

GULF OF MEXICO FISHERY MANAGEMENT COUNCIL

DATA COLLECTION COMMITTEE

Crowne Plaza @Bell Towers Shops

Fort Myers, Florida

June 23, 2022

VOTING MEMBERS

Susan Boggs.....Alabama
 Kevin Anson (designee for Scott Bannon).....Alabama
 Patrick Banks.....Louisiana
 Leann Bosarge.....Mississippi
 Dave Donaldson.....GSMFC
 Jonathan Dugas.....Louisiana
 Bob Gill.....Florida
 Andy Strelcheck.....NMFS
 Greg Stunz.....Texas
 C.J. Sweetman (designee for Jessica McCawley).....Florida
 Troy Williamson.....Texas

NON-VOTING MEMBERS

Billy Broussard.....Louisiana
 Dale Diaz.....Mississippi
 Phil Dyskow.....Florida
 Tom Frazer.....Florida
 LCDR Lisa Motoi.....USCG
 Robin Riechers.....Texas
 Bob Shipp.....Alabama
 Joe Spraggins.....Mississippi

STAFF

Assane Diagne.....Economist
 Matt Freeman.....Economist
 John Froeschke.....Deputy Director
 Beth Hager.....Administrative Officer
 Lisa Hollensead.....Fishery Biologist
 Ava Lasseter.....Anthropologist
 Mary Levy.....NOAA General Counsel
 Natasha Mendez-Ferrer.....Fishery Biologist
 Emily Muehlstein.....Public Information Officer
 Ryan Rindone.....Lead Fishery Biologist/SEDAR Liaison
 Bernadine Roy.....Office Manager
 Charlotte Schiaffo.....Administrative & Human Resources Assistant
 Carrie Simmons.....Executive Director
 Carly Somerset.....Fisheries Outreach Specialist

OTHER PARTICIPANTS

Dave Gloeckner.....NOAA

1 Logan Gregory.....NOAA OLE
2 Peter Hood.....NMFS
3 Michelle Masi.....NOAA
4 Jessica McCawley.....FL
5 Kevin McIntosh.....NOAA
6 Clay Porch.....SEFSC
7 Jessica Stephen.....NOAA
8 Kate Zamboni.....NOAA GC
9
10 - - -
11

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TABLE OF MOTIONS

PAGE 15: Motion to recommend the council approve Framework Action: Modification to Location Reporting Requirements for For-Hire Vessels and that it be forwarded to the Secretary of Commerce for review and implementation and deem the codified text as necessary and appropriate, giving staff editorial license to make the necessary changes in the document. The Council Chair is given the authority to deem any changes to the codified text as necessary and appropriate. The motion carried on page 18.

PAGE 35: Motion to develop the options (timeframes of sixty, ninety, 120 minutes) in the abbreviated framework. The motion carried on page 35.

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1 The Data Collection Committee of the Gulf of Mexico Fishery
2 Management Council convened at The Crowne Plaza @Bell Towers
3 Shops in Fort Myers, Florida on Thursday morning, June 23, 2022,
4 and was called to order by Chairman Susan Boggs.

5
6 **ADOPTION OF AGENDA**
7 **APPROVAL OF MINUTES**
8 **ACTION GUIDE AND NEXT STEPS**
9

10 **CHAIRMAN SUSAN BOGGS:** Good morning. I would like to call the
11 Data Collection Committee to order. In review, the members of
12 the committee are myself, Susan Boggs, and the Vice Chair is
13 Greg Stunz. Patrick Banks, Kevin Anson, Leann Bosarge, Dave
14 Donaldson, J.D. Dugas, Bob Gill, C.J. Sweetman, Peter Hood, and
15 Troy Williamson. The first item on our agenda today is the
16 Adoption of the Agenda. Would anyone like to make the motion to
17 approve?

18
19 **DR. GREG STUNZ:** So moved.

20
21 **MR. BOB GILL:** Seconded.

22
23 **CHAIRMAN BOGGS:** Thank you. We have a motion by Dr. Stunz, and
24 it's seconded by Mr. Gill. The next item on the agenda is the
25 Approval of the 2022 Minutes. Can I get a motion?

26
27 **MR. GILL:** Madam Chair, I would like to offer a correction to
28 the minutes.

29
30 **CHAIRMAN BOGGS:** Yes. Thank you.

31
32 **MR. GILL:** On page 38, line 29, they have Chairman Boggs
33 speaking, and I believe it was actually Dr. Cody, and so the
34 name ought to be changed.

35
36 **DR. LISA HOLLENSSEAD:** Thank you for pointing that out. We've
37 actually since corrected that and replaced that. Thank you.

38
39 **CHAIRMAN BOGGS:** Thank you, Mr. Gill. I thought that was a
40 great response, but I opted not to take credit for that. Any
41 opposition? Seeing none, the motion passes to approve the
42 minutes. The next action, or the next item, on our list is the
43 Action Guide and Next Steps, and, Dr. Hollensead, I believe
44 you're going to take us through that.

45
46 **FINAL ACTION: FRAMEWORK ACTION: MODIFICATION TO LOCATION**
47 **REPORTING REQUIREMENTS FOR GULF FOR-HIRE VESSELS**
48

1 **DR. HOLLENSEAD:** Thank you, Madam Chair. The first agenda item
2 that we have for the committee today is the Framework Action
3 Modifications to Location Reporting Requirements for For-Hire
4 Vessels, and so council staff will present that finalized draft
5 framework, and this was completed to establish an exemption for
6 unforeseen VMS equipment malfunctions for the SEFHIER program.

7
8 The document current reflects the preferred alternatives
9 selected by the committee at its January 2022 meeting, and staff
10 will provide an overview of the public comments received, and
11 the proposed codified text will also be reviewed. The committee
12 can take final action on this document, if desired.

13
14 **CHAIRMAN BOGGS:** Thank you, Dr. Hollensead. Ms. Somerset, are
15 you on and ready this morning?

16
17 **MS. CARLY SOMERSET:** Yes, ma'am. I'm here. Can you hear me
18 okay?

19
20 **CHAIRMAN BOGGS:** Yes, ma'am. Whenever you're ready.

21
22 **MS. SOMERSET:** Madam Chair, if you wouldn't mind, if you could
23 dispense with the public comments first, before diving into the
24 document?

25
26 **CHAIRMAN BOGGS:** Yes, ma'am. That will be fine.

27
28 **MS. SOMERSET:** Thank you. I believe that Emily will present
29 that.

30
31 **CHAIRMAN BOGGS:** Ms. Muehlstein.

32
33 **MS. EMILY MUEHLSTEIN:** We received fifty views of the public
34 hearing video for this document and eight comments. We heard
35 support for Alternative 2c, which would give fourteen days per
36 exemption, because that would give enough time for captains to
37 coordinate whatever repairs that they needed to coordinate.
38 Basically, we just heard sort of the longest time period
39 possible would be the most helpful here.

40
41 Second, we heard support for Alternative 3c, which would give
42 captains the greatest possible number of exemptions a year,
43 although captains did not think that they needed to be limited,
44 sort of just generally, on how many times they sought this
45 exemption.

46
47 We heard gratitude for the council's efforts to ensure that
48 trips are not disrupted. We heard support for exemptions in

1 general, just to ensure that captains don't miss out on their
2 opportunities to fish. We also heard that it's unreasonable to
3 stop trips because a unit that the fleet is mandated to have
4 does not work. We heard that it is harsh to limit the number of
5 times that a captain could get an exemption, because the
6 electronics on vessels are unreliable, especially in saltwater
7 environments.

8
9 We heard that there should be an online form, an email, and a
10 phone number that could be used to ask for an exemption that
11 would operate 24/7 and produce a confirmation number for that
12 captain immediately, and so, basically, we heard that the system
13 to apply for this exemption should be as user-friendly as
14 possible.

15
16 We heard caution against enforcement of the new requirements,
17 because they are disruptive to the fleet, and we also were asked
18 to consider creating a grading system that would look at
19 historic compliance from the different captains and then guide
20 how harshly to respond to future non-compliance issues for
21 individual captains, and that sums up the report.

22
23 **MR. J.D. DUGAS:** Hi, Emily, and thank you. Have you heard any
24 comments from anyone in Louisiana regarding this?

25
26 **MS. MUEHLSTEIN:** Let me -- I can check, really quick, to see
27 where those comments came from. Just give me two seconds. You
28 know, I was actually kind of surprised that we only had eight
29 specific comments, J.D., because this has been an issue that
30 these captains have been very vocal about with us, but it seems
31 to me like they didn't submit much actual testimony on the
32 record, and, just looking through, most of the captains that we
33 heard from were from Florida. There was one from Louisiana, and
34 one from Texas, but the other six were all from Florida.

35
36 **CHAIRMAN BOGGS:** Thank you, Emily. Any other questions? Seeing
37 none, Ms. Somerset. Patrick, I'm sorry.

38
39 **MR. PATRICK BANKS:** It's just an administrative question, and I
40 guess it's maybe for Andy and his group, but do you all not have
41 an administrative allowance to handle details like this in a
42 program? I mean, do you have to come and seek these types of
43 level of detail from the council before you can move forward?
44 It seems like an administrative decision that you all could
45 handle in-house.

46
47 **CHAIRMAN BOGGS:** Mara.

1 **MS. MARA LEVY:** That's going to depend on what is in the
2 council's amendment, or framework, or what you have specified is
3 required by the program. In this particular case, there is a
4 requirement that these vessels have these location tracking
5 devices on and operating all of the time, and NMFS can't just
6 make an exception to that, right, and so it's a policy decision
7 about whether you want to make an exception to something that
8 you have previously required, but there are some cases where
9 there is more discretion, or you haven't like specified a
10 particular detail, that might have be an administrative thing
11 for NMFS to change, for example, where someone has to report, or
12 what website they have to go, or even details that might not be
13 included in the action that you actually approved, but, in this
14 case, it did require coming back.

15
16 **CHAIRMAN BOGGS:** Ms. Bosarge.

17
18 **MS. LEANN BOSARGE:** Patrick, I think the other piece of that is
19 that -- That piece of that is that we put them in a program
20 that's actually overseen and physically day-to-day run through
21 OLE, the Office of Law Enforcement.

22
23 **CHAIRMAN BOGGS:** Go ahead, Ms. Levy.

24
25 **MS. LEVY:** It's not related to that at all. This part of the
26 program requiring the location -- Whether it was run through OLE
27 or not, this council required location tracking devices to be on
28 the vessel and to be functioning all the time. If the council
29 wants to make an exception to that, as a policy decision, to
30 allow people to take trips without it, that's a policy decision
31 of the council, and it is not related to whether it is OLE,
32 NMFS, the Science Center, and that's not at issue.

33
34 **CHAIRMAN BOGGS:** Ms. Bosarge.

35
36 **MS. BOSARGE:** No, I don't have a follow-up response, and I just
37 know that, when this council noticed something on the electronic
38 logbook for this same fishery, that we said, hey, I think that's
39 a little different from what we've done in the past, and can we
40 take a look at that, and maybe change that, and it had something
41 to do with discards, and I don't know, and, Kevin, it was
42 something that you brought up a while back, and because that
43 piece of it is actually run through either SERO or the Science
44 Center, and I think it's SERO, actually.

45
46 They were able to, in a pretty streamlined fashion, get with the
47 developers for the electronic logbook and make some changes,
48 whereas, when we want to make any changes to this piece of the

1 program, it requires quite a bit of effort on the part of the
2 council.

3
4 **CHAIRMAN BOGGS:** Go ahead, Mara.

5
6 **MS. LEVY:** Well, so, again, that's because, in the document, it
7 basically said that we're going to require reporting of all the
8 trips and the information required by NMFS, or the Science
9 Center, and it was much more broad. You didn't take -- We did
10 this purposefully.

11
12 We did not include a list of must report this and nothing else,
13 and it can never change. It was much broader, and it gave NMFS
14 the discretion to decide what reporting elements were required,
15 or necessary, and so, if there needs to be a change to those
16 reporting requirements, the agency could do that. This is very
17 different from having a specific requirement that these vessels
18 have location tracking devices on all the time and whether to
19 make an exception to that.

20
21 **CHAIRMAN BOGGS:** Any more comments or questions? Okay. Ms.
22 Somerset.

23
24 **MS. SOMERSET:** Thank you, Madam Chair. We'll pull up the
25 document and move to the background section. Again, just to
26 review, as Dr. Hollensead stated, and so this is a framework
27 action to modify location reporting requirements for for-hire
28 vessels, and it is on the agenda for final action, if you all
29 choose to take that, and so I will just briefly review the
30 document, before some discussion, and feel free to interrupt me
31 for any reason, or if you have any questions.

32
33 If this framework action is finalized, it would provide a
34 limited exemption for federal for-hire vessels to move on the
35 water, essentially continue fishing trips, without a functioning
36 VMS unit, and so these -- As Mara stated, these VMS requirements
37 are for the SEFHIER program, and they went into effect on March
38 1 of 2022, and so for-hire vessels are required to have a VMS
39 from the type-approved list that's permanently affixed to the
40 vessel and operating twenty-four hours a day.

41
42 Currently, if a vessel does not have a functioning VMS unit, it
43 cannot move on the water, and I use "move on the water" as the
44 term, because, if there are other -- If you have to leave your
45 slip for bait or ice, to pick up your clients, go on the trip,
46 all of that is included in -- You cannot do that if you don't
47 have a functioning VMS unit.

1 The purpose of the VMS is to verify vessel activity, and so this
2 allows for validation of effort and aids with enforcement. For
3 the purpose of this framework action -- There has been concern
4 from permit holders and captains and owners that a
5 malfunctioning VMS would then limit them, obviously, from taking
6 trips, and so, if they can't take trips, that could lead to loss
7 of revenue and clients, and so that's just kind of going through
8 the background, again, to state why we're here and why we went
9 through this framework action process.

10
11 The exemption options in this document would allow vessels to
12 start or continue fishing trips without an operating VMS unit
13 for a pre-determined period and then allow time for a repair,
14 and so, with that, I think we can move to the Chapter 2, the
15 actions, unless there is any questions.

16
17 **CHAIRMAN BOGGS:** Proceed, Ms. Somerset.

18
19 **MS. SOMERSET:** Thank you. All right, and so, within the
20 actions, again, it's to modify the VMS requirements for vessels
21 with a charter vessel headboat permit or reef fish or charter
22 vessel headboat permit for coastal migratory pelagic fish, to
23 allow for an exemption to VMS requirements to address equipment
24 failure.

25
26 Again, Alternative 1 is the no action, and that would maintain
27 the requirement that vessels with charter vessel reef fish or
28 CMP permits have an approved vessel monitoring system onboard,
29 operating at all times, unless exempted by NMFS under a power-
30 down exemption, and so, currently, if the VMS is not working,
31 the vessel has to apply for a PDE, or power-down exemption, and
32 that would allow time for repairs, but, again, with the PDE, the
33 vessel cannot move for a minimum of -- I believe it's seventy-
34 two hours.

35
36 Preferred Alternative 2 would create an exemption to the VMS
37 requirements to address equipment failure and set a limit on the
38 number of calendar days that the NMFS-approved equipment failure
39 exemption is valid. The current preferred option is Preferred
40 Option 2b, and so the exemption would be valid for up to ten
41 days from the provisional approval date.

42
43 There is also a Preferred Alternative 3, which would create an
44 exemption to the VMS requirements to address equipment failure,
45 and that would set a limit on the number of times a permit
46 holder can request the exemption each calendar year, per vessel.
47 The current preferred option is 3b, and the permit holder may
48 not request more than two exemptions per vessel per calendar

1 year, and so these were preferreds that were selected
2 concurrently.

3
4 I will just note here, from the last time you saw the document,
5 we made some minor changes, and I believe that, possibly at the
6 last meeting, or the one prior, there was discussion of the
7 number of days, and so we did clarify that.

