



# Policy Forum Report



## Canadian Independent Fish Harvesters' Federation

July 10-11, 2014

Halifax, NS



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## Introduction

The Atlantic Independent-Core Fleet Policy Forum was a joint initiative of the *Canadian Independent Fish Harvesters Federation* and the *Department of Fisheries and Oceans*. The Forum brought together leaders of independent, owner-operator fish harvester organizations from 6 provinces (Newfoundland and Labrador, Nova Scotia, Prince Edward Island, New Brunswick,



Quebec and British Columbia), the senior management of the Department's Fisheries Management Sector (National Headquarters and 5 Regions), representatives of the Minister's Office, Provincial government representatives (NB, NS, NL) and academic researchers who attended as observers (see Appendix I for list of participants).

The owner-operator fleet objectives for the two-day Forum were to initiate a strategic discussion with the Department's Senior Management on a series of critical policy issues and explore processes for their sector's ongoing policy dialogue with the Department.

The Department objectives for the meeting were to seek guidance from the owner-operator fleet leaders on the proposed policy topics including measures identified in the Departmental response to the Maritime Lobster Panel. The initiative was also in keeping with outstanding Departmental commitments under the Phase II of the

Atlantic Fisheries Policy Review to hold Policy Forums to address issues such as fisheries governance.

The Forum discussions were organized into three separate sessions covering the following topics:

### *Session I*

Review of the implementation of the Policy for Preserving the Independence of the Inshore Fleet in Canada's Atlantic Fisheries (PIIFCAF) and strengthening the Owner-operator and Fleet Separation policies;

### *Session II*

Facilitating intergenerational transfers of licenses;

### *Session III*

Fisheries Governance with the independent, owner-operator fleets.

The following is the Federation's summary of discussions held during the plenary and small group discussions of the Policy Forum. It does not necessarily reflect the views of the DFO.



Fédération des pêcheurs  
indépendants du Canada  
Canadian Independent  
Fish Harvester's Federation

## Session I

### PIIFCAF Implementation and the Strengthening of the Owner-operator and Fleet Separation Policies

The Department presented details of its implementation of the PIIFCAF and stated that it will continue to ensure that the policy is fully implemented. To support the PIIFCAF policy the Department introduced a process to eliminate *Controlling Agreements*<sup>1</sup> (CAs) from the Atlantic fishery and a number of other complementary initiatives to assist harvesters in retaining control of their enterprises and maintaining their independence. The initiatives included the Notice and



Acknowledgement System (NAS) that was introduced as part of PIIFCAF to provide a degree of security to Recognized Financial Institutions (RFIs) when a license is used as collateral. The NAS has enhanced harvester access to capital. Initially limited to Eastern Canada inshore licenses the NAS has since been expanded to include all regions and fleet sectors and 2,361 license holders have used the system since its inception. Other initiatives include the introduction of combining in Newfoundland and Labrador that contributed to the reduction of CAs by 85%.

In terms of the elimination of Controlling Agreements the Department reported that 737 license holders declared they were party to a Controlling Agreement as a result of the initial license holder declaration of 2007-08. On average the number of CAs was reduced by 9% each year until 2013, when the number of CAs dropped by 18%. As of July 1, 2014, 40 license holders remained in CAs, holding 140 licenses (see Appendix II).

The plenary and breakout group discussions that followed the Departmental presentation were sharply focused but respectful and constructive.

### Clear and widespread owner-operator fleet support for existing policies and their objectives

There was clear and widespread owner-operator fleet support for the objectives of the PIIFCAF, Owner-operator and Fleet Separation policies. Industry leaders described this suite of policies as critical for the continued economic viability of fishing communities and essential to the sustainable economic development of Atlantic Canada's coastal regions. While PIIFCAF was very well intentioned and much welcomed by fleets the widespread consensus of the Forum's owner-operator fleet participants was that the centerpiece of the policy, the process developed by the Department to eliminate Controlling Agreements, was inherently flawed and its implementation

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<sup>1</sup> Under the PIIFCAF a Controlling Agreement is defined as an agreement between a licence holder and a person, corporation or other entity that permits a person, other than the licence holder, to control or influence the licence holder's decision to submit a request to DFO for the issuance of a "replacement" licence to another fish harvester (commonly referred to as a licence transfer).





not sufficiently rigorous and comprehensive to meet the policy objectives. As a consequence the use of CAs has continued apace, fueling corporate competition for Independent Core licenses, undermining conservation and driving up prices which blocks access to the fishery for a new generation of owner-operators.

