

# Annual Report 2019

## NMFS IPA No. 2



### Chinook and Chum Salmon Bycatch Reduction

#### Incentive Plan

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## Introduction

Amendment 91 to the Bering Sea and Aleutian Islands Groundfish Fishery Management Plan (BSAI FMP) limits Chinook salmon bycatch in the eastern Bering Sea (EBS) pollock fishery. The rules and regulations implementing Amendment 91 came into force at the start of the 2011 fishery. Amendment 91 is an innovative approach to managing Chinook salmon bycatch in that it combines a prohibited species catch (PSC) limit on the amount of Chinook salmon that may be caught incidentally by the fishery with an incentive plan agreement (IPA) and performance-standard requirement designed to minimize bycatch to the extent practicable in all years. The approach is designed to motivate fishery participants to avoid Chinook salmon bycatch at the individual vessel level under any condition of pollock and Chinook abundance in all years. The vessel-level incentives are created through contracts among the fishery participants.

Amendment 110 to the BSAI FMP expanded the rules and regulations established under Amendment 91 by creating a comprehensive salmon bycatch avoidance plan. Amendment 110 requires incentives for the operator of each vessel to avoid Chinook and chum salmon bycatch under any condition of pollock and Chinook salmon abundance in all years. Under Amendment 110, the Chinook limits established by Amendment 91 will be reduced in years of low Chinook abundance in Western Alaska as determined by a 3-river index. Amendment 110 also requires: (1) the use of salmon excluder devices; (2) penalties for vessels with consistently higher Chinook salmon PSC relative to other vessels fishing at the same time; and (3) fishing restrictions or performance criteria to ensure that Chinook salmon PSC rates in October are not significantly higher than in prior months. The rules and regulations implementing Amendment 110 came into force at the start of the 2017 fishery.

The 50 CFR 679.21(f)(13) stipulates that IPA entities report annually on the following:

- Incentive measures, including the rolling hot spot program and salmon excluder use, in effect in the previous year;
- How incentive measures affected individual vessels;
- How incentive measures affected salmon savings beyond current levels;
  - Effectiveness of measures to ensure that chum salmon were avoided in areas and times where chum salmon are likely to return to western Alaska
  - Effectiveness of restrictions that target vessels that consistently have significantly higher Chinook PSC rates relative to other vessels
  - Effectiveness of restrictions used to ensure that Chinook PSC rates in October are not significantly higher than in prior months
- IPA amendments approved by NMFS since the last annual report and the reasons for amendments;
- Sub-allocation to each participating vessel;
- Number of Chinook PSC and amount of pollock (mt) at the start of each fishing season;
- Number of Chinook PSC and amount of pollock (mt) caught at the end of each season;
- In-season transfers among entities of Chinook salmon PSC or pollock among AFA cooperatives;
- Transfers of Chinook salmon PSC and pollock allocations among IPA vessels.

## CP IPA Overview

The Catcher-Processor--Chinook and chum salmon bycatch reduction--Incentive Plan Agreement (CP IPA) is designed to provide the incentives necessary to achieve the goals and objectives of Amendment 91 and 110. The plan builds on experience gained in the development and refinement of time-and-area-based, rolling hot-spot avoidance programs. The plan creates incentives to avoid salmon bycatch by restricting the pollock fishing opportunities of vessels with poor Chinook and/or chum bycatch performance while allowing vessels

with good performance increased access to the fishing grounds. Losing access to good pollock fishing raises vessel operating costs and reduces product values. Avoiding grounds restrictions reduces operating costs and allows for the production of higher-valued products (especially during the A-season), thus increasing profits.

The Chinook bycatch limits depend on whether the fishery participants develop IPAs. If IPAs are developed and the 3-river (Yukon, Kuskokwim, and Unalakleet) combined run reconstruction total (3-river index) is determined to be above 250,000 Chinook, then the annual PSC limit in the subsequent year is 60,000 Chinook during any two-out-of-seven years, and 47,591 Chinook in other years. If IPAs are developed and the 3-river index is below 250,000 Chinook, then the subsequent years' annual PSC limit is 45,000 Chinook during any two-out-of-seven years, and 33,318 Chinook in other years. During 2019 the 3-river index was determined to be in low abundance and all pollock vessels participated in an IPA. The catcher-processor (CP) sector IPA participants included vessels harvesting the American Fisheries Act (AFA) CP Sector and Community Development Quota (CDQ) pollock allocations. For the CP sector, the Chinook PSC limit is 17,040 fish (under the 60,000 fish annual limit) and the pollock quota is 36 percent of the non-CDQ directed fishing allocation. For the CDQ sector, the Chinook PSC limit is 4,896 fish (under the 60,000 fish annual limit) and the pollock quota is 10 percent of the annual directed fishing allocation. Each year the CP IPA participants manage Chinook bycatch using the lower 47,591 (33,318 in low abundance years) fishery "performance standard" limit. When the 3-river index is above 250,000 Chinook, the "performance standard" limit for the CP sector is 13,516 Chinook and the CDQ sector "performance standard" limit is 3,883 Chinook. When the 3-river index is determined to be below 250,000 Chinook, as it was in 2019, the "performance standard" limit for the CP sector is 9,462 Chinook and the CDQ sector "performance standard" limit is 2,719 Chinook. Pollock and Chinook quotas are further allocated among the seasons and the participating vessels. Table 1 shows the CP IPA "day-one" allocations of pollock and Chinook salmon PSC quota for 2019.

The IPA is designed to provide an incentive for good vessel Chinook and chum bycatch performance under any condition of pollock and Chinook salmon abundance. Primary IPA components include: (1) data gathering, monitoring, reporting, and information sharing; (2) identification of bycatch avoidance areas (BAA); and (3) fishing-area prohibitions for vessels with poor bycatch performance. Additional components include: (4) an A-season closed area of approximately 755 square nautical miles on the northern flank of the Bering Canyon; and (5) a set of conditional, B-season closed areas of approximately 1,295 square miles along the outermost EBS shelf. Vessels are prohibited from fishing in the B-season areas beginning on October 15<sup>th</sup> and continuing through the end of the season during years when the aggregate bycatch of all plan vessels during the month of September exceeds a preset threshold.

## Incentive Measures

### THE CHINOOK AND CHUM ROLLING HOT-SPOT (RHS) PROGRAM

One of the most practical and direct methods to create incentives to avoid salmon bycatch is to limit the pollock fishing opportunities of a vessel when bycatch performance is poor. This simple approach works especially well for catcher-processors because efficient processing requires an uninterrupted flow of fish, and this can be achieved most reliably with unrestricted access to the grounds. Because experience has shown that high, local concentrations of pollock may often be found where concentrations of salmon are also high (the vessels can “see” the pollock but not the salmon), limiting access to local areas of relatively high Chinook and chum bycatch is an efficient way to create a financial incentive to avoid salmon bycatch. This is because losing access to good pollock fishing grounds increases vessel operating costs and reduces the amount of products that can be produced during a day of fishing. A vessel that retains nearly unrestricted access to good pollock fishing opportunities avoids costs associated with moving and finding pollock in other areas, and so the vessel can produce higher volumes of higher valued products each day.

The RHS accomplishes this in two steps. The first step is to employ data gathering, reporting, and information sharing to identify local areas of relatively high Chinook and chum abundance on the pollock grounds. Pollock catch and Chinook and chum bycatch records from all fishery participants are gathered, compiled, evaluated, and distributed to IPA participants each week during which an IPA vessel catches pollock. With this information, areas of relatively high Chinook and chum bycatch are identified (hot-spots, or bycatch avoidance areas; BAA). BAA for chum are only identified during the B-season, while BAA for Chinook can occur in both A and B seasons. Should vessels continue to fish in these areas, high salmon bycatch is likely to occur because local concentrations of salmon routinely persist in time and space for several weeks. Access to this information in real time allows vessels to decide where or where not to fish based on where salmon are likely to be concentrated. Data shows that CP vessels are using the information provided through this program to avoid fishing in a BAA, even when not required to do so under the provisions of the IPA. This is demonstrated in more detail under ‘Effects of Incentive Measures’ below.

