVELER	515,394	8	7	15	5,336,464	1
	VIKING EXPLORER	8,196,330	183	106	289	0	0
	SEADAWN (AMEND 69)	0	0	0	0	5,817,391	8

NORTHERN VICTOR	ALYESKA	8,371,793	181	164	345	0	0
	AMERICAN EAGLE	7,355,734	142	118	260	9,693,180	41
	ANITA J	3,743,655	91	85	176	0	0
	COLLIER BROTHERS	1,536,863	27	12	39	0	0
	COMMODORE	8,616,637	181	171	352	11,714,399	12
	GOLD RUSH	4,952,548	71	54	125	6,024,452	6
	HALF MOON BAY	3,732,757	55	49	104	0	0
	HICKORY WIND	2,097,755	55	33	88	4,795,863	5
	MISS BERDIE	4,127,213	51	45	96	0	0
	NORDIC FURY	499,502	3	1	4	1,411,498	2
	OCEAN HOPE 3	2,862,568	75	65	140	0	0
	PACIFIC CHALLENGER	1,153,398	25	25	50	1,065,050	0
	PACIFIC FURY	400,251	2	1	3	0	0
	PATRICIA L	8,458,683	169	140	309	9,882,964	14
	PROGRESS	6,947,654	129	115	244	11,842,575	5
	STORM PETREL	8,762,789	162	138	300	11,127,242	7
	SUNSET BAY	3,547,501	101	56	157	7,830,926	13
BERING DEFENDER (AMEND 69)	0	0	0	0	229,566	1	

PETER PAN	AMERICAN BEAUTY	294,777	7	3	10	4,632,932	0
	ELIZABETH F	3,438,718	52	59	111	2,591,979	19
	OCEAN LEADER	377,676	8	8	16	0	0
	OCEANIC	934,187	24	20	44	0	0
	PROVIDIAN	3,557,841	64	35	99	0	0
	TOPAZ	1,034,301	15	10	25	0	0
	WALTER N	2,793,388	60	62	122	2,334,878	11
	BRISTOL EXPLORER (AMEND 69)	0	0	0	0	531,621	0

UNALASKA	ALASKA ROSE	16,484,820	332	310	642	13,785,208	15
	BERING ROSE	11,837,036	232	211	443	17,189,859	27
	DESTINATION	15,007,700	388	290	678	0	0
	GREAT PACIFIC	8,488,077	179	192	371	9,659,005	21
	NORTHERN DEFENDER	13,546,195	272	285	557	12,352,591	23
	SEA WOLF	10,406,936	173	215	388	17,602,739	21
	VANGUARD	410,850	10	9	19	650,092	0
	WESTERN DAWN	2,738,336	48	67	115	0	0
	ALASKAN DEFENDER (AMEND 69)	0	0	0	0	1,170,521	2
	AMERICAN BEAUTY (AMEND 69)	0	0	0	0	2,514,321	4
	BRISTOL EXPLORER (AMEND 69)	0	0	0	0	338,227	0
	COMMODORE (AMEND 69)	0	0	0	0	948,278	0
	PROGRESS (AMEND 69)	0	0	0	0	1,622,009	0
	STORM PETREL (AMEND 69)	0	0	0	0	1,063,481	0

UNISEA	ALSEA	12,395,250	158	246	404	12,441,559	13
	ARGOSY	12,232,047	251	272	523	12,977,056	1
	AURIGA	22,961,345	451	382	833	23,377,321	10
	AURORA	22,967,110	409	337	746	22,469,599	11
	DEFENDER	24,128,815	355	380	735	0	0
	FIERCE ALLEGIANCE	6,497,309	169	175	344	9,997,523	0
	MAR-GUN	722,741	3	1	4	0	0
	NORDIC STAR	9,515,780	182	176	358	9,381,316	10
	SEADAWN	9,714,589	222	174	396	9,717,127	4
	STARFISH	14,055,560	207	282	489	10,535,987	12
	STARLITE	8,413,092	127	166	293	8,624,696	8
	STARWARD	8,659,670	153	171	324	8,515,514	5
	DEFENDER-2 (AMEND 69)	0	0	0	0	24,128,815	6

WESTWARD	ALASKAN DEFENDER	16,741,211	293	324	617	16,538,316	4
	BERING DEFENDER	14,636,657	209	190	399	21,433,484	4
	CAITLIN ANN	4,636,793	67	34	101	12,172,921	12
	CHELSEA K	31,521,894	641	375	1,016	29,743,931	50
	DEFENDER-2	6,970,129	175	128	303	151,098	0
	PACIFIC PRINCE	37,440,967	681	633	1,314	20,649,092	36
	VIKING	11,271,243	170	166	336	12,471,298	9
	WESTWARD I	10,297,169	173	183	356	15,509,781	12
	NORDIC FURY (AMEND 69)	0	0	0	0	4,807,421	1

OA	ARCTIC WIND	8,032,691	148	141	289	7,985,351	31
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Section F. In Season Transfers of Pollock and Chinook.

TABLE F1. TRANSFERS BETWEEN ENTITIES

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK
	The Inshore SSIP Participants had no Entity Transfers in 2023			

