

Message From the Executive Director

I'm a Christmas guy, love the holidays. I mean, I'm playing Christmas music in November. It's bad... or great depending on your outlook. One of my favorite seasonal songs is Elvis Presley crooning "Little Town of Bethlehem." So I hope you won't mind if I sing this next line, "the hopes and fears of these past few years seem fine with me tonight."

For the first time since joining the WFOA, I get to write about a season that didn't suck. I gotta say, it feels pretty good. How good was the season? The final numbers show that it was one of the best in the last 20 years. It is my hope that folks were able to get some productive time on the water and can

put a few extra gifts under the tree this year.

Members know it takes more than one season to make it in this industry. Already the joyous sounds of the tuna tails tapping on the deck are fading into memory as 'the need to-dos' for next season are stacking up. But before all the 'on to the next' business begins, I really want to take a moment to offer up sincere appreciation for a job well done from all the families, friends and communities on the coast. Great Job! Way to persevere, way to fight, way to overcome adversity, bad breaks, bad weather, bait issues, market issues, personal loss... despite it all the fleet delivered. The advent season deals a lot



- Dana, Judah, and Clayton Wraith

with the themes of light and dark. Hope vs fear. Thank you for a tuna season that brought some real light and gave folks some hope for a bright future.

Congratulations to our 2025 Bob Insinger Award Recipient: Jeremy Brown

-WFOA Staff



- Jeremy Brown

Jeremy Brown, Captain of the F/V Betty H, has been recognized as the 2025 Bob Insinger Award winner for outstanding service and commitment to the WFOA. Mr. Brown was one of several nominees that demonstrated persistent dedication to the West Coast albacore fleet and the WFOA. Jeremy's selection honors a decades long commitment to advocating for fishing families and the communities they support.

A consistent participant in both the North Pacific and South Pacific albacore fisheries, Jeremy has served on several important commercial fishing boards and committees, and has participated in marine research from the mainland to the midway. Beyond being politically active, Jeremy has consistently encouraged the next generation of harvesters in the industry. He has been

steadfast in his participation with the WFOA and consistently provides valuable insight on how to fight for the future of the fleet. Never afraid to challenge leadership or authority, Mr. Brown holds those that would claim the mantle of leadership to a high standard of accountability. It's a standard he strives to maintain in his own life and one that he has passed along to crew that he has fished with, many of whom went on to run their own operations.

When informed of the award Jeremy was taken aback, humbly acknowledging the honor while insisting that, "I will have to do even more in the future to earn it." The WFOA and the fleet will benefit from Mr. Brown's continued efforts and congratulate him on the well-earned recognition.

The Bob Insinger award is named after the WFOA's first manager who originally took the position in 1967. Nominees are taken every year after the North Pacific Albacore season. Winners of the award are memorialized on the Bob Insinger plaque and receive a special gift from the WFOA Board of Directors. Submissions can be sent to the WFOA office year round.

2025 Season Wrap Up - West Coast Fleet Delivers a Comeback

-WFOA Staff

The 2025 albacore season delivered something to celebrate. After two of the weakest albacore years in more than four decades, the 2025 season delivered a clear rebound for the U.S. West Coast troll and pole fleet. PacFIN’s HMS003 port-level data show U.S. vessels landing about 8,916 metric tons of North Pacific albacore in 2025, with ex-vessel revenue just under \$40 million

For coastal communities, the change was visible on the dock. Nearly \$40 million in ex-vessel value translated into busier hoists, bait docks, fuel docks, welders, truckers, and shipyards in ports such as Westport, Ilwaco, Astoria, Newport, Coos Bay, and key California harbors. Dock-sale programs and local processors reported strong demand for wild pacific albacore, underscoring the role our productive fishery plays in sustaining working waterfronts.

It was not an easy year by any means. Strong southerly systems periodically shut down portions of the fleet, and late-season bait rationing and changes in commercial bait sales limited opportunities for larger harvests at the end of the season. Throughout the year, it was hit or miss at times. A single school or a single weather window defined the trip.