8
9 You can see that, within Preferred Alternative 2, it says to set
10 a limit on the number of calendar days, and so that does apply
11 to each of the options, including the preferred option, that the
12 exemption is valid for up to ten calendar days, but we just put
13 that in the text, under the preferred alternative, to apply to
14 all the options, and so I just wanted to make a note of that.

15
16 The other change, from the last draft of the document, is it now
17 says days from provisional approval date, rather than from
18 submittal date, and that was to clarify -- This provisional
19 approval means that the permit holder properly submits the
20 equipment failure exemption, through whatever approved method
21 NMFS has, and meets the provisional criteria, and so that would
22 be a check that the vessel is actually in the system, and it's
23 participating in the SEFHIER program, and I will correct this.
24 The vessel has no reef fish permits, that is meant to be
25 commercial reef fish permits, and so I just wanted to make a
26 note of that, to let everyone know that is not no reef fish
27 permits for charter vessels, but that it is not a dual-permitted
28 vessel with commercial permits.

29
30 It receives approval with the understanding that documents to
31 verify the equipment failure will be needed, following this
32 provisional approval, and so we just wanted to clarify that in
33 the alternatives, and I wanted to point that out to everybody,
34 and so I can stop there, if there are any questions or
35 discussion.

36
37 **CHAIRMAN BOGGS:** Thank you, Ms. Somerset. Are there any
38 questions for Carly? I do have one, and I don't know who to ask
39 this question to, and I know we have some folks from OLE in the
40 audience, and so, once the council moves forward with this, and
41 we go final, does NMFS already have a procedure in place?

42
43 I mean, I know it's going to take time for the final action to
44 be approved through the Secretary, but will all of that be in
45 place to move forward, if we have any type of exemption needs?
46 Peter, maybe?

47
48 **MR. PETER HOOD:** We're still -- I mean, it is a process that has

1 to be developed, and so we're still in sort of that development
2 process of putting that together, and so it will take us a
3 little bit of time, but then, again, we have time to work on
4 that as the rulemaking goes forward, and so we'll try to get
5 things in place as quickly as we can.

6
7 **CHAIRMAN BOGGS:** So the intent -- Go ahead, Peter.

8
9 **MR. HOOD:** I was just going to say that Dr. Stephen is on the
10 line, and she could probably address this a lot better than I
11 can.

12
13 **CHAIRMAN BOGGS:** Okay, and so, Dr. Stephen, I guess how I should
14 have asked it is, once implemented, will it work seamlessly, I
15 suppose, and the rulemaking is done, and it will be ready for
16 these exemptions, if needed, meaning we don't have to develop it
17 once the rulemaking is done and not -- We've dragged this out
18 long enough, and I just want to make sure that we're not going
19 to have any additional time to develop the process for these
20 captains.

21
22 **DR. JESSICA STEPHEN:** That's correct. Once we have the
23 amendment going forward, while we're working through those
24 approval phases to make it final, we can start the work to
25 build-out the infrastructure that we need for it, which will
26 also require some testing of it, to make sure it works as
27 intended, and our plan is to have that ready by the time the
28 rule is effective.

29
30 **CHAIRMAN BOGGS:** Okay. Thank you. Any more discussion? Mr.
31 Dugas.

32
33 **MR. DUGAS:** Thank you, Ms. Chair. A question, maybe for NMFS,
34 and can you all walk us through the process after someone goes
35 over ten days or exceeds more than two exemptions? What is the
36 process after that? I guess the boat and captain stay tied to
37 the dock and can't run any trips?

38
39 **CHAIRMAN BOGGS:** Mr. Hood.

40
41 **MR. HOOD:** Yes, that would be the case, and I will let Jessica
42 weigh-in, if she has anything to add on that.

43
44 **DR. STEPHEN:** Peter has it right. Once their ten days are up,
45 or if they have exceeded the exemptions, then they would not be
46 under this exemption criteria, and, if they did not have a
47 working VMS unit, they would be tied to the dock and not be
48 allowed to move on water for any purpose or reason. They could,

1 obviously, wait until their VMS is fixed and move out, and some
2 people -- If they are really concerned, there is always the
3 potential to buy two units, so that, if one fails, you can move
4 to another one. That's a technique that is commonly used up in
5 the commercial industry in the Northeast.

6
7 **CHAIRMAN BOGGS:** Dr. Froeschke.

8
9 **DR. JOHN FROESCHKE:** Just one additional, and my understanding
10 is that, if they were the first exemption, and they were allowed
11 to make two, they could chain two of them together on the first
12 time.

13
14 **DR. STEPHEN:** Yes, that's correct. There's nothing preventing
15 that.

16
17 **CHAIRMAN BOGGS:** Right, but that would be their only exemption,
18 and so, if they had another failure in the year, they would have
19 no additional exemptions available to them. Mr. Dyskow.

20
21 **MR. PHIL DYSKOW:** Thank you, Ms. Boggs. As I understand it
22 then, if this unit fails, and he's outside the criteria of
23 exemption, he's tied to the dock. Now, this boat is --
24 Presumably it has a federal permit, or he wouldn't be having
25 this device, but he might also have a state permit, and why
26 can't he fish in state waters, under his state permit that
27 doesn't have this requirement?

28
29 **CHAIRMAN BOGGS:** Well, because a federally-permitted vessel is
30 held to the highest standard, and so you would not be able to
31 fish in state waters, because you couldn't comply to your
32 federal requirement. Mara.

33
34 **MS. LEVY:** Well, so it's a requirement that is tied to the
35 permit. If you have the federal permit, you have to abide by
36 all of those permit requirements.

37
38 **CHAIRMAN BOGGS:** Anyone else have any questions or comments?
39 Dr. Hollensead.

40
41 **DR. FROESCHKE:** Carly's hand is up.

42
43 **CHAIRMAN BOGGS:** Ms. Somerset.

44
45 **MS. SOMERSET:** Thank you. I just wanted to mention one thing,
46 after John had stated that there's nothing stopping them from
47 putting two exemptions back-to-back, and there's also the
48 assumption that -- So, if more time is needed than the ten days,

1 then, essentially, with the current preferred options, it could
2 be up to twenty days, if you're stringing the two together, but,
3 also, the assumption is that, if you do not need your entire ten
4 days, that, as soon as your VMS unit is working again, then it
5 needs to be used, so that you couldn't take -- If your unit is
6 fixed in two days, but you have the ten days, the assumption is
7 that you need to have it up and running again with those two
8 days, as soon as it's fixed, and so I just wanted to clarify
9 that for everybody and make a note. Thank you.

10
11 **CHAIRMAN BOGGS:** Carly, I don't think I quite understood that.
12 You're saying, if you take a ten-day exemption, or the ten days
13 for -- The exemption will be valid for up to ten days, and it
14 takes you two days, you have burned that entire exemption, and
15 is that correct?

16
17 **MS. SOMERSET:** That's a great question, and I would see if
18 Jessica has anything to add, but, within some discussion from
19 NMFS, I believe, because the requirement is to have an
20 operational VMS at all times, if it malfunctions, and you use
21 your exemption, you have ten days per exemption, with the
22 current preferred, to get your unit fixed, or if you need a new
23 one sent to you, but, if it is operational again, prior to that
24 ten days being up, that it needs to be operational, and you need
25 to start using it again, as a captain on that vessel, but I will
26 see if Dr. Stephen has anything else to add to that, and I can
27 make that -- I can clarify that in the document, if needed.

28
29 **DR. STEPHEN:** Again, Carly is correct here that it's a provision
30 of an exemption up to ten days, but, once the unit is working,
31 it should be turned back on. We use similar language when we
32 talk about catastrophic effects from hurricanes and allowing
33 exemptions to reporting, but those exemptions are not in place
34 if you have the ability to report. For example, we use that in
35 IFQ. If you don't have power, you're exempted, and you can send
36 it to us later, but, once you have power, you must immediately
37 begin reporting in that mechanism.

38
39 **CHAIRMAN BOGGS:** Any other questions or comments? Ms. Somerset.

40
41 **MS. SOMERSET:** Thank you, Madam Chair. We'll move down one
42 page, to the discussion, and so, here, I will be brief, but I
43 can go through anything else, if needed, and it's just that the
44 discussion, since the last draft, was beefed-up a little bit,
45 just to make sure that we were clear, in the text, of what the
46 exemption -- What the equipment failure exemption entails, as
47 opposed to like the power-down exemption, as well as some of
48 this has already been mentioned in the background, and in the

1 discussion, that it would be provisional, so that there is an
2 immediate --

3
4 The captain would send in information that their VMS is
5 malfunctioning, but, afterward, there are some validation checks
6 and criteria of submitting documentation of the equipment
7 failure, and so that has been added to the discussion, and,
8 generally, the preferred alternatives are the two -- The first
9 one being seven days, and so the preferred is ten, and then the
10 other one that was not selected was fourteen, and then two
11 exemptions per year, and so just to review the discussion from
12 previous meetings and how the preferreds were selected. I
13 believe that's everything I had, unless I need to -- I'm not
14 going to go through anything else in the document, if needed.

15
16 **CHAIRMAN BOGGS:** Thank you, Ms. Somerset, and so this document
17 is scheduled to go final. Is there any objection from this
18 committee to take it final at Full Council, or do we need to
19 make a motion to do that? Okay, and so does anybody want to
20 make a motion to that effect? Dr. Stunz.

21
22 **DR. GREG STUNZ:** Thank you, Madam Chair. **I will be happy to**
23 **make a motion that we take this final, and I think that usually**
24 **we have the standard** -- Do we have the codified text? I didn't
25 see that.

26
27 **DR. HOLLENSEAD:** Yes, we do.

28
29 **DR. STUNZ:** Okay, and so if you would pull up our normal motion
30 about taking documents final.

31
32 **CHAIRMAN BOGGS:** Do we need to review the codified text first?
33 Okay. Ms. Levy.

34
35 **MS. LEVY:** I was going to let you review it after, but, since
36 we're here, we'll review it now. It's 4(c), and I just want to
37 point out a couple of things. We reorganized a little bit of
38 the paragraph, and so we originally only had like one exemption,
39 right, and that's the power-down exemption that's been in there
40 since the beginning, and it's similar to the commercial.

41
42 We added, to this section, that it says that you have to have
43 the location tracking device on, and it has to be permanently
44 affixed to the vessel with uninterrupted power, unless exempted
45 by NMFS under the power-down exemption or the equipment failure
46 exemption, and so we're noting that here, and then we've told
47 people where to go to find the exemptions, because they're in
48 different places.

1
2 For example, satellite VMS refers back to the commercial
3 regulations, and so that's where that power-down exemption is.
4 The power-down for cellular has always been in this section, and
5 we've created a new paragraph, or paragraphs, for this equipment
6 failure that applies to both of those for the for-hire permits.

7
8 Then, if you scroll down a little bit more, we've also changed
9 this paragraph a little bit, again to include the fact that
10 there is an equipment failure exemption and to tell people where
11 to go for that if they have a satellite VMS, because everything
12 else for the satellite VMS is referred to in the commercial
13 regulations, except for the fact that we're going to have this
14 power-down exemption, and we've always had a different trip
15 declaration requirement, and so the only thing we're doing here
16 is adding the piece about the equipment failure exemption for
17 folks that have the for-hire permit but use a satellite VMS.

18
19 Then, if you scroll down a little bit more, in the next section,
20 we have added -- Again, there is the power-down exemption, but
21 we've also added reference to this new equipment failure
22 exemption and where that is in this section.

23
24 Then, if you scroll down some more to the next page, the bottom
25 of page 3, we've also added, again, a reference to this
26 equipment failure exemption, which is the (b)(5)(iv), and so
27 we're just putting -- Where we've talked about exemptions, we're
28 adding the fact that there is this exemption, and then, if you
29 go down to the next page, that's where we've actually added all
30 the text. We've added all the text related to this equipment
31 failure exemption.

32
33 It says that it's a temporary exemption, and it applies only to
34 the requirements of this section, right, and so it only applies
35 to the requirements for for-hire permitted vessels, and it
36 doesn't apply to anything else that requires a VMS, like
37 commercial, HMS, whatever else there is, and this does not apply
38 to that, and then it has sections that talk about the scope,
39 basically that it can be submitted to request an exemption, and
40 it tells you how to request it.

41
42 Essentially, you're going to have to provide the information
43 that NMFS requests on a website, and then it talks about the
44 fact that NMFS will grant provisional approval of the exemption,
45 like is in the document, and so, as long as you applied for it,
46 and you get the provisional approval, meaning this isn't your
47 third request or whatever, and as long as you've met the minimum
48 criteria, right, and you will get the provisional approval, and

1 that will exempt you from the location tracking requirements
2 under this paragraph.

3
4 Then, if you scroll down some more, NMFS will notify the permit
5 holder of the final approval after getting the required
6 documentation, and the next paragraph, and so Paragraph (c),
7 talks about the equipment failure documentation, and there's a
8 typo in there, and we've got to fix the first part of the
9 sentence, but, essentially, it's saying that you've got to
10 submit the documentation that NMFS asks for within an
11 established timeframe.

12
13 We still need to flesh out that established timeframe, and I
14 think it's important to tell people how long they have, but,
15 since we're still building the system, we're going to have to
16 put that detail in when we do the rule, and then we have the
17 exemption duration, which is (d), and that basically says it's
18 up to ten calendar days, but it does have that language that the
19 VMS unit has to be operational as soon as possible, and so what
20 you just talked about.

21
22 The exemption is valid for up to ten days, but, if you get it
23 fixed in three days, we expect it to be working, and you can't
24 just run without it when it is actually operational, and then it
25 has the exemption frequency, that NMFS will grant a permit
26 holder up to two equipment failure exemptions per vessel per
27 calendar year and that you can use the exemptions consecutively,
28 and so all of that information is included there.

29
30 Then the next part of the codified is the CMP regulations,
31 right, and so we have this in Reef Fish, and we have it in CMP,
32 and the structure is a little bit different, because CMP
33 includes both South Atlantic requirements and Gulf requirements,
34 and so we had to separate it out differently, but the language
35 related to this exemption is the same throughout the CMP
36 regulations, and I won't go over those, unless you feel like you
37 need me to say the same thing for CMP.

38
39 That's a lot, but you also have a chance to look at it before
40 Full Council, if you want to really take it in, or, if you have
41 any questions, you can let me know.

42
43 **CHAIRMAN BOGGS:** Thank you, Ms. Levy. Okay. We have a motion
44 on the board. Do we have a second to the motion? Mr. Gill.
45 Any discussion? **Any opposition to this motion?** Mr. Anson.

46
47 **MR. ANSON:** No opposition, but just a misspelling of "vessels",
48 in the underlined section, actually.

1
2 **DR. STUNZ:** Madam Chair, should I read that into the record,
3 since it's final action, just for --

4
5 **CHAIRMAN BOGGS:** Yes. Thank you, Dr. Stunz.

6
7 **DR. STUNZ:** All right. I move to recommend the council approve
8 the Framework Action: Modification to Location Reporting
9 Requirements for For-Hire Vessels and that it be forwarded to
10 the Secretary of Commerce for review and implementation and deem
11 the codified text as necessary and appropriate, giving staff
12 editorial license to make the necessary changes in the document.
13 The Council Chair is given the authority to deem any changes to
14 the codified text as necessary and appropriate. Madam Chair,
15 that's my motion.

16
17 **CHAIRMAN BOGGS:** Thank you, Dr. Stunz. It was seconded by Mr.
18 Gill. Is there any opposition to this motion? Seeing none, the
19 motion passes. Ms. Bosarge.

20
21 **MS. BOSARGE:** Just a quick clarification for Mara, and so, Mara,
22 I think it was just complicated, the things you were going
23 through, and I probably missed it, because it's in about ten
24 different sections, but this is an exemption for both satellite
25 and cellular-based VMSs, right? Okay.

