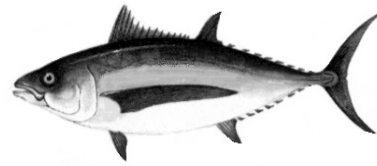


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Members:

This is a short mid-season newsletter to catch up on a few issues mainly on the unexpected down-market and a few management issues.

We are still recovering here in Redding as the Carr fire has been pretty much contained with more than 225,000 acres burned and more than 1,000 homes destroyed. I had to evacuate for four days but had no fire within a mile. The fire made a run on town and formed fire vortexes ½ mile wide with 130-150 mph winds that uprooted trees and melted most in its path. One firenado jumped the Sacramento River and ravaged neighborhoods NW of Redding near Keswick Dam.

Thanks for those who sent messages of support. It will be a long rebuild for many here.

NOTICES:

Membership Meetings: WFOA is planning to have a meeting at Fish Expo this fall in Seattle which will be November 18 -20, 2018. It appears there will not be a conflict with the PFMC meeting in San Diego and I will be able to attend. We will see if it can be more formal as issues such as effort and catch controls as well as the US/Canada treaty situation will be on the agenda plus information on how the market got away this season. I may also try to arrange some district meetings in the same time frame. Watch for information in the October newsletter.

WFOA Facsimile: WFOA no longer maintains a dedicated fax number due to lack of use. Please scan or take a photo and send in PDF or JPG files if you have something to fax. If there is a real need to fax a document we can accept with notice over the regular line.

MEMBER COMMUNICATION: Weekly E-Mail Reports: WFOA has been producing these for a number of seasons and includes generally price and

August 20, 2018

unloading information. Given the lack of buyer information these reports have not been frequent in 2018. Many also have changed emails on their vessels and may not be receiving the messages. WFOA will start this list from scratch after the season!

Again WFOA will strive to keep fishing information quite generic and fair as we can especially disseminating buyer price information. WFOA encourages vessels to report basic information, especially areas devoid of albacore and weather and ocean temperatures.

MARKET and CATCH:

North Pacific:

Catch: The total 2018 catch from recent Pac Fin data in U.S. west coast ports is about 2,000mt landed so far. However, these are very preliminary numbers and do not include ports in Washington state yet. There have been fairly good catches made through July but when weather laid down fishing seemed to fall off. Also, crowding on the grounds is being reported in some of the usual areas.

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Market and Price: Just when we thought it would be simple, the market for albacore became an issue and has some problem especially in regards to blast/ bled and brine/bled. Brine/brine-bled prices started out early in July at \$2,900 st/ \$3,050/st but after a couple weeks of fishing it became apparent that the blast/ bled market was not what it was perceived to be in the spring. Thus, brine and brine/bled prices corrected in mid-July to \$2,700/st and \$2,760/st in order to access other market where prices also fell. Some brine/bled has been purchased this season for up to \$3,500 but all those markets were small at the beginning.

There has been oversupply since 2017 in Canada which albacore (some of bad quality) late last season was purchased at very high prices at seasons end and did not move in the market. That had some effect on South Pacific vessels' albacore deliveries and prices. In addition tonnage of brine/bled was also thrown in the mix and some of dubious quality that is still not sold on both sides of the border.

Canadian caught albacore in 2018 blast/ bled has also been added to the supply early this season and prices have fallen from \$4,500 ish to close to brine prices in some cases. Most prices have settled out around \$3,200/st. This is a similar situation as in 2014-2015 and surprisingly has seemingly caught buyers off guard. Up until early June WFOA was receiving inquiries of where and when to buy albacore but those went silent.

Cheap imported loins also have been showing up in the market. Some were having an effect on South Pacific boat prices in April and continues to be a factor. Given the SP longline catch was up 30% we assume the fish had to end up somewhere and for cheap prices.

A major negative factor in 2018 is very good fishing in the Bay of Biscay by the Spanish has flooded brine European markets there that are now MSC certified as well. This fishing was despite very high water temps in the 20c-24c range except off Ireland. As of August 10th 75% of the Spanish albacore quota has been caught or about 12,000mt out of 15,000mt prompting shut down of the catch two months earlier than normal. However, on August 17 the closure was extended until August 23. However - - -

From FIS August 17 - *"The Ministry of Agriculture, Fisheries and Food decided to extend the northern*

albacore tuna fishery until August 23, when the final closure will take place and authorized fishing vessels must stop capturing this resource and go to port for unloading.