### General ineffectiveness of PIIFCAF in eliminating Controlling Agreements

Owner-operator fleet representatives from areas where CAs were known to be most widespread (Newfoundland and DFO's Maritimes Region) were of the opinion that PIIFCAF has had little to no effect on eliminating Controlling Agreements and reducing corporate and other investors' control

over independent core licenses despite the encouraging numbers presented by the Department. The owner-operator fleet consensus that emerged from these discussions is that while license holders may be able to demonstrate administratively to DFO that they are conforming to the letter of the policy regarding Controlling Agreements; the spirit of the policy and its objectives continue to be brazenly violated.

Several factors were identified as contributing to the failure of the policy to effectively eliminate or significantly curtail Controlling Agreements. The definition of a Controlling Agreement was seen as

being too narrowly focused on control over the disposition of the licence i.e. requests to DFO for the issuance of replacement licences.

The Department's sole reliance on legal affidavits provided by the legal counsel of license holders to determine whether agreements were rendered PIIFCAF conforming was seen as open to abuse and misrepresentation particularly since the affidavits are accepted without question (i.e. at face value) by the Department and not subject to any auditing or review.

The Department's more rigorous enforcement of existing rules (designated operators for medical exemptions, vacation days, discrepancies between license holders and vessel registrations etc.) was also seen as an area where improvements could be made to enforce the policy.

Concerns were also expressed that the Department's different administrative regions were not consistent in the application of the tools at their disposal to enforce PIIFCAF. The Quebec Region was cited for particular diligence in successfully investigating suspected violations of the policy while the Maritimes Region was repeatedly identified as not doing enough with the means at its disposal to enforce the policy.

Lastly the fact that the Department did not make the declaration on Controlling Agreements an annual requirement was seen as an additional flaw in the system as it allows licences that are not transferred (i.e. not replaced) to go undetected if they come under Controlling agreements.



## Remedies to improve PIIFCAF effectiveness regarding Controlling Agreements

### Audits

Several remedies were proposed to improve PIIFCAF effectiveness. Firstly it was recommended that external audits be performed on a select number of the licenses identified as being under CAs in 2007-08 and subsequently declared conforming by the Department following affidavits provided by license holder legal counsel. Two types of external audits were suggested; an Office of the Auditor General of Canada performance audit of the DFO's policy implementation and a fiscal audit of the license transactions by Revenue Canada. The purpose of the audits would be to determine if both the letter and spirit of the policy were in fact being respected and provide recommendations to the Minister and the Department on how PIIFCAF could be strengthened in the light of audit findings.

### Better use of existing tools

Industry leaders suggested that the Department could be using a host of existing tools at its disposal to enforce and tighten up PIIFCAF. In addition to audits it was recommended that the harvester declaration on Controlling Agreements be made an annual obligation and that the Department review those licenses that present some evidence of being controlled by parties other than the license holder. Some of the indications of external control over licenses suggested were:

- Repeated and extended use of designated operator provisions for medical and other reasons;
- Vessel ownership or registration in the name of a party other than the license holder;
- License fee being paid by a party other than the license holder or the wholly-owned owner-operator's corporation;
- License documents and or enforcement information being requested by a party other than the license holder.



It was recommended that as a follow-up to the Forum a Working Group of DFO and owner-operator fleet representatives be established to identify PIIFCAF implementation issues and develop recommendations for the Department for a more effective approach to eliminating Controlling Agreements.

### New legislative and/or regulatory instruments to strengthen Minister's authority

Owner-operator fleet representatives believe there is a need to re-examine the definition of Controlling agreements so as to strengthen the Department's ability to enforce the policy. Owner-operator fleets also believe there is a need to explore a wider range of new legal tools that the Department could be given to ensure the Government's objectives regarding the preservation of the independence of the country's owner-operator fleets are met. It was pointed out that the need for legal entrenchment of the policy protections for maintaining the independence of the community based owner-operator fleets has been consistently put forward by owner-operator



fleet representatives since the consultations of the Atlantic Fisheries Policy Review in the early 2000s.

It was clear from the discussions that the independent owner-operator fleets see legal entrenchment of the key principles inherent in the suite of policies (PIIFCAF, Owner-operator and Fleet Separation) as a strategic objective to preserve the independence of the owner-operator fleets and a priority topic in their future policy dialogue with the Department and the Government.

