

From: F/V Nicole Marie [mailto:srtacker@charter.net]

Sent: Sunday, December 30, 2012 04:41 PM

To: 'Hogan'

Cc: 'AAFA', 'Blocker', 'Carlos', 'Hawkins', 'Hopfer Eric', 'Moore Steve', 'Paul Hill', 'Steelfin2', 'Vantress', 'Webster', 'Bissell Henry', 'Jamie'

Subject: U.S. Canadian Albacore Treaty; a fisherman's perspective

Importance: High

Steve Rittenberg
92672 Madison Road
Astoria, Or. 97103
capttacker@gmail.com

Mr. David F. Hogan, Deputy Director
Office of Marine Conservation, U.S. Dept. of State
2201 C Street No
Washington, D.C. 20520

Dear Mr. Hogan,

I am writing a personal letter in reference to the Canadian Albacore Treaty to give you a single fisherman's perspective. I have fished albacore since the 1980's and have watched the Treaty evolve from 1981. I am on the AAFA Board of Directors and have been involved in Treaty negotiations as long as you have.

In the beginning there was but a very small Canadian fleet of small salmon boats that would come to fish in our waters. As the Canadians made their salmon fisheries more restrictive, the Canadian fleet in our waters grew year by year until sometime in the mid or late 1990's there were, I estimate a fleet of 300 or 400 small boats fishing albacore in our waters. It was most disruptive to say the least. The Treaty has been amended twice to keep the problem of the Canadians disrupting the U.S. Albacore fleet. The amendments haven't worked to keep them in check. Many boats in the U.S. Albacore fleet have no other fishery to move into and are fully dependent on making a living during the time the albacore are in our waters; I am one of those vessels. The Canadian fleet overcrowds the few areas the fish congregate in.

The 2012 season showed the fleet just how much of a hindrance the Canadian fleet has been. The U.S. captains are unanimous in saying the fishing grounds were much more peaceful and production was up for individual vessels without the Canadian fleet.

When the fishing regime was only suspended for 2012, the Canadians slammed the door on port access for albacore boats, threw several boats out of port, and even seized a load of fish off another. The U. S. gave full port access to Canadian boats as they always had. Does this sound like they are trying to stay flexible and trying to work things out?

I must tell you the most troubling point that has come to light. The State Dept. has told us we must agree to a fishing regime because of "much broader fisheries issues". The State Dept. will not explain what those issues are; we might have a bit more open ear if they would be honest with the main stakeholders; the fishermen. We are trying to preserve the last open access fishery on the West Coast. The Albacore Treaty is a standalone issue. Fraser River Salmon has been the only issue mentioned. There is no interaction between albacore and salmon fisheries; why is Fraser River Salmon even being mentioned?

The Canadian government is protecting and fighting for their fishermen. Why aren't we getting the same treatment from our government? The way most of the fishermen see it, our government is working to help the Canadian fishermen, rather than protect the U.S. fishermen's interests. Mr. Hogan, I have no doubt you are getting a lot of pressure from higher ups to force us to agree to let the Canadians fish in our waters. I am more than sure you understand our concerns. The government is playing politics with our livelihoods. I personally think the way the government is representing the U.S albacore fleet in the Treaty negotiations is disgraceful.

This whole process has been so troubling to me I had to contact you with my thoughts. This letter to you is only my personal opinion and in no way represents the view of AAFA or any other association.

Respectfully,

Steve Rittenberg

cc: Eric Schwaab - NOAA/NMFS Acting Assistant Secretary for Conservation & Management

Sam Raunch - NOAA/NMFS

Rod Mcinnis - NOAA/NMFS Director SW Region

Mark Helvey - NMFS

Senator Ron Wyden - Or.

Senator Jeff Merkley - Or.

Senator Patty Murry -Or.

Senator Maria Cantwell - Wa.

Senator Dianne Feinstein - Wa.

Rep. Jaime Herrera Beutler - Wa.

Rep. Peter Defasio - Or.

Rep. Mike Thompson - Ca.

Rep Suzanne Bonamici - Or.

Rep. Kurt Scrader - Or.

Don McIsaac - Executive Director PFMC

AAFA Board of Directors



January 29, 2013

Mr. David F. Hogan, Deputy Director
Office of Marine Conservation, U.S. Dept. of State
2201 C Street No
Washington, D.C. 20520

Dear Mr. Hogan,

We appreciate the opportunity to voice our concern about the US-Canada Albacore Treaty. In the past two years, McAdam's Fish LLC has purchased eight Albacore fishing boats. Two of the boats, the Tommy John and the Charlotte M, were already participating in the fishery. The additional six boats were based in the Gulf of Mexico as Shrimpers, or out of commission. One of our biggest concerns as we expand the fleet is our competition within US waters. In 2011, our Captains complained to us numerous times about the disruptive fishing techniques employed by the Canadian fleet. Personally, I am still shocked that I face competition by foreign vessels within US waters.

McAdam's Fish LLC is making a substantial investment in this fishery. The investment includes the hiring of over forty US tax paying workers. If the US-Canada Treaty is dissolved, we will feel more comfortable continuing to expand our fleet. There are very few fisheries left in the US that have the ability to expand and prosper like the Pole and Line Albacore Fishery. US boat owners should have unhindered access to take advantage of that opportunity, instead of having to compete with extremely aggressive Canadian vessels.

Please let me know if you have any questions, or if I can help in any way.

Best regards,

A handwritten signature in black ink, appearing to read "Rob McAdam", written in a cursive style.

Rob McAdam
Manager
McAdam's Fish LLC

WESTPORT CHARTERBOAT ASSOCIATION

P.O. Box 654 Westport, Washington 98595

February 2, 2013

Mr. David F. Hogan, Deputy Director
Office of Marine Conservation
U.S. State Department
2201 C Street
Washington, DC 20520

Re: U.S. Canada Albacore Treaty

Dear Mr. Hogan,

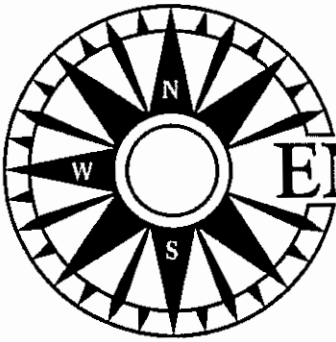
The members of the Westport Charterboat Association are engaged in recreational fishing for Albacore off the Washington coast. This fishery is a major part of our livelihoods. In recent years, interactions between our fleet and Canadian vessels fishing in our EEZ have increased. At times we have been forced to leave an area by those interactions.

We fully support the position taken on the Albacore Treaty by U. S. fishermen, particularly the American Albacore Fishing Association (AAFA) and the Western Fishboat Owners Association (WFOA). The Treaty allows for far more benefit to Canadian fishermen than U.S. fishermen and, in our view, subverts the intent of the Magnuson Act.

We urge you to continue the curtailment of the fishing regime as was done in 2012.

Respectfully yours,

Mark Cedergreen
Executive Director
Westport Charterboat Association



ENGLUND MARINE SUPPLY CO. INC.

95 Hamburg Avenue, Astoria, OR 97103

Telephone: 503-325-4341

FAX: 503-325-6421

January 25, 2013

Assistant Secretary Dr. Kerri-Ann Jones
Bureau of Oceans & International Environmental & Scientific Affairs (OES)
U.S. Department of State
2201 C Street NW, Room 3880
Washington, DC 20520

Dear Dr. Jones:

Englund Marine Supply has been supplying commercial fisherman since 1944. We stock marine parts and fishing gear catered to most West Coast fisheries including the jig and pole albacore fleet.

The recent dispute over the U.S./Canada Albacore Treaty has put us in a difficult situation since we have customers on both sides of the issue. Typically, we stay out of conflict between fishermen, but find ourselves in a position to weigh-in on this particular conflict.

Although we appreciate the additional business the Canadian fleet brings during the season we must support our U.S. fleet. When fishing associations such as WFOA, AAFA, and Washington Trollers Association all adamantly support suspending the fishing regime for 2013 we must listen. The individual fisherman and vessels that comprise these associations represent an extremely large group of customers that are critical to the success of our company. These U.S. fishermen contribute to the economy on a year-round basis.

We ask that you please support U.S. fishermen with regards to the 2013 fishing regime.