The extension of the closure, which was originally planned for August 18, is performed after analyzing the latest consumption data of northern albacore (Thunnus lalunga).

The latest official data indicate that until Thursday, 87 per cent of the 15,015 tonnes assigned to Spain had been consumed, which are distributed by Basque, Cantabrian, Asturian, Galician and Canarian fishermen. But while since the beginning of the month there have been days with landings of 250 tonnes, since Monday the pace has dropped to just over 100 tonnes per day.

So the fleets involved can maintain the activity, the capture of other tuna is allowed for those duly authorized vessels, once their catches of northern albacore have been landed in port . . ."

This catch was made in about seven weeks and is double what they have been producing. Prices also did not add up for our west coast buyers to go to Spain with west coast fish at this time thus the drop in prices made it easier to sell in Europe and Asia.

Japanese coastal catches this year were below average and early also in high sea surface temperatures. There are no catches of consequence offshore this season from U.S. boats that have tried all the way past the dateline and inward.

Iced fish are all over the board from \$1.25 and higher depending on the day, buyer, and use. Some have recently dropped off those prices. Unloading iced fish in Newport remains problematic given the lack of ice and competing with whiting and shrimp seasons. We have talked to the Port of Newport about installing another public ice facility and will help if we can as this problem seems to be getting worse.

MANAGEMENT:

Canadian Landings 2017: These numbers finally came in and showed the Canadian albacore fleet caught about 1,800 tons in 2017 of which 75 %

was caught in the U.S. EEZ. This data came in extremely late from the prior season and WFOA has made the point that after the 2018 season this data needs to be presented much sooner as further treaty talks may begin in 2019 in the fall.

Canadian Permits Now Required by U.S. Boats:

U.S. industry was just informed of this change in June!

Starting in 2018, all U.S. North Pacific Albacore Tuna fishing vessels will need an EEZ Albacore Tuna Fishing Licence for U.S. Vessels (EEZ tuna fishing licence), before entering Canada's EEZ to fish.

The requirement applies to **ALL** U.S. vessels fishing North Pacific albacore tuna in Canada's EEZ under the Canada-U.S. Albacore Tuna Treaty.

The licence will allow U.S. North Pacific albacore tuna vessels to enter and fish in Canada's EEZ in accordance with Canadian law. The EEZ tuna fishing licence will need to be applied for on an annual basis.

The same application form is used to apply for both port access and fishing licences. No new forms are required. There are no fees for either licence for U.S. harvesters accessing Canada's EEZ, either to fish or to access port.

If you have previously applied for an EEZ port access licence, only an additional box (box #7) needs to be checked to apply for a fishing licence.

Licence application forms can be found here:

<http://tinyurl.com/y75ww26f>

<http://tinyurl.com/mvy4pvg>

A statement from Canada DFO enforcement:

"DFO will work with the U.S. federal government, fish harvesters and agents to raise awareness about the Canadian regulatory licensing requirements and inform them about the new application process. It is the responsibility of all fishers, Canadian and foreign, to know the rules. However, fishery officers, as always, exercise discretion when conducting enforcement action and consider any defenses that may apply, including any due diligence taken by the harvester to avoid a contravention of Canadian legislation. While DFO cannot state that no US harvester will be charged for fishing without authorization in Canadian fisheries

waters in 2018, the emphasis for the current fishing season will be on educating the industry about the new requirements and assisting fishers to come into compliance by obtaining the required authorizations."

Canadian Marine Protected Areas - No Fishing UPDATED:

(a) Fishing for tuna (surface gear) **is permitted** in the Endeavour Hydrothermal Vents Marine Protected Area, as set out in the Endeavour Hydrothermal Vents Marine Protected Area Regulations. That was confirmed by DFO.

