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Quota Balancing Policy for Pelagic Stocks

Policy & Information Booklet

An Roinn
Talmhaíochta,
Bia agus Mara
Department of
Agriculture,
Food and the Marine

Quota Balancing Policy for Pelagic Stocks – July 2020

This document sets out a settled policy for the quota balancing of pelagic stocks. This policy document was developed by updating the existing pilot policy for the quota balancing of pelagic stocks that was introduced on 01 January 2018. In the period since 2018, amendments and clarifications have been introduced by the Minister to address specific issues that arose. This document combines all such amendments and clarifications. A timeline of the development of the policy from 01 January 2018 to date is presented in Appendix 2.

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Date: 31 July 2020.

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Contents

Quota Balancing Policy for Pelagic Stocks – July 2020 3

1. Introduction - Quota Balancing for Pelagic Stocks 5

2. Key Points 5

3. Scope 6

4. Determination of balancing adjustments from future catch limit(s) 7

5. Recoupment 10

6. Notice to vessel owners 11

7. Timing of Balancing Adjustment 12

8. Frequently Asked Questions 12

Appendix 1 - Examples 20

Appendix 2: Timeline of developments to the policy 43

1. Introduction - Quota Balancing for Pelagic Stocks

The Quota Balancing Policy for Pelagic Stocks has been developed by the Department of Agriculture, Food, and the Marine as requested by and with the assistance of the Quota Management Advisory Committee (QMAC). The Minister for Agriculture, Food and the Marine implemented a pilot quota balancing scheme for pelagic stocks which commenced on 01 January 2018. Over the period since 2018, amendments and clarifications have been introduced by the Minister to address specific issues that arose. This document of July 2020 combines all such amendments and clarifications to establish a settled policy for the quota balancing of pelagic stocks.

2. Key Points

- This document sets out the settled policy for the quota balancing of pelagic stocks.
- Quota balancing means that a balancing adjustment (i.e. a deduction) will be made from the catch limit of a future fishing opportunity.
- Quota balancing by the Department will operate independently of any action being considered or taken by the control authorities.
- Where a vessel has exceeded its catch limit:
    - The excess catch retained on board and landed will be subject to quota balancing
    - The greater the extent of overfishing relative to permitted catch, the greater the balancing adjustment that will be made (A multiplying factor will apply)
    - Where a vessel fishing for pelagic stocks under a Fisheries Management Notice (FMN) exceeds the catch limit(s) set out in the FMN, quota balancing will be applied in accordance with the rules set out for demersal stocks fished under a Fisheries Management Notice (see Pilot Quota Balancing Policy for Demersal Stocks)
- Where a vessel has reported landings of a pelagic stock for which it does not hold a valid authorisation/notification (with the exception of vessels fishing pelagic stocks under an FMN):
    - Such landings of a pelagic stock by a vessel will be treated as unauthorised fishing for the purposes of quota balancing.
    - A small by-catch of a pelagic stock (called the *standard by-catch*) for which a vessel does not hold a valid authorisation/notification will be permitted when that vessel is fishing for, and lands, another pelagic stock for which it holds a valid authorisation/notification
    - Landing(s) of a pelagic stock, for which a vessel does not hold a valid authorisation/notification, in excess of the standard by-catch provision will be subject to quota balancing.
    - Where a derogation is permitted under a *Determination of the Need for an Authorisation for Certain Fish Stocks,* this by-catch limit may be set at a higher level for certain pelagic stocks before quota balancing will apply. (Please see Page 9 for a further explanation.)

- Quota balancing of landings of a pelagic stock for which a vessel does not hold a valid authorisation/notification and which are in excess of the standard by-catch provision will incorporate a multiplying factor which will depend on the recurrence or instance of unauthorised landings of the stock in the calendar year. A multiplier of **2.0** will be applied to **each instance** of unauthorised landing of a stock(s) which is under a monitoring quota for scientific evaluation purposes.

3. Scope

Quota Balancing is for conservation purposes and to ensure coherence between the landing obligation and Ireland's quota management. The landing obligation (as provided for under Regulation (EU) No.1380/2013, Article 15) is about conservation and measures to align its principles with Ireland's quota management system should follow this premise. The quota balancing system for obligated pelagic species will incorporate the application of a multiplying factor similar to that applied to Member States in Article 105 of Regulation (EC) 1224/2009 as amended.

This policy sets out that where a vessel exceeds its catch limit, the excess catch retained on board and landed will be subject to quota balancing. Furthermore, where a vessel has reported landings of a pelagic stock for which it does not hold a valid authorisation/notification, such landings will also be subject to quota balancing.

Quota balancing by the Department in accordance with the arrangements set out in this document is independent of any action being considered or taken by the control authorities. The Sea Fisheries Protection Authority's (SFPA) role is limited to furnishing the Department with details of approved pairing arrangements and landings data so that the Department can implement quota balancing.

Quota balancing will apply to the pelagic stocks presented in Table 1.

Table 1: Stocks, areas and gear types which come under scope of this policy

Stocks	Area	Gear Type
Mackerel	ALL	Otter trawls - midwater; Pair trawls – bottom; Pair trawls – midwater;
Horse Mackerel	ALL	Otter trawls - midwater; Pair trawls – midwater;
Herring	ALL	Otter trawls - midwater; Pair trawls – midwater; Otter trawls – bottom
Blue Whiting	ALL	Otter trawls - midwater; Pair trawls – midwater;
Boarfish	ALL	Otter trawls – midwater; Pair trawls – midwater
Albacore Tuna	ALL	Pair trawls – midwater;

4. Determination of balancing adjustments from future catch limit(s)

Where a vessel exceeds its catch limit, it will be necessary to make a balancing adjustment from a future fishing opportunity. Landings in excess of catch limits are considered as attaching to the vessel itself (or any replacement) and not the fishing capacity associated with the vessel.

Balancing adjustments will be necessary when the sum of final landing declarations exceeds the catch limit in the authorisation/notification for the fishing period. Furthermore, balancing adjustments will be necessary where a vessel has landings of a pelagic stock(s) for which it does not hold a valid authorisation/notification and where the landings are in excess of the standard by-catch provision

The SFPA will provide the Department with details of approved pairing arrangements[1] and landings data so that the Department can implement quota balancing. The determination of the landings in a period will be solely based on the landing date in the landing declaration submitted by the master of the vessel at the end of a trip. However, where a genuine mistake has occurred e.g. entering a decimal point incorrectly, such a situation will be taken into consideration.

Examples of how quota balancing will apply in practice are outlined at Appendix 1.

The following principles will apply:

Quota Balancing of landings in excess of catch limit(s) where a vessel holds a valid authorisation/notification:

- Quota Balancing will be applied to the landings in excess of permitted catch limits set out for that stock in the authorisation/notification for that period.
- Quota Balancing will be on a tonne-for-tonne basis for landings in excess of permitted catch limits up to 10%. For landings in excess of 10% a multiplying factor in accordance with Table 2 below will apply.

Table 2: Multiplying factor to be applied dependent on extent of overfishing relative to the permitted catch limit

Extent of overfishing relative to permitted catch limit	Multiplying factor
Up to 10% of allocation	Overfishing 1.0
Over 10% up to 20%	Overfishing 1.2
Over 20% up to 40%	Overfishing 1.4
Over 40% up to 50%	Overfishing 1.8
Any further overfishing greater than 50%	Overfishing 2.0

[1] Section 13(19) of the Sea Fisheries and Maritime Jurisdiction Act 2006 provides that *""pair fishing" means, in relation to an authorised boat, the towing or trawling of a trawl, seine or other net in the sea by the boat jointly with another authorised boat for the purpose of catching fish."*

- Quota Balancing for vessels operating within SFPA-approved pairing arrangements will be carried out as follows:
    - Each vessel operating within an SFPA-approved pairing arrangement receives a catch limit. Any landings in excess of the combined catch limit of all vessels within the pairing arrangement will be quota balanced based on the proportion of the combined catch limit contributed by each vessel to the pairing arrangement (see Examples 2 and 3 in Appendix 1).
    - Where a vessel leaves an SFPA-approved pairing arrangement, any remaining catch limit after apportionment for that vessel will be available to the vessel for the remainder of the management period.
- Where a vessel fishing for pelagic stocks under a Fisheries Management Notice (FMN) exceeds the catch limit(s) set out in the FMN, quota balancing will be applied in accordance with the rules set out for demersal stocks fished under a fisheries management notice (see Pilot Quota Balancing Policy for Demersal Stocks).

Quota balancing of landings, by a vessel, of a pelagic stock(s) for which the vessel does not hold a valid authorisation/notification:

- Where a vessel has landings of a pelagic stock, as reported in that vessel's logbook, for which it does not hold a valid authorisation/notification, such landings for this trip will be treated as unauthorised fishing for the purposes of quota balancing.
- **Pelagic authorisations stipulate that when a fishery is closed for a particular stock, or for a group of vessels in a fishery for that stock, the authorisation/notification issued to the licence holder is no longer valid.**
- Landing(s) of a pelagic stock, for which a vessel does not hold a valid authorisation/notification, will be subject to quota balancing on the basis that such landings were unauthorised, irrespective of whether that vessel was previously in receipt of a catch limit for that particular pelagic stock.
- A small standard by-catch (usually 5%) of a pelagic stock(s) for which a vessel does not hold a valid authorisation/notification will be permitted when that vessel is fishing for, and lands, another pelagic stock for which it holds a valid authorisation.
- Landing(s) of a pelagic stock, for which a vessel does not hold a valid authorisation/notification, in excess of the standard by-catch provision, will be subject to quota balancing on the basis that such by-catches were unauthorised, irrespective of whether that vessel was previously in receipt of a catch limit of that particular pelagic stock.
- Each landing by a vessel of a pelagic stock for which the vessel does not hold a valid authorisation/notification, in excess of the standard by-catch allowance, will be subject to a multiplying factor which will depend on the instance of unauthorised landing of the stock by the vessel in the calendar year as shown in Table 3.