26
27 **CHAIRMAN BOGGS:** Ms. Levy.

28
29 **MS. LEVY:** Yes, but only for the for-hire permit requirement,
30 and so, if you're dually-permitted, you still have your
31 commercial requirement.

32
33 **CHAIRMAN BOGGS:** Thank you. Okay. Dr. Hollensead, would you
34 like to take us through our next item?

35
36 **UPDATE ON SOUTHEAST FOR-HIRE INTEGRATED REPORTING (SEFHIER)**
37 **PROGRAM**

38
39 **DR. HOLLENSEAD:** Yes, ma'am. Next, we are going to have an
40 update on the SEFHIER program. If you recall, at our last
41 meeting, we talked about having sort of a summary, short
42 summary, update, to give sort of, for lack of a better word,
43 sort of a health check of how many people are participating in
44 the program and if they've reported any problems and that sort
45 of thing, and so Dr. Michelle Masi will give that presentation.

46
47 Additionally to that, she will speak to potential modifications
48 of the program regulations to address burdens associated with

1 the hail-out stipulation of the program. If you will also
2 recall, we've heard a lot of public comment of, when captains go
3 to move their vessels for non-fishing-related trips, such as
4 getting bait or ice or things, that they would like an exemption
5 for that. The committee should listen to the presented
6 materials and ask any questions of SERO staff.

7
8 **CHAIRMAN BOGGS:** Thank you, Dr. Hollensead. Dr. Masi.

9
10 **DR. MICHELLE MASI:** Good morning, everyone. All right, and so,
11 as noted, I'm trying something a little different at this
12 meeting, and I'm actually using figures to summarize our SEFHIER
13 program compliance metrics, and so, at the end of my
14 presentation, if anyone has any feedback on this format, I would
15 actually really appreciate it.

16
17 With that, I want to first note that all the data that I used to
18 produce these figures is based on just 2022, and so that's
19 January 1 to May 31 of 2022, and, now, the figure on the left
20 here is showing you the number of SEFHIER reports, both logbooks
21 and declarations that we have received from our federal Gulf
22 for-hire-permitted vessels. You can see, in the center there,
23 that's nearly 32,000 reports in 2022.

24
25 In the middle figure, you're looking at the breakdown of federal
26 Gulf for-hire-permitted vessels that have registered with the
27 reporting vendor, and you can see that we have three different
28 ways in which to report SEFHIER trips. That includes using a
29 VMS unit, using the eTRIPS/mobile app, or using the VESL app.
30 In the Gulf, you can see, at 57 percent, most of our SEFHIER
31 constituents are currently using VESL to report.

32
33 The middle figure also shows that we have less than 1 percent of
34 our Gulf for-hire-permitted vessels that have yet to register
35 with a reporting vendor, and, if you recall from my last
36 presentation, that's actually a huge improvement.

37
38 Finally, the figure on the right is really highlighting that our
39 SEFHIER team has been doing a tremendous job working with our
40 constituents so far in 2022, and you can see the total
41 correspondence there, at over 4,000, and that includes both
42 incoming and outgoing calls, as well as responding to SEFHIER
43 emails.

44
45 I wanted to note here too that the number of outgoing calls is
46 actually largely reflective of our team proactively calling our
47 constituents who are out of program compliance or who may have
48 data errors on their reports, and we're making those calls so

1 that folks aren't surprised when they come for permit renewal.

2
3 On this slide, I am showing the VMS compliance metrics, and,
4 again, the date range is the same, of January 1 to May 31 of
5 2022, and so the figure on the left here is showing that 71
6 percent of our federal Gulf for-hire-permitted vessels have a
7 VMS unit, as of May 31, and you can see that we still have about
8 29 percent who have yet to comply with the VMS requirement,
9 though, to this point, of course, we expect that the VMS
10 compliance will continue to grow, as permits come up for
11 renewal.

12
13 Also, I wanted to note here that I do believe that Logan Gregory
14 is in the audience today, from OLE, in case anyone has any
15 specific questions for OLE on how they're addressing the VMS
16 non-compliance issue.

17
18 Then, finally, the figure on the right here is showing you the
19 breakdown of those 71 percent who do have a VMS unit and whether
20 they're using cellular or satellite VMS units. As always, I
21 just want to take a moment to recognize the listed groups of
22 people, and, also, of course, our for-hire constituents for
23 helping us to build SEFHIER into a really successful program
24 here in the Gulf, and just a quick reminder that I have listed
25 our SEFHIER customer service contact information at the bottom
26 of this slide, in case anyone needs program assistance. With
27 that, I will now open the floor to questions and discussion.

28
29 **CHAIRMAN BOGGS:** Thank you, Dr. Masi. Does anyone have any
30 questions? Mr. Diaz.

31
32 **MR. DALE DIAZ:** I would like to hear from OLE about how they're
33 handling compliance.

34
35 **MR. LOGAN GREGORY:** Good morning. I'm Logan Gregory, Deputy
36 Special Agent in Charge, Southeast Division. Basically, we're
37 taking an approach of compliance assistance for those that we've
38 been able to contact, and so there's been a fair number of
39 operators and owners of vessels that have not been compliant
40 yet, and we're trying.

41
42 There are some that we have come in contact with that don't know
43 or are having trouble, and so we're trying to help those
44 individuals, and we're also taking the approach of writing
45 violations for those that apparently are not looking to be
46 compliant with the regulations, and so it's a varied approach,
47 depending on the circumstances of each individual vessel and the
48 information that we have, and so it's hard to say this is the

1 only thing we're doing, or exactly what we're doing, but we are
2 enforcing it.

3
4 **MR. DIAZ:** Thank you, Mr. Gregory.

5
6 **CHAIRMAN BOGGS:** I have a question, Mr. Gregory, and this is
7 probably a broad question, but these citations that are being
8 written -- Are there fines assessed with them, or is it like a
9 first-time warning type of thing?

10
11 **MR. GREGORY:** Again, they're all a case-by-case basis, and so it
12 could be a warning, or it could be compliance assistance, or it
13 could be a penalty, and penalties are assessed by -- If it goes
14 forward to the Office of General Counsel Enforcement Section,
15 they would use their penalty schedule to enact that penalty.

16
17 **CHAIRMAN BOGGS:** Thank you. Any other questions for Mr.
18 Gregory? Dr. Stunz.

19
20 **DR. STUNZ:** This wasn't a question for Mr. Gregory, or an
21 observation, as much as maybe Dr. Masi, but, on that last slide,
22 or Slide 3, it talked about the VMS compliance, and the version
23 that I downloaded, and this was a few days before the meeting,
24 was like about 44 percent, but she presented one that was 29
25 percent, and I was just wondering, and I guess the compliance --
26 Maybe they reanalyzed the data or something since that
27 presentation, but what I was wondering is what -- Or is there
28 something rapidly happening right now with them doing that, or
29 what --

30
31 **DR. MASI:** Thanks for the question, and I can answer that, and
32 so that had to do with how we were clearing the permits data,
33 and, in fact, they were actually overcounting the number of
34 permitted vessels, by about 350, and we found that error just
35 two days ago, and so we updated the presentation, but we have
36 seen an increase, in the VMS compliance, of about thirty vessels
37 since May 31, and I haven't updated the data here to reflect
38 that.

39
40 **DR. STUNZ:** You may or you may not know, but, of those that are
41 still without VMS, do you have any idea of what that is? Is it
42 just latent permits that will never register, or what's driving
43 that remaining 30 percent to join up?

44
45 **DR. MASI:** I don't have a direct answer. I would say that
46 answer probably varies. However, I think, if you recall the
47 number of people that are actually complying with reporting, we
48 saw that number grow tremendously once we turned on the

1 compliance module for SEFHIER, which was just a couple of months
2 ago, and so I think it's probably something to do with that. As
3 permits are coming up for renewal, people are going to go out
4 and get that VMS unit, so that they can renew their permits.

5
6 **CHAIRMAN BOGGS:** Dr. Masi, other than waiting for permit
7 renewals, to try to encourage folks to become compliant, are we,
8 or are you all, doing any outreach to these folks about the
9 requirements?

10
11 **DR. MASI:** We've sent out Fishery Bulletins, noting that the VMS
12 requirements -- We announced it when they came out, and we
13 announced it that they were coming, and we, you know, plan to
14 remind not only on our website, but at council meetings and
15 through calls, when people give us a call and ask if they're
16 required to do it. As far as if we're doing any outreach
17 besides that, I know that council staff works hard to inform our
18 constituents as well, and we have OLE as well, and I'm not sure
19 what OLE's outreach is on this, but I don't know if Logan wants
20 to respond to that, but, as far as like individually reaching
21 out to the 29 percent, I don't believe we're doing -- I mean, at
22 least SERO, SEFHIER, isn't doing anything to target those
23 individuals.

24
25 **MR. GREGORY:** Our officers are directly meeting with them face-
26 to-face, and so, obviously, we can't contact everyone, and we
27 have limited resources, but those that we have been able to
28 reach and get in contact with and meet with directly, we have.
29 To the permit issue, that's another one of the things that we
30 look at, is how close or how far away are they from renewing
31 their permit, because some of this is somewhat self-correcting.
32 When they go to get a permit, they're going to need that VMS,
33 and so, the further out they are from getting that permit, those
34 are the ones that we're addressing first, because we don't want
35 them to wait six months until their permit renewal comes up and
36 then get the VMS.

37
38 **CHAIRMAN BOGGS:** Well, I think we've discussed this in the past,
39 that sometimes the permit holder and the vessel operator are two
40 different people, and maybe it's not getting communicated, and
41 so that's why I was curious about the outreach and do we need to
42 make direct contact with that permit holder, because it's
43 essentially his -- Of course, the vessel operator wants to be in
44 compliance, because he'll get fined, and so I appreciate that.
45 Mr. Anson.

46
47 **MR. ANSON:** I guess I'm just wondering maybe -- Do you have an
48 idea as to the proportion of, you know, vessels that are

1 actually conducting charter trips that have the unit? Does
2 everyone that you're contacting on the water, or seeing on the
3 water, that's operating with trips -- Are they in compliance, or
4 is there a certain percentage of those that are not in
5 compliance that are operating?
6

7 **MR. GREGORY:** I don't have those percentages, but I do know that
8 we have found vessels fishing that aren't compliant.
9

10 **CHAIRMAN BOGGS:** Thank you. Any additional questions for Dr.
11 Masi? Mr. Donaldson.
12

13 **MR. DAVE DONALDSON:** Thank you, Madam Chair, and it's not a
14 question, but just a comment. Dr. Masi asked about the change
15 in the format of going from tables to figures, and I actually
16 like the figures better. It's easier to see, because the
17 numbers sometimes can be deceiving. If you see percentages, I
18 think it's a better way to go.
19

20 **CHAIRMAN BOGGS:** Ms. Bosarge.
21

22 **MS. BOSARGE:** Dr. Masi, as we keep going forward, I'm with Dave,
23 and I really like your pictures and your graphics. That's nice.
24 I am worried about that potentially 30 percent number there
25 without the VMS, but I'm worried about it from a different
26 perspective, and so I would imagine that a lot of those are
27 latent permits. However, that's not always a bad thing to have
28 in an industry.
29

30 You know, if you see an uptick in new entrants, that holds the
31 price of those permit down somewhat, when you have some latent
32 ones out there, and it creates flexibility for them to find
33 someone and get into the fishery, and so I would hate to know
34 that those are mainly latent permits, and pretty much what's
35 going to happen is those people say, well, I'm over it, and
36 there's just too many regulations these days, and I'm just going
37 to not renew this right, because, believe it or not, even though
38 it has a value, that does happen, a lot of times. I just want
39 to keep an eye on that and keep an eye on the total number of
40 permits that we have on the books, and let's just make sure that
41 we don't, you know, lose 30 percent of those permits.
42

43 **CHAIRMAN BOGGS:** Mr. Donaldson.
44

45 **MR. DONALDSON:** To Leann's point about the 29 percent, and
46 potentially being latent permits, Dr. Masi, how difficult would
47 it be to add a -- To figure out, of that 29 percent, how many of
48 those are latent? Is that something that you could do?

1
2 **DR. MASI:** I am going to recommend that Dr. Stephen take this
3 one. I'm not the best on permit-related questions.
4

5 **DR. STEPHEN:** I will take an attempt at answering this. In
6 order to tell if they were latent or not, without having the VMS
7 unit, we're still building some of the logic behind connecting
8 directly the vessel information from the VMS to the logbook.
9 While we can do that, with the short resources we have, it's not
10 been a primary goal, as much as doing the other work of
11 compliance that we've been doing with the outgoing calls. With
12 the VMS operational, it becomes much easier to tell who is
13 latent or who is not, by at least just looking at the tracks
14 that are being made out and whether trips are being taken at
15 all.
16

17 **CHAIRMAN BOGGS:** Mr. Anson.
18

19 **MR. ANSON:** I guess, to that, to Dave's question, and I thought
20 it was information that was provided at the last meeting, or a
21 prior meeting, but have you seen, Dr. Masi or Dr. Stephen, a
22 change in the number of permits that are not being renewed here
23 in the first quarter of the year, compared to previous years?
24

25 **DR. STEPHEN:** I will take this one too, and so what would happen
26 is, if they're not renewed, they would go to an expired status,
27 and permits, counting the number of valid versus valid and
28 renewable, fluctuates day to day. The real concern, with these
29 being limited-access permits, is if they start terminating, and
30 so we do keep an eye on terminations, and I have not seen any
31 kind of increase yet in terminations within these permits, more
32 than the typical terminations we get on a year-to-year basis.
33

34 **CHAIRMAN BOGGS:** Thank you, Dr. Stephen. Dr. Stunz.
35

36 **DR. STUNZ:** Just very quickly, since Dr. Stephen brought that
37 up, in that 29 percent without VMS, does that include only
38 active permits, or are some of those expired ones part of that
39 29 percent?
40

41 **DR. STEPHEN:** When we were looking at the percentages, it's for
42 all what we call valid and renewable, and so that's permits that
43 are active as well as those in the expired or renewable status.
44

45 **CHAIRMAN BOGGS:** I wonder if, in the graph, of the 29 percent
46 without VMS, could it be broken down even more, to show those
47 that are expired, but still renewable, and so try to give a
48 little perception of what might be out there, because I do

1 understand that, once it expires, you still have a year to renew
2 that permit.

3
4 **DR. STEPHEN:** We can look into trying to classify it in that
5 way. Again, with the new permit system, we're still working out
6 some bugs of doing some direct connections.

7
8 **CHAIRMAN BOGGS:** Okay. Thank you very much, Dr. Stephen. Does
9 anyone else have any questions? Ms. Bosarge.

10
11 **MS. BOSARGE:** I'm not sure who would answer this one, and so, a
12 couple of meetings ago, we were talking about that reimbursement
13 process, and I know that we now have a cap for cellular
14 reimbursement, and I think it's \$950, and that will cover some
15 devices, but some devices are more than that, right, \$1,500 or
16 \$2,000, but we do know the universe of people, at least in this
17 fishery, that will have to comply with this and have to purchase
18 a device.

19
20 Obviously, that fund is nationwide, but I don't know if there's
21 any other big VMS programs just coming online nationwide, other
22 than ours here, and the rest are just general maintenance,
23 because you can only apply for this once, and so, anyway, I'm
24 wondering, and what are those funds looking like, because, last
25 time, you told us that it was first-come-first-serve, which to
26 me meant there was not necessarily enough money to cover all the
27 reimbursements. However, I think that fund is replenished,
28 through the NMFS budget process, and so is it going to be
29 replenished? Right now, do we have enough money to cover
30 everyone?

31
32 **DR. MASI:** I can take this, and so we've put out an announcement
33 about it, and we talked about it at the last council meeting,
34 and so the reimbursement is good through the rest of this year,
35 where we'll prioritize SEFHIER reimbursements, and then, after
36 that, it's first-come-first-serve.

