



# Vessels remaining in fleets that are <50'

Stakeholder  
Engagements 2023



Link to online  
engagement  
site and to  
complete  
questionnaire



# Purpose

The purpose of this deck is to :

- **Provide background** on the development of vessel length policies across the inshore;
- **Seek stakeholder views** on the existing vessel length limits for specific fleets remaining below the new 50' threshold.

# Background

- DFO's **inshore fishing sector** is generally categorized by vessel length with a maximum of **65' overall**.
- Vessel length policies were **historically used as effort control mechanisms in competitive fisheries** to help establish and maintain a level playing field by limiting the competitive advantage one harvester may have over another.
- **DFO has further divided the <65' limit into sub-fleets** based on region-specific historical effort controls and industry preferences.
- Given region-specific histories and preferences, discrepancies exist across the suite of vessel policies.

# Background

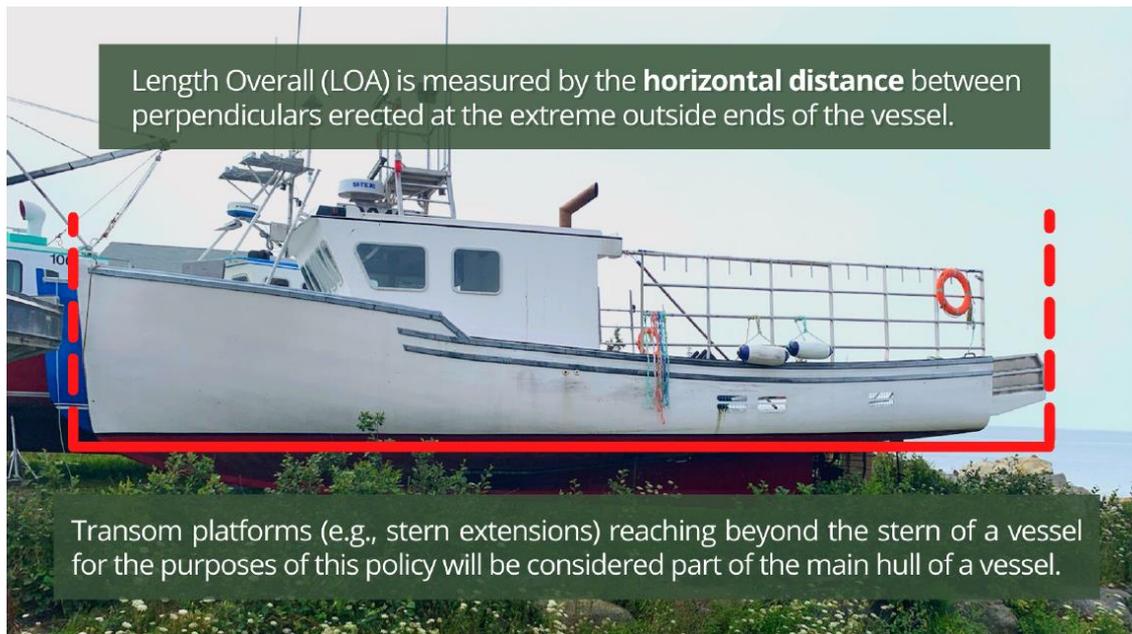
- We've heard from stakeholders that DFO's vessel policy suite may be undermining harvesters' safety at sea.
- Specifically, there are assertions that the policy suite **may be causing unintended outcomes**, such as vessel modifications due to harvesters trying to conform to regional-specific rules.
- In response, Minister Murray announced that:
  - **Core harvesters in Newfoundland and Labrador may increase their vessel length limit from <39'11" to 49'11"** by December 2022, coming into effect for the 2023 season.
- This announcement set a new minimum threshold for inshore vessels in Newfoundland and Labrador.

# Scope for this session

- A vessel length limit of <50' does not in itself make the vessel safer.
- **Safety on the water is dependent on several factors**, including vessel stability, vessel personnel training, weather and sea conditions, that are not directly related to length.
- **Increasing to a larger vessel comes with potential trade offs** which will depend on a licence holder's particular situation.
- DFO does not intend to provide additional access or resource allocation to those who choose to increase their vessel length.

# For Reference

Current Definition of Length Overall, as outlined in DFO's national and regional licensing policies:



**Length overall (LOA):** the horizontal distance measured between perpendiculars erected at the extreme ends of the outside of the main hull of a vessel. Transom platforms extending beyond the stern of a vessel for the purposes of this policy will be considered part of the main hull of a vessel.

# Newfoundland and Labrador

## Non-core

- Non-Core enterprises are limited to a primary vessel maximum of 28' or the vessel length they had registered when the enterprise was assessed as Non-Core.
- Changes in vessel length will not affect enterprise reissuance eligibility, Non-Core enterprises are **not eligible for reissuance.**
- There will not be any quota or harvesting cap increases associated with acquiring a larger vessel.

# Newfoundland and Labrador Secondary Vessels

- Core and Non-Core Enterprises may register a secondary vessel up to a *Maximum of 28'*.
- Secondary vessels help to mitigate the vessel registration duration required by the 12 month or Calendar rules.
- Secondary Vessels are most often used in fisheries where the larger Primary vessel is not appropriate for a specific fishery.

# Question 1

What are your thoughts on the current vessel length limits that remain  $<50'$ ?

## Question 2

If in a fleet <50': Are you interested in a change to the maximum vessel length limit for the fishery in which you participate? Why / Why not?

## Question 3

What concerns do you have, if any, about a potential increase to the existing vessel length limit which would allow for the use of longer vessels for the fishery in which you participate and the harbours you fish from?

## Question 4

### **Non-Core**

- Now that the vessel length barrier has changed to <50' for Core enterprises in the NL region, should there also be a change in the vessel length for Non-Core enterprises?

## Question 5

# Secondary Vessels

- Does your enterprise still need to have the option of a Secondary vessel?
- Is there a need to review the vessel length requirements for Secondary vessels?

# Thank You

## QUESTIONS?