



# NOAA FISHERIES

Southeast Regional Office  
263 13th Ave S  
Saint Petersburg, FL 33701

# CATH UP ON CATCH SHARES

[Click here to sign up for the Catch Shares Newsletter and other Fisheries Related Alerts](#)



Below you will find **2023 Price Summary Data** for each species and share category in the Gulf Catch Shares programs.

Share Category	Species	Share Price (per 1lb equivalent)	Allocation Price (per/lb)	Ex-Vessel Price
Red Snapper	Red snapper	\$42.81	\$4.26	\$5.50
Deep Water Grouper	Snowy grouper	\$11.93	\$1.20	\$5.96
	Speckled hind			\$5.89
	Warsaw grouper			\$5.21
	Yellowedge grouper			\$6.29
Gag Grouper	Gag grouper	\$11.43	\$1.15	\$6.89
			multi-use: \$1.50	
Shallow Water Grouper	Black grouper	\$6.05	\$0.75	\$6.79
	Scamp			\$6.70
	Yellowfin grouper			-
	Yellowmouth grouper			\$5.64
Red Grouper	Red grouper	\$18.69	\$1.67	\$5.81
			multi-use: \$1.67	
Tilefish	Blueline tilefish	\$8.03	\$0.81	\$2.66
	Golden tilefish			\$3.55
	Goldface tilefish			\$3.50

- Insufficient data for yellowfin grouper ex-vessel price calculation.

# What's the difference between shares and allocation?

## Share

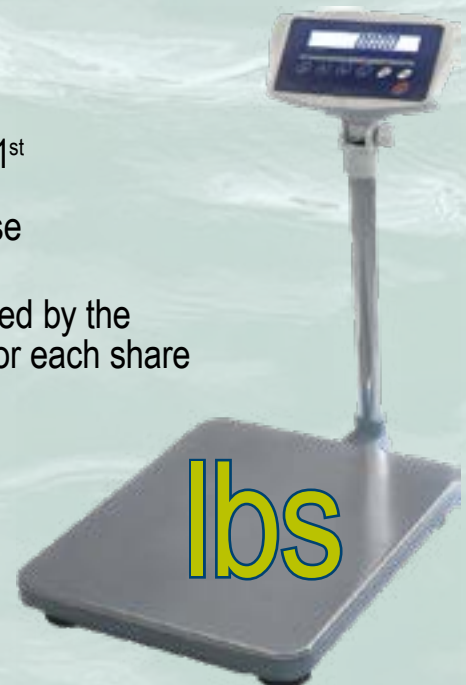
- A percentage of the commercial quota
- Expressed in a decimal format (ex. 0.0001%)
- All shares sum to 100% per share category
- Results in annual allocation



**Example:**      Share (%)    x    Annual Quota (lbs)    =    Allocation  
                         0.5000%    x      525,000 lbs            =    2,625 lbs

## Allocation

- Expressed in pounds (lbs)
- Distributed to shareholder accounts annually on January 1<sup>st</sup>
- Can also be distributed during an in-season quota increase
- Amount of allocation distributed to an account is determined by the share percentage held as well as the annually set quota for each share category (see above formula)
- Used to account for the harvest of species
- May be transferred in part or total
- Expires at the end of the year (December 31<sup>st</sup>)



# United States Coast Guard Involvement in Commercial Fisheries

The United States Coast Guard (USCG) is one of the country's six Armed Forces and the only military branch in the Department of Homeland Security. The USCG consists of nine geographical districts. District 8 (Heartland Area) covers 26 states, is headquartered in New Orleans, and covers most of the Gulf of Mexico (Gulf). The District is divided into seven Sectors, four of which are coastal and execute the USCG's missions in the Gulf. These coastal Sectors are: Corpus Christi, Houston-Galveston, New Orleans, and Mobile. District 8 also has five Fast Response Cutters and three Air Stations consisting of helicopters and fixed-wing aircrafts that operate across the Gulf. District 7 (Southeast), headquartered in Miami, covers a 1.8 million square mile area including the Caribbean, Gulf of Mexico and the Southeastern United States.

