

STECF
EXPERT WORKING GROUP EWG 23-11

**concerning the fishing effort and catch regime
for demersal fisheries in western Mediterranean Sea**

*25 - 29 September 2023, **online***

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Background:

This EWG builds on preliminary work conducted in EWG 23-01 and during discussions in STECF PLEN 23-01 and 23-02. The idea is to facilitate the reading and interpretation of the STECF EWG results, including the socio-economic outputs, as well as get closer to an ICES-like type of advice. Therefore, experts are invited to use the template tables provided in Annex below in order to standardize as well as facilitate the comparison and readability of the models outputs.

One of the points raised in previous EWGs on fisheries management in the West Med was the importance to have a clear view of the latest stock assessments. There will thus be a short presentation of the results of EWG 23-09 on the first day of EWG 23-11.

To be noted, unlike in 2021 and 2022, the EWG report would be reviewed during the November STECF Plenary (PLEN 23-03).

TERMS OF REFERENCE

In the objective of reaching MSY by 1 January 2025 at the latest for all Western Mediterranean demersal target stocks, EWG 23-11 is requested to:

- TOR 1.** Based on the work of the FDI EWG in September 2023, compile and provide complete sets of annual data on fishing effort from 2015 to 2022. This should be described in terms of fishing days, days at sea, GT*days, fishing hours and nominal effort by Member State, GSA, vessel lengths¹ (4 fleet segments: < 12m, 12m to 18m, 18m to 24m and > 24m) and, where possible, by fishing gear.
- TOR 2.** Update the F-E analyses for Effort Management Units 1 and 2 with the most recent socio-economic and biological data and the most recent stock assessments' results. Given the fuel-related situation in 2022-2023, collect qualitative information on the situation and estimate if possible the consequences of fuel and other costs changes in 2022-2023, if possible for the

¹ See ToR 6.5 in STECF PLEN 21-03 pages 120-121 and Annex pages 155-167.

different types of vessel sizes and fishing gears, with the most updated available data and expert knowledge.

- TOR 3.** Develop, as in previous years, effort and catch management scenarios for all demersal fishing gear (e.g. bottom trawls, nets, longlines) in EMU1 and EMU2. All scenarios should account for the management measures adopted in 2020, 2021, 2022 and 2023. The scenarios aim at identifying and evaluating the best possible transition path towards MSY for all demersal stocks by 1 January 2025.

Examples of plausible management scenarios, including the compensation mechanism implemented in 2022 and 2023, are provided in Table 1 in Annex as well as the references to the legal texts adopted for the implementation of EU-level and national management measures in place since 2020.

- TOR 4.** Based on the advice structure developed in 2021 (EWG 21-13) and the template tables for outputs in Annex of the present ToR, provide a synoptic overview of: (i) the source of data and methods and; (ii) the management advice.

The intention is to provide an overview of the measures needed to achieve MSY by 1 January 2025 and what are the socio-economic impact of these measures. The measures in question are focused on a range of trawling effort and catch reductions. The evaluation of the socio-economic impact could use the latest work done by STECF and JRC for the Annual Economic Report.

- TOR 5.** To ensure that all unresolved data transmission issues encountered prior to and during the EWG meeting are reported on line via the Data Transmission Monitoring Tool (DTMT) available at <https://datacollection.jrc.ec.europa.eu/web/dcf/dtmt>. Guidance on precisely what should be inserted in the DTMT, log-on credentials and access rights will be provided separately by the STECF Secretariat focal point for the EWG.

Annexes

References to legal texts:

- Annex 1 of 2020², Annex 3 of 2021³, Annex 3 of 2022⁴ Fishing Opportunities⁵ and Annex 3 of 2023 Fishing Opportunities⁶.
- French Ministerial Decree for closures in adopted in 2020 (JORF 0299, text n°85);
- Spanish Ministerial Decree for closures in adopted in 2020 (ORDEN-APA-423-2020 and OM 1212-20), 2021 (ORDEN-APA-1341-21) and 2023 (ORDEN-APA-2023-2571);
- Italian Ministerial Decree for closures in adopted in 2020 (DECR.DIR.Zonechiusura_prot_9045689).