37
38 **CHAIRMAN BOGGS:** Ms. Bosarge.

39
40 **MS. BOSARGE:** That's kind of the answer that I got last time,
41 but there's a finite amount of money in this fund, and it's an
42 account with money, and you know how many SEFHIER people are
43 going to apply, and you know what the max is for the
44 reimbursement on the cellular ones, and you know the general
45 cost of the satellite ones, and we have data right there, as far
46 as how many people are getting satellite versus cellular, and so
47 you can run a number, and somebody tell me -- I mean, do we have
48 five-dollars left in here, so we know we're not going to cover

1 anything, or do we generally feel we have enough to cover the
2 rest of these devices, which I understand we always preface it
3 with you can apply for a reimbursement, and we've never said
4 that you will get one, but we kind of went into this with the
5 general public, thinking that it's never really been a problem,
6 and you'll probably get reimbursed for this, and it seems to be
7 a different situation, a little bit. Can we get a more
8 definitive answer?
9

10 **DR. MASI:** I can work on that, Ms. Bosarge. I would just note
11 that one of the main reasons that they reduced the cellular
12 reimbursement to \$950 was so that they could account for the
13 number of remaining vessels in our SEFHIER program that needed
14 to get reimbursed, and, like you were saying, the cap that they
15 had for available funding, and so they wanted to make sure that
16 everybody could get some sort of reimbursement, and so I think
17 that was taken into account.
18

19 I don't know the exact numbers, and we actually don't have
20 access to that information, and that's run through Pacific
21 States and OLE, and so we, at SEFHIER, don't have that, but I
22 can work with -- Well, Kelly Spaulding is currently on another
23 active duty position, but I can work with whoever is taking her
24 place right now and try to get you that information. If it's
25 okay, I can try to present it at the next council meeting.
26

27 **CHAIRMAN BOGGS:** Ms. Bosarge.
28

29 **MS. BOSARGE:** Thanks. I won't be here, but I will listen in,
30 and I would most definitely like to know what the current
31 balance is in that account. That would be nice, especially
32 since we're considering putting other fisheries under this
33 requirement, and I would like to know, before we make that rule,
34 whether we really think we're going to have any money left to
35 cover those people or not.
36

37 **CHAIRMAN BOGGS:** Dr. Masi, do you think it would be possible to
38 include a graph, and so we have 71 percent with VMS, and we can
39 say, of those 71 percent, X number, or percentage, have been
40 reimbursed, and maybe not necessarily the dollar amount, but
41 just how many have applied, how many have been reimbursed, and I
42 don't know how difficult that would be.
43

44 **DR. MASI:** I can't say for sure if I can do it, because, again,
45 I don't have access to that data, but I will definitely work on
46 it if I can, and I will make sure that I have it.
47

48 **CHAIRMAN BOGGS:** Thank you, ma'am. Any other questions for Dr.

1 Masi or Dr. Stephen? All right. Dr. Hollensead.

2
3 **PRESENTATION ON FRAMEWORK ACTION TO MODIFY FOR-HIRE TRIP**
4 **DECLARATION REQUIREMENTS**
5

6 **DR. HOLLENSEAD:** Okay. Continuing on with discussion of
7 SEFHIER, as you recall at previous meetings, again, there was
8 some talk of the burdensome overreporting for moving a vessel
9 for non-fishing-related activities, and so Ms. Somerset, along
10 with SERO staff, is going to provide some information, or a
11 presentation, looking at perhaps creation of a document to
12 address this issue.

13
14 The committee should listen to the presentation and ask
15 questions of staff and provide any guidance on the development
16 of the document. I believe that some folks have met
17 preliminarily to discuss this, and so it's still in the
18 developmental stage, and so any input that the committee has
19 would be welcomed.

20
21 **CHAIRMAN BOGGS:** Ms. Somerset.

22
23 **MS. SOMERSET:** Thank you, Madam Chair, and thank you, Dr.
24 Hollensead, for that introduction. That's an excellent segue
25 into this presentation.

26
27 Just some background first. In May of 2017, and I know that was
28 a few years back, but that was the finalized Generic Amendment
29 Modifications to Charter Vessel and Headboat Reporting
30 Requirements, and so that kind of kicked off this program and
31 VMS requirements, the hail-out and other reporting requirements,
32 within SEFHIER, and so we're moving away from VMS and going back
33 to the reporting requirements, including the trip declaration,
34 otherwise known as a hail-out.

35
36 These trip declarations are used to notify NOAA Fisheries and
37 the partners, like OLE, that your vessel has left the dock, and
38 also the type of trip being taken, and so these trip
39 declarations are required each time a Gulf-permitted vessel
40 moves on the water, for example bait, if you're going for ice,
41 transportation to and from private residences, even sunset
42 cruises, but, just to clarify, for fishing trips, the trip
43 declaration asks for when and where you expect to return, and
44 NOAA Fisheries staff matches these trip declarations with the
45 logbook from that trip, the reporting that you do at the end,
46 and so it's verifying that you actually did do what you declared
47 you were going to do.

1 As Dr. Hollensead stated, there has been some discussion on this
2 already, although it's preliminary, and that's why we're coming
3 to you at this meeting with a presentation, and so AP members
4 and the public have expressed concern over having to submit
5 multiple trip declarations. This doesn't happen on every trip,
6 but there can be a lot of trip declarations that have to occur
7 on one trip, for some captains, and so it's been stated that
8 it's burdensome to declare each time the boat moves on the
9 water, declaring non-fishing trips for vessels to get ice, bait,
10 pick up clients, and then you have to declare again to embark on
11 a fishing trip.

12
13 Just as an example, under the current regulations, the potential
14 trip could have a non-fishing declaration to move your vessel to
15 the fuel dock, and then another declaration to move it to the
16 bait shop, and then another declaration to pick up passengers,
17 and then finally a fishing declaration to leave on that fishing
18 trip with the passengers.

19
20 Then there's also -- I believe, at some of the AP meetings, that
21 there's an increased burden for dual-permitted vessels, who have
22 to submit using multiple applications, and so this is the
23 vessels that have for-hire permits, as well as the commercial
24 reef fish permits, and so there was a council motion, at the
25 last meeting, to direct staff to develop an abbreviated
26 framework document addressing the trip declaration requirements.

27
28 This is a draft purpose and need. The purpose is to reduce the
29 number of declarations and burden on permitted for-hire vessels
30 participating in the Gulf reef fish and coastal migratory
31 pelagic fisheries making multiple non-fishing trip declarations
32 while conducting on-the-water activities outside of fishing
33 trips. The draft need for this action is to reduce the amount
34 of non-fishing trip declarations, while maintaining data
35 integrity of the program.

36
37 All right, and so, to get into some discussion, we have had one
38 IPT meeting, just to develop this presentation to bring forward
39 today, and so just some items to note for you all to have a
40 discussion on this is a limit to a sixty-minute window of non-
41 fishing activity, and I believe this was brought up at the last
42 meeting, during some of the -- During the Data Collection
43 Committee and the SEFHIER presentation update, and so this has
44 been recommended by NMFS and OLE.

45
46 For some rationale, timeframes above one hour may result in VMS
47 pings without defined activity from declaration. It may be more
48 difficult to ensure compliance and verify vessel activity. The

1 VMS pings, I believe, every hour, and I don't know if that's on
2 -- If that is a random time, or if that is at the same time for
3 every unit, but, essentially, it would make ensuring compliance
4 a bit more difficult.

5
6 It could also result in a vessel operator forgetting to make the
7 trip declaration, because they have more time to do these non-
8 fishing-related activities prior to actually making the fishing
9 trip declaration, and then increased administrative burden on
10 OLE and the SEFHIER staff to analyze this data for compliance
11 and accuracy.

12
13 The industry, and so this is, again, within some of the AP
14 meetings, and I believe, also, we've heard it during public
15 testimony at the council meetings, and the industry has
16 indicated that a sixty-minute window may not be enough time, but
17 we have also heard that sixty minutes is better than nothing at
18 all, but, again, may not be enough time for all participants.

19
20 Essentially, some vessels have a longer distance to go for fuel,
21 or bait, or to pick up their passengers. However, it's unlikely
22 that any fishing trips would be less than three or four hours,
23 and so that has factored into the discussion of an option being
24 a sixty-minute window. It's unlikely that any fishing trips
25 would be less than three or four, and so, potentially, allowing
26 more time than sixty minutes would be preferable for some
27 industry members.

28
29 When the council made the motion for an abbreviated framework --
30 - I just wanted to stop here and mention a few things about
31 abbreviated frameworks versus framework action, and so I will go
32 through these, but I will actually stop here and defer to Mara
33 and Kate Zamboni, because I believe it is possible to do an
34 abbreviated framework, but they can provide you with a better
35 explanation of the difference between these two and why one can
36 be done over the other.

37
38 Essentially, with an abbreviated framework, it is similar to the
39 recent historical captains permit conversion document, and I
40 believe that just went through recently, with Dr. Diagne, but,
41 with an abbreviated, there's a less sections that have to be
42 written, as opposed to a formwork action, and that's more of an
43 administrative document, with no anticipated biological impacts,
44 and then the framework action that you've seen requires a range
45 of alternatives, and so we're anticipating three alternatives,
46 for example sixty minutes, or longer, ninety, or 120-minute
47 options, and this could be based on the ping rates from the VMS,
48 or there's an option where OLE can still validate the trips, but

1 this would be --

2
3 I just wanted to note here, before stopping and deferring to
4 Kate, that this would be a longer process, one to three council
5 meetings, as I'm sure you're all aware, and approximately nine
6 months to one year to develop and implement, and so that's just
7 something to think about as we move forward with this action,
8 and so I will stop here and defer to Kate.

9
10 **CHAIRMAN BOGGS:** Yes, ma'am. Go ahead, Kate.

11
12 **MS. KATE ZAMBONI:** Thank you, Madam Chair. Just to clarify,
13 because I'm relatively new, and so I had to kind of wrap my head
14 around what the difference between an abbreviated framework and
15 a framework action is, and, to me, it's really mostly -- The
16 abbreviated framework is intended to go with actions that
17 qualify for a categorical exclusion underneath that, and so
18 there are certain things that NOAA can do without having to
19 prepare an environmental impact statement or environmental
20 assessment.

21
22 This is the type of action that does qualify for a categorical
23 exclusion, and this is just a change to a hail-out requirement,
24 and so this could be accomplished through an abbreviated
25 framework, and you would probably use the term "options", rather
26 than "alternatives", to avoid confusion with NEPA documents that
27 analyze alternatives, and so I just wanted to clarify that you
28 don't have to make a choice here between proceeding with an
29 abbreviated framework or a full-blown framework action. We
30 could do this as an abbreviated framework with options.

31
32 **CHAIRMAN BOGGS:** Ms. Bosarge.

33
34 **MS. BOSARGE:** So I've been thinking about this one, and I can
35 see where it's probably a big pain in the rear for not only
36 fishermen, but, I mean, the whole point, right, of this part is
37 mainly scientific, right, so that we can validate the effort,
38 and so I would think, from a scientific standpoint, they
39 probably don't want a million trip declarations that they're
40 parsing through either, and they want a declaration for an
41 actual trip, and they don't really care about when you leave the
42 dock to go get fuel and come back, or go get ice and come back,
43 or go pick somebody up and bring them to the dock that you're
44 actually going to -- They don't need all that, and they want it
45 streamlined, and they want the trip.

46
47 Is it possible for us to do some sort of framework action where
48 we essentially say, for this fishery, for the for-hire fishery,

1 you require a hail-out only prior to departing on a fishing
2 trip?

3
4 Now, I know, Mara, that you have a codified definition of what a
5 fishing trip is. However, in that document, we could define a
6 fishing trip, for these purposes, for this fishery, right, and
7 so it may be something -- I don't know how exactly you would
8 define it, and Mara would probably lead us through that, but, to
9 me, a fishing trip is when you depart the dock with the
10 intention of attempting to harvest a fishery resource, right,
11 where the fish -- Whatever it is, and so "attempting" is the key
12 word, because you may not always actually land one, or catch
13 one, right, but that's what you're -- You're not departing with
14 the intention of getting fuel, or something like that, and
15 you're going on a trip.

16
17 I kind of -- To me, it's very similar to -- When I came here, I
18 went on a trip to come to this meeting, right, and this is my
19 trip, and I'm still on the trip. When I get back home, I will
20 be done with the trip. I left my house on Monday. However, on
21 Saturday, I got ready for the trip. When I was out grocery
22 shopping, I went and fueled the car up, so I wouldn't have to do
23 that on Monday morning before I hit the road.

24
25 We don't need to worry about Leann prepping for the trip. That
26 wasn't part of the trip. That's just me prepping, and so I
27 don't think we need to hail-out for those things. We need to
28 hail-out for the trip, and is it possible to do something like
29 that, Mara, in a framework action? Instead of having to have
30 all these alternatives, where we're trying to say, well, it's
31 got to fit into sixty minutes, or ninety minutes, or can we just
32 redefine when you hail-out and what specifically means?

33
34 **MS. ZAMBONI:** I'm going to take this. I think we should hear
35 from Dr. Stephen, but the purpose of this was not to create a
36 requirement that only fishing trip declarations be submitted.
37 It was simply to reduce the burden on the quantity on
38 declarations for those non-fishing trips, but Dr. Stephen may
39 have something to say about whether or not -- Or why that's
40 important to get those declarations.

41
42 **CHAIRMAN BOGGS:** Dr. Stephen, are you with us?

43
44 **DR. STEPHEN:** Yes, and so Kate is correct. This provision was
45 to reduce the burden, but the information collected about non-
46 fishing trips is important as well, when looking at the overall
47 social and economic impacts that occur within the for-hire
48 fleet, and so knowing if a charter boat is being used for sunset

1 cruises, or dolphin cruises, versus how much of the percentage
2 of time is being used for a fishing charter trip, as well as
3 understanding when they're fishing in different sectors, for
4 example fishing in a commercial fishery versus a recreational
5 fishery.

6
7 We do have these similar options as well in the commercial.
8 When they doing something that's not a fishing trip, they have,
9 what we call there, an out-of-fishery declaration, and that
10 shows that they're outside of the fishery, but doing some type
11 of work. In the SEFHIER program, it's called a little bit
12 differently, but we do capture that through the trip type
13 information that's collected in the declaration, and, by that
14 trip type, we use automated algorithms to start splitting the
15 work into different declarations of what they're doing and use
16 that for analysis for the future.

17
18 **CHAIRMAN BOGGS:** Ms. Boggs.

19
20 **MS. BOSARGE:** Well, this would cover -- I mean, it doesn't
21 matter whether they're going fishing for the purpose of selling
22 the catch or if would be a commercial trip or recreationally
23 fishing, and you would have to have a hail-out. I didn't
24 provide an exemption for that.

25
26 What it doesn't capture is sight-seeing cruises, which this
27 council doesn't manage. We don't manage sunset trips and things
28 like that, and so, if you're not going out for the purpose of
29 attempting to harvest a species that essentially is a marine
30 resource in the federal waters of the Gulf of Mexico, we don't
31 need to know about it, and, to me, that's kind of an overreach
32 of privacy in the government.

33
34 I mean, this is for science, and so we need to have some
35 regulation in there, but I think we have gone a little too far
36 at this point, and the burden on the fishermen is just becoming
37 too crazy, you know?

38
39 **CHAIRMAN BOGGS:** Ms. Bosarge, we use the VESL app, and I pulled
40 it up, and you have three choices. It's fishing trip with
41 effort, no fishing intended, and trip no effort, and so, when we
42 do -- Well, we don't do dolphin cruises, but we do other types
43 of trips, and we just go in and put, you know, fishing no
44 effort, or trip no effort, or no fishing intended. Excuse.

