

SNOW CRAB AREA 12 VESSELS AND TRAPS LIMITS WORKING GROUP

December 14, 2016 Meeting Summary

Welcoming Remarks and Introductions

Carole LeBlanc, Fisheries and Oceans Canada (DFO) Gulf Region, provided opening remarks and members of the working group were introduced. Ms. LeBlanc reviewed the terms of reference of the working group and indicated that the two main goals of the working group is to (1) determine the necessity to maintain a limit of vessels in crab fishing area (CFA) 12 of the snow crab fishery, and (2) review the current trap limits in place and the proposal submitted by the midshore traditional fleet, as well as provide recommendations to DFO for 2017 and beyond. She informed the group that the objective of the meeting is to get members suggestions and comments during the meeting, while a final decision would be made at a later time.

Vessel Limit

Sylvie Léger, DFO Gulf Region, reminded the working group that the current snow crab Conservation Harvesting Plan (CHP) for CFA 12 indicates that the targeted number of vessels for all fleets on the water at any given time should not be higher than 150 for the Gulf Region and 75 for the Quebec Region. She informed members of the working group that while DFO has the tools to monitor the number of vessels on the water, the Department questions the legal grounds to enforce this management measure because the fishery opens by variation order and licence holders possess valid licence conditions. Ms. Léger also mentioned that DFO had not been made aware of any major issues regarding vessel limits since its implementation in 2004 and that fish plants have somewhat of a control on the total number of vessels due to their limited capacity to process crab. She reminded the group that DFO had suggested of removing the vessel limit from the CHP during the 2016 snow crab advisory meeting. However, since a few groups still had concerns with eliminating the vessel limit, it was agreed that a working group would be created to review this further, as well as the current trap limits. Ms. Léger then asked members of the working group for their perspectives on the vessel limits.

Christopher Metallic, Listuguj' Mi'gmaq First Nation, did not support implementing certain limits on the fishery. He stated that they are trying to build capacity within the First Nation by increasing the number of vessels and quota to generate more work within the communities. In his view, the limits imposed by the fish plants help to control the total number of vessels on the water.

Martin Noël, Association des pêcheurs professionnels crabiers acadiens (APPCA), acknowledged that it may be difficult for DFO to determine the amount of vessels on the water at any given time. He added that the number of vessels is not equal to the number of licences. According to his calculations, the number of vessels has varied greatly since 2008 and he believes that it impacts the total number of traps in the water. In his view, the number of vessels on the water could be controlled by regulating the number of traps.

Robert Haché, Association des crabiers acadiens (ACA), noted that the real issue is the number of vessel authorized per licence and wonders if DFO limits the total number of vessels permitted on a licence. According to Mr. Haché, DFO could control the number of vessels on the water by

controlling the total number of licence conditions issued for certain groups. He also specified that all the comments he would be making during the meeting excluded First Nations because he understood the differences with communal commercial licences. Mr. Haché stated that his main concern was with the current discrepancies in the application of DFO's policies with the less than 65' fleet.

Réginald Comeau, Maritime Fishermen's Union (MFU), said that he had not been made aware that the goal of the meeting was to discuss the current vessel limits. Sylvie Léger responded that the goal of the working group was to discuss both vessel and trap limits. She acknowledged the issues raised by Robert Haché and suggested that the working group move forward with the discussion on trap limits in hopes that it would help control the number of vessels on the water.

Robert Haché and Martin Noël both reiterated that DFO should address the number of vessels authorized per licence for groups who further distributes their quotas to licence holders.

O'Neil Cloutier, Regroupement des pêcheurs professionnels du sud de la Gaspésie (RPPSG), stated that his group has limited the number of licence holders over the years and confirmed that they are fairly in-line with the traditional midshore fleet's philosophy. He also confirmed that his group could not reduce its number of licence holders any further.

Carole LeBlanc acknowledged that the working group had a good discussion on vessel limits and even though no consensus had been made, she suggested that the working group move forward with the discussion on trap limits.