### Constraints facing the Department on PIIFCAF implementation

The Department's Senior managers responded to the concerns raised by the owner-operator fleet leaders about the efficacy of PIIFCAF implementation by saying that they understood that PIIFCAF was fundamental to the owner-operator fleets but that the Department had limited scope to address the problem and had to operate within certain constraints.



PIIFCAF was described as a huge undertaking for the Department. At the outset they did not know the magnitude of the problem but the declarations helped to clarify this. Officials said the Department could only address issues related to control over the disposition of a license. The reliance on legal affidavits reflects the lack of Department resources and expertise to assess compliance. The Department must also operate within the Fisheries Act, the Minister's discretion and the legal advice it has received in terms of the things it can and cannot do. The Department needs to be cautious but it believes that things are different since 2007 although PIIFCAF may have driven control over licenses more underground. In general terms the Department officials said they were powerless to intervene when it came to the terms of private contracts between individuals.

## Session II

### Facilitating Intergenerational transfers for the Independent owner-operator fleets

#### Qualified engagement

Industry leaders recognize that the increasing costs of entry to the fishery and the uncertainties related to income present major challenges for young people wanting to enter or remain in the fishery and to become independent, owner-operators. The long-term stability and renewal of owner-operator fleets will clearly depend on the entry of a new generation of young fishermen. Harvester organizations are themselves considering a range of options to facilitate the intergenerational transfer of licenses including innovations in existing policies.

However there was a widely shared reluctance among owner-operator fleet representatives in all the discussion groups, to commit themselves to serious work on innovation as long as the



objectives of PIIFCAF were not fully realized. The clearly expressed concern was that greater “flexibility” in the current context would lead to further weakening of the Owner-operator and Fleet Separation policies and worsen the situation for new entrants becoming successful owner-operators.



The concentration of licenses occurring through new forms of controlling agreements was identified as the main problem facing new entrants as competition for licenses from processors and other investors is making them unaffordable for new entrants. The lack of effective enforcement of PIIFCAF therefore is creating an unlevel playing field for new entrants. The un-level playing field also extends to small processors who may not be interested in vertical integration but are forced to acquire licenses to compete with those with guaranteed resource supply through de facto controlling agreements.

#### Guiding principles for policy innovations

The industry participants identified a range of innovations that could be developed if the Owner-operator and Fleet separation policies are adequately guaranteed. These innovations would have to be framed by overarching guiding principles respected by all. These would include:

- Not a one size fits all approach. Different areas, fleet sectors, provinces etc should be allowed to tailor innovations to their realities consistent with the Owner-operator policy;
- Only “legitimate” fish harvester organizations should be part of decision-making on these innovations;
- Residency and adjacency rules must be respected;
- Innovations (e.g. greater mobility) should not disadvantage smaller enterprises and less productive regions.

#### Innovations in community based fleet management of fisheries through legitimate fish harvester organizations

The breakout groups discussed innovations that owner-operator fleets could undertake to smooth the intergenerational transfer of licenses and also to expand their decision-making role in fisheries management. The lists of innovations identified included:

- Administration of license transfers;
- Validation of vacation days, designated operators, etc;
- Community license banks;
- Local rules for combining or stacking licenses;
- Modifications in seasons;



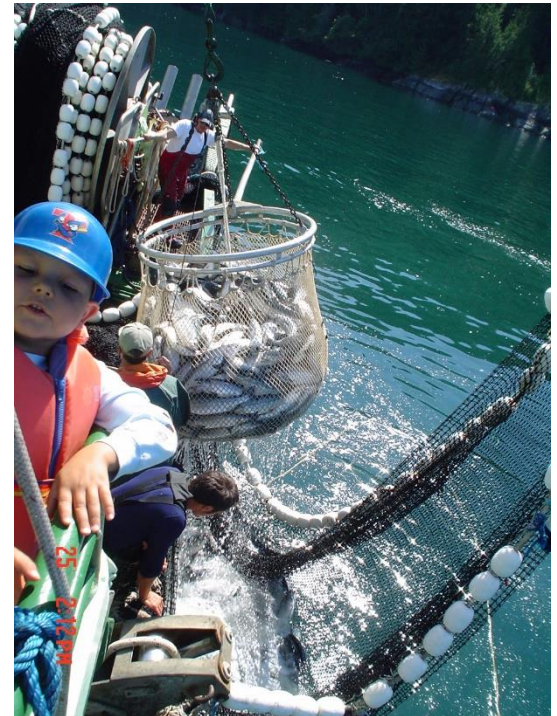


- Making licenses available at lower-costs through social finance and other initiatives like lottery for new entrants (e.g., Maine).

