

European Fisheries Control Agency (EFCA)

**Linking research and policy:
The implementation of the Landing
obligation in the Baltic Sea**

**COLUMBUS Annual Conference 2017
"Achieving Impact from Marine Research"
7 October 2017, Brussels**



Structure of the presentation



- **EFCA: Who are we?**
- **Activities to support the LO implementation**
- **Links with research**



This slide features the European Fisheries Control Agency (EFCA) logo in the top left corner and the European Union flag in the top right corner. The background is a light blue and yellow abstract design. The title "European Fisheries Control Agency" is written in large blue letters in the center. Below the title, there is a list of bullet points and a photograph of the EFCA headquarters building in Vigo, Spain.

- 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**

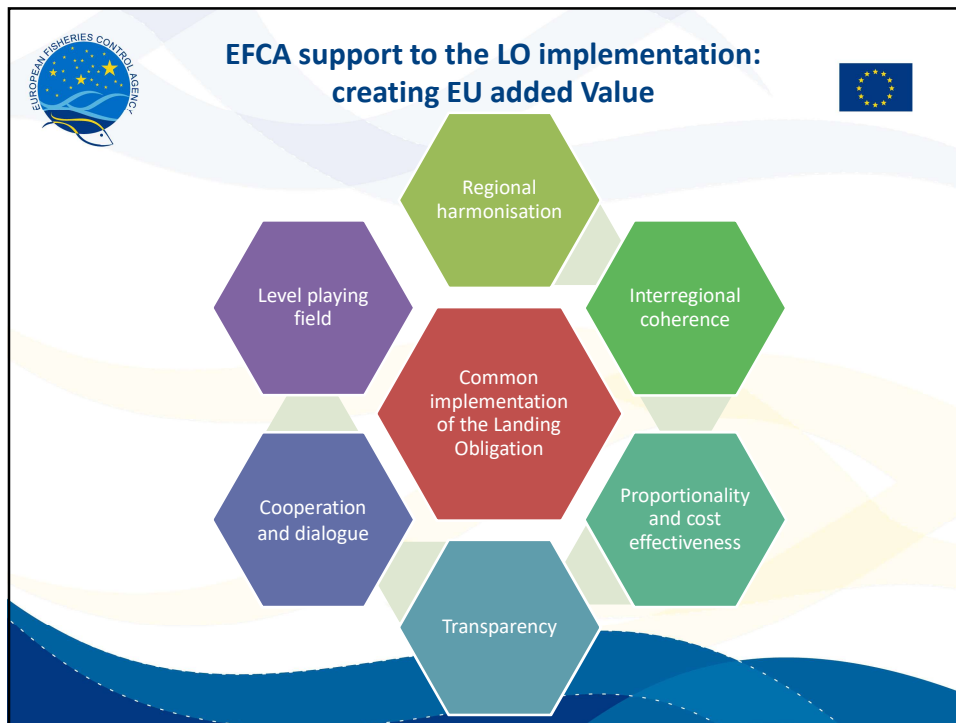




EFCA's mission

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*









Implementation of JDPs and Operational Plans


What is a JDP?

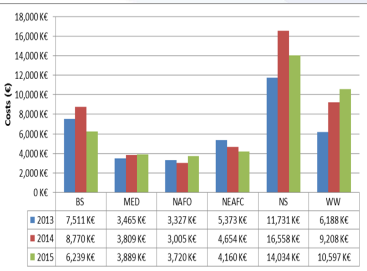


- The **Joint Deployment Plan (JDP)** is aimed to implement a Specific Control and Inspection Programme (SCIP) of the Commission.
- A JDP is a legal and operational instrument for the **coordination of the control activities** of the Member States.
- It encompasses:
 - the pooling of means
 - the planning
 - the tasking
 - the risk management strategy and
 - the sharing of data
 - the analysis of the output.




EFCA ASSISTANCE JDPs



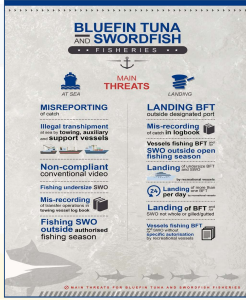


Region	2013	2014	2015
BS	7,511 KE	8,770 KE	6,239 KE
MED	3,465 KE	3,809 KE	3,889 KE
NAFO	3,327 KE	3,005 KE	3,720 KE
NEAFC	5,373 KE	4,654 KE	4,160 KE
NS	11,731 KE	16,558 KE	14,034 KE
WW	6,188 KE	9,208 KE	10,597 KE

