

Title: Byelaw XXIII: Method and Area of Fishing (Dredges) Lead department or agency: NEIFCA Other departments or agencies: MMO	Impact Assessment (IA)
	IA No:
	Date: 13 April 2015
	Stage: Development/Options
	Source of intervention: Domestic
	Type of measure: Secondary legislation
Contact for enquiries: David McCandless (01482 393 690)	

Summary: Intervention and Options

What is the problem under consideration? Why is government intervention necessary?

The NEIFCA dredge fishery has expanded significantly within the past 3 years, attributed to an influx of nomadic vessels displaced from other areas of the country. Classically, the NEIFCA fishery has consisted of seasonally active vessels operating at 5-a-side with some additional nomadic effort. During 2015 the fishery rapidly expanded to 46 active permits, leading to the introduction of an emergency byelaw and full closure of the fishery.

The regional scallop stocks are data deficient with limited information available on catch rates, size composition, population structure or fishing grounds. NEIFCA is proposing to revise our current dredging regulation to incorporate an effort management scheme at pre-cautionary levels, with complementary technical measures, whilst the stock is assessed and sustainable levels of exploitation can be determined.

What are the policy objectives and the intended effects?

1. To sustainably manage the King Scallop (*Pecten maximus*) stock through precautionary regulation of fishing effort
2. To maintain the fishery at historic intensity and landing levels, whilst a formal stock assessment is undertaken to allow for the estimation of sustainable exploitation levels.
3. To allow for the flexible management of effort levels and fishing capacity in response to stock status

What policy options have been considered, including any alternatives to regulation? Please justify preferred option (further details in Evidence Base)

The following policy options have been considered:-

1. Do nothing - fishing effort is unregulated and exploitation is likely to increase
2. Use of non-regulatory measures - Considered inappropriate due to non-adherence to previous schemes
3. Regulatory management - A limited effort scheme, with complementary technical measures
4. Regulatory management - Total prohibition on dredging

Option 3 is preferred. Regulatory management allows NEIFCA to limit fishing capacity at historic levels, whilst still providing access to the fishery. Management would consist of the technical, temporal and vessel restrictions components to ensure the fishery is managed appropriately.

Will the policy be reviewed? It will be reviewed. **If applicable, set review date:** 3 years from implementation

What is the basis for this review? Political Commitment. **If applicable, set sunset clause date:** N/A

Are there arrangements in place that will allow a systematic collection of monitoring information for future policy review?	Yes
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SELECT SIGNATORY Sign-off For consultation stage Impact Assessments:

I have read the Impact Assessment and I am satisfied that, given the available evidence, it represents a reasonable view of the likely costs, benefits and impact of the leading options.

Signed by the responsible Chair:  Date: 13 April 2015

Description:

Impact Assessment for the amendment of NEIFCA Byelaw XXIII: Method and Area of Fishing (Dredges)

Price Base Year	PV Base Year	Time Period Years	Net Benefit (Present Value (PV)) (£m)		
			Low: Option	High: Optional	Best Estimate:

COSTS (£m)	Total Transition (Constant Price) Years		Average Annual (excl. Transition) (Constant	Total Cost (Present Value)
Low		1		
High				
Best Estimate	£ 13,000		£ 413,000	£ 426,000

Description and scale of key monetised costs by 'main affected groups'

Cost projections have been developed in relation to the 2014 management regime, prior to the introduction of the emergency byelaw.

Financial impacts have been estimated based upon the 2014 fishery achieving landings of £1,000,000 from fishery over 600 tonnes within NEIFCA jurisdiction. The management proposals are estimated to have a direct financial impact of £400,000 on the commercial fishing industry attributed to limited permit numbers, fishing capacity and temporal exclusions. Due to the permanent reduction in fishing effort an annual rolling impact of £400,000 loss of potential earnings from the fishery is projected, however as per the emergency byelaw RIA we do not consider that the 2014 level of exploitation was sustainable and therefore this is considered theoretical.

For permit holders under the revised management regime a one-off cost for the purchase of a mandatory tracking system is estimated at £500 per vessel - £13,000 overall.

A £500 per annum permit charge is included to cover the additional costs associated with management, administration, research and enforcement of the permitted fishery estimated at £13,000 per annum for 26 vessels.

Other key non-monetised costs by 'main affected groups'

Loss of access to between 20 and 26 permit holders from 2014 with potential displacement of effort to offshore grounds.

BENEFITS (£m)	Total Transition (Constant Price) Years		Average Annual (excl. Transition) (Constant	Total Benefit (Present Value)
Low		1		
High				
Best Estimate	£ 0		£ 0	£ 0

Description and scale of key monetised benefits by 'main affected groups'

The introduction of the management proposals and a limited permit scheme is estimated to support an annual fishery in the region of £600,000

Other key non-monetised benefits by 'main affected groups'

Stabilised landings and reduced competition within the inshore grounds, which should lead to longterm improvements in catch rates and landings.