The second step is to evaluate vessel Chinook and chum bycatch performance relative to a grounds-wide index of Chinook and chum abundance (the base rate). This base rate fluctuates depending on average vessel performance to reflect the “base” level of Chinook and/or chum abundance on the grounds. The base rate is calculated as the grounds-wide number of Chinook or chum caught per ton of pollock caught. Because the base rate fluctuates depending on pollock and salmon abundance, benchmarking vessel performance against this rate establishes and maintains incentives to avoid salmon bycatch under any condition of pollock and Chinook abundance. The bycatch performance of an IPA vessel must remain below 75% of the base rate in any given week in order for it to maintain unrestricted access to the fishing grounds (i.e. to not be prohibited from fishing in any BAA). The incentive plan components to implement data gathering, reporting, and information sharing to identify areas of relatively higher chum salmon bycatch on the pollock grounds are the same as those used for Chinook salmon, except: 1.) Bycatch Avoidance Areas are identified such that priority is given to areas and times when chum salmon are most likely to return to Western Alaska rivers, and 2.) Chinook protection priorities eliminate chum salmon avoidance measures in areas and times when Chinook avoidance measures take priority. More information about BAA identification methods for both Chinook and chum salmon are detailed within the amended IPA agreement: <https://www.fisheries.noaa.gov/webdam/download/90444480>.

Vessel performance (number of Chinook per ton of pollock caught) is measured both currently (most recent two weeks) and cumulatively (over the entire fishing season), relative to the base rate. Vessel performance over these time periods is used to create two different incentives. To evaluate current performance, vessel performance is measured during the prior two weeks and compared to the base rate. A two-week period is used because experience has shown that day-to-day vessel bycatch performance is influenced by

random factors associated with changes in weather, winds, water temperatures, and currents, and measuring performance over a two-week period dampens the effects of these random influences. This increases the usefulness of the performance measure in the creation of an incentive for the individual vessel to avoid bycatch.

The IPA rules stipulate that if the current bycatch performance of an IPA vessel is not lower than 75% of the base rate, then the vessel is prohibited from fishing in the identified BAA for seven days (i.e. the following week). If during the following week the current bycatch rate of a vessel operating under a fishing prohibition remains higher than 75 percent of the base rate, then the vessel is prohibited again from fishing in the BAA for an additional seven days. A seven-day fishing prohibition is called a weekly fishing prohibition.

## **CUMULATIVE CHINOOK BYCATCH PERFORMANCE**

The cumulative Chinook bycatch performance of a vessel is measured as the total amount (number) of Chinook salmon bycatch by the vessel during the fishing year relative to the pollock allocation assigned to that vessel (Table 1 shows the “day-one” assignments for 2019). So the measure of cumulative vessel performance accumulates from the first day of fishing through to the last, and is evaluated against a standard designed to magnify the incentive to avoid salmon bycatch during years when the baseline abundance of Chinook is medium and high. Based on analysis of more than a decade of CP catch records, an annual bycatch of 8,500 Chinook indicates a year when Chinook abundance on the grounds traditionally fished by CP vessels is at a medium level, and this number of bycatch Chinook is the basis for the cumulative performance incentive.

Cumulative bycatch performance is evaluated for those vessels that receive a weekly fishing prohibition. For these vessels, if cumulative Chinook bycatch is higher than the medium-abundance standard, then the vessel is prohibited from fishing in the BAA for two weeks. This standard is called the vessel cumulative bycatch amount, and a fourteen-day fishing prohibition is called an extended fishing prohibition. If vessel Chinook bycatch is greater than its cumulative amount, then it is subject to the extended fishing prohibition. Additional information about how the vessel cumulative amount is determined is in the IPA agreement.

## **CHRONIC VESSEL POOR BYCATCH PERFORMANCE**

An incentive to avoid chronic vessel poor bycatch performance was added to the CP IPA in 2015 in advance of the Amendment 110 requirement. This incentive identifies vessels with poor bycatch performance by comparing relative vessel performance over several pollock seasons. At the end of each season, vessels with bycatch performance (Chinook salmon per ton of pollock catch) greater than one and one-half (1.5) standard deviations above the average vessel performance are identified. If a vessel is so identified during three consecutive seasons, then the vessel is designated a poor performance vessel during the following season. All vessels designated as poor performers are prohibited from fishing in any BAA for the entire season. If the following season is a B-season, then these vessels are also prohibited from fishing in the B-season Chinook Salmon Conservation Areas during October. While this provision is designed to identify and penalize chronic poor performers, an incentive for all vessels to improve Chinook bycatch performance is created as all vessels change fishing behavior to avoid being designated a poor performance vessel.

## **CHINOOK PROTECTION PRIORITY**

The Chinook protection priority eliminates chum salmon avoidance incentives during September and October, a period when Chinook abundance on the grounds usually increases. Because in the fall, Chinook often appear first within the Bering Canyon while chum salmon may still be on the fishing grounds to the northwest, the plan may, for example, adopt Chinook BAA east of 168 degrees West longitude while preserving

BAA for chum salmon west of 168 degrees West longitude. The Chinook protection priority was conceived to ensure that the incentives to avoid chum salmon during the B-season do not increase Chinook salmon bycatch.

## **CHINOOK SALMON CONSERVATION AREAS**

Chinook salmon feeding migrations produce concentrations of Chinook in discrete, local areas along the EBS outer continental shelf, and many of these areas are well known to pollock fishermen. Pollock fishermen know the areas because more often than not high concentrations of pollock are found in the areas. However, the precise times during which pollock and Chinook may be concentrated in any local area depends on a host of environmental and physical-oceanographic conditions that change with the seasons and the weather, such that it is not generally possible to know precisely when and where pollock and Chinook are concentrated together before going fishing for pollock.

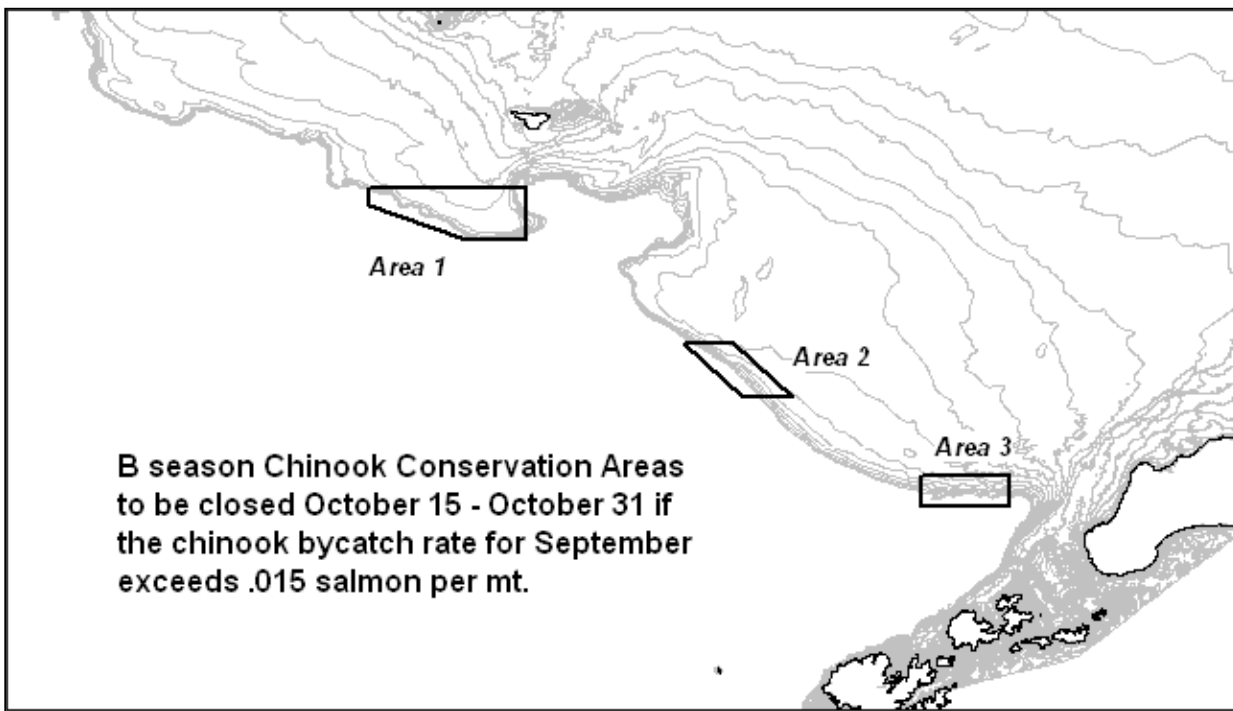
Analysis of catch records over a decade or more has revealed the existence of one area along the outer continental shelf within which it seems that high concentrations of Chinook salmon exist almost every year during the winter fishery. Based on this analysis, an A-season fishing prohibition within an approximately 735 square mile area is included in the plan as a means to reduce bycatch. The area is called the A-season Chinook Salmon Conservation Area (CSCA; maps and the latitude and longitude coordinates of all CSCA boundaries are provided in the IPA agreement). Figure 1 shows the boundaries of the A-season CSCA.

