

Unique Identifiers for the IFQ Programs



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**Southeast
Regional
Office**

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Unique Trip Identifiers & Trip Management Systems

- Other regions investigating options (GARFO, NWFSC)
- Simple in concept, complicated to enact
 - Paper data entry
 - Different systems receive data
 - Systems may need to modernization to interact (\$\$)
 - Ensuring confidentiality
 - May require change to regulations
- Allows formation of comprehensive datasets
- May allow for reduced duplicative reporting
 - Aids in One-Stop Reporting concept

Components of reef fish data collection



Fisherman declares start of trip through VMS unit or VMS call service



Fishing



Fisherman submits landing notification through VMS unit, IFQ website, or IFQ call service



Dealer starts IFQ landing transaction and **Fisherman** verifies with PIN before submission; day of offload



Fisherman submits the *paper* Coastal Logbook Vessel Trip Report (no later than 7 days of the end of a trip)

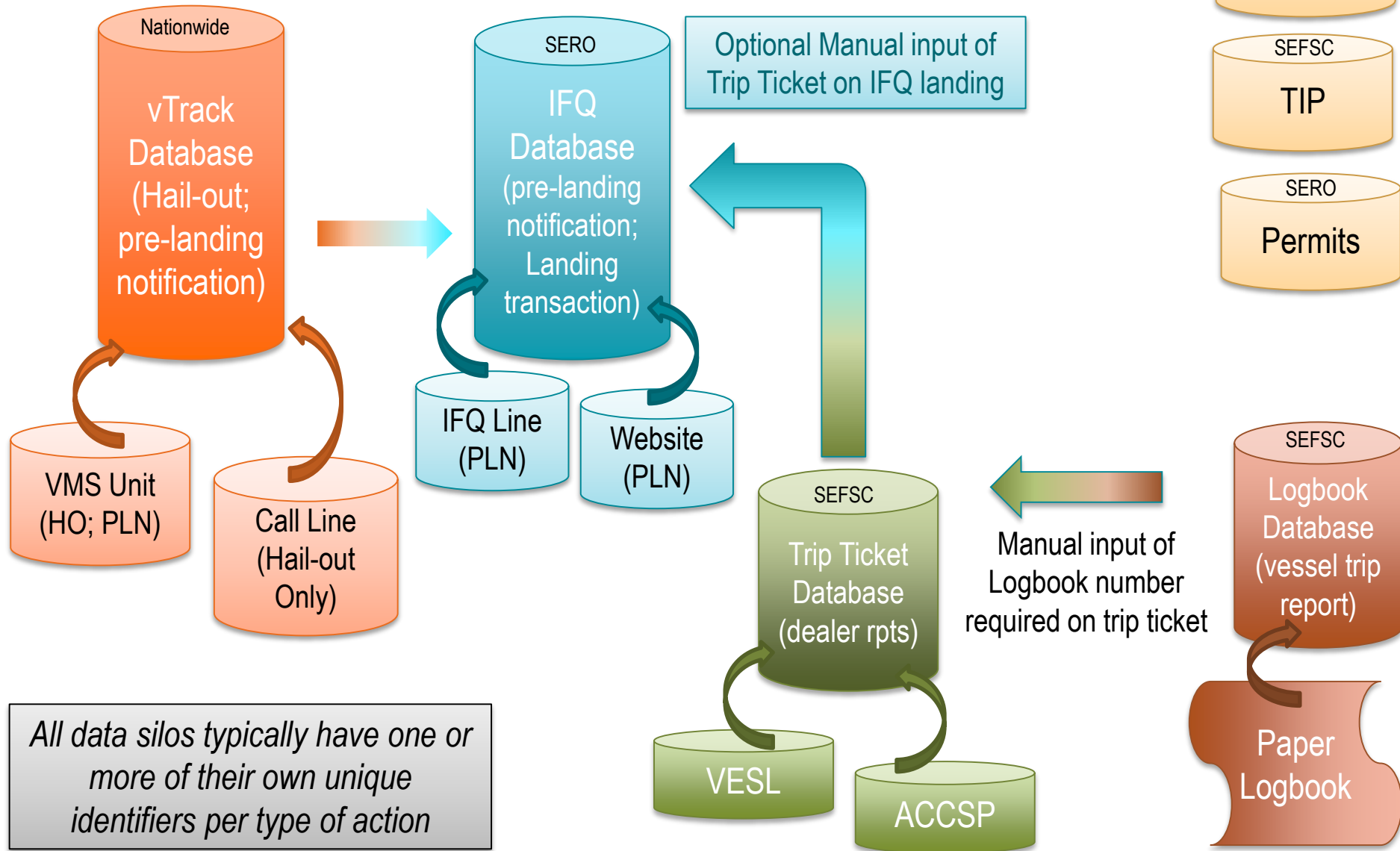


Dealer submits trip ticket through VESL or Trip Ticket application weekly – Goes to GSMFC before SEFSC