A reduction in habitat damage due to reduced dredging activity and a greater degree of rotation in fishing grounds.

Key assumptions/sensitivities/risks

Individual vessel effort levels and working practices remain comparable to 2014 levels.

Discount rate (%)

Direct impact on business (Equivalent Annual) £m):

Costs: £ 426,000 Benefits: £ 0 Net: - £426,000

In scope of OIOO?

Yes/No

Measure qualifies as

IN/OUT

Enforcement, Implementation and Wider Impacts

What is the geographic coverage of the policy/option?		NEIFCA District			
From what date will the policy be implemented?		October 2015			
Which organisation(s) will enforce the policy?		NEIFCA			
What is the annual change in enforcement cost (£m)?		£0.049m			
Does enforcement comply with Hampton principles?		Yes			
Does implementation go beyond minimum EU requirements?		Yes			
What is the CO ₂ equivalent change in greenhouse gas emissions? (Million tonnes CO ₂ equivalent)		Traded: 0		Non-traded: 0	
Does the proposal have an impact on competition?		No			
What proportion (%) of Total PV costs/benefits is directly attributable to primary legislation, if applicable?		Costs: n/a		Benefits: n/a	
Distribution of annual cost (%) by organisation size (excl. Transition) (Constant Price)	Micro	< 20	Small	Medium	Large
Are any of these organisations exempt?	No	No	No	No	No

Specific Impact Tests: Checklist

Set out in the table below where information on any SITs undertaken as part of the analysis of the policy options can be found in the evidence base. For guidance on how to complete each test, double-click on the link for the guidance provided by the relevant department.

Please note this checklist is not intended to list each and every statutory consideration that departments should take into account when deciding which policy option to follow. It is the responsibility of departments to make sure that their duties are complied with.

Does your policy option/proposal have an impact on...?	Impact	Page ref within IA
Statutory equality duties¹ Statutory Equality Duties Impact Test guidance	No	
Economic impacts		
Competition Competition Assessment Impact Test guidance	No	
Small firms Small Firms Impact Test guidance	No	
Environmental impacts		
Greenhouse gas assessment Greenhouse Gas Assessment Impact Test guidance	No	
Wider environmental issues Wider Environmental Issues Impact Test guidance	No	
Social impacts		
Health and well-being Health and Well-being Impact Test guidance	No	
Human rights Human Rights Impact Test guidance	No	
Justice system Justice Impact Test guidance	No	
Rural proofing Rural Proofing Impact Test guidance	No	
Sustainable development Sustainable Development Impact Test guidance	No	

¹ Public bodies including Whitehall departments are required to consider the impact of their policies and measures on race, disability and gender. It is intended to extend this consideration requirement under the Equality Act 2010 to cover age, sexual orientation, religion or belief and gender reassignment from April 2011 (to Great Britain only). The Toolkit provides advice on statutory equality duties for public authorities with a remit in Northern Ireland.

Evidence Base (for summary sheets) – Notes

Use this space to set out the relevant references, evidence, analysis and detailed narrative from which you have generated your policy options or proposal. Please fill in **References** section.

References

Include the links to relevant legislation and publications, such as public impact assessments of earlier stages (e.g. Consultation, Final, Enactment) and those of the matching IN or OUTs measures.

No.	Legislation or publication
1	North Eastern Inshore Fisheries and Conservation Authority (2012) Byelaw XXIII: Method and Area of Fishing (Dredges). www.ne-ifca.gov.uk
2	North Eastern Inshore Fisheries and Conservation Authority (2008) Pilot Shellfish Fisheries Strategic Environmental Assessment – Environmental Report. www.ne-ifca.gov.uk
3	Beukers-Stewart BD and Beukers- Stewart JS (2009) <i>Principles for the Management of Inshore Scallop Fisheries around the United Kingdom</i> . University of York [
4	Smith IP, Jensen AC, Collins KJ and Matthey EL (2001) Movement of wild European lobsters <i>Homarus gammarus</i> in natural habitat. <i>Marine Ecology Progress Series</i> 222 :177-186
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Evidence Base

Ensure that the information in this section provides clear evidence of the information provided in the summary pages of this form (recommended maximum of 30 pages). Complete the **Annual profile of monetised costs and benefits** (transition and recurring) below over the life of the preferred policy (use the spreadsheet attached if the period is longer than 10 years).

The spreadsheet also contains an emission changes table that you will need to fill in if your measure has an impact on greenhouse gas emissions.