- An instance of unauthorised landing of a stock will be counted for each landing by a vessel of a pelagic stock for which the vessel does not hold a valid authorisation/notification where the quantity of the unauthorised stock landed is in excess of the standard by-catch allowance.
- Where a derogation is permitted under a *Determination of the Need for an Authorisation for Certain Fish Stocks*, the by-catch limit may be set at a higher level for certain pelagic stocks before quota balancing will apply. The calculation of balancing adjustments, where such a higher by-catch level has been set, will be carried out in the following way:
    - For the quantity of the stock landed without a valid authorisation/notification in excess of the standard by-catch allowance (usually 5%) up to the amount corresponding to the higher by-catch level, a deduction/recoupment of 1:1 will be applied. Any further landings in excess of the higher by-catch level will be subject to a multiplier (as shown in Table 3) which is dependent on the instance of the unauthorised landing of the stock by the vessel in the calendar year.

Table 3: Multiplying factor to be applied dependent on the instance of unauthorised landing of the stock

Recurrence of landings by a vessel for which it is not authorised	Multiplying factor
1st instance	1.0
2nd instance	1.2
3rd instance	1.4
4th instance	1.8
Any subsequent instances	2.0

- Where a vessel operating within an SFPA-approved pairing arrangement holds a valid authorisation/notification for a pelagic stock and lands a by-catch of another pelagic stock for which all vessels in the pairing arrangement do not hold a valid authorisation/notification, any landings in excess of the standard by-catch limit may be divided **EQUALLY** between/amongst all vessels in the pairing arrangement.

Quota balancing of landings, by a vessel, of a pelagic stock(s) for which the vessel does not hold a valid authorisation/notification where the stock is under a monitoring quota

- Where a vessel has landings of a stock(s) for which it does not hold a valid authorisation/notification and where the stock is under a monitoring quota for scientific evaluation purposes[2], a multiplier of 2.0 will be applied to **each instance** of unauthorised landing of a stock(s) under a monitoring quota.

[2] Stock(s) under a monitoring quota will be set out in the EU TAC & Quota Regulation on an annual basis.

- A small by-catch of a stock(s) under a monitoring quota will be permitted when that vessel is fishing for, and lands, another pelagic stock for which it holds a valid authorisation/notification. A multiplier of 2.0 will be applied to any landings which exceed the permitted standard by-catch.
- Where a vessel has landings of more than one stock under a monitoring quota, without an authorisation/notification, the by-catch permitted will be for the totality of any such landings i.e. the catch of all stocks under a monitoring quota will be combined and treated as a single stock for determining the permitted by-catch. The standard by-catch allowance (usually 5%) will be divided between/amongst the stocks under monitoring quotas based on the proportion contributed by each to the combined weight of all stocks under monitoring quotas in the landings. (See Q16 of the Frequently Asked Questions.)

Table 4: Multiplying factor to be applied dependent on the instance of unauthorised landing of a stock which is under a monitoring quota. In all instances, a multiplying factor of 2.0 is applied.

Recurrence of landings by a vessel for which it is not authorised	Multiplying factor
All instances	2.0

5. Recoupment

- Where a vessel lands in excess of its available catch limit for a stock, a balancing adjustment will be made against future fishing opportunities for that specific stock for that vessel, at the next available opportunity. Quota balancing will only apply where the landings concerned are at least 50kg in excess of the catch limit made available for that stock.
- Where a vessel is unlikely to receive a catch limit of a stock within the calendar year or the following calendar year, a balancing adjustment will be made in respect of an alternative stock by the Minister taking account of the advice of the QMAC. In this regard, account will be taken of the main target stock(s) for the vessel concerned. Consideration will be given to the respective economic values of the stocks concerned and every effort will be made to ensure that a comparable value applies or as near as possible thereto.
- Where the balancing adjustment is greater than 80% of the catch limit in the management period where the adjustment is being applied, a maximum quota balancing adjustment of no more than 80% of the catch limit available to a vessel for a relevant pelagic stock will be applied.
- Any outstanding quota balancing adjustment remaining at the end of the fishery management period will be carried over into a subsequent fishery management period until the full adjustment is made.

QMAC Guidelines - Vessel with reported landings of a pelagic stock for which it does not hold a valid authorisation/notification

Where a vessel **has a** catch limit for other pelagic stock(s), the pelagic stock with the nearest comparable economic value should be considered for the purpose of quota balancing, provided that the stock has been landed by the vessel in the previous two years, in quantities that show that the vessel concerned has been targeting that stock.

Pelagic Landings, by the vessel for the previous two years, will be provided to the QMAC to support consideration and recommendation to the Minister.

Data Protection: To avoid situations whereby individual vessels may be identified by means of landing figures, pelagic Landings will be set out in category format e.g.

Category 1: <50t;

Category 2: 50t-100t;

Category 3: >100t and categories will continue in increments of 50t where required

Where a vessel **does not have** a catch limit for other pelagic stock(s), demersal stock(s) with the nearest comparable economic value should be considered for the purpose of quota balancing, provided that the stock(s) have been landed by the vessel in the previous two years in quantities that show that the vessel concerned has been targeting that stock.

Demersal Landings, by the vessel for the previous two years, will be provided to the QMAC to support consideration and recommendation to the Minister.

Data Protection: To avoid situations whereby individual vessels may be identified by means of landing figures, demersal Landings will be set out in category format e.g.

Category 1: <5t

Category 2: 5t-10t

Category 3: 10t-20t

Category 4: 20t-30t and categories will continue in increments of 10t where required.

6. Notice to vessel owners

The Minister, in accordance with his powers as set down in Section 13 of the Sea-Fisheries and Maritime Jurisdiction Act 2006 for the management and conservation and rational exploitation of fishing opportunities for Irish fishing boats under the Common Fisheries Policy, will set out full details of the excess to be recouped. These details will accompany future catch limits where the adjustment is being applied (authorisation or quota notification).

7. Timing of Balancing Adjustment

Any balancing adjustment will be given effect as early as possible, following the completion of the process set out above.

8. Frequently Asked Questions

Q.1 Why has Quota Balancing been introduced and what does it mean in practice?

A Quota Balancing system has been introduced to assist with the full implementation of the Landing Obligation (or 'Discards Ban' as it is also known), as provided for under Article 15 of Regulation (EU) No.1380/2013. A quota balancing system is a conservation measure that will aid industry in matching available quota to actual catch so that incentives to discard are reduced.

Quota balancing means that balancing adjustments will be made from future catch limits of fishing opportunities where a vessel exceeds its catch limit. A multiplying factor will also apply meaning that the greater the extent of overfishing relative to the permitted catch limit, the greater the balancing adjustment(s) that will be made.

Quota balancing will also apply when a vessel has landings of a pelagic stock(s), for which it does not hold a valid authorisation/notification, in excess of the standard by-catch allowance. A multiplying factor will be applied and this factor will increase with the number of instances of unauthorised fishing of the stock in the calendar year. A multiplying factor of 2.0 will be applied to every instance of unauthorised fishing of a stock that is under a monitoring quota.

Q.2 What Stocks will be covered?

*Quota Balancing will apply to the **Pelagic Species** as shown in Table 1 in Section 3 of this document.*

Q.3 What data will be used during the Quota Balancing process?

The SFPA will provide the Department with the landings data reported by the Master at the end of a fishing trip so that the Department can implement quota balancing. The SFPA will also provide details of approved pairing arrangements, as may be declared and approved by the SFPA.

Q.4 How will I know how much quota will be deducted?

Examples of Quota Balancing Provisional and Final Statements for (a) single vessels and (b) pairing vessels, which will issue to operators, are provided in Appendix 1. Please note that these are for illustrative purposes only and are subject to change.

For a vessel with landings of a pelagic stock in excess of catch limit(s) where the vessel holds a valid authorisation/notification for the stock, the Quota Balancing Statement will set out the following:

(i) A summary showing the vessel's details.

(ii) A detailed breakdown of the calculation showing:

a. The catch limit for the particular vessel(s);

b. Landings of the vessel(s) for the period;

c. Landings relative to catch limit i.e. the amount landed above the amount allocated;

d. The relevant multiplier to be applied;

e. The balancing adjustment.

For a vessel with landings of a pelagic stock where the vessel does not hold a valid authorisation/notification for the stock, the Quota Balancing Statement will set out the following:

(i) A summary showing the vessel's details.

(ii) A detailed breakdown of the calculation showing:

a. Details of landings for each instance of unauthorised fishing of the stock(s) in question;

b. If an unauthorised landing is a by-catch of a pelagic stock for which the vessel does hold a valid authorisation/notification for the fishing trip, the by-catch allowance will be displayed along with the excess of the unauthorised stock above the by-catch allowance which is subject to quota balancing;

c. The relevant multiplier to be applied depending on the instance of unauthorised landing of the stock;

d. The balancing adjustment.

Q.5 Is it possible to query the figures in the quota balancing Quota Balancing Statement?

No. Based on legal advice received by the Department, an appeals process is not appropriate.

The figures included in the quota balancing Quota Balancing Statement will be figures provided by the SFPA as those reported by the Master of the vessel. These figures are based on the declared landings provided by the Master. For a Master to query these figures would mean that the Master is querying his/her own landing declarations. However, where a genuine mistake has occurred e.g. entering a decimal point incorrectly, such a situation will be taken into consideration.

Q.6 Will a fishery be closed by FMN when the SFPA advise that the national quota has been taken?

