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OMB Control No. 0648-0318
Expiration Date: 07/31/2025

2024
Alaska Pollock Trawl Catcher Vessel Electronic Monitoring (EM)
Vessel Monitoring Plan (VMP) for Catcher Vessels

Your vessel is in the Exempted Fishing Permit (EFP) Pollock Program for 2024. You must fully comply with all the provisions of this VMP and all EFP requirements. We will notify you if there are problems regarding your performance under this EFP. If you have repeat problems with EM system reliability or video quality or have failed to comply with the requirements in this VMP or other elements of the EFP, you may be prohibited from continuing to participate in the program.

EFP Permit Holder Contact Information

[To be completed by the EM service provider. Provide the appropriate contact information for the Permit Holders that are the primary and secondary contact for the vessel.

EM Service Provider Contacts

[To be completed by the EM service provider. List EM service provider contact information, including but not limited to: office address, office phone numbers, and Field Manager email and cell phone.]

Vessel Info and Contacts

Vessel Name :

At-sea Vessel phone (Satellite, cell) :

At-sea Vessel email (if any) :

ADFG Vessel permit :

Home port :

Primary landing port(s) :

Permitted Pollock Activity: ☐ CV Bering Sea Only ☐ CV GOA Only ☐ CV Bering Sea and GOA

Hard Drive Submission Frequency: ☐ First and second EM trip ☐ Up to 5 trips

Vessel Owner or Designated Representative Name :

Mailing Address :

Email :

Phone number(s) :

Vessel Operator 1 Name :

Email :

Phone number(s) :

Vessel Operator 2 Name :

Email :

Phone number(s) :

Reminders:
Non-fishing activities occurring on deck may be seen by an EM reviewer.

It is prohibited to assault, impede, intimidate, harass, sexually harass, bribe, or interfere with an EM service provider.

EM service provider means any person, including their employees or agents, that NMFS contracts with to provide EM services, or to review, interpret, or analyze EM data, as required under § 679.51(f).

Vessel Operator Responsibilities

For each trip you must comply with the operator responsibilities listed below and in *Appendix B – Guide for Vessel Operator*.

Prior to Trip

- ✓ **Complete Function Test:** You must turn the system on and conduct a system function test following the instructions provided in *Appendix B – Guide for Vessel Operator*. The vessel is advised to conduct the function test prior to leaving port. The function test must be completed at least two hours before deploying gear. If the function test identifies a malfunction, you must follow the guidance in the *Equipment Malfunction Matrix* and the troubleshooting guidelines listed in *Appendix B – Guide for Vessel Operator*.

- ✓ **Confirm Hard Drive Storage Space:** Ensure that the system has enough storage to record the entire trip.

- ✓ **ODDS (GOA CVs only):** log your trip in ODDS by selecting an EFP trip and indicating whether you will deliver to a tender.
    - If you log a tender EFP trip, you must deliver all catch to a participating EFP tender; otherwise, you must deliver all catch to a participating EFP shoreside processor.
    - For assistance logging trips, ODDS can be reached online at https://www.fisheries.noaa.gov/resource/tool-app/observer-deploy-and-declare-system-odds or through the call center at 1-855-747-6377.

During Each Trip

- ✓ **Power**: Maintain uninterrupted power to the EM unit while the vessel is underway.

- ✓ **Maintain Equipment**: Make certain that EM system components are not tampered with, disabled, destroyed, or operated or maintained improperly unless directed to make changes by NMFS, the EM service provider, the EFP managers, or as directed in the troubleshooting guide of the VMP.

Each Day

- ✓ **Logbook:**
    - You are required to complete a NMFS trawl logbook (per regulations 50CFR 679.5(c)) or complete *Appendix D - Trawl EFP Logbook* or *WGOA eLog*
    - Record all at-sea discards by species and weight (except for jellyfish). Note whether these discards are in pounds or metric tons.
        - If discard is a large individual marine organism (including skates), record for each species:
            - the estimated weight,
            - number of organisms.
        - If the discard is a Salmon shark or Pacific Sleeper shark, record for each species,
            - the measured pre-caudal length,

        - weight from the length/weight table provided in *Appendix E and F* (or an estimate if shark species is not Pacific sleeper shark or salmon shark),
        - number of organisms.
      - If the discard is jellyfish, you do not need to record the weight, but you should still record that you discarded jellyfish.
  - In the comments section note:
    - List the reason(s) for each discard event;
    - EM malfunctions encountered during the trip;
    - All third wire bird strikes or bird captures;
    - All marine mammal captures or interactions;
    - Codend capacity (note whether it is in lbs or metric tons).
  - You are required to submit the blue discard sheet from the NMFS trawl logbook or a copy of the *Appendix D - Trawl EFP Logbook*, or your *WGOA eLOG* to the shoreside processor or tender at the time of offload so that discard information can be entered into eLandings or tLandings.