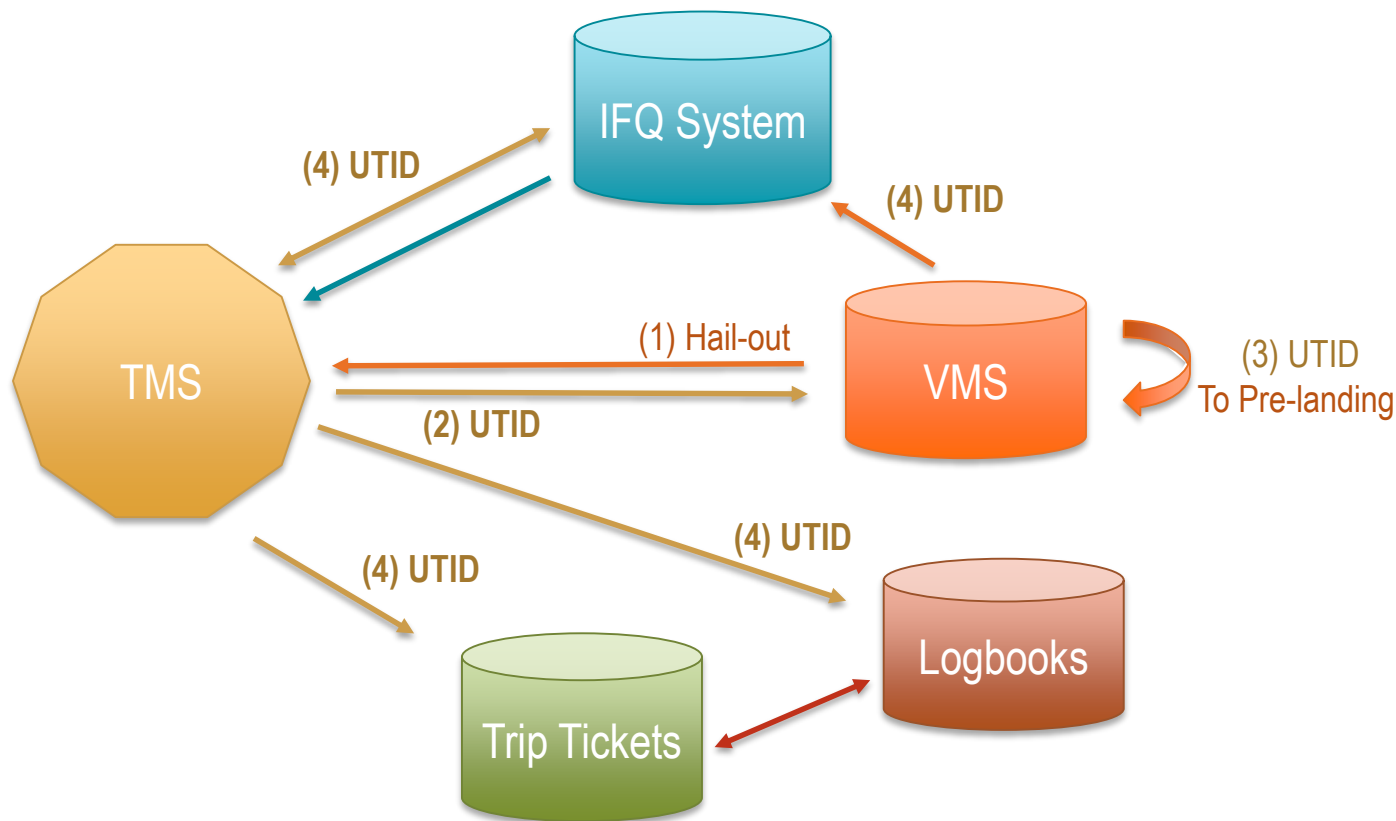
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Current Data Systems



