

Aligning Spurdog Management with the Landing Obligation under the reformed Common Fisheries Policy





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Our objective

Aligning zero quota species and improving fisheries management – a spurdog case study

- ☐ Discarding dead spurdog is not in-line with CFP reform, which brings an end to wasteful discarding, with a Landing Obligation
- □ A UK lead initiative for the alignment of spurdog management measures with a reformed CFP, for the NE Atlantic
- □ Possibility of nominal bycatch provision, while minimising bycatch & incentivising targeting of the stock?

NOT a proposal for a Spurdog Management Plan, for the sustainable management of the NE Atlantic stock.

The "Do Nothing Approach"



= Prohibited species

= Not a choke species



What was proposed?

To be able to land dead spurdog. Why?

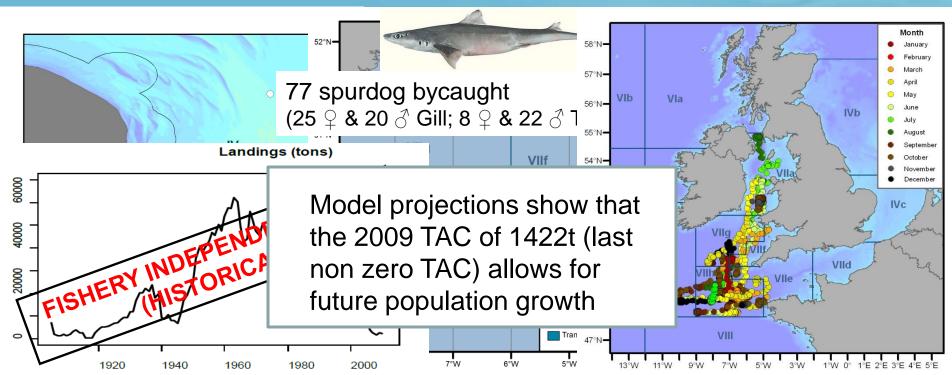
- Account for unpredictable & unavoidable catches within the future LO
- > Mitigating spurdog becoming a choke spp.
- > Incentive for the next bit!

Avoid significant by-catch aggregations, reduce dead discards, reduce fishing induced mortality & prevent choking the mixed fishery

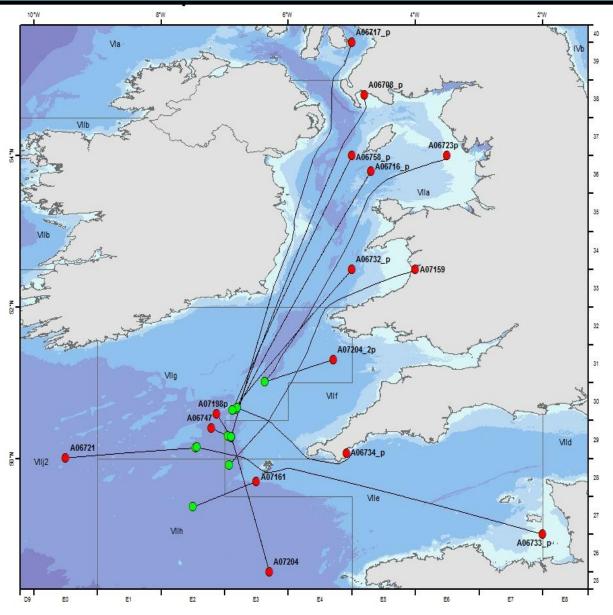
Promote the return of live spurdog back to the sea, for the benefit of the stock.

So how are we going to achieve that?





Fishery Independent Data from Electronic tags

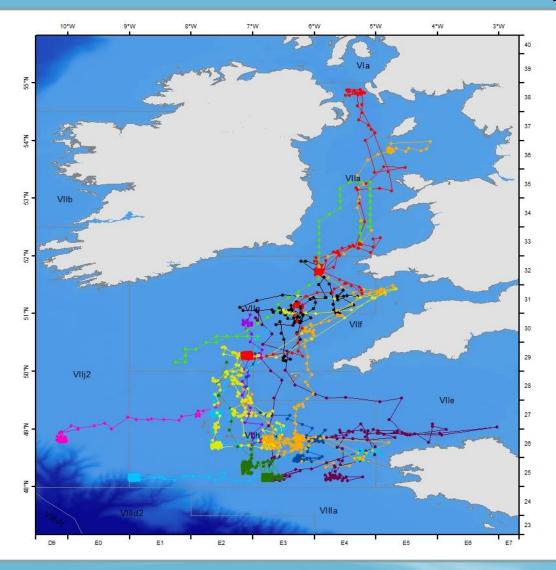




- 97 electronic tags deployed 2010 - 2012.
- 15 electronic tags from Celtic Sea returned.
- 67% recovered by beachcombers.



Fishery independent data from DSTs: Seasonal movements for Celtic Sea spurdog





By-catch Vitality Studies for Commercial Net Fishery

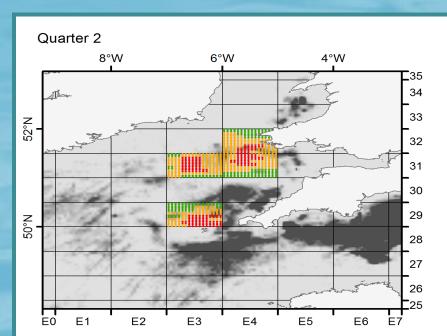
Vessel	Month	Total No. Spurdog	Lively		Sluggish		Dead	
vessei			No.	%	No.	%	No.	%
Govenek of Ladram	Aug 2011	149	73	50%	18	12%	58	38%
Charisma	Sept 2011	182	135	72%	10	5%	37	23%
Charisma	Mar 2012	53	40	75%	7	13%	6	12%
Govenek of Ladram	Oct 2013	60	14	23%	NR	NR	46	76%
Total		444**	262	59%	35	8%	147	33%

