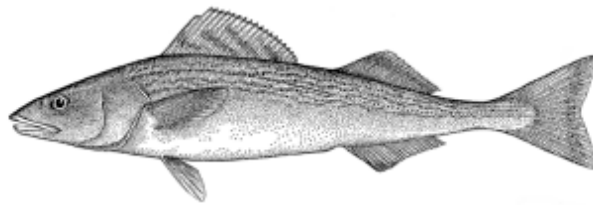


Compliance Guide Pacific Coast Groundfish Sablefish Regulations



Electronic Fish Tickets

New requirements start January 1, 2017

December 2016

published 12/19/2016

This small entity compliance guide was prepared pursuant to section 212 of the Small Business Regulatory Enforcement Fairness Act of 1996 (SBREFA), Pub. L. 104-121. The statements in this document are intended solely as guidance. This document is intended to provide a plain-language summary of how small businesses can comply with new requirements to submit harvest information via electronic fish tickets in the Pacific Coast groundfish fishery (81 FR 84419, November 23, 2016). Any discrepancies between this guide and the *Federal Register* will be resolved in favor of the *Federal Register*.

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Need Help?

Websites:

NMFS, Pacific Coast Groundfish Management, Sablefish :

<http://www.westcoast.fisheries.noaa.gov/fisheries/management/sablefish.html>

Pacific Fishery Management Council, Groundfish Management:

<http://www.pcouncil.org/groundfish/fishery-management-plan/>

Pacific States Marine Fisheries Commission, E-Tix Portal:

<https://etix.psmfc.org/Account/Login>

Question regarding e-tickets?

Contact the PSMFC E-Tix Manager at the following:

Email: dcolpo@psmfc.org Phone: (503) 595-3100

Question regarding the program?

Contact the NMFS Groundfish Policy and Regulations Branch at the following:

Phone: 206-526-6140 Fax: (206) 526-6736

Question regarding permits/licenses?

Contact the NMFS, West Coast Region Permits Office at the following number:

Phone: (206) 526-4353

Need to contact NMFS law enforcement?

Find an enforcement office nearest you at

<http://www.nmfs.noaa.gov/ole/index.html>

Need to report violations?

Hotline: (800) 853-1964

1- Introduction

Electronic fish ticket (e-ticket) requirements affect all participants in the commercial Pacific coast groundfish fishery who land or receive/purchase sablefish. This guide will help participants understand the e-ticket requirements, which are based on recommendations by the Pacific Fishery Management Council (Council) and implemented by the National Marine Fisheries Service (NMFS) through the sablefish e-tickets final rule 81 FR 84419, November 23, 2016).

E-ticket usage is required beginning January 1, 2017.

This guide applies to you if...

- **you are a commercial fisherman that takes and retains sablefish.**
- **you are a fish buyer, shorebased processor, or first receiver of sablefish.**
- **you are the owner-on-board of a sablefish endorsed limited entry permit.**

1.1 Who should read this guide?

Persons harvesting sablefish or taking possession of commercially caught sablefish should read this guide. This includes vessel owner and operators, fish buyers, shorebased fish processors, and sablefish-endorsed limited entry permit owners.

This guide will walk you through new Federal e-ticket requirements and will note pertinent, and sometimes overlapping, state requirements regarding e-ticket reporting, including but not limited to dock tickets, fish receipts, and transportation tickets. Please review the section that applies to your specific sector, which provides an overview, and your state section, which explains how new Federal requirements may interact with your state-specific reporting requirements. There is a glossary at the end of this guide for clarification of terms and definitions.

1.2 What are e-tickets and when do I use them?

An e-ticket is a web-based form used to send groundfish landing data via the Pacific States Marine Fisheries Commission (PSMFC). It is used to collect information similar to the information required in state fish receiving tickets or landing receipts (henceforth referred to as paper tickets), but it does not replace or change any state requirements. An e-ticket should be used for a delivery when landing any amount of sablefish, starting January 1, 2017. The states may require more than just sablefish to be reported using the [E-Tix Portal](#). Please see the individual state sections below.

1.3 Why the switch from paper to e-tickets?

Sablefish is a species that is fished to a high level of attainment, and inseason monitoring and management are needed to enable not exceeding annual catch limits (ACLs). Electronic reporting of landings will improve the timeliness and quality of data for fishery managers and law enforcement, and it will provide current catch data for vessel operators relative to tier limits in the limited entry fixed gear sablefish primary fishery and trip limits in the limited entry fixed gear and open access daily trip limit (DTL) fisheries.