Prior to Each Haul

✓ **Verify System Is Running Correctly**

- Verify that all cameras are recording and all sensors and other required EM system components are functioning as instructed in *Appendix B – Guide for Vessel Operator.*

- Check the monitor and verify that the camera views are consistent with the images provided in *Appendix A - Vessel Installation Details*.

✓ **Clear Camera Views:** Clean cameras to maintain video quality. Do NOT pressure wash cameras or network switch boxes. Make sure camera views are not blocked.

Completion of Fishing activity in a Trip

✓ **All EFP vessels in the GOA**

- Upon departing the fishing grounds for town, all EFP vessels in the Gulf of Alaska (regardless if the trip is EM or not) are required to communicate with observers via observer cell phone to specify:
  - if the trip is EM or not EM;
  - if EM, provide your ETA, hail weight and whether or not you have a deckload. Hail weight should include deckload.

✓ **Contact your PI for the current Observer Phone Numbers.**

Catch Handling Requirements

✓ All catch and discards must be handled within view of the cameras as defined in the camera descriptions and deck diagram in *Appendix A - Vessel Installation Details*.

✓ All catch handling from the previous haul must be complete prior to retrieving the next haul.

- ✓ **Maximized Retention:** All catch, including all groundfish and non-groundfish species, must be retained and delivered except:
    - Small amounts of pollock and other incidental species removed from the deck and fishing gear during cleaning and other similar vessel operations;
    - Large individual marine organisms, including large individual rays or skates;
    - Jellyfish;
    - Sharks except for Pacific spiny dogfish;
    - Unavoidable discard of catch resulting from an event that is beyond the control of the vessel operator or crew provided. Unavoidable discards are expected to be rare and unusual. Events beyond the control of the vessel include:
        - safety/stability;
        - the opening of a blow-out panel because the catch is otherwise too large/unsafe to bring up the vessel's stern ramp;
        - net bleeds/venting of an overfull codend;
        - discards due to mechanical failure.

- ✓ As described in the Logbook section (see "Each Day" heading of this VMP), you are required to record the species code, estimated weight, and the reason for discards in your logbook. For large marine organisms, also record the number of organisms discarded. For jellyfish, you do not need to estimate the weight or number.

- ✓ **MRAs & Pollock Trip Limits:** GOA vessels are exempt from the GOA 300,000-pound pollock trip limit and MRA limits and are required to meet the performance standards under the EFP.

- ✓ **Marine mammals:** Any incidental mortality or serious injury of marine mammals must be documented in your logbook and reported through the Marine Mammal Authorization Program. Forms for the Marine Mammal Authorization Program are mailed to most permit holders participating in category II fisheries (Marine Mammal Protection Act List of Fisheries), but are also available online at: https://www.fisheries.noaa.gov/national/marine-mammal-protection/marine-mammal-authorization-program
    - All mortality and/or serious injury with marine mammals incidental to fishing activities needs to be reported, regardless of the category of the fishery under the MMAP List of Fisheries.
    - Incidental interactions include any action that results in an injury (as stated at 50 CFR 229.2) or the collection of an already deceased animal.
    - When reporting an interaction with a previously dead animal, please fill out the reporting form and use the notes section to specify that the animal was dead previous to fishing activities and give the reasons why this is apparent to you.
    - If you have questions about what to report or how to report, contact suzie.teerlink@noaa.gov or (907) 586-7240

- ✓ **Seabirds:**
    - Mortalities and interactions of all seabirds must be captured and could be from fishing gear, vessel strikes, or 3rd wire entanglements. Hold all seabirds in clear view of camera for 3 seconds to assist with identification.

- Vessels are required to complete a Threatened and Endangered Bird Species Encounter Reporting Form (USFWS) when an encounter occurs for short-tailed albatross, spectacled eider, Steller's eider or other ESA-listed species while participating in the EFP.

Deliveries/Offloads

✓ **GOA CVs only:** Complete your offload according to the disposition (tender vs shoreside) of your logged trip in ODDS:
- If you logged a tender EFP trip in the ODDS, you must deliver all catch to a participating EFP tender.
- Otherwise, you must deliver to a participating EFP shoreside processor.