Sincerely,

Kurt Englund, President

Dear Mr. Hogan,

I am a 3rd generation Albacore fisherman. Both sides have been fishing Albacore and salmon since the 30's. I myself started in 1973, when I was 7 years old. The CAN average annual catch of Pacific Albacore from 1975-1993 was 187 tons per year. Going further back in history from 1952-1967 the CAN average catch was even less at 39 tons per year. The CAN Albacore fleet was next to non-existent. Prior to 1993 when there was some commercial quantities of Albacore there was some value to US boats to have access to CAN. This access had zero impact on the CAN Albacore fleet as it was non-existent. Likewise CAN vessels had no negative impact on US vessels. The Treaty worked! The Canadians didn't care about Albacore as they had a robust Salmon industry. In the mid 90's things started to change rapidly. Due to over harvesting in the 80's, buying out Salmon permits, re-allocating their salmon to their First-nations people and Sport fishing. The Canadian Commercial salmon seasons were receiving drastic cutbacks. The Canadians needed to find other fishing opportunities and found that in fishing Albacore, mostly in the US EEZ. Ironically, some of the Canadians that have sold their salmon permits in the buyback, can fish in the US EEZ, but not in their CAN EEZ. At least some of their salmon buyback programs was partially funded by US taxpayers. We bought their salmon permits so they can catch our Albacore, and not their Albacore? Really? Yup, we did! Now. From 2005-2010 The average CAN Albacore catch is 5800 tons which over 4000 tons comes out of the US EEZ. A % 3100 increase. That's 31 times! This is a huge negative impact on US Albacore Harvesting sector. For the last 10 years there has been 4000 tons a year of Albacore removed from US waters by CAN harvesters. That 4000 tons not available to US Albacore fishermen, 4000 tons not available to US processors and 4000 tons worth of economic value not contributing to the US economy. The now huge CAN albacore fleet renders any US access into CAN waters worthless due to competition on the grounds by their fleet. This is seen in the latest study that showed since 2000 the ratio of CAN effort as measured in fishing days, in US EEZ to US effort in CAN EEZ at 40-1. For 1 day a US vessel fished in CAN, a CAN vessel fished 40 days in the US. 2012 was the 1st year in many years US fishermen, including myself was able to fish without the negative impact of the CAN Albacore fleet. As I predicted, most US Fishermen believe that our production was 20-30 percent greater based on the amount of fish seen and available. I myself estimate I caught 30+ percent more without the CAN boats. That is a 30% increase in revenue for the US. economy. 30% more Albacore landed in the US, available for US processing. Canada has denied CAN port access to US albacore boats, threatened peaceful passage of Alaska fishing vessels through the inside passage to Alaska. They seized a US albacore vessels load of Albacore being offload to a CAN buyer. That fish likely would have been processed and re-exported back into the US. In previous agreements with Canada had started a King Salmon fishery in the Stikine and Taku rivers that was not viable. This also threatened those salmon runs and eliminated A US fishery on those stocks that was viable. This fall the US Coast Guard gave permission for a CAN albacore vessel to travel through the US EEZ with Albacore aboard. The US continued to allow access of CAN vessels into US ports. The US has been a good neighbor. CAN has not. Canada has in the past and present, exercised malicious economic and environmental terrorism at no financial gain other than leverage to blackmail the US out of valuable resources. They destroyed their commercial salmon fishery. In return the US funds their Salmon buyout, and gives them \$30+million in foreign aid via the US Albacore fishery. US albacore fishermen are solely paying for that foreign aid! If the US Government believes that CAN albacore industry is entitled to US aid. They can pay for it. Not US albacore harvesters and the US business we support. For 15 years prior to 2012, the treaty has resulted in the outsourcing over \$30 million worth of economic activity for the US. Considering the retail value ,potently could be closer to \$60-80 million. For over 10 years this treaty has resulted to a foreign fleet removing product from the US EEZ to the detriment of US fishermen, processors and coastal communities. This has violated the spirit of the 200 mi EEZ. which is to protect American fishermen and processors from competition from foreign fleets inside the US EEZ.. We just had an election where President Obama rightfully criticized his opponent for outsourcing jobs. Now his State department is going to outsource US fishing and processing jobs to CANADA. Over the unanimous objections of the US Albacore industry. To the detriment of the US economy. This is very wrong!!!

Mr Hogan, as my representative. I cannot Authorized you to enter the US into any Albacore fishing agreement with Canada under the Treaty of any kind.

Sincerely Rodney McVicker F/V Sundancer



Mr. Dave F. Hogan, Deputy Director
Office of Marine Conservation, U.S. Dept. of State
2201 C St. NW, Ste. 2758
Washington, DC 20520
January 30, 2013

Dear Mr. Hogan,

The purpose of my letter is to address the indirect effects of the Canadian albacore treaty on two aspects of our summer and winter business. From early July until November, Cloudburst Fishing Co. Inc. supplies live bait (anchovies) to the U.S. albacore fleet operating on the Northern California West Coast. In recent years we have listened to a steady increase in complaints concerning the Canadian fleet crowding U.S. boats out of productive fishing areas. Some fishermen we supply bait to, vacate our local grounds when competition becomes too extreme. That customer base becomes unavailable to us for the remainder of the season.

During the winter we build custom albacore fishing equipment to supplement our summer fishery. Compared to previous years, we have seen an upswing in albacore gear orders after this 2012 season. We attribute this to less crowding and better fishing for U.S. boats. If we can see a positive upswing in our business, U.S. fishermen must also see similar results without Canadian competition on U.S. fishing grounds.

Please allow U.S. fishermen to work unimpeded in U.S. waters and disallow foreign fishing fleets access to U.S. fishing grounds. Thank you for listening.

Respectfully yours,

A handwritten signature in blue ink that reads "Linda E. Hildebrand".

Linda Hildebrand
Cloudburst Fishing Co.
3415 Christie St.
Eureka, CA 95503

HUMBOLDT FISHERMEN'S MARKETING ASSOCIATION, INC.



3 Commercial Street
Eureka, California 95501-0241

(707) 443-0537

FAX (707) 443-1724



Mr. Dave F. Hogan, Deputy Director
Office of Marine Conservation, U.S. Dept. of State
2201 C St. NW, Ste. 2758
Washington, DC 20520
January 30, 2013

Dear Mr. Hogan,

Humboldt Fishermen's Marketing Association, founded in 1955, represents the United States Fishing fleet out of the Port of Eureka, as well as other Northern California ports. Most of our fishermen's boats are medium sized trollers (40 – 65 feet) fishing salmon in the spring and albacore in late summer and fall. Our members fish albacore off the coasts of California, Oregon and Washington. These fishermen report a steady increase in the Canadian fleet with both larger and more numerous boats each season. Because of the increased congestion and less than exemplary behavior on the part of Canadian fishermen, our fleet repeatedly gets forced off of fish schools and off of productive U.S. fishing grounds. The 2012 season was the exception.

U.S. fishermen have always had the ability to harvest albacore in U.S. waters without the "unneeded help" or interference from foreign fleets. We respectfully request your assistance in keeping the Canadian fleet in Canadian waters and allow U.S. taxpayers the opportunity to continue producing fish for our country.

Sincerely,

A handwritten signature in black ink, appearing to read "Ken Bates", with a stylized flourish at the end.

Ken Bates, Vice-President

Humboldt Fishermen's Marketing Association



American Tuna Inc. | 4364 Bonita Rd. #331 | Bonita, CA 91902
(866) 817-0497 Toll Free
www.AmericanTuna.com

January 30, 2013

American Tuna is a family-owned domestic processor of US albacore. Our founding families come from generations of albacore fishermen. Our American Tuna brand of albacore products have found strong consumer support for the US pole & troll albacore fishery, its heritage, and its American albacore fishermen.

As buyers and processors of albacore from this US fishery, we are well aware of the struggle of US fishermen to continue this fishery's great tradition. For each US fisherman and US vessel, there are countless jobs that depend on them. We have watched the numbers of US vessels decline under the invasion of US Exclusive Economic Zone by the Canadian fishing fleet under the treaty.

Almost from the start, this treaty was unfair, inequitable, and imbalanced. In the past decade it has become intolerable.

The Canadian government has signed a Free Trade Agreement with the European Union. As a result, our American albacore products will confront a 22% tariff by the EU, while Canadian albacore is free from that 22% tariff. Over 80% of Canadian harvested albacore are caught in our US EEZ. A large majority of that catch is landed in Canada, processed by Canadian processors, and sold as Canadian albacore.

Canada has invested heavily in increasing its fishing fleet's capacity and developing the processing capacity to go with it. They have steadily ramped up their fleet's effort and harvest in the US EEZ. Our fleet is now half of what it was.

When the treaty started, most of the albacore processors were here in the US. Now, Canadian processors have surpassed U.S. processors.

