

NATIONAL CONTROL PROGRAMME FOR LANDING AND WEIGHING CONTROLS FOR HAKE

IRELAND – JANUARY to DECEMBER 2017

IN ACCORDANCE WITH COMMISSION REGULATION 1224/2009 AND
811/2004.

INTRODUCTION

The Sea Fisheries Protection Authority (SFPA) is the Competent Authority for the enforcement of Sea Fisheries Protection and Seafood Safety Legislation in the Republic of Ireland, the Irish EEZ and wherever Irish fishing vessels operate. This is done in partnership with the Naval Service and Air Corps. The SFPA's Headquarters is in Clonakilty Co. Cork and Sea Fisheries Protection Authority staff are based in each of the main Fishery Harbours throughout Ireland.

The National Control Programme for the recovery of the Northern Hake Stock has been produced for the period January to December 2017 in accordance with Council Regulation 811 of 2004 & 1224 of 2009.

1. MEANS OF CONTROL

Human means

There are 6 Senior Port Officers and 58 Sea Fisheries Protection Officers that operate in the designated ports and surrounding areas as listed in paragraph 3. As part of their normal duties and subject to availability of Resources they attend to landings of Hake caught in the ICES sub Area VI and VII which are subject to the recovery measures for northern hake stocks

Technical means

There are 8 Naval Service patrol vessels and 2 Air Corps Maritime Patrol Aircraft that are deployed as required to monitor ICES subarea VI and VII

Financial means

There is no specific budget for Control of the recovery plan for Northern Hake stocks. Expenditure on Control is taken from the National budget for all control activity.

2. ELECTRONIC RECORDING & REPORTING INFORMATION RELATING TO FISHING ACTIVITIES

Logbook checks

Information from paper logbooks is entered in the Integrated Fisheries Information System (IFIS) Database in SFPA Offices. The VMS information is transferred in real-time to the IFIS system and is automatically crosschecked against the logbook information for any discrepancies. With the Introduction of Elogbooks the logbook information is transferred electronically from Fishing Vessels greater than 15 metres to the ERS hub which is also part of the IFIS system.

Compliance with prior notifications and designated ports

As part of their duties Sea Fisheries Protection Officers (SFPO) check compliance with rules regarding pre notification requirements for **all** landings of Hake and for those landings in excess of 2 tonnes of Hake in designated ports. SFPO's have real-time access to VMS in port offices to assist in these checks. All Inspections are recorded in the IFIS system. SFPO's also have online access to the Hail Message database.

3. DESIGNATION OF PORTS

Ireland has designated 12 ports for landings in excess of 2 tonnes. No landing time restrictions apply. The ports are as follows (See Map at Appendix 1):

Killybegs, Co. Donegal.
Greencastle, Co. Donegal
Rossaveal (Ros an Mhil), Co. Galway.
Clogherhead, Co. Louth.
Howth, Co. Dublin.
Dunmore East, Co. Waterford.
Kilmore Quay, Co. Wexford.
Kinsale, Co. Cork.
Schull, Co. Cork
Union Hall, Co. Cork
Castletownbere, Co. Cork
An Daingean, Co. Kerry.

4. PRIOR NOTIFICATION OF RETURN DECLARATION (PNO)

European and National Legislation requires, that where applicable, a PNO (also known as "Hail" message) is sent to the Fisheries Monitoring Centre at least four

hours before the estimated time of arrival at port and must contain at least the following information ;

- The external identification number and the name of the fishing vessel
- The name of the port of destination and the purpose of the call, such as landing, transshipment or access to services.
- The dates of the fishing trip and the relevant geographical areas in which the catches were taken
- The estimated date and time of arrival at port
- The quantities of each species recorded in the fishing log
- The quantities of each species to be landed or transhipped

For vessels fitted with Electronic Recording Systems (ERS), the PNO should be sent using these systems. Once received by the Irish Hub, an e-mail and Short Message Service (SMS) are automatically generated and forwarded to the Sea Fisheries Protection Officer's (SFPO's) associated with the intended port of landing.

