

## Windsock Opening

### Agreement Between Mobile and Static Gear Vessels

Review of the Technical Conservation Regulation 850/98 has resulted in the closed area known as the windsock being removed as of the 14<sup>th</sup> August 2014. Whilst the mobile gear sector view this as a welcome shift in approach it does provide a significant problem with regard to shared use of the space.

To address this issue representatives of both sectors met with a view to agreeing upon a joint approach. The following agreement is understood to be a social contract between organisations and by extension the operators.

Over two meetings and one conference call which included representatives from Orkney, Clyde, and Shetland Fishermen's Association and the Scottish White Fish Producers Association (SWFPA) agreement was reached on a number of levels. Those are:

1. Shared use of an area that has been designated as the West Shetland Shelf MPA,
2. The agreement contains four distinctly different levels;
  - i. Areas of exclusive use for both mobile and static gears,
  - ii. an area of shared access subject to communication at the vessel level,
  - iii. increased VMS pings from vessels operating within close proximity to the MPA (Possibly 10 miles),
  - iv. and ring-fenced monitoring by MSC (Marine Scotland Compliance) of the area currently designated as creel only.
3. The areas of exclusive use will be in place from 14<sup>th</sup> August 2019 to 14<sup>th</sup> February 2020 although the situation will be revisited after three months.

#### 4. Areas of exclusive use

In the map below the area shaded orange enclosed by joining way points Z1, Z2, J, L and A will be exclusively for creel operations. The remaining area shaded green enclosed by joining way points B, C, D, E, F, G, H, I, J, Z2, and Z1 is for exclusive use of mobile gears.

#### 5. Area of shared access

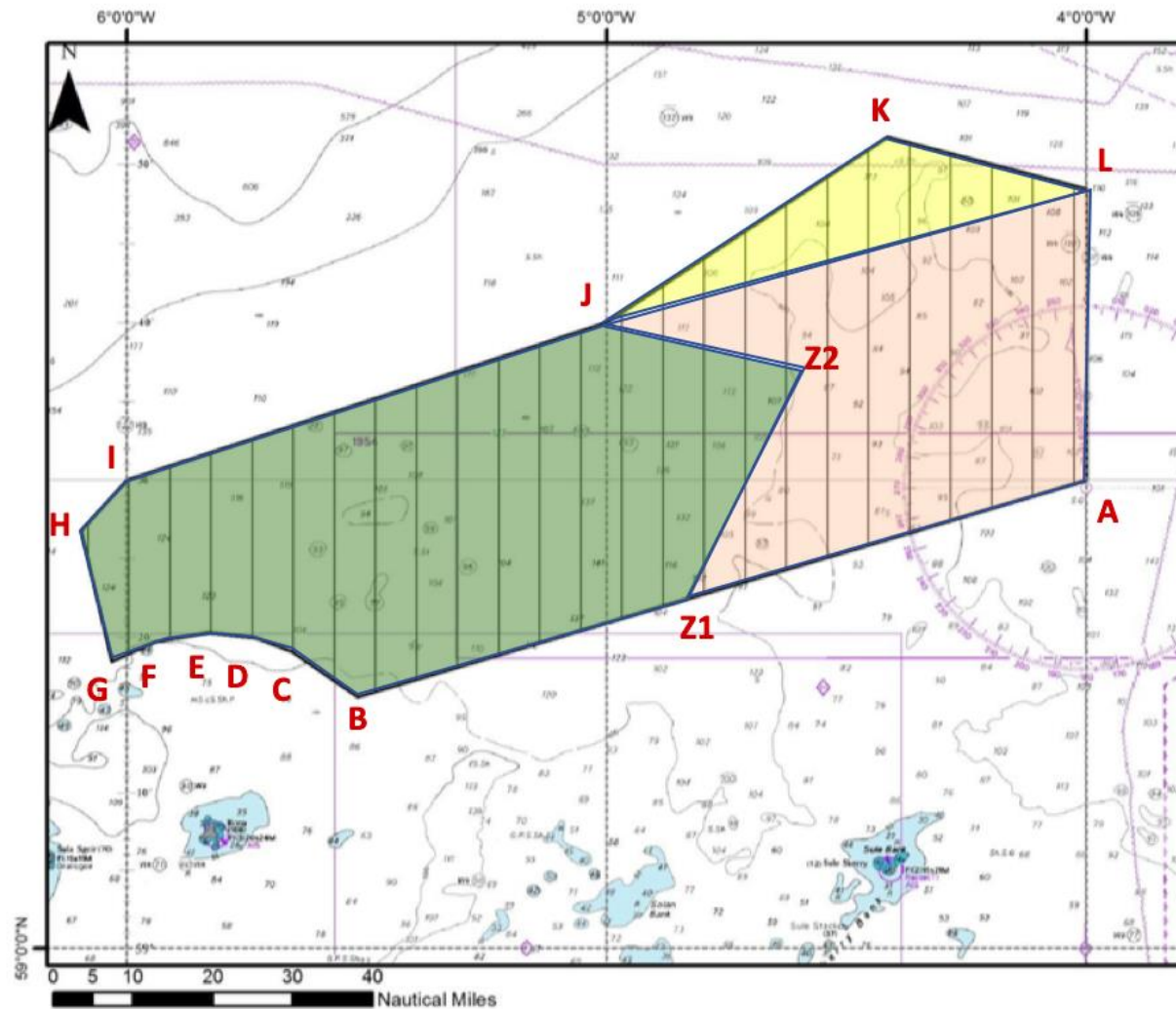
The area shaded yellow formed by joining waypoints J, K and L is an area of joint access where skippers operating mobile gear are expected to communicate with creel vessels. Mobile vessels will deploy gear in the area only when it is confirmed that conflict will not occur.

#### **6. Increased VMS pings**

Mobile vessels will be encouraged to increase the frequency of VMS pings when operating within 10 miles of the MPA on the premise that it provides a higher degree of transparency and accountability. Guidance is requested from Marine Scotland with regard to the required procedure.

#### **7. Monitoring and notifications**

There is an expectation that Marine Scotland will support this agreement by monitoring and informing on incursions into the exclusive creel activity area. It is expected that such monitoring will be similar in approach to that applied to the voluntary closed area within the Fladen Grounds. Incursions should be communicated to both Orkney FA and SWFPA. There is a responsibility on these Associations to contact the vessels concerned.



### **Position points for WSS MPA and proposed management areas**

“A” is 59° 30.0' N, 004° 00.0' W;  
“B” is 59° 16.2' N, 005° 31.2' W;  
“C” is 59° 19.1' N, 005° 39.4' W;  
“D” is 59° 20.0' N, 005° 43.9' W;  
“E” is 59° 20.3' N, 005° 49.8' W;  
“F” is 59° 19.7' N, 005° 56.5' W;  
“G” is 59° 18.4' N, 006° 01.9' W;  
“H” is 59° 26.8' N, 006° 05.8' W;  
“I” is 59° 30.0' N, 006° 00.0' W;  
“J” is 59° 40.0' N, 005° 00.0' W;  
“K” is 59° 51.7' N, 004° 24.9' W;  
“L” is 59° 48.5' N, 004° 00.0' W.

“Z1” is 59° 22.5' N, 004° 52.2' W.  
“Z2” is 59° 34.5' N, 004° 37.7' W.