Data exchange




Risk assessment




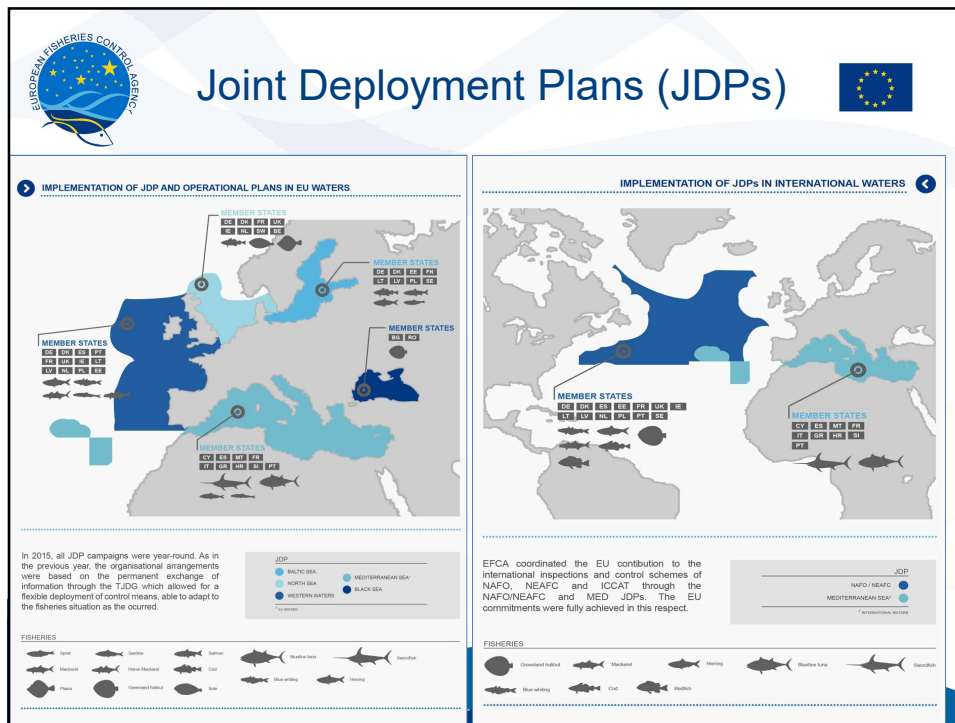
JDP costs


Training




Joint inspections



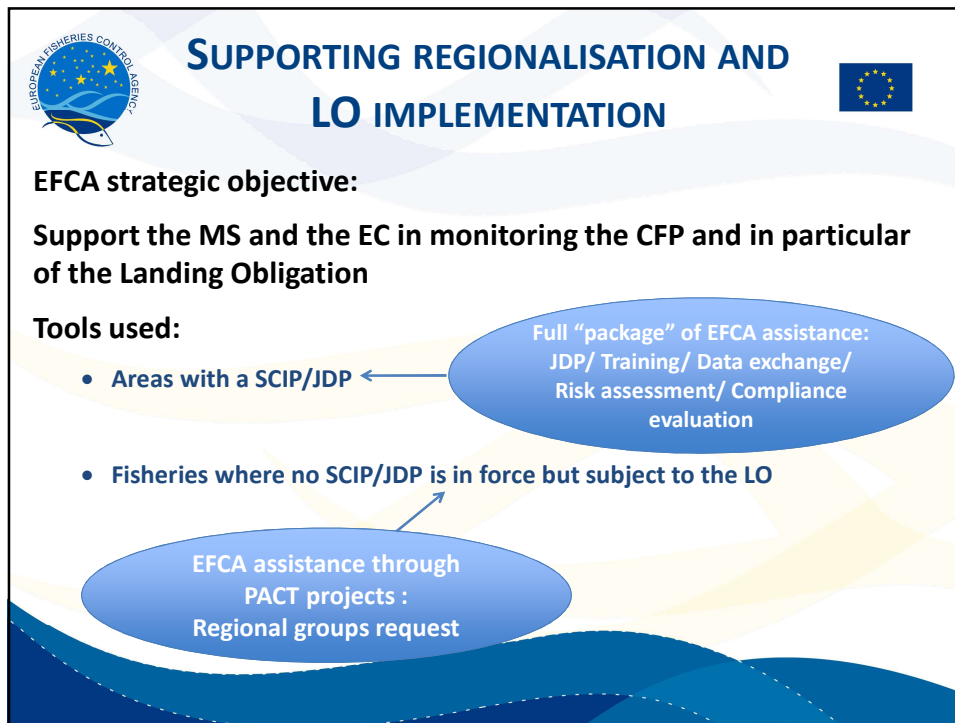





Added Value




- JDPs are an efficient and effective mechanism to deploy and coordinate national control resources including in international waters
- Application of the JDP 'model' outside of the EU is a tried and tested approach and improves the uniformity and effectiveness of control measures
- Contributes to the coordinated and successful implementation of RFMO international inspection regimes (ICCAT, GFCM..)
- Exchange of experiences and a level playing field are key issues especially at the regional, RFMO and international level





Cooperation with regional groups:

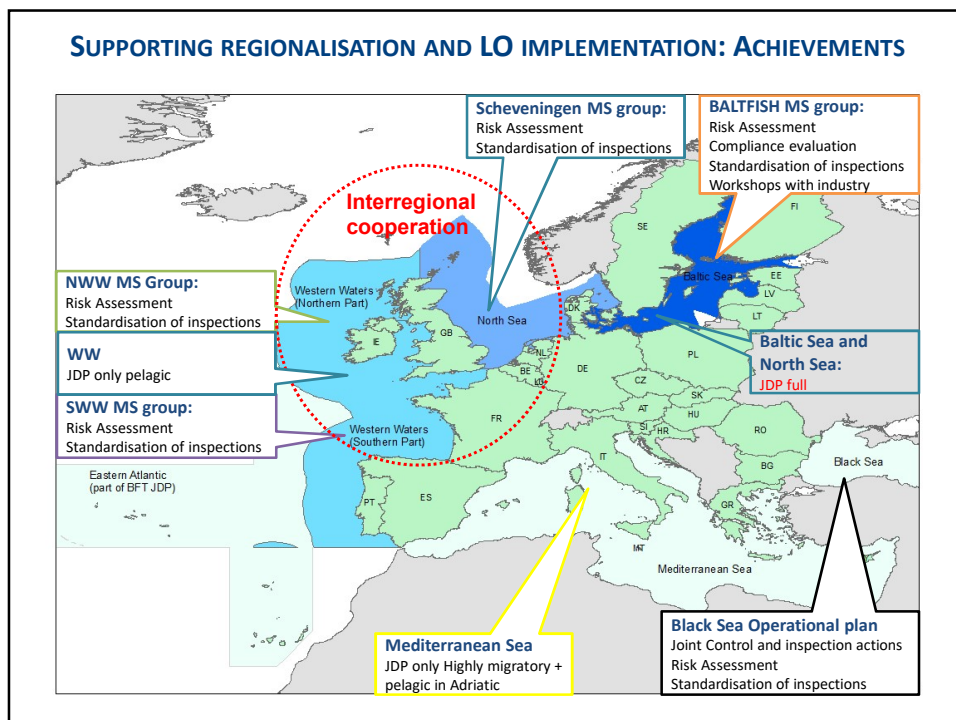
Areas of cooperation




- **Ongoing cooperation from EFCA with:**
 - BALTIFISH
 - Scheveningen
 - NWW
 - SWW
 - Med-Adriatic
- **Areas of cooperation:**
 - Regional Risk Assessment (annual exercise)
 - Cooperation with industry and other stakeholders
 - Guidelines / standardisation of inspections
 - Compliance evaluation

Regional Groups

- BALTIFISH (BS)
- SCHEVENINGEN (NS)
- NWW
- SWW



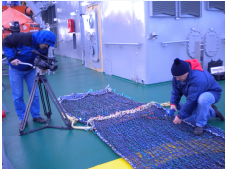



General objectives

EFCA training activities



- Improve efficiency of inspection and thereby promote a culture of compliance
- Contribute to applying the rules of the Common Fisheries Policy in an adequate way
- Harmonise inspections methodologies
- Facilitate the exchange of best practices
- Contribute to establishing a level playing field where all operators are treated equally without discrimination






EFCA – Training 2016



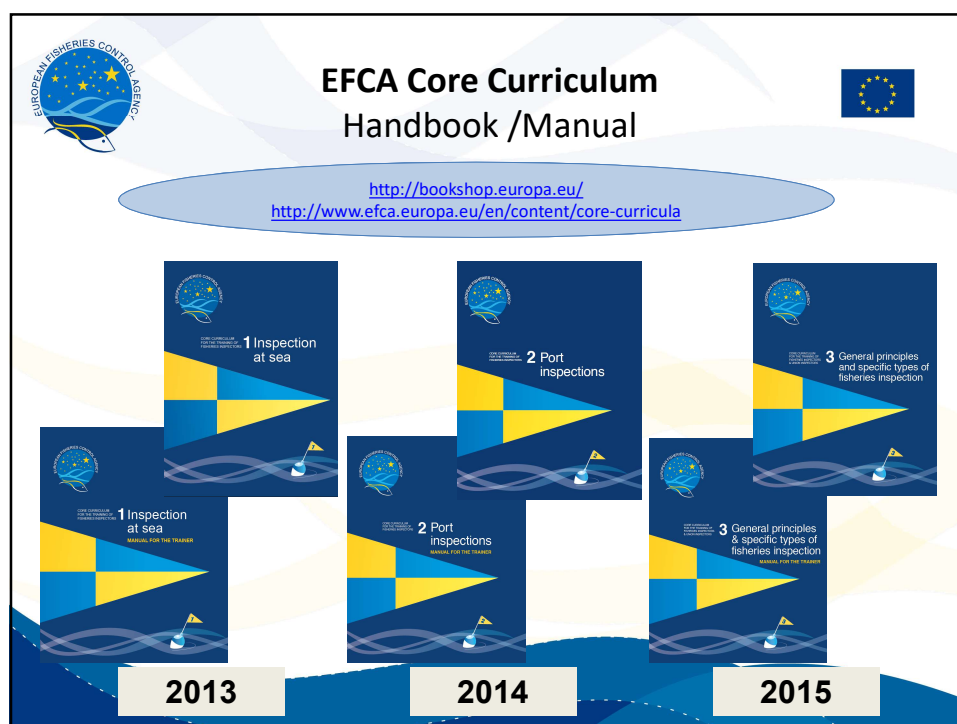
Training



Area	Events	Participants
MED & Black Sea	10	185
NAFO & NEAFC & WW	6	93
North Sea & Baltic Sea	4	83
All Member states	3	53
Third countries	1	14
E-learning platform (users)		150
Total	24	578