For vessels not fitted with ERS the PNO should be sent by telephone, fax or email to the Fisheries Monitoring Centre (FMC). These messages are documented and the messages are then sent by e-mail and SMS to the SFPO's associated with the intended port of landing.

The FMC Operator crosschecks the PNO details against the vessel's Vessel Monitoring System (VMS) position to collaborate VMS accuracy where applicable. Furthermore the operator also confirms, where applicable, the reported ICES Zone against actual operating area.

As part of systematic checks SFPO's compare the PNO details against the Fishing Log and as part of Inspections of vessels SFPO's compare the PNO details against the Fishing Log and the actual quantities onboard.

5. LANDINGS CONTROL

Sea Fisheries Protection Officers are rostered as required to carry out fisheries control Inspections as required. Inspections are carried out in accordance with a comprehensive SOP on Demersal landings. Inspections include weighing of Hake. All Inspections are recorded electronically in the IFIS database.

Transport inspections if applicable are carried out during the course of vessel Inspections. Separate Transport Inspections are also conducted when required at ports of landing and in other appropriate locations. Transport documents are inspected during the course of routine landing inspections. The SFPA has also carried out transport inspections in cooperation with other MS. A separate Standard Operating Procedure has been adopted in order to inform Inspectors on the procedure.

The inspection benchmarks are set out in paragraph 7.

6. INSPECTION PROCEDURES

(a) Inspection Procedures. The Sea Fisheries Protection Authority has produced a comprehensive Protocol for Inspectors for Demersal landings including Inspections of vessels in ICES Area VI and VII which are subject to Control for the recovery of Northern Hake stocks. The Naval Service are tasked with carrying out Sea Inspections and has Inspection protocols in place as per the Naval Service Fishery Protection Manual, Boarding Officers Guide and Naval Directives on Fishing.

(b) Communications with the Competent Authorities of Other Member States. The Competent Authority with responsibility for the recovery of the northern hake stocks National Control programme in Ireland is the Sea Fisheries Protection Authority. As established under other control regimes contact is initially on an FMC to FMC basis for operational enquiries thereafter to the appropriate shore based staff and Sea Fisheries Protection Authority management.

(c) SFPA Sea Fisheries Protection Officers and Naval personnel are fully trained and qualified to the specification required to act as Community Inspectors when involved in either joint operations bi-laterally with another Member state or as part of a planned JDP programme under the auspices of the CFCA.

7. SPECIFIC INSPECTION BENCHMARKS

(a) Level of inspection in ports

Based on fishing patterns/landings and in order to achieve the benchmark figures as laid out in the Council Regulation for the 12 month period January to December 2017, Ireland proposes to carryout Inspections as follows subject to the availability of Resources:

A detailed Inspection Benchmark for Each Area is attached at Annex 1.

(b) Level of Inspection of Marketing

Ireland does not require all Hake landed to be sold through an Auction Hall. Accordingly the amount sold in Auction Halls is minimal.

(c) Level of Inspection at Sea

Ireland has not set a specific target for the number of seagoing patrols and Inspections at Sea in relation to the recovery of northern hake stocks In ICES subarea VIa and VII. Seagoing Patrols and Sea Inspections are carried out on a regular basis and as required depending on the level of activity in the area based on risk management of

this fishery. This includes activities such as collecting data and information, analysing and assessing risk, prescribing and taking action and regular monitoring and review of this process and its outcomes. This risk management process will be based on international, community, or national sources and strategies.

(d) Level of aerial surveillance

Ireland has not set a specific target for the number of aerial patrols in ICES subarea VIa and VII. Aerial Patrols are carried out on a regular basis and as required depending on the level of activity in the area based on risk management of this fishery. This includes activities such as collecting data and information, analysing and assessing risk, prescribing and taking action and regular monitoring and review of this process and its outcomes. This risk management process will be based on international, community, or national sources and strategies.