Analysis of B-season catch records over two decades shows that when migrating Chinook arrive on the outer continental shelf in sufficient numbers during September, the odds that the fishery will encounter high concentrations of Chinook in October appear to increase. To create an incentive to reduce bycatch during the latter portion of the B-season, the CP IPA includes “triggered” fishing prohibitions for three areas of approximately 1,295 square miles along the outermost shelf. These areas are called the B-season Chinook Salmon Conservation Areas (Figure 2). To implement the incentive, all vessels are prohibited from fishing in the areas beginning on October 15<sup>th</sup> and continuing through to the end of the season during those years when the aggregate bycatch rate for all vessels during the month of September exceeds 0.015 Chinook per metric ton of pollock catch. This performance criteria ensures that Chinook salmon PSC rates in October are not significantly higher than those achieved in the preceding months.

The CP IPA also includes financial penalties for violating a BAA prohibition or for fishing in a CSCA when fishing there is prohibited. These penalties are \$10,000 for the first violation, \$15,000 for a second violation, and \$20,000 for the third and each subsequent violation during the fishing year, with every trawl inside a prohibited area considered a separate violation.



**Figure 1. A-season Chinook Conservation Area.**



**Figure 2. B-season Chinook Conservation Areas.**

**Management of Vessel Allocations**

As discussed in the overview of the CP IPA, Amendment 91 establishes a total Chinook salmon cap of 60,000, with a performance standard of 47,591 Chinook with those amounts lowered in the event of a low-abundance 3-river index as outlined by Amendment 110. If the performance standard is met or exceeded in 3 of



7 consecutive years, then AFA vessels are held to the lower performance standard in perpetuity. Therefore the CP IPA is structured so that the absolute cap of 60,000 (45,000 in low-abundance years) is never allocated among companies and vessels, unless the CP Salmon Corporation calls a vote and that vote is majority in favor. Instead, the allocation to companies and vessels always starts with the CP portion of the 47,591 (33,318 in low-abundance years) performance standard limit, or 13,516 (9,462 in low-abundance years) Chinook. First, buffers are subtracted from this 13,516 (9,462 in low-abundance years) Chinook, and then the remaining Chinook are allocated by the entity to companies who must then allocate them to their respective vessels before the start of fishing for the year. No company or vessel has received a re-allocation of Chinook salmon from the buffer since the IPA inception.

The CP IPA is designed to work in concert with the bycatch allocation management activities of the entities authorized within Amendment 91 and 110 to perform this task. For example, the plan includes a requirement for the constitution of a limit buffer to ensure that the sector bycatch limits established by Amendment 91 and 110 are conserved. The buffer is made up of contributions from all plan vessels in amounts equal to at least two-thirds of one percent of the vessel Chinook allocation. Because the limit buffer is planned to address some unexpected, unknown event, it is anticipated that the Chinook salmon allocations in the buffer will not be used to harvest the pollock allocation.

The plan also includes a requirement that the Technical Representative notify the allocation management entity when the Chinook bycatch of any plan vessel reaches 95 percent of its Chinook allocation. This requirement was included in the plan to ensure that the entities managing the bycatch allocations of plan vessels have sufficient time to assess the need for and-or timing of stop fishing orders.

### **CP IPA Allocations and Catches for 2019**

Table 1 shows the CP IPA 2019 “day-one” allocations of pollock and Chinook salmon PSC by vessel for 2019 A- and B-seasons. Table 2 shows transfers of pollock and Chinook between CP IPA vessels in 2019. The allocations of Ocean Peace pollock and Chinook have already been allocated to PCC vessels in Table 1. The Table 1 allocations of Chinook salmon include the seasonal hard cap allocations to the AFA CP sector and the annual threshold amount (performance standard limit) for the CDQ sector, but for the purposes of Table 1, CDQ Chinook has been divided 80% to the A-season and 20% to the B-season. Table 3 shows 2019 CP IPA pollock catch and Chinook PSC by season and vessel. Vessel bycatch performance is shown by season because the Chinook bycatch environment is different during the A-and B-seasons. During the B-season, and when fishing starts quickly, it is generally possible to complete fishing operations before Chinook salmon arrive on the shelf in the fall to feed. In other years they arrive earlier or fishing continues later, and great effort must be concentrated on limiting the bycatch.

**Table 1. CP IPA Day-One Allocations of Pollock and Chinook Salmon, 2019, Including CDQ Pollock and Chinook Allocated to the CP Fleet from CDQ Partners.**

Vessel	A-season		B-season	
	Pollock (mt)	Chinook (n)	Pollock (mt)	Chinook (n)
American Dynasty	25,127	1,071	31,373	279
American Triumph	25,127	1,071	31,372	279
Northern Eagle	25,127	1,071	31,373	279
Northern Jaeger	25,127	1,070	31,374	280
Ocean Rover	25,128	1,070	31,373	279
Arctic Fjord	21,332	903	24,931	149
Arctic Storm	20,480	943	26,303	161
Northern Hawk	20,741	825	25,495	133
Alaska Ocean	33,901	1,555	42,342	375
Starbound	17,920	709	27,720	223
Island Enterprise	13,878	596	15,479	138
Kodiak Enterprise	13,879	596	15,479	138
Seattle Enterprise	13,879	597	15,479	138
Ocean Peace	0	0	0	0
Katie Ann	0	0	0	0
Northern Glacier	0	0	0	0
Total 2019 Allocation			631,739	14,928
Allocation Buffer			0	571

**Table 2. Transfers of pollock and Chinook between CP IPA vessels in 2019.**

Date	From vessel	To vessel	Amount (mt or N)	Sector	Species
4/10/19	Northern Jaeger	Ocean Rover	669	CDQ	Pollock A
4/10/19	Northern Jaeger	Northern Eagle	512	CDQ	Pollock A
4/10/19	American Dynasty	Northern Jaeger	166	CDQ	Pollock A
4/10/19	Northern Jaeger	American Dynasty	112	CDQ	Pollock A
5/31/19	Ocean Rover	American Dynasty	111	CDQ	Pollock A
4/10/19	Seattle Enterprise	Island Enterprise	71	CDQ	Pollock A
4/10/19	American Triumph	American Dynasty	42	CDQ	Pollock A
4/10/19	American Triumph	Northern Eagle	22	CDQ	Pollock A
4/10/19	Northern Eagle	Northern Jaeger	15	CDQ	Pollock A
4/10/19	American Triumph	Ocean Rover	13	CDQ	Pollock A
4/10/19	Kodiak Enterprise	Island Enterprise	12	CDQ	Pollock A
4/10/19	American Triumph	Northern Jaeger	12	CDQ	Pollock A
4/10/19	Ocean Rover	Northern Jaeger	11	CDQ	Pollock A
5/31/19	American Triumph	Northern Eagle	5	CDQ	Pollock A
5/15/19	Island Enterprise	Starbound	5	CDQ	Pollock A
4/10/19	American Triumph	Northern Jaeger	3	CDQ	Pollock A
5/31/19	American Triumph	Northern Jaeger	1	CDQ	Pollock A
5/31/19	American Triumph	Northern Eagle	1	CDQ	Pollock A
5/31/19	Island Enterprise	Kodiak Enterprise	1,386	Coop	Pollock A
5/31/19	Island Enterprise	Seattle Enterprise	1,487	Coop	Pollock A
4/25/19	American Dynasty	Arctic Storm	330	Coop	Pollock B
4/25/19	American Triumph	Arctic Storm	330	Coop	Pollock B
4/25/19	Northern Eagle	Arctic Storm	330	Coop	Pollock B
4/25/19	Northern Jaeger	Arctic Storm	330	Coop	Pollock B
4/25/19	Ocean Rover	Arctic Storm	330	CDQ	Pollock A
4/25/19	American Dynasty	Arctic Fjord	330	CDQ	Pollock A
4/25/19	American Triumph	Arctic Fjord	330	CDQ	Pollock A
4/25/19	Northern Eagle	Arctic Fjord	330	CDQ	Pollock A
4/25/19	Northern Jaeger	Arctic Fjord	330	CDQ	Pollock A
4/25/19	Ocean Rover	Arctic Fjord	330	CDQ	Pollock A
4/29/19	American Dynasty	Arctic Storm	63	CDQ	Pollock A
4/29/19	American Triumph	Arctic Storm	63	CDQ	Pollock A
4/29/19	Northern Eagle	Arctic Storm	63	CDQ	Pollock A
4/29/19	Northern Jaeger	Arctic Storm	63	CDQ	Pollock A
4/29/19	Ocean Rover	Arctic Storm	63	CDQ	Pollock A
4/29/19	American Dynasty	Arctic Fjord	63	CDQ	Pollock A
4/29/19	American Triumph	Arctic Fjord	63	CDQ	Pollock A
4/29/19	Northern Eagle	Arctic Fjord	63	CDQ	Pollock A
4/29/19	Northern Jaeger	Arctic Fjord	63	CDQ	Pollock A
4/29/19	Ocean Rover	Arctic Fjord	63	CDQ	Pollock A
5/15/19	Alaska Ocean	Ocean Rover	24	CDQ	Pollock A
6/2/19	Arctic Storm	Arctic Fjord	299	CDQ	Pollock A
6/19/19	Kodiak Enterprise	Island Enterprise	957	Coop	Pollock A
6/19/19	Seattle Enterprise	Island Enterprise	956	Coop	Pollock A
4/18/19	American Dynasty	Arctic Storm	11	CDQ	Chinook A
4/18/19	American Triumph	Arctic Storm	19	CDQ	Chinook A
4/18/19	Northern Eagle	Arctic Storm	9	CDQ	Chinook A
4/18/19	Northern Jaeger	Arctic Storm	5	CDQ	Chinook A
4/18/19	Northern Jaeger	Arctic Fjord	4	CDQ	Chinook A
4/18/19	Northern Jaeger	Arctic Fjord	40	CDQ	Chinook A