Yes. The Minister will close the fishery by Fisheries Management Notice (FMN) when the SFPA has advised that the national quota is near exhaustion. ***Pelagic authorisations stipulate that when a fishery has been closed, all authorisations/notifications for that fishery will no longer be valid.***

Q.7 Will Quota Balancing be applied when less than 100% catch limits are put in place?

Yes, Quota balancing may apply if a vessel lands fish beyond its catch limit although that allocation may later be replaced with a higher catch limit for the ***same management period****. However, where a provisional allocation is made, and is increased within the management period, quota balancing will apply at the end of that management period.*

Q.8 For the purpose of quota re-allocations, how will quota that has been caught but will be repaid in a subsequent period on (a) 1:1 basis and (b) repaid with a multiplier, be dealt with?

Only quota available at the time of re-allocation can be re-allocated. Quota amounts re-balanced within a calendar year will be put back into the pot for that category of vessel. Any amounts re-balanced in a subsequent year will go back into the national pot.

Q.9 Will any landings that are set against the target stock, at the end of the year (i.e. interspecies flexibility in accordance with Article 15(8) of the CFP Regulation 1380/2013) be subject to quota balancing?

Any interspecies flexibility will be carried out at the end of the year by the Department at National level. Landings of stocks subject to interspecies flexibility by individual vessels, will fall within the scope of the quota balancing policy (as per Section 4 above).

Q.10 If a vessel does not land its full catch limit in a particular year or management period, can that uncaught catch limit be carried forward into the following year or management period and allocated to the same vessel?

This arrangement could support a possible case for individual rights to quota and support a future case for an Individually Transferable Quota (ITQ) system and accordingly will not be permitted.

Q.11 How is the balancing adjustment apportioned in an SFPA approved pairing arrangement if I land fish stocks beyond the catch limit in my authorisation/notification for that stock?

Vessels operating within an SFPA-approved pairing arrangement to fish for a certain stock within a Fishery Management Period (FMP) are treated as a ***unit****. Each time the stock for which the vessels are paired has been landed by any one of the vessels within the pair, the stock is considered to have been landed by the* ***unit*** *and not separately by the vessel itself. Once vessels are operating within an SFPA-approved pairing arrangement, each vessel in the pair is responsible for a set proportion of every landing made by the* ***unit****, irrespective of the relative number of trips made by each separate vessel during the FMP. Once vessels are operating within an SFPA-approved pairing arrangement, landings made by the* ***unit*** *are attributed to each vessel on the basis of the proportion that each vessel contributes to the summed total catch limit available to the pair for the fishery management period in question, regardless of which vessel made the landings.*

Any balancing adjustments incurred by the ***unit****, are divided between/amongst the vessels in proportion to the catch limit each vessel brings into the SFPA-approved pairing arrangement.*

Q.12 What happens if an SFPA-approved pairing arrangement ceases before the end of the Fishery Management Period (FMP)?

Any remaining catch limit after apportionment for each of the vessels in the pair, will be available to each vessel for the remainder of the FMP.

Q.13 If a vessel fishing for pelagic stocks under a Fisheries Management Notice (FMN) exceeds the catch limit(s) set out in the FMN, how will quota balancing be applied?

Where a vessel fishing for pelagic stocks under a Fisheries Management Notice (FMN) exceeds the catch limit(s) set out in the FMN, quota balancing will be applied in accordance with the rules set out for demersal stocks fished under a Fisheries Management Notice (See Pilot Quota Balancing Policy for Demersal Stocks).

An authorisation will issue to the licence holder for a subsequent fishery management period when any balancing adjustments are applied. This authorisation will set out the adjusted catch limits for the relevant pelagic stocks that have been quota balanced.

Once an authorisation has been issued to a licence holder, the vessel is only permitted to fish up to the catch limit for the pelagic stock(s) as set down in the authorisation.

Q.14(a) What happens if I land pelagic stock(s) without a valid authorisation/notification?

Where a vessel has reported landings of a pelagic stock for which it does not hold a valid authorisation/notification as reported in that vessel's logbook, the landings for this trip will be treated as unauthorised fishing for the purposes of quota balancing.

As set down in the authorisation, when a fishery is closed (e.g. by fishery management notice or fishery notification period has ended) for a stock or for a group of vessels in a fishery for that stock, the authorisation/notification issued for those vessels for this fishery is no longer valid.

Landing(s) of a pelagic stock, for which a vessel does not hold a valid authorisation/notification, will be subject to quota balancing on the basis that such landings were unauthorised, irrespective of whether that vessel was previously in receipt of a catch limit for this particular stock.

Q.14(b) How will balancing adjustments be calculated when I land pelagic stock(s) without a valid authorisation/notification

A small standard by-catch (usually 5%) of a pelagic stock(s) for which a vessel does not hold a valid authorisation/notification will be allowed when that vessel is fishing for, and lands, another pelagic stock for which it holds a valid authorisation/notification. The standard by-catch is calculated on the sum of all authorised stocks that have been landed in the trip.

Landing(s) of a pelagic stock, for which a vessel does not hold a valid authorisation/notification, in excess of the standard by-catch provision, will be subject to quota balancing on the basis that such by-catches were unauthorised, irrespective of whether that vessel was previously in receipt of a catch limit of this particular pelagic stock.

Each landing by a vessel of a pelagic stock for which the vessel does not hold a valid authorisation/notification for that stock, in excess of the standard by-catch provision, will be subject to a multiplying factor which will depend on the instance of the unauthorised landing of the stock by the vessel in the calendar year as shown in Table 3 in Section 4.

Example:

Instance 1

Vessel lands 80t of authorised Mackerel and 12t of unauthorised Blue Whiting

- *4t Blue Whiting allowable by-catch (5%)*
- *8t Blue Whiting is subject to a multiplier of 1.0 (1st instance)*
- *Balancing adjustment for **Instance 1** = 8t x 1.0 = 8t Blue Whiting*

Instance 2

Vessel lands 40t of authorised Mackerel and 6t of unauthorised Blue Whiting

- *2t Blue Whiting allowable by-catch (5%)*
- *4t Blue Whiting is subject to a multiplier 1.2 (2nd instance)*
- *Balancing adjustment for **Instance 2** = 4t x 1.2 = 4.8t Blue Whiting*

Where a derogation is permitted under a Determination of the Need for an Authorisation for Certain Fish Stocks, this by-catch limit may be set at a higher level for certain pelagic stocks before quota balancing will apply. The calculation of balancing adjustments, where such a higher by-catch level has been set, will be carried out in the following way:

- For the quantity of the stock landed without a valid authorisation/notification in excess of the standard by-catch allowance (usually 5%) up to the amount corresponding to the higher by-catch level, a deduction/recoupment of 1:1 will be applied. Any further landings in excess of the higher by-catch level will be subject to a multiplier (as shown in Table 3 in Section 4) which is dependent on the instance of the unauthorised landing of the stock by the vessel in the calendar year.

Q.15 What happens if I land Mackerel (MAC) without an authorisation/notification as a by-catch of Horse Mackerel (JAX) for which I have a valid authorisation?

Where a vessel lands Mackerel without an authorisation/notification as a by-catch of Horse Mackerel for which it holds a valid authorisation, a derogation is permitted under a Determination of the Need for an Authorisation for Certain Fish Stocks.

A higher by-catch level is set at 10% for mackerel in the horse mackerel fishery. For the quantity of mackerel landed without a valid authorisation/notification in excess of the standard by-catch allowance (5%) up to the higher level (10%), a recoupment of 1:1 will be applied. Any further landings of mackerel in excess of the higher by-catch level (10%) will be subject to a multiplier which is dependent on the instance of the unauthorised landing of the mackerel by the vessel in the calendar year as shown in Table 3 in Section 4.

Example:

Instance 1:

Vessel lands 100t of authorised Horse Mackerel and 12t of unauthorised Mackerel

- *5t Mackerel allowable standard by-catch (5%)*
- *5t Mackerel recouped on a 1-for-1 basis (5%)*
- *2t Mackerel recouped with multiplier 1.0*
- *Total Balancing adjustment for **Instance 1**: (5t x 1.0) + (2t x 1.0) = 7.0t of Mackerel*

Instance 2:

Vessel lands 100t of authorised Horse Mackerel and 13t of unauthorised Mackerel

- *5t Mackerel allowable standard by-catch (5%)*
- *5t Mackerel recouped on a 1-1 basis (5%)*
- *3t Mackerel recouped with multiplier 1.2*
- *Total Balancing adjustment for **Instance 2**: (5t x 1.0) + (3t x 1.2) = 8.6t of Mackerel*

Q.16 What happens if I land a stock under a monitoring quota without a valid authorisation/notification?

Where the stock cannot support a commercial fishery and a Total Allowable Catch (TAC) has been set for monitoring purposes to enable the collection of scientific data, a higher per instance multiplier of 2.0 will be applied for each landing without a valid authorisation/notification. A small standard by-catch of a pelagic stock under a monitoring quota for which a vessel does not hold a valid authorisation/notification will be permitted when that vessel is fishing for, and lands, another pelagic stock for which it holds a valid authorisation/notification.

Landing(s) of a pelagic stock under a monitoring quota for which a vessel does not hold a valid authorisation/notification, will be subject to quota balancing on the basis that such landings were unauthorised, irrespective of whether that vessel was previously in receipt of a catch limit for this particular pelagic stock.

Where a vessel has landings of more than one stock under a monitoring quota, without an authorisation/notification, the by-catch permitted will be for the totality of any such landings i.e. the catch of all stocks under a monitoring quota will be combined and treated as a single stock for determining the permitted by-catch. The standard by-catch allowance (usually 5%) will be divided between/amongst the stocks under monitoring quotas based on the proportion contributed by each to the combined weight of all stocks under monitoring quotas in the landings.