Training for SFPAs countries

1 Training Mission	Liberia
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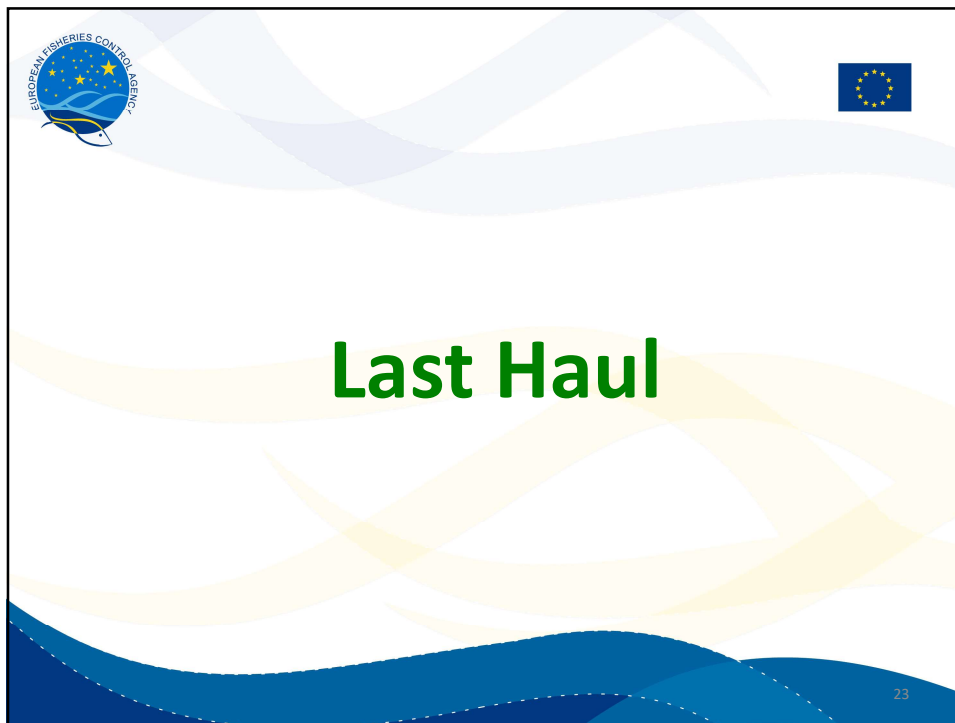


EFCA e-learning platform
 Available to MS, COM and EFCA officials

- Courses for Union inspectors
- Courses for third countries (SFPAs)
- Calendar/Catalogue of trainings
- Documents (Core Curricula, MS templates, ppt, etc.)
- Video tutorials
- Links

The image shows a screenshot of the EFCA e-learning platform interface. The platform is titled 'EUROPEAN FISHERIES CONTROL AGENCY E-LEARNING PLATFORM'. It features a navigation menu with options like 'Courses for EU inspectors', 'Courses for SFPAs', 'Calendar', 'Documents', 'Videos', and 'Links'. The main content area displays a video tutorial titled 'The fishing logbook - Paper format' with a 'What to check?' section. Below the video, there are 'Learning objectives' and a list of documents. The interface is designed to be user-friendly and accessible to various stakeholders.

<https://vimeo.com/195280374>



Slide titled "JDP DATA COLLECTION OPERATIONAL OBJECTIVES" in blue text. The background features abstract wavy lines in shades of blue and yellow. In the top left corner is the logo of the European Fisheries Control Agency, and in the top right corner is the European Union flag. The number 23 is visible in the bottom right corner.


JDPs

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


To evaluate compliance with the requirements of the Landing Obligation

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

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




Background and rationale




- The Last Haul (LH) program was first introduced in the Baltic Sea in 2014, and it is now widely applied in several JDP areas (NS, WW, MED-Adriatic).
- The original concept is that differences between quantities of fish observed during the LH inspections and quantities of fish reported in the logbook would derive discard rates.
- With the entry into force of the LO catch below MCRS (BMS) observed in LH versus the reported in the logbook indicate illegal discards.

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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.

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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, many samples need to be collected and large amount of reference data.**
- **Also any assumptions made which are based on these data would be more robust and statistically sound.**