After discussions took place on trap limits, Carole LeBlanc re-addressed the issue on vessel limits and asked members to provide their views on the impact on their fleets if the current vessel limits were removed. The majority of members were in favor of removing the current limits. One member voted in favor of keeping the limit in place to ensure a minimal control on the water. Some questioned how DFO could enforce the vessel limits. It was mentioned that there are more licence holders than the maximum limit permitted, but that licence holders do not usually fish all at once. It was reiterated that DFO could control the total number of vessels on the water by controlling the total number of licence conditions issued to associations.

Trap Limits

Sylvie Léger suggested that the discussion on trap limits be divided in three different components: (1) regular trap limits based on individual quotas (IQs) and individual transferable quotas (ITQs), (2) trap limits based on partnerships and trios, and (3) trap limits following rationalization and permanent quota transfers. Ms. Léger also confirmed that the trap limit for partnerships and trios would be addressed during the 2017 snow crab advisory meeting since its 3-year renewal came to an end in 2016. A decision will need to be made on whether or not partnerships and trios will continue to be permitted for 2017 and beyond.

Trap Limits Based on IQs / ITQs

Sylvie Léger reminded members of the working group of the current trap limits in place as indicated in the Area 12 CHP: midshore traditional fleet (150 traps), PEI inshore traditional fleet

(75 traps), Area 18 inshore traditional fleet (75 traps), new access and First Nations (less than 50 tonnes = 75 traps/vessel; equal or higher than 50 tonnes = 150 traps/vessel). Ms. Léger reminded members of the working group that this topic was addressed during the 2016 Southern Gulf of St. Lawrence (SGSL) snow crab advisory committee meeting in March 2016. Because the midshore traditional fleet was the only group to submit a proposal, Ms. Léger suggested that the working group start by reviewing their recommendation and that a discussion could take place afterwards. She also invited other members of the working group to suggest or present different options if they did not support the proposal.

Option #1

Robert Haché presented a first option on behalf of the traditional midshore fleet. The basic principle of the proposal is to have a more reasonable distribution of traps between fish harvesters by adjusting the number of traps based on the distribution of the quota while maintaining a minimum of 75 traps per fish harvesters. He also reminded the group that the proposal did not affect First Nations. Based on the first option, the total number of traps would increase proportionally with an increase in quota.

O'Neil Cloutier asked why the fleet chose to maintain a minimum limit of 75 traps when the goal was to reach better equity. Robert Haché responded that the fleet agreed to compromise on the minimum limit of 75 traps. He admitted that the formula was not perfect but that it allowed a better distribution of traps compared to the current formula.

Gilles Thériault asked why the formula didn't include an increase in the total traps for the midshore fleet above the current 150 traps threshold. Robert Haché responded that the maximum limit of 150 traps was accepted by the fleet and that there are no major variances in quota between licence holders of the fleet, with the exception of those who have purchased additional quotas through the years and where a number of traps have also followed.

Option #2

Robert Haché presented a second option that would adjust the number of traps per fleet based on the fleets' percentages of the Area 12 Total Allowable Catch (TAC). He explained that if the current total of 18,300 traps held by the midshore fleet was representative of the Area 12 TAC, then other fleets' total traps would need to be adjusted based on their share of the TAC. He also explained that based on the current distribution of traps, the midshore fleet's total traps only represents 49.43% of the traps while the fleet holds 61.75% of the TAC. According to Mr. Haché, this formula would be similar to the current rule being used in Area 19. Mr. Haché admitted that this formula would disadvantage certain fleets.

O'Neil Cloutier stated that if the goal is to have better equity in the distribution of traps that it should apply to all fleets. Robert Haché replied that for the fleets undergoing rationalization processes, the limit of traps per licence holder should not be higher than 75 traps unless a licence holder reaches more than 0.22% of the Area 12 TAC.

Billy Brophy, Area 18 Crab Fishermen's Association, expressed concern on a formula that determines a trap limit based on the percentage of a fleet's share because it would reduce the

total traps for licence holders in his fleet from 75 traps to 40 traps. Robert Haché explained that he was just showing different options that could adjust the current inequity between fleets.