**Table 3. CP IPA Pollock Catch and Chinook Bycatch Performance by Season and Vessel, 2019.**

Vessel	A-season			B-season		
	Pollock (mt)	Chinook (n)	Rate (n/mt)	Pollock (mt)	Chinook (n)	Rate (n/mt)
Alaska Ocean	32,477	901	0.028	42,282	427	0.010
American Dynasty	24,881	765	0.031	27,035	254	0.009
American Triumph	26,377	870	0.033	32,380	460	0.014
Arctic Fjord	20,340	626	0.031	28,286	577	0.020
Arctic Storm	20,704	657	0.032	27,641	551	0.020
Island Enterprise	10,213	326	0.032	18,977	141	0.007
Kodiak Enterprise	15,253	446	0.029	14,910	20	0.001
Northern Eagle	26,522	1,022	0.039	33,739	257	0.008
Northern Hawk	20,482	710	0.035	25,755	113	0.004
Northern Jaeger	24,411	821	0.034	31,170	522	0.017
Ocean Rover	23,395	724	0.031	28,557	299	0.010
Seattle Enterprise	15,294	469	0.031	14,918	29	0.002
Starbound	17,887	520	0.029	27,780	196	0.007
Northern Glacier	0	0		0	0	
Katie Ann	0	0		0	0	
Ocean Peace	0	0		0	0	
Forum Star	0	0		0	0	
American Challenger	0	0		0	0	
Ocean Harvester	0	0		0	0	
Neahkanie	0	0		0	0	
Sea Storm	0	0		0	0	
Muir Milach	0	0		0	0	
Totals	278,237	8,857	0.032	353,431	3,846	0.011
Grand Totals	Pollock A+B (mt) <b>631,667</b>		Chinook A+B (n) <b>12,703</b>		Rate A+B (n/mt) <b>0.020</b>	

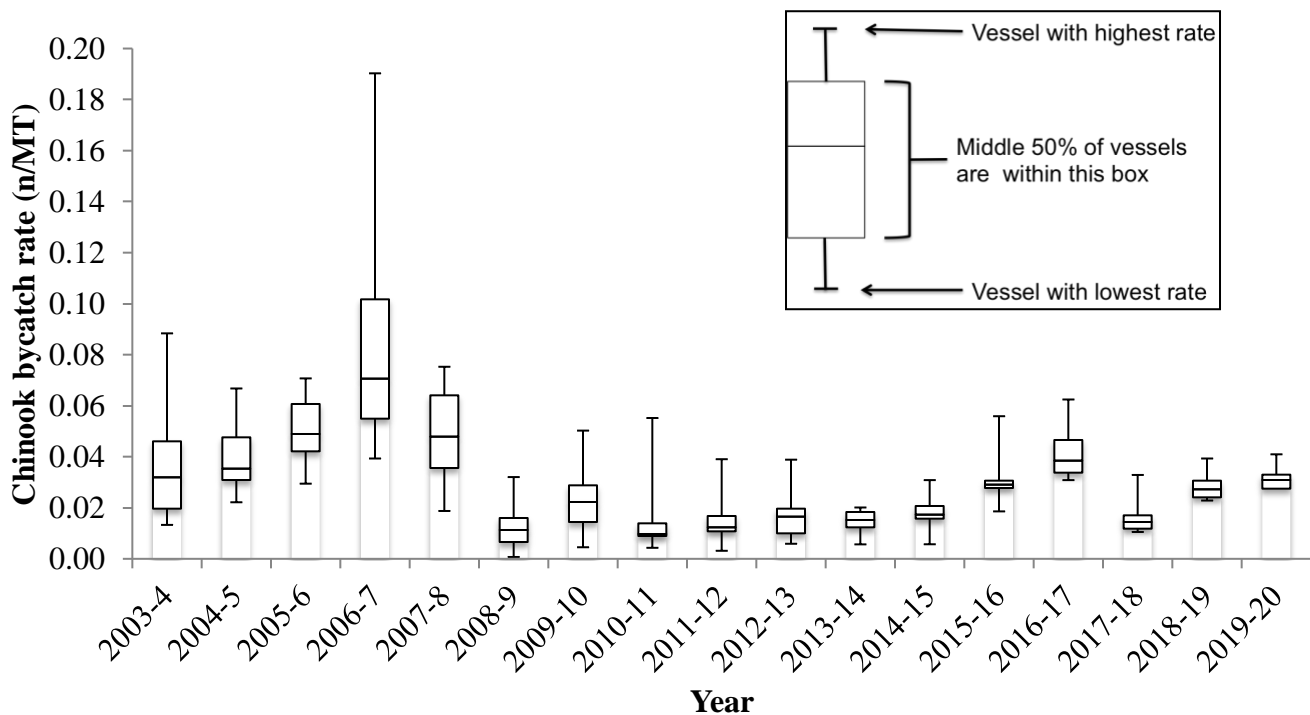
### Effects of Incentive Measures

This annual report provides a qualitative evaluation and some quantitative information on the effectiveness of the CP IPA in influencing vessel behavior to minimize Chinook bycatch. The CP IPA incentive program is largely an area-based program, and this evaluation relies heavily on spatial analysis of pollock trawl locations as well as the bycatch performance of the individual vessels. To begin an assessment of the IPA incentives on the individual vessels, the aggregate performance of the vessels in the 2015-2019 fisheries (recent 5-year performance) is tabulated and compared to performance during years prior to Amendment 91 regulations. Table 4 shows the aggregate bycatch performance (number of Chinook per ton of pollock caught) of CP IPA vessels 2006-2010, comprising the five years prior to implementation of the CP IPA, and the recent five years under the IPA. It is clear from Table 4 that CP Chinook bycatch performance has greatly improved since the implementation of the IPA, as compared to previous years without incentive measures in place, although it cannot be determined what role environmental conditions and salmon abundance played throughout this time period.

**Table 4. Chinook Bycatch Rates (N/mt) in the CP Fleet for 2006-2010 and 2015-2019.**

Year	A-season (n/mt)	B-season (n/mt)	A+B-season (n/mt)	A+B season (m/t) five year interval
2006	0.066	0.004	0.029	0.028
2007	0.100	0.017	0.066	
2008	0.027	0.002	0.012	
2009	0.021	0.002	0.010	
2010	0.024	0.000	0.009	
2015	0.016	0.007	0.011	0.016
2016	0.032	0.007	0.017	
2017	0.041	0.005	0.021	
2018	0.016	0.005	0.010	
2019	0.032	0.011	0.020	