2012 witnessed the first North Pacific Albacore Season without a foreign (Canadian) fleet in 30 years. As a result, the US fishermen were able to harvest without having to compete with a foreign fleet. US ports up and down the West Coast witnessed an increase in productivity by US albacore fisherman. US businesses benefitted from US **new** dollars being generated by all landings of Albacore tuna. US **new** dollars were spent in US ports and injected in to the US economy. There was no justification for a foreign fleet to compete to harvest what US fishermen are willing and able to harvest.

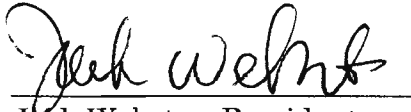
American Tuna has become aware of intent to put together a 2013 Fishing Regime with the Canadians. We are also aware that the overwhelming majority of US albacore fishermen strongly oppose a 2013 fishing regime.

American Tuna Inc. | 4364 Bonita Rd. #331 | Bonita, CA 91902
(866) 817-0497 Toll Free
www.AmericanTuna.com

American Tuna strongly urges the US to protect the rights of US fisherman and support their requests for the absence of 2013 fishing regime be adhered to.

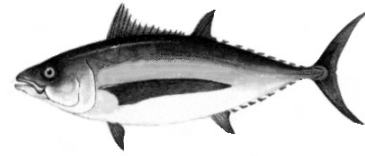
We cannot allow any detrimental action be taken that may harm the future of this historic, sustainable, artisanal fishery.

Sincerely,

A handwritten signature in black ink, appearing to read "Jack Webster", written over a horizontal line.

Jack Webster, President
American Tuna Inc.

WESTERN FISHBOAT OWNERS ASSOCIATION



P.O. Box 992723
Redding, CA 96099

Ph. (530) 229-1097
Fax (530) 229-0973

wfoa@charter.net
wfoa-tuna.org
PacificAlbacore.com

December 27, 2012

Assistant Secretary Dr. Kerri-Ann Jones
Bureau of Oceans and International Environmental and Scientific Affairs (OES)
U.S. Department of State
2201 C Street NW, Room 3880
Washington, DC 20520

Re: U.S./Canada Albacore Treaty

Dear Dr. Jones:

The Western Fishboat Owners Association (WFOA) must express our members concerns regarding the U.S. Albacore Treaty with Canada, especially in regard to your December 11, 2012 letter to Dr. McIsaac of the Pacific Fisheries Management Council. We also would like to express our deep concern over the premature development of a "strawman" proposal for the 2013 fishing regime, prior to having discussions to solve U.S. fishermen's continuing issues which have gone unresolved in the earlier negotiations of the fishing regime.

By way of background, WFOA has been in existence since 1967, representing about 300 albacore vessels on the west coast. WFOA was instrumental in securing the U.S. Albacore Treaty with Canada in 1981, at a time when the U.S. did not recognize other country's jurisdiction over highly migratory species (HMS) within the newly established EEZ's put in place in the late seventies. At that time the U.S. established its Fishery Conservation Zone pursuant to the 1976 Magnuson Act, but it did not exercise jurisdiction over HMS. Canada did claim jurisdiction over HMS in their EEZ, and subsequently seized 19 U.S. vessels fishing for albacore. The seizure of these vessels in Canadian waters led the fishermen taking the initiative to negotiate a treaty to maintain U.S. access to Canadian waters and allow free port access and privileges on both sides of the border.

At the time the Treaty entered into force 31 years ago, the Canadian albacore fleet was very limited in size and capacity, and most Canadian vessels fished for albacore only as a side-fishery, when salmon and other fisheries were slack. U.S. harvesters had had some very productive years in Canadian waters in the late 1960's through the 70's prior to the treaty negotiations. The original intent of the Treaty was to maintain U.S. access to fish in the Canadian EEZ. The purpose was not to give economic benefits to U.S. ports and coastal communities from port calls of the Canadian albacore fleet.

Around 1997, as Canada was forced to cut back on its salmon fisheries, the number of Canadian troll vessels fishing in the U.S. EEZ increased dramatically. Observations of historic patterns and reported landings clearly show a dramatic increase in Canadian effort in the U.S. EEZ since 1996. The 2011 Canadian fleet is much greater than the fleet that existed in 1996 in terms of capacity and catching ability. This current Canadian effort is well beyond the effort levels that existed when the Treaty was entered into. The fishing regime has been amended twice in the last 10 years to reduce and control Canadian effort,

with no effect. Canadian permits for access in the US zone have become a high value commodity, creating even more pressure on individual Canadian vessel operators to be exceedingly aggressive in their fishing methods in order to remain profitable. The increase in the Canadian fleet over time has had the unintended consequential effect of benefitting coastal businesses and communities. While this has been valuable, it should not now be used as a rationale to maintain a fishing regime that is hindering the operation of U.S. fishermen harvesting albacore in the U.S. EEZ for whose benefit the Treaty was negotiated.

The 2012 albacore season marked the first time since 1981 there has been no reciprocal fishing. It has been the first opportunity to gain some perspective from the fishermen that live and work at sea fishing for albacore off the U.S. west coast how the lack of a regime has impacted their operations. WFOA members and others reported better fishing conditions existed on the grounds this season, and U.S. fishermen were able to fully supply U.S. processors. Most U.S. fishermen, from operators of large vessels to small, as well as some recreational fishermen, have commented on the “peacefulness” that resulted in better ability to ‘stay on’ the albacore SCHOOLS in the narrow historic albacore distribution band off the Washington-Oregon coast, and the lack of crowding at-sea as well as in port for unloading.

In your letter to Dr. McIsaac, you state in the fourth paragraph, “We recognize that the Council has made it clear its expectations that lack of data should not preclude progress toward a new fishing regime”. That statement is very troubling. We have always tried to rely on the most recent and best data and information for making decisions affecting the livelihood of our fleet. To date, the information collected and compiled by bilateral working groups, although thorough in nature, does not reflect the true effects on the U.S. economy from having a large foreign fleet in the U.S. zone competing for the same resource and markets. Data collected during the absence of foreign fishing for only one season is insufficient to determine effects of the suspension of the fishing regime on the harvesting and marketing of albacore from the U.S. EEZ. Any analysis produced at this point will provide only inconclusive or erroneous information. WFOA members believe at a minimum it will take another year of suspension to obtain the requested analysis.

There is another sentence in the fifth paragraph of your December 11th letter that raises serious concerns. It is where you state “Failure to move forward could have serious implications for a **broad range of other fisheries matters** that our nations face in common.” We need to emphasize that the albacore fishery has never been implicated or considered in the lengthy discussions of either U.S. Canada salmon or whiting fisheries matters. The original negotiators of the Treaty intentionally kept the subject of the albacore fishery separate from other fishery issues, and it only makes sense to continue that well considered policy.

We have only now received some preliminary information on the economics that needs to be reviewed before moving to the next step. In light of the slow progress at the governmental level we hope the State Department wait an additional year to renew negotiations and in the meantime address the concerns of the U.S. fishermen whose livelihood is dependent on fair access to the resources in the U.S. EEZ.

Our observations of historical patterns and reported landings and clearly show a dramatic historic increase in Canadian effort in the U.S. EEZ especially from 1996 to 2011, well beyond the levels that existed when the Treaty was entered into. Although the fishing regime was amended twice in the last 10 years reduce and control Canadian effort, the facts are that their capacity and catching did not seem to be affected. Their permits became a commodity to sell for access in the US zone thus creating even more pressure on the Canadian fleet to catch and be profitable. The 2011 Canadian fleet had little similarities to the fleet that existed in 1996 in terms of capacity and catching ability. WFOA recognizes that treaties have their own place and structure in issues such as the albacore fishery, we do find it troubling that a foreign fishery is allowed to grow at the expense of US fishermen and clearly goes counter to the whole professed basis of managing the EEZ for the benefit of U.S. fishermen.

The Western Fishboat Owners Association, American Albacore Fishing Association, and Washington Troller's Association, together representing the vast majority of U.S. troll and baitboat albacore vessels on the west coast, have all come to similar conclusions after the 2012 season that the current fishing regime is of detriment to U.S. albacore fishermen. All strongly support continuing the suspension of the fishing regime until such time that a rational assessment can be completed and the development of corrections to the existing regime can be formulated. To impose a fishing regime for the sake of having one in 2013 will only aggravate problems on the fishing grounds to dangerous levels and could foreclose all parties ability to formulate a regime which actually can be equally beneficial to both countries.