TABLE F2. TRANSFERS AMONG COOP MEMBERS

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
1/22/2023	ALSEA	ARGOSY	0	200,415
1/22/2023	PACIFIC PRINCE	CAITLIN ANN	2	656,807
1/25/2023	STARFISH	FIERCE ALLEGIANCE	15	549,999
1/29/2023	ALYESKA	STORM PETREL	8	569,680
1/29/2023	PACIFIC PRINCE	CAITLIN ANN	10	704,454
1/30/2023	NORTHERN RAM	LESLIE LEE	0	197,726
1/30/2023	STARFISH	FIERCE ALLEGIANCE	12	439,999
2/2/2023	MAR-GUN	ARGOSY	15	579,480
2/3/2023	PACIFIC PRINCE	CAITLIN ANN	5	687,349
2/4/2023	STARFISH	FIERCE ALLEGIANCE	14	514,999
2/6/2023	NORTHERN RAM	PREDATOR	7	73,760
2/7/2023	PACIFIC PRINCE	CAITLIN ANN	10	674,250
2/8/2023	ALYESKA	PROGRESS	3	764,646
2/9/2023	STARFISH	FIERCE ALLEGIANCE	8	295,000
2/12/2023	NORTHERN RAM	GOLDEN PISCES	0	182,594
2/12/2023	PACIFIC PRINCE	CAITLIN ANN	7	681,551
2/13/2023	OCEAN LEADER	AMERICAN BEAUTY	2	263,308
2/15/2023	STARFISH	FIERCE ALLEGIANCE	1	40,000
2/16/2023	NORTHERN RAM	GOLDEN PISCES	0	303,432
2/18/2023	PACIFIC PRINCE	CAITLIN ANN	6	587,974
2/19/2023	NORTHERN RAM	GOLDEN PISCES	0	251,273
2/20/2023	STARFISH	FIERCE ALLEGIANCE	14	509,999
2/21/2023	ALYESKA	HALF MOON BAY	0	427,518
2/22/2023	ALYESKA	COMMODORE	2	481,910
2/23/2023	NORTHERN RAM	GOLDEN PISCES	1	230,551
2/23/2023	OCEAN HOPE 3	MISS BERDIE	0	169,029
2/24/2023	NORTHERN RAM	PREDATOR	0	361,657
2/24/2023	STARFISH	FIERCE ALLEGIANCE	8	295,000
2/25/2023	ALYESKA	PROGRESS	19	735,480
2/27/2023	OCEAN HOPE 3	MISS BERDIE	0	399,332
2/28/2023	DEFENDER-2	BERING DEFENDER	0	245,766
2/28/2023	NORTHERN RAM	PREDATOR	1	348,873
2/28/2023	STARFISH	FIERCE ALLEGIANCE	0	697
3/1/2023	NORTHERN RAM	PEGASUS	2	204,739
3/3/2023	OCEAN HOPE 3	MISS BERDIE	0	438,856
3/5/2023	DEFENDER-2	BERING DEFENDER	13	1,491,330
3/5/2023	NORTHERN RAM	PEGASUS	0	513,533
3/5/2023	NORTHERN RAM	PREDATOR	0	333,089
3/5/2023	PACIFIC FURY	NORDIC FURY	0	132,724

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
3/5/2023	STARFISH	FIERCE ALLEGIANCE	8	293,927
3/6/2023	SUNSET BAY	PROGRESS	0	138,659
3/8/2023	DEFENDER-2	BERING DEFENDER	2	1,482,691
3/8/2023	DESTINATION	SEA WOLF	0	384,807
3/8/2023	OCEAN HOPE 3	MISS BERDIE	0	462,745
3/8/2023	OCEAN LEADER	AMERICAN BEAUTY	0	39,505
3/8/2023	OCEANIC	AMERICAN BEAUTY	0	453,434
3/9/2023	ANITA J	NORDIC FURY	0	67,564
3/9/2023	DEFENDER-2	ALASKAN DEFENDER	0	291,318
3/9/2023	PACIFIC FURY	NORDIC FURY	0	188,190
3/9/2023	VIKING EXPLORER	SEEKER	0	367,579
3/10/2023	ALASKA ROSE	BERING ROSE	0	688,794
3/10/2023	ALASKA ROSE	SEA WOLF	0	749,480
3/10/2023	NORTHERN RAM	PEGASUS	5	461,150
3/10/2023	SUNSET BAY	PROGRESS	0	678,648
3/10/2023	VIKING EXPLORER	PEGASUS	0	26,220
3/10/2023	VIKING EXPLORER	PREDATOR	1	333,337
3/11/2023	DESTINATION	SEA WOLF	0	661,668
3/12/2023	DEFENDER-2	BERING DEFENDER	4	1,462,862
3/12/2023	OCEAN EXPLORER	NORTHWEST EXPLORER	0	355,383
3/12/2023	OCEAN HOPE 3	MISS BERDIE	0	394,438
3/13/2023	ANITA J	PROGRESS	0	665,302
3/13/2023	DEFENDER-2	BERING DEFENDER	0	605,850
3/13/2023	OCEANIC	AMERICAN BEAUTY	0	295,580
3/13/2023	PACIFIC PRINCE	BERING DEFENDER	0	862,581
3/13/2023	PROVIDIAN	AMERICAN BEAUTY	0	175,994
3/13/2023	SUNSET BAY	PROGRESS	0	64,891
3/14/2023	DEFENDER-2	ALASKAN DEFENDER	5	1,206,491
3/15/2023	ALASKA ROSE	BERING ROSE	0	709,300
3/15/2023	ANITA J	MISS BERDIE	0	16,920
3/15/2023	OCEAN HOPE 3	MISS BERDIE	0	451,643
3/15/2023	PACIFIC PRINCE	CAITLIN ANN	0	676,292
3/15/2023	VIKING EXPLORER	PEGASUS	1	531,749
3/15/2023	VIKING EXPLORER	SEEKER	0	320,830
3/18/2023	OCEAN EXPLORER	BRISTOL EXPLORER	1	751,464
3/18/2023	PROVIDIAN	AMERICAN BEAUTY	1	529,087
3/19/2023	ANITA J	HALF MOON BAY	0	13,595
3/19/2023	OCEAN EXPLORER	NORTHWEST EXPLORER	3	947,521
3/19/2023	PACIFIC PRINCE	CAITLIN ANN	3	714,269