45
46 I mean, but, at the last meeting, as I recall, we had a
47 discussion about, if you had paying passengers onboard, that is
48 when you had -- You would have to definitely have a hail-out,

1 because you are -- So, when you do a dolphin cruise, or you do
2 something like that, you have paying passengers onboard, and so
3 I understand the necessity to collect that socioeconomic data,
4 and I agree that, if you're going to get fuel, bait, or ice --
5 We've got a boat, and I will sit here and tell you, OLE, that we
6 don't hail-out when we go down to the fuel dock and get fuel,
7 because it's from me to Tom Frazer.

8
9 It is a burden, but I do think, if you have paying passengers
10 aboard the vessel, whether you're picking them up to come to
11 your dock and get ready for that trip -- To me, you've got
12 paying passengers on the boat, and that's when your trip, quote,
13 unquote, starts, no matter what it is. Ms. Bosarge.

14
15 **MS. BOSARGE:** I think that sounds great, and that's all
16 something that would be put -- So that's like a new definition
17 of what a fishing trip is, for the purpose of this regulation,
18 right, and so, if that's the way you think is best to define it,
19 that sounds great to me, but I think that follows the same line
20 of thought that I have, that we need to define, you know, what
21 we're trying to capture here, which is fishing trips, and define
22 that in such a manner so that our fishermen don't have to hail-
23 out to go get ice and to go get bait and to go get fuel, that we
24 get the scientific information for a trip, a true fishing trip.

25
26 **CHAIRMAN BOGGS:** Ms. Levy.

27
28 **MS. LEVY:** So, I mean, you can make as many different
29 definitions as you want that it wouldn't be a fishing trip. You
30 can define whatever you want, but I would just note that, you
31 know, you have to think about how you would enforce that, right,
32 and so you're going to make a requirement to hail-out if you
33 have paying passengers on the vessel, but, I mean, how -- The
34 enforcement of that, I mean, who is going to know if you have
35 paying passengers or not? You're just creating -- In my
36 opinion, you're creating another loophole. I mean, so you have
37 to weigh that with getting the information you want to have a
38 successful program.

39
40 We have spent a lot of time putting this program in place, and
41 it took a lot of years to get it through the system, and not to
42 say there aren't things that could be modified, like allowing
43 for a time period where you don't have to do these hail-outs,
44 where you're just going to get your stuff ready for the trip,
45 but, the more things that you make that make it less
46 enforceable, and harder to implement, it's just putting more
47 holes in your program.

1 This is a very simple fix to a problem that folks have had that
2 would relieve some of the burden, and it could be put in place
3 fairly quickly. Abbreviated framework, you do a rulemaking that
4 has this time period, and people get some relief, but, the more
5 you complicate it, the longer it's going to take, and, again, I
6 think you have to consider and weigh enforcement and the
7 exceptions that you're making and how that is going to implicate
8 the successful data that you want to get from the program, and
9 so it's just a lot of things to consider, but, as a practical
10 matter, Leann, to your question, yes, you could come up with a
11 definition, and we could always tweak those things.

12
13 **CHAIRMAN BOGGS:** So, Ms. Levy, we could -- I am not proposing,
14 or I may be proposing, or I'm asking the question right now, and
15 so we could just -- In the abbreviated framework action, with
16 one option, or --

17
18 **MS. LEVY:** You can do an abbreviated framework action and
19 consider multiple options, and so you could do sixty, ninety, or
20 120-minute options in your abbreviated framework, and we've done
21 that before. We've done abbreviated framework actions with
22 several options, and you could -- I mean, really, the timing on
23 this is how long it's going to take staff to put it together,
24 right, and you need to talk about it at one meeting, take some
25 public comment, take final action, but there's the workload
26 behind it, right, in terms of developing it.

27
28 **CHAIRMAN BOGGS:** So the question is do exactly what you said,
29 and, if you wanted to do sixty, ninety, and 120, or whatever it
30 was, but we don't necessarily have to, in this particular
31 document, make the definition -- I mean, it is what it is, and
32 you can either non hail-out, with no requirement, or does there
33 have to be a definition, or maybe we do a non-fishing activity,
34 and can it be that simple?

35
36 **MS. LEVY:** Well, now you're changing what you're doing, right,
37 and so this was just going to put in a time period, and so
38 you're not going on a fishing trip, and you have a time period
39 in which you don't have to declare when you move the vessel, as
40 long as it's a non-fishing trip, right, but, if you want to do
41 something like what Leann is suggesting, we have to go back and
42 regroup, because that's not something that we have even talked
43 about, and so we would have to figure out how to do that, and
44 you would have to articulate, you know, what you wanted to see
45 as the end result.

46
47 **CHAIRMAN BOGGS:** Patrick.

1 **MR. BANKS:** I would like to make a motion to develop an
2 abbreviated framework to allow for an exemption from hail-out
3 for the council to consider at the next meeting that gives us
4 options for sixty, ninety, and 120 minutes. If we can go final
5 at this meeting, I would like to do that.

6
7 **MS. ZAMBONI:** I don't think we can do that.

8
9 **CHAIRMAN BOGGS:** Is there a second to the motion? Mr. Gill.
10 All right, and so we have -- We don't have it up yet. Hang on a
11 minute. Ms. Levy.

12
13 **MS. LEVY:** Well, didn't we bring this to you because we did a
14 motion at the last meeting to develop an abbreviated framework
15 action to address this? I'm not --

16
17 **CHAIRMAN BOGGS:** Mr. Banks.

18
19 **MR. BANKS:** I will change my motion to develop the options
20 within the abbreviated framework.

21
22 **CHAIRMAN BOGGS:** Is the seconder okay with those changes? Thank
23 you, Mr. Gill.

24
25 **MS. LEVY:** Do you want to put what those options are?

26
27 **CHAIRMAN BOGGS:** Is that your motion, Mr. Banks? Would you like
28 to read it, for the record?

29
30 **MR. BANKS:** Sure. To develop options (timeframes of sixty,
31 ninety, and 120 minutes) in the abbreviated framework. Do we
32 need to clarify what the options are intended to do within the
33 motion, or does Ms. Levy think we've had enough discussion about
34 what that is?

35
36 **MS. LEVY:** I think we also know from the motion to develop the
37 framework, but, I mean, I will leave that to staff, if you think
38 you need more details.

39
40 **DR. HOLLENSEAD:** I think we understand the intent of the motion.

41
42 **CHAIRMAN BOGGS:** Mr. Gill, are you still good with this motion?
43 Thank you, sir. Any more discussion? **Any opposition to this**
44 **motion? Seeing none, the motion passes.** Mr. Chair, we're
45 scheduled for a break at 9:30, and I think this wraps up this
46 topic. Do you want to go ahead and break?

47
48 **MR. DIAZ:** I think that's a great idea. Let's take a fifteen-

1 minute break, and we can come back at twenty minutes to ten.

2
3 (Whereupon, a brief recess was taken.)

4
5 **CHAIRMAN BOGGS:** I didn't realize that Ms. Somerset had one
6 slide left on her previous presentation.

7
8 **DR. HOLLENSEAD:** Yes, ma'am. Carly had one more slide to
9 present, but one of things that, after talking with staff,
10 during the break, and General Counsel, I think I can just
11 quickly speak on that, because she had something sort of
12 specific, and I'm going to speak a little more broadly, because
13 we're going to bring it up at the next meeting.

14
15 Mr. Banks, as you had mentioned, looking at some of these things
16 to do with the requirements of this program, how much of it is
17 administrative and how much of it, you know, requires
18 abbreviated actions, or action by the council, and there are
19 currently a few numbered items that SERO has identified that
20 potentially need to be changed, or modified.

21
22 Some of those largely could be administrative things that could
23 be done in-house, but some of them may require some action by
24 the council, and we're going to have some meetings about that,
25 and actually give you an update on those statuses at the August
26 meeting, and so that's sort of what Carly was going to touch on,
27 a little specifically, but we will get to that at the next
28 meeting, if everyone is amenable to that.

29
30 **CHAIRMAN BOGGS:** That sounds good, and so I guess we need to go
31 to our next agenda item, Item Number VII.

32
33 **DRAFT OPTIONS JOINT AMENDMENT TO REQUIRE ELECTRONIC REPORTING**
34 **FOR COMMERCIAL LOGBOOKS PRESENTATION**

35
36 **DR. HOLLENSEAD:** Yes, ma'am. The next item is going to be
37 looking at a draft options joint document to require electronic
38 reporting for commercial logbooks, and so there's not a document
39 just yet, but I'm going to go over a bit of a presentation and
40 overview.

41
42 Currently, paper logbooks are mailed to the Science Center, and
43 the modification to this program would allow those written
44 reports to be submitted electronically. This would be for the
45 coastal logbook program, and so implementation of the electronic
46 submissions for that logbook program would require working with
47 the South Atlantic Fishery Management Council, and they met last
48 week, and so I will give a little bit of an update on their

1 meeting. The committee should ask questions of staff, discuss
2 the potential coordination, and provide guidance on the
3 development of that associated document. If there's no
4 questions, I will get into the presentation.

5
6 Just a little bit of background, and again, the commercial
7 coastal logbook program collects data from commercial vessels in
8 the Gulf of Mexico, and so commercial fishermen holding a Gulf
9 reef fish and coastal migratory pelagic permit, as well as HMS,
10 but, specifically, I will just talk about these today, and so
11 they still have a coastal paper logbook, and they have to
12 complete that within seven days, before mailing it to the
13 Science Center.

14
15 The Science Center has been interested in requiring electronic
16 reporting of this, and so allowing an electronic submission
17 process, rather than mailing a paper logbook, and this has been
18 discussed. Some time ago, the South Atlantic made a motion to
19 begin working on this, in December of 2012, and the Gulf Council
20 also passed a motion to begin working on this in February of
21 2013.

22
23 As I understand, there's no necessarily sunset provisions on
24 council motions, but it has been a long time, and the council is
25 a little different, and so we'll bring it back up here again for
26 everyone's consideration.

27
28 A pilot study was conducted from May of 2015 through January of
29 2016 to investigate the feasibility of using an electronic
30 logbook in the coastal logbook program. While a finalized draft
31 of that report is still under review, and it hasn't quite been
32 made available, the last I heard from the Data Collection
33 meeting in September. Madam Chair, Mr. Gill has a question, if
34 you would like me to address that.

35
36 **CHAIRMAN BOGGS:** I'm sorry. I was looking something up
37 pertaining to this. Mr. Gill.

38
39 **MR. GILL:** Thank you, Madam Chair, and so my question is, when
40 will we see a finalized report? It kind of blows my mind that
41 it's, what, six-and-a-half years out, and could we get a firm
42 date when we can see this thing and where we're going to go with
43 it?

44
45 **CHAIRMAN BOGGS:** I agree, Mr. Gill, and something I was going to
46 ask too is do we need to look at that motion that was made in
47 February of 2013, to see if it's something that we need to
48 update, and I don't know how you go about doing something like

1 that, or what the procedure would be, but many on this council -
2 - I know that I've never seen it.

3
4 **DR. HOLLENSEAD:** I can let you know what the South Atlantic
5 decided to do, and so they had passed a motion, back in December
6 of 2012, very broadly saying, you know, let's work on commercial
7 electronic logbooks.

8
9 At their meeting last week, they decided to tailor that motion a
10 little bit more to include what permits that would be, including
11 CMP and Gulf reef fish, and so they had a very specific not only
12 do we want to work on this, but we want to work with the Gulf
13 Council, for this various permits, for everything that reports
14 to the coastal logbook, but, as I understand it, in talking to
15 Dr. Froeschke, the council doesn't necessarily have to make
16 another motion, since you already have.

17
18 We could make one that's very specific, such as the South
19 Atlantic did, and that's what they chose to do, and so I think
20 it would be up to the committee to change that. In terms of the
21 results from the pilot study, I would have to defer to the
22 Science Center. Like I said, the last official sort of response
23 we received was from that Data Collection AP meeting back in
24 September.

25
26 **CHAIRMAN BOGGS:** Mr. Gill, did you have your hand up?

27
28 **MR. GILL:** No, ma'am. I will wait until Dr. Porch informs us of
29 what's going on really.

30
31 **DR. CLAY PORCH:** Thank you. It's actually in the pipeline, and
32 it's just undergoing review now, and it's going to be published
33 as a NOAA Technical Report.

34
35 **CHAIRMAN BOGGS:** Mr. Gill.

36
37 **MR. GILL:** And an ECD? When can we expect to see this? Just
38 being in the pipeline, it might be another six-and-a-half years.

39
40 **DR. PORCH:** I would imagine it would be a couple of months or
41 so.

42
43 **MR. GILL:** Thank you, sir.

44
45 **CHAIRMAN BOGGS:** So this is not -- Ms. Bosarge.

46
47 **MS. BOSARGE:** Just a -- I just thought I would mention it here,
48 and I mentioned it at the South Atlantic meeting, when I was

1 there, and they seemed to have maybe a typo in their
2 presentation, when they listed all the different things, and so
3 they're trying to take this paper logbook that records some
4 catch and effort, right, and turn it into an electronic system,
5 and so it would be for all the permits that currently use this
6 paper logbook, and shrimp, in the South Atlantic, does not use
7 this paper logbook, and so they had shrimp under there, and I
8 pointed that out to them, and so hopefully they'll correct it.

9
10 **CHAIRMAN BOGGS:** Dr. Hollensead, I don't know where I had it in
11 my mind, and is this going to be a joint amendment or no?

12
13 **DR. HOLLENSEAD:** Yes, it would be joint, because of the coastal
14 migratory pelagic, and then they were also willing to
15 incorporate Gulf reef fish, so that it could be all one
16 document. As you can imagine, the Science Center -- Since it's
17 the coastal logbook, it goes through the Gulf all the way up
18 through the Atlantic, and they would certainly appreciate, and
19 I'm sure the fishermen too, sort of standardized throughout.

20
21 **CHAIRMAN BOGGS:** That's what I thought I had seen, and then, all
22 of a sudden, I don't see it, and so I just wanted to make sure,
23 but -- I looked at the South Atlantic's documents from last
24 week, to see if I could find their -- Because they had a white
25 paper, correct, and did I understand that? Jessica, do you
26 know, on this topic?

27
28 **MS. JESSICA MCCAWLEY:** I can't remember the specifics.

29
30 **CHAIRMAN BOGGS:** So I suppose, once they have whatever draft
31 option, that they share it with us, so that -- Obviously, they
32 will, so we can review it, maybe at the next council meeting.
33 Ms. Bosarge, did you have something else to add?

34
35 **MS. BOSARGE:** Well, I was just going to say we probably also
36 want to maybe give update presentations to our advisory panels
37 on this. I think we presented to them, oh gosh, a year or two
38 ago, maybe, to Reef Fish and CMP, possibly, and they had some
39 feedback for the Science Center representatives, and I think the
40 Science Center has tried to incorporate that feedback, and so we
41 probably need to bring that revised proposal, essentially, for
42 this logbook program back to the APs and get some more feedback
43 from them as we go through this process.

44
45 **CHAIRMAN BOGGS:** Dr. Hollensead.

46
47 **DR. HOLLENSEAD:** I can speak to that as we go through the
48 presentation, and we'll discuss some of the AP recommendations.

1
2 **CHAIRMAN BOGGS:** Carry on.

3
4 **DR. HOLLENSEAD:** Okay, and so then just to point out that last
5 bullet on the slide, and the no-fishing reports have moved to
6 electronic submission only.

7
8 Some of the program next steps and AP feedback, the Science
9 Center had initially recommended further modifications to the
10 logbook program to improve the data collection precision,
11 looking at adding some data fields, and that gets you set-based-
12 level reporting and improves the spatial resolution reporting,
13 along with some other things, but, before moving -- So those
14 ideas were, as Ms. Bosarge had pointed out, were presented to
15 the Reef Fish AP and the CMP AP, and those bodies felt that it
16 was important that, before any additional fields or anything, or
17 set-based-level reporting was implemented, that there would be a
18 series of workshops or a way to engage stakeholders in that
19 process, to sort of have a back-and-forth and discuss what the
20 program needed and what is feasible for fishermen.

