Kystsamfund

Conference on
Coastal fisheries and coastal communities in the N-Atlantic

Held at Smárinn in Kópavogur on 27.09.2014

Canada / Newfoundland & Labrador

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Content of the presentation

The presentation will focus on the following issues:

1. **The Newfoundland and Labrador coastal fleet**
2. **Significance of the coastal fleet for regional development**
3. **Strategies in place to support the coastal fleet and regional development**
4. **What is the future of the coastal fleet and coastal communities**

The Newfoundland and Labrador coastal fleet

What is a coastal vessel?

The Newfoundland and Labrador coastal fleet, for the purpose of this discussion, is comprised of small commercial fishing vessels <20 metres (65 feet).

A "fishing enterprise" is defined as an authorized fishing business under which multiple fishing licenses or vessels up to 27 meters (90 feet) operate. Each enterprise is controlled by one owner who directs fishing effort among that owner's vessels and licenses (DFO 2013a).

The Newfoundland and Labrador coastal fleet

As of December 31, 2013 there were 6,958 coastal vessels (Source: DFO, 2013)

In total, 4,769 Coastal Vessels produced landings in the 2013 fishing year (Source: DFO, 2013).

More than 80% of the coastal fleet is constructed of fiberglass and wood.

Registered tonnage ranges from <1 up to 150; most however are in the range of 11-15 tonnes

The Newfoundland and Labrador coastal fleet

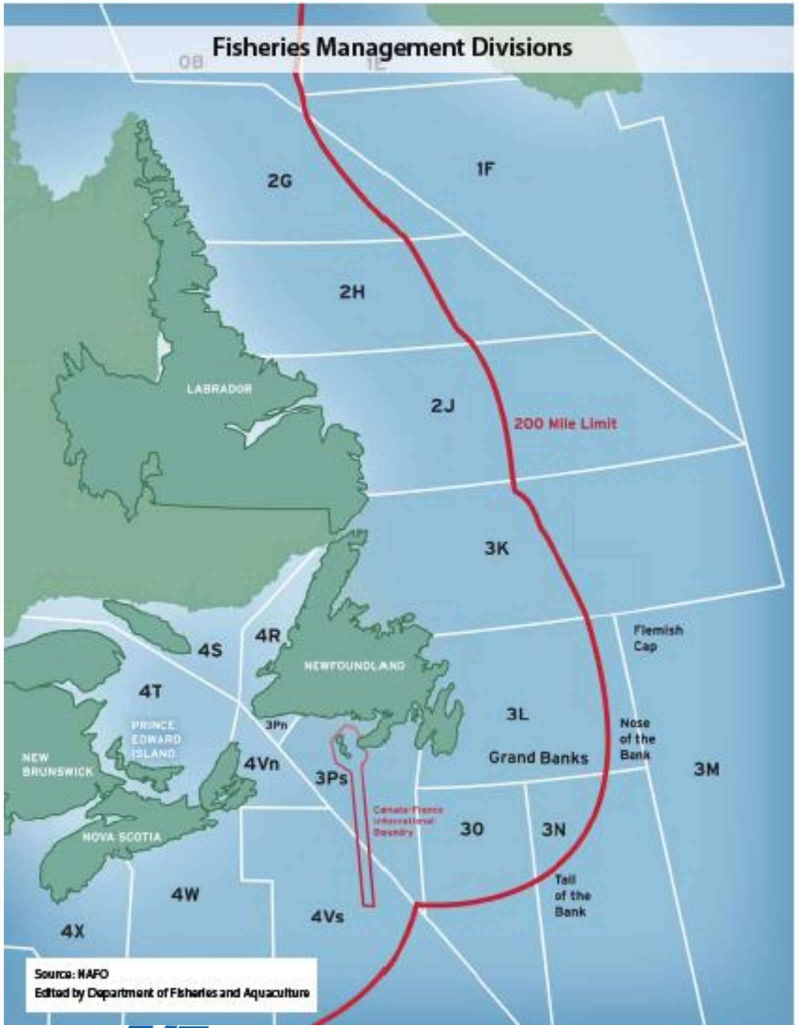
Number of Registered Inshore Vessels as of December 31, 2013 (Source: DFO, 2013)