Annual profile of monetised costs and benefits* - constant prices

	Y ₁	Y ₂	Y ₃	Y ₄	Y ₅	5 Year Costs Projection
Theoretical Annual Loss of Earnings *	400,000	400,000	400,000	400,000	400,000	£2,000,000
Transition costs	13,000	0	0	0	0	£13,000
Annual recurring cost	13,000	13,000	13,000	13,000	13,000	£65,000
Total annual costs	26,000	13,000	13,000	13,000	13,000	£78,000
Transition benefits	0	0	0	0	0	£0
Annual recurring benefits	0	0	0	0	0	£0
Total annual benefits	0	0	0	0	0	£0

*Based upon reduction in landings due to the proposed management measures in comparison to the 2014 fishery

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Evidence Base (for summary sheets)

1. Introduction

North Eastern IFCA is charged with the sustainable management of fisheries within its jurisdiction, authorised through section 153 of the Marine and Coastal Access Act (2009). At present a significant increase in dredging effort and potential over exploitation of the King Scallop stocks has required the implementation of an emergency byelaw, which accompanied with a seasonal closure supports protection of the stock until October 2015. The following management proposal details NEIFCA Officers formal recommendations for longterm management of the fishery and stock.

2. Emergency Scallop Management 2015 / Rationale for intervention

The North Eastern IFCA saw an unprecedented increase in scallop dredging activity in late 2014 – early 2015, with an increase in permit registration from approximately 22 in 2013 to 46 in 2015. The fishery was concentrated within the North Yorkshire region, with a significant number of vessels actively fishing from Filey Brigg – Whitby within the 3-6nm mile band and notably annual landings into the ports of Scarborough and Whitby increased by over 900% from 192 to 1772 tonnes.

3. Fishery

The North Eastern Inshore Fisheries and Conservation Authority (NEIFCA) district contains two species of commercially important scallop, the larger and more valuable king scallop, *Pecten maximus*, and the smaller queen scallop, *Aequipecten opercularis* (Beukers-Stewart & Beukers-Stewart 2009). In the North Sea, king scallops become sexually mature at approximately 2-3 years old and 80 to 90 mm in shell length, but may live for over 20 years and grow to over 200 mm shell length in undisturbed populations (Beukers-Stewart & Beukers-Stewart 2009). The queen scallop on the other hand matures at 1 to 2 years old and approximately 40 mm shell length, and rarely lives for more than 5 or 6 years or grows to more than 90 mm shell length (Vause et al. 2007; Beukers-Stewart & Beukers-Stewart 2009). The main spawning period for both species occurs during spring / summer and reproductive success and consequently recruitment levels are likely to be influenced by a multitude of factors including spawning stock biomass, environmental conditions and the availability of suitable settlement habitat.

Populations of both species of scallop are distributed widely throughout the NEIFCA district both inshore (< 3 nautical miles) and offshore (3 to 6 + nautical miles) supported by a wide and varied range of marine habitat types (NEIFCA 2008). The primary method of commercial exploitation is dredging from converted trawlers. The most commonly used dredge is the 'Newhaven' type which consists of a frame and a spring loaded tooth bar at the front that digs the scallops out of the sediment which then pass into a collecting bag behind the tooth bar. The bag is constructed of chain links forming a chain mesh with netting on the top. Several dredges are towed behind a heavy spreading bar usually from each side of the vessel. The length of the towing bar and the number of dredges fished depends on the engine power of the vessel.



4. Ecological Impacts

Numerous studies have been carried out into the effects of scallop dredging on the physical structure of the seabed and its benthic communities. By their nature, dredges are heavy and purposely designed to dig into the seabed and remove scallops. The main conclusions are that scallop dredging generally is considered to be amongst the most damaging of all fishing gears on benthic communities and habitats (Beukers-Stewart & Beukers-Stewart 2009). The 'Newhaven' type dredge most commonly used within the NEIFCA district is also likely to be one of the most damaging types of dredge due to the effects of its long teeth (Beukers-Stewart & Beukers-Stewart 2009). When in use scallop dredges capture a wide range of non-target mobile megafauna including crabs, molluscs and certain fish species (Beukers-Stewart & Beukers-Stewart 2009). Many non-target species suffer severe damage and mortality typically between 20 and 30% (Beukers-Stewart & Beukers-Stewart 2009). Commercially important shellfish species such as edible crab (*Cancer pagurus*) are particularly sensitive to the effects of dredging (Beukers-Stewart & Beukers-Stewart 2009). Studies have shown that scallop dredging captures up to 25% of edible crabs in the dredge path but more than 40% may be left dead or dying on the seabed (Beukers-Stewart & Beukers-Stewart 2009). Dredging activity can also cause significant conflict between fishing sectors working static gear in the same area, such as pots (Beukers-Stewart & Beukers-Stewart 2009). In addition to both direct and in-direct mortality dredges also cause significant damage to sessile benthic fauna particularly upright epibiota (Beukers-Stewart & Beukers-Stewart 2009). In terms of the physical structure of the seabed intensive dredging tends to homogenise the sea floor through the mixing and flattening of sediments and topography (Beukers-Stewart & Beukers-Stewart 2009). Dredging also removes rocks and small boulders from the sea floor, causes sediment re-suspension and the degradation of limestone and clay structures (Beukers-Stewart & Beukers-Stewart 2009).