1.4 Who needs to be involved in filling out an e-ticket?

First receivers are responsible for generating the e-ticket number, filling out the e-ticket, and submitting the final information. A printed copy must be signed by the first receiver and the vessel operator, though this does not need to occur within 24 hours of the completion of the offload. If it is outside of business hours or a printer is not available, the e-ticket number can be generated to complete the dock ticket, and the first receiver and the vessel operator and/or owner-on-board can sign the dock ticket. The e-ticket must be submitted within 24 hours of the completion of the offload, with the data from the completed dock ticket. The signature on the e-ticket can be obtained after the 24-hour submission deadline.

Final data have to be submitted via e-ticket within 24 hours of the completion of the offload.

Printed e-tickets can be signed by the vessel operator at the earliest convenience.

1.5 My state regulations are different than those in this rule. Which should I follow?

The requirement to submit an e-ticket for every landing of sablefish is a Federal requirement for a federally managed fishery. The data required on the e-tickets are similar to those required by the state tickets, but this federal requirement is in addition to and does not change or replace any state regulation (§660.11). Please see the individual state sections below for details. Federal requirements are that the final submitted e-ticket includes the actual scale weights of fish, the vessel identification, and the applicable limited entry permit number, which is already required on state documents.

1.6 What if the fish are landed and transported by the vessel operator before they get to the buyer?

The trigger for written documentation of the landing is not when the fish buyer, or first receiver, takes possession of the fish. Written documentation of the fish offload is required once the fish are removed from the vessel. Any fish removed from a vessel is considered a “landing,” per regulations at section §660.213 and §660.313. It is the responsibility of the vessel operator or other person taking possession of the fish upon landing to comply with the new requirements to record the limited entry permit number and the e-ticket number on the dock ticket or transportation ticket.

2- Are You A First Receiver?

First receivers are the primary persons responsible for generating, filling out and submitting e-ticket data. The following information identifies e-ticket requirements for first receivers.

*A **first receiver** means a person who receives, purchases, or takes custody, control, or possession of catch onshore directly from a vessel.*

You may have heard the term “first receiver” in the context of the Individual Fishing Quota (IFQ) fishery. IFQ first receivers must go through a certification process to accept deliveries of IFQ species. First receiver is a broader term that applies to anyone taking deliveries of groundfish from a vessel. If you accept landings or offloads that include any amount of sablefish, please read the following sections for more information.

2.1 I am receiving a delivery of sablefish and other species. Which have to go on an e-ticket and which do not?

The first receiver is responsible for documenting any delivery that contains any sablefish purchased via E-Tix Portal to PSMFSC. If the vessel operator is splitting the delivery and you are not purchasing sablefish, then a paper ticket is sufficient.

2.2 What am I responsible for?

First receiver taking possession of sablefish during regular business hours:

A first receiver is responsible for the following:

- creating an e-ticket in the [E-Tix Portal](#) for a delivery when purchasing any amount of sablefish during regular business hours,
- submitting the completed e-ticket within 24 hours of the completion of the offload, and
- collecting signatures from printed e-tickets.

First receiver taking possession of sablefish outside of regular business hours:

A first receiver is responsible for the following:

- filling out an e-ticket **OR** a dock ticket with the information that will be used to complete the e-ticket,
- obtaining the e-ticket number from the [E-Tix Portal](#) web-based form if using a dock ticket,
- submitting the complete e-ticket within 24 hours of the completion of the offload, even if using a dock ticket, and
- collecting signatures from printed e-tickets.

In some cases, the fish seller and the fish buyer may be the same entity. When that is the case, that entity must comply with the requirements for both the fish seller and the fish buyer.

2.3 How do I create an e-tickets user profile?

A profile can be created on the [E-tix Portal](#) by contacting Dave Colpo at the PSMFC at DColpo@psmfc.org or (503) 595-3100. The information needed to create the profile is as follows:

Company Information:

- Company Name
- State Dealer Number
- Physical Address
- Company Contact Number
- Main Port

Personal Contact Information:

- First/Last Name
- Email Address
- Contact Number (can be company number)
- Username (name for your log-in)

Additional users may be added by providing the second user's personal contact information during the new profile setup, or later as needed.

2.4 How do I create an e-ticket? What equipment do I need?

An e-ticket can be created from a web browser on any internet-enabled device, including mobile phones, tablets, and computers. The first receiver must provide a paper copy of the e-ticket to the vessel operator and/or vessel owner for their records, so a printer is needed.

Go to <https://etix.psmfc.org/Account/Login> to log into your [E-Tix Portal](#) account.

Login

Request an Account

Help

Washington

Oregon

California

Pacific States Marine Fisheries Commission

E-Tix Portal

E-Tix Portal - Login

Login

Username fisherman1

Password

Submit

Forgot Username or Password

The ETix Portal will be unavailable Tuesday mornings from 6:30am - 6:45am PST for system maintenance.