Finally it is important to express our continuing confidence in the capabilities of Messrs. Bill Gibbons-Fly and Dave Hogan, whose diplomatic skills and intelligence we have come to know well and appreciate over the past decade. Now, we have chosen to write directly to you concerning the needs of American fishermen, since we believe these colleagues have been given new guidance by officials above them in the Department, who may not have had the opportunity to gain a complete understanding of the situation with regard to the U.S. Albacore Treaty with Canada.

Thank you for the opportunity to convey the concerns of the members of WFOA and the viewpoint of American fishermen on the importance of maintaining control over foreign fishing inside our EEZ.

Sincerely,



Wayne Heikkila
Executive Director

cc: Dave Hogan - U.S. Department of State
Eric Schwaab - NOAA/NMFS Acting Assistant Secretary for Conservation & Management
Sam Rauch - NOAA/NMFS
Rod McInnis NOAA/NMFS Director SW Region
Mark Helvey - NOAA/NMFS
Senator Ron Wyden - OR
Sen. Jeff Merkley - OR
Senator Patty Murray - OR
Senator Maria Cantwell - WA
Senator Dianne Feinstein - CA
Rep. Jaime Herrera Beutler - WA
Rep. Peter DeFazio - OR
Rep. Mike Thompson - CA
Rep. Suzanne Bonamici - OR
Rep. Kurt Schrader - OR
Don McIsaac - Executive Director - PFMC
WFOA Board of Directors



AMERICAN ALBACORE FISHING ASSOCIATION

www.AmericanAlbacore.com

4364 Bonita Road, #311

Bonita, California 91902

Tel: (619) 941-2307 • Fax: (619) 863-5046 • Toll Free (866) 851-3918

February 5, 2013

Assistant Secretary Dr. Kerri-Ann Jones
Bureau of Oceans and International Environmental and Scientific Affairs (OES)
US Department of State
2201 C Street, NW
Room 3880
Washington, DC 20520

Re: US-Canada Albacore Treaty

Dear Dr. Jones:

At the end of 2011, the fishing regime under the US-Canada Albacore Treaty expired. The American Albacore Fishing Association (AAFA), an association representing US commercial albacore fishermen, viewed the expiration as a welcome development. Canadian fishermen, supported by their government, have been reaping enormous economic benefits by capturing fish in US waters at the direct expense of the US albacore fishing industry. US natural resources should first and foremost benefit American workers and the US economy. The expired fishing regime between US and Canada should not be renewed.

Treaty Background

The 1981 albacore Treaty was established to resolve a jurisdictional conflict, a jurisdictional conflict that no longer exists. The Treaty was negotiated to allow reciprocal fishing and port calls in authorized ports during a time when the US and Canada asserted different jurisdictional claims in their respective EEZs. The US position became aligned with Canada in 1990 through an amendment to the Fishery Conservation and Management Act. Nonetheless, the treaty remained. As a result, this albacore treaty is the only reciprocal fishing treaty for the US.

In the late 1970's, the albacore treaty and a number of other fisheries agreements between the US and Canada were spawned as the result of efforts to restore traditional patterns of fishing in an era of newly established Exclusive Economic Zones.

Reciprocity treaties with Canada have proven unsuccessful in the past. The US- Canada Reciprocity Treaty of 1854 was abrogated by the US in 1866 in large part because Canada was the only nation benefiting from it.

The scarcity of reciprocal fishing treaties in use today is evidence of their problematic implementation and the counterproductive incentives they promote.

Canada's Increased Effort Impacts US Fishermen

When the albacore treaty was enacted in 1981, Canada's albacore fishery consisted of 46 Canadian vessels that landed 200 metric tons of albacore.¹ Canada soon developed a view of the treaty's access to US albacore fishing grounds as a promising opportunity to shift excess capacity from other Canadian fisheries. The Canada Commission on Pacific Fisheries Policy presented this finding along with its recommendation to issue licenses without restriction.²

The Department of Fisheries and Oceans determined that excess harvest capacity in traditional British Columbia fisheries had created heavy competition that was causing economic hardship for Canadian fishermen.³ License limitations, particularly vessels displaced from the halibut fishery off Alaska, aggravated the situation.

The best remaining option for unlimited entry was determined to be albacore tuna. The DFO recognized that albacore occur seasonally close to the North American coast, sometimes off Canada and sometimes not. The DFO acknowledged that almost all of the albacore landed on the west coast was shipped to US canneries for processing.⁴

Canadian fisheries scientists have long been aware of the limited participation of BC fishermen in the albacore fishery. According to the Department of Fisheries and Oceans, it was "*well known that the presence of a United States fishing fleet off the Canadian coast helps Canadian fishermen (whose main preoccupation is salmon) to determine the progress of the seasonal migration of albacore and where the best fishing areas are likely to be.*"⁵

In the mid-1990s, a lot of "*former salmon trollers were starting to suffer pretty badly with the decline in fish and fishing opportunities with salmon.*"⁶ In response, BC fishermen sought and obtained the assistance of their government to create a tuna fishery based on unlimited fishing opportunities in the US EEZ.

Between 1992 and 2002, Canadian landings of Pacific salmon decreased by 50%. At the same time, Canada's landings of albacore increased by 583%.⁷

¹ Turning The Tide: A New Policy for Canada's Pacific Fisheries, Peter H. Pearce, Commissioner, The Commission on Pacific Fisheries Policy (Sept. 1982) pp. 139.

² *Id.* at p. 140.

³ Tuna Fishing Prospects for Canadian West Coast Fishermen, K.S. Ketchen, Canadian Industry Report of Fisheries and Aquatic Sciences, No. 121, Department of Fisheries and Oceans, Resource Services Branch, Pacific Biological Station, Nanaimo, BC (Dec. 1980).

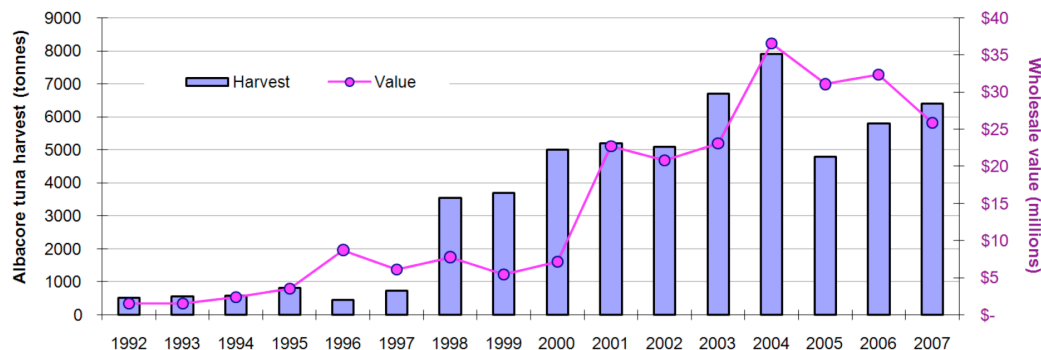
⁴ *Id.* at pp. 7-8.

⁵ Report on the Canadian Fishery for Albacore in 1979, K.S. Ketchen, Canadian Industry Report of Fisheries and Aquatic Sciences, No. 116, Department of Fisheries and Oceans, Resource Services Branch, Pacific Biological Station, Nanaimo, BC (July 1980), at p. 3.

⁶ Quoted statement of Ian Bryce, excerpted from *Sustainable tuna fishery in BC catching headlines*, Ecotrust Canada, June 23, 2011.

⁷ The Overall State of Canada's Fishery in 2002, Department of Fisheries and Oceans (Dec. 2003).

Harvests and wholesale values fluctuate: 7,300 tonnes at \$36.4 million in 2004, 6,400 tonnes at \$25.9 million in 2007. BC fishermen catch around 5,000 tonnes on average per year (*BC Seafood Industry Year in Review*).



Need for Treaty Amendment and Goals of Amendment

During the 1990s US fishermen became increasingly aware of the rapidly growing Canadian presence in the US EEZ. The Canadian fleet was overcrowding US vessels and interfering with the efficient operation of the US fleet within the US EEZ. What had been fewer than 75 Canadian vessels catching a few hundred tons of albacore in the US EEZ had rapidly grown into a foreign fleet of over 200 vessels aggressively competing against US fishermen in the US EEZ. Canada's once small and opportunistic albacore fleet was now extracting over 2,000 tons of albacore annually from the US EEZ and this effort was still growing.

Prompted by concerns of the US industry over the growing inequity in the balance of benefits under the treaty, the US entered into negotiations with Canada with a goal to reduce Canadian fishing effort in US waters. The resulting treaty amendment sought to reduce Canadian fishing effort in the US EEZ to a level slightly above the pre-1998 average level of fishing.⁸

It is unknown how the "pre-1998 level" was derived and whether NMFS or the Pacific Fishery Management Council ever evaluated the effort level of the Canadian in the US EEZ prior to implementing the required effort limitation. Such analysis has not been made available to stakeholders. It soon became apparent that this effort limitation regime was unsuccessful at addressing the concerns of US fishermen. Yet, these concerns can be traced back to the motivations for the treaty amendment.