As well as GFCM recommendation on Gulf of Lion 44/2021/5

Management scenarios

For each scenario, the models have to be run with the management measures adopted at EU and national level in 2020, 2021, 2022 and 2023, which from 2022 onwards include both effort and catch management measures.

Namely, for trawlers: 10% reduction of effort applied in 2020, 7,5% reduction of effort applied in Spain and France in 2021 (resp. 10% reduction in Italy in 2021), 6% reduction of effort applied in all 3 Member States in 2022, except for French and Spanish vessels active in GSA 7 in France where the reduction is of 4% from the compensation mechanism, and, in 2023, 7% for Italy while 3,5% for 90% of the fleet from France and Spain from the compensation mechanism.

For the Fishing Opportunities for 2024, the MAP will be in the final year of the transition period and the legal obligation is to propose the remaining 9,5% effort reduction for trawlers as not all stocks are at MSY.

There has not been reduction of effort for the other fishing gear than trawlers.

As in previous EWGs, the percentages of reduction of trawlers effort given in the scenarios are calculated in reference to the baseline period 2015-2017.

Scenarios should be run till 2030 in order to estimate the short and mid-term impact of the management measures from a stock as well as a socio-economic perspective. However, the interpretation of the model outputs should focus on achieving MSY by 1 January 2025 and identifying the best combination of measures to achieve this.

* In all scenarios, to account for closure areas the catchability is adjusted to reflect the closure areas adopted in French, Italian and Spanish national legislations, see list above.

** All reductions are applied to the baseline (which corresponds to the average value of FDI fishing effort by fleet between 2015 and 2017).

² https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CONSIL:ST_10485_2020_INIT&qid=1655826077148&from=EN
<https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32020R1485&qid=1655826077148&from=EN>
³ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32021R0090&qid=1655826077148&from=EN>
⁴ <https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32022R0110&qid=1655826077148&from=EN>

⁶ <https://eur-lex.europa.eu/legal-content/AUTO/?uri=CELEX:32023R0195&qid=1688397098419&rid=1>

	Scenario (priority in grey*)	Trawler effort reduction in 2024**	Compensation mechanism for trawlers**	Post 2025 effort management	Combined catch limits (ARA and ARS) for 2024	post 2025 for catch limits (ARA & ARS)
1	Status Quo*	roll over effort in 2023	No Compensation mechanism	roll over effort in 2023	roll over catch limit 2023	roll over catch limit 2023
2	A*	2024: level of reduction that secures Fmsy by 1 January 2025 for all stocks	No Compensation mechanism	keep at Fmsy	roll over catch limit 2023	roll over catch limit 2023
3	B	9.50%	No Compensation mechanism	Effort to be set at Fmsy from 2025	-7% in 2024"	keep at Fmsy
4	C*	9.50%	4% [4 week closure] 2024 & onwards	Effort to be set at Fmsy from 2025	2024: level of reduction that secures Fmsy by 1 January 2025 for all stocks	level of reduction that secures Fmsy from 2025 onwards for all stocks
5	D*	9.50%	4% [Selectivity improvement] 2024 (50% uptake in the fleet) & onwards	Effort to be set at Fmsy from 2025	2024: -5%	level of reduction that secures Fmsy from 2025 onwards for all stocks
6	E*	9.50%	5% [large and over 6mo-temporary closures] 2024 & onwards	Effort to be set at Fmsy from 2025	2024: -7%	level of reduction that secures Fmsy from 2025 onwards for all stocks
7	F	9.50%	4% [4 week closure] 2024 & onwards	Effort to be set at Fmsy from 2025	2024: -7%	level of reduction that secures Fmsy from 2025 onwards for all stocks