Annexes:

Annex 1 – Detailed Port Inspection Benchmark

Based on the Historical Landing of Hake in each Port Office area the requirements will be mainly focussed on the main designated landing ports.

- Killybegs Port Area
- An Daingean Port Area
- Castletownbere Port Area
- Clonakilty Port Area
- Dunmore East Port Area

Port Office Area	No. of Landings 2016 Over 50 kgs	Inspection Benchmark for 2017
CLONAKILTY	982	196
CASTLETOWNBERE	2001	400
DUNMORE EAST	1030	206
AN DAINGEAN (DINGLE)	481	96
KILLYBEGS	400	80
ROS A MHIL	139	28
HOWTH	63	13
Total (To Achieve 20%)	5096	1019

The following are specific Hake control measures for each of the Port areas where landings took place.

Specific Hake Control Plan for Dunmore East Port Area

Landings generally occur throughout the year in this area mainly by local Irish vessels.

Port	No. of Landings 2016 Over 50 kgs	Inspection Benchmark for 2017
Dunmore East	381	77
Rosslare	12	2
Kilmore Quay	533	107
Duncannon	82	16
Helvick	22	4
Total (To achieve 20%)	1030	206

Specific Hake Control Plan for Howth Port Area

Landings of Hake in to the Howth area occur throughout the year. Howth can have both Irish and UK vessels landing.

Port	No. of Landings 2016 Over 50 kgs	Inspection Benchmark for 2017
Howth	37	7
Clogherhead	24	5
Wickilow	2	1
Total (To achieve 20%)	63	13

Specific Hake Control Plan for Killybegs Port Area

Landings of Hake in to the Killybegs area occur throughout the year. French, Spanish UK and Irish vessels land in to these ports.

Port	No. of Landings 2016 Over 50 kgs	Inspection Benchmark for 2017
Killybegs	264	53
Greencastle	136	27
Total (To achieve 20%)	400	80

Specific Hake Control Plan for Clonakilty Port Area

Landings of Hake take place through out the year and tend mainly to be Local Irish vessels landing Hake.

Port	No. of Landings 2016 Over 50 kgs	Inspection Benchmark for 2017
Ballycotton	331	67
Cobh/Cork	59	12
Crosshaven	29	6
Kinsale	234	47
Union Hall	329	66
Total (To achieve 20%)	982	198

Specific Hake Control Plan for Castletownbere Port Area

Landings of Hake in to the Castletownbere area occur throughout the year. French, Spanish UK and Irish vessels land in to Castletownbere. Mainly local Irish vessel land Hake in to Schull and Baltimore.

Port	No. of Landings 2016 Over 50 kgs	Inspection Benchmark for 2017
Castletownbere	1701	340
Ballycrovane	31	6
Baltimore	156	31
Lehanebeg	73	15
Schull	40	8
Total (To achieve 20%)	2001	400

Specific Hake Control Plan for An Daingean (Dingle) Port Area

Landings of Hake take place through out the year. Dingle will have French, Spanish, UK and Irish vessels landing Hake.

Port	No. of Landings 2016 Over 50 kgs	Inspection Benchmark for 2017
An Daingean (Dingle)	418	84
Fenit	6	1
Castlegregory	1	0
Renard	42	8
Portmagee	14	3
Total (To achieve 20%)	481	96

Specific Hake Control Plan for Ros A Mhíl Port Area

Landings occur all year but the largest landings take place through out the year and tend mainly to be Local Irish vessels landing Hake.

Port	No. of Landings 2016 Over 50 kgs	Inspection Benchmark for 2017
Ros A Mhíl	120	24
Cill Chiaran	10	2
Carrigaholt	2	1
Cleggan	7	1
Total (To achieve 20%)	139	28