Christopher Metallic questioned why we were looking at reducing the total traps when the 2017 TAC is expected to increase significantly. In his view, it seemed like the wrong time to start reducing traps. Robert Haché responded that they would also be presenting a proposal that increases the total number of traps.

Jean-Pierre Plourde, Groupe de pêcheurs spécialistes de poisson de fond, asked if those who acquired additional traps during rationalization processes would lose those traps. Robert Haché responded that there could be an increase in traps if the share of the TAC goes above the 0.22% share. Mr. Plourde responded that those who invest in rationalization processes should also be permitted to acquire additional quota. Mr. Haché responded that the 0.22% share should be maintained since those with small quota are already at an advantage.

Option #3

Robert Haché presented a third option based on an average of 1,500 lbs/traps which represents the average amount of crab per trap currently being fished by the new access fleets. If this formula was applied, the fleets' total trap limits would increase resulting in a higher amount of traps in the water than the current scenario. For example, the midshore fleet would increase from 18,300 traps to 36,054 traps.

Paul Anderson, PEI Mobile Groundfish Fishermen's Association, stated that if the midshore fleet wants more traps that they should simply make a request for an increase in their fleet's total trap instead of trying to reduce traps for everyone else. Carole LeBlanc responded that the purpose of the meeting is to look at different options and to get everyone's feedback on the different scenarios suggested.

Doug Cameron, PEI Snow Crab Fishermen Inc., asked how many traps are in the water based on the current formula. Mikio Moriyasu, DFO Science, Gulf Region, responded that based on last year's stock status report, there were approximately 35,375 traps.

Option #4

Robert Haché presented a fourth option based on a total number of units corresponding to each fleet's share of the Area 12 TAC. The number of units per fleet would be calculated based on either the value of 0.22% or 0.44% of the Area 12 TAC depending on the fleets. Based on the predicted 2017 Area 12 TAC, 0.22% of the Area 12 TAC would be equal to 87 tonnes while 0.44% of the Area 12 TAC would be equal to 176 tonnes. The values equal to 0.22% and 0.44% would vary on a yearly basis depending on the TAC.

Based on this option, for 2017, fleets with licence holders holding IQs/ITQs less than 0.22% of the Area 12 TAC would divide their allocation by 87 tonnes. Fleets with licence holders holding IQs/ITQs equal or higher than 0.44% of the Area 12 TAC would divide their allocation by 176 tonnes. Those within the 0.22% category would multiply the total units by 75 traps, while those within the 0.44% category would multiply their units by 150 traps. This formula would provide the following results:

- All licence holders within the midshore fleet fall within the 0.44% limit. Therefore the fleet's predicted quota for 2017 (24,531 tonnes) divided by 176 tonnes equals to 140 units. This option would increase the midshore fleet's limit to 21,000 traps (i.e. 140 x 150).
- All licence holders within the PEI traditional fleet, the Area 18 traditional fleet, as well as the new access fleets (with the exception of allocations provided to associations) fall within the 0.22% limit. As a result, each fleet's total quota would be divided by 87 tonnes. However, this formula provides a total number of units lower than the actual number of licence holders which would reduce each licence holder's total traps (i.e. less than 75 traps). Therefore, an exception is made for these groups and the minimum limit of 75 traps per licence holder is maintained.
- For allocations provided to associations of the new access who further distribute the allocation to licence holders, the total number of authorized traps would be based on the total number of units multiplied by either 75 or 150 traps. For example, based on the 2017 predicted TAC, MFU would be allocated 2,448 tonnes, which results to 14 units of 176 tonnes (or 28 units of 87 tonnes). If you multiply 14 units by 150 traps, it provides a limit of 2,100 traps (the same result is obtained by multiplying 28 units by 75 traps).

Réginald Comeau stated that the proposed formula did not benefit his group. Robert Haché responded that the formula provides a maximum limit for the association and that the association can choose to divide the total trap any way that best suits the group.

Billy Brophy asked how many additional traps would be required to reduce the discrepancies between the midshore fleet and the remaining the fleets. Robert Haché responded that a limit of 21,000 traps would be appropriate, but that it also implies a reduction in traps with the other fleets to improve the equity between licence holders.