2.5 When does the ticket have to be turned in?

The e-ticket has to be submitted within 24 hours of the completion of the offload. The e-ticket number can be generated and data recorded later, as long as submission occurs within 24 hours of the offload. The home screen of the Query Ticket page displays submitted and unsubmitted (draft) e-tickets.

Federal requirements state that signatures from the vessel operator and/or owner-onboard and the first receiver should be obtained after the submission of the e-ticket, documenting that both parties have verified that the information for the e-ticket is correct. Copies of the signed e-ticket must be provided to the vessel operator and/or owner-on-board, the state of origin (if required, see your state-specific sections for more information), and the first receiver. If the original catch data were documented on a dock ticket and signed by the first receiver and vessel operator, then the e-ticket does not have to be signed. State requirements may differ; please see your state-specific section.

2.6 Do E-tickets have to be submitted outside of regular business hours?

Not necessarily. The [E-Tix Portal](#) is available 24 hours a day, but paper tickets may be used at the first receiver's discretion. If a first receiver is taking possession of the fish outside of regular business hours, a signed dock ticket meets the federal need for documentation that the first receiver and vessel operator agree about the specifics of the landing. The dock ticket must include the e-ticket number, which can be generated remotely via any device with a web browser and internet connection (e.g., mobile phone) and the rest of the e-ticket can be completed and submitted within 24 hours of the completion of the offload from information recorded on the dock ticket. If landing information is recorded on the dock ticket for later submission of the e-ticket, then the dock ticket must be signed by the vessel operator and the first receiver.

E-tickets must be submitted within 24 hours of completion of the offload, unless a waiver has been obtained.

2.7 I made a mistake when I submitted the e-ticket information. What do I do?

E-tickets are to be used for the submission of final data. If a data error is found, e-ticket submissions must be revised by submitting the revised form electronically on the [E-Tix Portal](#) website. Preliminary data, including estimates of fish weights or species composition, should not be submitted on e-tickets. E-ticket numbers can be generated within the web-based form for the completion of a dock ticket, and left unsubmitted until final data can be collected, within the 24-hour deadline.

2.8 How do I apply for a waiver? How long does the waiver last?

On a case-by-case basis, a temporary, written, short-term waiver of the requirement to submit e-tickets may be granted by the NMFS Assistant Regional Administrator or designee if he/she determines that circumstances beyond the control of a receiver would result in inadequate data submissions using the e-ticket system. The duration of the short-term waiver will be determined on a case-by-case basis. If granted a waiver, a paper ticket with the same data must be sent within 24 hours of the completion of the offload. Paper tickets must be sent by facsimile (fax) to (206) 526-6736 at NMFS, West Coast Region, Sustainable Fisheries Division, or by delivery in person to 7600 Sand Point Way NE, Seattle, WA 98115. The requirements for submission of paper tickets in the paragraph are separate from, and in addition to, existing state requirements for landing receipts or fish receiving tickets.

2.9 My internet is down. Do I still have to submit the e-ticket?

Yes, unless you have been granted a short-term waiver by NMFS. NMFS has given a 24-hour window for submitting e-tickets to account for these types of unforeseen circumstances. E-tickets can be created and submitted on a web browser from any electronic device. In acknowledgement of interruptions in service or equipment problems, 24 hours after completion of the offload is deemed an appropriate amount of time to complete the e-ticket.

2.10 The vessel operator wants to split the sablefish landings and deliveries between more than one limited entry permit. How do I do that?

The limited entry permit number is a required field on the fish ticket, which the vessel operator must give to the first receiver. The interface of the [E-Tix Portal](#) webpage will have a tab to allocate between permits. However, you should check with your state to see if it requires separate e-tickets for each permit.

2.11 The vessel caught more sablefish than the tier permit allowed. Do I fill out an overage ticket?

Probably not. E-ticket data fields allow sablefish from the same landing to be split and counted against more than one limit. If the amount of sablefish in the delivery exceeds a single tier limit, the remainder may be counted against other tier limits (if more than one sablefish-endorsed permit is registered to the vessel and has not yet been caught in full). If all tier limits associated with permits registered to the vessel have been fully harvested, the overage from the primary fishery tier limit should be counted toward the applicable limited entry fixed gear daily trip limit (DTL). This means that an overage ticket only has to be filled out if a vessel finishes its tier limits and exceeds the applicable limited entry fixed gear trip limit. [See Section 6.2 of this compliance guide.]

2.12 Who has to fill out an e-ticket if there is more than one first receiver?

Any first receiver purchasing any amount of sablefish is responsible for creating and submitting an e-ticket that documents all of the fish that were part of that delivery that contained sablefish. First receivers purchasing non-IFQ groundfish (but no sablefish) are not required to submit an e-ticket, unless otherwise required by state law.

2.13 For a sablefish offload with two or more first receivers, does each receiver have to have its own e-ticket and e-ticket number?