5. Current Management

Since 1999 all dredging activity within the NEIFCA district has been managed through Byelaw XXIII 'Method and Areas of Fishing (Dredges) Byelaw' (NEIFCA 2012). This regulation prohibits the use of any dredges within the three nautical mile limit and six nautical mile limit from Filey Brigg south. The regulation also provides a closed season to all dredging which runs inclusively between July and September. The byelaw also sets some technical requirements for dredges which include a maximum of ten dredges per vessel, a mandatory spring loaded tooth bar, a maximum mouth width of 85 cm, a maximum ring width of 75 cm and a maximum mesh size of 100 mm. This byelaw has proved generally effective at facilitating a local, small scale seasonal fishery.

6. Regional Landings

The Yorkshire Coast scallop fishery has generally consisted of seasonally active mobile gear operators turning to dredging over the winter and early spring months as part of an annual gear rotation, although a small number of dedicated dredging vessels have operated from Whitby in recent years. Landings into Whitby, Scarborough and Bridlington have been variable over the 2007 – 2013 time series, averaging at 253 tonnes, with a range of 128

403 tonnes, dependent on activity levels. Since 2014 landings into Whitby and Scarborough have increased dramatically, from 193 tonnes in 2013 to 1,772 in 2014, equivalent to a 918% increase (Figure 1). It should be noted a significant volume of scallops was also landed into Hartlepool over this time series, however this was from large offshore operators, predominantly fishing outside NEIFCA jurisdiction. In review of scallop landings from 2013 to the 2015 introduction of the emergency byelaw regulation, the uplift in landings is dramatic, with notable annual concentrations from October through until March (Figure 2). An increasing trend in effort is also notable throughout the time series, with the number of vessels reporting scallop landings increasing from an average of 6 during peak fishing in 2013, to 19 in 2014 and 25 in 2015, although this is a conservative estimate due to reporting issues (Figure 3).

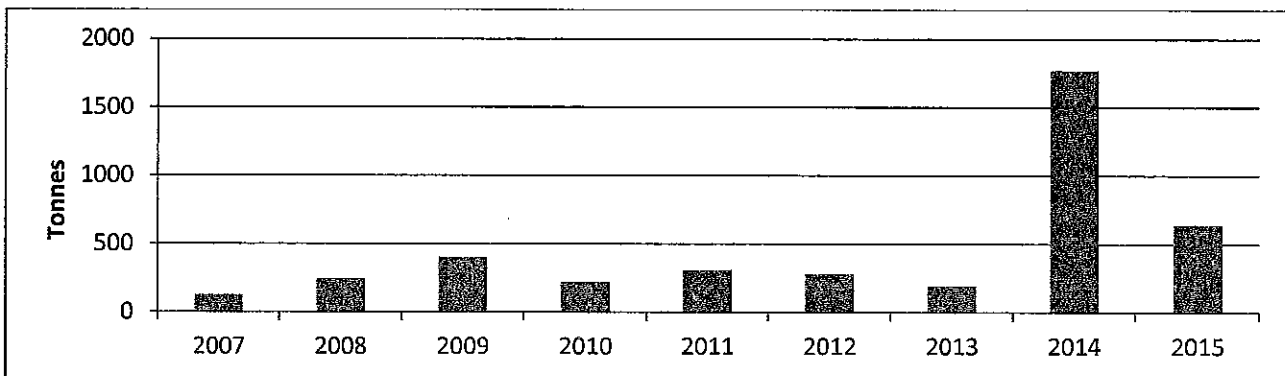


Figure 1: Combined landings into ports of Bridlington, Scarborough and Whitby over 2007-2015. N.B 2015 data is for January and February only.

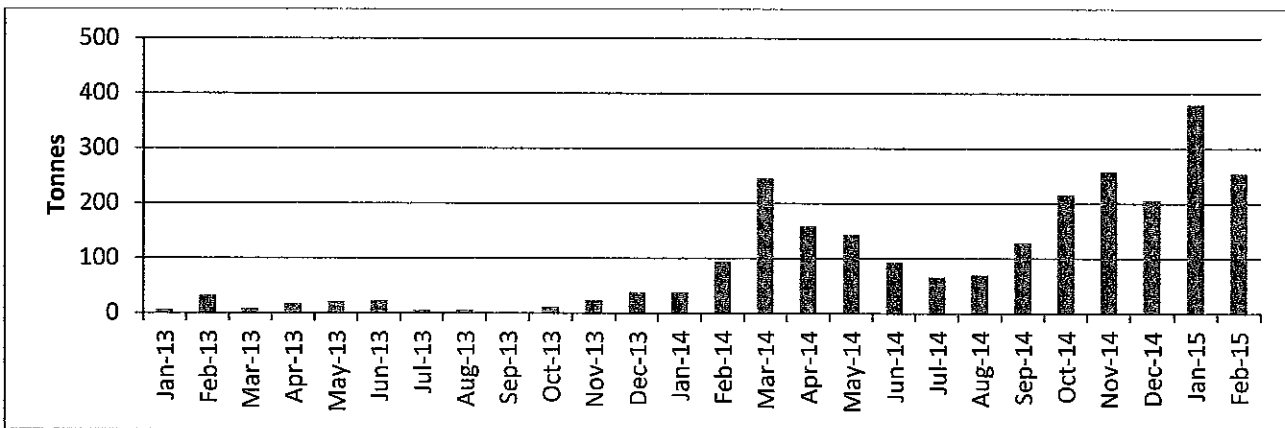


Figure 2: Monthly combined landings into port for Scarborough and Whitby from Jan 2013 – Feb 2015.