### Innovations in licensing rules, ways to structure enterprises

The groups identified possible changes in licensing models:

- Development of multi-species enterprise to adapt to changing eco-systems;
- Option to create family trusts to improve enterprise viability and facilitate intergeneration transfers; and arrangements which would allow for more than one “owner-operator”;
- Greater accommodation for fish harvesters and potential new entrants who work seasonally outside the fishery but wish to maintain their full-time status;
- Ability to transfer small numbers of traps or other effort units to new entrants;
- Ability to own licenses in adjacent areas with different seasons.



### Innovating new structures for consultation and collaboration

The groups discussed improvements in the role of legitimate harvester organizations in fisheries management decision-making:

- Development of an MOU between provincial governments, DFO and industry groups on processes to advise the Minister on license transfers, development of more flexible eligibility criteria, etc;
- Improvements in provincial legislation to define legitimate fish harvester organizations that would have a greater role in advising the federal Minister.

### The Bottom line.....

The strong consensus among owner-operator fleet representatives was that industry is willing to develop, pilot and -- where supported by the evidence -- implement a wide range of innovative fisheries management approaches and greater flexibility in licensing rules – at local, provincial, regional and perhaps national levels – if and when the Owner Operator and Fleet Separation policies are fully secured and the currently significant loopholes are closed.



## Session III

### Governance and Industry Representation

#### Review of the issues

DFO officials introduced this topic by emphasizing the importance of improvements in the working relationship between DFO and industry. The recent Maritime Lobster Panel report proposed a change from the current model of consensus-based decision-making to strengthen the role of broad-based industry organizations and weaken the influence of smaller interests. Legislation and regulation in the area of industry organization are provincial responsibilities and DFO has to follow rules set out by provinces.



DFO believes that industry's role in fisheries management will continue to expand and therefore industry organization and the department's relations and communications with industry both need to be strengthened. The Department wants to hear ideas from industry about better criteria for defining legitimate organizations and ways to expand their role in fisheries management decision-making. DFO also wants direction on the change guidelines for making policy changes and how to handle requests for specific accommodations from smaller or more local owner-operator fleets.

In plenary discussion industry representatives emphasized that they work hard to develop consensus on complex issues among their members, but when DFO assigns equal weight to conflicting positions taken by small unorganized and often undemocratic groups it undermines the whole process.

DFO officials asked for advice on how to handle specific situations where very local groups or owner-operator fleet sectors ask for special accommodations for their situations. Should the department have to get approvals from the larger, broad-based organizations to make such changes? It was also pointed out that some DFO regions cover more than one province and therefore have to deal with different provincial laws and regulations defining legitimate industry organizations.

#### Concerns about current DFO practices and processes

Industry representatives raised a number of issues of consistency, clarity and effectiveness regarding current consultation and decision-making processes

- Owner-operator fleet leaders stated that broad-based, democratic organizations representing the great majority of harvesters in their areas often experience situations where individuals or very small splinter groups have just as much political influence with DFO as the broad-based organizations.



- It was observed that DFO seems to pick and choose when they will accept a decision arrived at by legitimate industry groups or give preference to the views of other groups
- DFO needs to do a review of some of their processes that have been disincentives or disempowering for harvesters to belong to a representative organization. The Department claims to support consensus decision-making, but there is no clear definition of what consensus means and of the procedures to achieve it. The definition of consultation needs to be agreed upon by both parties. There need to be parameters and rules on how engagement takes place.



- Some felt that consensus is not working as a basis for decision-making. There is a need to look at the option of requiring a clear majority and a requirement for final decisions. The level of support required should vary according to the issues at hand. Often 50% + 1 would not be sufficient.
- DFO needs to evaluate their processes and identify what they have done well or poorly in the past. NHQ and regional offices need to change their approach and be more consistent based on best practices. Pilot Projects could be used to assess potential changes and build much wider trust and support. DFO should experiment at a local level and build from there. What works in one area may not work elsewhere.
- DFO representatives expressed the concern that in a democracy a government agency cannot ignore minority groups. They would like to see industry step up to take a greater role in management decision-making instead of lobbying and get DFO decisions they like.