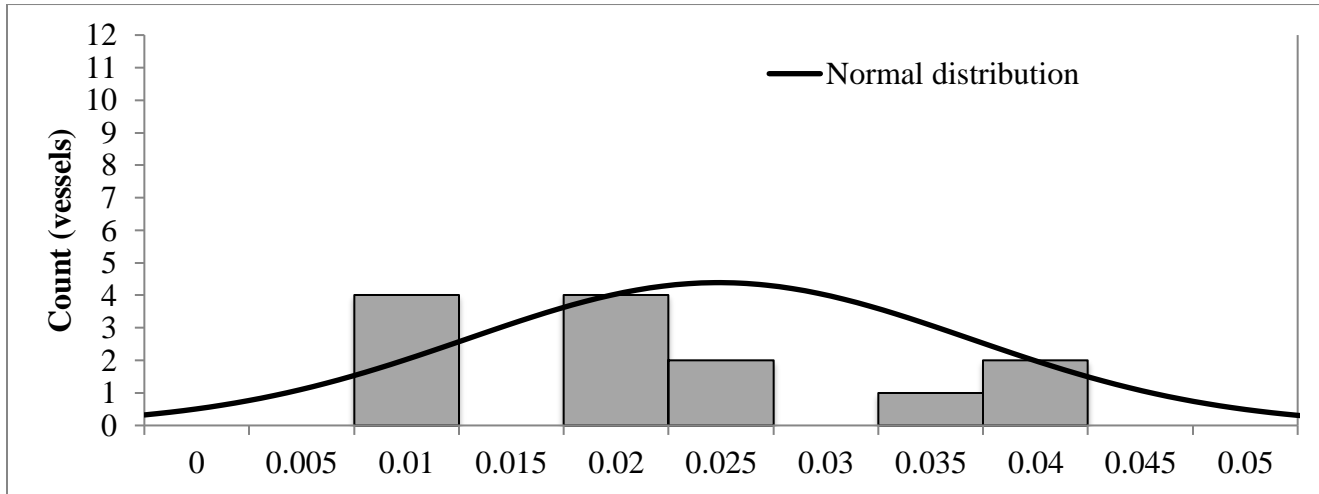
Figure 3 shows the range of vessel bycatch performance each year since 2003, during the time period when Chinook are most abundant on the pollock fishing grounds (September-February). In the prior program, the bycatch performance of a pollock cooperative (group of vessels) was evaluated against a performance benchmark, and under some circumstances, incentives to avoid bycatch weakened for an individual vessel. However, if incentive measures are working at the vessel level, one would expect the distribution of Chinook bycatch rates among the vessels to shrink. This is because vessels are accountable for their own Chinook bycatch, and better performers cannot shelter less well performing vessels. Evident from this graph is that, since the IPA began, vessel bycatch rates have been reduced, and also that the variance of rates among vessels has been very small in the IPA years, even relative to previous years with similar average rates. **In other words, Chinook bycatch rates among vessels display a smaller range of values since 2011 than in previous years, providing evidence of the effectiveness of the vessel-level incentives.**



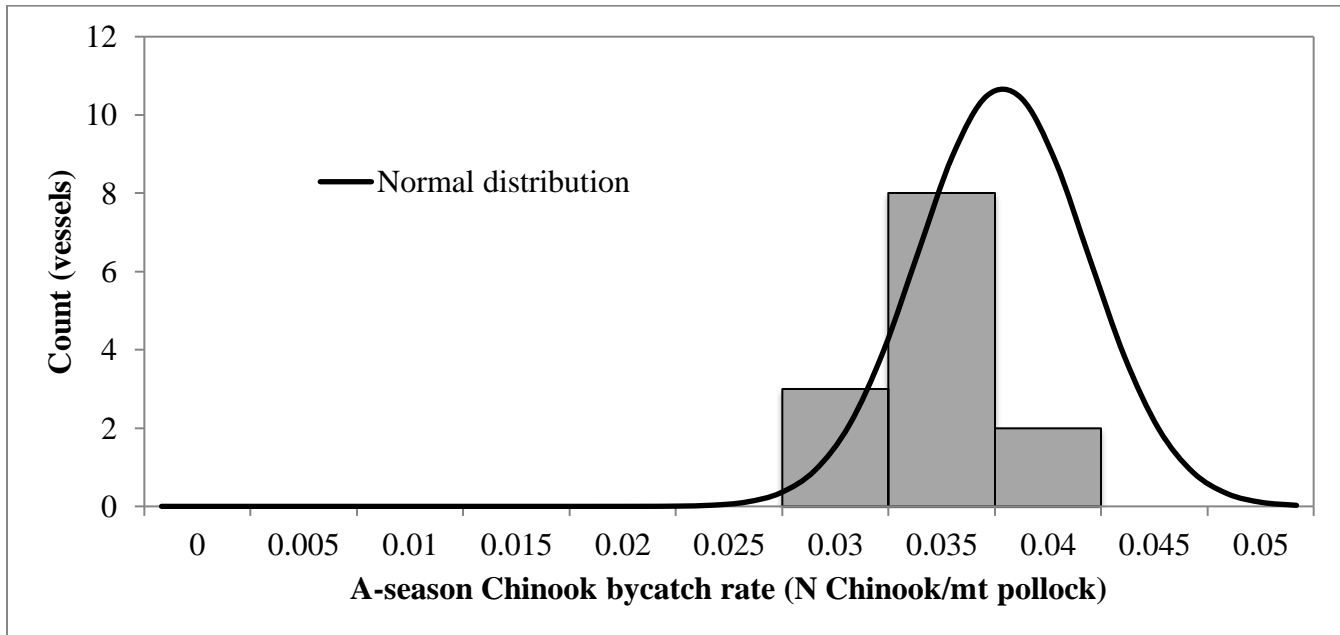
**Figure 3. September-February CP Vessel Chinook Bycatch Rate Distribution by year 2003-2020.**

Another way to look at how incentives have been working at the individual vessel level is to compare the frequency of different levels of Chinook bycatch rates by individual vessels in the period before and after the implementation of Amendment 91. A narrowing distribution of vessel performance in the period since

Amendment 91 indicates that vessels are behaving more similarly to each other, thus are exhibiting vessel-level accountability for their Chinook bycatch. Figure 4 shows the distribution of vessel bycatch rates in the A-season of 2010 (pre-Amendment 91), while Figure 5 shows the same distribution in the A-season of 2019 (post-Amendment 91). While average Chinook bycatch rates vary widely from year to year, the sharp narrowing of the distribution of vessel performance around the mean demonstrates more vessel-level accountability in the period since Amendment 91 implementation. The average A-season vessel level bycatch rate variance among the AFA CP fleet has been cut in half and the distribution is being forced asymmetrically to the left.



**Figure 4. A-season CP Vessel Chinook Bycatch Rate Distribution for 2010 with average variance pre-Amendment 91 of 0.012.**

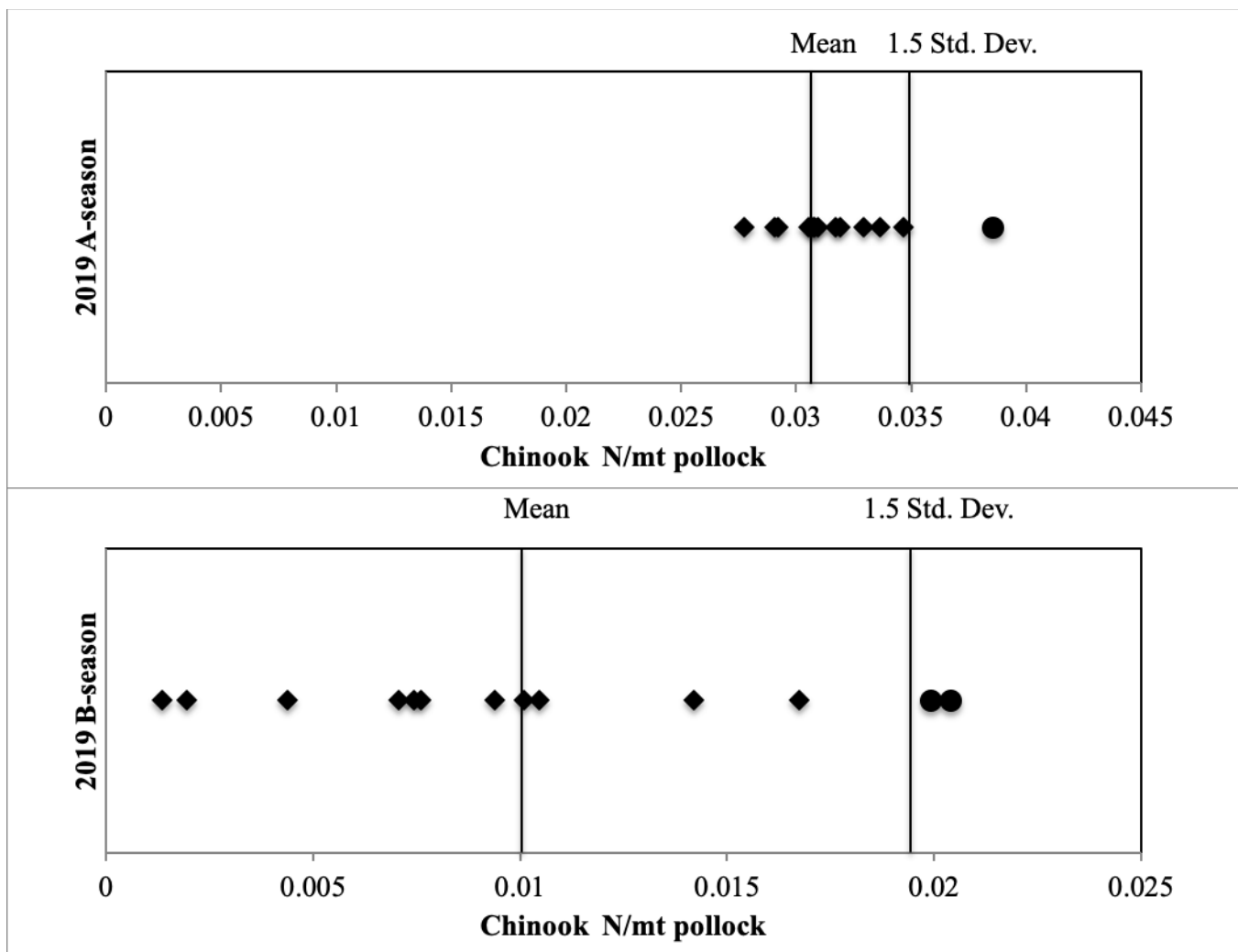


**Figure 5. A-season CP Vessel Chinook Bycatch Rate Distribution for 2019 with average variance post-Amendment 91 of 0.005.**