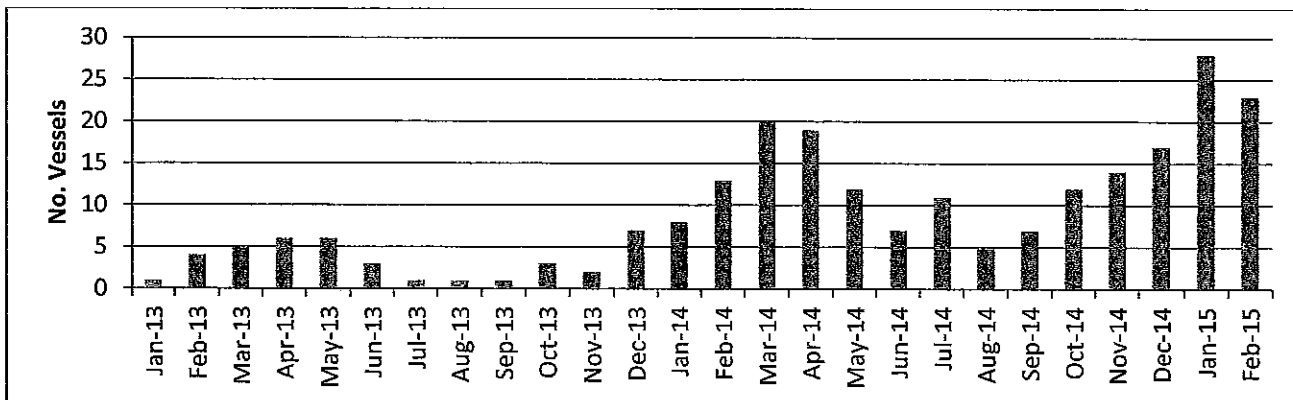


Figure 3: Combined number of vessels reporting landings into Scarborough and Whitby on a monthly basis from Jan 2013 – Feb 2015.

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7. NEIFCA Landings

Based on inspections, offshore observations and anecdotal evidence, Officers have estimated that 30-35% of dredging activity during 2014 occurred within NEIFCA jurisdiction. Using this percentage range as the basis for developing regional landings estimates, general figures of 600 tonnes of scallops with a first sale value of £1,000,000 have been developed as the best estimate for the North Eastern IFCA district.

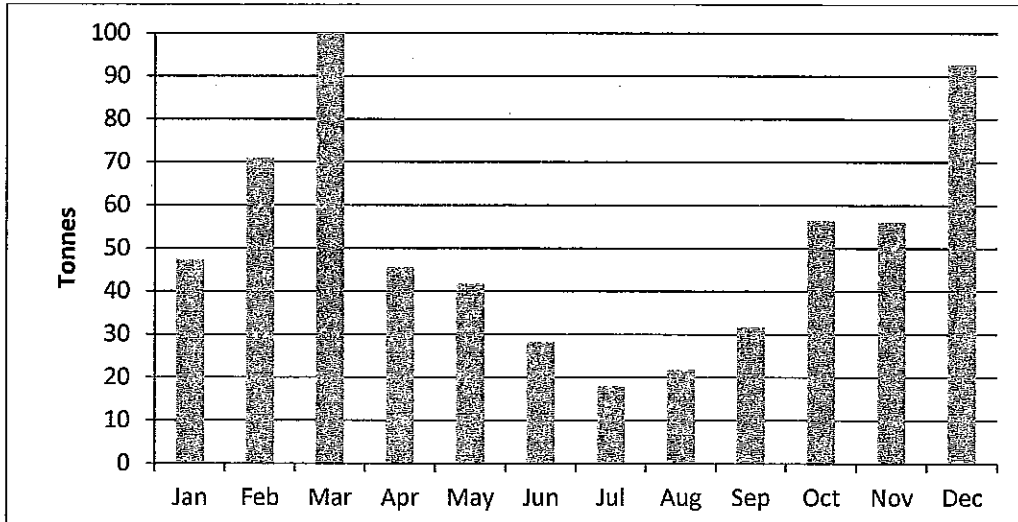


Figure 4: Estimated monthly landings generated from within NEIFCA jurisdiction in 2014.