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
3/20/2023	ANITA J	PROGRESS	0	672,444
3/20/2023	BERING DEFENDER	PACIFIC PRINCE	0	15,825
3/21/2023	ALYESKA	STORM PETREL	0	567,911
3/21/2023	ANITA J	MISS BERDIE	0	413,475
3/21/2023	CAPE KIWANDA	ROYAL AMERICAN	0	61,241
3/21/2023	VIKING EXPLORER	SEEKER	1	352,841
3/22/2023	ALYESKA	PROGRESS	0	577,748
3/22/2023	ANITA J	HALF MOON BAY	0	443,347
3/22/2023	DESTINATION	ALASKA ROSE	0	324,995
3/22/2023	DESTINATION	BERING ROSE	0	719,051
3/22/2023	DESTINATION	SEA WOLF	0	745,806
3/22/2023	VIKING EXPLORER	PEGASUS	1	476,438
3/22/2023	VIKING EXPLORER	RAVEN	0	128,149
3/23/2023	OCEAN EXPLORER	BRISTOL EXPLORER	6	804,739
3/23/2023	PROVIDIAN	AMERICAN BEAUTY	4	508,316
3/24/2023	DESTINATION	GREAT PACIFIC	0	22,661
3/24/2023	PACIFIC PRINCE	CHELSEA K	0	207,161
3/25/2023	ANITA J	MISS BERDIE	0	427,425
3/25/2023	DESTINATION	ALASKA ROSE	0	797,710
3/25/2023	DESTINATION	BERING ROSE	0	775,513
3/25/2023	PACIFIC PRINCE	CAITLIN ANN	5	614,586
3/25/2023	PACIFIC PRINCE	WESTWARD I	0	336,457
3/26/2023	ALYESKA	PATRICIA L	4	542,892
3/26/2023	CAPE KIWANDA	ROYAL AMERICAN	5	480,572
3/26/2023	VIKING EXPLORER	PEGASUS	4	496,871
3/26/2023	VIKING EXPLORER	RAVEN	1	338,663
3/26/2023	VIKING EXPLORER	SEEKER	1	325,602
3/27/2023	ALYESKA	AMERICAN EAGLE	0	488,161
3/27/2023	ALYESKA	COMMODORE	0	491,784
3/27/2023	DESTINATION	ALASKA ROSE	0	753,733
3/27/2023	DESTINATION	BERING ROSE	0	782,282
3/27/2023	DESTINATION	SEA WOLF	0	707,456
3/27/2023	PACIFIC PRINCE	CAITLIN ANN	2	649,133
3/27/2023	SUNSET BAY	HALF MOON BAY	0	445,363
3/28/2023	ALYESKA	PROGRESS	3	726,087
3/28/2023	DESTINATION	GREAT PACIFIC	0	441,812
3/28/2023	DESTINATION	GREAT PACIFIC	0	585,139
3/28/2023	DESTINATION	SEA WOLF	0	720,418
3/28/2023	OCEAN EXPLORER	BRISTOL EXPLORER	0	770,499

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
3/29/2023	ALSEA	AURIGA	0	9,344
3/29/2023	ALSEA	AURIGA	0	3,007
3/29/2023	AURORA	AURIGA	0	6,476
3/29/2023	AURORA	AURIGA	0	295
3/29/2023	PACIFIC PRINCE	CAITLIN ANN	0	196,202
3/29/2023	PACIFIC PRINCE	CAITLIN ANN	0	42,317
3/29/2023	PACIFIC PRINCE	CAITLIN ANN	0	15,825
3/29/2023	PACIFIC PRINCE	CHELSEA K	5	1,588,260
3/29/2023	PATRICIA L	PACIFIC CHALLENGER	0	358,111
3/29/2023	VIKING	CAITLIN ANN	0	363,007
3/30/2023	ANITA J	MISS BERDIE	0	308,839
3/30/2023	ANITA J	MISS BERDIE	0	34,075
3/30/2023	CAPE KIWANDA	ROYAL AMERICAN	3	500,172
3/30/2023	NORTHERN RAM	ROYAL ATLANTIC	0	18,032
3/30/2023	OCEAN HOPE 3	MISS BERDIE	0	26,056
3/30/2023	PACIFIC PRINCE	WESTWARD I	0	575,648
3/30/2023	SUNSET BAY	MISS BERDIE	0	64,617
3/30/2023	VIKING EXPLORER	PACIFIC RAM	2	133,049
3/30/2023	VIKING EXPLORER	SEEKER	1	320,369
3/31/2023	HICKORY WIND	HALF MOON BAY	0	379,487
3/31/2023	SUNSET BAY	AMERICAN EAGLE	0	214,669
3/31/2023	VIKING EXPLORER	LISA MELINDA	3	225,856
3/31/2023	VIKING EXPLORER	PEGASUS	1	470,942
3/31/2023	VIKING EXPLORER	RAVEN	2	307,626
4/1/2023	ALDEBARAN	BRISTOL EXPLORER	0	135,121
4/1/2023	DESTINATION	ALASKA ROSE	0	827,338
4/1/2023	DESTINATION	BERING ROSE	0	621,080
4/1/2023	DESTINATION	BERING ROSE	0	782,340
4/1/2023	DESTINATION	GREAT PACIFIC	0	443,205
4/1/2023	DESTINATION	SEA WOLF	0	772,243
4/1/2023	OCEAN EXPLORER	BRISTOL EXPLORER	4	673,303
4/1/2023	OCEAN EXPLORER	BRISTOL EXPLORER	0	72,070
4/1/2023	SUNSET BAY	MISS BERDIE	0	420,140
4/1/2023	VIKING EXPLORER	LISA MELINDA	4	309,798
4/1/2023	VIKING EXPLORER	PACIFIC RAM	1	374,767
4/2/2023	ALYESKA	PATRICIA L	0	399,619
4/2/2023	ALYESKA	PATRICIA L	0	76,201
4/2/2023	CAPE KIWANDA	ROYAL AMERICAN	0	504,219
4/2/2023	HICKORY WIND	PROGRESS	0	739,095