Characterization of "pre-1998" Level of Effort

As enacted, the treaty called for regular exchange of information by the parties. However, it appears that little of this information was actually exchanged or used to inform the development and monitoring of the amendment's resulting effort limitation scheme. As a result, the treaty's effort limitation measures have been ineffective at achieving the established goals. In addition to not achieving the necessary reductions in Canadian effort, they have spawned a lucrative, multi-million dollar market for Canadian permits to fish in the US EEZ, bestowing an additional benefit for Canadian fishermen.

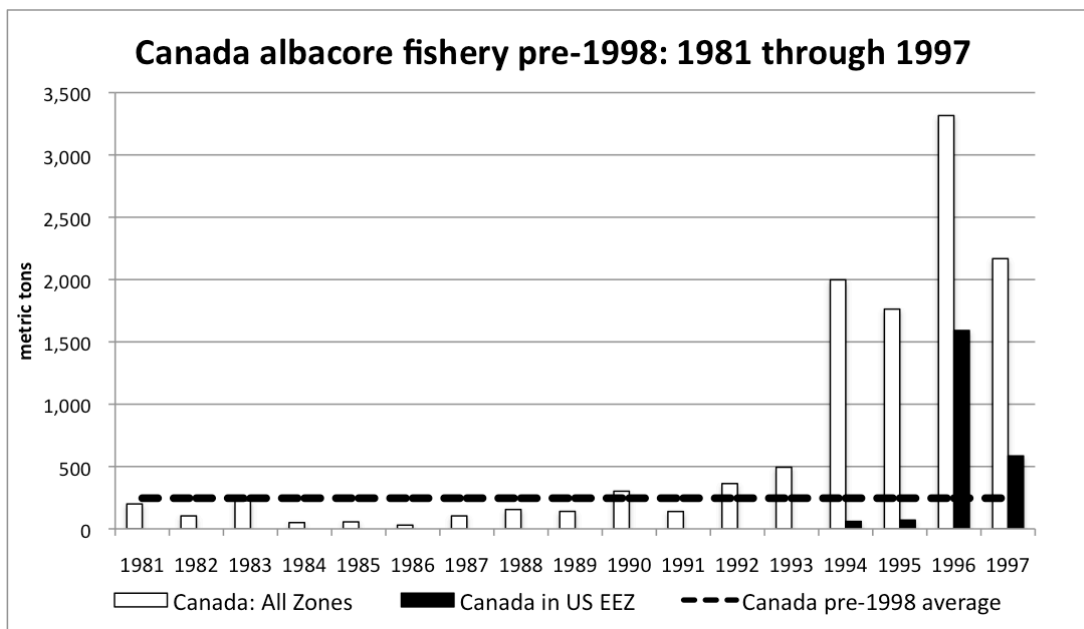
⁸ Statement of David A. Balton, Deputy Assistant Secretary of State for Oceans and Fisheries, US Department of State, made before the Subcommittee on Fisheries Conservation, Wildlife and Oceans of the Committee on Resources, US House of Representatives, 108th Congress, 2nd Session.

In the years leading up to the enactment of the treaty, 1975-1980, Canada's average albacore catch was less than 200 metric tons. This is obtained from catch data reported to the International Scientific Committee for Tuna and Tuna-like Species in the North Pacific Ocean.

The treaty was enacted in 1981. Despite the treaty provisions, data on the Canadian fishery effort in the US EEZ has proven difficult to obtain. Some logbook data on the Canadian fishery is contained in a report entitled *Economic Potential for Offshore Highly Migratory Species*, by D. Pepper & Associates, prepared for the BC Seafood Sector Council in May 2001. This report was distributed by the Canadian DFO & the BCTFA. In combination with data submitted to the ISC in its report on the *2006 and 2007 Canadian North Pacific Albacore Tuna Troll Fisheries*, by John Holmes and Max Stocker, Department of Fisheries and Oceans, Canada, it appears that Canada's albacore fishery underwent a significant expansion in the mid-1990s. This expansion took place in conjunction with the significant increase in effort by the Canadian fleet, which US fishermen had experienced first-hand.

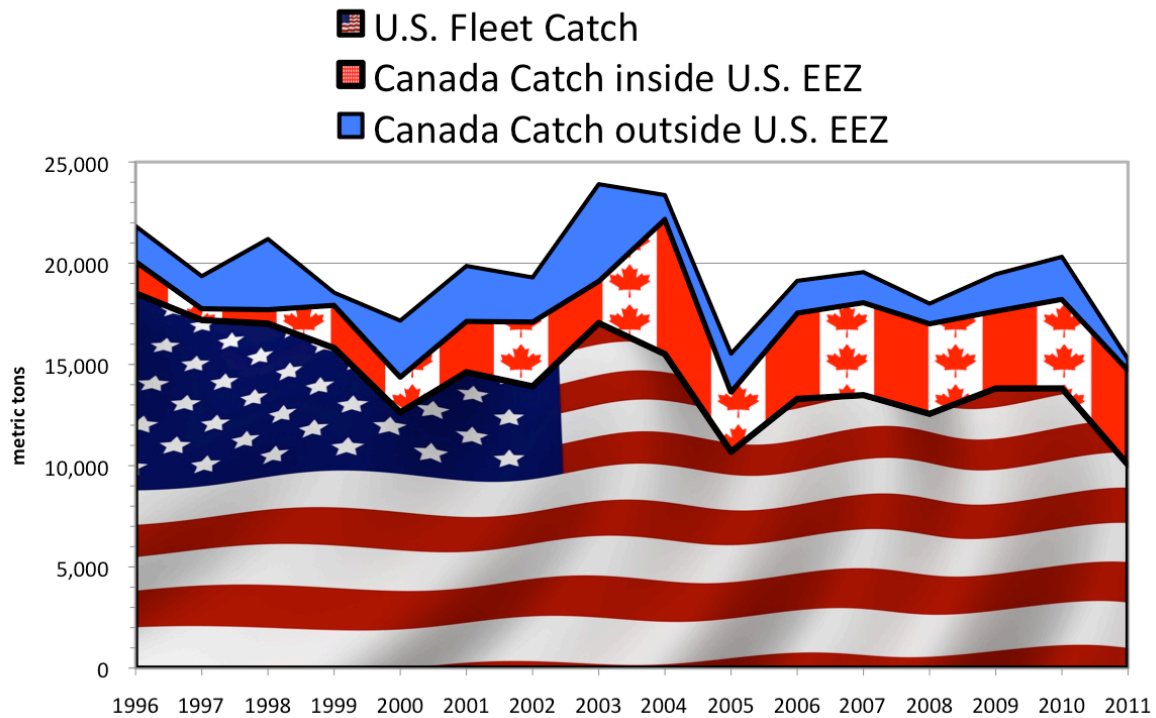
From the enactment of the treaty in 1981 through 1992, Canada's effort was relatively steady. Canada's albacore catch averaged 156 metric tons from 1981 through 1992. In 1993, Canada's albacore catch climbed to 494 metric tons. 1993 was Canada's largest harvest since 1979.

However, 1994 saw the Canadian albacore catch increase even more. In 1994, Canada's catch skyrocketed to almost 2,000 metric tons. The following years, Canada continued this trend by harvesting 1,763 metric tons in 1995 and 3,316 metric tons in 1996. Canada's aggressive shift of excess capacity from its declining salmon fisheries into the albacore fishery was well underway.



Canada average levels of albacore catch

	all zones	US EEZ	pre-1998
1981-1992 (12 yrs)	156 mt		
1993-1997 (5 yrs)		462 mt	
1981-1997 (17 yrs)			< 246 mt



From the enactment of the treaty in 1981 to 1997 (the last of the “pre-1998” period), 17 years of treaty fishing took place. Recognizing that Canada’s level of fishing from 1981 through 1992 is reflected by a total fishery average (in all zones) of 156 metric tons. From 1993 through 1997, Canada’s level of fishing in the US EEZ (only) averaged 462 metric tons. Combining these averages yields a pre-1998 average level of fishing of 246 metric tons. Canada’s average level of fishing under the treaty amendment should not have been allowed to more than slightly exceed this pre-1998 average level of 246 metric tons.