- 59% 'lively' returned back to sea
- 33% 'dead' + 8% 'sluggish' = 41% potential dead discard



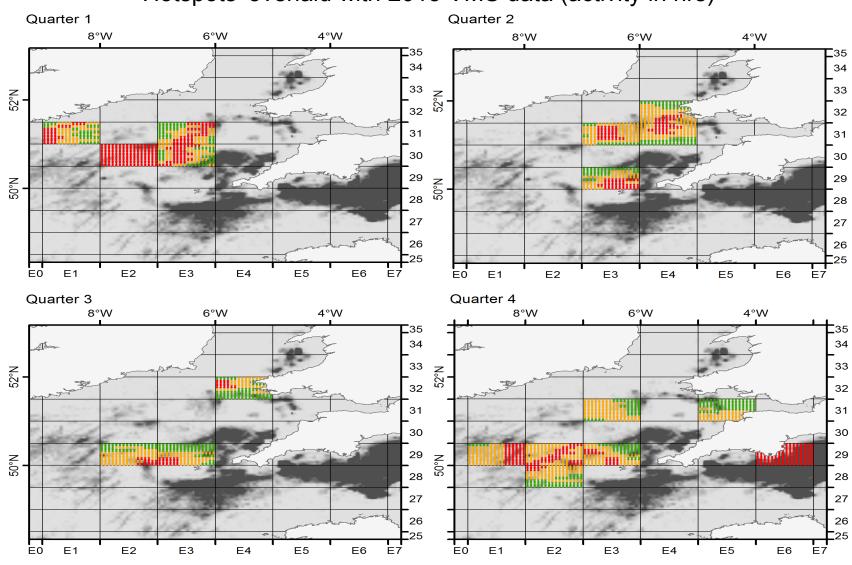
A UK pilot project to develop a real-time Spurdog By-catch Avoidance Programme

- A 'traffic light' tool to help avoid significant by-catch aggregations, reduce dead discards and reduce fishing induced mortality
- Provide information to the fishing industry for them to selfmanage their by-catch allowance, to minimise choking the fishery
- Voluntary 'triggers' to advise the fleet of actions to be taken in areas with significant bycatch
- Promote the return of live spurdog



Spurdog By-catch Avoidance Programme

128th of ICES rectangle grid = 5km (long) by 7km (lat) 'Hotspots' overlaid with 2013 VMS data (activity in hrs)



The incentive

- 100t was the last significant volume landed before the zero TAC
- Survivability estimated to be around 60%
- A 50t marketable <u>dead</u> by-catch quota was proposed
- Sufficient to test the pilot project, without incentivising targeting of the stock
- Maximum level or permissible landings within the ICES benchmark assessment

Consultation & submission to STECF & December Fisheries Council 2014

Fisheries Science Partnership: 2014/15

Final Report

Stakeholder Involvement in a UK Led Initiative to Align Spurdog Management with the Landing Obligation under the Reformed Common Fisheries Policy

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Proposal for a UK Pilot Project to develop a real-time Spurdog By-catch Avoidance Programme to mitigate a choke species and so minimise fishing induced mortality

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Final Document

10th December 2014

Scientific, Technical and Economic Committee for Fisheries (STECF)

- Approval of our approach
- Recognised the potential for self regulation
- No increase in fishing mortality
- Conduct the pilot project to prove the concept
- Granting a fishing opportunity to a specific group of vessels from a single Member State for a stock that is under a zero TAC

Outcome of December Fisheries Council

- The UK proposal was well received by the Commission, although unsuccessful, indicating further work planned this year could yield positive benefits at December Council 2015.
- They understood that prohibiting spurdog at this stage would hinder progress and future work
- They appeared open to supporting a spurdog TAC in future to deal with 0 TAC issues
- <u>BUT</u> were not prepared to give one Member State benefits that others did not get.



Whats next?

- Find a new incentive
- Implement the UK pilot project to develop the Spurdog By-catch Avoidance Programme
- Prove the concept through evaluation
- Draw in relevant Member States
- Develop a proposal (package of measures) for submission to STECF this autumn
- Re-table at December Council 2015

Something for everyone

The key drivers

	Pragmatic compliance with the Landing Obligation	End of wasteful discarding	Marketable by-catch allowance	Reduction in fishing mortality	Increased biological understanding
Gov.	\checkmark	\checkmark		✓	✓
Scientist	\checkmark	\checkmark		\checkmark	✓
Fishermen	\checkmark	\checkmark	\checkmark	\checkmark	✓
NGO	\checkmark	\checkmark		\checkmark	✓



Spurdog By-catch Avoidance Programme

If successful

- > reduce overall fishing mortality
- > speed stock recovery
- > minimise the risk of creating a choke species
- > support economically viable and sustainable fisheries
- > end the practice of wasteful <u>dead</u> discarding in line with the principles of the Landing Obligation.

Your questions, thoughts & interest





Bendall, V.A., Carson, N., Cragg, A., Hetherington, S.J., McGregor, K., O'Brien, C., Riley, A. & Rendell, J. 2014. Proposal for a UK Pilot Project to develop a real-time Spurdog By-catch Avoidance Programme to mitigate a *choke* species and so minimise fishing induced mortality. Working document submitted to the Scientific, Technical and Economic Committee for Fisheries (STECF) – 47th Plenary Meeting.

Scientific, Technical and Economic Committee for Fisheries (STECF) – 47th Plenary Meeting Report (PLEN-14-03). 2014. Publications Office of the European Union, Luxembourg, EUR 26944 EN, JRC 93037, 138 pp.

Thank you