The incentive to avoid chronic vessel poor bycatch performance first came into force during 2015, but its provisions applied retroactively to vessel performance during the 2014 A- and B-seasons. The provision states that any vessel with a season Chinook bycatch rate greater than 1.5 standard deviations from the mean fleet Chinook bycatch rate for three consecutive seasons shall be excluded from all Chinook bycatch avoidance areas during the following season. Over the past ten seasons, nearly all vessels have been outliers in at least one season. Since the outlier provision was implemented, no vessels have been outliers in three consecutive seasons

and thereby subject to a season long bycatch avoidance area prohibition. Only one vessel has been an outlier in two consecutive seasons.

Figure 6 below shows the relative performance of the fleet for the 2019 A- and B-seasons. Differences are evident between vessel bycatch performance in A-season versus the B-season, therefore the provision is applied on a seasonal basis to account for different bycatch environments. During the 2019 A-season, there was one statistically poor performing vessel. During the 2019 B-season there were two vessel outliers. The outlier vessels for the B-season were the vessels that fished latest in the B-season. Nonetheless, the average bycatch rate during the B-season was just one Chinook per 100 tons of pollock catch. The disincentive to chronic poor bycatch performance has proven effective in its first six years of implementation—with vessels strongly avoiding having repeat or chronic poor Chinook bycatch performance. Vessels have strong incentive to change fishing behavior to avoid being an outlier in any consecutive seasons, because although a vessel might have long periods of good relative bycatch performance, one lightning strike trawl can render it an outlier in any given season. Given a constant abundance of Chinook and pollock over time, the incentive provision should encourage a shift in the distribution of vessel bycatch performance to the left.

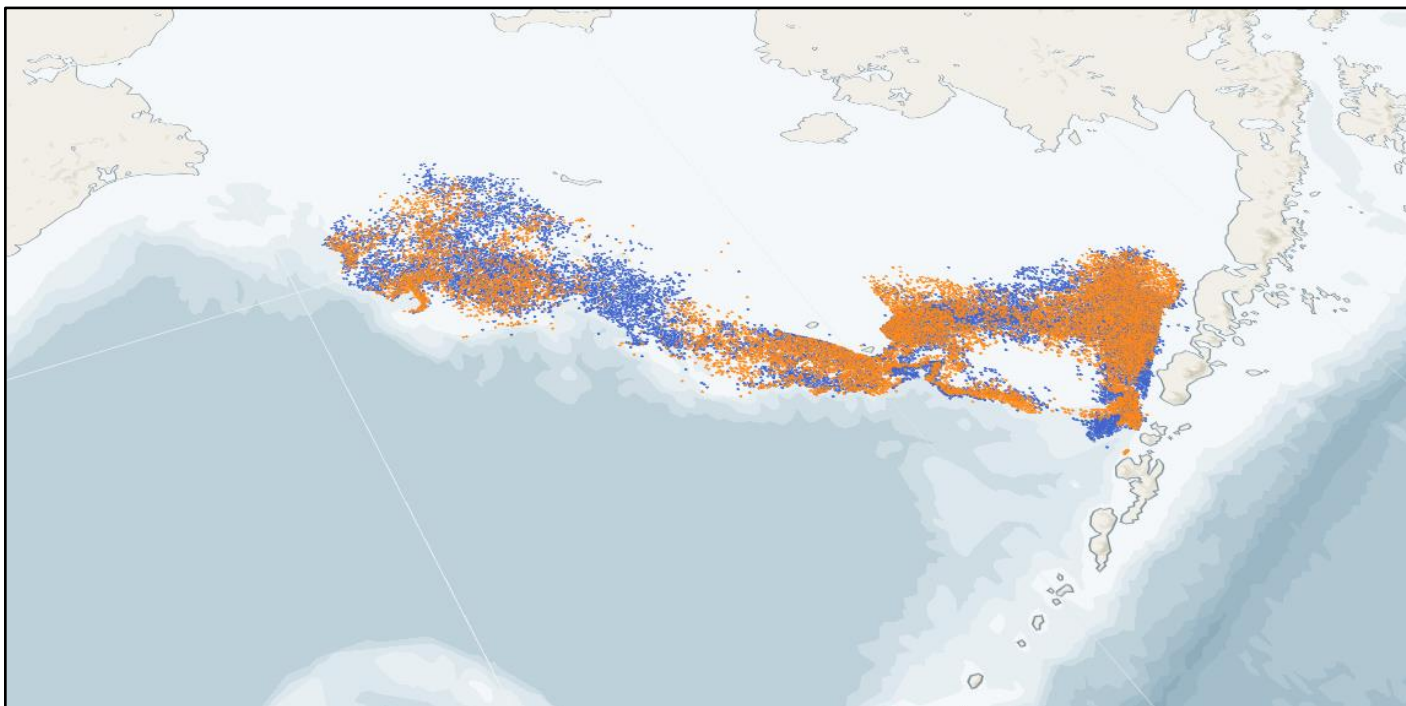


**Figure 6. Fleetwide Chinook bycatch ratio distribution for 2019 fishing seasons. Circles denote outlier vessels.**

## Chinook Bycatch Avoidance Behavior

As mentioned previously, important elements of the CP IPA incentive program include: 1) the provision of real-time information to the fleet concerning areas of relatively high Chinook salmon abundance; and 2) designated time-area closures for vessels with Chinook bycatch rates higher than 75% of the base rate. Over time, data on Chinook bycatch rates on the fishing grounds has revealed certain patterns, with the highest bycatch rates occurring in predictable areas at certain times of the year. Another qualitative metric of the effectiveness of the Incentive Plan Agreement is the spatial contraction of the fishery since Amendment 91 took effect. Figure 7 shows all CP trawl locations between 2000 and 2019 during the time period where Chinook are most often present on the EBS shelf (September-February). The blue dots represent AFA CP trawl locations prior to 2000-2010 (pre-Amendment 91), and demonstrates that fishing effort was generally spread out over a larger area, with the darkest blue (most intensive fishing effort) in areas that are currently closed altogether. The orange dots represent AFA CP haul locations from 2011-2019, with the darkest orange also representing the more intensive fishing effort.

A close examination of the trawl locations in space and time, their bycatch rates, and the bycatch performance of all CP IPA vessels shows clearly that the vessels have changed their fishing strategy to avoid Chinook bycatch. The most salient feature of this changed approach was for vessels to locate initial fishing operations away from the outer margins of the shelf. Depending on the locations of pollock concentrations, any profitable movement of fishing to deeper water has been accomplished via a deliberate, slow, and cautious progression while maintaining awareness of information about Chinook concentrations within the area. Evidence of local Chinook concentrations generally caused vessels fishing in deep water to move fishing to more shallow grounds. This behavior was most pronounced during the A-season and occurred in multiple areas when trawl bycatch rates showed high concentrations of salmon, as e.g., when schools of Chinook salmon move into a local area to feed.