Yes. First receivers have a unique identification (dealer) number that must be used when taking possession of fish. Therefore, all dealers have to fill out their own e-tickets and will have different e-ticket numbers. Only what is being purchased by first receivers should be recorded on their e-ticket so that there is no double reporting.

2.14 I am a first receiver submitting e-ticket data the next day after an offload. How do I get the vessel operator's or owner-on-board's signature when they left hours ago?

A signature on a paper document is needed at the transfer of fish to verify that the vessel operator and first receiver agree on the specifics of the offload. If the e-ticket will be submitted after the vessel operator has left, then the dock ticket must be signed. The e-ticket must be submitted within 24 hours of the completion of the offload, but a signature is not needed on the printed e-ticket if the dock ticket has already been signed. A printed hard copy of the e-ticket should be given to the vessel operator at the next offload to keep for their records.

A first receiver buying any sablefish has to include the sablefish and all other species purchased on the e-ticket.

2.15 I am submitting the e-ticket at the time of offload. Do I have to print the ticket and get a signature before the vessel leaves?

Yes. Signatures are used to document that there is no discrepancy on e-ticket values between the vessel operator and the first receiver. The e-ticket can be submitted and signed, but if a printer is not available, then the dock ticket should also be filled out and signed. State requirements may differ; please see your state-specific section.

3- California

The following information identifies e-ticket requirements for first receivers and vessel operators in California. If you accept landings or offloads that include any amount of sablefish, please read the following section for more information.

3.1 Can I use the E-Tix Portal functions to distribute catch between more than one permit on a single e-ticket?

Yes, vessels landing in California can do this.

3.2 What do I have to know about using a paper ticket?

A state paper landing receipt must be used at all times. Additionally, some form of paper documentation (e.g., a printed copy of submitted e-ticket, a state landing receipt, or a fish transportation receipt with added information) has to be completed and signed by the first receiver and vessel operator. The next two pages provide examples of a state landing receipt and fish transportation receipt that fulfill federal documentation requirements of paper tickets in the interim until the e-ticket is submitted.

To use a California landing receipt to fulfill federal documentation requirements (e.g., as a dock ticket), the following information will have to be included on the landing receipt:

1. List the federal groundfish permit number in the “Permit #” field in the upper left corner of the landing receipt.
2. If this is a landing in the sablefish primary fishery, and sablefish will be counted against more than one sablefish-endorsed permit, list the federal groundfish permit number(s) for sablefish and the associated pounds to be attributed to each permit. This goes in the “Note pad” in the lower right corner of the receipt. The total should match the weight of sablefish listed on the landing receipt.



State of California - Department of Fish and Wildlife
LANDING RECEIPT - NORTHERN TRAWL QUOTA
 DFW 625X (REV. 12/01/15) Previously F&G 625X

PERMIT # GF 6543 MONTH 09 DAY 01 YEAR 16 X 123456 SEE 2ND PAGE

FISHERMAN'S LAST NAME SMITH ID NUMBER 7138681 PORT OF FIRST LANDING 220 LOCATION WHERE FISH WERE CAUGHT 240
 VESSEL NAME WILD VESSEL ID 99999 FISH BUSINESS NAME WAS OF FISH FISH BUSINESS ID 78183-000

FISH NAME	POUNDS	PRICE	TOTAL AMOUNT	CONDITION	GEAR
1) DOVER SOLE DW 211	00,000.00	\$ 0.25	\$5		
2) DOVER SOLE SW 211	00,000.00	\$ 0.00			
3) SABLEFISH LG 190	00,000.00	\$ 0.00			
4) SABLEFISH MED 190	00,000.00	\$ 0.00			
5) SABLEFISH SM 190	01,500.00	\$ 2.00	\$3,000		
6) SABLEFISH X-SM 190	00,000.00	\$ 0.00			
7) LONGSPINE 675 THORNYHEAD	00,000.00	\$ 0.00			
8) SHORTSPINE 679 THORNYHEAD	00,150.00	\$ 1.00	\$150		
9) DARKBLOTCHED ROCKFISH 257	00,000.00	\$ 0.00			
10) WINDOW ROCKFISH 269	00,000.00	\$ 0.00			
11) BLACKGILL ROCKFISH 667	00,100.00	\$ 1.50	\$15		
12) PACIFIC WHITING 495	00,000.00	\$ 0.00			
13) GRENADIERS 198	00,000.00	\$ 0.00			
14) PETRALE SOLE 209	00,000.00	\$ 0.00			
15)	00,000.00	\$ 0.00			
16)	00,000.00	\$ 0.00			
17)	00,000.00	\$ 0.00			
18)	00,000.00	\$ 0.00			
19)	00,000.00	\$ 0.00			