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
4/2/2023	VIKING EXPLORER	PEGASUS	5	460,412
4/2/2023	VIKING EXPLORER	PEGASUS	0	36,083
4/2/2023	VIKING EXPLORER	RAVEN	2	299,496
4/3/2023	ARCTIC EXPLORER	PACIFIC EXPLORER	0	499,638
4/3/2023	HICKORY WIND	AMERICAN EAGLE	0	129,529
4/3/2023	HICKORY WIND	AMERICAN EAGLE	0	19,094
4/3/2023	HICKORY WIND	HALF MOON BAY	0	449,138
4/3/2023	SOVEREIGNTY	LISA MELINDA	0	290,751
4/3/2023	SOVEREIGNTY	PACIFIC RAM	4	319,636
4/3/2023	SUNSET BAY	AMERICAN EAGLE	0	332,391
4/4/2023	ARCTIC EXPLORER	BRISTOL EXPLORER	2	244,421
4/4/2023	ARCTIC EXPLORER	BRISTOL EXPLORER	0	30,252
4/4/2023	CAPE KIWANDA	BRISTOL EXPLORER	0	479,278
4/4/2023	CAPE KIWANDA	ROYAL AMERICAN	6	475,640
4/4/2023	NORTHWEST EXPLORER	BRISTOL EXPLORER	0	100,336
4/4/2023	SOVEREIGNTY	PEGASUS	3	493,354
4/4/2023	SOVEREIGNTY	RAVEN	4	343,741
4/5/2023	CAPE KIWANDA	COLUMBIA	3	34,848
4/5/2023	COMMODORE	AMERICAN EAGLE	0	254,157
4/5/2023	COMMODORE	AMERICAN EAGLE	0	12,101
4/5/2023	PATRICIA L	AMERICAN EAGLE	0	227,788
4/5/2023	SOVEREIGNTY	LISA MELINDA	2	355,198
4/5/2023	SOVEREIGNTY	PACIFIC RAM	4	434,510
4/5/2023	SOVEREIGNTY	RAVEN	1	310,460
4/6/2023	SOVEREIGNTY	PEGASUS	1	492,345
4/8/2023	STARLITE	STARWARD	0	175,815
4/13/2023	ALSEA	NORDIC STAR	0	42,778
4/13/2023	STARLITE	NORDIC STAR	0	49,831
4/13/2023	STARLITE	NORDIC STAR	0	13,527
6/6/2023	ALDEBARAN	ARCTIC EXPLORER	5	766,982
6/7/2023	GOLDEN DAWN	GOLDEN PISCES	4	239,691
6/8/2023	MARGARET LYN	COLUMBIA	5	189,602
6/8/2023	MARGARET LYN	COLUMBIA	0	2,133
6/8/2023	MARK I	COLUMBIA	7	250,483
6/9/2023	GOLDEN DAWN	SOVEREIGNTY	3	245,708

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
6/10/2023	AURIGA	ALSEA	0	12,351
6/10/2023	AURIGA	AURORA	0	6,771
6/10/2023	FIERCE ALLEGIANCE	STARFISH	0	697
6/10/2023	NORDIC STAR	ALSEA	0	42,778
6/10/2023	NORDIC STAR	STARLITE	0	63,358
6/10/2023	STARWARD	STARLITE	0	175,815
6/14/2023	ALYESKA	COMMODORE	2	480,090
6/21/2023	ALYESKA	SUNSET BAY	1	404,256
6/21/2023	CAPE KIWANDA	TRAVELER	0	406,561
6/25/2023	CAPE KIWANDA	TRAVELER	0	176,652
6/25/2023	MAR-GUN	ARGOSY	1	708,253
6/25/2023	MAR-GUN	ARGOSY	0	7,968
6/25/2023	MAR-GUN	ARGOSY	0	6,519
6/25/2023	NORTHERN RAM	GOLDEN PISCES	1	17,149
6/27/2023	NORTHERN RAM	GOLDEN PISCES	0	274,353
6/28/2023	CAPE KIWANDA	TRAVELER	0	424,361
6/28/2023	STARFISH	FIERCE ALLEGIANCE	0	884,893
6/29/2023	MARGARET LYN	ROYAL AMERICAN	0	170,523
6/29/2023	MARK I	ROYAL AMERICAN	0	306,587
6/29/2023	MARK I	ROYAL AMERICAN	0	3,449
6/29/2023	MARK I	ROYAL AMERICAN	0	3,183
6/29/2023	NORTHERN RAM	GOLDEN PISCES	0	252,159
7/2/2023	CAPE KIWANDA	TRAVELER	0	385,915
7/5/2023	CAPE KIWANDA	TRAVELER	0	347,194
7/7/2023	PACIFIC PRINCE	CAITLIN ANN	0	427,319
7/8/2023	MISS BERDIE	HICKORY WIND	0	234,727
7/9/2023	CAPE KIWANDA	TRAVELER	0	358,313
7/9/2023	STARFISH	FIERCE ALLEGIANCE	0	789,957
7/10/2023	MARGARET LYN	ROYAL AMERICAN	0	61,213
7/10/2023	MARGARET LYN	ROYAL AMERICAN	0	2,607
7/11/2023	CAPE KIWANDA	TRAVELER	0	136,576
7/11/2023	OCEAN LEADER	AMERICAN BEAUTY	0	141,051
7/12/2023	MISS BERDIE	HICKORY WIND	0	361,598
7/12/2023	PACIFIC PRINCE	CAITLIN ANN	2	601,433
7/13/2023	STARFISH	FIERCE ALLEGIANCE	0	873,727
7/15/2023	MISS BERDIE	HICKORY WIND	0	349,017
7/15/2023	OCEAN LEADER	AMERICAN BEAUTY	0	229,054
7/15/2023	OCEAN LEADER	AMERICAN BEAUTY	0	4,164
7/15/2023	OCEAN LEADER	AMERICAN BEAUTY	0	3,407