NAFO	<35'	35' to 64'11"	65' to 89'11"	Grand Total
2J	207	34	2	243
3K	1592	244	2	1838
3L	1794	397	5	2196
3PN	130	15		145
3PS	1058	192		1250
4R	1138	155		1293
Grand Total	5919	1039	9	6967

The Newfoundland and Labrador coastal fleet

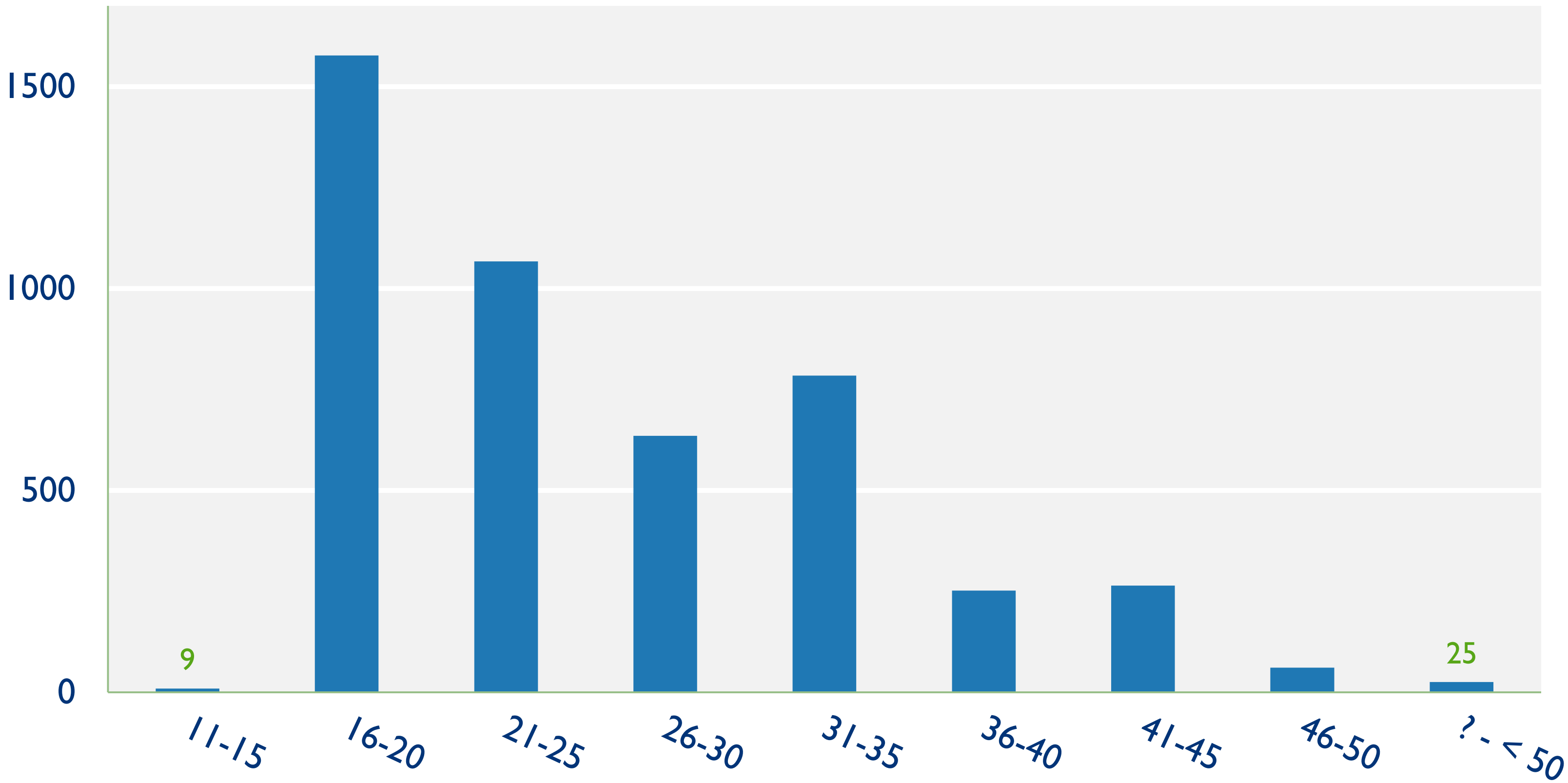
Active Vessels 2013
(Source: DFO, 2013)