PRIMARY GEAR USED 05
 GEAR LEGEND
 05 SET LONGLINE
 21 FISH TRAP
 47 SELECTIVE FLATFISH TRAWL, SMALL FOOTROPE
 48 SMALL FOOTROPE TRAWL
 49 LARGE FOOTROPE TRAWL
 54 MIDWATER TRAWL
 OTHER

(BIOLOGIST USE)
 FISH CODE

TOTALS # 1680 \$ 3170

CORRECTIONS - FOR FIELD BIOLOGIST USE ONLY

LINE #	FISH CODE	POUNDS	PRICE	CONDITION	GEAR
			\$		
			\$		
			\$		


NOTE PAD
 GF 6543-500
 165
 GF 8211-350
 165
 GF 2349-
 650

FISHERMAN/PERMITTEE SIGNATURE John Smith RECEIVED BY [Signature]
 CERTIFIED UNDER PENALTY OF PERJURY AS TRUE AND CORRECT
 GREEN = DEPT. OF FISH & WILDLIFE COPY ***** YELLOW = FISHERMAN COPY ***** PINK / GOLDENROD = FISH BUSINESS COPY (2)

To use a California fish transportation receipt to fulfill federal documentation requirements (e.g., as a dock ticket), you have to add the following information in addition to everything currently on the fish transportation receipt:

1. If you sell to more than one first receiver, use letters A, B, C, etc., to link fish business, buyer's name/ signature, and sablefish pounds purchased.
2. List the federal groundfish permit number(s) for sablefish and the associated pounds to be attributed to each permit. This goes in the lower left corner of the receipt. The total should match what is in the species and weight list for sablefish. If there is more than one first receiver for sablefish, use letters A, B, C, etc., to link the permit pounds to the buyer.

Add the printed name and signature of each fish buyer. This goes on the bottom line(s) of the species and weight list. If there is more than one fish buyer, use letters A, B, C, etc., to link buyer to name/signature.



State of California - Department of Fish and Wildlife
FISH TRANSPORTATION RECEIPT
 DFW 626 (REV. 03/16/16) Previously F&G 626

DATE 10-20 2016 654321

TIME 19:45

Fisherman Name Joe Fisher ID Number 12345

CDFW Vessel Name Fisha Lot CDFW Vessel ID 98765

Port of First Landing 220 Block Number 214
(Location where fish were caught)

SPECIES	ACCURATE WEIGHT
1. <u>sablefish</u>	<u>1200</u>
2. <u>SS thornyhead</u>	<u>200</u>
3. <u>LS thornyhead</u>	<u>50</u>
4.	
5.	
6.	
7.	
8.	
9. <u>Steve Buyer</u> <u>Steve Buyer</u>	
10. <u>Jane Doe</u> <u>Jane Doe</u>	

Name of Transporter Joe Fisher (please print)

Sold to Fish Business

Sold to Fish Business

Lots of Fish

Fish King

62183

98134

X234567

X245789

NOTE: This is not a "Landing Receipt" as specified in Fish and Game Code Section 8043.

GF6541-250 A

GF8212-300 A

GF2393-650 B

By Joe Fisher

Fisherman authorizing transportation signature

CDFW-COPY=GREEN COPY **FISHERMAN=WHITE COPY **TRANSPORTER=YELLOW COPY

3.3 Once I fill out this e-ticket, what do I need to do to be compliant in California?

After submitting the e-ticket, and completing and submitting the state paper landing receipt per state requirements, you are in compliance with federal and California state regulations. The paper landing receipt must be sent to your local California Department of Fish and Wildlife (CDFW) office, along with your other landing receipts by the 16th or the last day of the month in which the fish were landed, whichever date occurs first after the landing. Fish transportation receipts are sent to CDFW's Los Alamitos office using the same timeline. Signed documentation, either the e-ticket or the dock ticket, has to be kept for at least four years, per California Fish and Game Code, and made available to enforcement. If the dock ticket is not a state landing receipt or fish transportation receipt, then signed dock tickets do not have to be sent to the state.

3.4 I need more help. What do I do?

For a guide to E-Tix, visit your portal homepage under "Help" or https://etix.psmfc.org/Content/Documents/ETixStartGuide_CADealers.pdf
For specific questions or troubleshooting, contact Dave Colpo at the PSMFC at DColpo@psmfc.org or (503) 595-3100.

3.5 I have state-specific questions not answered in this guide. What do I do?

Contact Joann Eres at CDFW at Joann.Eres@wildlife.ca.gov or by phone at (562) 342-7135.

4- Oregon

The following information identifies e-ticket requirements for first receivers and vessel operators in Oregon. If you accept landings or offloads that include any amount of sablefish, please read the following section for more information.

4.1 Can I use the E-Tix Portal functions to distribute catch between more than one permit on a single e-ticket?

Yes, vessels landing in Oregon can do this. If offloading in Washington, check with state personnel.