✓ **All CVs:**
- You are required to communicate with participating processors and provide timely offload schedule information for all EFP trips.
- All catch must be completely offloaded at a single location (no partial offloads)
- The EM System must remain on through the entire duration of the offload.
  - Verify that the EM system is on and recording prior to starting offload.
  - Document the date/time of the start of the offload in your logbook.
  - If the vessel is not carrying unsecured catch on deck (deckloads), an interruption of up to 15 minutes to the offload video is allowed for hard drive exchanges and minor equipment servicing. Any interruption to offload video should be noted as a comment on the logbook if it occurs.
    - If a vessel is carrying unsecured catch on deck (deckloads), there cannot be any interruptions to the offload video.

After Each Trip

✓ **Check the remaining disk space on your hard drive**. If there is not enough storage remaining for another trip, you must perform a hard drive exchange and submit your hard drive and logbook pages. Follow shipping instructions in Appendix B – Guide for Vessel Operator.

✓ **Close fishing trip in ODDS (GOA CVs only):** Prior to logging another trip you must close the fishing trip in ODDS and enter the fish ticket number.

Data Submission Requirements

CV trips ending at a shoreside processing plant

✓ **Data submission for CGOA/BSAI Vessels:**
- You must submit your hard drive and copies of all logbook pages from all the trips recorded on the hard drive when you meet any of these criteria:
  - You have completed up to the specified number of trips on your current hard drive,

- First and Second EM Trip - vessels must submit their hard drive and logbook at the end of their first and second EM trips of the year for which the VMP is approved.
- Up to 5 Trips - vessels that have met their first and second trip submission requirements, and are meeting performance expectations, may record up to 5 trips on the current hard drive, unless otherwise specified by NMFS.

  - Your hard drive does not have enough room for another trip,
  - You had an encounter with a seabird or marine mammal
  - You are done with your pollock fishery for the current season.

- If you meet one of the criteria for hard drive submission (listed above), then the hard drives and logbooks must be submitted within 24 hrs of landing.
- Perform a hard drive exchange as described in *Appendix B – Guide for Vessel Operators* and deliver the mailing envelope containing the hard drive to the appropriate contact for mailing.
  - EFP trips ending in ports with limited postal service: Notify the appropriate EFP permit holder (using the contacts on first page of the VMP) to inform them of any expected delays.
  - You may be asked to submit the tracking information on the mailing envelope to your EM Service Provider, see *Appendix B – Guide for Vessel Operators.*
- Pickup new logbooks and hard drives from processing plant as needed.
- Review your logbook for completion. If applicable, confirm that discards (including sharks or other large species) are recorded in your logbook.
- You must submit your logbook with your hard drive.
- Copies of the discard sheet in the logbook (aka the "blue sheet") must be submitted to the processors at the end of every trip.

✓ **Data submission for WGOA Vessels:**

- You must submit your hard drive and copies of all logbook pages from all the trips recorded on the hard drive when you meet any of these criteria:
  - You have completed up to the specified number trips
    - First and Second EM Trip - vessels must submit their hard drive and logbook at the end of their first and second EM trips of the year for which the VMP is approved.
    - Up to 5 Trips - vessels that have met their first and second trip submission requirements, and are meeting performance expectations, may record up to 5 trips on the current hard drive, unless otherwise specified by NMFS.
  - Your hard drive does not have enough room for another trip,
  - You had an encounter with a seabird or marine mammal
  - You are done with your pollock fishery for the current season.
- If you meet one of the criteria for hard drive submission (listed above), then the hard drives and logbooks must be submitted within 24 hrs of landing.
- Perform a hard drive exchange as described in *Appendix B – Guide for Vessel Operators* and deliver the mailing envelope containing the hard drive to the appropriate contact for mailing.

        - EFP trips ending in ports with limited postal service: Notify the appropriate EFP permit holder (using the contacts on first page of the VMP) to inform them of any expected delays.
        - You may be asked to submit the tracking information on the mailing envelope to your EM Service Provider, see *Appendix B – Guide for Vessel Operators.*
    - Pickup new logbooks and hard drives from processing plant as needed.
    - If using an Electronic Logbook (eLog), review eLog for completion, including offload date and discards, then export your eLog data as described in the eLog Software guide.
    - You must submit your eLog via USB stick or remote transmission within 24 hours of landing every trip.
    - If you experienced a malfunction that required a paper logbook for the trip, a copy of the logbook must be provided to the processors at the end of your offload and another copy submitted to your provider with your hard drive.