21
22 The Science Center heard that advice, and they came back, and
23 they actually did give an update to the Reef Fish AP again,
24 saying that we're, instead, looking to move the existing paper
25 logbooks to the electronic, and so the Reef Fish AP thought that
26 was a good idea, and the Data Collection AP has also heard the
27 pathway that the Science Center had talked about, moving the
28 paper to the electronic, and so it would just be the CMP AP that
29 hasn't heard that yet.

30
31 It seemed like we got some support from the fishermen in those
32 APs that they actually liked the idea of, instead of having to
33 fill out the physical paper logbook, to be able to submit -- But
34 that everything relatively stayed the same, or everything did
35 stay the same, from the paper to the electronic, and the
36 understanding then, if any other additional requirements would be
37 required, that there would be a collaborative process, through a
38 series of workshops.

39
40 That's sort of the discussions building up to this, and so some
41 of the next steps would be -- We're getting into it again, and
42 so these requirements would be largely administrative. There's
43 not a lot that would be required, in terms of looking at
44 biological effects or anything like that, because this is taking
45 the existing data collection and just moving it to an electronic
46 process, and so it's possible that this document would just be a
47 categorical exclusion, and so it would just be the one option,
48 where it says take the existing paper and make it into an

1 electronic format, and so that's what it would be, and so it
2 would just sort of be this single action.

3
4 The South Atlantic received an initial draft options paper, and
5 so they have been working on a paper. They had gone ahead and
6 presented it to their council. We didn't present it here,
7 because in some places they had Gulf reef fish mentioned, and in
8 other places they didn't, and we just didn't want to cause
9 confusion, and so we wanted to make sure that their council was
10 sort of on the same line as we were here before we gave you a
11 document.

12
13 Like I had mentioned before, the results of that meeting last
14 week, they did agree to incorporate Gulf reef fish, which is
15 nice, and so then it would encompass all of those permit
16 requirements under the coastal logbook program for both
17 jurisdictions.

18
19 We will have a joint AP that will review this, and so we'll also
20 have Gulf council staff reviewing the document, as well as South
21 Atlantic staff and Science Center staff. I believe the South
22 Atlantic Council has another meeting in September, and so
23 they'll get another chance to look at it before we do, but, by
24 then, we'll have it better fleshed out, and we can bring you
25 something at our August meeting, and so I think that's all I
26 have.

27
28 The timing of that will be sort of right back-to-back on each
29 other, and I think that's it. The goal would be to have this
30 potentially -- This document could potentially be completed by
31 the end of this year, and so that's the goal, I believe, of the
32 South Atlantic as well. That concludes the presentation.

33
34 **CHAIRMAN BOGGS:** Mr. Gill.

35
36 **MR. GILL:** Thank you, Madam Chair, and thank you, Dr.
37 Hollensead. So, thinking beyond that a little bit, and we get
38 the document done at the end of the year, and can you project a
39 little bit, in terms of the implementation side, of when the
40 software is going to be ready, when it's going to be tested?
41 What are the next steps beyond that, and is there kind of a
42 broad timeframe that might be associated with it that gives a
43 sense to the commercial community about where are we going to be
44 and how long we're talking about, and hopefully less than six-
45 and-a-half years?

46
47 **DR. HOLLENSEAD:** I would certainly let the Science Center speak
48 to that, but, the last I heard, sort of the database and things

1 is largely constructed, and I think there was a few things,
2 fields, that they had to sort of tease out, given the database,
3 to make sure it was speaking to each other the way it should,
4 but I will let Dr. Porch touch on that, but I believe that work
5 has largely been done.

6
7 **DR. PORCH:** That's my understanding as well, though I believe
8 that Dave Gloeckner might be on the line, if you have any
9 specific questions about it, but that's my understanding, that
10 it's pretty much ready to go.

11
12 **CHAIRMAN BOGGS:** Dave, are you on the line? Would you like to
13 add to that?

14
15 **DR. DAVE GLOECKNER:** Sure. I think we have completed building
16 the translation to our database from ACCSP, so the data can feed
17 down to the Center. The only thing I think we're missing right
18 now is the permit data to track compliance, and so that's the
19 holdup now. Once we have resolved the new permit database at
20 SERO, and are sure that the data is good, then we'll be able to
21 -- We can say that it's ready, and I think that's -- The
22 timeline is probably the next couple of months, that the permit
23 data should be fixed.

24
25 **CHAIRMAN BOGGS:** Mr. Gill.

26
27 **MR. GILL:** Thank you, Dave, and thank you, Madam Chair. So,
28 beyond that, what is the plan? Is there going to be a test
29 phase, for example, and you develop software, and you put it out
30 in a test phase on some sample of the commercial fleet, and
31 could you lead us through a little bit?

32
33 **DR. GLOECKNER:** Sure. We already have the Northeast guys
34 reporting on the same software, and so I'm not sure that we --
35 We'll probably have a burn-in phase, where we go back and forth
36 and try and get everybody up and running and do a little bit of
37 outreach and handholding, to try to get everybody set up to do
38 their reporting, but, essentially, this is a tablet, a phone, a
39 computer, anything you've got available on the boat, so that can
40 report. You can even do it at home.

41
42 Since we're not changing any of the reporting deadlines or
43 anything like that, you can do this from home, and so you can do
44 it from a home computer. You can sit on the couch watching TV
45 at home and punch it in on your phone, and it's not going to be
46 a large lift to be able to do this. It's downloading software
47 and then setting up your account, and that's it. It's like
48 setting up Netflix.

1
2 There's going to be some handholding at first, and I think
3 there's going to be some working with the developer at ACCSP,
4 with questions and with, you know, trying to set up favorites
5 and those kind of things, but I don't think it's going to be
6 something that's going to require us doing a study fleet or
7 anything. The technology is already proven, and you're just
8 filling out the same information that you currently fill out
9 now.

10
11 **MR. GILL:** So, in my mind, what I hear you saying is that, the
12 fourth quarter of this year, we'll be taking your information
13 and putting it all together and effectively planning on
14 implementation throughout the fleet in the first quarter of next
15 year, and is that a fair assumption?

16
17 **DR. GLOECKNER:** I'm not sure that -- Mara would be more familiar
18 with the timeline than I am, but what you said is a fair
19 estimate.

20
21 **CHAIRMAN BOGGS:** Ms. Levy, did you want to respond to that?

22
23 **MS. LEVY:** Well, I think that actually would be more for SERO.
24 I have no control over any timelines for how fast things get
25 implemented.

26
27 **CHAIRMAN BOGGS:** Mr. Hood.

28
29 **MR. HOOD:** You know, it depends. There will be, I guess, a
30 rulemaking associated with this, and so, you know, we would put
31 out a proposed rule and a final rule, and things become
32 effective. I think the hardest thing is just, you know, making
33 sure we can coordinate with the Center, just to make sure that,
34 when we're effective, that they're ready to go, so we can get
35 going on this.

36
37 **CHAIRMAN BOGGS:** Mr. Gill.

38
39 **MR. GILL:** Thank you, Madam Chair, and sorry to belabor this,
40 but I'm having difficulty in fully understanding it, and so what
41 I'm concerned about is what's the timeline when the fleet gets
42 affected, and it sounds, to me, like what Dave just said was
43 they're proceeding along well, and they will proceed along as
44 fast as the rulemaking process goes, and that's why he referred
45 it to Mara, I would guess, and so they're not the link-up, and
46 so implementation then gets to be part of the rulemaking
47 process, because the Science Center is ready to roll, or will be
48 effectively ready to roll, and I'm trying to get to where is

1 that timeline likely to land.

2
3 **CHAIRMAN BOGGS:** Mr. Hood.

4
5 **MR. HOOD:** Well, so I think, as we develop, you know, a
6 framework action, and I'm not exactly sure what the vehicle will
7 be, but, once we have -- Once we get an IPT working on this, and
8 we can factor that in there and give you a timeline. To me,
9 it's kind of tough, because we really haven't -- You know, we're
10 just getting the ball rolling right now, and so it's kind of
11 hard to know exactly how long it's going to take.

12
13 I can't tell you, right now, that we're going to have something
14 ready for you in August, or October, and I just haven't been
15 able to sit down and be a part of the team and kind of figure
16 that out, and I don't know if council staff have done that
17 already. We could look in the spreadsheet, and just sort of see
18 where things are, but, once final action is taken, you know it
19 takes a couple of -- You know, three or four, or sometimes five
20 or six, months to get something effective, but we try to do
21 things as quickly as we can.

22
23 **CHAIRMAN BOGGS:** Thank you, Mr. Hood. Leann, I will recognize
24 you in just a moment, but, Mr. Gill, and I guess maybe Dr.
25 Hollensead, I mean, we haven't even seen the document yet, and
26 then are we -- We may consider taking it back to the APs.
27 However, the APs, at this time, were supportive of it, and so, I
28 mean, I think part of the ball is in our court and how quickly
29 do the councils -- We have to work with the South Atlantic and
30 how quickly do we move. Ms. Bosarge.

31
32 **MS. BOSARGE:** So I just wanted to kind of take a step back. I
33 think this is good, but the APs, and the fishermen in general,
34 they did, you know, voice approval, before this process ever
35 started, of wanting to take this paper logbook and be able to do
36 it on the computer when they got home, instead of having to mail
37 in a piece of paper.

38
39 At the beginning, that sort of, in my opinion, opened a
40 Pandora's Box, right? If we're going to put it online, then
41 let's get all this other stuff, and let's get it at the set-
42 level reporting, and that might be at-sea, and then so that's
43 what the APs kind of pushed back on, and the Science Center took
44 that into consideration, and they revamped some stuff, and they
45 said, okay, that's not really amenable to these people.

46
47 We did present some presentation to the Reef Fish AP. Now, I
48 didn't listen into that one, and so I don't know how deep that

1 presentation got. If it was like this one, to me, that's not
2 sufficient. We need to bring that -- The Reef Fish AP is -- If
3 you remember, and so this is going to apply to commercial
4 fishermen, and that's an AP for reef fish for recreational, for-
5 hire, and commercial fishermen, and so you've got a limited
6 number of -- At max, probably a third of that AP, maximum, is
7 commercial.

8
9 I think we need to put -- The CMP AP was the one that I really
10 listened into, and they kind of had a good bit of pushback on
11 this, and we need to present it to them in a detailed format. I
12 was trying to look through the background materials that we had,
13 and this is the kind of presentation that I think the council
14 should receive.

15
16 It was a presentation by Dr. Gloeckner in September of 2021, I
17 think to the Data Collection AP, and I think we could probably
18 flesh through some of these questions, if we can get a
19 presentation like that, that gets a little more in-depth, like
20 we got in Shrimp. We got one in Shrimp that was relative to
21 shrimp, for this same logbook, and because, when I was reading
22 through it, that original pilot, it only had four fishermen from
23 the Gulf, the one that was however many years ago, six years
24 ago, and it didn't really include any CMP-type fishermen, from
25 what I could tell. It was mainly longline, a reef fish
26 fisherman, two of them from Florida, and then there were two
27 Texas bandit fishermen, and that's a pretty limited study. I
28 think we need to flesh-out the details.

29
30 What I was looking at, in some of the questions, and so, Dave, a
31 different question for you, and there is the regular logbook,
32 and then I think you all randomly select an additional survey
33 for both economic, and then there's a bycatch survey, right, and
34 you all select like 20 percent, maybe, of the permits to fill
35 out those additional surveys, and is it your intention, when you
36 roll this onto an online version, that that's going to be
37 census-level at that point, and everybody has to do the economic
38 and the bycatch, or will it still be a random 20 percent draw to
39 fill out the extra survey?

40
41 **DR. GLOECKNER:** It will be a random -- Just like it is now, and
42 so nothing changes, other than the way we receive the data, and
43 so, instead of paper reporting, we'll have something online, and
44 that's it.

45
46 **MS. BOSARGE:** Okay, and so, when I was looking through the
47 presentation for shrimp, like even just on the economic survey -
48 - I am nitpicking this, but, you know, everything we talk about

1 is this additional burden to the fishermen, and it's just --
2 There is little things that change, but, when you put them in
3 aggregate, it's just more and more and more on us, and so, like
4 on the economic survey, we went from having ten questions to
5 having sixteen questions on the online one.

6
7 Instead of just giving you one figure for essentially pay, now
8 we have to bust it down and give you a figure for the pay for
9 the captain, the pay for the crew, the pay to the owner, and
10 it's just little things like that that become more and more
11 burdensome, and that's just one example. It looks like the cost
12 of light sticks got added, and, I mean, it's totally -- I think
13 we do need to look at it a little closer and get our APs
14 involved.

15
16 Let's make sure all the fields -- Although it may collect the
17 same information, it doesn't turn into three or four fields,
18 where it used to be one, where we're having to bust things down
19 on a finer and finer scale, and it just gets a little
20 burdensome, and so sorry to be a turd, and I just -- I just want
21 to make sure it really stays the same, and, if we make a change,
22 that it's like this is really, really important, and we need
23 this for the data because.

24
25 **CHAIRMAN BOGGS:** Dr. Porch.

26
27 **DR. PORCH:** Again, in case you couldn't hear it, because it was
28 a little bit garbled, at this point, we're not talking about
29 changing anything except moving into the twenty-first century.
30 I mean, it's crazy that we're still doing paper forms, right,
31 and so we really need to go into using electronic forms and get
32 away from the paper.

33
34 Someone was telling me, the other day, how they had been at the
35 Center and saw shoeboxes full of paper forms related to
36 logbooks, and, yes, we've got to get past that, but nothing else
37 is going to change in response to this action. Now, there could
38 be other drivers, later, that could cause us to consider more
39 information. Yes, we would like finer spatial resolution, and,
40 in fact, when you saw the Aquaculture Opportunity Area and the
41 discussion about marine spatial planning, you realize
42 immediately why it would be nice to have had that information to
43 populate those data layers with, but that's not on the table
44 right now.

45
46 All we're really trying to do is convert the logbooks as they
47 exist right now, all the information that's in them, and
48 everything is the same. The supplemental discard is at 20

1 percent, and that's going to be the same, and nothing is
2 changing, and it's just reporting electronically.

3
4 **CHAIRMAN BOGGS:** Dr. Hollensead. Peter.

5
6 **DR. HOLLENSEAD:** Peter can go first.

7
8 **CHAIRMAN BOGGS:** Mr. Hood.

9
10 **MR. HOOD:** Thanks. One of the members of the IPT that's working
11 on this sent me a chat and indicated that, right now, they're
12 operating under the assumption that they could have something
13 for the council to take final action in October. The South
14 Atlantic Council would take final action at their December
15 meeting, and then, you know, given the rulemaking and
16 everything, we're probably looking at -- You know, assuming
17 everything goes to plan, maybe something mid-2023, when we get
18 this thing off the ground and get it moving.

19
20 **MR. GILL:** Thank you.

21
22 **CHAIRMAN BOGGS:** Dr. Hollensead.

23
24 **DR. HOLLENSEAD:** Yes, Madam Chair, and so just a little point of
25 clarification. I have the background material, and I had the
26 Data Collection AP presentation that they received from the
27 Science Center regarding this, and then, also, there's another
28 document in our materials page from the Reef Fish January 2022
29 meeting, where this was also presented, and it was from the
30 Science Center, and so it was Dr. Julie Brown who gave that one,
31 and so it wasn't me, and so both of those APs have heard, you
32 know, what the Science Center has decided to move forward with,
33 and they were supportive. The only one that hasn't was the CMP
34 AP. They're the only ones we haven't gone back to, and so I
35 guess, just for staff, just a little bit of guidance on if you
36 would like us to convene that AP to speak about this, and that
37 would just be helpful for staff.