#### Criteria for defining legitimate organizations

There was broad agreement on the kinds of criteria that might be used to define legitimate harvester organizations:

- To be legitimate an organization should be an incorporated body with a constitution and charter, by-laws and a significant degree of self-funding. Each should be registered provincially and also be accredited by the respective province where legislation for that is in place.
- Such organizations should also have an elected board of directors and members comprising a significant percentage of license holders in a given area. Government might also consider the historical record of the organization.
- Organizations and their spokespersons should be able to clearly demonstrate their representativeness and good governance in terms of transparent decision-making, sharing of information and evidence of dues revenues from members.



It was pointed out that the AFPR offered some very useful guidelines for defining legitimate organizations:

- Represent a significant proportion of resource users within their regions, owner-operator fleets or industry sectors;
- Be governed by democratic procedures and be accountable to the broad membership;
- Represent their members' interests in a responsible and consistent manner;
- Be registered or incorporated societies and therefore subject to public regulation; and,
- Be financed to a significant degree by members themselves.

DFO representatives again pointed out that establishing such policy in legislation and regulations is a provincial responsibility and DFO cannot make this happen. However, the Department indicated it would like to work towards a situation where legitimate organizations would be in place and recognized under clear criteria. Under these conditions the Department would, when seeking industry input on certain issues, as a matter of principle, agree to accept the position put forward by the legitimate organization as the industry position. In other words the Department would recognize the internal decision making processes of the legitimate organizations and not require other processes e.g. votes of all the licence holders.



#### Incentives for fishermen to join organizations

There was frequent mention of the need for the DFO to align its policies to support provincial legislation and provide incentives for harvester groups to become legitimate organizations, and for harvesters to join and pay dues to such organizations. For example the DFO could be doing more to facilitate mandatory dues collection through their criteria for participation in DFO consultations and programs, and to use of fish programs to support legitimate organizations.

Several leaders expressed frustration that their organizations do considerable work to make the fisheries management system operate effectively yet fishermen who are not members and don't contribute to the organization can get around the organization and have equal influence with DFO.

Possible incentives:

- DFO engage only with representatives from legitimate fish harvester organizations, and not engage with people who are not part of such organizations.
- Financial assistance from provinces (e.g., fisheries loans, fuel rebates) only available to fishermen through organizational memberships.





- Opinions weighted by DFO based on the proportion of license holders represented in an organization.
- Access to exploratory fisheries only through recognized organizations.
- Reductions in license fees based on fisheries management responsibilities carried by legitimate harvester organizations (i.e., DFO's savings from off-loading be shared with harvesters)
- Only accredited organizations participate in advisory process.
- Harvesters have to be a member to access programs including tags and logbooks.



It was suggested that DFO should help build capacity in harvester organizations to take on more administrative responsibility such as provision of tags and log books and support for the online licensing system.

It was also suggested that the province of PEI might serve as a model with payment of mandatory dues tied to the fuel tax credit.

It was noted in different groups that PIIFCAF needs to be repaired to support decisions based on legitimate representation. The elimination of corporate interest would reduce divisions in the harvester community and address the current power imbalances between corporate and individual core fishers.

#### Roles and responsibilities of legitimate organizations in fish management decision making

The primary roles was generally seen to be service to the membership through regular meetings, bringing forward issues and the positions of the membership to DFO, and reporting back to the membership on decisions.

Participants described a frequent disconnect between advisory committee processes and ministerial decisions and called for more transparency and accountability in the decision-making.

- Decisions affecting harvesters should be discussed and considered with them through their legitimate organizations, with options presented. The decision should not already be made before entering into consultations.
- Ministerial decisions should reflect the positions brought forth and decisions arrived at through the advisory committee process.
- If there is dissent on an issue it should be brought back to the legitimate organization for discussion with DFO before a decision is taken.



## Types of policy changes that can be implemented at the area, regional and inter-regional levels

There were mentions of the need for a more solid process to evaluate the appropriate level at which any one decision should be taken.

Decisions that should happen at the area level would be those related to the management of certain species (e.g., sedentary species), and policy changes that do not affect harvesters outside the area.

Decisions that should happen at the regional and inter-regional levels:

- Decisions related to the management of certain migratory or otherwise widely shared species, and policy changes that affect harvesters within or across regions.
- Advisory committees should have a role in helping to scope out the impacts and work on broad scale issues that affect many areas.
- It was suggested that an ongoing regional liaison committee or working group could work with DFO on broader strategic issues related to regional policy, etc.