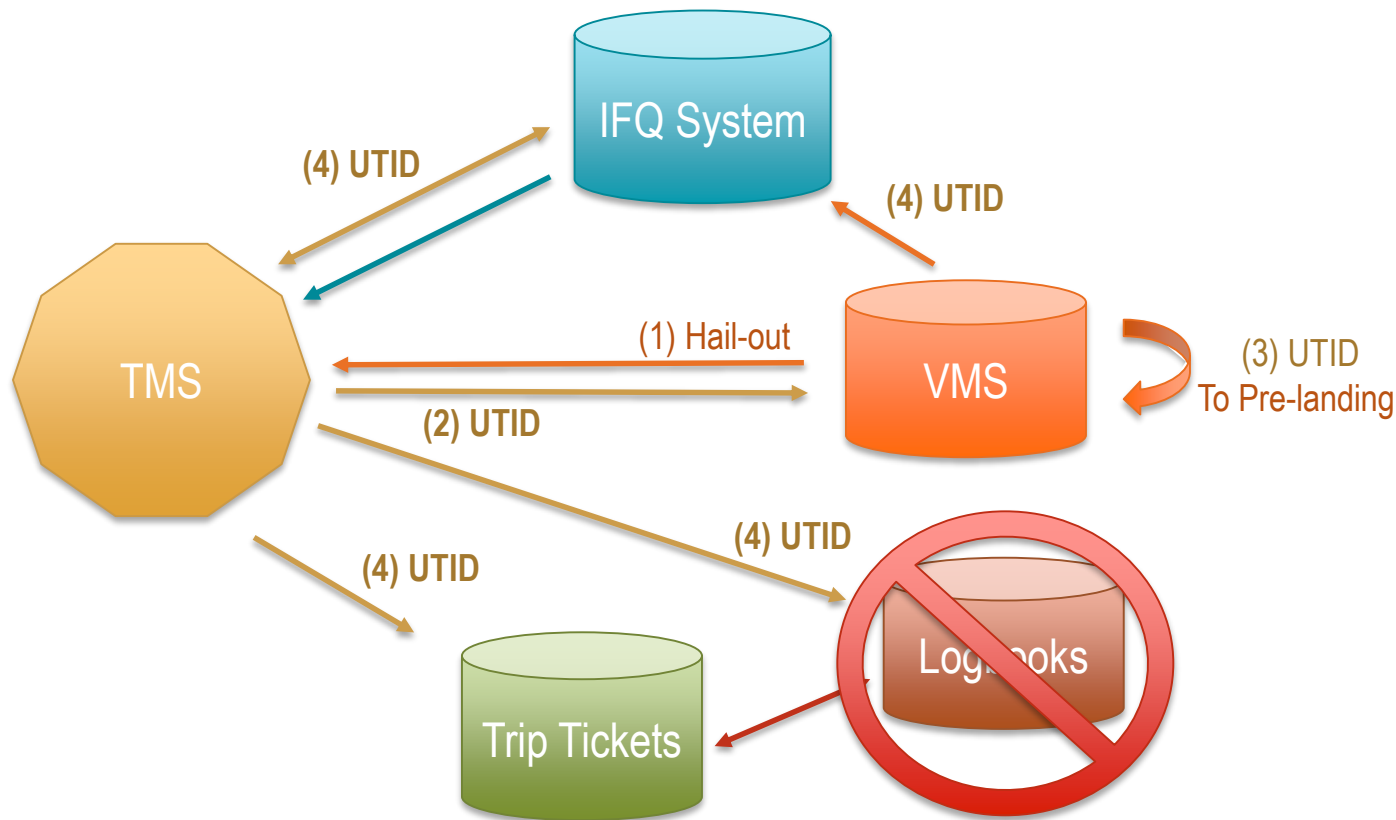
Trip Management System (TMS)

- Facilitates creation and exchange of a unique trip identifier
- Uses logic and eliminates reliance on people



General Challenges to TMS

- Not all systems are electronic



General Challenges to TMS

- Not all systems are electronic
- SERO/SEFSC do not control all data silos
 - States control trip ticket systems; data passed to SEFSC through GSMFC
 - VMS database is nationwide
- Different reporting time frames and reporters
- Not all systems send and/or receive data in real-time
- Starting point is variable or not entered
 - If identifier assigned at hail-out and no hail-out submitted

Specific to IFQ challenges

- VMS related
 - Not all hail-outs result in a fishing trip
 - VMS call service hail-outs can be overwritten at next unit signal (unit dependent)
- IFQ system
 - IFQ records transactions not trips
 - Can have multiple dealers per 'trip'
 - Can have multiple 'trips' per landing transaction

Where are we now?

- Trip ticket is an optional field in the landing transaction form (entered by dealer)
- Concerns:
 - Trip ticket format varies by state
 - Difficult to match to trip ticket datasets later
 - Timing - trip tickets created after IFQ landing
 - Solution = IFQ built option to add trip ticket later
 - Not a mandatory field
- No method to record logbook's vessel trip report number

Pathways to move forward

- Regulatory requirement to enter both logbook vessel trip report number and trip ticket on every landing transaction
- Challenges
 - Trip ticket format differs by state
 - QA/QC challenge to reduce data entry errors
 - May have multiple entries per transaction
 - Create new IFQ database structure, logic, forms
 - May not be real-time
 - Time-frames for reporting trip tickets and logbooks differ
 - Additional staff needed to audit records

Pathways to move forward

- Assign a unique trip identifier after the fact
- Challenges
 - IFQ currently does not record hail-out
 - New database structure and logic needed
 - Data depends on fisherman/dealer input
 - Automation may be limited
 - IFQ system will need access to other data streams
 - IFQ system transitioning to new system this year
 - Additional staff may needed to match records

Questions