38
39 **CHAIRMAN BOGGS:** Ms. Bosarge.

40
41 **MS. BOSARGE:** Yes, definitely the CMP, because they were the
42 ones that were a little uneasy, and let's go back to them and
43 show them the actual fields, and show them that it's not going
44 to change, that the extra questions that I saw in the Shrimp
45 presentation won't really be on that economic piece, and
46 probably the IFQ AP, and that's your commercial AP, truly, and
47 it's pure commercial, and so that would probably be a good one.
48 That's right, and so this is going to apply to your trap

1 fishermen down south too, down south of here, and so that's the
2 other one, is the spiny-lobster-type AP. No?

3
4 **CHAIRMAN BOGGS:** Ms. McCawley.

5
6 **MS. MCCAWLEY:** When we talked about this at the South Atlantic,
7 and I can dig up the items that we had, there were some
8 fisheries that it would come online for later, and so Spiny
9 Lobster was one of those, because they need to work with the
10 FWC, and so, yes, there were three or four, and it also included
11 I think wreckfish and something else that it would come online
12 for later, and so it was like a staged thing, but I can find the
13 document.

14
15 **CHAIRMAN BOGGS:** Ms. Bosarge.

16
17 **MS. BOSARGE:** So what do you mean by later? Like, if it is
18 going to apply to them, I think we should probably put it in
19 front of them and let us get some feedback, before everything is
20 developed for them.

21
22 **CHAIRMAN BOGGS:** Ms. McCawley.

23
24 **MS. MCCAWLEY:** There is South Atlantic Spiny Lobster AP meeting
25 next week, and I could see if I could get this added.

26
27 **MS. BOSARGE:** So we would need to put it in front of our Gulf
28 AP, right?

29
30 **CHAIRMAN BOGGS:** Dr. Hollensead, does that give you what you
31 need? I don't know, and do we need to wait until we have a
32 document to look at, to know what to present to the AP?

33
34 **DR. HOLLENSEAD:** I think this is something -- The Science Center
35 has given a couple of presentations on this already, and I think
36 that's something they could do while we're working on this
37 simultaneously. It would be nice if we could get folks together
38 in the fall, even for a webinar, if we just discuss this a
39 little bit, to let that AP know and provide some feedback, and
40 we could probably do that while we're working on this.

41
42 **CHAIRMAN BOGGS:** Okay. Anything else for Dr. Hollensead? All
43 right. Would you like to proceed? Are we at the end of the
44 slides?

45
46 **DR. HOLLENSEAD:** Yes, and you've got my last slide there.

47
48 **CHAIRMAN BOGGS:** All right. Then now we're on to Agenda Item

1 Number VIII. Dr. Hollensead.

2
3 **PRESENTATION: OVERVIEW AND DEMONSTRATION OF NEW SERO PERMITS**
4 **SYSTEM**
5

6 **DR. HOLLENSEAD:** Thank you, and so, for our last agenda item,
7 it's going to be a presentation, and this is an informational
8 presentation, and so there's been some recent developments with
9 the Permits Office, and so we've got Mr. Kevin McIntosh here
10 from the Permits Office, the Branch Chief in SERO, and so he's
11 going to provide an overview, and he's got a slide, and then
12 he's going to actually test drive us through a demonstration of
13 the new permits software system. Mr. McIntosh, we appreciate
14 you being here.

15
16 **MR. KEVIN MCINTOSH:** Thank you. Thank you for having me and
17 giving me the opportunity to present the new permitting system.
18 We launched this new permitting system in late August of 2021,
19 and it replaced the old permitting system that was launched in
20 2015. That permitting system was pretty straightforward, and it
21 could only handle renewals, renewals without any change of
22 ownership within business-owned permits.

23
24 We launched in August of 2021, and this new system can handle
25 all permit request types, renewals for vessel permits, new
26 requests, transfers, dealer permit renewals, new requests for
27 dealer permits, and operator cards, or operator permits,
28 something the old system could not handle.

29
30 The account creation process for this new system has been one of
31 the areas that we've received the most calls about, and I'll go
32 through that in a demonstration a little bit later, but who can
33 create an account in this new system? Permit holders are the
34 only ones that can create accounts, and so, if the permit holder
35 is an individual, or a sole proprietor, they're the only ones
36 that can create the account, in their name, and it's all based
37 on Social Security number and date of birth.

38
39 If permits are owned by a business, then only active officers
40 and shareholders of that business can create an account and see
41 renewal applications or existing applications.

42
43 The account links, again, by that Social Security number and
44 date of birth, and so we're finding that, during the account
45 creation process, if numbers are transcribed, with dates of
46 birth, or Social Security number, that the account is not
47 linking up. At that point, you will need to call the Permits
48 Office. If you're not seeing what you're supposed to be seeing,

1 like renewal applications that you're expecting to be there, or
2 existing applications, then we can take a look and usually
3 resolve that pretty quickly.

4
5 As far as when you can renew, the way the system works now is
6 that, sixty days prior to your permits expiring, which was the
7 way it was in the old system, an application is generated for
8 that vessel and all those permits. If you were to create an
9 account and log into the system prior to that sixty days, you're
10 not going to see a renewal application. Because you can create
11 an account at any time, if you're a new fisherman coming into
12 the fishery, you can go on and create that.

13
14 We are seeing that the folks are logging in prior to that sixty
15 days, and not seeing their renewal application, and they're
16 starting a new application, or a transfer, and so we've added
17 some language, recently, that, if they're expecting to find
18 their renewal application, that it is generated sixty days
19 before. If they don't see it, to give our office a call,
20 because there probably was an issue with setting up the account.

21
22 Some of the updates to the renewal process, because that's most
23 of the applications that we receive, and between 60 and 70
24 percent of our applications are renewals, a lot of the
25 validation and to ensure that a complete application is
26 submitted to the office is moved to the system itself, and so,
27 with the old system, you could submit an application, and the
28 logbooks could be non-compliant, and payments, and any
29 supporting documents, would be uploaded after the fact.

30
31 With the new system, you have to provide all this information
32 before you can even submit the application to the office,
33 including a logbook check.

34
35 For new permit requests, again, anybody can log-in at any time.
36 The system is twenty-four/seven, and you can create an account
37 and then request any of the open-access permits that we still
38 issue that are available from our office. Transfers, the same
39 idea. You can log-in, and I will give a brief demonstration of
40 the start of a transfer application. You can log-in anytime and
41 start the transfer application and submit it to us, all
42 electronically.

43
44 You will still have to mail that permits to the Permits Office,
45 and that is the last remaining piece that has to be mailed in,
46 if you do it online. Typically -- Right now, we actually have
47 zero transfers on the shelf waiting to be processed, and so,
48 overall, the system has allowed us to really catch up, and the

1 delays in getting transferred permits back to the permit holders
2 has dramatically decreased.

3
4 Some of the future enhancements to the system, a couple of the
5 remaining applications and forms that we have in our office, one
6 of them being the duplicate permit request, and that's still a
7 paper application, and it's still required to be sent into the
8 office, and then the change of information. Some of the
9 information you can change online during the renewal process,
10 but, if you're outside of that renewal window, and you need to
11 change an address, or an email address, anything like that,
12 there is a form that you normally submit to our office. I will
13 stop there for a couple of questions before I start the demo of
14 the system.

15
16 All right, and so the best way to get to our system is, number
17 one, we send a lot of emails out. We send the email reminder
18 out to permit holders sixty days before, and it's going to link
19 to our system within that email. If you happen to submit an
20 application and get a deficiency email, there's also a link in
21 that email, and so, most of the time, you're going to get to our
22 system by an email, and a link within that email. However, if
23 you just need to find us, you got to the Permits Office
24 homepage, and there are several links within our page, like
25 sign-up here, sign-up now, and there's a link over here to the
26 online permits system. Then create an account, and all of these
27 links get you to our online permitting system.

28
29 It will bring you here, where you can either -- If you're an
30 existing user, you can put in your information, or, if you need
31 to register for a new account, you can register for an account
32 here. If you forgot your password -- What we're seeing is the
33 user ID -- The old system used email addresses per permit
34 holder. However, if you had multiple businesses that you are a
35 part of, you would have to have multiple email addresses, in
36 order to renew online.

37
38 The way the system works now, again, is it's assigned to an
39 individual, and so, if that individual is part of multiple
40 businesses, this one account is going to satisfy all of those
41 businesses, as long as they're an active officer of that
42 business.

43
44 The forgotten password asks for the username, and so the
45 username is really critical. Once you get that username, when
46 you register for an account, save it, write it down, save that
47 email, whatever you need to do in order to remember that
48 username. We are going to include that username, moving

1 forward, on renewal emails that go out, to say, hey, it's time
2 to renew your permits, and, by the way, here's your user ID,
3 just as a reminder to folks.

4
5 I am going to log-in to an account that we set up, and this is
6 our test environment, and so it's a little slower than
7 production, and so, if I'm John Doe, and it's time to renew, I
8 am going to have this renewal application in my account, and
9 it's going to tell me, right at the top, that I have one or more
10 permits to renew. If you log-in, and you're expecting to find a
11 renewal, and you don't see that, then we ask that you give our
12 office a call.

13
14 The renewal application, the new application, the transfer, they
15 all follow kind of the same path, and so I'm not going to go
16 over renewal, but I can go over basically a new and a transfer,
17 and so, if I come on here, and I'm looking to transfer some
18 permits, I have this "create new application" up here at the
19 top, and it gives me some options on what applications I can
20 submit.

21
22 We put a note up here, a couple of weeks ago, again, about
23 renewals, because a lot of people were coming in here and trying
24 to start a renewal application, and that's not the way the
25 system is set up, and so you have the option to transfer
26 permits, request new permits, apply for new dealer permits, and
27 apply for an operator card.

28
29 To transfer a permit, we're going to choose that first box, and,
30 at this point, you would enter the vessel that you are looking
31 to transfer these permits to, and so it's important to note here
32 that, if your vessel is U.S. Coast Guard documented, we would
33 need to have that number in here, even if you have it registered
34 with the state too, and so we get a lot of these questions and
35 calls. You may have your boat documented, but you also may have
36 it registered in Florida. We have to issue the permits to the
37 documentation number, and so you would put that documentation
38 number in there.

39
40 However, if you're not a documented boat, there's a little
41 check-box down here, and it opens up the ability for you to
42 submit your state numbers, and so let's assume this is a
43 documented boat, and you hit "search", and the search is
44 important, because it's looking to see if this vessel that
45 you're looking to transfer permits onto is a known vessel in the
46 system.

47
48 If it's a known vessel with another owner, a previous owner,

1 then the system would be looking to end that relationship of the
2 previous owner, if now you're stating that you're the one that
3 actually owns this vessel now, and so, in this case, it's a fake
4 number, and so they didn't find a vessel in the system, and you
5 can start the application.

6
7 A couple of things before you start, and we tried to mimic the
8 online system as the paper form was, and so you're going to go
9 through and fill out a lot of the fields that you're familiar
10 with with the old paper system, and, unfortunately, I have to
11 fill out all of these fields, because they're all validated, and
12 so, if you forget a field, it's not going to let you go on to
13 the next page. Again, if any of these fields are missing, it
14 would throw up a validation error, saying we need the field to
15 be filled out.

16
17 Vessel owner, and so this is another area that we get a lot of
18 questions about, and we go by, in this case, the U.S. Coast
19 Guard and who is listed on the U.S. Coast Guard, and so it could
20 be -- I could have my name listed on there, but I've got a
21 business, and we get a lot of people entering a business there,
22 and we have to have the individual listed on the U.S. Coast
23 Guard, and so, if it's an individual person, then that's who you
24 would put in there. You can add the individual vessel owner
25 here, or, if it is registered to a business, you can add the
26 business there.

27
28 Also, you can check this box to add a lease agreement, and so,
29 if your vessel is under a lease agreement, you would select that
30 box, and it would open up the next section, which would allow
31 you to put the lessee information in there.

32
33 You've got all these questions, and, again, most of these are on
34 the paper application, and so we're just filling them out
35 online. That's how you add the vessel owner, and so you
36 continue through the application, and this is where you would
37 start adding your open-access permits or your transfers, permits
38 you want to transfer, and so, if you do have permits that you
39 want to transfer, you would select this box up here, and it also
40 allows to choose any open-access permits that we currently issue
41 from our office.

42
43 Once I check that, you'll be able to add more information on the
44 next page, and you can see, on the left-hand side here, it's
45 opened up a section to actually add my transferred permit. Then
46 save and continue, and it's got the instructions on how to add
47 the permit. I would add this permit, and then it requests ID.

1 On the old permits, before we launched, the request ID was
2 really small on the back of the permit, the lower-left-hand
3 corner, and so, if you have something before August of 2021,
4 that request ID is going to be really small. On the new
5 permits, it's really big, realizing that we were going to use
6 this more for transfers, and so, on the back of the permit, the
7 lower-left-hand corner, it's going to say, "request ID", and
8 it's going to be pretty big.

10 You would enter that into the system, as far as the permit that
11 you want to transfer, and you would look up that permit in the
12 system. The system would determine if that permit is valid to
13 be transferred, if it's an expired permit and you're trying to
14 change the ownership of it, and the signature date is after the
15 date the permit expired, it's going to tell you that you can't
16 transfer it.

18 If you don't have the correct request ID, because maybe you have
19 an older permit, and that was given to you, or sold to you,
20 you're not going to be able to transfer that permit, and so you
21 have to have the most recent permit, the one that's valid to be
22 transferred, and enter it in there. You can look up the permit,
23 and this is a king mackerel permit. It's going to ask you some
24 information about when the permit was purchased, when it was
25 signed on the back, and then the selling price of that permit.

27 There is this note here that, once you submit the application,
28 that you still need to send that permit into the Permits Office,
29 and that's a huge part of this. Even though you're submitting
30 the application online, that original permit still needs to be
31 physically mailed into the Permits Office, and that's just a
32 little check-box to certify that you do that, so that you don't
33 forget. We can't transfer the permit until we have that permit
34 in our possession.

36 The rest of it, again, follows the current application, and this
37 is the small business section, Section 12 of the paper
38 application, and so you just fill that out. We have moved this
39 online. If you're familiar with the old online system, this had
40 to be filled out and uploaded and provided to us via a paper
41 form, and so we moved that online, and it's a great time-saver.

43 U.S. Coast Guard, this is a documented vessel, and so we need a
44 copy of the U.S. Guard, showing that, in my case, that I own
45 this boat in my name, and so the two bits of information that
46 you're going to have to fill out is the expiration date of that
47 U.S. Coast Guard, and you want to make sure that you provide one
48 that's not expired, and then upload that file.

1
2 Here is a logbook check, and, again, this is the test
3 environment, and so I'm not sure if this is legit data, and
4 probably not. If this was the only permit that was on this
5 application, it would stop you at this point, especially if the
6 logs weren't compliant. Because there are other permits that
7 you're requesting on this application that we could potentially
8 get out before we complete the transfer, then the system should
9 allow you to continue, save and continue, and, basically, you'll
10 be submitting an application where you know there will be a
11 deficiency for that particular king mackerel permit.

12
13 You've got the summary of the entire application so far, and
14 then signature, and so it provides the applicant, the only one
15 that's available, and you go ahead and draw your signature, the
16 best you can using your mouse, or a phone, and then the permit
17 holder, or primary mailing recipient, and then finish and pay.