✓ *[To be completed by the EM service provider. List any other hard drive submission procedures including but not limited to: location and procedures for drive delivery and pick up of additional drives and mailing envelopes for each processing plant and location. Also, add in additional procedures if vessels are mailing their own drives. Please include instructions for sending the harddrive tracking information to the EM Service Provider and/or video reviewer, if desired.]*

CV trips ending at a tender vessel

✓ **Data submission for all CVs ending at a tender vessel:**

- You must submit your hard drive and copies of all logbook pages from all the trips recorded on the hard drive when you meet any of these criteria:
    - You have completed up to the specified number of trips
        - First and Second EM Trip - vessels must submit their hard drive and logbook at the end of their first and second EM trips of the year for which the VMP is approved.
        - Up to 5 Trips - vessels that have met their first and second trip submission requirements, and are meeting performance expectations, may record up to 5 trips on the current hard drive, unless otherwise specified by NMFS.
    - Your hard drive does not have enough room for another trip;
    - You had an encounter with a seabird or a marine mammal;
    - You are done with your pollock fishery for the current season.
- If you meet one of the criteria for hard drive submission (listed above), then the hard drives and logbooks must be submitted within 24 hrs of landing.
- Perform a hard drive exchange as described in *Appendix B – Guide for Vessel Operators* and give the mailing envelope containing the hard drive and your logbook pages to tender vessel so it can be shipped to the appropriate contact for mailing
    - EFP trips ending in ports with limited postal service: Notify the appropriate EFP permit holder (using the contacts on first page of the VMP) to inform them of any expected delays.
    - You may be asked to submit the tracking information on the mailing envelope to your EM Service Provider, see *Appendix B – Guide for Vessel Operators*.
- Pickup new logbooks and hard drives from tender vessel, as needed.

- Your location (BS or GOA)

✓ **Additional instructions for data submission for CGOA/BSAI Vessels:**
  - Review your logbook for completion. If applicable, confirm that discards (including sharks or other large species) are recorded in your logbook.
  - You must submit your logbook with your hard drive.
  - Copies of the discard sheet in the logbook (aka the "blue sheet") must be submitted to the processors at the end of every trip.

✓ **Additional instructions for data submission for WGOA Vessels:**
  - Review your Electronic Logbook (eLog) for completion, including offload date and discards, then export your eLog data as described in the eLog Software guide.
  - You must submit your eLog via USB stick to your tender or remote transmission with your hard drive.
  - If you experienced a malfunction that required a paper logbook for the trip, a copy of the logbook must be provided to the processors at the end of your offload and another copy submitted to your provider with your hard drive.

✓ *[To be completed by the EM service provider. List any other hard drive submission procedures including but not limited to: location and procedures for drive delivery and pick up of additional drives and mailing envelopes for each processing plant and location. Also, add in additional procedures if vessels are mailing their own drives.]*

System Malfunctions

✓ **Reporting Malfunctions:** System malfunctions can occur at the dock, prior to departure, or while the vessel is at sea. All system malfunctions must be recorded in your logbook and reported as soon as possible to your EM Service Provider and your EFP Manager.

✓ [To be completed by the EM service provider. List any expected procedures for vessels to report malfunctions including but not limited to: phone and email for vessels to contact and specific instructions for at-sea vs. dock; preference for how the vessels should report malfunctions.]

✓ **Malfunction Classifications**: Equipment malfunctions will be classified as "High" priority or "Low" priority as indicated in the malfunction tables. Due to the different monitoring levels and operational differences between the Bering Sea and the Gulf of Alaska pollock fisheries, there will be different protocols for dealing with High priority malfunctions.
  - Low priority malfunctions will typically have a "work around" and will not affect your ability to depart on an EFP trip but the issue must be resolved prior to taking an additional trip once the initial issue is identified.
  - High priority malfunctions typically result in the inability for the EM system to log the required critical data components. The tables indicate the High priority malfunctions classifications and the associated actions that must be taken when they are encountered.

✓ When looking at the malfunction classifications, please pay careful attention to the protocol specific to:
  - Whether your malfunction occurred during the Pre-Fishing function test or after the Pre-fishing function test was completed.
  - Your location (BS or GOA)

- Your location (BS or GOA)

Equipment Malfunction Matrix

Equipment Malfunction Discovered During Pre-Fishing EM System Function Test (at least two hours before deploying gear)

The EM function test must be completed at least two hours before deploying gear. Vessels are strongly advised to conduct the pre-fishing function test prior to leaving port to avoid possibly having to return to port if a high priority malfunction is identified during the pre-fishing function test. If the function test identifies a malfunction, follow the troubleshooting guidelines listed in *Appendix B – Guide for Vessel Operator to attempt to resolve the issue, and follow the instructions in the table below if the issues cannot be resolved.* Vessels may choose to carry additional hard drives and spare parts, such as cameras, network switches and sensors. ***NOTE**: Regardless of when the pre-fishing function test is run, it is the vessel's responsibility to ensure that the EM system is fully operational before they leave port.*