Inadequate Treaty Implementation

When Congress adopted the Magnuson-Stevens Act in 1976, one key objective was the elimination of foreign fishing in US waters. The Act has been largely effective. This treaty fishery is the only foreign fishery operating in the US EEZ. It is worth considering that inadequate monitoring and enforcement of this treaty has allowed the US albacore fishery to decline while enabling a foreign fishing fleet to increase its operations within the US EEZ.

The treaty’s Annex A includes specific requirements that would allow accurate monitoring of the foreign fleet fishing in the US EEZ. The US and Canada are required to exchange and approve detailed vessel lists in order to enable the albacore fishery to proceed pursuant to the treaty. AAFA has sought, unsuccessfully, to obtain copies of these vessel lists in order to facilitate assessment of the treaty and development of potential proposals toward resolution of the treaty issues.

Annex A also requires vessels of the foreign fishing fleet to keep accurate logs while fishing pursuant to the treaty. The recent activities of the Data Working Group have revealed that, for much of the treaty’s existence, this provision has not been effectively implemented or enforced against Canadian vessels that fish in the US EEZ.

The legislation implementing the treaty, Public Law 108-219, title IV, § 401, April 13, 2004, 118 Stat. 616, provided that that Magnuson-Stevens Fishery Conservation and Management Act (16 USC. 1801 et seq.) shall be enforced as if the treaty were part of the Act.

Despite these regulations, the HMS Fishery Management Plan reported in 2002 that *“implementation of the treaty has been sporadic.”* Furthermore, it noted that *“...there have not been regular exchanges of data, nor has there been an effective monitoring program to determine the level of fishing...”*

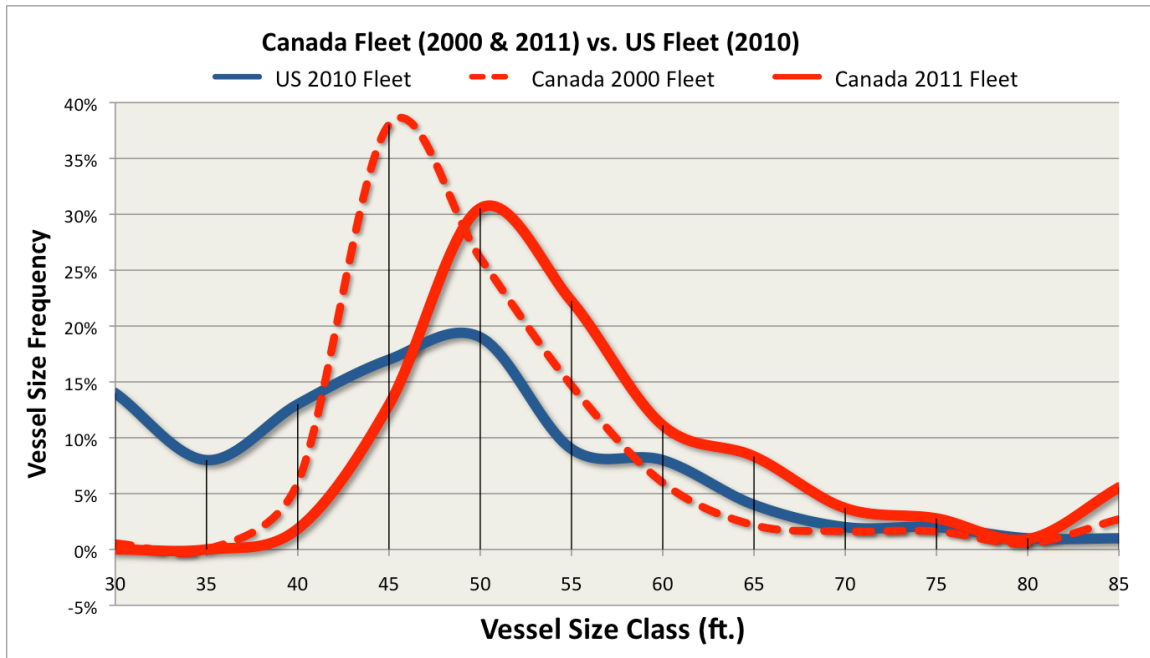
Despite express provisions in the treaty requiring the pre-season exchange of vessel lists, little data is available regarding which Canadian vessels were approved to fish in US waters each year. This lack of data has prolonged the unacceptable conditions experienced by US fishermen having to compete against an aggressive and growing foreign fleet operating in the US EEZ. Without the benefit of these vessel lists, US fishermen have been unable to identify and report treaty violations and illegal fishing by Canadian vessels in US waters.

In 2001, NMFS reported that during Technical Consultations on the treaty on November 20, 2000, the US and Canada agreed to *“compile and exchange all national regulations relevant to the troll albacore fisheries and to make them available to the industry.”*⁹ Despite numerous requests at delegation and bilateral meetings, this database of the applicable regulations of both parties has not been provided.

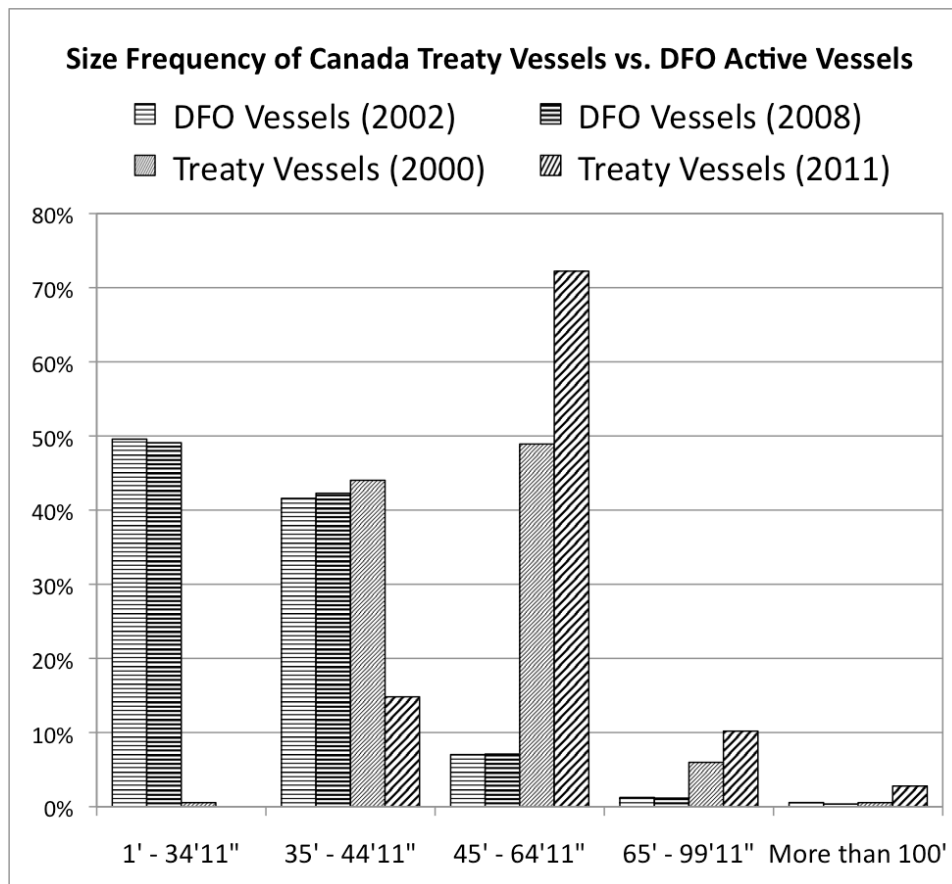
What little data is available regarding the Canadian fleet confirms that Canada’s fishing vessels have significantly increased in size during the most recent period of the treaty, from 2000 to 2011. The foreign fleet has transformed from a fleet of smaller vessels to a fleet of significantly larger vessels, with a particularly large increase in vessels over 80 feet.

In addition, the available data suggests that the Canadian albacore fishery has been a significant source of expansion among active fishing vessels in the Canadian fleet. Canadian fleet records for active fishing vessels indicate that Canada’s commercial fishing fleet has remained fairly stable in recent years. In marked contrast, there has been significant increase in the size of Canadian albacore fleet vessels.

⁹ *Technical Consultation with Canada on the US-Albacore Treaty*, November 20, 2000, PFMC Exhibit E.1.a, March 2001.



When reviewing these changes in vessel length, it is important to note that vessel *capacity increases much more rapidly than length*. Increasing a vessel's length by 10 feet may produce a vessel with twice the capacity. This important aspect of increased effort was not considered.



It should be noted that the Canadian albacore fleet has undergone growth and expansion quite unique among Canadian commercial fisheries and quite unlike the US albacore fleet.