18
19 Then you go to pay.gov and pay the processing fee, and it would
20 submit it to our office. Again, it's a test environment, and so
21 I can't do anything from here, but, essentially, once you make
22 that payment, then it's sitting in our queue to be processed,
23 and we prioritize transfers, realizing that, while you're
24 waiting for that permit to be transferred, you could be down, out
25 of business, off the water, and so we do prioritize them, and,
26 again, as of this morning, we had zero transfers on the shelf
27 that needed to be processed, and so transfers, if you haven't
28 noticed, have been processed a lot quicker. A lot of times,
29 we're just waiting for that original permit to be mailed into
30 the office.

31
32 The new permit request is very similar, except these don't have
33 the "add the transferred permit" in there, but this is the same
34 process. That's what I have for the demonstration. Any
35 questions?

36
37 **CHAIRMAN BOGGS:** Thank you, Kevin. Does anyone have any
38 questions for Kevin? Okay. Mr. Banks and Mr. Diaz.

39
40 **MR. BANKS:** Just a quick one, and you guys may not track this at
41 all, and I don't know, but, in your system, do you track how
42 long it takes applicants to go through the system at all? Would
43 you even know those metrics? I'm just curious to know how
44 difficult this is on the users.

45
46 **MR. MCINTOSH:** Sure. We don't track that. I mean, it could be
47 as quick as a couple of minutes to days, depending on --
48 Especially for renewals. If they're not logbook compliant, and

1 all their permits are not logbook compliant, then they're going
2 to be stopped before submitting that application to us, to get
3 compliant, and then come back into the system, once they're
4 compliant, and refresh, and that could be however long it takes
5 for them to get compliant.

6
7 I have tracked though -- I have noticed deficiencies, and we
8 email them now, most of the time, if we have email addresses
9 provided, which is required, and so, most of the time, it is.
10 I'm seeing applications go into progress and deficiencies sent,
11 and, ten minutes after that, we get a response back that the
12 deficiency has been resolved. In the old system, it was a mail-
13 out, and it could be a week, or two, before you get the mail-
14 out, and a week or two to send it back, and so I've seen
15 deficiencies resolved in minutes, versus weeks.

16
17 **MR. DIAZ:** Thank you, Mr. McIntosh. That was a good
18 presentation, and I'm glad to see that you all made these
19 improvements. I mean, this is good for a small business, to be
20 able to handle these transfers as quickly as you can do them
21 now, compared to the old system. I think it's a major
22 improvement.

23
24 I do have a couple of questions for you, and not necessarily
25 about your presentation, and my first one is on permit prices,
26 and do you have any gauge, or any way to know, if you're getting
27 accurate prices for what these things are selling for?

28
29 **MR. MCINTOSH:** We don't. We enter whatever is on the back of
30 the permit. In some cases, they put one-dollar, or zero-
31 dollars, or a hundred-dollars, or \$25,000, and so whatever
32 information is in -- I mean, we track that information.
33 Whatever is on the permit, we will have it in the system, and we
34 can pull data on, but, if they say it was sold for a dollar,
35 there's no way to know if that was the actual cost of that
36 permit.

37
38 **MR. DIAZ:** I was just curious. I mean, I have people tell me
39 all the time what it costs to get a permit, and it varies,
40 because I guess where folks are buying it from, and the demand
41 and different things, and my other question is I have wondered,
42 often, about, as permits transfer, where they're migrating from
43 and where they're going to, and I think, in the past, we've had
44 some presentations about the movement of permits.

45
46 Is that something that you could prepare for us in the future, a
47 presentation to show us where permits are moving from and moving
48 to, and I would be interested for commercial and charter/for-

1 hire permits and CMP permits, if that's doable. Go ahead.

2
3 **MR. MCINTOSH:** I mean, certainly we can track, and we're know
4 where they're going from, what vessel, from and to. You
5 mentioned some permits, and are you looking for all commercial
6 limited-access permits or just a select few?

7
8 **MR. DIAZ:** Well, what got me started on this was charter/for-
9 hire, and so I'm from Mississippi, and it's a relatively small
10 state, and there's not a lot of charter boat permits, but I'm
11 interested in the other permits, too. I know that, recently,
12 one sold, and I don't know if that permit moved out of state,
13 but I think -- You know, I do worry that, one day, it might not
14 make sense to hold a charter/for-hire permit in Mississippi,
15 because it might be a more valuable business in a busier port,
16 and so those types of things is why I'm asking this question,
17 but I used the charter/for-hire example, but, I mean, I'm also
18 interested to know how the commercial permits are moving, and I
19 think it would help us get a little bit better idea on effort
20 too, and so, anyway, if you could respond.

21
22 **MR. MCINTOSH:** Sure. Yes. I mean, I think, if I got the
23 requirements, looking down to the level of what you're looking
24 for, and are they going from Florida to Mississippi, or are you
25 looking to the town they're going to, to the town in
26 Mississippi.

27
28 **MR. DIAZ:** I think you could just go from state-to-state, and
29 that would be good enough for my purposes. I do realize that we
30 have some big states, and like Florida is a big state, and so
31 maybe we could divide Florida up, and Texas up, but, other than
32 that, from state-to-state would be fine.

33
34 **MR. MCINTOSH:** Sure.

35
36 **MR. DIAZ:** I will get somebody from the staff to contact you,
37 and they can talk about it more, and you can flesh that out
38 afterwards. Are you okay with that, Ms. Boggs?

39
40 **CHAIRMAN BOGGS:** I think it would be interesting to see. Yes,
41 sir. I mean, I know you can run a FOIA report, currently, and
42 you can see what states the permits are in, but you're wanting
43 to see how they transfer, and so okay. Ms. Bosarge.

44
45 **MS. BOSARGE:** I just wanted to thank Kevin. I think you, and
46 your whole crew, are doing a great job over there, and I know
47 you personally worked on some issues as we were trying to work
48 through this process, and not for the first time, and we've been

1 doing it online for a while, but, with your new online system,
2 and, you know, just some kinks that had to be worked through,
3 and you got on the phone with us, and you really, really helped
4 us out, and I just wanted to say that I really appreciated that.

5
6 **MR. MCINTOSH:** Thank you.

7
8 **CHAIRMAN BOGGS:** I will reiterate that too, Kevin, because I was
9 part of the pilot study for this, and I too have contacted
10 Kevin, on many occasions, to work through some of the kinks, but
11 it's been seamless. I mean, the renewals are so quick, and it's
12 just a matter of days, and the transfers -- I did one the other
13 day, and we had a glitch, but it was like a matter of a week,
14 and so it's been really beneficial to the fishermen, and I
15 appreciate all the efforts that you all have put forward. Thank
16 you.

17
18 **MR. MCINTOSH:** Thank you.

19
20 **CHAIRMAN BOGGS:** Dr. Hollensead.

21
22 **DR. HOLLENSEAD:** I just wanted to make an announcement, that we
23 intend to have Mr. McIntosh speak to some of our APs, to help go
24 through this and to get the word out for captains.

25
26 **CHAIRMAN BOGGS:** A follow-up, Ms. Bosarge?

27
28 **MS. BOSARGE:** So is there a way -- I think one of our issues was
29 we really need to almost delete a whole entry and start over, I
30 think, and, you poor thing, and you had to deal with my mother,
31 I'm pretty sure, and, if you think I'm hard to deal with, she's
32 hard to deal with.

33
34 **MR. MCINTOSH:** I remember it.

35
36 **MS. BOSARGE:** You remember it. See? She's memorable, and I
37 come by it naturally. Anyway, maybe that's something to think
38 about in the future, you know, as you all move forward, if you
39 need to delete an entire entry and just start over, and I don't
40 think that that potential was there at that point, and that
41 would have been very helpful, I think, for us.

42
43 **MR. MCINTOSH:** Absolutely. You can start a transfer app now,
44 and needing to do something with it, or scrap it completely, and
45 that permit is assigned to that application, and it needs to be
46 removed from it by us, and so, yes, I understand what you're
47 saying, and we definitely want to put that on the frontend.

1 **CHAIRMAN BOGGS:** Mr. Anson.

2
3 **MR. ANSON:** Thank you, Madam Chair, and thank you, Mr. McIntosh,
4 for presenting today, and it was a very good presentation. Just
5 two questions, and it doesn't necessarily relate to the system
6 that you've created here, at least the system through the
7 internet, but, as far as any of the vessels that are entered, or
8 identified, to be associated with a permit, how much
9 verification is involved with that, or do you verify that?

10
11 I noticed you mentioned that, initially, when you enter in the
12 vessel to associate with a permit, or a transfer, then it was to
13 see if it was a vessel that was already previously in the
14 system, but then, if it's a new vessel that has not been in the
15 system before, and you want to just verify that it actually was
16 documented, for instance, in the Coast Guard, do you all
17 manually do that behind the scenes?

18
19 I think you had a slide, or a screen, there where you showed you
20 uploaded the documentation, and so, at that point, does it
21 become that a person would have to actually see the document?
22 Then, for -- Actually, that was the two questions that I had.
23 There was, first, the process and then the verification of, and
24 that was all I had. Thank you.

25
26 **MR. MCINTOSH:** I was shaking my head up here, but, just so that
27 everyone knows, yes, that -- There is still a review by our
28 processors. If it's a U.S.-Coast-Guard-documented vessel, you
29 need to provide that certificate of documentation. We look to
30 make sure that ownership matches, the vessel, everything on
31 there, and state-registered is the same idea. We look for
32 current, basically, registrations for state and the Coast Guard.

33
34 I would bring up a point about vessels that should be documented
35 that are state registered, and we've been finding this a lot,
36 recently, it seems like, or the last couple of years, I would
37 say, where they submit on their state boats, and they've done it
38 for two or three or four or five years, and then they're
39 determined that they should be documented.

40
41 Florida has started putting DO numbers, instead of FL numbers,
42 on their state registrations, to alert, I guess, anybody that
43 this a documented boat, and so we're trying to get the word out.
44 We're trying to connect to the Coast Guard, at some point, to be
45 able to pull that information in right when they do the
46 application, because we should be issuing these permits to those
47 U.S. Coast Guard numbers.

1 I've gotten calls about people getting fined by the Coast Guard
2 because their permits were in state numbers, and so we're trying
3 to do a little outreach there, to inform folks that, if you are
4 a documented boat, that you need to have those permits issued in
5 that document number.

6
7 **CHAIRMAN BOGGS:** A follow-up, Mr. Anson?

8
9 **MR. ANSON:** Yes, and just -- I think you answered the question I
10 had, and so it's only in those instances where the boat is
11 registered both as a documented vessel and they also get a state
12 registration, and you're saying that it needs to be a documented
13 vessel, and so if you could briefly describe what qualifies, or
14 what is a requirement, for a vessel to be documented.

15
16 I know there's a minimum length that you would have to have in
17 order to be documented, but I don't recall what it is that you
18 have to get a documented number, or issued a documented number,
19 versus just going through the state.

20
21 **MR. MCINTOSH:** Sure, and I'm going to look to Mara to fill in
22 anything after that, and I will take the first crack at it.
23 Permits should be issued to the vessels of the United States,
24 and that's in Magnuson, and then Magnuson looks to the Coast
25 Guard to define what a vessel of the United States is, and so we
26 have a crossing to set the regulations.

27
28 The long and short of it is, if a vessel is over five net tons,
29 and that's volume, they need to be documented to obtain federal
30 permits, and so it's not a length or anything like that.

31
32 The Coast Guard calculates a simplified method of tonnage by
33 length with height, and someone else probably knows how old that
34 calculation is, because they don't account for center consoles,
35 which is a big issue right now, and so you're going to have a
36 thirty-foot boat that is being told it's over five net tons,
37 and, if it's the Coast Guard, and they have identified you as
38 that, then you have to deal with them, as far as getting you
39 undocumented.

40
41 That's basically the gist of it, is over five net tons, having
42 federal permits, you need to be documented. We're finding a lot
43 of people don't know this, and they buy the boat, and it's been
44 in state numbers, and it was documented fifteen years ago by
45 somebody else, and then they're just finding out now that
46 they've got to go through the whole process of getting that boat
47 documented.

1 **CHAIRMAN BOGGS:** Anything else? Well, I was remiss, and the
2 emails that all send are wonderful. You get an email when you
3 send the application, and you get an email if there's a
4 deficiency, and you get an email when the application has been
5 processed, and that's really good information, because then
6 you're not sitting and wondering what is the status of the
7 permit, and so I really do appreciate it. Is there anything
8 else for Mr. McIntosh? Well, thank you very much. I appreciate
9 your time.

10
11 **MR. MCINTOSH:** Thank you. Sure.

12
13 **CHAIRMAN BOGGS:** Dr. Hollensead.

14
15 **DR. HOLLENSEAD:** I think that's all we had, unless there is
16 Other Business, I believe.

17
18 **CHAIRMAN BOGGS:** Just making sure. Okay, and so Other Business.
19 I did speak to Officer Gregory, during the break, and he does
20 have some stats for us from the SEFHIER. If he would, please, I
21 would like for him to come up and give us those details. Is
22 there any other business that needs to come before this
23 committee? Okay. Officer Gregory, whenever you're ready.

24
25 **OTHER BUSINESS**
26 **SEFHIER STATISTICS**
27

28 **MR. LOGAN GREGORY:** Thank you. Just a little bit of additional
29 detail, and so I've gotten some stats from our investigative
30 support folks, and, so far, the program itself has forwarded 172
31 of the most egregious issues to us, with respect to non-
32 compliance, and we have processed 163 of those, so far, and this
33 includes the South Atlantic as well, and this is not just the
34 Gulf of Mexico.

35
36 Of those 163 incidents that we have completed so far, and, well,
37 they're not all completed, and so I will start with that. 29
38 percent of those are still ongoing. 51 percent, we provided
39 some compliance assistance, basically saying here's what you
40 need to do, and here's how you need to do it, and make sure it
41 happens.

42
43 Almost 2 percent were closed as unfounded, and so apparently the
44 issue had been resolved by the time we had made contact. Some
45 were closed as lack of evidence, and we issued 4.8 percent
46 summary settlement penalties.

47
48 I don't know the dollar values, and so I don't have that

1 information in front of me, and we provided 6.3 percent fix-it
2 tickets, and basically like compliance assistance, but we
3 actually follow-up, to make sure they fixed the issue, and then
4 3.2 were no violations documented, and so probably the same type
5 of situation as unfounded, where we got to the vessel and things
6 had been straightened out, and so hopefully that's helpful.

7
8 **CHAIRMAN BOGGS:** Thank you. Any questions for Officer Gregory?
9 Ms. Bosarge.

10
11 **MS. BOSARGE:** So, like on the ones that are unfounded, I guess
12 how does the process transpire? Do you almost like run a report
13 or something?

14
15 **MR. GREGORY:** So we get the information from the program, and we
16 visit them. We make personal contact, and we ask them for
17 additional information and so whatever information was gleaned
18 from that contact led us to that outcome. I can't give you the
19 specifics, but that is basically what happens.

20
21 **MS. BOSARGE:** So you get a report, I guess, and that's --

22
23 **MR. GREGORY:** We get a report from the program.

24
25 **MS. BOSARGE:** From the program.

26
27 **MR. GREGORY:** From the SEFHIER program.

28
29 **MS. BOSARGE:** So like from SERO, and you get a report that
30 there's no whatever it is, pings coming from this many --

31
32 **MR. GREGORY:** Right. Non-reporting or no VMS. Right.

33
34 **MS. BOSARGE:** So, essentially, you open a case on each on those,
35 a case file.

36
37 **MR. GREGORY:** That's correct.

38
39 **MS. BOSARGE:** Then you either close the case file, as not enough
40 evidence, or whatever the words you used, or you issue some sort
41 of --

42
43 **MR. GREGORY:** Right.

44
45 **MS. BOSARGE:** Okay.

46
47 **CHAIRMAN BOGGS:** Thank you, Officer Gregory. I appreciate that
48 information. Again, I will ask for any other business. Seeing

1 none, Mr. Chair, I am fifteen minutes early.
2
3 (Whereupon, the meeting adjourned on June 23, 2022.)
4
5 - - -