

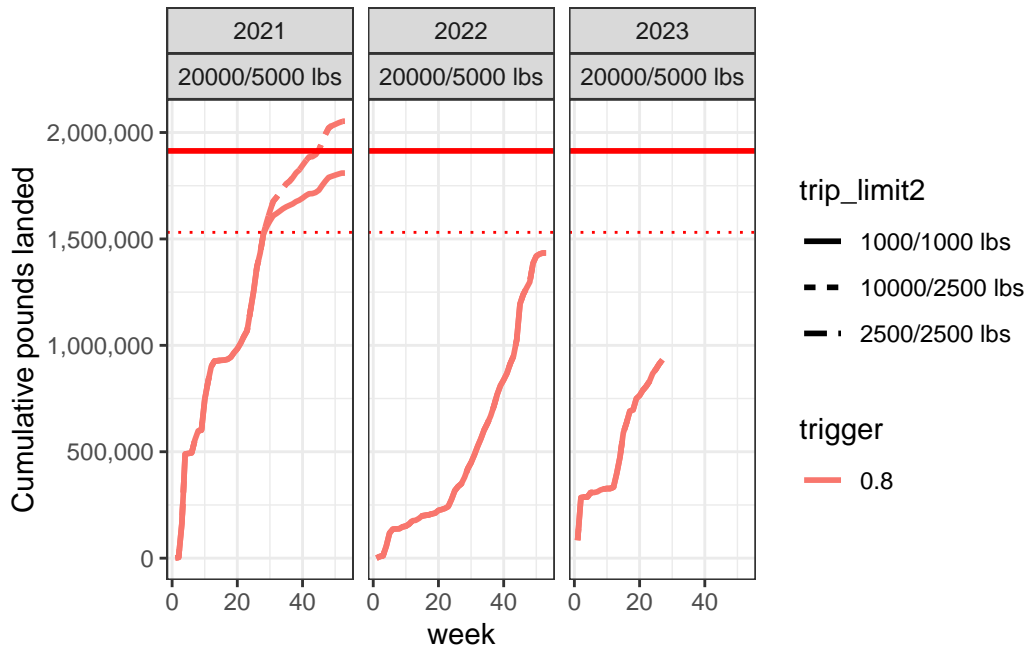
Considerations

This analysis assumes that any trip greater than the hypothetical landing limit would only result in a single trip. For example, if there were a three-day trip that landed 200,000 lbs of mackerel, this trip would only now land 20,000 lbs and not become three one day trips each landing 20,000 lbs.

Additionally, this does not take into account past years that were closed due to mackerel catch caps in the herring fishery. If this landing limit (not actually catch limit), affects catch caps or discards the total landings might not progress as simply as indicated with a simple substitution of pounds. Similarly, behavior related to discards could also be affected in different ways.

Results

Scenarios with 20000/2500 until closure triggers



The above assumes perfect closure as soon as a trip reaches the trigger. However this is not possible with delayed data reporting and 72 hours notice to the fleet and 1-3 days of lag in filing to closure announcement. But it also assumes that past trips that landed more than the proposed limit still happen and land the full exact limit, which is unlikely to be the case for many trips. It's unclear if or how this will affect discard rates.

In 2021 there were a large number of trips in the last third of the year between 2000 and 5000 lbs which is why there are not large effects post trigger until the catch limit is pretty extreme (~1000 lbs) for limited access vessels.

Table 1: Total landings with limited access and open access trips truncated to potential trip limits in 2021 and 2022.

year	trigger	trip_limit	trip_limit2	pounds	mt
2021	0.8	20000/5000 lbs	1000/1000 lbs	1,809,500	820.8
2022	0.8	20000/5000 lbs	1000/1000 lbs	1,434,018	650.5
2021	0.8	20000/5000 lbs	10000/2500 lbs	2,053,186	931.3
2022	0.8	20000/5000 lbs	10000/2500 lbs	1,434,018	650.5
2021	0.8	20000/5000 lbs	2500/2500 lbs	2,051,136	930.4
2022	0.8	20000/5000 lbs	2500/2500 lbs	1,434,018	650.5