There was broad agreement on the need for industry and DFO to work out a clearer understanding of what can or should be done locally, regionally, provincially and nationally.

Umbrella organizations are well placed to bring the far-reaching issues to the table with DFO because they will know what the common ground issues are. These typically include management initiatives related to economic markets, policy changes at the regional and national level (e.g., the Owner-Operator Policy) and flexibility considerations (e.g., flexibility in licensing to facilitate intergenerational transfer). Umbrella organizations might also develop internal capacity to impose sanctions with help from DFO.



## Conclusions

The Policy Forum was highly successful in terms of initiating joint industry-department exploration of over-arching policy issues of interest to both parties. The success of the undertaking can be attributed, in part, to the quality and quantity of both the Department and industry representation. Key industry leaders from all the major owner-operator fleets and regions were present as were the senior fisheries management officials from the DFO's NHQ and its Atlantic and Pacific Regions and all participants were actively engaged in the discussions. This high level representation and participation made the Forum exceptional from an historical perspective and underscores the importance which both sectors place on the need to collaborate on policy development.

The Forum was particularly successful in identifying areas of policy alignment between the parties and in confirming their mutual commitment to continue working together to initiate policy change and resolve issues.

A key area of policy alignment is the interest of both parties in developing policy on the role of independent owner-operator fleets and their legitimate organizations in fisheries governance. There was clear convergence on the need to reach agreements on the definition and recognition of legitimate organizations, their roles and responsibilities in management decision making and protocols on how the Department will conduct policy consultations with the independent owner-operator fleet sector in the future. There is also agreement that the establishment of joint Working Groups on specific policy issues would be a useful mechanism to develop and shape proposals for policy changes that could be brought to the full owner-operator fleet sector for further discussion, debate and eventual approval. There is also convergence on the useful role the Federation plays as the convener of the owner-operator fleet sector in its policy dialogues with the Department on over-arching issues of common concern.

There was also convergence on the importance of owner-operator fleet and enterprise viability and the need to ensure the successful transfer of enterprises to a new generation of owner-operators including the need to explore other incorporation possibilities although this was tempered by strongly expressed concerns that no initiatives be taken that would further weaken the independence of licence holders and their owner-operator fleets.

The Forum also reaffirmed the longstanding and widespread owner-operator fleet interest in exploring with the Department and the Government how the policy protections for the independent owner-operator fleets could be legally strengthened through entrenchment either in legislation or regulations.

The Forum also revealed a significant divergence between the Department and the independent owner-operator fleets on the effectiveness of the PIIFCAF policy in respect to the elimination of Controlling Agreements. While the Department maintains that the policy has been successful owner-operator fleet representatives are adamant that the problem remains whole. The Forum discussion made it abundantly clear that the ability of the parties to resolve this significant disconnect will be determinant in the rebuilding of trust between the parties and the successful continuance of their joint policy development process.