	2J	3K	3L	3PN	3PS	4R	Grand Total
Inshore<35	92	1099	1041	71	699	784	3786
Nearshore 35-89	39	221	397	13	186	136	992
Grand Total	131	1320	1438	84	885	920	4778



The Newfoundland and Labrador coastal fleet

Figure 4. Coastal Fleet Distribution by Vessel Length Range, 2012.



The Newfoundland and Labrador coastal fleet

TAC, Landings (tonnes) & Landed Value ($ Cdn) for 2013

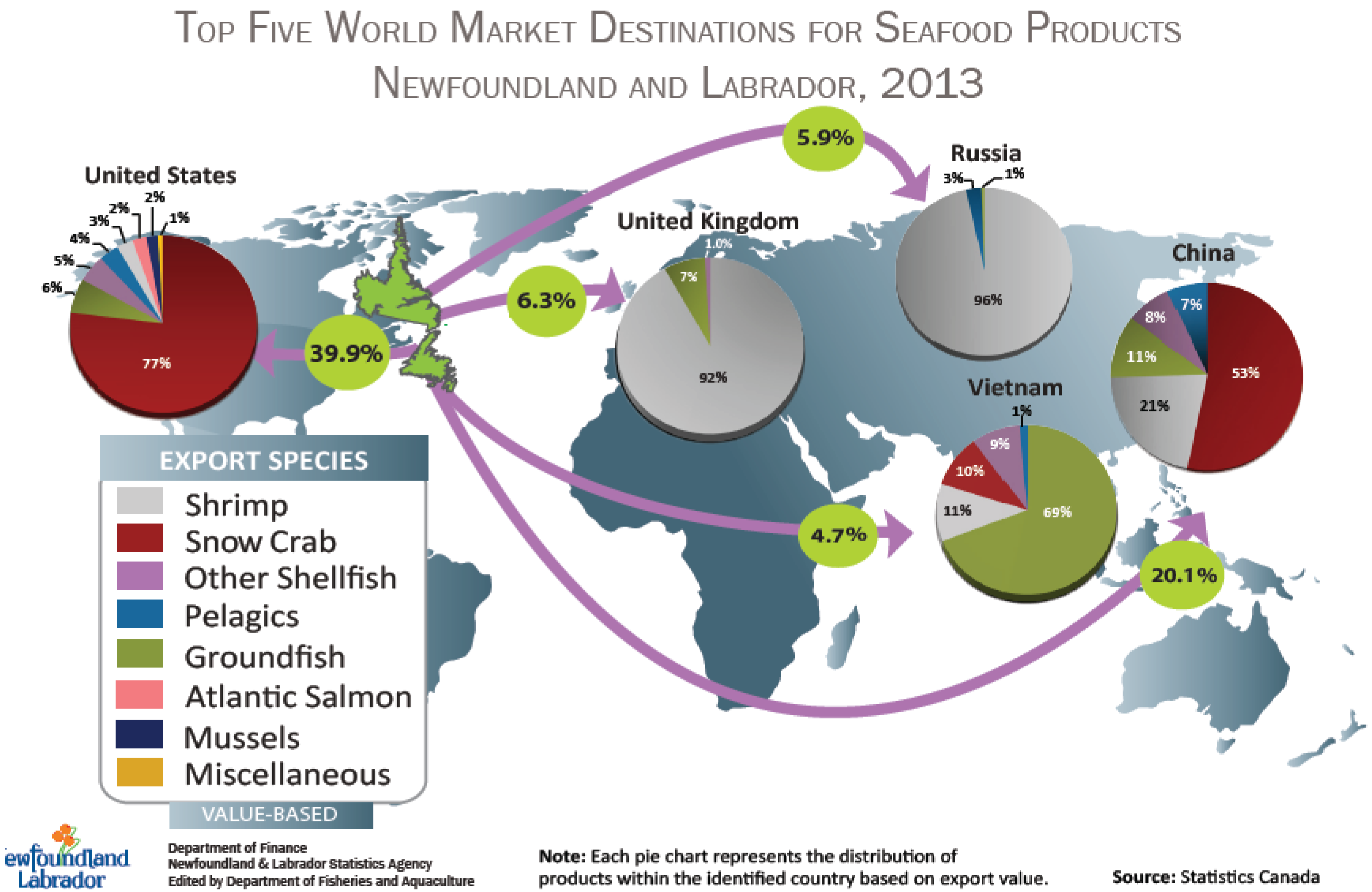
(Source: DFA, DFO Statistics)