Malfunction Type	High/Low Priority	Potential Solution	Action if Malfunction Not Resolved
Monitor Down	**High**	Connect a different monitor	Attempt to resolve the issue following the troubleshooting guidelines listed in Appendix B – Guide for Vessel Operators. If you cannot resolve the issue, contact EM service provider *immediately* for additional troubleshooting options if you have already left port, or to arrange a technician service/repair prior to scheduled departure if you are still in port. • **GOA CV:** If service cannot be scheduled prior to departure from port, or if the vessel is out of port and the issue cannot be resolved with the EM service provider at least two hours before deploying gear, you may deploy gear for ***one*** *trip, but repair must occur prior to departing on another trip*. • **BS CV:** Repair must occur prior to deployment of gear. Vessels will be required to return to port if pre-fishing function test reveals a high priority malfunction.
Insufficient Data Drive Space	**High**	Replace with spare hard drive	Another hard drive must be obtained and initialized before deployment of gear.
Control Center	**High**	Restart system	Attempt to resolve the issue following the troubleshooting guidelines listed in Appendix B – Guide for Vessel Operators. If you cannot resolve the issue, contact EM service provider *immediately* for additional troubleshooting options if you have already left port, or to arrange a technician service/repair prior to scheduled departure if you are still in port. • **GOA CV:** If service cannot be scheduled prior to departure from port, or if the vessel is out of port and the issue cannot be resolved with the EM service provider at least two hours before deploying gear, you may deploy gear for ***one*** *trip, but repair must occur prior to departing on another trip*. • **BS CV**: Repair/control center replacement must occur prior to deployment of gear. Vessels will be required to return to port if pre-fishing function test reveals a high priority malfunction.
Insufficient Deck Lighting	**Low**	Replace lights	May deploy gear but cannot retrieve gear at night.

Critical Camera	**High**	Restart system; replace with spare camera	Refer to *Appendix A – Vessel Installation Details* to confirm that the camera is a critical camera. Attempt to resolve the issue following the troubleshooting guidelines listed in Appendix B – Guide for Vessel Operators. If you cannot resolve the issue, contact EM service provider *immediately* for additional troubleshooting options if you have already left port, or to arrange a technician service/repair prior to scheduled departure if you are still in port. ● **GOA CV:** If service cannot be scheduled prior to departure from port, or if the vessel is out of port and the issue cannot be resolved with the EM service provider at least two hours before deploying gear, you may deploy gear for ***one*** *trip,* if a combination of other cameras provides view of the deck and stern ramp area. Repair must occur prior to departing on another trip. ● **BS CV:** Repair must occur prior to deployment of gear. Vessels will be required to return to port if pre-fishing function test reveals a high priority malfunction.
Non-critical Camera	**Low**	Restart system; replace with spare camera	Refer to *Appendix A – Vessel Installation Details* to confirm that the camera is non-critical. Attempt to resolve the issue following the troubleshooting guidelines. If you cannot resolve the issue, contact EM service provider to arrange a technician service/repair. Repair must occur prior to departing on another trip.
GPS Down	**Low**	Restart system	Attempt to resolve the issue following the troubleshooting guidelines. If you cannot resolve the issue, contact EM service provider to arrange a technician service/repair. Repair must occur prior to departing on another trip.
Hydraulic Sensor	**Low**	Restart system replace with spare sensor	May deploy gear but must trigger video manually. If you cannot resolve the issue, contact EM service provider to arrange a technician service/repair. Repair must occur prior to departing on another trip.
Keyboard/Mouse	**Low**	Replace with another keyboard/mouse	May deploy gear provided that sensors are properly triggering automatic recording. If you cannot resolve the issue, contact EM service provider to arrange a technician service/repair. Repair must occur prior to departing on another trip.

Equipment Malfunction during fishing

If the system passed the function test at the dock or at least two hours before deploying gear, and remains continuously powered during the trip, you are NOT required to return to port in the event of a high priority malfunction. Follow the instructions provided in *Appendix B – Guide for Vessel Operator*. If the malfunction cannot be resolved following the troubleshooting guide and/or with remote support, continue to run the system with all functional parts, and contact the service provider immediately (from sea if possible) to schedule service at the time of landing. Record all malfunction details in the comments section of your logbook including the time and date of the malfunction. Vessels may choose to carry additional hard drives and spare parts, such as cameras, network switches and sensors.