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
7/15/2023	OCEANIC	AMERICAN BEAUTY	0	239,660
7/15/2023	PACIFIC PRINCE	CAITLIN ANN	0	687,548
7/16/2023	CAPE KIWANDA	TRAVELER	0	365,629
7/16/2023	MISS BERDIE	SUNSET BAY	0	233,138
7/18/2023	OCEANIC	AMERICAN BEAUTY	0	449,200
7/18/2023	STARFISH	FIERCE ALLEGIANCE	0	895,599
7/19/2023	ALYESKA	PROGRESS	0	693,966
7/20/2023	ALYESKA	HICKORY WIND	0	383,765
7/20/2023	CAPE KIWANDA	TRAVELER	0	399,794
7/20/2023	PACIFIC PRINCE	CAITLIN ANN	1	632,878
7/21/2023	ALYESKA	SUNSET BAY	0	401,571
7/21/2023	OCEANIC	AMERICAN BEAUTY	0	226,601
7/21/2023	OCEANIC	AMERICAN BEAUTY	0	10,299
7/21/2023	OCEANIC	AMERICAN BEAUTY	0	8,426
7/21/2023	PROVIDIAN	AMERICAN BEAUTY	0	204,311
7/23/2023	CAPE KIWANDA	TRAVELER	0	404,427
7/24/2023	ALYESKA	COMMODORE	0	461,079
7/24/2023	PACIFIC PRINCE	CAITLIN ANN	0	658,809
7/24/2023	PROVIDIAN	AMERICAN BEAUTY	0	540
7/24/2023	PROVIDIAN	AMERICAN BEAUTY	0	454,389
7/25/2023	ALYESKA	STORM PETREL	0	599,436
7/25/2023	MISS BERDIE	HICKORY WIND	0	358,495
7/26/2023	ALYESKA	AMERICAN EAGLE	0	475,200
7/26/2023	OCEAN EXPLORER	PACIFIC EXPLORER	0	109,698
7/27/2023	MISS BERDIE	SUNSET BAY	0	314,483
7/27/2023	PACIFIC PRINCE	WESTWARD I	0	578,330
7/28/2023	CAPE KIWANDA	TRAVELER	0	174,093
7/28/2023	CAPE KIWANDA	TRAVELER	0	40,270
7/28/2023	CAPE KIWANDA	TRAVELER	0	144,024
7/28/2023	PACIFIC PRINCE	CAITLIN ANN	0	681,141
7/28/2023	PROVIDIAN	AMERICAN BEAUTY	0	516,659
7/29/2023	MISS BERDIE	HICKORY WIND	0	180,048
7/31/2023	MISS BERDIE	SUNSET BAY	0	356,756
7/31/2023	OCEAN EXPLORER	PACIFIC EXPLORER	0	864,029
7/31/2023	PROVIDIAN	AMERICAN BEAUTY	0	454,228
8/1/2023	CAPE KIWANDA	TRAVELER	0	281,644
8/1/2023	OCEAN EXPLORER	TRAVELER	0	40,176
8/1/2023	PACIFIC PRINCE	WESTWARD I	0	671,328
8/2/2023	PACIFIC PRINCE	CAITLIN ANN	0	655,456

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
8/2/2023	PROVIDIAN	AMERICAN BEAUTY	0	505,067
8/3/2023	MISS BERDIE	SUNSET BAY	0	321,896
8/4/2023	ALYESKA	GOLD RUSH	0	30,494
8/4/2023	PACIFIC PRINCE	WESTWARD I	0	625,861
8/5/2023	OCEAN EXPLORER	PACIFIC EXPLORER	0	930,215
8/5/2023	PROVIDIAN	AMERICAN BEAUTY	0	460,329
8/5/2023	PROVIDIAN	AMERICAN BEAUTY	0	12,819
8/6/2023	ALASKA ROSE	SEA WOLF	0	453,403
8/6/2023	OCEAN EXPLORER	TRAVELER	0	394,912
8/7/2023	ALASKA ROSE	VANGUARD	0	15,227
8/7/2023	ALYESKA	GOLD RUSH	0	375,642
8/7/2023	PACIFIC PRINCE	CAITLIN ANN	0	676,364
8/7/2023	WESTERN DAWN	VANGUARD	0	169,126
8/7/2023	WESTERN DAWN	VANGUARD	0	30,189
8/7/2023	WESTERN DAWN	VANGUARD	0	24,700
8/8/2023	OCEAN EXPLORER	BRISTOL EXPLORER	0	349,351
8/8/2023	PACIFIC PRINCE	WESTWARD I	0	680,333
8/9/2023	ALYESKA	SUNSET BAY	3	321,212
8/9/2023	MISS BERDIE	HICKORY WIND	0	111,623
8/9/2023	OCEAN EXPLORER	PACIFIC EXPLORER	0	891,165
8/9/2023	PROVIDIAN	AMERICAN BEAUTY	0	16,375
8/9/2023	PROVIDIAN	AMERICAN BEAUTY	0	401,570
8/10/2023	ALASKA ROSE	BERING ROSE	0	599,031
8/10/2023	ALASKA ROSE	SEA WOLF	0	759,945
8/10/2023	ALYESKA	GOLD RUSH	0	366,079
8/10/2023	OCEAN EXPLORER	TRAVELER	0	340,528
8/10/2023	VIKING EXPLORER	ROYAL ATLANTIC	0	295,240
8/12/2023	OCEAN EXPLORER	BRISTOL EXPLORER	1	841,501
8/12/2023	PACIFIC PRINCE	CAITLIN ANN	1	617,640
8/12/2023	STARFISH	FIERCE ALLEGIANCE	0	221,314
8/13/2023	ALASKA ROSE	SEA WOLF	0	720,747
8/13/2023	DEFENDER-2	BERING DEFENDER	0	93,002
8/13/2023	MISS BERDIE	HICKORY WIND	0	327,362
8/13/2023	MISS BERDIE	SUNSET BAY	0	372,773
8/13/2023	PACIFIC PRINCE	WESTWARD I	0	669,786
8/14/2023	OCEAN EXPLORER	PACIFIC EXPLORER	0	875,163
8/15/2023	ALYESKA	GOLD RUSH	0	299,689
8/16/2023	MISS BERDIE	HICKORY WIND	0	391,473
8/16/2023	PACIFIC PRINCE	CAITLIN ANN	0	619,888