Example:

<u>All instances where a stock under a monitoring quota has been landed without an authorisation/notification</u>

Vessel lands 100t of authorised Mackerel and 12t of unauthorised Herring 5B6ANB and 8t of unauthorised Herring 6AS7BC

- Total allowable bycatch allowance for the stocks under monitoring quotas
  - 5% allowance of 100t of authorised Mackerel = 5t
- 5t to be apportioned between the two monitoring stocks based on landings
  - Bycatch allowance for Herring 5B6ANB = 5t x (12/20) = 3t
  - Bycatch allowance for Herring 6AS7BC = 5t x (8/20) = 2t
- Landings in excess of allowance
  - Herring 5B6ANB: 12t – 3t = 9t
  - Herring 6AS7BC: 8t – 2t = 6t
- Balancing adjustment due for each of the stocks under a monitoring quota:
  - Herring 5B6ANB: 9t x 2.0 = 18t (multiplier of 2.0 applied)
  - Herring 6AS7BC: 6t x 2.0 = 12t (multiplier of 2.0 applied)

<u>Q.17 What if I was fishing in an SFPA-approved pairing arrangement for an authorised pelagic stock(s) and landed a by-catch of a pelagic stock for which I do not hold a valid authorisation/notification?</u>

A Provisional Quota Balancing Statement will issue to the vessel that lands the pelagic stock(s) without an authorisation/notification in excess of the permitted standard by-catch allowance.

For every instance of a landing of a by-catch of a pelagic stock where there is a valid authorisation/notification for the targeted stock but the vessel does not hold a valid authorisation/notification for the stock caught as a by-catch, the calculation of the balancing adjustment will take consideration of the relevant logsheet and apply the relevant by-catch allowance. ***<u>No consideration will be given to any paired vessels.</u>***

The Provisional Balancing Statement will attribute any balancing adjustment to this vessel ***ONLY****.*

The Provisional Balancing Statement will indicate a date by which all enquiries must be received. ***In the event of a non-reply by this date, all data (as submitted by the Master of the vessel) will be deemed final for the purposes of Quota Balancing.***

Once the enquiries period has passed, no further changes can be applied. A Final Quota Balancing Statement will issue.

If the vessel that receives the Provisional Quota Balancing Statement considers that there is a case for having regard for a specified vessel(s), which it may have been operating with as an approved pair in the target fishery, ***<u>for the calculation of - and to share equally in - any landings in excess of the standard by-catch allowance</u>****, the licence*

*holder of the **paired vessel(s)** will be required to contact both the SFPA and the Department within the enquiries period specified giving details of the SFPA-approved pairing arrangement, full Trip ID and an explanation.*

If there is a paired vessel that makes a case to share in the balancing adjustment, there must be an SFPA-approved pairing arrangement in place and operated for an authorised stock(s) on the fishing trip being considered.

The Department with the SFPA, will review the details (e.g. pairing arrangements, logsheet data and any other relevant data) that have been provided by the partner(s) to ensure that vessels have met the pairing arrangement criteria in order to decide if a re-calculation of the balancing adjustment as set out on the Provisional Quota Balancing Statement is allowed.

*If the Department is satisfied that a re-calculation is applicable, the landings of the unauthorised stock in excess of the standard bycatch allowance will be divided **equally** between/amongst all vessels in the pairing arrangement and a balancing adjustment will be calculated for every vessel in the pair.*

Final Quota Balancing Statements will then issue to the vessels in the pairing arrangement.

Q.18 What happens if I land a pelagic stock for which I do not hold a valid authorisation/notification and there are no other pelagic stocks in the landings?

Where a vessel lands a pelagic stock for which it does not hold a valid authorisation/notification and if there are no other pelagic stocks landed during the fishing trip, a multiplier will be applied to the full quantity landed in order to calculate the balancing adjustment due. This multiplier will be based on the number of instances of unauthorised fishing of that stock in the calendar year (see Table 3 in Section 4).

If the stock is under a monitoring quota, a multiplier of 2.0 will be applied in order to calculate the balancing adjustment irrespective of the number of instances of unauthorised fishing of that stock in the calendar year (see Table 4 in Section 4).

Q.19 What happens if the balancing adjustment due to be applied is greater than the catch limit for a subsequent management period?

Where the balancing adjustment is greater than 80% of the catch limit in the management period where the adjustment is being applied, a maximum quota balancing adjustment of no more than 80% of the catch limit available to a vessel for a relevant pelagic stock will be applied.

Any outstanding quota balancing adjustment remaining at the end of the fishery management period will be carried over into a subsequent fishery management period until the full adjustment has been made.

Appendix 1 - Examples

Quota balancing of landings in excess of catch limit(s) where a vessel holds a valid authorisation/notification - Single vessel

Single Vessel Quota Balancing

Example 1

Vessel A received a quota catch limit of 250t and lands 310t.

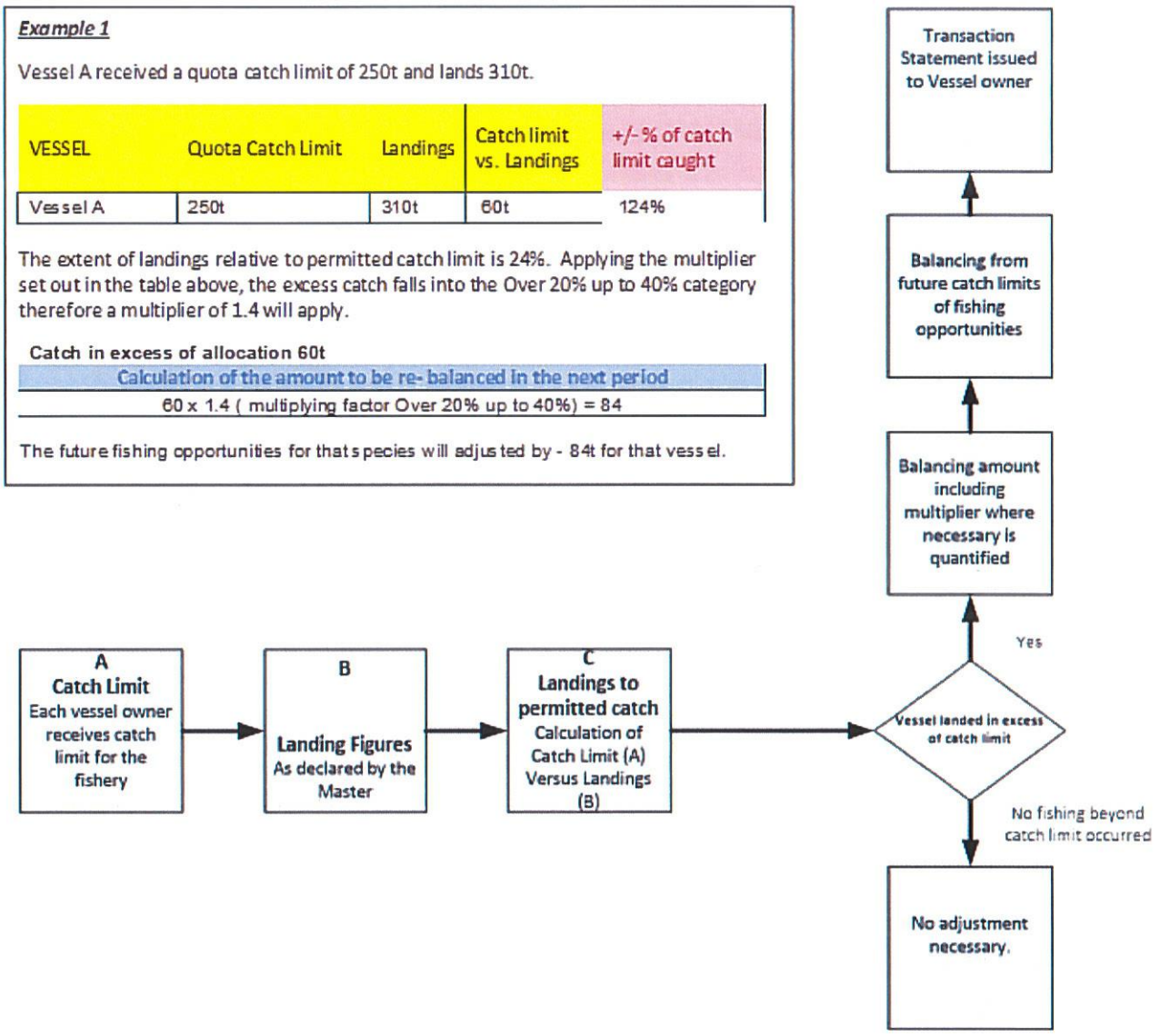
VESSEL	Quota Catch Limit	Landings	Catch limit vs. Landings	+/- % of catch limit caught
Vessel A	250t	310t	60t	124%

The extent of landings relative to permitted catch limit is 24%. Applying the multiplier set out in the table above, the excess catch falls into the Over 20% up to 40% category therefore a multiplier of 1.4 will apply.

Catch in excess of allocation 60t

Calculation of the amount to be re-balanced in the next period
60 x 1.4 (multiplying factor Over 20% up to 40%) = 84

The future fishing opportunities for that species will adjusted by - 84t for that vessel.