According to Martin Noël, licence holders with less than the 0.22% of the Area 12 TAC have an advantage on trap limits. He added that even though increasing the midshore fleet's limit to 21,000 traps is not the perfect solution, it offers a better compromise.

Bernard Morin asked how the increase in traps within the traditional midshore fleet would be distributed. Robert Haché responded that the traps would either be distributed equally or based on the licence holders' shares of the fleet's global quota.

Jean-Pierre Plourde stated that the proposal would not favor his group because it would reduce their current trap limits. Martin Noël explained that by working in terms of percentages, the tonnage required to gain more than 75 traps varies on a yearly basis based on the quota.

Bernard Morin asked if it would be possible to receive the total number of traps for each new access within the Quebec Region. Robert Haché confirmed that he would send it to him.

Marcel Denis, Association des morutiers traditionnels de la Gaspésie, stated that there is an advantage to fish with 150 traps. In his view, licence holders with a quota of 180,000 lbs will complain about a lack of traps. Robert Haché responded that if the current formula remains in place, then the difference between the new access and the midshore fleet will get worst. He added that DFO has the responsibility to ensure equity between all licence holders.

Carole LeBlanc asked if there were other questions on that proposal. O'Neil Cloutier asked if it would be possible to add a variable in the formula such as the midshore fleet's fishing capacity versus the less than 45 feet fleet. Robert Haché responded that adding a variable could be interesting if it favors the midshore fleet because they are asking for better equity.

Jean-Pierre Plourde asked if the midshore fleet is willing to modify their proposal by adding additional traps when licence holders have not attained a certain threshold of quota by a certain date. Robert Haché proposed that this type of request, such as prolonging the season, be addressed during the advisory committee meeting. He added that the midshore fleet is willing to consider options as long as it improves the equity between all licence holders.

Carole LeBlanc asked if there were other groups who wished to make other proposals. O'Neil Cloutier responded that his group needed to reflect further on the matter and suggested status quo for 2017. He also mentioned that he would be willing to provide comments at a later time. Réginald Comeau concurred with Mr. Cloutier's comments and questioned whether this was a good time to modify trap limits considering the possible high increase in the 2017 TAC.

Marcel Denis asked if DFO would support an increase in the total number of traps. He added that he had no problem with an increase in traps for the traditional midshore fleet. Mikio Moriyasu responded that from a science perspective, 150 traps should be sufficient to capture a quota and did not recommend a total increase in traps because it would increase the level of bottom contact on the seabed and further impact the benthic community.

Marc LeCouffe noted that many people were referring to status quota due to the possible high increase in the 2017 TAC. He reminded the group that a request to review the trap limits through a working group had been raised a couple years ago, prior to any knowledge of a possible high increase in TAC for 2017. He admitted being disappointed that the groups did not prepare better or provide more recommendations/proposals. He stated that immediate discussions are required and added that because only one proposal was submitted that it needed to be the basis of the discussions. He admitted that Mr. Cloutier's recommendation of possibly adding a variable to the proposal and Mr. Plourde's comment on slightly modifying the proposal are great comments. Mr. LeCouffe stated that status quo does not meet the objective of the working group.

Bernard Morin reminded the group that DFO's deadline to provide an estimate of tag numbers was mid-January. He added that he liked the idea of utilizing percentages that vary based on the yearly TAC.

Ed Frenette, Mi'kmaq Confederacy of PEI, commented that although First Nations were not directly involved, he was concerned with a high increase in the 2017 TAC and the capacity of

fish plants to process the high increase in crab along with lobster. Carole LeBlanc responded that the purpose of the meeting was to look at options on traps limits rather than the fish plants' capacity to process next year's quota. She asked if there were other suggestions that groups would like to propose.