Species	TAC (tonnes)	Landings (tonnes)	Value ($,000)
Snow Crab	52,287	50,806	209,210
Gulf Shrimp	6,115	6,115*	9,500*
Northern Shrimp	44,287	44,287*	68,000
Lobster		2,207	17,348
Whelk		4,329	6,125
Northern Cod	13,000	8,066	9,061
Turbot		10,981	52,654
Herring	30,721	29,575	9,780
Mackerel	36,000	5,145	2,496
Capelin	36,711	30,070	6,628
TOTAL		**191,581**	**390,802**

*Values are estimated

The Newfoundland and Labrador coastal fleet

Figure 6. Newfoundland & Labrador Fishery Exports, Top Five Export Countries by Value, 2013 (DFA 2014, 15).



The coastal fleet and regional development

Total Companies	**86**
Total Plants	111
Total Buyers	27
Included Communities	99

The coastal fleet and regional development

Age of Workers

Fish Harvesters		
Year	**Age < 25**	**Age 55+**
1990	2,200	2,000
2010	500	2,700
Plant Workers		
Year	**Age < 25**	**Age 55+**
1990	5,370	1,500
2010	1,340	2,600

Annual Income

Fish Harvesters	Income ($ Cdn)
Year	**$ per year**
1990	14,572
2013	32,050
Plant Workers	
Year	**$ per year**
1990	16,140
2010	26,840

- Workers are aging; younger workers are leaving

Summary of NL Coastal Fishery & Regional Development

	1998	2013
Vessels	11,200	~ 4,500
Plants	214	111
Harvesters	16,500	~9,500
Plant Workers	21,000	~8,400
Fishery Value	$400 million	$600 million
Market Value	$800 million	$900 million