Even so, the rhythm of a good season returned with back-to-back trips, quick turnarounds, and the familiar blur of weeks turning into months as long days on the grounds rolled into long nights in transit. Many operators reported their strongest sequences of trips since the early 2000s, helped by better prices and more consistent sign.

The following sections break down PacFIN and SAFE data and clearly show that when ocean conditions, markets, and access align, the West Coast troll and pole albacore fleet remains capable of delivering significant landings and value for fishing families and their coastal communities.

U.S. West Coast landings	~8,900 metric tons (m/t)
Round weight	~19.7 million pounds
Estimated ex-vessel value	just under \$40 million
Average price	a little over \$2.00/lb across all products
U.S. vessels with landings	359
Dealers handling albacore	just under 200

Where Did the Fish Get Delivered?

Albacore landings continued to cluster around a handful of ports that have become the backbone of the modern fishery:

- **Westport, WA** accounted for roughly 4,239 m/t, or about 48% of the US total
- **Newport, OR** accounted for roughly 1,955 m/t (about 22%) and turned in one of its strongest seasons in the data set.
- **Astoria and Coos Bay, OR** added around 1,040 m/t and 803 m/t respectively, together contributing close to one-fifth of the coastwide total
- **Ilwaco/Chinook, WA** improved over 2023 to land about 457 m/t (roughly 5%) but remains well below the levels seen in the 1990s and 2000s, when it regularly accounted for about a quarter of the catch.
- California delivery ports—**Eureka, Crescent City, San Diego** and others—made up a smaller share of tonnage but remained crucial outlets for local vessels and direct dock sales.

These figures describe where fish were sold, not the vessels home ports. The fleet is spread along the coast and delivery trends have followed the fish. Boats are travelling to harvest, reflecting the biomass’s general northern shift.



Prices & Revenue: Exceeding the 10 Year Average

Price information reported to the association by buyers and members over the season indicates that the 2025 rebound was driven by both volume and value. Brine fish, bled and unbled, generally garnered between \$1.50–\$1.70 per pound. Blast-bled fish commonly brought between \$2.25 and \$3.00 per pound, with some premium product demanding higher prices.

Those prices helped 2025 ex-vessel revenue exceed the previous two seasons. PacFIN records indicate that 2023 landings were about 3,181 m/t with ex-vessel revenue of roughly \$9.1 million, and 2024 finished at about 4,531 m/t and \$16.1 million in value. Using 2015–2019 as a “modern baseline,” when the fleet averaged about 8,755 m/t and \$31 million per year. On that basis, 2025 came in slightly above average on volume and roughly one-third higher on

value.

Longer-term series from the HMS SAFE report (HMSSAFE002) shows that 2025 sits near the middle of the 45-year record for volume while ranking among the ten highest seasons for nominal ex-vessel revenue. Within roughly the last 15 years, only the early 2010s peak seasons generated higher dockside value.

The 2025 season does not resolve the financial strain created by the 2023 collapse or reverse long-term declines in vessel numbers. Federal disaster relief for the 2023 albacore season remains under review, and upcoming decisions at the Western and Central Pacific Fisheries Commission, the Inter-American Tropical Tuna Commission, and domestic agencies will continue to shape future opportunity.



Fewer Boats, More Fish Per Vessel

SAFE reports and PacFIN data confirms a long-running trend:

The fleet is smaller but more productive per boat.

- In the mid-2010s, between 600 and 700 U.S. vessels regularly landed albacore each year.
- By the early 2020s, that number had fallen into the mid-300s.
- In 2025, 359 boats reported landings which is up from 306 in 2023 and 350 in 2024, but still below the 412 that fished in 2022.

Despite these trends of a general reduction in effort levels, 2025 landings essentially matched the 2015–2019 average. That means substantially more fish per active vessel than in much of the past two decades.

Conditions on the Water

Ocean conditions in 2025 allowed the fleet to stay located and take advantage of good weather in historically productive grounds.