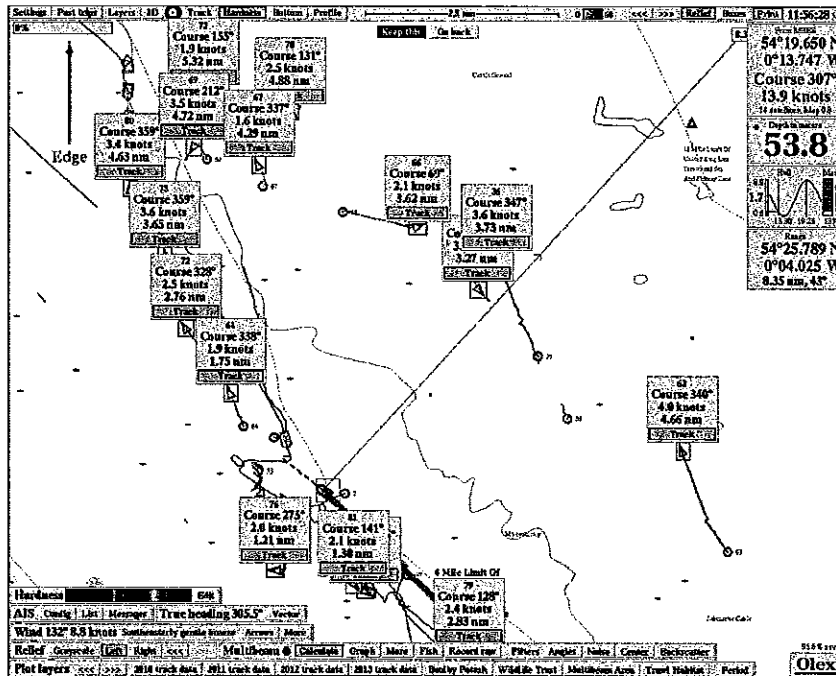


Figure 5: Example NEIFCA patrol vessel sightings demonstrating the concentration of dredging activity occurring inside and around the 6nm, along a 10nm stretch of coast (16 vessels in operation).

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8. NEIFCA Fleet Composition

The size and composition of vessels targeting the fishery in 2014 varied significantly from 9.6 m to 18.2 m overall length and 90 KW to 328 KW engine power. In review of the fleet structure, a natural breakage in vessel size was apparent over 15m. No apparent relationship was identified between vessel length and engine power, with a significant variation in capacity throughout the 9.9m to 15m range.

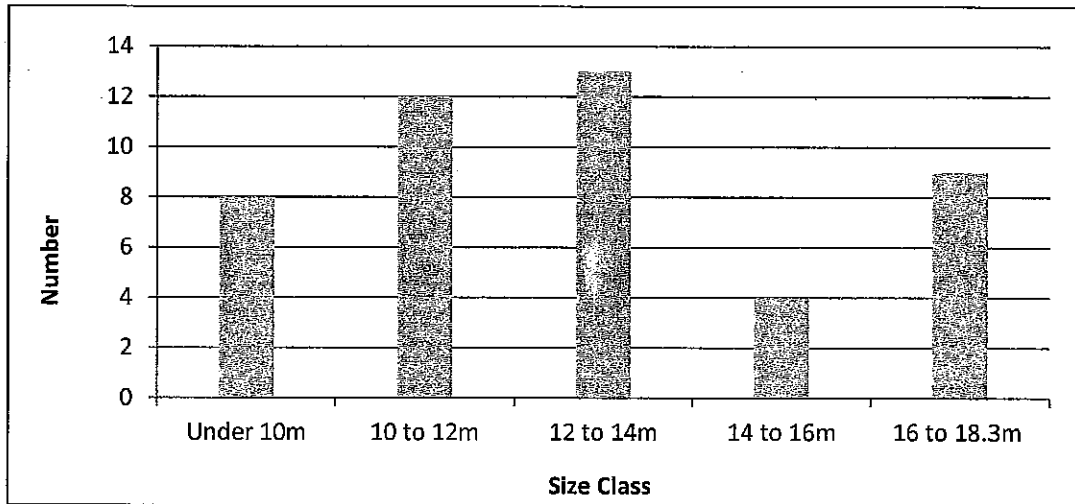


Figure 6: Overall length composition of NEIFCAs dredging fleet by 2 m size class.

(Estimates based on over 10m vessels with scallop entitlement and under 10 m vessels registering dredges as a gear type or actively inspected whilst dredging).