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
8/17/2023	ALASKA ROSE	GREAT PACIFIC	0	148,130
8/17/2023	ALASKA ROSE	GREAT PACIFIC	0	3,125
8/17/2023	DESTINATION	BERING ROSE	0	793,699
8/17/2023	DESTINATION	GREAT PACIFIC	0	254,034
8/17/2023	MISS BERDIE	SUNSET BAY	0	45,915
8/17/2023	MISS BERDIE	SUNSET BAY	0	167,909
8/17/2023	OCEAN EXPLORER	ARCTIC EXPLORER	0	73,993
8/17/2023	OCEAN EXPLORER	BRISTOL EXPLORER	0	876,168
8/17/2023	OCEAN EXPLORER	ROYAL AMERICAN	0	186,173
8/17/2023	OCEAN HOPE 3	SUNSET BAY	0	242,919
8/17/2023	PACIFIC PRINCE	WESTWARD I	0	654,804
8/18/2023	ALYESKA	AMERICAN EAGLE	0	381,489
8/18/2023	OCEAN EXPLORER	PACIFIC EXPLORER	2	929,192
8/19/2023	DEFENDER-2	BERING DEFENDER	0	1,495,560
8/20/2023	ALYESKA	SUNSET BAY	1	378,545
8/20/2023	ANITA J	PROGRESS	0	117,540
8/20/2023	DESTINATION	BERING ROSE	0	802,185
8/20/2023	DESTINATION	SEA WOLF	0	723,248
8/20/2023	NORTHWEST EXPLORER	BRISTOL EXPLORER	8	899,884
8/21/2023	ALYESKA	AMERICAN EAGLE	3	464,727
8/21/2023	CHELSEA K	CAITLIN ANN	1	632,109
8/21/2023	NORTHWEST EXPLORER	ARCTIC EXPLORER	0	747,808
8/21/2023	OCEAN EXPLORER	ROYAL AMERICAN	0	499,743
8/22/2023	NORTHWEST EXPLORER	PACIFIC EXPLORER	0	878,179
8/22/2023	PACIFIC PRINCE	WESTWARD I	0	646,980
8/23/2023	DESTINATION	GREAT PACIFIC	0	434,008
8/24/2023	ANITA J	PROGRESS	0	560,993
8/24/2023	DEFENDER-2	BERING DEFENDER	0	1,462,836
8/24/2023	DESTINATION	SEA WOLF	0	770,591
8/24/2023	DESTINATION	SEA WOLF	0	757,818
8/24/2023	HALF MOON BAY	SUNSET BAY	0	261,087
8/24/2023	PACIFIC PRINCE	CAITLIN ANN	1	645,531
8/25/2023	DESTINATION	BERING ROSE	0	253,871
8/25/2023	NORTHERN RAM	ARCTIC EXPLORER	3	717,489
8/25/2023	NORTHERN RAM	BRISTOL EXPLORER	2	762,669
8/25/2023	OCEAN EXPLORER	ROYAL AMERICAN	2	533,636
8/25/2023	OCEAN HOPE 3	STORM PETREL	0	82,232
8/26/2023	OCEAN HOPE 3	COMMODORE	0	255,949
8/27/2023	NORTHERN RAM	PACIFIC EXPLORER	3	845,626

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
8/27/2023	NORTHWEST EXPLORER	PACIFIC EXPLORER	0	10,073
8/27/2023	PACIFIC PRINCE	WESTWARD I	0	685,182
8/28/2023	VIKING EXPLORER	SOVEREIGNTY	3	494,286
8/29/2023	ANITA J	PROGRESS	0	711,754
8/29/2023	CHELSEA K	VIKING	0	441,757
8/30/2023	ALYESKA	NORDIC FURY	2	485,448
8/30/2023	DEFENDER-2	BERING DEFENDER	0	1,432,359
8/30/2023	HALF MOON BAY	SUNSET BAY	0	460,964
8/30/2023	NORTHWEST EXPLORER	ARCTIC EXPLORER	1	788,347
8/30/2023	NORTHWEST EXPLORER	BRISTOL EXPLORER	3	797,175
8/30/2023	OCEAN EXPLORER	ROYAL AMERICAN	1	499,913
8/30/2023	OCEAN HOPE 3	COMMODORE	0	429,057
8/31/2023	ALYESKA	PATRICIA L	1	536,145
8/31/2023	ALYESKA	PATRICIA L	0	32,596
8/31/2023	NORTHWEST EXPLORER	PACIFIC EXPLORER	0	879,975
8/31/2023	OCEAN HOPE 3	STORM PETREL	0	509,876
9/1/2023	ALASKAN DEFENDER	BERING DEFENDER	0	198,828
9/1/2023	ALASKAN DEFENDER	BERING DEFENDER	0	2,237
9/1/2023	ALASKAN DEFENDER	BERING DEFENDER	0	1,830
9/1/2023	ALYESKA	PROGRESS	2	739,816
9/1/2023	DEFENDER-2	BERING DEFENDER	0	1,297,100
9/1/2023	DESTINATION	BERING ROSE	0	705,068
9/1/2023	DESTINATION	GREAT PACIFIC	0	331,630
9/1/2023	DESTINATION	SEA WOLF	0	767,333
9/1/2023	NORTHWEST EXPLORER	BRISTOL EXPLORER	3	932,262
9/1/2023	PREDATOR	LESLIE LEE	0	91,091
9/1/2023	VIKING EXPLORER	SOVEREIGNTY	2	974,319
9/2/2023	DESTINATION	BERING ROSE	0	769,281
9/2/2023	DESTINATION	BERING ROSE	0	620,943
9/2/2023	DESTINATION	BERING ROSE	0	51,053
9/2/2023	NORTHWEST EXPLORER	ARCTIC EXPLORER	2	676,392
9/2/2023	OCEAN HOPE 3	COMMODORE	0	550,399
9/3/2023	ANITA J	AMERICAN EAGLE	0	46,868
9/3/2023	CHELSEA K	VIKING	2	758,296
9/3/2023	DESTINATION	BERING ROSE	0	757,685
9/3/2023	DESTINATION	SEA WOLF	0	781,544
9/3/2023	NORTHWEST EXPLORER	PACIFIC EXPLORER	0	892,054
9/3/2023	OCEAN EXPLORER	ROYAL AMERICAN	0	528,212
9/3/2023	PREDATOR	LESLIE LEE	0	354,323