Malfunction Type	High/Low Priority	Potential Solution	Action if Malfunction Not Resolved
Monitor Down	**High**	Connect a different monitor	Troubleshoot and repair prior to next haul. If cannot repair must contact EM service provider ASAP to report issues/schedule repair. Repair must occur prior to departing on the next trip.
GPS	**High**	Restart system	Troubleshoot and repair prior to next haul. If cannot repair must contact EM service provider ASAP to report issues/schedule repair. Repair must occur prior to departing on the next trip.
Insufficient Storage	**High**	Replace with spare hard drive	Perform a data retrieval and swap hard drive with a new blank hard drive.
Control Center	**High**	Restart system	Troubleshoot and repair prior to next haul. If cannot repair must contact EM service provider ASAP to report issues/schedule repair. Repair must occur prior to departing on the next trip.
Loss of Continuous Power during fishing or offloading	**High**	Check power supply to system	Troubleshoot and repair prior to next haul. If cannot repair must contact EM service provider ASAP to report issues/schedule repair. Repair must occur prior to departing on the next trip.
Loss of Continuous Power while transiting	**Low**	Check power supply to system	May continue to transit. Troubleshoot and repair prior to next haul or prior to offload. If cannot repair must contact EM service provider ASAP to report issues/schedule repair. Repair must occur prior to departing on the next trip.
Insufficient Lighting	**High**	Replace lights	May fish but cannot retrieve gear at night.
Critical Camera (views of deck, horizon, stern ramp, and factory [if applicable])	**High**	Restart system; replace with spare camera	Troubleshoot and repair prior to next haul. If cannot repair must contact EM service provider ASAP to report issues/schedule repair. Repair must occur prior to departing on the next trip.
Non-critical Camera	**Low**	Restart system; replace with spare camera	Attempt to repair prior to retrieving gear. If cannot repair must contact EM service provider ASAP to report issue/schedule repair. Repair must occur prior to departing on the next trip.
Keyboard/Mouse	**High**	Replace with another keyboard/mouse	Before departing on another trip, must contact EM service provider to get new keyboard or mouse.
Hydraulic Sensor	**Low**	Restart system	Must trigger video recording manually. Before departing on another trip selected for EM coverage, must contact EM service provider to schedule repair.

Appendix A – Vessel Installation Details

[To be completed by the EM service provider.]

- Include a description and diagram of the installation on the vessel including the number and location of cameras; definition of their use (e.g., deck views, horizon view, stern view, discard views, factory conveyor views); and whether each camera is Critical or Non-Critical (based on input from the EM reviewers).
- Deck Diagram to include the location of deck hatches, checker configurations/dimensions (where appropriate) and location of mid-water net reel locations
- Provide images of camera views.
- Describe the location of lighting, control center, GPS, sensors, monitor, and other EM equipment.
- List the frame rates, image resolution, frequency of logging, sensor trigger threshold values, and other EM system specifications.

Vessel-specific handling protocols or instructions

- [List any special handling protocols that may apply to a vessel, including description and diagrams of discard control points, specific procedures for sorting discards (if applicable), and steps that need to be taken to ensure all catch remains in camera view.]

Appendix B – Guide for Vessel Operator

[To be completed by the EM service provider.]

EM system user's guide

- [Provide EM system specific information including…
- Describe how to retrieve a hard drive, how to power up the system, how to do a function test, system, etc.
- Provide the detailed steps that will be taken to minimize the potential for EM system malfunctions
- Provide troubleshooting guide with steps if malfunctions occur.

Appendix C – Signature Page

This certifies that the vessel owner/operator has been trained in the function and operation of the Electronic Monitoring (EM) system installed on the vessel and that the vessel owner/operator must comply with the components of this Vessel Monitoring Plan. A signed copy of this VMP must be aboard at all times when the vessel is participating in this EFP. Digital signatures are acceptable.

Vessel owner/operator signature: _____

Signer's relationship to vessel (such as owner, operator, designated representative):

_____

Date: _____

EM Service Provider signature: _____

Date: _____

Appendix D Trawl EM EFP Logbook

Vessel Name:			Start Port:	Codend Capacity:
ADF&G Number:	Trip Start Date (mm/dd/yyyy):		Offload Port:	
Operator Name:	Offload Date (mm/dd/yyyy):	Offload Time:	Trip Number:	Lbs or MT (circle one)

Did the EM system function normally the entire trip? Y N If no, please describe any problems:	Comments:

Haul No.	Verified EM system OK	Set Information				Retrieval Information				Species Code of Discard	No. discarded animals	Discard Weight (lbs or MT)	Reason for Discard
		Date	Time	Latitude	Longitude	Date	Time	Latitude	Longitude				