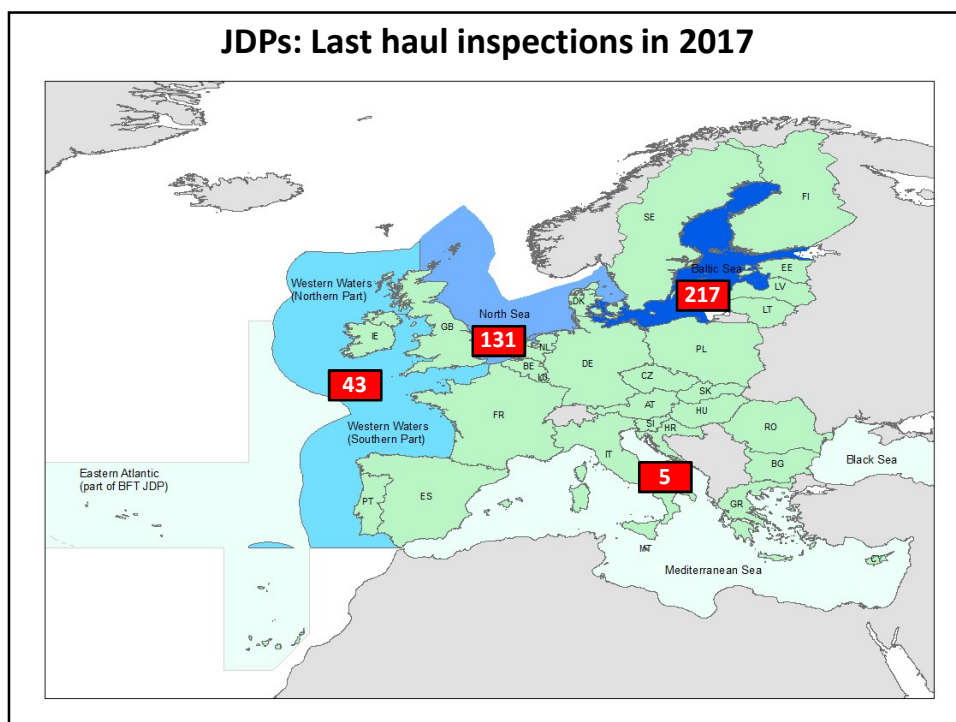
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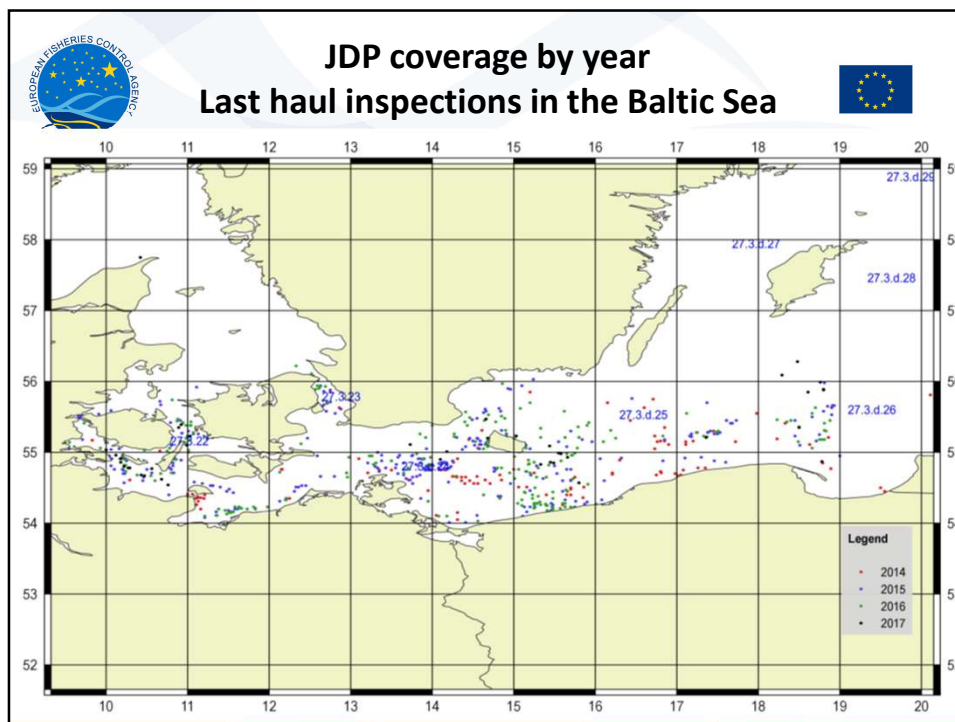
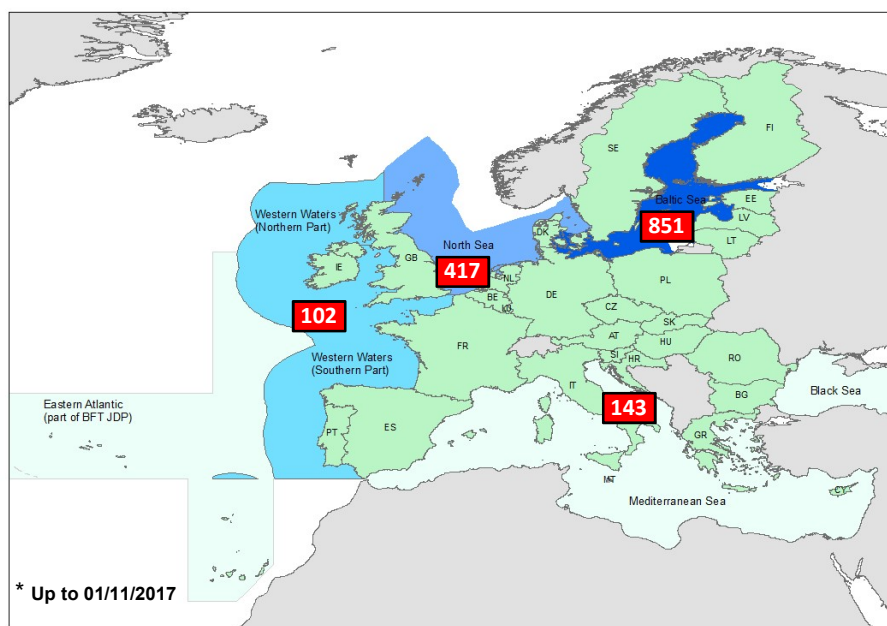
In detail: Baltic Sea