Quota balancing of landings in excess of catch limit(s) where a vessel holds a valid authorisation/notification

Single Vessel – Provisional & Final Quota Balancing Statement

An Roinn Talmhaíochta, Bia agus Mara
Department of Agriculture, Food and the Marine

***Provisional* Quota Balancing Statement**

2020 Horse Mackerel Polyvalent over/Under 65ft Spring Fisheries

Issue Date:	01/06/2020
Enquiries Date:	15/06/2020

Vessel Details

Vessel Name	Licence Holder(s)	CFR Number	Port Reg. Number	Species	Stock Code	Management Period
STARRY BOAT	Starry Boat Ltd	IRL000Ixxxx3	X003	Atlantic Horse Mackerel	JAX/2A-14	01/01/2020 To 31/03/2020

Calculation of Balancing Adjustment

Vessel Name	Catch Limit (tonnes) for Management Period	Declared Landings* (tonnes) for Management Period	Landings in excess of Catch Limit	% Landings in excess of Catch Limit	Multiplier[1]	Balancing Adjustment[2] *(tonnes)*
STARRY BOAT	70.000	80.100				12.120
Total	**70.000**	**80.100**	**10.100**	**14.429%**	**x 1.2**	**12.120**

***Declared Landings**

Vessel Name	Zone	Landing Date	Logsheet Number	Declared Landings *(tonnes)*
STARRY BOAT	VIIj2	02/03/2020	IRL0001	50.100
STARRY BOAT	VIIk2	11/03/2020	IRL0002	20.000
STARRY BOAT	VIIb	15/03/2020	IRL0002	10.000
			Total	**80.100**

(1)

If you do not agree with the data, enquiries must be made by: 20/05/2020. In the event of a non-reply by this date, all data (as submitted by the Master of the vessel) will be deemed final for the purposes of Quota Balancing only

Declared Landings/Trips enquiries to be submitted to the SFPA at: quotabalancing@sfpa.ie

Please provide the full Trip ID and an explanation of why you do not agree with the data provided in your statement.

Catch Limit(s)/Calculation of Balancing Adjustment enquiries to be submitted to the **Department** at:

QBEnquiries@agriculture.gov.ie

(2)

Landing in excess of Catch Limit	Multiplying Factor
Up to 10%	1.0
Over 10% up to 20%	1.2
Over 20% up to 40%	1.4
Over 40% up to 50%	1.8
Greater than 50%	2.0

(3)

Any balancing adjustment will be made, at the earliest possible opportunity, against future catch limit(s). When the balancing adjustment is applied, it will be set down in the quota notification for the relevant fishery.

(4)

Apportioned Catch Limit is calculated as follows: Total Declared Landings for Event multiplied by (Catch Limit for vessel for Management Period divided by Total Catch Limit for the pairing arrangement for the Management Period)

(5)

Remaining Catch Limit per vessel is calculated by deducting Apportioned Catch Limit per vessel in Event 1 from Total Catch Limit for Management Period per vessel.

Josephine Kelly

Sea Fisheries Policy & Management Division

Department of Agriculture, Food & the Marine

National Seafood Centre

Clonakilty

Co. Cork

P85 TX47

For information on the collection, processing and sharing of data for quota management, including quota balancing,

please see the most up-to-date version of our data protection statement at:

https://www.agriculture.gov.ie/seafood/seafoodpolicy/forms

Final Quota Balancing Statement
2020 Horse Mackerel Polyvalent over/Under 65ft Spring Fisheries

An Roinn Talmhaíochta, Bia agus Mara
Department of Agriculture, Food and the Marine

Issue Date:	20/06/2020

Vessel Details

Vessel Name	Licence Holder(s)	CFR Number	Port Reg. Number	Species	Stock Code	Management Period
STARRY BOAT	Starry Boat Ltd	IRL000Ixxxx3	X003	Atlantic Horse Mackerel	JAX/2A-14	01/01/2020 To 31/03/2020

Calculation of Balancing Adjustment

Vessel Name	Catch Limit (tonnes) for Management Period	Declared Landings* (tonnes) for Management Period	Landings in excess of Catch Limit	% Landings in excess of Catch Limit	Multiplier[1]	Balancing Adjustment [2] *(tonnes)*
STARRY BOAT	70.000	80.100				**12.120**
Total	**70.000**	**80.100**	**10.100**	**14.429%**	**x 1.2**	**12.120**

***Declared Landings**

Vessel Name	Zone	Landing Date	Logsheet Number	Declared Landings *(tonnes)*
STARRY BOAT	VIIj2	02/03/2020	IRL0001	50.100
STARRY BOAT	VIIk2	11/03/2020	IRL0002	20.000
STARRY BOAT	VIIb	15/03/2020	IRL0002	10.000
			Total	**80.100**

(1)

Landing in excess of Catch Limit	Multiplying Factor
Up to 10%	1.0
Over 10% up to 20%	1.2
Over 20% up to 40%	1.4
Over 40% up to 50%	1.8
Greater than 50%	2.0

(2)

Any balancing adjustment will be made, at the earliest possible opportunity, against future catch limit(s). When the balancing adjustment is applied, it will be set down in the quota notification for the relevant fishery.

(3)

Apportioned Catch Limit is calculated as follows: Total Declared Landings for Event multiplied by (Catch Limit for vessel for Management Period divided by Total Catch Limit for the pairing arrangement for the Management Period)

(4)

Remaining Catch Limit per vessel is calculated by deducting Apportioned Catch Limit per vessel in Event 1 from Total Catch Limit for Management Period per vessel.

Josephine Kelly

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Quota balancing of landings in excess of catch limit(s) where a vessel holds a valid authorisation/notification

Vessels in an SFPA-approved pairing arrangement

Example 2

Vessel A and Vessel B fish in a pairing arrangement and receive quota catch limits of 250 t per vessel. Vessel B lands a total of 575t.

VESSEL	Quota Catch Limit	Landings	Catch limit vs. Landings	+/- % of catch limits caught
Vessel A	250t			
Vessel B	250t	575t		
Total per pair	500t	575t	-75t	115%

The extent of landings relative to permitted catch limit is 15%. Applying the multiplier set out in the table above, the excess catch falls into the over 10% up to 20% category therefore a multiplier of 1.2 will apply.

Catch in excess of allocation 75t

Calculation of the amount to be re- balanced in the next period
75 x 1.2 (multiplying factor Over 10% up to 20%) = 90

Amount to be re- balanced by Vessel A = 45t.
Amount to be re- balanced by Vessel B = 45t.

The future fishing opportunities for that species for Vessel A and Vessel B will be adjusted by - 45t per vessel.

Example 3

Vessel A and Vessel B fish in a pairing arrangement and receive quota catch limits of 590t and 712t respectively. The vessels land 1,515 tonnes.

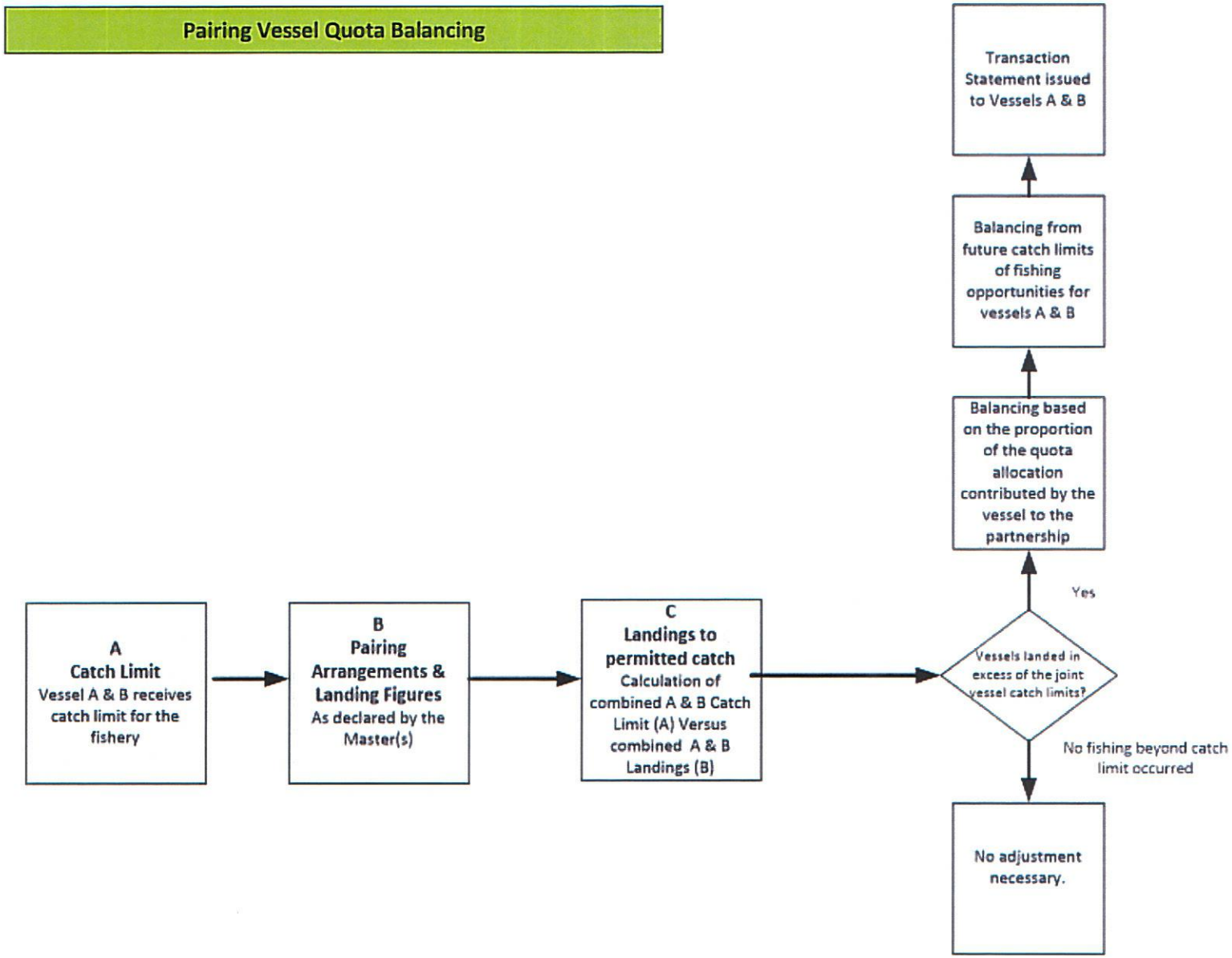
VESSEL	Quota catch limit	Landings	Catch limit vrs. Landings	+/- % of Catch Limit caught	Adjustments to apply in the next period
Vessel A	590t	684t			115.82
Vessel B	712t	831t			139.78
Total per pair	1,302t	1,515t	-213t	116.36%	255.60

Catch in excess of allocation 213 t

Calculation of the amount to be re- balanced in the next period			
213t x 1.2 (multiplying factor Over 10% up to 20%) =255.60t			
Amount to be re- balanced by Vessel A 255.6t X	X	$\frac{590}{1302}$	= **115.82**
Amount to be re- balanced by Vessel B 255.6t X	X	$\frac{712}{1302}$	= **139.78**

The future opportunities for Vessel A for that species will be adjusted by - 115.82t.
The future opportunities for Vessel B for that species will be adjusted by - 139.78t.