Roundtable

A roundtable was conducted to hear everyone's views on maintaining status quo for 2017:

- Jean-Pierre Plourde stated that he did not favor status quo. He admitted that the midshore fleet's concerns were valid, but advised that a new limit should aim at avoiding quota to be left in the water due to the inability to capture quotas due to a lack of traps.
- Réginald Comeau confirmed that his group prefers status quo and that he would provide their position in January.
- Doug Fraser, Prince Edward Island Fishermen's Association (PEIFA), requested status quo and noted that any reduction in traps should apply to all fleets.
- Paul Anderson requested that a minimum limit of 75 traps be maintained.
- Doug Cameron requested that the solution be favorable to both the PEIFA and the PEI inshore traditional fleet. He recommended status quo until an acceptable solution could be proposed. He also requested that the minimal limit remain at 75 traps and that the limit for partnerships remain at 1.5 times the total traps.
- Billy Brophy requested that the minimum limit of 75 traps be maintained.
- Hubert Noël, Crabiers du Nord-Est (CNE), requested more equity for the midshore fleet.
- Robert Haché confirmed that his fleet proposed their best solution forward while still remaining at a disadvantage.
- Martin Noël supported Mr. Haché's comments and stated that the fleet did their best to find a better solution than the current formula. He confirmed that the midshore fleet was open to other options that would provide better equity between licence holders. He also added that their proposal did not affect the partnerships and that he was not concerned with the deadline to order tags.
- Francis Parisé, Association des crabiers de la Baie (ACB), supported Martin Noël's comments.
- Daniel DesBois, Association des crabiers gaspésiens (ACG), provided support towards a minimum limit of 75 traps.
- Jean-Marc Arseneau, Regroupement des pêcheurs professionnels des Îles-de-la-Madeleine (RPPIM), provided support for better equity amongst the fleets.
- O'Neil Cloutier admitted that he was disappointed in the disparity and that he felt his group had a smaller gap in the average of pounds per trap with the midshore fleet compared to other fleets. He also mentioned that his group did a reduction in the number of fish harvesters (from 10 to 3) to capture their allocation. He suggested status quo in the absence of a global solution.
- Marc Diotte, Association des morutiers traditionnels de la Gaspésie, said he feared that the 2017 fishery was likely going to create issues due to the high increase in TAC. He added that he preferred a solution that favors all fleets.
- Marcel Denis stated that he did not believe that the smaller vessels in his group used the entire 75 trap limit. However, he admitted being concerned with licence holders within

his group who have rationalized and will have a higher quota (140,000 lbs – 150,000 lbs). He stated that he would like to see a compromise with those with smaller quotas.

- Christopher Metallic felt that the 2017 TAC was causing a bit of confusion and suggested status quo until a better plan could be proposed and people were provided more time to review the proposals.
- Ed Frenette stated that he was unable to provide a recommendation at the time.
- Les Ginnish, Anqotum Resource Management, supported Ed Frenette and Christopher Metallic's comments.
- Devin Ward, Mi'gmawe'l Tplu' taqnn Inc, supported Mikio Moriyasu's comments on applying caution in increasing the total number of traps due to the impact on the environment. In his view, the current amount of traps in the water has been deemed acceptable and suggested that the group determined an acceptable amount of pounds per trap.
- Chris LaBillois, Eel River Bar First Nation, stated that he needed to bring the information to his council and provided support for status quo in 2017.

Option #5

Réginald Comeau suggested that a limit of 1,200 lbs/trap be applied for all licence holders, including the traditional fleets, up to a maximum of 150 traps. This formula would reduce the current minimum limit of 75 traps for those with small quotas. There were some disagreements with implementing a limit lower than 75 traps. Robert Haché reiterated that the issue for the midshore fleet is not with the total traps in the water but with the inequity in the average of pounds per trap between fleets. Mr. Haché added that he would need to further evaluate the impacts of implementing a limit of 1,200 lbs/trap. According to Martin Noël, the proposed 1,200 lbs/trap would not resolve the inequity issue. He asked Mr. Comeau why he chose an average of 1,200 lbs/trap. Mr. Comeau responded that the MFU had been allocation traps to its designated harvesters based on an average of 1,200 lbs/trap since 1995. According to O'Neil Cloutier, the issue is mostly with licence holders with smaller quotas who are permitted 75 traps. Robert Haché confirmed that he had no issues with reviewing their proposal. He added that he would like DFO to correct the disparities in trap limits between the fleets.