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<div>  UPDATED BALTIC SEA FLEET SEGMENTS  </div>					
FISHERY	GEAR	SEGMENT	AREA	SEGMENT CODE	
Demersal fisheries, active gears all vessels lengths	Demersal Active	OT ¹ (≥105)	22-24	BS01	<p>1) OT includes the following gear codes according to Annex XI of Regulation (EU) No 404/2011: OTB, TBN, TBS, TB, OTT, OTM</p> <p>2) SX includes the following gear codes according to Annex XI of Regulation (EU) No 404/2011: SDN, SSC, SPR, SX, SV</p> <p>3) PT includes the following gear codes according to Annex XI of Regulation (EU) No 404/2011: PTB, PTM</p> <p>4) GN includes the following gear codes according to Annex XI of Regulation (EU) No 404/2011: GN, GNS, GNC, GTN, GTR</p> <p>5) LL includes the following gear codes according to Annex XI of Regulation (EU) No 404/2011: LHP, LHM, LLS, LLD, LL, LTL, LX</p> <p>6) Direct fishing for salmon (i.e. > 50% of salmon catches per fishing trip)</p>
		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	



JDPs: Cumulative Last haul inspections by area*





Use of Last Haul data

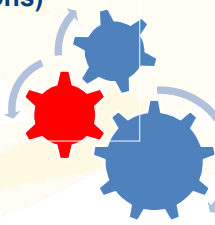
- Results from the analysis are a key input to the MS planning of the JDP for the upcoming year, and used in risk assessment for determining the likelihood of non-compliance with the LO.
- As the number of LH data increases the risk assessment is more and more well-founded.
- Risk Assessment outcome is the bases for setting mitigating and risk treatment measures

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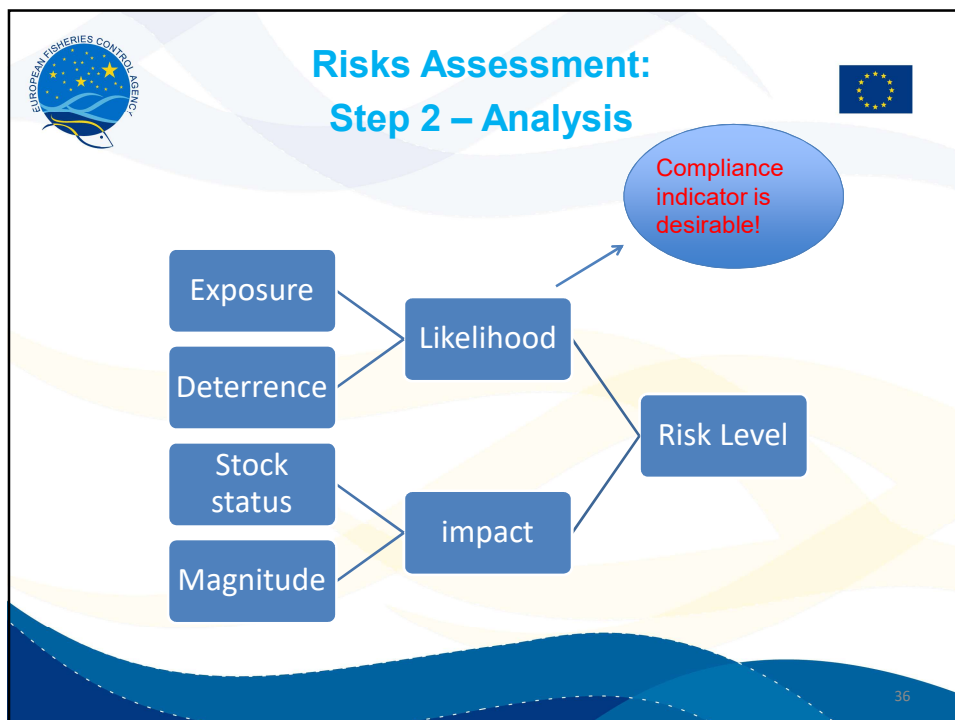
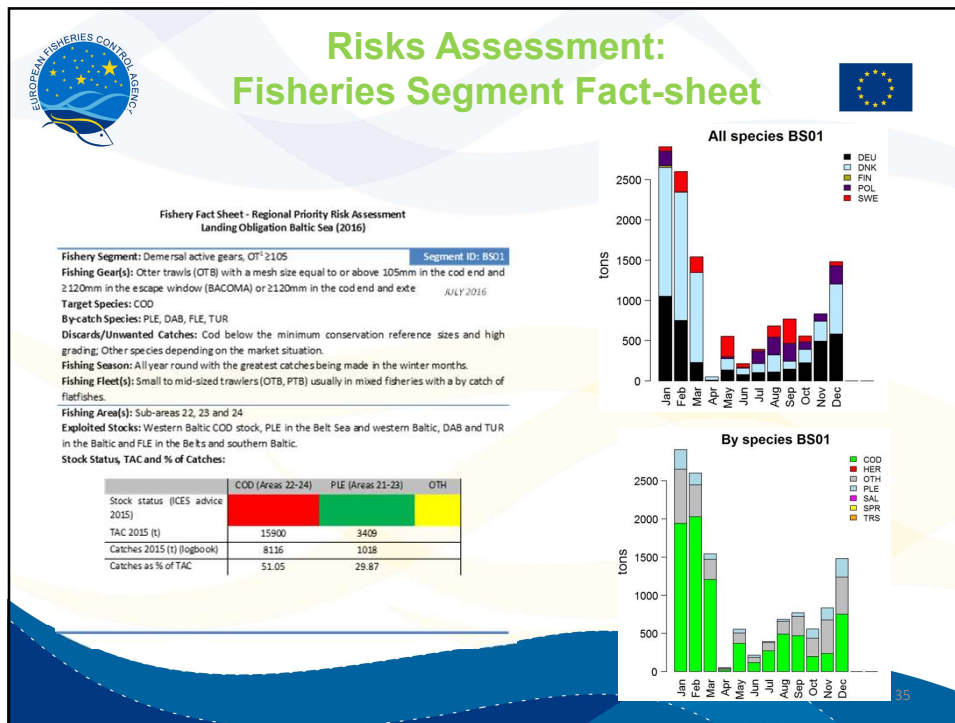