4.2 Do I still have to fill out a paper ticket?

If purchasing any sablefish, a paper ticket is not necessary. If the offload will be finished before the e-ticket is completed, then some form of paper documentation (dock ticket) has to be completed and signed by the first receiver and vessel operator. A paper ticket **OR** e-ticket may be used if you are not purchasing sablefish.

4.3 Once I fill out this e-ticket, what do I need to do to be compliant in Oregon?

After submitting the e-ticket, you are in compliance with Federal and Oregon state regulations. Signed documentation, either the e-ticket or the dock ticket, has to be kept for at least three years and made available to enforcement. Signed tickets do not have to be sent to the state, but do have to be kept for inspection by an ODFW agent or enforcement.

4.4 I need more help. What do I do?

For a guide to E-Tix, visit your portal homepage under “Help” or https://etix.psmfc.org/Content/Documents/ETixStartGuide_ORDealers.pdf. For specific questions or troubleshooting, contact Dave Colpo at the PSMFC at DColpo@psmfc.org or at (503) 595-3100.

4.5 I have state-specific questions not answered in this guide. What do I do?

Contact Nadine Hurtado at ODFW via e-mail at nadine.hurtado@state.or.us or by phone at (503) 947-6247.

5- Washington

The following information identifies e-ticket requirements for first receivers and vessel operators in Washington State. Washington is planning on requiring all landings from the directed commercial groundfish fisheries to be reported through the [E-Tix Portal](#) beginning in early January 2017. First receivers will have to use E-Tix for all groundfish delivered by directed commercial groundfish vessels, not just those that include sablefish. Deliveries of groundfish landed under the incidental trip limits by pink shrimp or salmon troll vessels are not covered by these regulations and will continue to be reported using paper tickets.

5.1 Can I use the E-Tix Portal functions to distribute catch between more than one permit on a single e-ticket?

Please check with the Washington Department of Fish and Wildlife (WDFW) before using the new e-ticket functionality for reporting multiple permits on a single e-ticket. WDFW will be adopting this method, but this work may or may not be completed by April 1, 2017, the start of the 2017 primary season. Follow current state requirements, where a landing in the primary season allocated to different permits is reported on a “one permit per e-ticket” basis.

5.2 Do I still have to fill out a paper ticket?

Washington is currently streamlining its rules to eliminate the need to submit paper tickets. WDFW will receive fish ticket information through the [E-Tix Portal](#). This arrangement will apply to all deliveries from the directed commercial groundfish fisheries, but not to the incidental trip limits for pink shrimp and salmon troll vessels. The relevant rules can be found in Chapter 220-69 of the Washington Administrative Code (WAC). The streamlined rules are expected to go into effect in early January 2017. Check with WDFW for updates at that time.

5.3 Once I fill out this e-ticket, what do I have to do to be compliant in Washington?

Washington state regulations on e-ticket reporting are largely aligned with the federal rules. Washington’s specific rules can be found in WAC Chapter 220-69, with the core requirements listed in WAC 220-69-246 and 220-69-256. E-tickets must be printed and signed by the first receiver and deliverer and maintained at the first receiver’s place of business for at least three years. The signed printouts do not need to be sent to the state.

5.4 I need more help. What do I do?

For a guide to e-tickets, visit your portal homepage under “Help” or https://etix.psmfc.org/Content/Documents/ETixStartGuide_WADealers.pdf. For specific questions or troubleshooting, contact Dave Colpo at the PSMFC at DColpo@psmfc.org or (503) 595-3100.

5.5 I have state-specific questions not answered in this guide. What do I do?

Contact Marjorie Morningstar at WDFW at Marjorie.Morningstar@dfw.wa.gov or (360) 902-2854.

6- Primary Sablefish Fishery

6.1 I am the “owner-on-board” for the vessel fishing in the sablefish primary fishery. What requirements am I subject to relative to e-ticket reporting?

If you are the owner-on-board for a vessel that is making a delivery of sablefish that will be counted against tier limits in the sablefish primary fishery, then you must cosign the dock ticket or printed copy of the e-ticket. Unless granted a waiver for the owner-on-board requirements by NMFS, it would be unlawful to land sablefish against the sablefish primary fishery tier limits and not have an e-ticket or dock ticket for that delivery that is unsigned by the owner-on-board. Vessels with sablefish-endorsed permits fishing in the primary sablefish fishery will be delivering to first receivers that are now required to submit e-tickets. You may split sablefish among multiple permits (see Section 6.3). Depending on the state in which you are landing, this may require multiple e-tickets or one e-ticket with separate fields filled out.