- Productive, warm water patterns with defined temperature breaks set up along the central Oregon and southern Washington coast, with albacore located from roughly 30 miles off the beach out past 100 miles offshore.
- Jig boats reported repeated multi-ton days on consistent sign with some members calling it the best action on the jigs they’d seen in their careers.
- This summer was a bait pole renaissance with productive surface fishing in several areas and reports of thousand-fish days. Surface sign with jumpers, piles of birds, and tight bait balls allowed captains to stay on top of large schools.
- Seaview Ocean Imaging provided members with pristine satellite temperature charts that showed clean, persistent edges and pockets. Reports from the grounds confirmed that those features were holding heavy, not just looking promising on a map.
- With no Canadian treaty in place, many members reported less pressure in productive lat/longs. While others regretted not receiving reports from Canadian vessels to help expand coverage areas.

2025 Photo Contest WINNERS!

3rd place

THEME:
VIEW FROM THE OFFICE



1st place

Congratulations to our 2025 winners!

1st place: Kale Pixey, "back deck of the F/V Amy Lyn"

2nd place: Patrick Roelle, "shot of the F/V Olinka, a week before Doug passed"

3rd place: Mandy Duval, "Citizens Dock in Crescent City, CA at night bathed in an eerie glow"



2nd place

Thank you to all the members who submitted entries. Prizes will be distributed in January. The 2026 contest will be announced in the March 2026 newsletter.

MSC Audit Complete

-WFOA Staff

WFOA has completed work on the annual Marine Stewardship Council (MSC) audit for the North and South Pacific troll and pole albacore fishery. The required audit reviews the performance of the fisheries against MSC's three core principles of; stock status, ecosystem impacts, and management effectiveness with particular attention to ongoing harvest strategy work at the regional fishery management organizations (RFMO's) and recent changes in MSC's evidence requirements. Working in collaboration with AAFA and MRAG Americas, the latest surveillance audit will secure the joint AAFA/WFOA MSC albacore certificates for the 2026 season.

The assessment team concluded that the fisheries meet the standard and that the shared certificates should remain valid through the current five-year certification cycle. Specific issues related to the development of South Pacific Albacore management were brought up during the audit as potentially jeopardizing the certificate status. However, developments during the recent WCPFC (see page 10) are anticipated to satisfy any potential management deficiencies brought up during the audit. WFOA and AAFA are in discussion regarding the

necessity of maintaining the South Pacific certification as the effort levels have decreased overall. Members are encouraged to weigh in regarding the impact any MSC certification has on their marketing.

The audit confirmed the MSC requirement that AAFA and WFOA operate under a formal certificate-sharing agreement that governs how the program is administered and how vessels are enrolled. The most contentious negotiations leading up to the 2025 seasons centered around the requirements that boats must be members of an association to be placed on the List of Eligible Vessels. The final agreement outlining the specifics of the certificate sharing requirements was listed publicly by MSC and included the language that that boats be placed on the list before landing product that are intended to move through the MSC chain of custody. Despite efforts to convey the new requirements to the fleet via district meetings and direct correspondence, some boats and buyers were negatively impacted by the new chain-of-custody guidelines. Fish taken prior to listing is not eligible be sold as MSC-certified, even though the following trips would qualify.

CERTIFIED
SUSTAINABLE
SEAFOOD
MSC
www.msc.org



The responsibility to properly relay program requirements ultimately falls on the associations managing the certificates. The WFOA leadership recognizes the confusion, apologizes for not doing more to lay out the parameters of the newly adopted certificate sharing agreements, and is dedicated to taking steps to improve communication on important issues that impact the livelihood of fishing families.

The outcome of the most recent annual audit insures that the MSC certification remains in place, supporting access to key European, Canadian, and domestic markets that require MSC certified product. The WFOA will continue to manage the certificates, contract with participating buyers, and collect a modest MSC fee on qualifying landings to cover audit and administration cost.

Members or buyers with questions about vessel eligibility or seasonal deadlines are encouraged to contact the WFOA office well in advance of the upcoming seasons. The WFOA Board continues to have spirited discussions around the MSC program. You can make your opinions known by completing the 2025 Season Survey.

Eligible Vessel List Deadlines

The Certificate Sharing Agreement sets the following seasonal listing deadlines:

North Pacific: primary vessel list finalized by **June 1**, with a mid-season update in early August.