Further Discussions Suggested

Carole LeBlanc admitted that it looked like there was willingness to find a proper limit based on an average of pounds per traps and asked the group if there was support to evaluate it further to come up with the best option (i.e. "x" lbs/trap). Robert Haché suggested that further discussions amongst the fleets take place in order to provide a better proposal to DFO.

Marc LeCouffe asked why a minimum of 75 traps was required. Members of the working group responded that it would take longer to capture the allocations with less than 75 traps. Marcel Denis suggested that a limit of 75 traps be maintained and that once the quota goes over a certain threshold the number of traps would increase by one for each additional 1,200 lbs of quota.

An agreement was reached amongst members of the working group to allow Robert Haché to contact each group member to review the current proposal and submit a new proposal to DFO by the middle of the following week.

Trap Limits Based on Partnerships and Trios

Sylvie Léger reminded the group that the creation of partnerships and trios was one of the temporary flexibility options implemented in 2010 and renewed until 2016 following the huge decrease in TAC. Ms. Léger informed members of the working group that the discussion on whether to renew the temporary flexibility options would be officially discussed during the 2017 snow crab advisory committee meeting on March 1, 2017. However, she confirmed that she would like to have initial discussions on the matter during the working group meeting.

The current trap limits for partnership and trios in the Gulf Region is 1.5 times the amount of traps. In the Quebec Region, Bernard Morin confirmed that for the new access fleet has a limit of 113 traps when the quota is higher than 20 tonnes and a limit of 150 traps when the quota goes as high as 50 tonnes.

Sylvie Léger and Bernard Morin confirmed that the amount of partnerships and trios are low in both regions. Robert Haché confirmed that they would support the transfer of the totality of the traps in the case of partnerships.

Some members questioned whether the option of partnerships and trios needs to be renewed. Sylvie Léger responded that DFO intends to hold discussions on this during the advisory committee. The PEI inshore traditional fleet requested for 150 traps when involved in partnerships or trios.

Marcel Denis stated that some licence holders invested in the fishery based on the ability to do partnerships.

Billy Brophy showed his support towards the renewal of partnerships and trios.

O'Neil Cloutier feels that doubling the amount of traps during partnerships would further increase the inequity between the fleets.

Trap Limits Following Rationalization and Permanent Quota Transfers

Sylvie Léger informed members of the working group that some licence holders are concerned that they will lose the additional traps they acquired following permanent transfers. She asked if the group supported the transfer of additional traps during permanent transfers.

Daniel Desbois commented that this provides even more disparity between the fleets. Marc Diotte stated that his fleet did not acquire additional traps after their rationalization process. Jean-Pierre Plourde added that he acquired additional traps following the rationalization of his fleet for a total of 112 traps. He confirmed that the additional traps were part of the deal when he negotiated the financing for acquiring additional quota.

According to Robert Haché, licence holders part of the traditional midshore fleet only received half of the traps following permanent quota transfers and lost a total of 700 traps that were initially authorized by the fleet. He stated that he was in favor of fleets maintaining 100% of their traps following permanent quota transfers. Some members of the group provided support towards this suggestion. Robert Haché added that equity should be maintained.

Bernard Morin reminded the group that one of the objectives of the rationalization exercises conducted a few years ago was to reduce the total number of traps and the fishing effort.

Sylvie Léger asked the group's views on the transfer of traps for licence holders who acquire additional quota but remain under the 0.22% threshold. Robert Haché responded that licence holders with less than 0.22% of the Area 12 TAC should not acquire additional traps. Jean-Pierre Plourde responded that this formula was a one-way formula only in favor of the midshore fleet. Martin Noël responded that there is not an easy solution but that the goal is to avoid increasing the inequity any further.

Bernard Moring commented that the transfer of traps could vary within some fleet's ITQ programs. In the case of the new access fleet in Quebec, traps are not transferred during permanent quota transfers.

Closing Remarks

Carole LeBlanc and Sylvie Léger provided a summary of the discussions held during the meeting and Ms. LeBlanc provided closing remarks.

