

South Peninsula Adaptive Fleet Management Program
June 2026 Post-Season Report

Key Takeaways

- Fourth largest sockeye harvest since 2001, and the largest volume of sockeye since the triggers and the program were formally adopted at the Board of Fisheries in 2023.
- The Seine fleet implemented 561.86 hours of area-specific closures and 40.98 hours of mandatory fleet-wide (entire South Peninsula) closures above and beyond what is required in regulation, for a total of 643.82 hours across the Shumagins and South Unimak.
- The estimated foregone fishing time for an individual fisherman assumed to remain in a single area, was roughly 147.77 hours in the Shumagins and 121.62 hours in South Unimak. Respectively, that is a 48% and 39% loss of fishing relative to the 310 hours of available fishing time in regulation.
- The fleet implemented a total of 86 closure events (up from 35 in 2025); 3 were fleet-wide and the rest area-specific in the Shumagin Islands (n = 44) and South Unimak (n = 39).
- The Concerned Area M Drifters (CAMF) had 37 vessels participate in individual voluntary standdowns, an average of 47 hours per vessel, plus cooperatively standing down with seine fleet toward the end of the 2nd and 3rd periods to avoid exceeding triggers.
- The preliminary ADF&G reported total June harvest of chum salmon is 486,183 and sockeye salmon is 2,291,741 across all gear types and areas. The data portal estimated roughly 316,852 chum salmon (65% of total harvest) were harvested by the seine fleet.
- Sockeye harvest was a **338% YOY increase from 2025**, but chum harvest was only 211% YOY increase from 2025 demonstrating the fleet was able to strategically harvest the high volume of sockeye in a large mixed run, keeping chum harvest relatively low despite high chum presence.

Summary of 2026 Results

The fleet held a pre-season meeting to elect fishermen board members and review the program. A few changes were made based on feedback from fishermen and lessons learned from previous years. After discussion with ADF&G staff, the fleet agreed to only test fish in the Shumagin Islands. Results from the South Unimak test fishery in prior years proved less useful for management decisions, and were cost-prohibitive to execute. Prior test fishing also showed that run timing is variable each year, and arbitrarily closing the 10th was not as effective as having the additional fishing day for more flexibility. This year marked the first season with strong sockeye volume since the formal adoption of the AMP in 2023, truly testing the feasibility of the program. The fishermen board met multiple times every day to assess on-the-ground harvest estimates in each area, and primarily relied on mandatory area-closures to manage the spatial variability in harvest. However, given the high volume there was concern triggers would be met, so the board did make three fleet-wide closures for the entire South Peninsula to avoid exceeding the triggers. Several vessels came close to receiving penalties but did not exceed the performance standards, so warning notices were issued.

Ultimately none of the triggers were exceeded, but there were several notable challenges. Typically, the drift fleet will spend the first two weeks fishing in the South Peninsula after which the majority will shift to the North Peninsula. This year, the North Peninsula runs were slow to

meet escapement goals and the drift fleet opted to stay in the South Peninsula until late June which added additional pressure to harvest. Currently, regulations stipulate that all chum harvest in the South Peninsula accrues toward chum triggers, but only the seine fleet is subject to trigger closures. This created an imbalance in harvest and accountability, whereby the seine fleet had to be overly conservative to account for unrestricted drift harvest.

The core underlying issue is that static triggers do not work for runs that are highly variable from year to year, and need to be adaptive to sustain this program. During years of high abundance, a too-low trigger acts as a constraint similar to rigid time/area closures, resulting in an unintended “race for fish” and reducing the fleets’ ability to adapt. A good example of this was in 2022. This was a large volume year and the first year fishermen began implementing adaptive management, but before the new triggers and stricter time/area regulations were passed in 2023. ADF&G reported 3.9 million sockeye harvested and an overall chum to sockeye ratio of 12%, one of the lowest on record. While the short-term goal of this program is reducing chum harvest, the long-term goal is to provide a flexible and sustainable framework that incentivizes conservation-minded fishing behavior while supporting a healthy salmon fishery.

Concerned Area M Fishermen (CAMF) Drift Participation

A subset of the CAMF fleet volunteered to log their stand downs on an individual vessel basis, as a continuation of the pilot program started in 2025. Participating vessels submitted their standdowns through an online form, including the same information logged by seiners, which was summarized post-season by the portal manager. Results showed 37 unique vessels (of the 97 permitted) participated, an increase from 28 vessels in 2025. These vessels logged a total of 1741.22 hours of foregone fishing time, an average of 47 hours per vessel relative to the 352 hours of available regulatory fishing time. Of those hours, 1236 hours were due to avoiding chum, 66 hours were due to religious holidays, 96 hours were due to weather conditions, 36 hours were due to travel time, 129 hours were due to mechanical, and 177 hours were categorized as “Other.”

Because the drift fleet does not operate under the adaptive management plan, these hours are a collection of individual vessels and not fleet-wide mandatory closures so this total is not intended as a comparison to foregone fishing relative to regulatory fishing time. Categorizing stand down time in this way is new and not done for the seiners, but it is important to note that all gear types experience loss of fishing time beyond regulatory closures and chum avoidance which is often unaccounted for. Additionally, the entire CAMF fleet agreed to stand down with seiners toward the end of each period to avoid exceeding triggers. Preliminary data show the drift fleet harvested 176,698 chum accounting for roughly 36% of total June chum harvest.