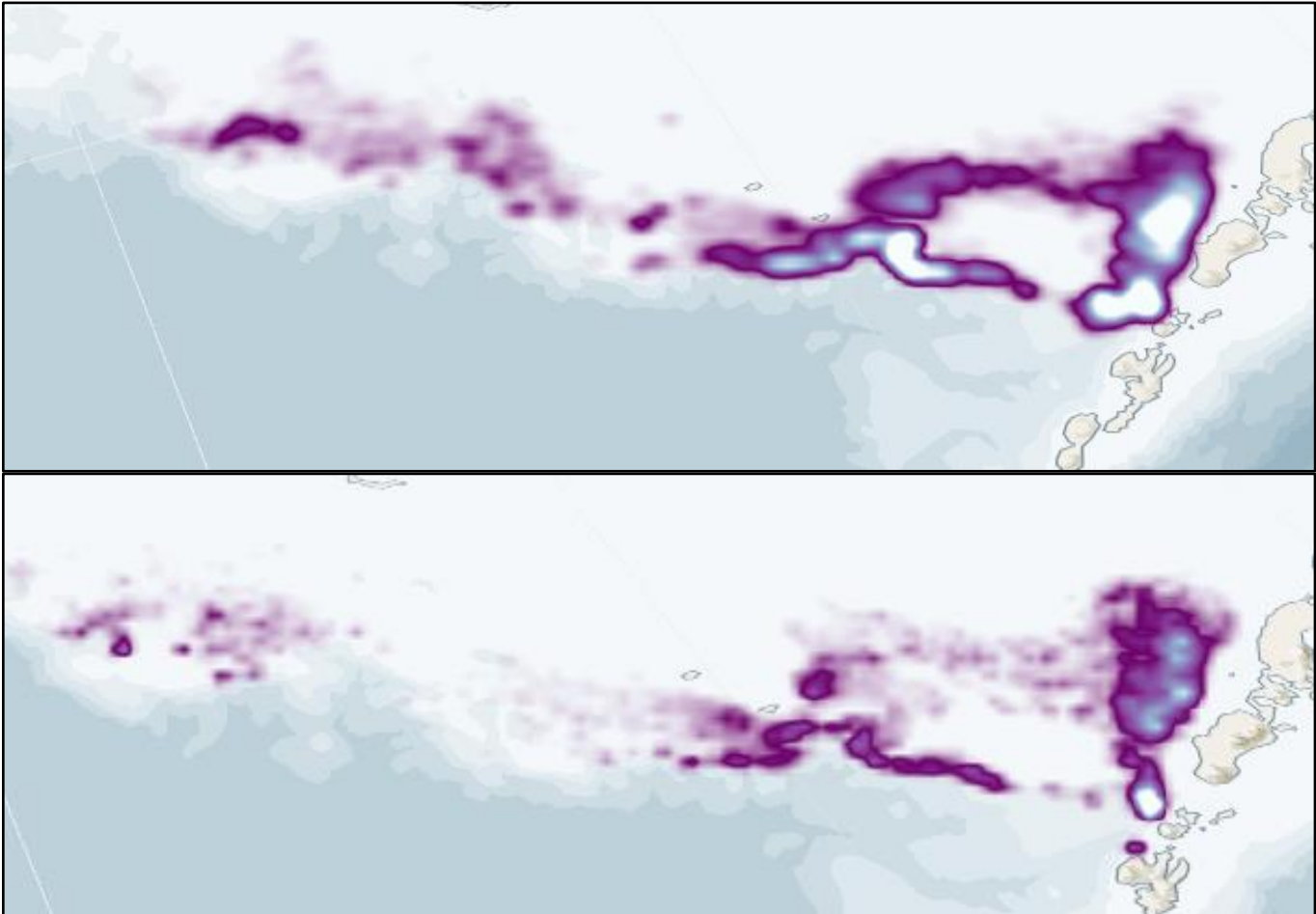
**Figure 7. Pollock CP trawl locations between September 1st and February 28th for the years 2000-2010 (blue), 2011-2019 (orange).**

As mentioned in the above paragraph, an important component of changing CP fishing behavior subsequent to Amendment 91 is fishing depth, because Chinook salmon are known to occur in deeper areas along the EBS shelf. Comparing effort, pollock and Chinook catches in the five years prior to and five years



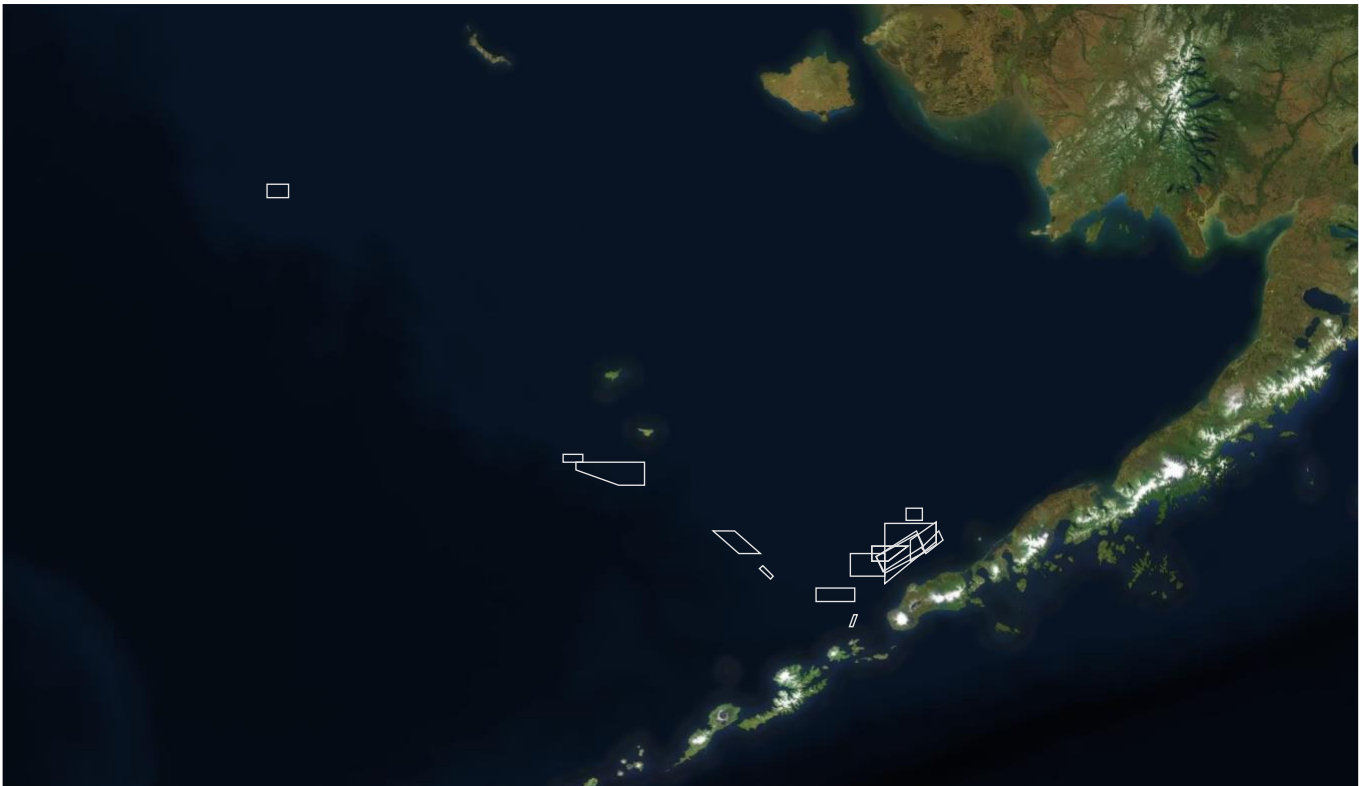
since Amendment 91, there has been a clear reduction in the amount of fishing effort at depths greater than 130 fathoms, where a large portion of Chinook bycatch has typically been encountered. In recent years, most A-season fishing has occurred at depths less than 50 fathoms and roe recovery has been significantly reduced as the target fish size and age typically declines in shallower waters.

Another qualitative validation of the effectiveness of the Rolling Hot Spot program is evident when comparing the pattern of total Chinook salmon caught per trawl. Figure 8 plots all AFA CP trawl locations during the winter months as a function of total Chinook catch. The darker areas indicate low Chinook catch per trawl, while the white areas indicate high Chinook catch per trawl. In the pre-Amendment 91 period (top panel), it's clear that vessels remained in high Chinook bycatch areas. In the post-Amendment 91 period (lower panel) the white areas become diffuse, indicating vessels are not able to remain in areas of high Chinook bycatch.



**Figure 8. Pollock CP trawl locations as a function of total Chinook catch between September 1st and February 28th for the years 2000-2010 (top panel), 2011-2019 (lower panel). Color scales darkest (lowest Chinook catch number per trawl) to lightest (highest Chinook catch number per trawl).**

Under the RHS program, several BAA were designated for the CP fleet during 2019 (Figure 9). The BAA are made known to all vessels on a weekly basis; only those vessels with a Chinook bycatch rate of greater than 75% of the base rate are required to avoid these areas. However, because the designations indicate where Chinook bycatch has been highest over a given week, even vessels that are not required to fish outside the BAA often voluntarily do so, in order to avoid Chinook bycatch. It is important to remember that, due to the way the base rate is calculated, there must be pollock fishing in an area in order for it to become a bycatch avoidance area, so those areas where CPs avoided fishing entirely will not contain any BAA.



