EFCA activities for supporting the implementation of the Landing Obligation: The Baltic Sea Case

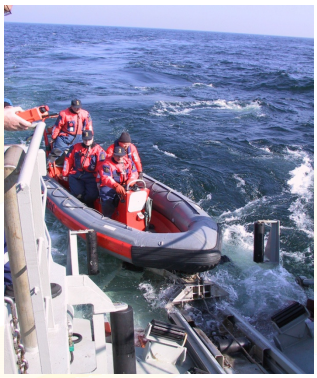
DISCARDLESS
Annual Stakeholder Meeting
10th March 2017, Rome

European Fisheries Control Agency

- Established by Council Regulation No 768/2005 of 26 April 2005
- Operational from 2007
- Headquarters: Vigo (Spain), from July 2008
- 64 officials including DNEs, 20 different nationalities

The Role of EU players in control and enforcement of CFP

- **Member States are responsible for control of:**
  - ✓ Activities in their waters
  - ✓ Vessels flying their flag
  - ✓ Their nationals (IUU)
- **European Commission**: Formulates policy (CFP) and verifies its implementation by Member States
- **EFCA**: Coordinates and assists Member States and European Commission



EFCA's mission

Council Regulation No 768/2005

Amended in 14 September 2016

(Regulation (EU) 2016/1626 of the EP and Council)

Article 1. *The European Fisheries Control Agency's objective is to* ***organise operational coordination*** *of fisheries control and inspection activities by the Member States* ***and to assist*** *them to cooperate so as to* ***comply with the rules of the Common Fisheries Policy*** *in order to ensure its effective and uniform application*

EFCA ACTIVITIES LANDING OBLIGATION

Joint Deployment Plans

- Baltic Sea
- Western Waters (pelagic)
- Med - Adriatic Sea (small pelagic)
- North Sea

Assistance Regional Groups

- BALTFISH (BS)
- SCHEVENINGEN (NS)
- NWW
- SWW
- Adriatic

Interregional Cooperation

- Crete+London 2016
- NWW-SWW-Scheveningen meeting on pelagic
- Forum for stakeholders to exchange views

Level Playing Field

- Workshops for inspectors (landing obligation)
- Development of guidelines

JDPs: What they are?

EFCA organizes operational coordination between Member States (MS) , putting together national means in an European scheme:

- **Pooling data and intelligence**
- **Performing Joint risk analysis**
- **Coordinating and pooling control means**
- **Training inspectors**
- **Assessing cost effectiveness**

JDP DATA COLLECTION OPERATIONAL OBJECTIVES

To provide information about where and when discards/BMS are expected in a determined fishery

To compile catch composition data to be used in a risk management strategy

To evaluate compliance with the requirements of the Landing Obligation

Last Haul process

- Catch composition data is collected by MS inspectors at sea and submitted to EFCA: crucial element in this process.
- EFCA classifies results by fisheries segment (fisheries + gear + area) and calculate the proportion of BMS fish.
- This is then compared to the proportion of BMS fish reported for the same segments.

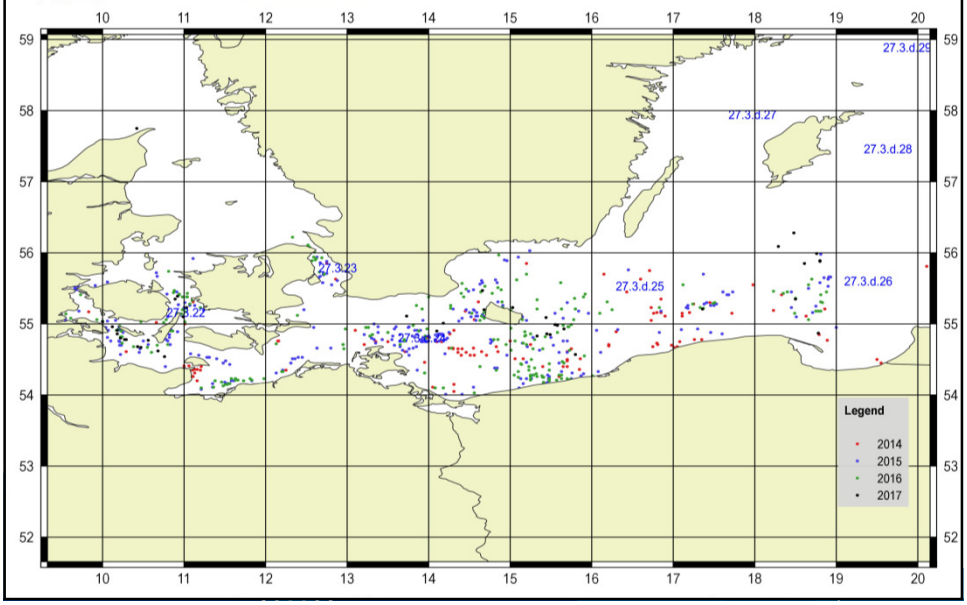
8

UPDATED BALTIC SEA FLEET SEGMENTS

FISHERY	GEAR	SEGMENT	AREA	SEGMENT CODE
Demersal fisheries, active gears all vessels lengths	Demersal Active	OT[1] (≥105)	22-24	BS01
		SX[2] (≥105)	22-24	BS02
		OT[1] (≥105)	25-27	BS03
Pelagic fishery for sprat and herring, active gears and all lengths	Pelagic Active	OT[1], PT[3] (16≤ and <32)	22-27	BS04
		OT[1], PT[3] (32≤ and <90)	22-27	BS05
		OT[1], PT[3] (16≤ and <105)	28-32	BS06
Salmon	Pelagic Passive	GN[4] (≥157)	22-29	BS07[6]
		LL[5]	22-29	BS08[6]
		FIX (nat. rules)	22-32	BS09[6]
Passive gear fishery	Demersal Passive	GN[4] (≥110), LL[5]	22-24	BS10
		GN[4] (≥110), LL[5]	25-27	BS11
	Pelagic Passive	GN (32≤ and <110), FIX (national rules)	22-32	BS12
Other	Other	Other non-reported in segments 1-12	22-32	BS13