South Pacific: primary list finalized by **December 1**, with a mid-season update in early February.



Please note, these are the dates that the Associations must submit the finalized lists. This means that vessels wanting to be on the list need to have all their licensing up to date, be listed on the IATTC vessel registrar, and be current as a member *prior* to these dates.

DISASTER RELIEF PROCESS

Step 1
FISHERY DISASTER OCCURS

Step 2
GOVERNORS ARE PETITIONED

Step 3
GOVERNORS REQUEST
DECLARATION OF DISASTER
FROM THE SECRETARY OF
COMMERCE

Step 4
SECRETARY OF COMMERCE
MAKES THE DISASTER
DECLARATION

Step 5
CONGRESS ALLOCATES FUNDS
FOR RELIEF

Step 6
FUNDS DISTRIBUTED TO
IMPACTED COMMUNITIES

YOU ARE
HERE

2023 Disaster Relief Update

-WFOA Staff

Nearly one year ago at the end of December 2024, the governors of California, Oregon, and Washington formally asked the U.S. Secretary of Commerce to declare a fishery resource disaster for the 2023 West Coast Pacific albacore troll/hook-and-line fishery under section 312 of the Magnuson–Stevens Act. On May 30, 2025, NOAA Fisheries acknowledged receipt of the tri-state request, assigned it Fishery Disaster Request No. 152, and asked the states for additional information on causes and economic impacts. Under current policy, the states have up to one year from that acknowledgment to supply the requested material.

As of this writing, the 2023 albacore request remains pending on NOAA’s public list of disaster determinations. Throughout the year the WFOA has worked with state and federal agencies to ensure that the record accurately reflects conditions on the water in 2023 and the realities of the impact the disastrous season had on fishing families.

On a cost-adjusted basis, 2023 is likely the most economically damaging year on the record. The governors’ letter cited 2023 ex-vessel revenue compared with a previous five-year average and described losses on the order of 60–70 percent once inflation is considered. Viewed against a larger backdrop of modern albacore fishing from 1981–2024, PacFIN shows 2023 stands as a historic collapse. By overall landings, it ranks among the five lowest years in more than four decades; by nominal ex-vessel revenue, it is in the bottom tenth, clustered with late-1980s and early-1990s seasons that operated un-

der very different fuel, insurance, and shipyard costs.

Part of NOAA’s response to the states reiterated that market conditions alone do not qualify as a “fishery resource disaster” under the statute. Previous newsletter articles have addressed this concern and acknowledge that poor dockside prices clearly worsened the 2023 picture, but a broader set of drivers created the disaster. The 2023 season unfolded under an El Niño pattern and unusual ocean conditions, with reports of undefined warm water blobs, scattered fish, and patchy schools that never set up in the traditional West Coast grounds. Industry participants and researchers have also highlighted concerns about shifts in forage and broader ecosystem changes. Despite the fishery maintaining healthy stock assessments in 2023, the fish never showed up en masse and for some undetermined reasons, the fleet did not have access to the resource.

No decision, funding allocation, or spend-plan guidance has been issued. In response to a recent WFOA inquiry about the progress of the relief petition, one of the NOAA leads working on the case confirmed that the request is still under review and noted that “the first year of any new administration is challenging,” but added that recent appointments to key NOAA leadership posts are “a good sign that things are starting to move again.” WFOA will continue to work with the states and Department of Commerce to make sure that if disaster relief is approved, the albacore fleet, supporting businesses, and the communities that depend on it are clearly represented in the relief program design.



WFOA Response to Executive Order

-WFOA Staff



On October 13, 2025, the WFOA submitted formal comments to NOAA Fisheries on Executive Order 14276, “Restoring American Seafood Competitiveness.” The order directs federal agencies to develop an “America First Seafood Strategy” and examine trade, regulatory, and market barriers affecting domestic fleets. The order notes that nearly 90 percent of seafood on the U.S. market is imported and cites a seafood trade deficit of more than \$20 billion. To implement the order, NOAA Fisheries opened a national request for recommendations on fishery-related regulatory barriers, fisheries management, science, and other priority needs, with a public comment period running through December 15, 2025. The agency was seeking input on how to reduce burdens on domestic fishing, increase production within sustainable limits, stabilize markets, and improve the economic performance of U.S. fleets.