## Photo credits

Cover: Robin Messenger and Canadian Independent Fish Harvesters' Federation

P. 3 Canadian Independent Fish Harvesters' Federation

P.4 Kevin Squires

P. 5 Aiden Mahoney - Canadian Council of Professional Fish Harvesters

P. 6 MFU

P.7 Canadian Independent Fish Harvesters' Federation

P.8 Melanie Wiber

P.9 Josh Duncan – Canadian Council of Professional Fish Harvesters

P. 10 Canadian Independent Fish Harvesters' Federation

P.11 Josh Duncan – Canadian Council of Professional Fish Harvesters

P.12 Daniel Landry - Canadian Council of Professional Fish Harvesters

P.13 Daniel Landry - Canadian Council of Professional Fish Harvesters

P.14 Kevin Squires





## Appendix 1 List of Participants

<b>Fishing industry organizations</b>	<b>Last name</b>	<b>First name</b>
Association Crabier Acadiens	Gionet	Joel
Association Des Crabiers Acadiens	Hache	Robert
Canadian Council of Professional Fish Harvesters	Verreault	Pierre
Eastern Shore Fisherman's Protective Association	Baker	Lori
Eastern Shore Fisherman's Protective Association	Baker Stevens	Nellie
Eastern Shore Fisherman's Protective Association	Connors	Peter
Eastern Shore Fisherman's Protective Association	Richardson	Norma
Eastern Shore Fisherman's Protective Association	Richardson	Glen
Fédération de pêcheurs indépendants du Canada	Allain	Marc
Fédération Régionale Acadienne des Pêcheurs Professionnels	Lanteigne	Jean
Fish, Food & Allied Workers	Broderick	Bill
Fish, Food & Allied Workers	Bussey	Nelson
Fish, Food & Allied Workers	Decker	David
Fish, Food & Allied Workers	Doyle	Tony
Fish, Food & Allied Workers	Feltham	George
Fish, Food & Allied Workers	Masters	Wayne
Fish, Food & Allied Workers	McCurdy	Earle
Fish, Food & Allied Workers	Sullivan	Keith
Fisheries and Oceans Canada - Minister's Office	Chiasson	Doug
Fundy Fixed Gear Council	White	Carolea
Fundy North Fishermen's Association	Cook	Graham
Fundy North Fishermen's Association	Recchia	Maria
Fundy North Fishermen's Association	Small	Bradley
Grand Manan Fishermen's Association	Cook	Laurence
Grand Manan Fishermen's Association	Guptill	Brian
Grand Manan Fishermen's Association	Morse	Bonnie
Grand Manan Fishermen's Association	Sonnenberg	Melanie
Gulf Nova Scotia Fisherman's Coalition	LeBlanc	Leonard
Guysborough County Inshore Fishermen's Association	Boudreau	Ginny
Guysborough County Inshore Fishermen's Association	O'Leary	Eugene
LFA 27 Management Board	MacDonald	David
LFA 34	Spinney	Ashton
Maritime Fishermen's Union	Allen	Carl
Maritime Fishermen's Union	Beaudin	Francois
Maritime Fishermen's Union	Brun	Christian
Maritime Fishermen's Union	Comeau	Réginald
Maritime Fishermen's Union	Inniss	Ruth
Maritime Fishermen's Union	Richard	Michel
Maritime Fishermen's Union - Local 6	Squires	Kevin
Maritime Fishermen's Union - Local 9	LeBlanc	Roger



Northumberland Fishermen's Association	Heighton	Ron
PEI Fishermen's Association Ltd.	Avery	Craig
PEI Fishermen's Association Ltd.	Knox	Lee
PEI Fishermen's Association Ltd.	MacPherson	Ian
PEI Fishermen's Association Ltd.	McGeoghegan	Mike
Regroupement des pêcheurs professionnels du sud de la Gaspésie	Cloutier	O'Neil
Regroupement des pêcheurs professionnels du sud de la Gaspésie	Duguay	Gilles
Unama'ki Institute of NR/LFA 27 Mgmt Board	Couture	John
United Fishermen and Allied Workers' Union	Mclsaac	Jim

## Fisheries and Oceans Canada

DFO - Ecosystems & Fisheries Management	Stringer	Kevin
DFO - Gulf Region	Knight	Morely
DFO - Maritimes Region	Leslie	Stefan
DFO - Maritimes Region	MacNeil	Nancy
DFO - Maritimes Region	Scattolon	Faith
DFO - National Fisheries Policy	Burns	Adam
DFO - National Fisheries Policy	McKay	Luke
DFO - Newfoundland Region	Alexander	Michael
DFO - Pacific Region	Ryall	Paul
DFO - Quebec Region	Nadeau	Richard

## Provinces

Newfoundland and Labrador Department of Fisheries and Aquaculture	Lundrigan	Kathleen
NS Dept. of Fisheries and Aquaculture	Bueglas	John
NB Dep't Agriculture, Aquaculture & Fisheries	Watson	Kimberly

## Researchers

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UNB - Canadian Fisheries Research Network	Stephenson	Rob
UNB - Canadian Fisheries Research Network	Thompson	Susan
UNB - Canadian Fisheries Research Network	Messenger	Robin
University of New Brunswick	Wiber	Melanie
University of New Brunswick - CFRN Project 1.1	Parlee	Courtenay



## Appendix 2



Fisheries and Oceans  
Canada

Pêches et Océans  
Canada

# Annex: Statistics by DFO Region

## Number of Remaining Controlling Agreements

Region	Number of Licence Holders	Number of Licences
Newfoundland	13	58
Maritimes	16	42
Gulf	7	33
Quebec	4	7
<b>Total</b>	<b>40</b>	<b>140</b>