EFCA Risk Management

1. Risk Assessment (to rank fishery segments)
 - 1.1 Definition (scope and risk identification)
 - 1.2 Analysis (risk characterization)
 - 1.3 Evaluation (Likelihood x Impact model)
 - 1.4 Assessment of spatial and temporal distribution
2. Risk treatment (Deployment plan, specific actions)
3. Evaluation and assessment of the process

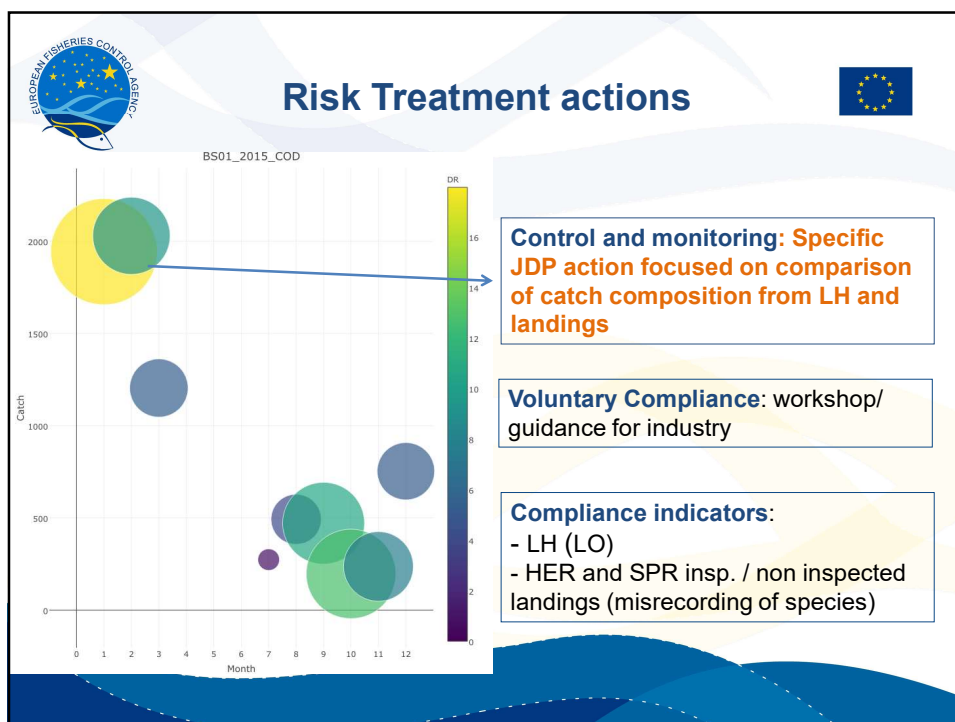



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 **Risk Assessment LO** 

SEGMENT	GEAR GROUP	GEAR TYPE	AREA	RISK LEVEL
1	OT (≥ 105)	Demersal Active	22-24	High
2	SDN (≥ 105)	Demersal Active	22-24	Low
3	OT (≥ 105)	Demersal Active	25-27	Medium
4	OT, PT ($16 \leq$ and < 32)	Pelagic Active	22-27	Low
5	OT, PT ($32 \leq$ and < 90)	Pelagic Active	22-27	Low
6	OT, PT ($16 \leq$ and < 105)	Pelagic Active	28-32	Low
7	GN (≥ 157)	Pelagic Passive	22-29	Low
8	LL	Pelagic Passive	22-29	Low
9	FIX (nat. rules)	Pelagic Passive	30-32	Low
10	GN ($110 \leq$ and < 156), LL	Demersal Passive	22-24	Medium
11	GN ($110 \leq$ and < 156), LL	Demersal Passive	25-27	Low
12	GN ($32 \leq$ and < 110), FIX (national rules)	Pelagic Passive	22-32	Low
13	Other non-reported in segments 1-12	Demersal Active	22-32	






Future of Last Haul data

- The LH scheme has been evaluated by MS experts, scientist and external experts and it was considered to be a well-founded and useful methodology for most of the fishery segments.
- MS participating in these evaluations recommended to continue with the LH scheme as a part of the JDPs because the data is valuable as reference data.