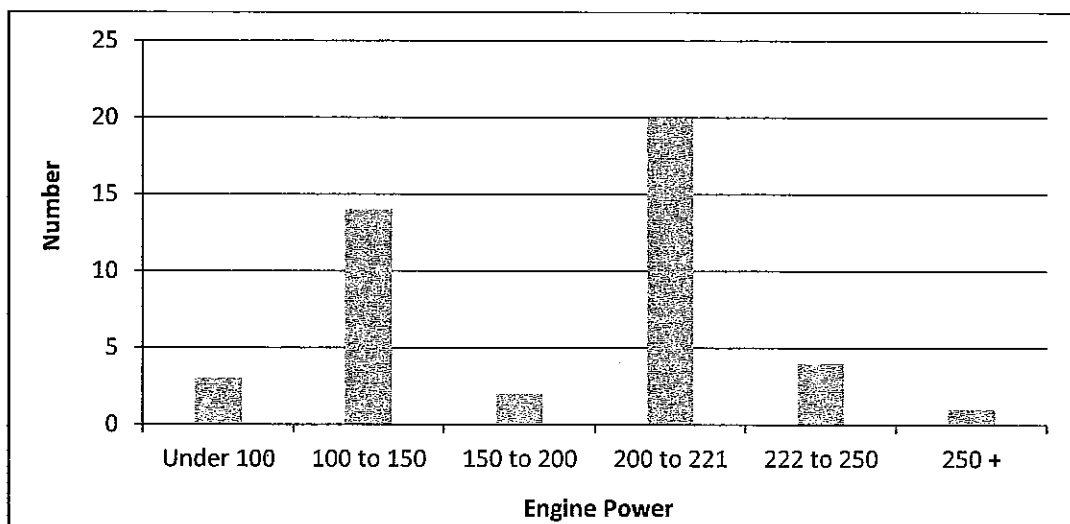


Figure 7: Engine power composition of NEIFCAs dredging fleet by 50 kw banding, with the addition of specific ranges to account for the 221 kw beam trawling engine power limit.

9. Proposed Management Regime

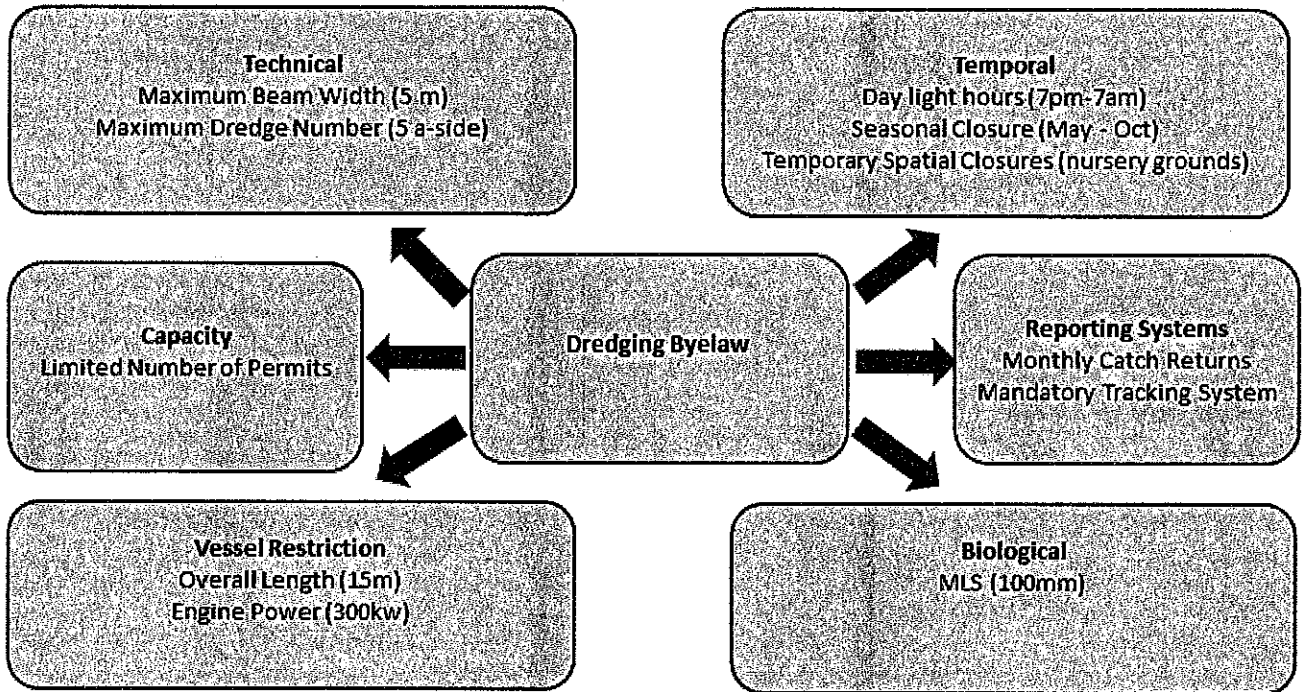


Figure 8: General depiction of the proposed byelaw components and specific management measures

9.1 Vessel Restrictions

a) Vessels currently operating dredges in the NEIFCA district are subject to overall vessel length and engine power restrictions carried over from the general trawl permit at 18.3m and 400kw engine power, which was designed in consideration of the regions demersal trawl fisheries. With the emergence of the scallop fishery and dedicated dredging vessels, officers are proposing to introduce a separate dredge permit, with more appropriate vessel restrictions for this fishing method. After review of the current permit list and fleet structure officers are proposing a maximum overall vessel length of 15m and maximum engine power of 300kw, which aligns with a natural breakage in the fleet structure and encompasses vessels operating predominantly inshore.

