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To: Erin Reinders, JR Pearson, Michelle Price, Mayor Tutikoff and City Council

From: Frank Kelty, Fisheries Consultant

Re: Fishery Activities and for the week ending 10-31-2021.

This past week I have been attending various meetings on many subjects on October 21st I attended the Bering Sea Fisheries Research Foundation (BSFRF) meeting on some of the important topics. Upfront we discussed the current financial situation, as you know the BSFRF depends on contributions from the harvesting sector and a few other sources, communities, and support sector business and with the crash of the crab stocks contributions will be extremely low. The BSFRF has about \$1.5 million in reserves two years' worth of budget. The foundation is going to be looking for additional funding sources from agencies or private groups. Also, under financials we approved the groups federal income tax return.

Next on the agenda was and update on the Red King Crab tagging project the FV Provider will be tagging over one thousand male and female crab in the Bristol Bay area using about three hundred satellite tags, pop up tags and some ribbon tags. The work just started late last week. The Board then discussed the action taken at the October North Pacific Fishery Management Council proposed changes to take emergency action to increase the Red King Crab Saving area farther to the North, crab bycatch issues and the changes that are needed for the crab Total Available Catch (TAC) setting process.

We moved on to Research Coordination Issues, we discussed the BSFRF strategy such as working with the North Pacific Research Board (NPRB) on getting research projects we have proposed to get a higher priority due to the collapse of the Red King Crab and Opilio Tanner Crab Fisheries. The board also recommend increasing efforts to work on partnership with state and federal agencies for research projects and seeking other sources for funding. We discussed additional work on Opilio Tanner research with more emphasis at the fall workshop with a change of focus including work with NMFS working group on crab climate change group. May need to start a new working group on tagging issues including the use of shrinking tags.

The last issues at the meeting were and update on the Alaska RFM program that is the crab industry (RFM) is a third-party certification program for wild-capture fisheries that stemmed from a partnership between ASMI and the Alaska seafood industry. Many of Alaska's fisheries are certified by Alaska RFM, which is benchmarked by the Global

Sustainable Seafood Initiative (GSSI) and aligned with the United Nations Food and Agriculture Organization (FAO) Code of Conduct for Responsible Fisheries, the most comprehensive set of international standards and best practices for wild fisheries. The crab industry should be at full certification next year.

On Thursday morning I attended along with the Mayor and City Manager the Crab Rationalization Coordination Committee meeting which was held on Thursday via zoom. The meeting was attended by most of the Individual Fishing Quota Holders (IFQ) Cooperatives, Individual Processing Quota (IPQ) Shareholders, and the four Community Representatives groups. Unalaska Crab Inc., Kodiak Fisheries Development, Central Bering Sea Fishermen's Association (St Paul) and Aleutian Pribilof Island Community Development Association (APICDA) (St George, King Cove and Akutan). Joe Sullivan and attorney for the harvester marketing group chaired the meeting Joe was heavily involved in the crab rationalization program when it was formed in 2005.

The group was briefed on the history and development of the program, the co-management approach that was used for the IFQ, IPQ, and community groups and the function of the coordination committee composition and functions. It became quite clear that the coordinating committee does not have a lot of power, the committee focus is the Framework Agreement is followed, and that if amendments to the agreement are needed the Coordination committee will consider and approve or deny said amendments.

The committee spent a lot of time going over anti-trust issues this is critical to all parties avoid problems such as discussing markets, operational issues with various sectors in a group. The discussion on if and emergency is to be consider has to be done on a one-on-one basis between the IFQ crab cooperative and the IPQ holder they are matched with as an example the IFQ Dog Boat Cooperative would meet with IPQ holder Alyeska Seafoods and if they agreed that an emergency situation existed, and that Snow Crab could be moved from the South region to the North region for processing. Then the effected communities in this case Unalaska Crab Inc representing Unalaska and the Central Bering Sea Fishermen's Association representing St Paul would be brought in top the table to discuss compensation that would be made either in the form of compensatory landings the following year which may not work with the Snow Crab situation with not knowing if their will even a fishery be next year, or monetary relief such as reimbursement of fishery landing taxes.

I would urge that Unalaska Inc members read Section 5 and Section 6 of the Framework agreement that I have attached with this memo. The Coordinating Committee may be making an amendment to Section 6.1 with states (In connection with circumstances involving Bering Sea Snow Crab Regional Landing Requirements exemption for up to five million pounds of Snow Crab) that language may have to be amended will this season's allocation is set at 5.6 million pounds, by the Coordination Committee at its next meeting. To wrap this up Unalaska Crab Inc. will not get involved until the IFQ Cooperatives and IPQ Holders in Unalaska come to some conscious on if and emergency exists. Then the two communities involved would have to come to an

agreement on compensation if they do not come to agreement; I believe the transfer of Snow Crab out of the region would not happen.

Lastly on October Thursday evening I attended the Unalaska Airport Master Plan meeting I have attached below with this memo the preferred Alternative that the DOT has chosen for this project. The document has all the various changes and drawings proposed for the project. DOT Master Plan will be in place for the next 20 years. Phase 1 is to improve the runway to manage B3 category aircraft. They propose to lengthen runways 31 and 13 to 4,200 feet at the end of each runway and EMAS system to stop aircraft going off the runway will be set in place. The plan includes changing the direction of the roadway as it approaches to end of runway thirty-one. Additionally, they will increase the turnaround areas and additional tie downs for aircraft.

DOT also proposes to move the WWII Museum they also propose to tear down the old Reeve Aleutian building and take over that leased property to widen the area for future airport operations. This first phase cost is fifty-six million and my best guess is it would be 5 years out before they have money in place and see any construction activity. Currently no changes to the existing terminal building and parking areas. The Phase Two construction would be hangars and storage areas being built on the northside of the airport by the existing large hangars. This project will certainly need the Biden Administration Infrastructure Funding to get this project off the ground.

The Alaska Fisheries Community group, meet on Friday October 29th some of the issues discussed. The group did a debrief on the issues taken up at the October NPFMC meeting, they were not please with all the actions taken up on the Cod Catcher Vessel Trawl LAAP program. They would have like to see the leasing of trawl quota to fixed ger pot boats the Council did not include that provision in final action the trawl sector opposed it strongly. They group was pleased with the increase in bycatch percentage for the protection of crab, the sideboard protection for Gulf of Alaska small trawlers in this program. The Adak folks were not pleased with the cod set aside for Adak at 12.5% of the Aleutian allocation, they wanted 25% so at 12.5% percent will not be enough to get the Adak plant to reopen.

The group discussed the Halibut Abundance Based Management Draft Environmental Impact Statement (DEIS) plan, they urged interested parties to get their comment letters into NOAA, criticizing the flaw document that they hope the North Pacific Council will not adopt it at the December NPFMC meeting. The also discussed other issues at the December meeting most importantly the TAC setting process, and prohibit species amounts which are a part of the TAC setting process. Red King Crab Emergency Actions on Savings area expansion. The Council will also be taking up Charter Halibut Management issues up for finale action, and the Ecosystem Status Report. The group discussed various letters to the editors that individuals' members of the AFC are working on bycatch issues and ecosystem concerns for Alaska. They also looked a draft letter to NOAA on the requirements that the AFC would like to see for the new NMFS Alaska Regional Administrator. ^h

Regards

Frank Kelty

Attachments:

1. Preferred Alternative DOT Airport Master Plan
2. Crab Coordination Framework Agreement