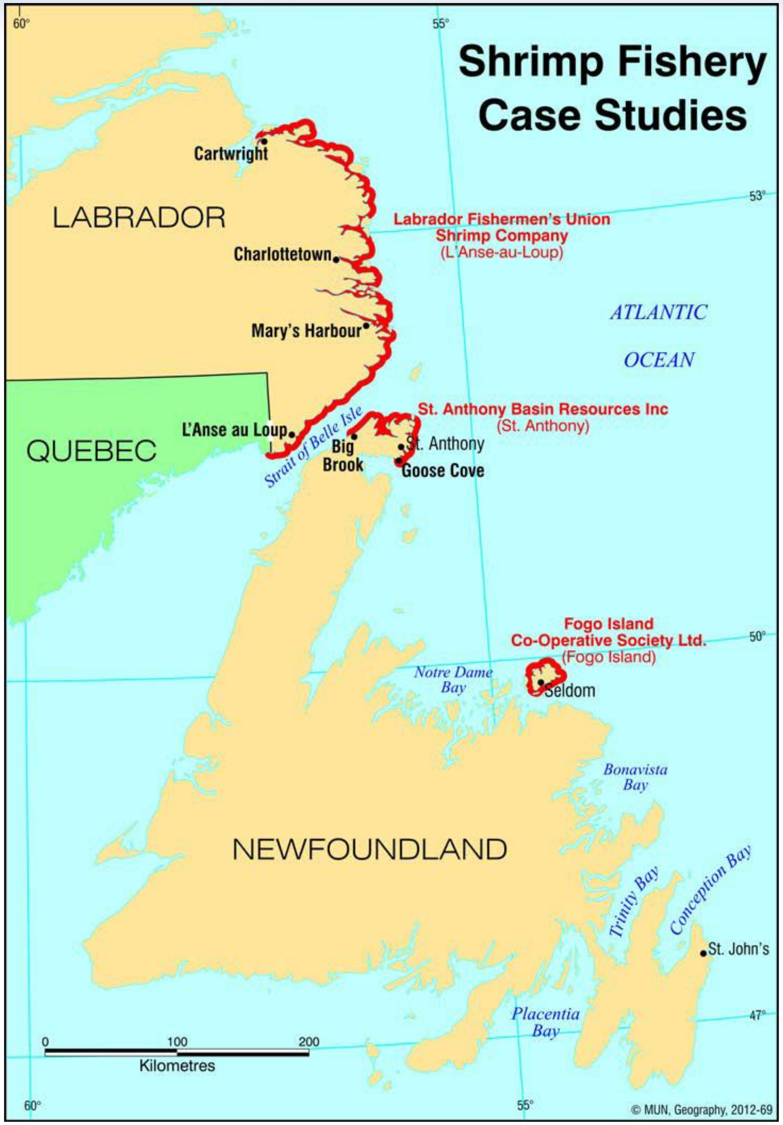
- Plant workers include aquaculture and capture fisheries
- $ Value includes inshore and offshore fisheries
- Although # of vessels, plants and workers have decreased, $ value has increased.

Strategies in place to support the coastal fleet and regional development

- Current regulation in Canada is intended to restrict who has able to control a fishing enterprise – owner-operator principle.
- Requirement of residency in the region in which quota allocation is held.
- Minimum Processing Requirements on harvested product ensures that harvest also is to the benefit of people working in the fish plants of Newfoundland and Labrador. This often provides the families of the harvesters with a second income from the fishing industry

Strategies in place to support the coastal fleet and regional development

- Three Case Studies of Special Allocation
  - Labrador Fishermen's Union Shrimp Company
    - Allocation has been economic driver for the Southern Coast of Labrador. Quota lease revenue has been utilized to invest in the inshore fisheries sector
  - St. Anyhony Basin Resources Inc.
    - Has rejuvinated a significantly contracting area of the province. Special allocation has been used to fund a fish processing plant and cold-storage facility
  - Fogo Island Co-Operative Society Ltd.
    - Special allocation of offshore quota was key in the process of establishing a shrimp processing facility in the region.



Income from Special Allocations has been at the core in establishing facilities within these three regions. With processing facilities the product landed by the inshore fleet provides direct employment in the local areas

What is the future of the coastal fleet and coastal communities

- If government supports owner-operator, current licensing conditions and fleet separations, coastal communities are given the opportunity to continue to thrive and prosper.
- Protection of the owner-operator policy is the best assurance that the benefits of the harvesting activity remain in the coastal communities.
- Corporate interests and sometimes government policy appears to rely heavily on the economies of scale which mostly results in greatest benefit for the few.

THANK-YOU