WFOA’s letter describes the North Pacific albacore troll and pole fleet as a low-impact, family-owned sector that contributes to domestic food security and coastal economies, and then sets out a series of specific recommendations.

Marketing and government utilization.

WFOA urges the Administration to expand domestic and international markets for U.S. albacore by funding public-private marketing partnerships, increasing the use of U.S. troll and pole caught albacore in federal nutrition programs, and reducing export barriers for traceable, wild-caught tuna. The letter supports creation of a National Seafood Marketing and Promotion Program coordinated across NOAA, USDA, and USTR.

Governance, infrastructure, and workforce

The Western Fishboat Owners Asso-

ciation has urged the federal government to improve the conditions of working waterfronts, emphasizing that “competitiveness” must start with keeping existing boats and ports viable by investing in dredging, fuel docks, hoists, cold storage, and other port infrastructure in small working harbors.

Labeling and traceability

WFOA recommends a federal “U.S.-caught” labeling system comparable to USDA beef grades, with voluntary participation for small fleets and recognition for traceable, wild-caught U.S. tuna products, without forcing vessels into costly third-party certifications.

Access to fishing grounds

In light of offshore wind, aquaculture, deep-sea mining, and new conservation initiatives, the WFOA comments call for early consultation with fishermen, explicit inclusion of commercial operators in marine spatial planning, and transparent evaluation of any marine protected areas that may restrict access to traditional albacore grounds.

Additionally, the letter asks the Administration to:

- Prioritize robust U.S. participation in RFMOs such as WCPFC and IATTC;
- Streamline overlapping permits, logbooks, and safety rules for vessels that participate in multiple fisheries;
- Support crew-training and entry programs through NOAA Sea Grant and state maritime initiatives; and
- Strengthen HMS science and financial risk-management tools, including better-funded albacore assessments, cooperative tagging, improved access to low-interest loans, and exploration of fishery-specific insurance models.

WFOA’s comments endorse the overall intent of EO 14276 but emphasize that any seafood competitiveness strategy must reflect the realities of wild-caught, highly migratory, small-vessel fleets and the working waterfronts that depend on them. The full text of the comments are available on the WFOA website at <https://wfoa-tuna.org/wfoa-submits-response-to-executive-order/>

**PLEASE DON'T FORGET TO
SEND IN YOUR DUES**

Thank you!



Pacific Fisheries Management Council Recap

-WFOA Staff

The November Pacific Fishery Management Council (PFMC) meeting held in Costa Mesa, California addressed several Highly Migratory Species (HMS) issues impacting WFOA members. Two main topics dominated the highly migratory species (HMS) agenda: international management advice for upcoming WCPFC and IATTC sessions, and a more detailed framework for judging new gear types under the Council's HMS Roadmap. WFOA members serving on the HMS Advisory Subpanel (HMSAS) also looked to

advocate on behalf of the fleet by voicing concerns and contributing to recommendations advanced to the Council dealing with habitat issues, marine planning, and PFMC administrative process and procedures.

International Management Updates



On the Regional Fisheries Management Organization (RFMO) side, the Council endorsed updated recommendations from its HMSAS for transmission to the U.S. delegation. For North Pacific albacore (NPA), the HMSAS recognized that the 2025 season was one of the best per-boat years since 2000. Officials from the National Marine Fisheries Service (NMFS) briefed the HMSAS that the agenda for the upcoming Inter-American Tropical Tuna Commission (IATTC) included addressing unresolved questions about

how “fishing intensity” targets will be translated into control rules, how quickly management must respond to stock signals, and what will qualify as “exceptional circumstances” that trigger a review. Members of the WFOA serving on the HMSAS offered insight that generally the fleet was opposed to any implementation or restrictions on the fishery and emphasized the importance of holding a more productive stakeholder workshop to help give context to the specifics of any effort controls. The HMSAS recommended

NMFS coordinate with NPA industry organizations and other fishery stakeholders and hold the NPA workshop in February to maximize participation by the fleet and avoid overlapping with the Dungeness crab fishery.