8	G	9.50%	4% [Selectivity improvement] 2024 (50% uptake in the fleet) & onwards	Effort to be set at Fmsy from 2025	2024: level of reduction that secures Fmsy by 1 January 2025 for all stocks	level of reduction that secures Fmsy from 2025 onwards for all stocks
9	H	9.50%	5% [large and over 6mo-temporary closures] 2024 & onwards	Effort to be set at Fmsy from 2025	2024: -5%	level of reduction that secures Fmsy from 2025 onwards for all stocks
10	I	9.50%	4% [4 week closure] 2024 & onwards	Effort to be set at Fmsy from 2025	2024: -5%	level of reduction that secures Fmsy from 2025 onwards for all stocks
11	J	9.50%	4% [Selectivity improvement] 2024 (50% uptake in the fleet) & onwards	Effort to be set at Fmsy from 2025	2024: -7%	level of reduction that secures Fmsy from 2025 onwards for all stocks
12	K	9.50%	5% [large and over 6mo-temporary closures] 2024 & onwards	Effort to be set at Fmsy from 2025	2024: level of reduction that secures Fmsy by 1 January 2025 for all stocks	level of reduction that secures Fmsy from 2025 onwards for all stocks
13	L*	roll over effort in 2023	4% [Selectivity improvement] 2024 (50% uptake in the fleet) and onwards	roll over effort in 2023 and 100% of the fleet improving gear selectivity in 2025.	roll over catch limit 2023	roll over catch limit 2023

For the compensation mechanism for trawlers, scenarios could work with an estimated proportion (50%) of the fleet having implemented one of the criteria.

Please note that for each scenario the closure areas adopted in 2020-2021-2022 and 2023 should be taken into account.

In addition, for each scenario, the number of vessels should be, as per the latest estimations, 695 for Italian trawlers, 48 for French trawlers and 571 for Spanish trawlers.

2) Biological outputs for all West Med stocks

Table 2.1: Total catches by management scenarios for 2024 for single-stock advice (based on STECF 23-09 outputs) and scenarios:

Stock	Single-stock catch advice for 2024	Catches per scenario 2024 (in tons)					
		a	b	c	d	e	f
One line per stock							

Table 2.2: Fishing Mortality (F) by management scenarios for 2024 for single-stock advice (based on STECF 23-09 outputs) and scenarios:

Stock	Single-stock advice F for 2024	F(2024) resulting from scenario					
		a	b	c	d	e	f
One line per stock							

Legend:

	$F_{2024} < F_{msy}$
	$F_{msy} < F_{2024} < F_{pa}$
	$F_{pa} < F_{2024} < F_{lim}$
	$F_{2024} > F_{lim}$

Table 2.3: Spawning stock biomass (SSB) by management scenarios for 2024 for single-stock advice (based on STECF 23-09 outputs) and scenarios:

Stock	Single-stock advice SSB for 2024	SSB(2024) resulting from scenario					
		a	b	c	d	e	f
One line per stock							

Legend:

	SSB2024 > Bpa
	SSB2024 > Blim Fpa
	Blim < SSB2024 < Bpa
	SSB2024 < Blim

3) Socio-economic outputs for all West Med stocks

As in 2022, the scenarios' socio-economic outputs should be summarized in a table with estimates by 2025 (short-term) and by 2030 (mid-term), for each Member State the landings of the main stocks could be used to calculate the socio-economic indicators:

Scenarios	MS	Estimated level of F for target species in 2024	Estimated level of F for target species in 2025, resp. 2030	Estimated % landings of target species change 2020-2024	Estimated % landings of target species change 2020-2025, resp. 2030	Estimated level of profitability (gross profit margin) in 2024	Estimated level of profitability (gross profit margin) in 2025, resp. 2030	Estimated loss of FTE on-board 2020-2024	Estimated loss of FTE on-board 2020-2025, resp. 2030	Estimated % Gross profit margin 2020-2025, resp. 2030	Estimated % loss of FTE on-board 2020-2025, resp. 2030	Estimated Number of fleet segments in red (which do not cover costs and may not be financially viable)
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												) in 2025, resp. 2030
A	E											
	S											
	F											
B	R											
	I											
	T											
C	E											
	S											
	F											
D	R											
	I											
	T											
E	E											
	S											
	F											
	R											
	I											
	T											

Time allowing, a similar table by stock (instead of by Member State) and/or fleet segment could also be developed.