Management Results

- There was 100% participation from the seine fleet for a total of 40 vessels (down from 42 in 2025) with signed agreements, 7 of which were Board members throughout the season.
- The fleet implemented a total of 86 closure events (up from 35 in 2025). Three events were fleet-wide closures for the entire South Peninsula, and the rest were area-specific closures in the Shumagin Islands (n = 44) and South Unimak (n = 39). Given the high volume, all closures were mandatory.

- ADF&G staff announced the Shumagin Islands Section would close early during the 2nd period due to Chignik sockeye not meeting lower bound escapement goals, but escapement goals were met before the early closure took effect, so staff lifted the closure and no fishing time was lost.
- Each closure/stand down ranged in duration from 1 hour to 24 hours and occurred at various times throughout each period.
- The Shumagin Islands section had a total of 320 hours of area-specific closures across all areas, with an average of 106.77 hours per fishing area.
- South Unimak had a total of 241.88 hours of area-specific closures, with an average of 80.62 hours per fishing area.
- In addition to area-specific closures, there were 3 fleet-wide (entire South Peninsula) closures totaling 41 hours.

The results of this program can be difficult to interpret. Given how it is managed adaptively on an area-by-area basis for small groups of fishermen in those areas, closure hours are not easily comparable to regulatory fishing hours for the entire South Peninsula. However, if we assume fishermen remain in an area the entire season (which many do), we can estimate foregone fishing time for an individual fisherman by adding the average per-area closure hours with the area-wide closure areas. For an individual fisherman that equates to roughly 147.77 hours (48%) in the Shumagins and 121.62 hours (39%) in South Unimak, of foregone fishing relative to available regulatory fishing time (310 hours).

Harvest Results

- ADF&G reported a total June harvest of 486,183 chum salmon and 1,893,811 sockeye salmon across all gear types, and the data portal estimated roughly 316,852 chum salmon (65% of total harvest) were harvested by the seine fleet.
- 2026 harvest of chum was 3.7% below the 5-year average, 3.7% below the 10-year average, 10.8% above the 20-year average, and a 211% YOY increase from 2025.
- 2026 harvest of sockeye was 3.4% below the 5-year average, 27.6% above the 10-year average and 38% above the 20-year average, and is a **338.2% YOY increase from 2025**. This marks the 4th largest sockeye harvest since 2001.

APPENDIX A: Adaptive Management Plan Overview

Fishermen Board Management

The fishermen board's ("Board") purpose was to manage overall fleet harvest to optimize sockeye harvest and allow chum to pass through the fishing grounds. Board members are re-elected every year to ensure fair representation among all fleets delivering to various processors and spatial distribution, with board members serving as conduits for updates from the fishing grounds. The Board typically met at least twice per day; in the evening to discuss a tentative fishing schedule for the following day and again in the morning to confirm the schedule after preliminary harvest data was uploaded to the portal for the previous day. The Board would then deliberate whether fleet-wide closures or more spatially targeted closures were necessary, using a combination of preliminary harvest data, number of vessels and fish tickets contributing to data, updates from fishing grounds, and harvest trends by non-seine gear. Once a closure was finalized, a Board member would log it into the portal and a notification email was sent to the entire fleet.

Individual Vessel Accountability

The management agreement stipulated a secondary level of accountability for individual vessels. Vessel captains were provided with a login for the data portal, which displays their vessel report card. Report cards list each fish ticket by landing date and calculates their variance of chum harvest and ratio from the fleet average on a daily and period basis. In effect, individual vessels could see whether they were within the fleet average or an outlier in terms of chum harvest. Fishermen worked to stay within certain targets, but were only assessed at the end of each period. This allowed them to maintain some autonomy to decide when and where to fish daily based on their performance relative to the fleet, provided fishing was open.

Processor Involvement

As in the prior season, the seine fleet collectively requested that their respective processors mandate 100% participation from the fleet in order to have a market in June. This was accomplished via signed management agreements with the processors serving as the enforcing party in the agreement. The Board consulted with processors to develop a tender sampling design with minimum requirements, although for larger deliveries processors often opted for more robust sampling. When possible, average weights were calculated from samples and extrapolated to the delivery using internal worksheets. These data were transmitted to the plant, where plant staff develop preliminary harvest reports that are submitted to the ADFG Area Management Biologists for inseason reporting and to the data portal each morning.

Portal Management

The Portal Manager ("PM") was responsible for QA/QC of portal data. Every morning the PM would verify all processors submitted their preliminary data and manually input the total harvest for all gear types in the South Peninsula and review preliminary data for any potential data entry errors. The portal software was also adjusted regularly based on fishermen feedback. Inseason harvest data is regularly updated throughout and after the season as deliveries are processed at the shoreside plant. Data for this report is preliminary and harvest numbers are based on the ADF&G daily harvest summary as of June 29th, 2026. Final numbers are published in the ADF&G Annual Management Report, and future reports reflect those adjustments.