## What are the Coast Guard's primary missions in the Gulf of Mexico?

- 1. Maritime Law Enforcement**
  - Living Marine Resources (LMR)
  - Illegal, Unreported, and Unregulated Fishing (IUU-F)
  - Drug & Migrant Interdiction
- 2. Maritime Response**
  - Search & Rescue
- 3. Maritime Prevention**
  - Marine Safety
  - Marine Environmental Protection
- 4. Maritime Security Operations**
  - Ports, Waterways, and Coastal Security



Coast Guard Fast Response Cutters (FRCs) are instrumental in offshore domestic fisheries enforcement.

## What role does the Coast Guard play in fisheries management?

The USCG District 8 representative, Lieutenant Carl Fuhs, is a non-voting member of the Gulf of Mexico Fishery Management Council (Council). While Lieutenant Fuhs does not hold a vote on developing and amending fishery management plans, he provides recommendations to NOAA and the Council if a management action could impact safety-at-sea.

## What role does the Coast Guard play in fisheries enforcement?

The USCG is a Federal Enforcement Partner of NOAA's Office of Law Enforcement (OLE). The two work closely to enforce the nation's Living Marine Resources (LMR) laws, routinely working patrols and targeted operations (e.g. opening of the red snapper season), as well as serving on task forces together (e.g. illegal charters). NOAA OLE regularly provides an overview on their enforcement priorities, case package procedures,

and trends to USCG officers that attend the USCG Regional Fisheries Training Centers. Vessel Monitoring System (VMS) data analyses and ship ride-alongs between officers are also commonly shared between the two agencies.



Training at the Coast Guard Gulf of Mexico Regional Fisheries Training Center.

The USCG enforces fisheries regulations through both surveillance and at-sea vessel boardings. Surveillance of areas closed to fishing is normally performed by an HC-144 aircraft as well as oversight of the fishing fleet's VMS. At-sea boardings are conducted by trained boarding teams from the USCG's fleet of cutters and boat stations. With safety as the primary objective of the USCG, these boarding teams first inspect fishing vessels' permits, documentation, and onboard safety equipment. Then, the boarding teams ensure compliance with daily catch limits, minimum size requirements, and fishing gear.



NOAA OLE and USCG measure fish during an at-sea LMR vessel boarding.

Another large component of USCG fisheries enforcement involves Illegal, Unreported, and Unregulated Fishing (IUU-F). In the Gulf, Mexican vessels, or 'lanchas', illegally fishing US waters continue to be one of the country's biggest IUU-F threats. The USCG aggressively patrols the US/Mexico Maritime Boundary Line with surface and air assets. Here is an article describing the "hidden US/Mexico border war": [A Battle On The Gulf Pits The Coast Guard Against Mexican Red Snapper Poachers](#) : NPR



FRCs on-scene with Mexican lanchas caught illegally fishing within the US Exclusive Economic Zone (EEZ).



In order to curb the 'lancha' threat, the Mexican government is taking more enforcement action and there is more collaboration between the US and Mexican governments than ever. The driving force behind Mexico's increased efforts is the negative certification they received in the [2021 Report to Congress on Improving International](#)

[Fisheries Management \(Report\)](#) after being identified as an IUU-F nation in 2019. A negative certification in this Report has resulted in denial of US port access for Mexican commercial fishing vessels. Mexico also received negative certification in the latest [Report from 2023](#).

### **What kind of inspection can I expect if the Coast Guard boards my vessel?**

First, the boarding team assesses the weather and sea conditions to determine if a boarding is feasible. After boarding a fishing vessel, the team performs an initial safety inspection, which determines whether the vessel is safe for the boarding team to remain on board. Then, they begin their boarding checklist, starting with gathering permits and documentation from the master of the vessel as well as identification for all crew members.

The boarding team then inspects the vessel's required safety equipment, the vessel's fishing gear and any catch onboard, certifying whether or not the gear, catch amounts and fish sizes are compliant. After completing the boarding, the team documents its findings. Lastly, they provide an explanation of their findings, including any violations, before departing.