6.2 I am close to completing my tier limit. What do I have to do?

The first receiver may split sablefish from a single delivery for the purposes of completing a tier limit (or limits) and counting any remaining sablefish from that delivery toward the limited-entry, fixed-gear daily trip limit (DTL). Depending on the state in which you are landing your catch, this may be accomplished by apportioning the catch within a single e-ticket, or via separate e-tickets. An overage only occurs if the tier limit is completed, and the DTL is exceeded.

6.3 If I have stacked (two or three) sablefish-endorsed permits to my vessel, and I am fishing against these tier amounts, can I attribute certain landed amounts against different permits/tiers?

Yes. Your first receiver is able to allocate sablefish against different permits. Depending on your state, this may result in more than one e-ticket.

6.4 The current regulations state that if there are less than 300 pounds remaining on the tier amounts associated with your vessel, you must then fish under the DTLs. Is this requirement still in place?

No, but vessel operators still have to know how close they are to their tier limits. It is the responsibility of the vessel operator to tell the first receiver how to split the landing, including finishing the limit and switching to DTL.

6.5 For those vessels registered to a sablefish-endorsed permit, do the regulations continue to require that any landing of sablefish starting on April 1 must count against the tier amounts until such time that the tier amounts are exhausted?

Yes. A vessel that is eligible to fish in the sablefish primary season may fish in the DTL fishery for sablefish once that vessel's primary season sablefish limit(s) have been landed, or after the close of the primary season, whichever occurs earlier (as described at § 660.231(b)(1)). If the vessel continues to fish in the limited entry fixed gear fishery for any part of the remaining fishing year, any subsequent sablefish landings by that vessel will be subject to the restrictions and limits of the limited entry fixed gear DTL fishery for sablefish.

6.6 Is it possible that multiple e-tickets may be generated from a single landing that attributes certain amounts against multiple permits/tiers?

Yes. Depending on the state into which you are landing, you may have multiple e-tickets for the purposes of counting a sablefish delivery against multiple permits. You may also have multiple e-tickets if you finish your tier, land the entire DTL limit, and have an overage ticket all from the same delivery.

6.7 How do I know what my tier balances are to date? Can a first receiver tell me?

For each delivery, the first receiver is must provide the vessel operator with a printed copy of the e-ticket. The sum of the landings from these e-tickets, subtracted from the available tier limit, is your tier balance.

Also, a first receiver can share a summary report of all the landings you have made to them with you, sorted by permit number. However, first receivers only have access to their own e-ticket information, and they cannot provide you with landing data from other first receivers. Therefore, if you have delivered to three different first receivers, each one of them could provide you with a summary report. The sum of the totals of those three reports against your available tier limits is your tier balance.

7- Fishermen

7.1 I caught sablefish and other species during a trip. Which have to go on an e-ticket and which do not?

The first receiver is responsible for documenting any delivery that contains any sablefish purchased via [E-Tix Portal](#) to PSMFC. If you are splitting the delivery, and a first receiver is not purchasing sablefish, then a paper ticket is sufficient.

7.2 Do I have to wait on an action by the E-Tix Portal web administrators before the first receiver can show me my submitted ticket?

No. Once entered into the e-ticket database by the first receiver, catch information is immediately available. The landing information can be shown to vessel operators by the first receivers logging into their password-protected interfaces right after submission. Enforcement and federal and state fishery managers will also have access to this information. This is an automated system, and the availability of submitted e-ticket data does not rely on action by system administrators.

7.3 Does the e-ticket system allow me to pull a history of all of my landings?

For each delivery, the first receiver is required to provide the vessel operator with a printed copy of the e-ticket. These printed tickets may serve as a history of all the vessels landings.

Also, a first receiver can share a summary report of all the landings you have made to them with you. However, first receivers only have access to their own e-ticket information, and they cannot provide you with landing data from other first receivers. For example, if you have delivered to three different first receivers, each one of them would have to give you a summary report in order for you to get the complete picture of your landings.

7.4 I am transporting my fish before they will get to the first receiver. What paperwork do I have to complete for the transport?

This somewhat depends on which state you are landing your fish in. Any fish removed from a vessel is considered a “landing,” per Federal regulations at sections §660.213 and §660.313. It is the responsibility of the vessel operator or other person taking possession of the fish upon landing to fill out a dock ticket or transportation ticket with the limited entry permit number. The e-ticket number must be added as soon as it reaches the first receiver, who generates the e-ticket number.

7.5 I have a limited fish seller permit for sablefish. What am I required to do?

Vessel operators with limited fish seller permits to sell sablefish are acting as their own first receivers and will have to create an [E-Tix Portal](#) profile and report landings that include sablefish via e-ticket (see Section 2).

Glossary

Annual Catch Limit (ACL) is a harvest specification set in consideration of conservation objectives, socioeconomic concerns, management uncertainty, and other factors. The ACL is a harvest limit that includes all sources of fishing-related mortality including landings, discard mortality, research catches, and catches in exempted fishing permit activities.