Appendix E – Length to Weight Conversion for Pacific Sleeper Shark

PCL (ft in)	PCL (in)	WT (lbs)
2'0"	24	20
2'1"	25	21
2'2"	26	23
2'3"	27	25
2'4"	28	28
2'5"	29	31
2'6"	30	33
2'7"	31	35
2'8"	32	38
2'9"	33	40
2'10"	34	43
2'11"	35	47
3'0"	36	52
3'1"	37	55
3'2"	38	58
3'3"	39	62
3'4"	40	65
3'5"	41	69
3'6"	42	73
3'7"	43	79
3'8"	44	85
3'9"	45	90
3'10"	46	94
3'11"	47	99
4'0"	48	104
4'1"	49	109
4'2"	50	117
4'3"	51	126

PCL (ft in)	PCL (in)	WT (lbs)
6'8"	80	429
6'9"	81	443
6'10"	82	456
6'11"	83	470
7'0"	84	484
7'1"	85	499
7'2"	86	521
7'3"	87	545
7'4"	88	560
7'5"	89	576
7'6"	90	593
7'7"	91	609
7'8"	92	626
7'9"	93	644
7'10"	94	671
7'11"	95	698
8'0"	96	717
8'1"	97	736
8'2"	98	755
8'3"	99	775
8'4"	100	795
8'5"	101	825
8'6"	102	857
8'7"	103	878
8'8"	104	900
8'9"	105	923
8'10"	106	945
8'11"	107	968

PCL (ft in)	PCL (in)	WT (lbs)
11'4"	136	1960
11'5"	137	2017
11'6"	138	2075
11'7"	139	2114
11'8"	140	2154
11'9"	141	2194
11'10"	142	2235
11'11"	143	2277
12'0"	144	2318
12'1"	145	2382
12'2"	146	2447
12'3"	147	2491
12'4"	148	2536
12'5"	149	2581
12'6"	150	2627
12'7"	151	2673
12'8"	152	2743
12'9"	153	2815
12'10"	154	2863
12'11"	155	2912
13'0"	156	2962
13'1"	157	3012
13'2"	158	3063
13'3"	159	3140
13'4"	160	3218
13'5"	161	3272
13'6"	162	3325
13'7"	163	3380

4'4"	52	131
4'5"	53	137
4'6"	54	143
4'7"	55	150
4'8"	56	156
4'9"	57	167
4'10"	58	177
4'11"	59	184
5'0"	60	192
5'1"	61	200
5'2"	62	208
5'3"	63	216
5'4"	64	224
5'5"	65	237
5'6"	66	251
5'7"	67	260
5'8"	68	270
5'9"	69	279
5'10"	70	289
5'11"	71	300
6'0"	72	315
6'1"	73	332
6'2"	74	343
6'3"	75	355
6'4"	76	366
6'5"	77	378
6'6"	78	391
6'7"	79	410

9'0"	108	1003
9'1"	109	1039
9'2"	110	1064
9'3"	111	1089
9'4"	112	1114
9'5"	113	1140
9'6"	114	1166
9'7"	115	1206
9'8"	116	1247
9'9"	117	1274
9'10"	118	1303
9'11"	119	1331
10'0"	120	1360
10'1"	121	1390
10'2"	122	1420
10'3"	123	1465
10'4"	124	1512
10'5"	125	1544
10'6"	126	1576
10'7"	127	1608
10'8"	128	1641
10'9"	129	1675
10'10"	130	1726
10'11"	131	1778
11'0"	132	1814
11'1"	133	1849
11'2"	134	1886
11'3"	135	1923

13'8"	164	3434
13'9"	165	3490
13'10"	166	3574
13'11"	167	3660
14'0"	168	3718
14'1"	169	3777
14'2"	170	3836
14'3"	171	3896
14'4"	172	3956
14'5"	173	4017
14'6"	174	4111
14'7"	175	4205
14'8"	176	4269
14'9"	177	4333
14'10"	178	4398
14'11"	179	4464
15'0"	180	4530
15'1"	181	4631
15'2"	182	4733
15'3"	183	4803
15'4"	184	4872
15'5"	185	4943
15'6"	186	5014
15'7"	187	5086
15'8"	188	5195
15'9"	189	5306
15'10"	190	5381
15’11”	191	5456

Appendix F – Length to Weight Conversion for Salmon Shark

PCL (ft in)	PCL (in)	WT (lbs)
2'0"	24	13
2'1"	25	15
2'2"	26	17
2'3"	27	18
2'4"	28	20
2'5"	29	23
2'6"	30	25
2'7"	31	28
2'8"	32	30
2'9"	33	33
2'10"	34	36
2'11"	35	39
3'0"	36	42
3'1"	37	46
3'2"	38	49
3'3"	39	53
3'4"	40	57
3'5"	41	61
3'6"	42	65
3'7"	43	70
3'8"	44	76
3'9"	45	81
3'10"	46	86
3'11"	47	91
4'0"	48	97
4'1"	49	102
4'2"	50	108
4'3"	51	115
4'4"	52	121