Pairing Vessel Quota Balancing



Quota balancing of landings in excess of catch limit(s) where a vessel holds a valid authorisation/notification

Paired Vessel – Quota Balancing Statement

An Roinn Talmhaíochta, Bia agus Mara
Department of Agriculture, Food and the Marine

***Provisional* Quota Balancing Statement**

2020 Horse Mackerel Polyvalent over/Under 65ft Spring Fisheries

Issue Date:	**01/06/2020**
Enquiries Date:[1]	**15/06/2020**

Vessel Details						
Vessel Name	**Licence Holder(s)**	**CFR Number**	**Port Reg. Number**	**Species**	**Stock Code**	**Management Period**
NIGHT STAR	Night Star Ltd	IRL000I00002	X001	Atlantic Horse Mackerel	JAX/2A-14	01/01/2020 To 31/03/2020
DAY NIGHT	Day Night Ltd	IRL000I00003	X002	Atlantic Horse Mackerel	JAX/2A-14	01/01/2020 To 31/03/2020

Calculation of Balancing Adjustment						
Vessel Name	**Catch Limit (tonnes) for Management Period**	**Declared Landings* (tonnes) for Management Period**	**Landings in excess of Catch Limit**	**% Landings in excess of Catch Limit**	**Multiplier[2]**	**Balancing Adjustment[3] *(tonnes)***
NIGHT STAR	70.000	80.100				**9.450**
DAY NIGHT	70.000	75.650				**9.450**
Total	**140.000**	**155.750**	**15.750**	**11.250%**	**x 1.2**	**18.900**

*Declared Landings				
Vessel Name	**Zone**	**Landing Date**	**Logsheet Number**	**Declared Landings *(tonnes)***
NIGHT STAR	VIIj2	02/03/2020	IRL0001	50.100
NIGHT STAR	VIIk2	11/03/2020	IRL0002	20.000
NIGHT STAR	VIIb	15/03/2020	IRL0002	10.000
DAY NIGHT	VIIj2	02/03/2020	IRL0002	45.000
DAY NIGHT	VIIk2	11/03/2020	IRL0002	20.550
DAY NIGHT	VIIb	15/03/2020	IRL0002	10.100
			Total	**155.750**

(1)

If you do not agree with the data, enquiries must be made by: 15/06/2020. In the event of a non-reply by this date, all data (as submitted by the Master of the vessel) will be deemed final for the purposes of Quota Balancing only

Declared Landings/Trips enquiries to be submitted to the SFPA at: quotabalancing@sfpa.ie

Please provide the full Trip ID and an explanation of why you do not agree with the data provided in your statement.

Catch Limit(s)/Calculation of Balancing Adjustment enquiries to be submitted to the **Department** at:

QBEnquiries@agriculture.gov.ie

(2)

Landing in excess of Catch Limit	Multiplying Factor
Up to 10%	1.0
Over 10% up to 20%	1.2
Over 20% up to 40%	1.4
Over 40% up to 50%	1.8
Greater than 50%	2.0

(3)

Any balancing adjustment will be made, at the earliest possible opportunity, against future catch limit(s). When the balancing adjustment is applied, it will be set down in the quota notification for the relevant fishery.

Josephine Kelly

Sea Fisheries Policy & Management Division

Department of Agriculture, Food & the Marine

National Seafood Centre

Clonakilty

Co. Cork

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Final **Quota Balancing Statement**

2020 Horse Mackerel Polyvalent over/Under 65ft Spring Fisheries

An Roinn Talmhaíochta, Bia agus Mara
Department of Agriculture, Food and the Marine

Issue Date:	20/06/2020

Vessel Details

Vessel Name	Licence Holder(s)	CFR Number	Port Reg. Number	Species	Stock Code	Management Period
NIGHT STAR	Night Star Ltd	IRL000Ixxxx2	X001	Atlantic Horse Mackerel	JAX/2A-14	01/01/2020 To 31/03/2020
DAY NIGHT	Day Night Ltd	IRL000Ixxxxx3	X002	Atlantic Horse Mackerel	JAX/2A-14	01/01/2020 To 31/03/2020

Calculation of Balancing Adjustment

Vessel Name	Catch Limit (tonnes) for Management Period	Declared Landings* (tonnes) for Management Period	Landings in excess of Catch Limit	% Landings in excess of Catch Limit	Multiplier[1]	Balancing Adjustment[2] *(tonnes)*
NIGHT STAR	70.000	80.100				9.450
DAY NIGHT	70.000	75.650				9.450
Total	**140.000**	**155.750**	**15.750**	**11.250%**	**x 1.2**	**18.900**

***Declared Landings**

Vessel Name	Zone	Landing Date	Logsheet Number	Declared Landings *(tonnes)*
NIGHT STAR	VIIj2	02/03/2020	IRL0001	50.100
NIGHT STAR	VIIk2	11/03/2020	IRL0002	20.000
NIGHT STAR	VIIb	15/03/2020	IRL0002	10.000
DAY NIGHT	VIIj2	02/03/2020	IRL0002	45.000
DAY NIGHT	VIIk2	11/03/2020	IRL0002	20.550
DAY NIGHT	VIIb	15/03/2020	IRL0002	10.100
			Total	**155.750**

(1)

Landing in excess of Catch Limit	Multiplying Factor
Up to 10%	1.0
Over 10% up to 20%	1.2
Over 20% up to 40%	1.4
Over 40% up to 50%	1.8
Greater than 50%	2.0

(2)

Any balancing adjustment will be made, at the earliest possible opportunity, against future catch limit(s). When the balancing adjustment is applied, it will be set down in the quota notification for the relevant fishery.

(3)

Apportioned Catch Limit is calculated as follows: Total Declared Landings for Event multiplied by (Catch Limit for vessel for Management Period divided by Total Catch Limit for the pairing arrangement for the Management Period)

(4)

Remaining Catch Limit per vessel is calculated by deducting Apportioned Catch Limit per vessel in Event 1 from Total Catch Limit for Management Period per vessel.

Josephine Kelly

Sea Fisheries Policy & Management Division

Department of Agriculture, Food & the Marine

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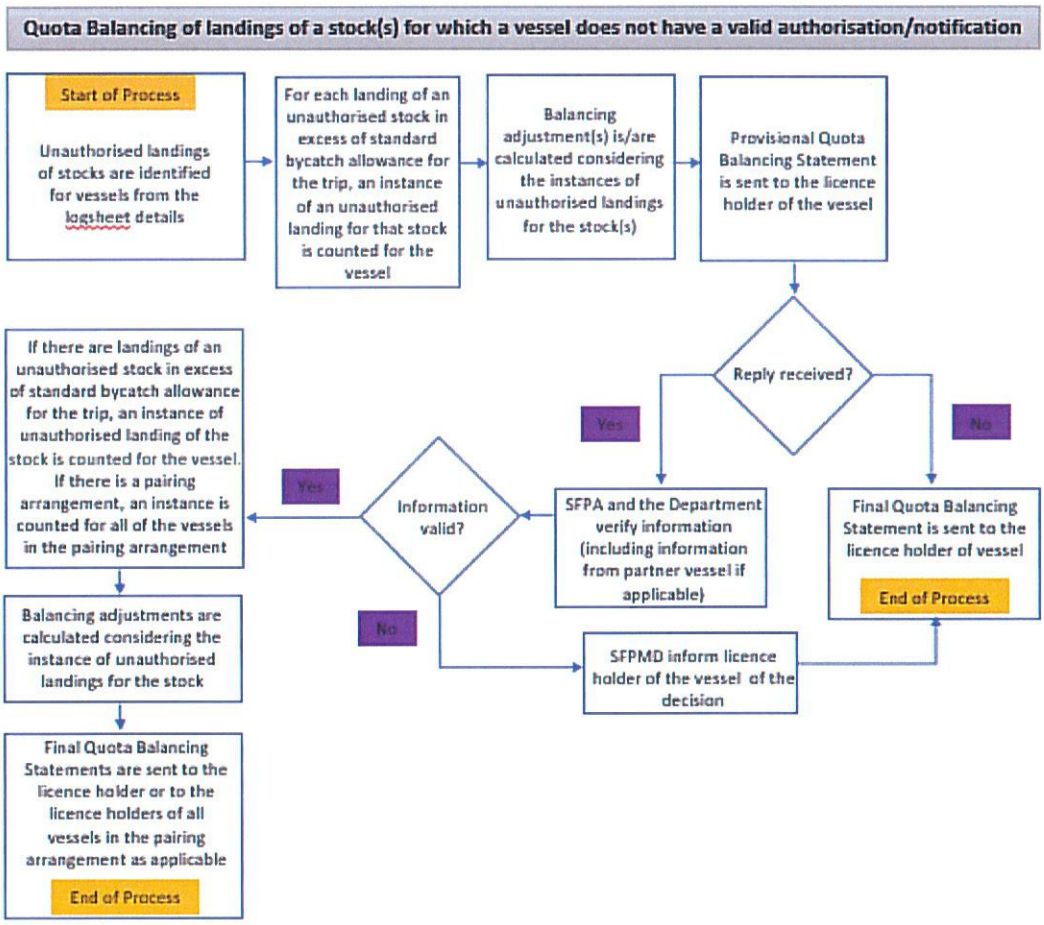
Quota balancing of landings where a vessel does not hold a valid authorisation/notification



