

Gulf of Maine

Table 10 summarizes the information by vessel permit category. Individual DAS vessels used 82% of their allocated DAS. Only 3% of the DAS they used were on short trips, but 20% of the trips were short trips. Based on observed fishing activity in 1997, 9% of the vessels would have lost trips, but only 1% of the trips taken would have been "lost". For fleet DAS and hook category permits, 77% and 78%, respectively, of their trips were short trips. Fleet DAS permits used 47% of their DAS, while hook gear permits used only 22% of the allocated DAS. For fleet DAS vessels, 40% of the DAS used were on short trips; for hook gear vessels, 45% of the DAS used were on short trips. Based on 1997 fishing activity and DAS allocations, fleet DAS boats would have lost 11% of their trips, and hook gear vessels would have lost only 3% of their trips. 18% of the fleet DAS vessels would have been impacted, and only 3% of the hook gear permits would be impacted.

Table 11 summarizes the information based on primary gear used for the four main groundfish gear types. 62% of bottom trawl trips were short trips, and these vessels used 59% of their allocated DAS. Only 19% of the DAS used were on short trips. The proposal would have cost these vessels 9% of their trips in 1997, and 16% of the vessels would have been affected. In 1997, short trips accounted for 84% of the trips by sink gillnet vessels that fished in the Gulf of Maine. These vessels used 62% of their allocated DAS, and 51% of the DAS they used were on short trips. The proposal would have cost these vessels 13% of their trips in 1997, and 30% of the vessels would have been impacted. 76% of the trips by bottom longline vessels were short trips in 1997. These vessels used 46% of the DAS they were allocated. 38% of the DAS used were on short trips. The proposal would have cost these vessels 6% of their trips in 1997, and 10% of the vessels would have lost trips. The proposal would not have impacted handline vessels at all. These vessels only used 22% of the DAS they were allocated in 1997.

Table 12 summarizes the information by primary landing port. This table confirms the preliminary conclusions based on the characterization of activity by landings ports. 40% of the DAS used by vessels that landed in Gloucester were used on short trips, compared to only 4% of the DAS used by vessels that landed in Portland. The proposal would have resulted in the "loss" of 13% of the trips in Gloucester in 1997, and would have affected 29% of the vessels. Only 1% of the trips by vessels that landed in Portland would have been "lost", and only 5% of the vessels would have been affected. Portsmouth NH, Boston MA, Hampton/Seabrook NH, and Scituate MA all would have lost 10% or more of their trips. 19% of the boats that landed in Portsmouth, 28% of the boats that landed in Boston, 26% of the boats that landed in Hampton/Seabrook NH, 27% of the boats that landed in Provincetown MA, and 21% of the boats that landed in Scituate MA would have been affected based on 1997 activity.

	Permit Category					Grand Total
	Individual DAS	Fleet DAS	Hook Gear	Combination	Large Mesh Fleet DAS	
Number of Vessels	81	429	33	4	3	550
Total Number of Trips	2,169	16,735	670	39	165	19,778
Total Trips > 3 - 24 Hours	433	12,920	522	0	140	14,015
Percentage of Short Trips	20%	77%	78%	0%	85%	71%
DAS Allocated	10,625	37,657	2,904	316	360	51,862
Total DAS Used	8,699	17,637	651	219	129	27,335
Percentage of DAS Used	82%	47%	22%	69%	36%	53%
DAS Used on Trips > 3 - 24 Hours	243	7,110	291	0	96	7,740
Percentage of Used DAS on Short Trips	3%	40%	45%	0%	74%	28%
Trips "lost"	19	1,807	18	0	0	1,844
Percentage of Trips "Lost"	1%	11%	3%	0%	0%	9%
Number of Vessels "Losing" Trips	6	77	1	0	0	84
Percentage of Vessels Constrained	7%	18%	3%	0%	0%	15%

Table 10 - Estimated impacts, by permit category, of proposal to charge 24 hours for trips of > 3 – 24 hours, based on observed 1997 fishing activity for vessels that fished in the Gulf of Maine

	Primary Gear			
	Bottom Trawl	Sink Gillnet	Bottom Longline	Handline
Number of Vessels	307	115	30	44
Total Number of Trips	10,642	6,361	1,162	807
Total Trips > 3 - 24 Hours	6,548	5,345	881	656
Percentage of Short Trips	62%	84%	76%	81%
DAS Allocated	30,071	10,552	2,691	3,872
Total DAS Used	17,809	6,505	1,237	838
Percentage of DAS Used	59%	62%	46%	22%
DAS Used on Trips > 3 - 24 Hours	3,340	3,287	466	343
% Used DAS on > 3 - 24 Hour Trips (% of used DAS)	19%	51%	38%	41%
Sum of 97 Cod Landings	61%	29%	6%	2%
Trips "lost"	913	852	66	0
Percentage of Trips "Lost"	9%	13%	6%	0%
Number of Vessels "Losing" Trips	47	33	3	0
Percentage of Vessels Impacted	15%	29%	10%	0%

Table 11 - Estimated impacts, by primary gear, of proposal to charge 24 hours for trips of > 3 – 24 hours, based on observed 1997 fishing activity for vessels that fished in the Gulf of Maine

	Principal Landing Port									
	Portland ME	South Bristol ME	Portsmouth NH	Hampton/Seabrook NH	Gloucester MA	Scituate MA	Provincetown MA	Chatham MA	Boston MA	New Bedford MA
Number of Vessels	91	13	27	19	142	24	22	6	18	20
Total Number of Trips	1,977	236	975	1,050	7,059	1,405	1,295	343	642	627
Total Trips > 3 - 24 Hours	439	49	681	962	5,528	1,245	1,059	261	359	275
Percentage	22%	21%	70%	92%	78%	89%	82%	76%	56%	44%
DAS Allocated	9,747	1,164	2,539	1,672	13,543	2,112	1,935	550	1,770	1,970
Total DAS Used	7,008	621	1,587	695	7,615	924	980	285	1,251	1,551
Allocated DAS Used (%)	72%	31	63%	42%	56%	718	577	141	71%	79%
DAS Used on Trips > 3 - 24 Hours	263	5%	418	507	3,058	78%	59%	50%	182	154
Allocated DAS Used (%) on short trips	4%	53%	26%	73%	40%	44%	51%	52%	15%	10%
Trips "lost"	17	0	132	182	930	150	82	0	101	6
Percentage of Trips Lost	1%	0%	14%	17%	13%	11%	6%	0%	16%	1%
Number of Vessels "Losing" Trips	5	0	5	5	41	5	6	0	4	1
Percentage of Vessels Constrained	5%	0%	19%	26%	29%	21%	27%	0%	22%	5%

Table 12- Estimated impacts, by principal landing port, of proposal to charge 24 hours for trips of > 3 – 24 hours, based on observed 1997 fishing activity for vessels that fished in the Gulf of Maine