If a fishing vessel is found to be non-compliant with an LMR regulation, the boarding officer will issue a violation in an Enforcement Action

Report. Vessel operators are then provided with a fact sheet informing them of the adjudication process for fisheries violations in order to manage expectations and outline the proper channel for making a statement to be included in the case, should they wish to do so. An LMR case package is prepared by the unit and then routed to the District 8 Enforcement Branch, where it is reviewed and signed before submitting it to NOAA. NOAA Office of Law Enforcement then reviews the case package and relevant circumstances before determining the final outcome.

### **What measures can fishermen take to promote vessel safety?**

The USCG cannot emphasize enough the importance of safety, especially to those in the commercial fishing industry. They witness the dangers of working on the water firsthand, from a search and rescue perspective. Safety violations are alarmingly common and include inadequate or lack of life jackets, visual distress signals, EPIRBs (Emergency Position Indicating Radio Beacons), fire-fighting equipment, and life rafts.

District 8 has responded to several search and rescue cases involving commercial fishing vessels taking on water, sinking, catching on fire, or having persons fall overboard. The significant cases are normally highlighted by the USCG District 8 representative during Council meetings to stress the importance of safety.

The USCG outlines the following proactive measures to encourage improved vessel safety and reduce the number of unfortunate outcomes:

- Follow recommendations provided in the [Voluntary Safety Initiatives and Good Marine Practices for Commercial Fishing Industry Vessels](#) guide.





Landing after six people were rescued from a disabled fishing vessel approximately 70 miles east of Venice, Louisiana.

- Use the [Commercial Fishing Vessel Safety Checklist Generator](#) tool to prepare your vessel prior to safety examination by the USCG.
- You may provide feedback to the USCG by completing the [Safety Exam Satisfaction Survey](#).
- For additional information, visit the [USCG Fishing Vessel Safety Division \(CG-CVC-3\) homepage](#).

### **How can Vessel Monitoring Systems (VMS) aid vessel safety?**

While an EPIRB is the primary device used to alert search and rescue services in the case of an emergency, there are examples where VMS units with an SOS feature have served as a backup measure and provided readily available data on the last known position of vessels in distress. Even if a distressed vessel does not have a VMS unit onboard or is unable to deploy their EPIRB, vessels in the vicinity with VMS units could be identified and contacted to aid in an emergency. For example, during Hurricane Ike, fishermen aboard a commercial vessel were in grave danger when

they were unable to deploy their EPIRB due to weather conditions. In this case, VMS data saved their lives by providing the USCG positioning data that allowed for a successful search and rescue. Another safety benefit VMS units offer includes allowing USCG and NOAA OLE to see which vessels are offshore as a hurricane approaches, warn the vessel of the approaching storm, and provide aid in getting the vessel to port safely.

### **How do I contact the Coast Guard?**

Each District and Sector maintains a live 24/7 command center watch. Command centers are the hubs for executing the USCG's missions. However, they should only be called for maritime emergencies. The USCG is also always monitoring VHF channel 16.

District 7 Command Center in Miami, FL  
(305) 415-6800

District 8 Command Center in New Orleans, LA  
(504) 589-6225

# DATES & RESOURCES

---

[IFQ WEBSITE](#)

[IFQ SHAREHOLDERS](#)

[PERMITS](#)

[SOUTHEAST REGIONAL OFFICE](#)

[LAPPS BRANCH](#)

[SOUTHEAST REGION ACL](#)

[MONITORING](#)

[ELECTRONIC CODE OF  
FEDERAL REGULATIONS](#)

[GULF COUNCIL](#)

[GULF STATES COMMISSION](#)

**APR  
1-30**

Pay 1st Quarter Cost  
Recovery Fees

**APR  
8-11**

Gulf Council Meeting  
Gulf Shores, AL

**APR  
23**

Reef Fish Advisory  
Panel Meeting

Like what you see?

Do you have suggested topics to feature?

Please send feedback to  
[NMFS.SER.CatchShare@noaa.gov](mailto:NMFS.SER.CatchShare@noaa.gov)  
or call 866-425-7627 (option 2).