Update following the meeting:

The traditional midshore fleet submitted a new proposal following discussion held with the various groups after the meeting (Tab 1). The proposal is a mixed formula that uses two different approaches to calculate the trap limits. A summary of the proposal is described below:

- Licence holders with IQs or ITQs:
 - 75 traps for licence holders an IQ/ITQ less than 0.22% of the Area 12 TAC.
 - for 2017, 0.22% of the TAC is predicted to be equal to 87 tonnes
 - 150 traps for licence holders with an IQ/ITQ equal to or higher than 0.44% of the Area 12 TAC.
 - 0.44% of the Area 12 TAC is equal to the smallest allocation held by a midshore licence holder;
 - for 2017, 0.44% of the TAC is predicted to be equal to 176 tonnes
- For the new access groups who further distribute their quota to individual licence holders or designate operators:
 - A maximum trap limit calculated on an average of 0.67 tonne/trap (1,470 pounds/trap) would be applied.
 - The 0.67 tonne/trap (1,470 pounds/trap) was obtained by dividing 50 tonnes (i.e. 110,320 pounds) by 75 traps. This ratio results from the formula in place in 2016 where licence holders with less than 50 tonnes were permitted 75 traps.
- The total traps for the midshore fleet would increase to 21,000 traps to reduce the average pounds per trap discrepancy between the traditional midshore fleet and the remaining fleets. The total of 21,000 traps was based on the following calculations:

- The fleet's quota is equal to 140 units of the yearly tonnage equivalent to 0.44% of the Area 12 TAC. For example, in 2017, the predicted quota for the midshore traditional fleet (i.e. 24,531 tonnes) divided by 176 tonnes is equal to 140 units.
 - A total of 140 units multiplied by 150 traps per licence holder equals to a total of 21,000 traps for the fleet.
 - This formula increases the total traps authorized by the midshore fleet and also reduces the total pounds per trap discrepancy between the traditional midshore fleet and the remaining fleets.
 - Because the formula based on units does not favor the fleets within the 0.22% category, the minimum limit of 75 traps would be maintained.
- Based on the proposed formula, an estimated total of 35,779 (excluding First Nations) would be authorized during the 2017 Area 12 snow crab fishery. This would result in a decrease in total traps permitted compared to the current formula, which could result in a total of 40,456 traps permitted (excluding First Nations) during the 2017 season.

List of Attendance

Marc LeCouffe	DFO, Gulf Region
Carole LeBlanc (Chair)	DFO, Gulf Region
Sylvie Léger	DFO, Gulf Region
Mikio Moriyasu	DFO, Gulf Region
Bernard Morin	DFO, Quebec Region
Chris Labillois	Eel River Bar First Nation
Les Ginnish	Anqotum Resource Management
Devin Ward	Mi'gmawe'l Tplu' taqnn Inc
Ed Frenette	Mi'kmaq Confederacy of PEI
Christopher Metallic	Listuguj' Mi'gmaq First Nation
Marcel Denis	Association des morutiers traditionnels de la Gaspésie
O'Neil Cloutier	Regroupement des pêcheurs professionnels du sud de la Gaspésie
Marc Diotte	Association des morutiers traditionnels de la Gaspésie
Jean-Marc Arseneau	Regroupement des pêcheurs professionnels des Îles-de-la-Madeleine
Daniel Desbois	Association des crabiers gaspésiens
Francis Parisé	Association des crabiers de la Baie
Martin Noël	Association des pêcheurs professionnels crabiers acadiens
Robert Haché	Association des crabiers acadiens
Hubert Noël	Crabiers du Nord-Est
Billy Brophy	Area 18 Crab Fishermen's Association
Joey Aylward	PEI Snow Crab Fishermen's Association
Doug Cameron	PEI Snow Crab Fishermen's Association
Paul Anderson	PEI Mobile Groundfish Dependent Fishermen's Association
Doug Fraser	PEI Fishermen's Association
Gilles Theriault	Elsipogtog First Nation Consultant / New Brunswick Crab Processor
Réginald Comeau	Union des pêcheurs des Maritimes
Jean-Pierre Plourde	Pêcheurs spécialistes du poisson de fond du Nouveau-Brunswick
Observateur :	
Robert F. Haché	Crabiers du Nord-Est