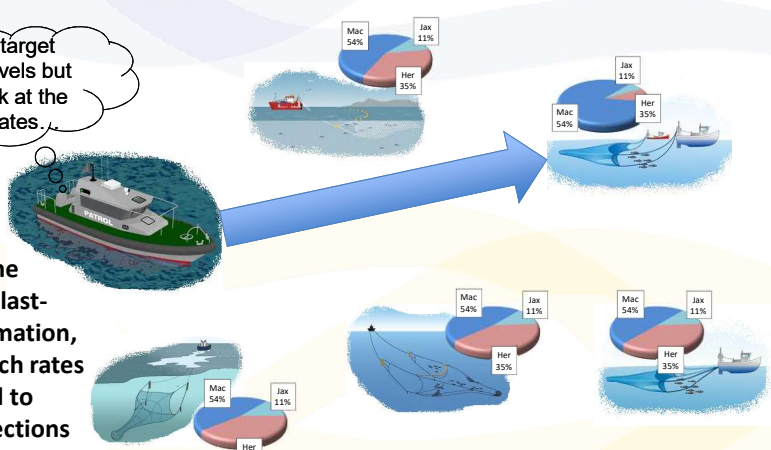
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Identify targets (outliers)

Same target factor levels but let's look at the catch rates.

The real time sharing of "last-haul" information, average catch rates can be used to target inspections

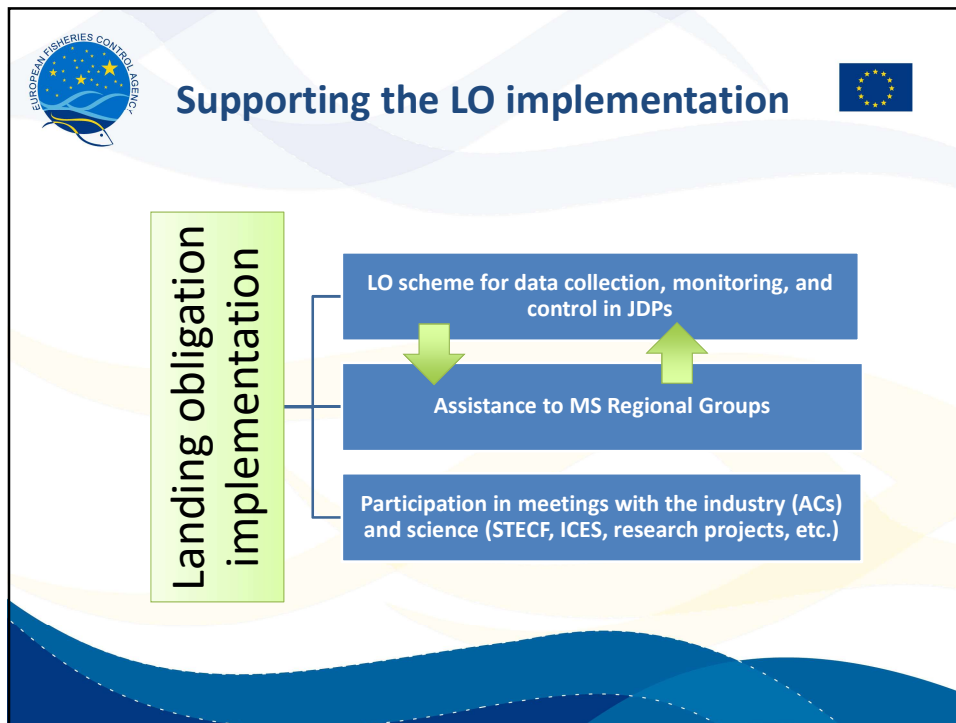


LO compliance evaluation

	Evaluation Method	Applied to the Landing Obligation
1	Inspection data compared with official landings statistics	Specifically last haul data compared with official landing data
2	Considering the evaluation of scientific bodies (STECF etc.)	Estimates of catches which were previous discarded and should now be landed in accordance with LO
3	Trends of infringements.	Infringements (or lack of) issued for non-compliance with LO.
4a	Interviews of control experts	Views on LO compliance (anonymity a strength)
4b	Questionnaires on compliance directed at industry / AC	Views on LO compliance (focus on compliance constraints)
5	Market analyses	Desk study on utilisation of unwanted catches / those below MCRS






The slide, titled "Linking to STECF, ICES", features the EFCA logo and the European Union flag. It lists the following points:

- Participation of EFCA as observer in the most relevant STECF meetings since 2015 regarding the preparation for the entry into force of the LO.
- Last Haul data collection and analysis presented to the STECF (EWG 16 04, May 2016 in Brussels) that recognized its value for:
 - Both short term check and longer term monitoringTrends over time
 - Fleet segment comparison
 - **Indicator of compliance with the LO**
- ICES data included in risk analysis and compliance evaluation.
- ICES scientists participating in LO data meetings organized by EFCA with MS authorities to discuss the collection and analysis of last haul data.


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Linking to research projects

- Several EFCA staff with background in research and/or science (ICES, FAO), including former research programme officers coming from DG MARE / DG RTD.
- EFCA support and follow up to research projects in areas directly related to the work of the agency, some examples:
 - ECOFISHMAN
 - MAREFRAME
 - DISCARDLESS
 - MINOUW
 - LIFEISEAS
 - COLUMBUS

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Success stories

- Discardless scientist invited to present advances on selectivity studies in the Baltic Sea trawls during the EFCA workshop held in March 2017 to MS authorities and BS industry.
- As a result of the discussions between MS and industry a new gear attachment to the T90 was proposed to the Commission to be allowed in the Baltic Sea which would increase selectivity of that fleet segment and reduce unwanted catches (BMS).
- Regulation currently in the process of adoption.
- Cooperation with Columbus in the process of yielding some results beyond those of just dissemination of information.

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THANK YOU!
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