Need for reconsideration of treaty

By employing treaty negotiations to develop management measures, the State Department is in effect, managing the US fishery without adhering to the national policies and requirements embodied by the Magnuson Act. The treaty operates to deprive US albacore fishermen of the Act's provisions established specifically to protect US fishermen from foreign fleets.

The Magnuson Act allows foreign fleets access to under-utilized stocks in the US EEZ under carefully prescribed circumstances that ensure necessary protections are provided for US fishermen. The albacore treaty has denied US fishermen these protections for too long. In considering this treaty it should be kept in mind that *"while economic effects must be taken into account, such effects were not meant to trump the real purpose of the Act, which is to preserve and protect US fisheries."*¹⁰

NMFS has identified the US albacore fishery among the top 20 fisheries having excess capacity. The US fleet has ample capacity to replace any albacore landings by Canadian vessels. The 2012 fishing season proves insightful in this regard. In 2012, without having to compete alongside Canadian vessels in the US EEZ, the efficiency of US albacore vessels appears to have increased substantially, perhaps by 30 percent. If 2012 is any indication; the Canadian fleet operating in the US EEZ has had a significant negative impact on the operations of the US fleet.

Under the treaty, Canada increased its fishing effort in the US EEZ at the expense of US fishermen. As long as the US fleet has excess capacity, there is no good reason to allow a foreign fleet to benefit from fishing in the US EEZ.

Considering all of the above, we strongly believe there is no reason to proceed with negotiations for a fishing regime for 2013.

Sincerely,



Natalie Webster

Director of Operations

American Albacore Fishing Association

cc: Dave Hogan, Department of State
Mark Helvey, National Marine Fisheries Service
Dan Wolford, Pacific Fishery Management Council

¹⁰ *Courts, Congress, and Constituencies: Managing Fisheries by Default*, July 2002, A Report by a Panel of the National Academy of Public Administration, for the Congress and the US Department of Commerce, citing Blue Water Fisherman's Association v. Mineta (2000), 122 F. Supp 2d 150.

Mr. David F. Hogan, Deputy Director
Office of Marine Conservation
U.S. Department of State
2201 C Street No
Washington, D.C. 20520

Dear Deputy Director Hogan,

As the owner and operator of Driscoll's Wharf, a San Diego, California commercial fishing port, I am writing to express my opposition to a proposed renewal of the Canadian Albacore Treaty. My family and I have supported the efforts of the San Diego commercial albacore fishing fleet since the 1980's.

Driscoll's Wharf has served as the home port and off-loading site for the San Diego albacore fishing fleet for over 30 years. During that time, we have watched the San Diego commercial fishing industry pay the ultimate price (loss of jobs and fishermen) as a result of the Canadian Albacore Treaty. In 2012, we witnessed a resurgence of albacore catches and landings by the U.S. fleet, when not limited by the inequitable competition with the Canadian fleet. The U.S. albacore fishing captains based out Driscoll's Wharf are unanimous in saying the fishing grounds were much more peaceful and production was up for individual vessels without the Canadian fleet.

I join our local fishermen in expressing anger and frustration with the U.S. State Department's unwillingness to advocate for the right to access and preserve the last open access fishery on the West Coast. The Canadian government is protecting and fighting for their fishermen. I believe our government should work to protect the U.S. fishermen's interests and not that of the Canadian fishermen.

It seems the U.S. government is playing politics with the commercial albacore fleet and in-turn our livelihoods. I personally think the way the government is representing the U.S albacore fleet in the Treaty negotiations is disgraceful. I respectfully request your assistance in opposing any discussion advocating for the renewal of the Canadian Albacore Treaty.

I thank you for your time and consideration of this important issue and hope you will work to preserve the U.S. albacore fleet and industry.

Sincerely,

Cathy Driscoll

Date: 2/5/2013

To: Secretary Rebecca Blank
U.S. Department of Commerce
1401 Constitution Ave., NW
Washington, D.C. 20230

From: ENCM Gene Fisher (USN retired)

Subject: Canadian Treaty

Dear Mrs. Rebecca Blank

The following is copied directly from the Department of Commerce home page.

“The Commerce Department's mission is to help make American businesses more innovative at home and more competitive abroad.” Please help us meet these goals!

My family and I have been fishing for salmon and tuna for over 45 years. I have suffered the near demise of the salmon industry and have only been able to survive due to the albacore fishery off the West Coast of Oregon and Washington. I have witnessed the tremendous increase in not only the sheer magnitude, but the tremendous size and sophistication of the Canadian albacore fishing fleet compared to our own diminishing fishing fleet.

I do not speak for any fishing association or organization, but I unequivocally know that my views align with the majority of individual albacore fishermen. We simply cannot compete with the Canadian fishing boats due to their superior size, technology, catch range and most of all the ability to get subsidies from their government to replace and update their fleet. Last year the absenteeism of the Canadian fishing fleet in our traditional and limited albacore zones made them not only safer, but most of all refreshing to think our government actually supported us, at least for 2012.

It is no secret among our fishermen that the Canadian government highly subsidizes their fishing fleet while the US continues to compound our fishermen with strangling restrictions.

The sheer size of the Canadian boats are intimidating, but when a 40 foot wooden boat encounters a new 90 foot steel hull Canadian albacore fishing boat on the same school of albacore there is no doubt who demands and gets the right of way; now add 50 more boats and our fishermen are forced to give the school to the Canadian fleet and search elsewhere. As I understand it, a Canadian proposal is to limit increasing a replacement boat to no more than 10 feet at a time. When subsidized with low loans or even grant money these boats will add the extra 10 feet each and every time. I believe the detrimental significance of the much larger sizes of the Canadian fishing boats compared to our aging fleet is being grossly underestimated as is the enormity of their at sea sustained catch capability. Here are only few of the inequalities!

- Unlike the Canadian fleet, the majority of our boats are very limited in range, thus share a small catch area.
- Unlike the Canadian fleet, the majority of our boats frequently have to stop fishing to deliver fish.
- Unlike the Canadian fleet, the majority of our boats put dollars directly into our economy.
- Unlike the Canadian fleet, our boats are not subsidized by the government!
- Unlike the Canadian fleet, the majority of our boats are family owned rather than owned by large corporations.
- Unlike the Canadians ports, we let them use our ports even though restricted from our local fishing grounds.
- Unlike the Canadian fleet, we communicate with one another on the fishing grounds; many Canadian boats won't even answer a call on the radio to determine their intentions for an impending collision.

I commend the Canadian government for supporting their fishermen, we should be so lucky!

However, our government went to bat for Boeing over losing a bid to build airplanes in France because of a subsidized disadvantage. We should expect no less!!

Gene Fisher

ENCM Gene Fisher (USN Retired)

Westport Seafood, Inc.

February 7, 2013

Mr. Dave F. Hogan, Deputy Director

Office of Marine Conservation, U.S. Dept. of State

2201 C St. NW, Suite 2758

Washington, D.C. 20520

Mr. Hogan,

I am writing this letter to share my perspective regarding the U.S. - Canada Albacore Treaty. I am the business owner and manager of Westport Seafood Inc. in Westport WA. . Our business is directly affected by this fishery as we are one of the largest offloading facilities for Albacore on the Pacific Coast of the US. In addition we also provide live bait to the albacore fleet. Our business has been directly affected by this treaty arrangement in past years. The Canadian fleet does not visit U.S. ports for supplies or bait, nor do they offload their catch at U.S. facilities. The Albacore that are caught by Canadian fisherman are not introduced into the U.S. economy at any stage. From my perspective it seems fairly simple, we are allowing the Canadians access to one of our natural resources, for no gain. That being said, with the state of our economy, and unemployment rates in the U.S. at record levels, it does not make sense for us to give away our resources when the economic impact is so great. The fishing industry is comprised of mostly smaller, family owned businesses and fisherman who depend on this resource for their success. In turn we provide many jobs in rural, economically distressed towns. During the albacore season we directly employ 35 full time employees. Our bait fishing vessel contributes 4 more full time positions. Indirectly this fishery provides jobs in the Grays Harbor area for trucking, logistics, supplies, and administrative support for our operations. The impact to the U.S. economy does not stop at our dock, it is far reaching. I would urge you, and others involved with the decisions regarding this treaty to consider the livelihood of our families, and the state of the U.S. economy, as you move through the decision making process. Thank you for your time.