See: <http://tinyurl.com/y8t5meps>

The area 47°54 N, 129°02 W, from there west to a point at 47°54 N, 129°08 W, from there north to a point at 48°01 N, 129°08 W, from there east to a point at 48°01 N, 129°02 W

(b) Fishing for tuna is **not permitted** in the SGaan Kinghlas-Bowie Seamount Marine Protected Area, as set out in the Bowie Seamount Marine Protected Area. See: <http://tinyurl.com/y73a4x29>

IMO Numbers: There are two new proposed IATTC resolutions from Japan and the EU that could add more paperwork to the US fleet. Japans proposal would require IMO numbers on all HMS vessels in the IATTC zone excluding the US EEZ on vessels over 12 meters (39ft). The EU proposal would make the cutoff at 100 gt. WFOA and AAFA oppose the Japanese proposal, and WFOA has reservations about the EU proposal but find it better. This will be acted on later this month. Many of our larger boats already have IMO numbers but to apply it to the smaller boats is another layer of paperwork and another number to maintain.

Oregon Landing Fees: There have been some question from boats on who pays for Oregon State Landing Fees (Non-OAC assessment).

Answer from Oregon is:

"The wholesale dealer is responsible for paying all landing fees. If they choose to charge the fisherman I suppose they can, just as the fisherman can refuse to sell to them. I have heard of no large

dealers charging the fisherman for the landing fees, it is a business expense. The fisherman need to know who they are selling to and what that dealer is going to pay or charge them for before landing, of course this fisherman can write off the charge as a business expense also."

508.505 Additional fees based on value of fish at time of landing; exceptions. (1) Additional fees shall be collected by the State Fish and Wildlife Director in the amount prescribed by this section, except as provided in ORS 508.510. Every person operating within the state as a canner, buyer, bait dealer or wholesaler of any food fish or shellfish shall pay, in addition to all other licenses or fees provided by law, a fee equal to the value of the food fish at the point of landing multiplied by the following rates:

- (a) All salmon and steelhead, 3.15 percent.
- (b) All black rockfish, blue rockfish and nearshore fish, 5.00 percent.
- (c) All tuna, 1.09 percent.
- (d) All crab, 2.35 percent.
- (e) All shrimp, 2.40 percent.
- (f) All sardines, 2.25 percent.
- (g) All sablefish, 2.40 percent.
- (h) All whiting, 2.30 percent.
- (i) All other groundfish, 2.25 percent.
- (j) All other food fish and shellfish, 2.30 percent.

Marine Stewardship Council (MSC):The AAFA and WFOA North Pacific Albacore fishery is now re-certified for 5 years, subject to successful completion of annual surveillance audits. MRAG Americas has produced a Public Certification Report, available on the MSC website at: <http://tinyurl.com/yeh8rgkf>

The re-certification covers pole & line and troll/jig for Albacore tuna (*Thunnus alalunga*) in the North Pacific Ocean. Vessels and companies authorized to use the MSC logo for sales of Albacore tuna (*Thunnus alalunga*) into the MSC supply chain are listed in the Public Certification Report and on the certificate.

The final certification for the South Pacific is still in process and expected to be finalized soon. Since assessments were quite favorable this time around and given the fact that the US albacore fleet catches less than 1% of the total SP catch we should not have any issues.

OTHER:

Senator Wyden Introduces Broadband Bill to Help Small Ports - August 21, 2018

Legislation would improve small Oregon ports' opportunities to receive federal resources for internet improvements

Washington, D.C. – U.S. Sen. Ron Wyden today introduced a bill to help small ports in Oregon and nationwide get federal loans that would improve their broadband coverage, helping them to grow economically and ensuring they have real-time access to weather updates.

Wyden's bill would add small ports to the priority list for applications to the Agriculture Department's Rural Utility Service broadband access loan program, which funds construction and improvement of internet infrastructure for eligible rural areas.

"Reliable broadband in Oregon's small ports is a must for our state's commercial fishing industry to order inventory and coordinate deliveries as well as to get satellite photos and weather maps they need to operate safely," Wyden said. "And dependable broadband is just as essential for the Oregonians employed at small ports and for the tourists who visit the ports' coastal and inland communities."

This bill is part of Wyden's work to improve rural broadband services in Oregon and nationwide. He has pressed the Federal Communications Commission to improve its cellular data maps for rural communities and advocated successfully for increased rural tele-health services funding. Full text of Wyden's latest bill is available here. <http://tinyurl.com/y8ef4h98>

New Members: We thanks the following that have joined WFOA since the June newsletter.

F/V Widgeon Clint Funderburg Newport/Coos Bay
Port of Newport Newport, Oregon

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