**Figure 9. Chinook bycatch avoidance areas for the CP sector, 2019.**

Table 5 shows the A-season weeks of 2019 and the number of vessels excluded from designated bycatch avoidance areas for Chinook salmon during each week. There were a total of six CP BAA during the 2019 A-season and six CP BAA for the B-season, with the B-season Chinook Conservation Areas (Figure 2) closed to all IPA vessels starting October 15<sup>th</sup> through the end of the season. There were seven vessels subject to an extended (2-week) fishing prohibition during 2019.

**Table 5. Number of CP vessels excluded from designated Chinook bycatch avoidance areas during 2019.**

Week	1/31	2/07	3/07	3/21	3/28	9/19	9/26	10/3	10/10	10/17	10/24
Number of CPs excluded from BAAs	12	11	5	10	5	1	5	7	8	13	3

### Chum Salmon Bycatch Avoidance Behavior

Estimates of the stream-of-origin of chum salmon bycatch show bycatch of western Alaska chum salmon to be most prevalent in NMFS statistical area 509 and least prevalent in area 521. Analyses also indicate that chum salmon from western Alaska make up the greatest proportion of bycatch in the pollock fishery from early June to mid-August. The combined-size limits of chum salmon BAA are largest East of 168 degrees West longitude during the months of June and July to match this pattern of chum salmon abundance. In addition, the base-rate “floor” is lowest during June and July. Both of these program components are estimated to increase the size of candidate BAA when and where chum salmon that are likely to return to western Alaska rivers are encountered. The figure below shows that significant fishable areas of the Bering Sea both East and West of 168 degrees West longitude, were closed to pollock fishing by CP IPA vessels during the 2019 B-season.



**Figure 10. Chum bycatch avoidance areas for the CP sector, B-season, 2019.**

Table 6 shows the B-season weeks of 2019 with a chum bycatch avoidance area, and the number of vessels excluded from designated bycatch avoidance areas for chum salmon during those weeks. There were a total of nine CP BAA for the B-season. Peak bycatch occurred during mid-August, when a majority of CP IPA vessels were restricted from fishing within the Bycatch Avoidance Areas that were identified, which caused significant movement by the fleet and lost fishing time.

**Table 6. Number of CP vessels excluded from chum salmon designated bycatch avoidance areas during the 2019 B-season.**

Week	7/1	7/4	7/18	8/1	8/8	8/22	8/29	9/12
Number of CPs excluded from BAAs	0	0	0	4	7	5	11	1

**Chinook PSC Rates in October**

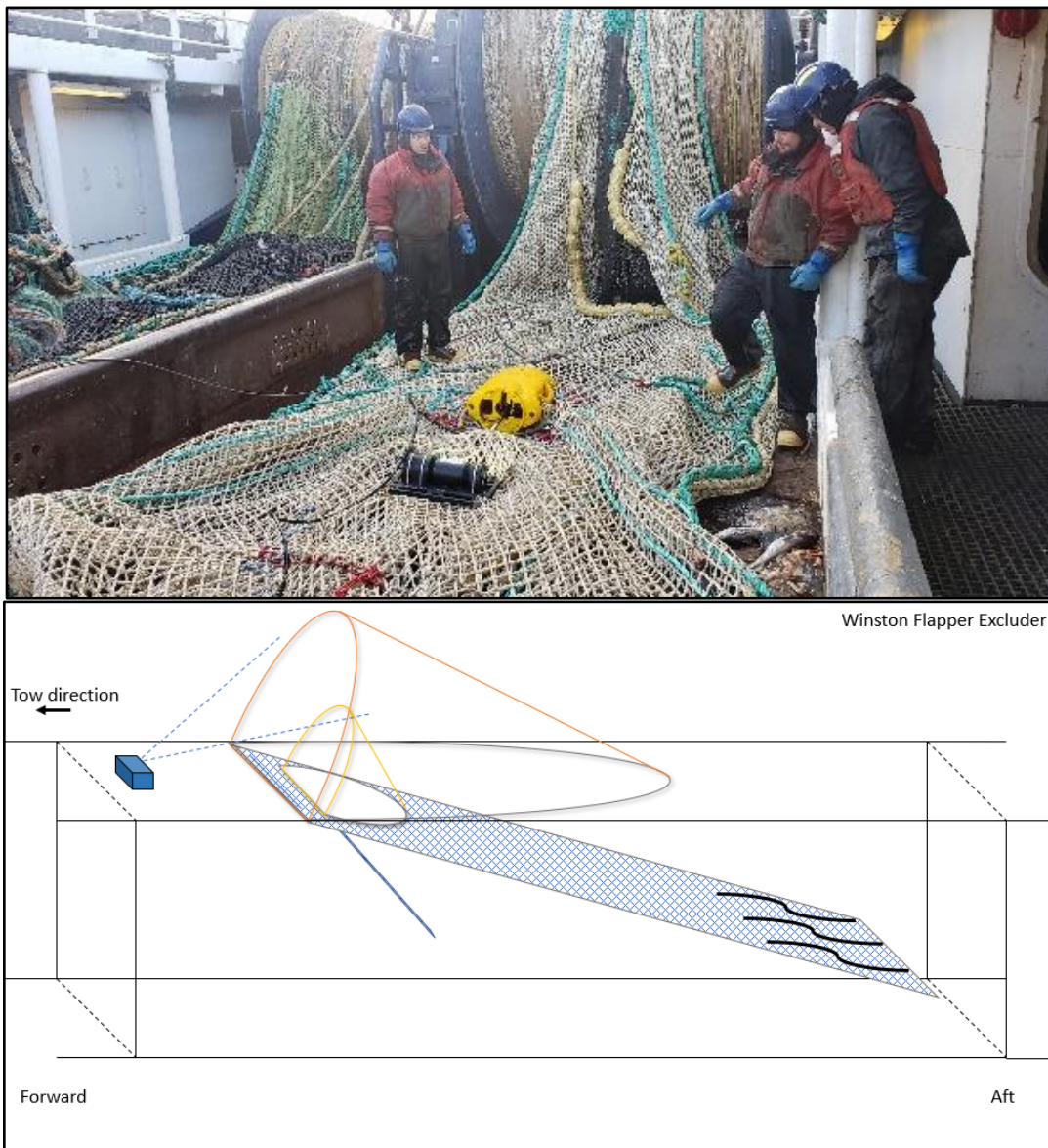
The aggregate Chinook bycatch rate for all CP IPA vessels exceeded 0.015 during the month of September, therefore the B-season Chinook Conservation Areas as defined in Figure 2 were closed to all IPA vessels beginning October 15th. Due to a late start to the B-season fishing operations, and low catch rates throughout the B-season, some vessels remained on the grounds until the end of October, thus all IPA vessels were forced to avoid three large fishing areas during the last two weeks of the season.

**Ongoing Gear Research and Development**

In accordance with the Amendment 110 regulations, the CP IPA requires all vessels use a salmon excluder device during trawls made during the A-season and the end of the B-season. During 2019, vessel crew

and a well-qualified field technician continued an at-sea monitoring program to evaluate the design and rigging of the salmon-excluder trawls used by IPA vessels. Monitoring is accomplished using deploy-and-retrieve video cameras placed in the trawl net. One PCC vessel has participated in the Salmon EFP experiments during the last three A-seasons. Utilization of salmon lights, originally developed and purchased by PCC through the Sexton Corporation, remains ongoing, and is believed to aid in the attraction of salmon to the escape pathways constructed in the salmon excluder device.

The Pollock Conservation Cooperative continues to convene annual meetings of skippers and key vessel crew to discuss ongoing gear research initiatives and provide a forum of knowledge sharing. A large component of PCC skippers and crew participated in the December 2019 Fisheries Innovation for Sustainable Harvest workshop hosted by the Alaska Fisheries Science Center, with the focus of the workshop on knowledge needs for future gear research and development. At present, nearly half of PCC vessels are utilizing a state-of-the-art live feed camera system, which provides images in real time of the composition of the catch entering the mouth of the net. Ongoing research through company collaborations and a NOAA Bycatch Reduction Engineering Proposal (BREP) aim to reduce salmon bycatch further, through the development of an active release mechanism built into the trawl. That project is ongoing, with flume tank testing of prototype designs later this month.



**Figure 11. View of FX80 Hub and live feed camera system (top) and schematic of the Winston Flapper Salmon Excluder used on most IPA vessels (bottom).**