PCL (ft in)	PCL (in)	WT (lbs)
6'8"	80	418
6'9"	81	436
6'10"	82	451
6'11"	83	467
7'0"	84	483
7'1"	85	499
7'2"	86	516
7'3"	87	533
7'4"	88	551
7'5"	89	569
7'6"	90	587
7'7"	91	606
7'8"	92	625
7'9"	93	644
7'10"	94	668
7'11"	95	688
8'0"	96	709
8'1"	97	730
8'2"	98	752
8'3"	99	773
8'4"	100	796
8'5"	101	818
8'6"	102	842
8'7"	103	865
8'8"	104	889
8'9"	105	914
8'10"	106	938
8'11"	107	969
9'0"	108	995

4'5"	53	128
4'6"	54	135
4'7"	55	142
4'8"	56	150
4'9"	57	159
4'10"	58	167
4'11"	59	175
5'0"	60	184
5'1"	61	192
5'2"	62	201
5'3"	63	211
5'4"	64	220
5'5"	65	230
5'6"	66	240
5'7"	67	251
5'8"	68	262
5'9"	69	273
5'10"	70	286
5'11"	71	298
6'0"	72	310
6'1"	73	322
6'2"	74	335
6'3"	75	348
6'4"	76	361
6'5"	77	375
6'6"	78	389
6'7"	79	403

9'1"	109	1021
9'2"	110	1048
9'3"	111	1075
9'4"	112	1102
9'5"	113	1131
9'6"	114	1159
9'7"	115	1188
9'8"	116	1218
9'9"	117	1248
9'10"	118	1278
9'11"	119	1309
10'0"	120	1347
10'1"	121	1379
10'2"	122	1411
10'3"	123	1444
10'4"	124	1477
10'5"	125	1511
10'6"	126	1546
10'7"	127	1581
10'8"	128	1616
10'9"	129	1652
10'10"	130	1689
10'11"	131	1733
11'0"	132	1771
11'1"	133	1809
11'2"	134	1848
11'3"	135	1887

PUBLIC REPORTING BURDEN STATEMENT

A Federal agency may not conduct or sponsor, and a person is not required to respond to, nor shall a person be subject to a penalty for failure to comply with an information collection subject to the requirements of the Paperwork Reduction Act of 1995 unless the information collection has a currently valid OMB Control Number. The approved OMB Control Number for this information collection is 0648-0318. Without this approval, we could not conduct this information collection. Public reporting for this information collection is estimated to be approximately 48 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the information collection. Responses to this information collection are required pursuant to 50 CFR part 679 and under section 402(a) of the Magnuson-Stevens Act (16 U.S.C. 1801, *et seq.*). This template is used to develop a Vessel Monitoring Plan. Send comments regarding this burden estimate or any other aspect of this information collection, including suggestions for reducing this burden to Assistant Regional Administrator, Sustainable Fisheries Division, NOAA National Marine Fisheries Service, P.O. Box 21688. Juneau, AK 99802-1668.

PRIVACY ACT STATEMENT

Authority: The collection of this information is authorized under the Magnuson Stevens Fishery Conservation and Management Act, 16 U.S.C. 1801 *et seq*.

Purpose: NMFS uses information submitted in this VMP to determine whether the configuration of the EM system and associated equipment will meet the data collection and compliance objectives and purpose of the EM Program, including camera locations to cover all fishing activities, any sensors to detect fish activities, and any special catch handling requirements. The VMP also describes methods to troubleshoot the EM system and instructions for the vessel operator to ensure the EM system is functioning properly.

Routine Uses: The Department will use this information for compliance purposes and will not be shared with the public. Disclosure of this information is permitted under the Privacy Act of 1974 (5 U.S.C. Section 552a), to be shared within NMFS offices, in order to coordinate monitoring and management of sustainability of fisheries and protected resources, as well as with the applicable State or Regional Marine Fisheries Commissions and International Organizations. Disclosure of this information is also subject to all of the published routine uses as identified in the Privacy Act System of Records Notice COMMERCE/NOAA-6, Fishermen's Statistical Data.

Disclosure: Providing information in this VMP is required for vessels in the trawl EM category of the North Pacific Observer Program. Participation in the trawl EM category is voluntary; failure to provide complete and accurate information may result in disapproval of participation in the trawl EM category.