Quota balancing of landings where a vessel does not hold a valid authorisation/notification

Single Vessel – Provisional Quota Balancing Statement

An Roinn Talmhaíochta, Bia agus Mara
Department of Agriculture, Food and the Marine

***Provisional* Quota Balancing Statement**
2020 Unauthorised Pelagic Landings

Issue Date:	10/02/2021
Enquiries by:	24/02/2021[1]

Vessel Details				
Vessel Name	**Licence Holder(s)**	**CFR Number**	**Port Reg. Number**	**Relevant Period**
Starry Boat	Joe Bloggs	IRL00000100	A123	01/01/2020 to 31/12/2020

Balancing Adjustment(s) Summary per Stock (landed without a valid Authorisation) for STARRY BOAT for the Period 01/01/2020 – 31/12/2020				
Stock Code	**Species**	**Area**	**Unauthorised period**	**Balancing Adjustment *(tonnes)***
MAC/2CX14-	Mackerel	Union waters of IIa; Union waters of IVa	01/04/2020 to 31/12/2020	**20.400**
HER07A/MM	Irish Sea Herring	ICES Area VIIa with the exception of that part of Area VIIA which is bounded to the north by Latitude 52 30'N to the south by Latitude 52 00N to the west by coast of Ireland and the east by the UK territorial limit(12nm)	01/01/2020 to 21/09/2020 & 23/11/2020 to 31/12/2020	**5.500**

Where a stock is not listed in the Balancing Adjustment Summary table, the vessel listed above does not have any balancing adjustment for this stock for the Relevant Period. Please see overleaf for further details of balancing adjustment(s)

Josephine Kelly
Sea Fisheries Policy & Management Division
Department of Agriculture, Food & the Marine
National Seafood Centre
Clonakilty
Co. Cork
P85 TX47

Calculation of Total Balancing Adjustments in respect of landings of Unauthorised Stocks

Calculation of Total Balancing Adjustment for Mackerel (MAC/2CX14-)					Period: 01/04/2020 to 31/12/2020
Instance No:	**Date of Landing**	**Logsheet Number**	**Declared Landings in Excess of By-catch Allowance**	**Multiplier[2]**	**Total Balancing Adjustment[3] (*tonnes*)**
1	30/04/2020	IRL000I56789-2019-057	9.000	x 1.0	9.000
2	02/12/2020	IRL000I56789-2019-067	9.500	x 1.2	11.400
				TOTAL	**20.400**

Calculation of Total Balancing Adjustment for Herring (HER 07A/MM)					Period: 01/01/2020 - 27/09/2020 & 23/11/2020 – 31/12/2020
Instance No:	**Date of Landing**	**Logsheet Number**	**Declared Landings in Excess of By-catch Allowance**	**Multiplier[2]**	**Total Balancing Adjustment[3] (*tonnes*)**
1	02/12/2020	IRL000I56789-2019-057	5.500	x 1.0	5.500
				TOTAL	**5.500**

Calculation of Landings In Excess of By-Catch Allowance for Logsheets with Landings of Unauthorised Stocks

Calculation of Landings In Excess of By-Catch Allowance for Logsheet IRL000I56789-2019-057							
Landing Date	**Stock Code**	**Zone(s)**	**Total Declared Landings for Vessel in the trip (*tonnes*)**	**Bycatch allowance as a Percentage of Relevant Stock**	**Bycatch Allowance (*tonnes*)**	**Declared Landings in Excess of By-catch Allowance**	**Instance of unauthorised landing for stock**
30/04/2020	MAC/2CX14-	6a	9.000	N/A	N/A	9.000	1

**Stock landed under a valid authorisation.*

Calculation of Landings In Excess of By-Catch Allowance for Logsheet IRL000I56789-2019-067							
Landing Date	**Stock Code**	**Zone(s)**	**Total Declared Landings for Vessel in the trip (*tonnes*)**	**Bycatch allowance as a Percentage of Relevant Stock**	**Bycatch Allowance (*tonnes*)**	**Declared Landings in Excess of By-catch Allowance**	**Instance of unauthorised landing**
02/12/2020	*WHB/1X14	7b	50.000	N/A	N/A	N/A	N/A
	Total		**50.000**				
	MAC/2CX14-	7b	12.000	5%	2.500	9.500	2
	HER 07A/MM	7a	8.000	5%	2.500	5.500	1

**Stock landed under a valid authorisation.*

(1)

If you do not agree with the data, enquiries must be made by 24/02/2021. In the event of a non-reply by this date, all data (as submitted by the Master of the Vessel) will be deemed final for the purposes of Quota Balancing only.

Declared Landings/Trips enquiries to be submitted to the **SFPA** at: quotabalancing@sfpa.ie
Please provide the full Trip ID and an explanation of why you do not agree with the data provided in your statement.

Calculation of Balancing Adjustment enquiries to be submitted to the **Department** at:
QBEnquiries@agriculture.gov.ie

(2)

A vessel that has reported landings of a pelagic stock for which it does not hold a valid authorisation at the time of the fishing operation will be subject to a multiplying factor on the following basis:

Recurrence of landings by a vessel for which it is not authorised	Multiplying factor
1st instance	1.0
2nd instance	1.2
3rd instance	1.4
4th instance	1.8
Any subsequent instances	2.0
All instances of landings of stock under a monitoring quota	*2.0*

(3)

Any balancing adjustment will be made, at the earliest possible opportunity, against future catch limit(s). When the balancing adjustment is applied, it will be set down in the quota notification for the relevant fishery.

For information on the collection, processing and sharing of data for quota management, including quota balancing, please see the most up-to-date version of our data protection statement at:
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Single Vessel – Final Quota Balancing Statement

No enquiries were made by the licence holder of the vessel 'Starry Boat' during the enquiries period. Final Quota Balancing Statement issued after enquiries period elapsed.

***Final* Quota Balancing Statement**
2020 Unauthorised Pelagic Landings

An Roinn Talmhaíochta,
Bia agus Mara
Department of Agriculture,
Food and the Marine

Issue Date:	01/03/2021

Vessel Details				
Vessel Name	**Licence Holder(s)**	**CFR Number**	**Port Reg. Number**	**Relevant Period**
Starry Boat	Joe Bloggs	IRL00000100	A123	01/01/2020 to 31/12/2020

Balancing Adjustment(s) Summary per Stock (landed without a valid Authorisation) for STARRY BOAT for the Period 01/01/2020 – 31/12/2020				
Stock Code	**Species**	**Area**	**Unauthorised period**	**Balancing Adjustment** *(tonnes)*
MAC/2CX14-	Mackerel	Union waters of IIa; Union waters of IVa	01/04/2020 to 31/12/2020	**20.400**
HER07A/MM	Irish Sea Herring	ICES Area VIIa with the exception of that part of Area VIIA which is bounded to the north by Latitude 52 30'N to the south by Latitude 52 00N to the west by coast of Ireland and the east by the UK territorial limit(12nm)	01/01/2020 to 21/09/2020 & 23/11/2020 to 31/12/2020	**5.500**

Where a stock is not listed in the Balancing Adjustment Summary table, the vessel listed above does not have any balancing adjustment for this stock for the Relevant Period. Please see overleaf for further details of balancing adjustment(s)

Josephine Kelly
Sea Fisheries Policy & Management Division
Department of Agriculture, Food & the Marine
National Seafood Centre
Clonakilty
Co. Cork
P85 TX47

Calculation of Total Balancing Adjustment of landings of Unauthorised Stocks

Calculation of Total Balancing Adjustment for Mackerel (MAC/2CX14-)					Period: 01/04/2020 to 31/12/2020
Instance No:	**Date of Landing**	**Logsheet Number**	**Declared Landings in Excess of By-catch Allowance**	**Multiplier[1]**	**Total Balancing Adjustment[3] (*tonnes*)**
1	30/04/2020	**IRL000I56789-2019-057**	9.000	x 1.0	9.000
2	02/12/2020	**IRL000I56789-2019-067**	9.500	x 1.2	11.400
				TOTAL	**20.400**

Calculation of Total Balancing Adjustment for Herring (HER 07A/MM)					Period: 01/01/2020 - 27/09/2020 & 23/11/2020 – 31/12/2020
Instance No:	**Date of Landing**	**Logsheet Number**	**Declared Landings in Excess of By-catch Allowance**	**Multiplier[1]**	**Total Balancing Adjustment[3] (*tonnes*)**
1	02/12/2020	**IRL000I56789-2019-057**	5.500	x 1.0	5.500
				TOTAL	**5.500**

Calculation of Landings In Excess of By-Catch Allowance for Logsheets with Landings of Unauthorised Stocks

Calculation of Landings In Excess of By-Catch Allowance for Logsheet IRL000I56789-2019-057							
Landing Date	**Stock Code**	**Zone(s)**	**Total Declared Landings for Vessel in the trip (*tonnes*)**	**Bycatch allowance as a Percentage of Relevant Stock**	**Bycatch Allowance (*tonnes*)**	**Declared Landings in Excess of By-catch Allowance**	**Instance of unauthorised landing**
30/04/2020	MAC/2CX14-	6a	9.000	N/A	N/A	9.000	1

**Stock landed under a valid authorisation.*

Calculation of Landings In Excess of By-Catch Allowance for Logsheet IRL000I56789-2019-067							
Landing Date	**Stock Code**	**Zone(s)**	**Total Declared Landings for Vessel in the trip (*tonnes*)**	**Bycatch allowance as a Percentage of Relevant Stock**	**Bycatch Allowance (*tonnes*)**	**Declared Landings in Excess of By-catch Allowance**	**Instance of unauthorised landing**
02/12/2020	*WHB/1X14	7b	50.000	N/A	N/A	N/A	N/A
	Total		**50.000**				
	MAC/2CX14-	7b	12.000	5%	2.500	9.500	2
	HER 07A/MM	7a	8.000	5%	2.500	5.500	1

**Stock landed under a valid authorisation.*

(1)

A vessel that has reported landings of a pelagic stock for which it does not hold a valid authorisation at the time of the fishing operation will be subject to a multiplying factor on the following basis:

Recurrence of landings by a vessel for which it is not authorised	**Multiplying factor**
1st instance	1.0
2nd instance	1.2
3rd instance	1.4
4th instance	1.8
Any subsequent instances	2.0
All instances of landings of stock under a monitoring quota	*2.0*

(2)

Any balancing adjustment will be made, at the earliest possible opportunity, against future catch limit(s). When the balancing adjustment is applied, it will be set down in the quota notification for the relevant fishery.