For South Pacific albacore, the HMSAS panel supported adoption of the new management procedure and called for a tighter implementing measure that protected the interest of the US fleet. Priorities include:

- keeping all major fisheries under the measure,
- protecting seasonal access for the U.S. troll fleet at levels consistent with historic catches,
- limiting how much quota can be traded away from one party to another,
- making sure the area of implementation covered fishing activities south of 10 degrees,
- and that any observer coverage requirements be commensurate with anticipated levels of bycatch by gear type.

The Council adopted the HMSAS guidance supporting broader bycatch-reduction commitments in WCPFC and IATTC, including expanded circle-hook requirements and gear changes intended to reduce sea-turtle and sea-bird interactions.



Domestic Developments: HMS Guidance & Habitat/Marine Planning



Domestically, the PFMC moved its HMS Roadmap work from concept to something closer to an operational template. Council members reviewed three exempted fishing permit (EFP) proposals focused on deep-set buoy gear and linked configurations. Two of the EFPs testing night sets with linked buoy gear were recommended for approval. A third, combining hookless ring gear with deep-set buoy gear, was sent back for further development before the March 2026 meeting. The applicant met with the advisory panel prior to meeting with council and were able to garner support from all state delegations.

More broadly, the Council endorsed a draft EFP “report card” developed by its Fisheries Innovation Workgroup (FIW). The framework sets a single overarching goal to test fishing practices that can be economically viable while meeting U.S. bycatch standards. Both economic indicators like (a) ex-vessel price, catch per unit effort (CPUE) and revenue; and (b) bycatch indicators focused on discard rates and species-level interaction counts, will be analyzed to be measured. WFOA Executive Director Clayton Wraith who serves on the FIW stated, that *“The goal here is to increase domestic production for the HMS fleet and be able to cut back on imports. Boats are only going to fish if they can make a living doing it. These metrics and calculations are pretty specific but should give us a better chance of showing what’s working and what’s really not going to be productive in the long run.”* At the Council’s request, the workgroup will now add ratio-based metrics (bycatch-to-catch and bycatch-to-revenue) and explore using gross profit rather than raw revenue to better reflect vessel-level performance.

The November Council meeting also included issues impacting potential fishing areas important to WFOA members, including:

- recently issued Final Environmental Impact Statement (FEIS) on National Oceanic and Atmospheric Administration (NOAA) Aquaculture Opportunity Areas (AOAs) in the Southern California Bight,
- pending revisions to the National Oil and Gas (O&G) Leasing Program,
- the Oregon Offshore Wind Roadmap,
- plans for installation of telecommunication cables off Washington State,
- and updates from the West Coast Ocean Alliance.

WFOA leadership shared Council’s concerns about the potential impacts to

fisheries and habitats resulting from the potential ocean development projects and endorsed the Marine Planning Committee recommendation to monitor activities related to NOAA AOAs, the National O&G Leasing Program, and telecommunication cable installation. The Council pledged to keep track of any public comment opportunities and provide quick response to prepare comments in coordination with the PFMC advisory bodies.

WFOA staff will continue to convey opportunities for public engagement to membership and encourage any members or supporting members with questions or input to reach out to your district leadership or the main WFOA office.

2025 SEASON SURVEY

The WFOA is still asking all members to take a few minutes to complete our 2025 season survey. Your feedback is essential—it helps us understand what’s happening on the water and in port, and it directly guides our work on your behalf.

By participating, you’ll help us track:

- Market conditions
- Operational challenges at sea and onshore
- Fish behavior and catch trends
- Crew issues and other concerns

The more responses we receive, the stronger and more accurate our representation will be when advocating for the fishery.

👉 **Complete the survey here:** <https://forms.office.com/r/EYWuYz7yjQ>

If you’d prefer a paper survey, just contact the WFOA office and we’ll mail one to you. Thank you for lending your voice to keep our fishery strong!