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
9/4/2023	DESTINATION	SEA WOLF	0	670,471
9/4/2023	DESTINATION	SEA WOLF	0	790,693
9/4/2023	VIKING EXPLORER	SOVEREIGNTY	5	900,072
9/5/2023	ALSEA	ARGOSY	0	22,268
9/5/2023	ANITA J	PROGRESS	0	738,246
9/5/2023	FIERCE ALLEGIANCE	STARWARD	0	4,090
9/5/2023	HALF MOON BAY	STORM PETREL	0	223,939
9/5/2023	NORTHWEST EXPLORER	BRISTOL EXPLORER	0	844,949
9/5/2023	OCEAN HOPE 3	STORM PETREL	0	31,846
9/5/2023	OCEAN HOPE 3	STORM PETREL	0	301,089
9/5/2023	PACIFIC PRINCE	CHELSEA K	0	54,202
9/5/2023	STARLITE	STARWARD	0	26,509
9/5/2023	STARLITE	STARWARD	0	298
9/5/2023	STARLITE	STARWARD	0	560
9/5/2023	STARLITE	STARWARD	0	202
9/6/2023	ANITA J	AMERICAN EAGLE	0	503,132
9/6/2023	DEFENDER-2	BERING DEFENDER	0	612,740
9/6/2023	DEFENDER-2	BERING DEFENDER	0	73,829
9/6/2023	DEFENDER-2	BERING DEFENDER	0	41,819
9/6/2023	MAJESTY	NORTHERN PATRIOT	0	158,551
9/6/2023	OCEAN HOPE 3	COMMODORE	0	459,197
9/6/2023	PACIFIC PRINCE	BERING DEFENDER	0	84,678
9/7/2023	PREDATOR	LESLIE LEE	0	169,121
9/7/2023	SEEKER	LESLIE LEE	0	172,208
9/8/2023	ALYESKA	NORDIC FURY	0	26,296
9/8/2023	FIERCE ALLEGIANCE	STARFISH	0	145,224
9/8/2023	HALF MOON BAY	STORM PETREL	0	616,032
9/8/2023	NORTHWEST EXPLORER	PACIFIC EXPLORER	0	894,416
9/8/2023	OCEAN EXPLORER	ROYAL AMERICAN	0	506,186
9/8/2023	PACIFIC FURY	NORDIC FURY	0	392,228
9/8/2023	PACIFIC FURY	NORDIC FURY	0	4,413
9/8/2023	PACIFIC FURY	NORDIC FURY	0	3,610
9/9/2023	ANITA J	PROGRESS	0	745,448
9/9/2023	MAJESTY	SOVEREIGNTY	0	918,567
9/10/2023	MAJESTY	NORTHERN PATRIOT	0	850,657
9/10/2023	SEEKER	LESLIE LEE	0	406,835
9/11/2023	ANITA J	AMERICAN EAGLE	0	41,648
9/11/2023	ANITA J	AMERICAN EAGLE	0	48,455
9/11/2023	HALF MOON BAY	AMERICAN EAGLE	0	375,924

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
9/11/2023	HALF MOON BAY	COMMODORE	0	461,985
9/11/2023	NORDIC STAR	SEADAWN	0	2,538
9/11/2023	NORTHWEST EXPLORER	BRISTOL EXPLORER	0	850,616
9/12/2023	OCEAN EXPLORER	ROYAL AMERICAN	0	526,416
9/13/2023	ALYESKA	PATRICIA L	0	34,243
9/13/2023	HALF MOON BAY	PATRICIA L	0	367,792
9/13/2023	HALF MOON BAY	PROGRESS	0	587,151
9/13/2023	NORDIC STAR	ALSEA	0	13,448
9/14/2023	AURORA	AURIGA	0	435,097
9/15/2023	HALF MOON BAY	PATRICIA L	0	336,353
9/15/2023	HALF MOON BAY	PATRICIA L	0	41,526
9/15/2023	MAJESTY	NORTHERN PATRIOT	0	131,382
9/15/2023	MAJESTY	SOVEREIGNTY	6	690,797
9/15/2023	MAJESTY	SOVEREIGNTY	0	29,459
9/15/2023	MAJESTY	SOVEREIGNTY	0	235,891
9/15/2023	PACIFIC CHALLENGER	PATRICIA L	0	75,625
9/15/2023	VIKING EXPLORER	NORTHERN PATRIOT	3	745,061
9/16/2023	NORTHWEST EXPLORER	BRISTOL EXPLORER	2	762,850
9/16/2023	OCEAN EXPLORER	BRISTOL EXPLORER	0	121,865
9/16/2023	OCEAN EXPLORER	BRISTOL EXPLORER	0	36,102
9/17/2023	VIKING EXPLORER	ROYAL AMERICAN	1	510,939
9/19/2023	NORTHERN RAM	GLADIATOR	0	96,990
9/20/2023	NORTHERN RAM	SOVEREIGNTY	0	35,848
9/20/2023	NORTHERN RAM	SOVEREIGNTY	1	426,042
9/20/2023	NORTHERN RAM	SOVEREIGNTY	0	65,853
9/20/2023	VIKING EXPLORER	SOVEREIGNTY	0	469,946
9/20/2023	WALTER N	PROVIDIAN	0	72
9/21/2023	NORTHWEST EXPLORER	BRISTOL EXPLORER	0	45,743
9/21/2023	NORTHWEST EXPLORER	BRISTOL EXPLORER	0	122,633
9/21/2023	VIKING EXPLORER	BRISTOL EXPLORER	0	44,618
9/22/2023	VIKING EXPLORER	ROYAL AMERICAN	4	481,216
9/24/2023	VIKING EXPLORER	GLADIATOR	1	757,262
9/25/2023	PREDATOR	SOVEREIGNTY	0	1,029,284
9/26/2023	SEEKER	ROYAL AMERICAN	2	500,228
9/27/2023	VIKING EXPLORER	PACIFIC VIKING	0	370,388
9/28/2023	LISA MELINDA	GLADIATOR	0	339,861
9/28/2023	PREDATOR	GLADIATOR	2	361,942
9/28/2023	PREDATOR	GLADIATOR	0	22,565
9/28/2023	PREDATOR	GLADIATOR	0	18,462