Regards,

Michael D. Cornman

Dear Mr. Hogan,

My name is Lynn Crump, I am the owner and operator of the U.S. fishing vessel BILLIE MARIE II. My reasons for wanting the Canadian treaty canceled are: Canadians are unsafe to fish around, there are too many of them, they don't respect our fishing practices, they shut down to close at night and don't have adequate lighting. When the weather gets rough they go to port, take up all the slips and I never have anywhere to tie up. I have never caught fish off Canada, and don't intend to ever go up into their waters. There have been years when our markets have been weak, and the Canadians don't help by flooding those markets. 2012 was a more profitable year for me, and much more enjoyable without them being around. Thank you for what you did with the Canadian treaty last year, please do it again and again.

Sincerely, Lynn Crump Feb 2013



Seafood Products

(541) 888-5525

February 8, 2013

Assistant Secretary Dr. Kerri-Ann Jones
Bureau of Oceans & International Environmental & Scientific Affairs (OES)
U.S. Dept. of State
2201 C Street NW, Room 3880
Washington, DC 20520

Dear Dr. Jones:

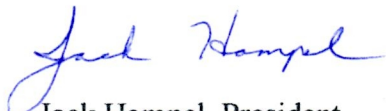
Please support our U.S. commercial Albacore fishing Industry by not renewing the expired fishing regime between the U.S. and Canada.

We are a custom cannery that depends on our albacore fisheries year around. Albacore has become our mainstay and we would not be canning year around without it. We need to preserve and protect our fisheries for American families.

A treaty that would allow the U.S. Albacore fishery to decline while enhancing the Canadian foreign fleet in U.S. waters is wrong!

Thanks for your time!

Sincerely,


Jack Hampel, President



LLEWELLYN SUPPLY COMPANY
MARINE WHOLESALE DISTRIBUTORS
Marine - Military - Commercial - Offshore Coatings
507 N. Fiqueroa St. Wilmington, CA 90744

February 9, 2013

Subject: U.S. Canadian Albacore Treaty

From: Jack Perich, Commercial Sales Rep.
Llewellyn Supply Company
2430 Rosecrans St.
San Diego, CA. 92106

To: Mr. David F. Hogan, Deputy Director
Office of Marine Conservation, U.S. Dept. of State
2201 C Street
Washington, D.C. 20520

Dear Mr. Hogan,

Llewellyn Supply is writing this to you in support of the AAFA in their efforts to effectively protect the rights of U.S. fishermen.

I have been in the marine distribution business for over 50 years, providing products to the commercial fishing industry. I have seen the ups and downs of commercial fishing on our coast. With among other set backs, Mexico on our south closing fishing to U.S. fishermen, with support of the U.S. Government. It only seems fair and reasonable that our government should support our fishermen on our northern border.

Please be aware of U.S. boats that are home ported in U.S. waters are subject to Federal, State, and Local environmental regulations that are costly to our fishermen. Reduced copper, no biocides in bottom paint to reduce an impact on water quality requires more frequent haulouts for cleaning to name a few. By our government not supporting U.S. fishermen, it has far reaching financial implications on our economy. Not only does it effect the fishermen directly, but indirectly boat yards, suppliers, manufacturers, and non-marine industries.

Please issue your support for the U.S. fishermen our economy needs you to respond to their request. The ripple effect on our economy is at stake.

Respectfully,

Jack Perich

Mr. Dave F. Hogan, Deputy Director
Office of marine Conservation, U.S. Dept. of State
2201 C St. NW, Ste. 2758
Washington, DC 20520

Re: US-Canada Albacore Treaty

Dear Mr. Hogan,

I have recently become aware of the intent of US-Canada Albacore Treaty for 2013; and I am writing this letter in hopes to convince otherwise. Let me begin by stating; this treaty is a disservice to our nation. Its track record has proven this treaty is not only to be ineffective but hinders the growth of the US Economy across several industries. I function as General Manager for an International Freight Forwarder; 2012 demonstrated to be a rewarding year – as Albacore's exports had set a record high in tonnage.

2012 Albacore's record high in export; should be confirmation – that we do not need Canadians in our US EEZ. The people have spoken in masses against this treaty; Imbalanced, un-fair, antiquated, and overcrowded. I ask you to listen to the American people. Any efforts to renegotiate this treaty would be a disgrace to the US albacore community. Then to add insult, much of the Canadian finished product comes to the U.S. to compete for market share. This treaty has harmed the US fishery, our US fishermen, the US processors and our communities.

Please explain to me – Why would we allow foreign fleets to fish in our US Exclusive Economic Zone? Why doesn't the treaty force the Canadians to unload its catches from our waters in US ports? Why would we allow millions of US dollars in albacore out of the US EEZ and added to the Canadian economy? In my opinion, there is no benefit to the U.S. albacore fleet to allow the Canadian fishermen to work U.S. waters. Please help in the effort to change or eliminate this existing treaty.

In closing, thank you for an opportunity to express my opposition to the US-Canadian Albacore Treaty. I ask you to keep these thoughts and concerns in mind, and ask that you put a stop to the Canadian fleet fishing in the U.S. EEZ.

Thanks,

Eang Ear

Universal Freight Forwarder
18290 Andover Park West, Suite#A
Seattle, Wa 98188
Tel: 206 575 1700
Fax: 206 575 1707



Visit us at Fruit Logistica
Berlin 6th – 8th Feb 2013
Hall 6.2 / B-02

Mr. Hogan:

My name is Sean Mason and I operate the fueling facility located in Westport, Washington. During the albacore season Masco Petroleum sells diesel fuel and lubricating oil to US based albacore boats among other fishing fleets. Masco owns and has operated the Fueling facility in Westport since 2004 and welcomes any fishing or pleasure boat wanting to take fuel on the west coast of Washington State. Masco Petroleum admires the hard work of US based fisherman and want to see their resources along with our countries fish resources staying within our boundaries. That is why Masco does not want to see any US/Canadian treaty rectified and want to help keep the domestic fishing supply domestic. Masco Petroleum urges you to oppose any effort to renew or renegotiate this treaty.

Sean Mason

VP Masco Petroleum

Westport, Washington

TRAILER SERVICE COMPANY, INC.

Aberdeen, WA

February 11, 2013

Mr. David F. Hogan, Deputy Director
Office of Marine Conservation, U.S. Department of State
2201 C Street N.
Washington, D.C. 20520

Dear Mr. Hogan,

We appreciate the opportunity to relate our concerns about the US-Canada Albacore Treaty. Over the past two years, my company, Trailer Service Company, has been honored to be the primary on-road freight hauler for American Albacore Fishing Association's fleet of Tuna boats. AAFA's massive presence in Washington State during the Albacore season accounts for nearly 80% of our overall business during that time.

One of our biggest concerns when securing freight for our customers is that we are not under booking our trucks. When American and Canadian fishermen compete for the same grounds, in US waters, it necessarily means you will reduce the amount of catch for both groups. It seems unconscionable to us that Canadian boats are allowed to exploit our waters for their national benefit, completely bypassing US based trucking and US ports.

Based on their massive utilization of our US-based truck fleet during that season, we are making a very large investment in the purchase of more trucks to meet their needs. When the US-Canada Treaty is dissolved, we will feel much more confident in our choice to invest in more trucks, putting more hard working American tax-payers to work, both building the trucks as well as driving them.

In regards to the current difficulties the US economy is facing, there are few trucking companies out there willing to invest the capital required to increase their fleet to support their customers. I'm sure you can agree with me in saying that due to this difficult economy, it's that much more important for us to dissolve this treaty so we do not have Canadian fishermen competing head to head with American tax-paying fishermen, in our own waters.

Respectfully,

Kadar Leraas



Operations
Trailer Service Company, Inc.

February 12, 2013

Mr. Dave F. Hogan
Office of Marine Conservation, U.S. Dept. of State
2201 C Street, Suite 2758
Washington, DC 20520

Re: U.S./Canada Albacore Treaty

Dear Mr. Hogan,

The Westport Marina in Westport, Washington is a facility of the Port of Grays Harbor. It was the number one seafood landing port in Washington State last year, accounting for more than half of the commercial fish landings in the state.

Both the Westport Marina and the surrounding communities depend heavily on the success of the domestic fishing industry. It is our understanding the number of Canadian albacore fleets have more than doubled in recent years, while the number of U.S. fleets struggle to survive. In accordance with the Magnuson-Stevens Act, we strongly oppose any agreement or legislation that might deprive U.S. fishermen of their livelihood.

We respectfully request that you consider the impacts that reinstating such a regime will have on our U.S. fishermen, their families, and their communities. We trust that you and other U.S. representatives will keep the best interests of the hard-working U.S. citizens and the communities of coastal Washington in mind when addressing this issue.

Sincerely,

Commissioner Chuck Caldwell, President
Port of Grays Harbor Commission