SCAN ME!



WCPFC Adopts South Pacific Albacore Management Procedure

-WFOA Staff

The Western and Central Pacific Fisheries Commission (WCPFC) concluded its annual meeting in Manila with a significant decision for South Pacific albacore. WFOA leadership served on the US delegation that agreed to adopt a Management Procedure (MP) for the stock, ending several years of technical work and negotiations. The adopted management procedure was selected from a number of options with multiple countries lobbying for a specific set of parameters. Strong market pressure ultimately led to international agreement. Many buyers and brands warned that failure to adopt a MP during the most recent WCPFC meeting would threaten several MSC certified albacore fisheries.

These measures are complicated and involve complex models that take data from a number of sources. Scientists from around the world come together to try and anticipate how fishing activities impact the health of the stocks. Under the agreed upon measure, the albacore MP is designed to keep spawning biomass near a target reference point of 0.96 of the 2017–2019 spawning potential, while maintaining at least an 80 percent probability that the stock remains above a limit reference point of 20 percent of unfished spawning potential. This measure was considered by the US delegation as a strong combination of preserving access to the resource without jeopardizing the health of the South Pacific Albacore stock.

The MP applies to longline and troll fisheries south of 10°S within the WCPFC Convention Area, excluding the EEZs of Tokelau and Tuvalu. Over the last few years, the WFOA has worked with the US delegation to exclude the US Troll fleet from the potential management measure by classifying their harvest as “external catch”.

This position ran into international opposition as delegation communication from other countries reported fleets trying to use the “external catch” classification as justification for seeking their own exemptions. Some of these fleets have a significant impact on the stock, limiting the potential effectiveness of the management measure. Further discussion will be required before the exemption issue is settled.

The Scientific Services Provider (SPC) will run the measure that eventually passed on a three-year cycle. The first application is scheduled for 2026, with the resulting catch advice intended to guide management for 2027–2029. The MP itself sets the process for calculating a total allowable catch (TAC) based on stock status. However, detailed allocation and control rules are to be handled in a separate implementation measure. The impact of the implementation of the management procedure is still to be determined. Difficult negotiations on allocation, reporting, transferability and several other issues will need to be determined over the course of the next year.

Draft text discussed in Manila would divide the TAC between EEZ and high-seas components, assign proportional shares to individual flag and coastal States, allow pooling of allocations by sub-regional groupings, and establish rules for limited transfer of catch between participants. The WFOA will continue to be active in this process and articulate West Coast troll priorities including protecting the seasonal access for the U.S. troll fleet at historic levels (using 2000–2004 or 2020–2022 as baseline), capping transferability so that quota trading doesn’t exceed roughly half a country’s allocation, and ensure the rules recognize the very different impacts of longline and troll gear on the stock.



Thank You to Our 2025 Supporting Members

Since 1967, the WFOA has been fighting for the future of the fleet. That commitment to the commercial fishing community would not be possible without the generous contributions of our Supporting Members.

Thank you for partnering with us!



Great Ocean
Da Yang Seafoods LTD.



Island Trollers
troll caught albacore



Wicklund Pacific
Insurance Co.

Dock One LLC

F/V Betty H
Onshore
Managers

Marine
Petroleum
Corp.

Pelican
Packers

United Trollers
Fund

In loving memory of those we lost this year.

~ Fair winds and following seas ~

Benny Floyd Chestnut - OR

Doug Dirkse - CA

Ernest Otto Kohlhase Jr - AK

Ishan Pillai - OR

Jeff Angelo - CA

Joel William Kawahara - WA

John Anthony Slostad - WA

John Eiserich - CA

Jon Stevenson - OR

Kyle T Vanderpool - OR

Leonard Sidney "Len" LaHatt - WA

Le Roy Wiley "Lee" Clendenen - WA

Marijan "Mutt" Katnich Jr. - CA

Paul Hawkins - CA

Russell Robinette - CA

Terry Lee Wilmarth - CA

Tony Anello - CA

William "Bill" Long Jr. - OR

William Leslie

"Burgie Bill" Hebard - CA