For information on the collection, processing and sharing of data for quota management, including quota balancing, please see the most up-to-date version of our data protection statement at:
https://www.agriculture.gov.ie/seafood/seafoodpolicy/form

Paired Vessels – Quota Balancing Statement

On issuing the Provisional Quota Balancing Statement to the 'Starry Boat', the Department received correspondence from the Licence holders of the vessels 'Starry Boat' and 'Day Light' confirming both vessels were in an approved pairing arrangement for the 2020 Blue Whiting Fishery. The Department with the SFPA confirmed the pairing arrangement criteria and the bycatch allowance for the landing of fish stock without a valid authorisation took into account landings of both vessels. Landings in excess of the by-catch allowance were divided equally between both vessels for the purposes of calculating balancing adjustments.

***Final* Quota Balancing Statement**
2020 Unauthorised Pelagic Landings

An Roinn Talmhaíochta, Bia agus Mara
Department of Agriculture, Food and the Marine

Issue Date:	01/03/2021

Vessel Details				
Vessel Name	**Licence Holder(s)**	**CFR Number**	**Port Reg. Number**	**Relevant Period**
Starry Boat	Joe Bloggs	IRL00000100	A123	01/01/2020 to 31/12/2020
Day Light	Day Light Ltd	IRL00000200	A124	01/01/2020 to 31/12/2020

Balancing Adjustment(s) Summary per Stock (landed without a valid Authorisation) for STARRY BOAT for the Period 01/01/2020 – 31/12/2020				
Stock Code	**Species**	**Area**	**Unauthorised period**	**Balancing Adjustment** *(tonnes)*
MAC/2CX14-	Mackerel	Union waters of IIa; Union waters of IVa	01/04/2020 to 31/12/2020	**7.450**
HER07A/MM	Irish Sea Herring	ICES Area VIIa with the exception of that part of Area VIIA which is bounded to the north by Latitude 52 30'N to the south by Latitude 52 00N to the west by coast of Ireland and the east by the UK territorial limit(12nm)	01/01/2020 to 21/09/2020 & 23/11/2020 to 31/12/2020	**1.500**

Where a stock is not listed in the Balancing Adjustment Summary table, the vessel listed above does not have any balancing adjustment for this stock for the

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Calculation of Total Balancing Adjustment of landings of Unauthorised Stocks

Calculation of Total Balancing Adjustment for Mackerel (MAC/2CX14-) Period: 01/04/2020 to 31/12/2020						
Vessel Name	**Instance No:**	**Date of Landing**	**Logsheet Number**	**Declared Landings in Excess of By-catch Allowance (for paired vessels)**	**Multiplier[2]**	**Total Balancing Adjustment[3] (*tonnes*)**
Starry Boat	1	30/04/2020	**IRL000I56789-2019-057**	6.500	x 1.0	3.250
Day Light	1	30/04/2020	**IRL000I56788-2019-057**		x 1.0	3.250
Starry Boat	2	02/12/2020	**IRL000I56789-2019-067**	7.000	x 1.2	4.200
Day Light	2	02/12/2020	**IRL000I56788-2019-067**		x 1.2	4.200

Calculation of Total Balancing Adjustment for Herring (HER07A/MM) Period: 01/01/2020 - 7/09/2020 & 23/11/2020 – 31/12/2020						
Vessel Name	**Instance No:**	**Date of Landing**	**Logsheet Number**	**Declared Landings in Excess of By-catch Allowance (for paired vessels)**	**Multiplier[2]**	**Total Balancing Adjustment[3] (*tonnes*)**
Starry Boat	1	02/12/2020	**IRL000I56789-2019-067**	3.000	x 1.0	1.500
Day Light	1	02/12/2020	**IRL000I56788-2019-067**		x 1.0	1.500

Calculation of Landings In Excess of Standard By-Catch Allowance for Logsheets with Landings of Unauthorised Stocks

Calculation of Landings In Excess of By-Catch Allowance for Logsheet IRL000I56789-2019-057 Paired Vessel names: STARRY BOAT							
Landing Date	**Stock Code**	**Zone(s)**	**Total Declared Landings for Vessel in the trip (*tonnes*)**	**Bycatch allowance as a Percentage of Relevant Stock**	**Bycatch Allowance (*tonnes*)**	**Declared Landings in Excess of By-catch Allowance**	**Instance of unauthorised landing**
30/04/2020	*WHB/1X14***	6a	50.000	N/A	N/A	N/A	N/A
	Total		**50.000**				
30/04/2020	MAC/2CX14-	6a	9.000	5%	2.500	6.500	1

**Stock landed under a valid authorisation.*
**** Stock landed by a paired vessel in the trip*

Calculation of Landings In Excess of By-Catch Allowance for Logsheet IRL000I56788-2019-057 Vessel Name: DAY LIGHT							
Landing Date	**Stock Code**	**Zone(s)**	**Total Declared Landings for Vessel in the trip (*tonnes*)**	**Bycatch allowance as a Percentage of Relevant Stock**	**Bycatch Allowance (*tonnes*)**	**Declared Landings in Excess of By-catch Allowance**	**Instance of unauthorised landing**
30/04/2020	*WHB/1X14	6a	50.000	N/A	N/A	N/A	N/A
	Total		**50.000**				
30/04/2020	MAC/2CX14-***	6a	9.000	5%	2.500	6.500	1

**Stock landed under a valid authorisation.*
**** Stock landed by a paired vessel in the trip*

Calculation of Landings In Excess of By-Catch Allowance for Logsheet IRL000I56789-2019-067							
Vessel Name: STARRY BOAT							
Landing Date	**Stock Code**	**Zone(s)**	**Total Declared Landings for Vessel in the trip (*tonnes*)**	**Bycatch allowance as a Percentage of Relevant Stock**	**Bycatch Allowance (*tonnes*)**	**Declared Landings in Excess of By-catch Allowance**	**Instance of unauthorised landing**
02/12/2020	*WHB/1X14	7b	50.000	N/A	N/A	N/A	N/A
	*WHB/1X14***	7b	50.000	N/A	N/A	N/A	N/A
	Total		**100.000**				
	MAC/2CX14-	7b	12.000	5%	5.000	7.000	2
	HER 07A/MM	7a	8.000	5%	5.000	3.000	1

**Stock landed under a valid authorisation.*
**** Stock landed by a paired vessel in the trip*

Calculation of Landings In Excess of By-Catch Allowance for Logsheet IRL000I56788-2019-067							
Vessel Name: DAY LIGHT							
Landing Date	**Stock Code**	**Zone(s)**	**Total Declared Landings for Vessel in the trip (*tonnes*)**	**Bycatch allowance as a Percentage of Relevant Stock**	**Bycatch Allowance (*tonnes*)**	**Declared Landings in Excess of By-catch Allowance**	**Instance of unauthorised landing**
02/12/2020	*WHB/1X14	7b	50.000	N/A	N/A	N/A	N/A
	*WHB/1X14***	7b	50.000	N/A	N/A	N/A	N/A
	Total		100.000				
	MAC/2CX14-***	7b	12.000	5%	5.000	7.000	2
	HER 07A/MM***	7a	8.000	5%	5.000	3.000	1

**Stock landed under a valid authorisation.*
**** Stock landed by a paired vessel in the trip*

(1)

A vessel that has reported landings of a pelagic stock for which it does not hold a valid authorisation at the time of the fishing operation will be subject to a multiplying factor on the following basis:

Recurrence of landings by a vessel for which it is not authorised	**Multiplying factor**
1st instance	1.0
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Any subsequent instances	2.0
All instances of Landings of stock under a monitoring quota	*2.0*

(2)

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Appendix 2: Timeline of developments to the policy

The following timeline includes the introduction of the policy and any amendments and/or clarifications introduced as approved by the Minister in the period December 2017 to date.

21 December 2017:	Pilot Quota Balancing Policy for Pelagic Stocks signed by the Minister

Policy amendments and clarifications approved by the Minister:

20 December 2018:	Minimum catch limit/maximum quota balancing adjustment for Pelagic stocks
14 January 2020:	Landings of pelagic stock(s) for which a vessel does not hold a valid authorisation/notification
21 April 2020:	Quota balancing for stocks landed in excess of permitted by-catch allowance and quota balancing for pelagic stocks covered by Fisheries Management Notice
28 April 2020:	Landings of fish stocks under a monitoring quota without a valid authorisation