1) **OT** includes the following gear codes according to Annex XI of Regulation (EU) No 404/2011: OTB, TBN, TBS, TB, OTT, OTM
2) **SX** includes the following gear codes according to Annex XI of Regulation (EU) No 404/2011: SDN, SSC, SPR, SX, SV
3) **PT** includes the following gear codes according to Annex XI of Regulation (EU) No 404/2011: PTB, PTM
4) **GN** includes the following gear codes according to Annex XI of Regulation (EU) No 404/2011: GN, GNS, GNC, GTN, GTR
5) **LL** includes the following gear codes according to Annex XI of Regulation (EU) No 404/2011: LHP, LHM, LLS, LLD, LL, LTL, LX
6) Direct fishing for salmon (i.e. > 50% of salmon catches per fishing trip)

JDP coverage by year
Last haul inspections in the Baltic Sea



Data needs

- Proportion of BMS fish varies depending on areas, type of gear used and period of year.
- In order to have a qualified knowledge of these variations and interdependencies, a large amount of reference data need to be collected.
- This way any assumptions made which are based on these data would be more robust and reliable.

11

Use of Last Haul data

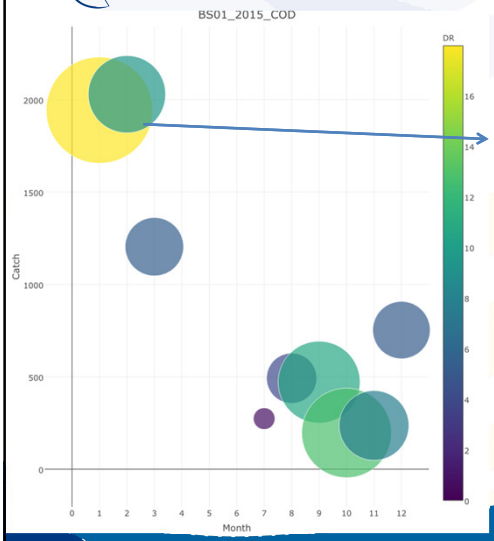
- Results from the LH analysis are a key input to the risk assessment for determining the likelihood of non-compliance with the LO and for the MS planning of the JDP for the upcoming year
- Risk Assessment outcome is the bases for setting mitigating and risk treatment actions.
- Essential element for compliance evaluation

12

Risk Assessment LO

SEGMENT CODE	GEAR GROUP	GEAR DEFINITION	AREA	LIKELIHOOD	IMPACT	RISK LEVEL
1	OT (≥105)	Demersal Active	22-24	HIGH	HIGH	HIGH
2	SDN (≥105)		22-24	HIGH	LOW	LOW
3	OT (≥105)		25-27	HIGH	MEDIUM	MEDIUM
4	OT, PT (16≤ and <32)	Pelagic Active	22-27	LOW	MEDIUM	LOW
5	OT, PT (32≤ and <90)		22-27	LOW	LOW	LOW
6	OT, PT (16≤ and <105)		28-32	LOW	MEDIUM	LOW
7	GN (≥157)	Pelagic Passive	22-29	LOW	LOW	LOW
8	LL		22-29	LOW	MEDIUM	LOW
9	FIX (nat. rules)	Pelagic Passive	30-32	LOW	HIGH	LOW
10	GN (110≤ and <156), LL	Demersal Passive	22-24	MEDIUM	HIGH	HIGH
11	GN (110≤ and <156), LL		25-27	LOW	MEDIUM	LOW
12	GN (32≤ and <110), FIX (national rules) GN (32≤ and <110), FIX (national rules) GN (32≤ and <110), FIX (national rules)	Pelagic Passive	22-32	LOW	MEDIUM	LOW
13	Other non-reported in segments 1-12	Demersal Active	22-32	Not Analysed		

Risk Treatment actions



Control and monitoring: Specific JDP action focused on comparison of catch composition from LH and landings

Voluntary Compliance: workshop/ guidance for industry

Compliance indicators:
- LH (LO)
- HER and SPR insp. / non inspected landings (misrecording of species)

Results of specific action 16 Jan - 12 Feb 2017

- Segments:
  - BS01 (OT ≥105, area 22-24)
  - BS03 (OT ≥105, area 25-26)
- Sea inspections carried out: 92
- Last hauls reported: 50 (22 related to BS01, 28 related to BS03)
- Follow-up landing inspections: 27 (6 related to BS01, 21 related to BS03)

15

Results of specific action 2017

- BMS ratio (%) of COD:

Segment OTB	Last haul inspection			Follow-up inspection			Log-book or landing declaration		
	Min.	Max.	Ave.	Min.	Max.	Ave.	Min.	Max.	Ave.
BS01	0	20.8	3.7	0	3.7	2.0	0	6.9	1.5
BS03	0.7	45.0	10.9	0.2	45.0	2.3	0.2	45.0	2.4

16

GENERAL CHALLENGES 2017

Continue and enhance data collection in cooperation with MS
Increase N for improving statistical significance

Joint Workshop BS AC and BALTFISH
Exchange experiences and best practices
Establish and standardise sampling methods

Perform LO compliance evaluation with BALTFISH

Use JDP as a vehicle for achieving regionalisation and a coordinated implementation of the LO

THANK YOU!

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