Dock ticket means a form accepted by the state to record the landing, receipt, purchase, or transfer of fish for the purposes of completing a federal e-ticket.

E-ticket, E-tix means a web-based form that is used to send landing data to the Pacific States Marine Fisheries Commission. E-tickets are used to collect information similar to the information required in state fish-receiving tickets or landing receipts, but they do not replace or change any state requirements.

Endorsement means an additional specification affixed to the limited entry permit that further restricts fishery participation or further specifies a harvest privilege, and it is non-severable from a limited entry permit.

First receiver means a person who receives, purchases, or takes custody, control, or possession of catch onshore directly from a vessel.

Vessel operator means the party who harvests and first sells or otherwise delivers groundfish species to a fish buyer.

Groundfish species means fish defined under “groundfish” at §660.11 and managed under the Pacific coast groundfish FMP and regulations at 50 CFR part 660, subparts C through G.

Individual fishing quota (IFQ) – This is a federal permit to harvest a quantity of fish, expressed as a percentage of the total allowable catch of a fishery that may be received or held for exclusive use by a person. An IFQ is a harvest privilege that may be revoked at any time in accordance with the Magnuson-Stevens Act.

Land or landing means to begin transfer of fish, offloading fish, or to offload fish from any vessel. Once transfer of fish begins, all fish aboard the vessel are counted as part of the landing.

Limited entry fishery means the fishery composed of vessels registered for use with limited entry permits.

Limited entry gear means longline, trap (or pot), or groundfish trawl gear used under the authority of a valid limited entry permit affixed with an endorsement for that gear.

Limited entry permit means the Federal permit required to fish in the limited-entry-endorsed fishery, and it includes any gear, size, or species endorsements affixed to the permit.

Office of Law Enforcement (OLE) refers to the National Marine Fisheries Service, Office of Law Enforcement, Western Division.

Open access fishery means the fishery composed of commercial vessels using open access gear fished pursuant to the harvest guidelines, quotas, and other management measures governing the harvest of open access allocations (detailed in §660.55) or governing the fishing activities of open access vessels (detailed in subpart F of this part). Any commercial vessel that is not registered to a limited entry permit and which takes and retains, possesses, or lands groundfish is a participant in the open access groundfish fishery.

Open access gear means all types of fishing gear except the following:

(1) Longline or trap (or pot) gear fished by a vessel that has a limited entry permit affixed with a gear endorsement for that gear.

(2) Groundfish trawl

Processing (or to process) — The preparation or packaging of groundfish to render it suitable for human consumption, retail sale, industrial uses or long-term storage, including, but not limited to, cooking, canning, smoking, salting, drying, filleting, freezing, or rendering into meal or oil, but does not mean heading and gutting, unless additional preparation is done.

Owner-on-board requirement Any person who owns or has ownership interest in a limited entry permit with a sablefish endorsement, as described at §660.25(b)(3), subpart C, must be on board the vessel registered for use with that permit at any time that the vessel has sablefish on board the vessel that count toward that permit's cumulative sablefish landing limit. A permit owner is not obligated to be on board the vessel fishing sablefish if any qualifications are met at 660.231 (b)(4). A permit owner who owned a sablefish permit as of November 1, 2000, was exempted from the owner-on-board requirement. The exemption can be lost if all sablefish endorsement permits are sold, the exempted party dies, or the corporation dissolves.

Pacific States Marine Fisheries Commission (PSMFC) promotes and supports policies and actions to conserve, develop, and manage fishery resources in California, Oregon, Washington, Idaho, and Alaska. It accomplishes this through coordinating research activities, monitoring fishing activities, and facilitating a wide variety of projects. It works to collect data and maintain databases on salmon, steelhead, and other marine fish for fishery managers and the fishing industry.

Pacific Fisheries Information Network (PacFIN) is collaboration between member state and Federal fishery agencies that supply the information needed effectively to manage fish stocks on the West Coast of the United States, and it improves data quality and timeliness for use in fisheries management. The data are stored, processed, and disseminated by members of PacFIN staff. The member agencies include the California Department of Fish & Wildlife, Oregon Department of Fish & Wildlife, Washington Department of Fish & Wildlife, National Oceanic and Atmospheric Administration (NOAA), Pacific States Marine Fisheries Commission (PSMFC), and Pacific Fisheries Management Council (PFMC).

Processor is a person, vessel, or facility that engages in commercial processing, or receives live groundfish directly from a fishing vessel for retail sale without further processing.

Vessel owner or owner of a vessel means a person identified as the current owner in the Certificate of Documentation (CG-1270) issued by the U.S. Coast Guard (USCG) for a documented vessel, or in a registration certificate issued by a state or the USCG for an undocumented vessel.