DATE	TRANSFEROR	TRANSFeree	CHINOOK	POLLOCK (lbs.)
9/30/2023	PEGASUS	SOVEREIGNTY	0	865,292
10/1/2023	SEEKER	ROYAL AMERICAN	0	515,341
10/1/2023	VIKING EXPLORER	ALDEBARAN	0	13,299
10/1/2023	VIKING EXPLORER	PACIFIC VIKING	2	516,116
10/2/2023	RAVEN	GLADIATOR	0	686,512
10/3/2023	RAVEN	GOLDEN DAWN	0	147,354
10/4/2023	PEGASUS	ARCTURUS	0	44,612
10/5/2023	PEGASUS	COLUMBIA	0	220,547
10/5/2023	PEGASUS	GLADIATOR	0	33,002
10/5/2023	RAVEN	GLADIATOR	0	642,011
10/5/2023	RAVEN	GLADIATOR	0	54,362
10/6/2023	LISA MELINDA	ARCTIC RAM	0	335,084
10/6/2023	LISA MELINDA	MARCY J	1	9,181
10/6/2023	PEGASUS	COLUMBIA	0	513,852
10/6/2023	PEGASUS	GOLDEN DAWN	0	671,366
10/6/2023	SEEKER	DOMINATOR	0	362,271
10/6/2023	VIKING EXPLORER	PACIFIC VIKING	2	564,549
10/7/2023	VIKING EXPLORER	PACIFIC VIKING	1	494,883
10/8/2023	LISA MELINDA	DOMINATOR	0	193,804
10/8/2023	PACIFIC RAM	ARCTIC RAM	0	320,292
10/8/2023	SEEKER	DOMINATOR	0	551,861
10/8/2023	SEEKER	DOMINATOR	0	28,223
10/9/2023	PACIFIC RAM	GOLDEN DAWN	0	756,102
10/9/2023	PEGASUS	COLUMBIA	0	538,667
10/10/2023	LISA MELINDA	MARCY J	0	295,211
10/10/2023	VIKING EXPLORER	PACIFIC VIKING	0	435,192
10/10/2023	VIKING EXPLORER	PACIFIC VIKING	0	90,758
10/10/2023	VIKING EXPLORER	PACIFIC VIKING	0	14,309
10/11/2023	PEGASUS	DOMINATOR	0	735,950
10/11/2023	PEGASUS	GOLDEN DAWN	0	332,412
10/13/2023	LISA MELINDA	PACIFIC VIKING	0	35,000
10/13/2023	PACIFIC RAM	PACIFIC VIKING	0	213,000
10/13/2023	PEGASUS	PACIFIC VIKING	0	138,171
10/13/2023	VIKING EXPLORER	PACIFIC VIKING	0	23,865
10/14/2023	PACIFIC RAM	DOMINATOR	0	85,374
10/14/2023	PEGASUS	DOMINATOR	0	625,263
10/14/2023	PEGASUS	DOMINATOR	0	53,090

Exhibit 1.

Data Sharing Agreement.

BERING SEA SALMON BYCATCH DATA SHARING AGREEMENT

This agreement is entered into by and among the parties to the Inshore Salmon Savings Incentive Plan Agreement, Mothership Salmon Savings Incentive Plan Agreement and the Chinook Salmon Bycatch Reduction Incentive Plan and Agreement (each, an “IPA” and collectively, the “IPAs”) as of _____, in consideration of the following facts:

A. The North Pacific Fishery Management Council and the National Marine Fisheries Service have approved and implemented a revised salmon bycatch management program for the Bering Sea pollock fishery that includes annual bycatch limits for Chinook salmon and incentive plan agreements designed to minimize Chinook and chum salmon bycatch at all levels of salmon and pollock abundance;

B. The inshore, mothership and catcher-processor sectors of the Bering Sea pollock fishery and the western Alaska Community Development Quota groups have developed three different Chinook and chum salmon incentive plan agreements with different components that reflect the different fishing areas and methods employed by the sectors, although each agreement includes some form of incentive based on the identification of bycatch avoidance areas;

C. Under the revised Bering Sea salmon PSC management regulations, each IPA is required to have its vessels enter into a fishery-wide in-season data sharing agreement (per 50 C.F.R. § 679.21 (f)(12)(iii)(E)(10));

Now, therefore, the parties to the three Bering Sea salmon bycatch IPAs agree as follows:

1. Release of Confidential Data. Each IPA vessel’s VMS tracking data, State and Federal landing reports and observer data shall be released to Sea State, Inc. (“Sea State”) as soon as commercially practicable.

2. Data Use and Distribution. Sea State may use all IPA vessel VMS tracking data, landing reports and observer data it receives under this Agreement to implement the provisions of each IPA, but shall not release such data, or calculations made from such data, except as provided in Sections 2.1 through 2.3, below.

2.1 Sea State may release summaries of pollock catch, Chinook and chum bycatch and Chinook and chum bycatch rates to IPA participants to assist them in avoiding Chinook and chum salmon bycatch.

2.2 Sea State may release VMS tracking data from relatively high-bycatch hauls, defined as the top twenty-five percent (25%) of hauls or trips exceeding a specific base rate in a given week, by distributing them directly to IPA participants, and/or making them available on a password-protected web site with access limited to IPA participants.

2.3 Sea State may release weekly Chinook and chum salmon bycatch avoidance area maps, by distributing them to all IPA participants, and/or by making them available on a password-protected web site with access limited to IPA participants.

3. Indemnification. Any and all claims against Sea State arising out of or relating to services in connection with this Agreement, other than those arising out of gross negligence or willful misconduct, are hereby

waived and released. Further, the IPA participants shall jointly and severally indemnify, defend and hold Sea State harmless against any third party claims asserted against Sea State arising out of or relating to services in connection with this Agreement, other than those arising out of gross negligence or willful misconduct by Sea State.

4. Term and Termination. This Agreement shall take effect as of its execution by the authorized representatives of the parties to each of the IPAs. This Agreement shall remain in effect as long as two or more IPAs are in effect.