9.2 Temporal Restrictions

a) In review of fishing practices and following informal consultation with a range of stakeholders, officers are recommending a 7pm – 7am night time closure. This measure was proposed during informal dialogue with dredging operators as a common place mitigation measures to reduce gear conflict. From a management perspective this will reduce potential fishing capacity by 50% and assist with enforcement and byelaw compliance. In particular as *H. gammarus* foraging activity occurs predominantly at night, this should also mitigate to some degree incidental mortality and limb loss (Smith *et al* 2001).

b) Under present regulations the dredge fishery is subject to a 3 month seasonal closure designed to conserve sensitive inshore aggregations of shellfish and the anecdotal scallop spawning period. Officers are recommending this is extended to a 6 month closure from May – October, which reduces potential fishing capacity to 50% of unmanaged levels and based on 2014 projections should realise a 33% reduction in scallop landings, estimated at 200 tonnes. A 6 month closure has been proposed based upon dialogue with industry members and the following considerations;

- i. Conservative approach to encompassing the unquantified peak scallop spawning period(s)
- ii. Conservation of sensitive emergent inshore Crustacea aggregations during Summer
- iii. Increased vulnerability of *H. gammarus* during peak ecdysis
- iv. Protection of the main *H. gammarus* ovigerous spawning period
- v. Significant faunal growth and recovery during Spring and Summer

c) Given the data deficiencies associated with the stock and anecdotal reports of concentrations of juvenile scallops on particular grounds, Officers are recommending that a flexible management component is included in the permit conditions – see 9.6. This will afford the Authority the ability to spatially manage dredging activity, for example to designate a temporary nursery ground, in a responsive manner without the requirement for a formal byelaw amendment.

9.3 Technical Restrictions

a) In review of our current management regime, the operation of 5 dredges per aside appears to provide an appropriate balance between catching capacity, impact footprint and earnings potential. However to support compliance and enforcement with the regulation officers are recommending the inclusion of a 5 m beam width restriction, providing a physical restriction which will inhibit the attachment of more than 5 dredges per beam.

9.4 Monitoring

a) Officers are recommending a mandatory requirement for vessels to operate a type approved tracking system, as this will support the assessment of effort, intensity, stock densities and the distribution of fisheries.

b) In addition, mandatory catch returns should be submitted on a monthly basis detailing weekly effort, landings and area operation information.

9.5 Effort Capacity

a) As demonstrated during the 2014 -2015 increase in dredging activity technical restrictions alone can be insufficient to conservatively manage a fishery, therefore officers are recommending that the number of permits

available is restricted. Based on the 2014 composition of permit holders, officers estimate that the introduction of the new technical restrictions and proposed permit allocation criteria will initially reduce the permit number from 46 to approximately 26. Officers also recommend that the number of permits should be reviewed on an annual basis, with provisions within the permitting scheme allowing for flexible management of permit number in relation to the current status of the stock – see 9.6.

9.6 Flexible Management

a) Given the current uncertainties associated with the stock and known data deficiencies, officers are recommending that the permitting scheme includes the capacity for flexible management of the fishery. Through the formation of Technical Advisory Panel (TAP) which will meet on an annual basis, information on landings, effort, intensity, fishing distribution, biometrics, stock status and formal performance indicators should be used to assess the current level of effort in the fishery in relation to stock sustainability, with the option to; alter the number of permits available, adjust the timing of the 6 month seasonal closure, introduce temporary spatial closures as appropriate and temporarily suspend the fishery if required.

9.7 Permit Charge

a) In review of the proposed management regime Officers have identified that significant additional administration, monitoring and research will be required to effectively manage the fishery. Following an assessment of estimated resource requirements and informal discussion with industry members, Officers are proposing a £500 annual permit charge to contribute towards projected costs for managing the fishery.

10. Management Options Impacts

Table 1: Projected impacts of each management measure on the 2014 dredge fleet structure

Byelaw Component	Management Measure	Value	Projected Impact
Vessel	Length & Engine Power	15 m & 300 KW	20% reduction in vessel number
Capacity	Limited Permit Number		24% reduction in vessel number
Technical	Dredge Number	5 a-side	No Change
Technical	Beam Width	5 m	No Change
Temporal	Daily Restriction	7pm – 7 am closure	50% reduction in daily fishing capacity
Temporal	Seasonal Restriction	6 month closure	33% reduction in potential days at sea

11. Summary of Management Impacts

- a) 44 % reduction in overall vessel number from 2014 levels (estimated at 46 to 26)
- b) 46 % reduction in number of estimated dredges in operation from 2014 levels (420 to 228)
- c) Increased protection to cover 75% of the year (6,576 of 8,760 hours)
- d) Management structure reducing overall fishing capacity from 273 to 182 days per annum
- e) Projected fishery of 400 tonnes worth an estimated £600,000

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Annexes

Annex 1 should be used to set out the Post Implementation Review Plan as detailed below. Further annexes may be added where the Specific Impact Tests yield information relevant to an overall understanding of policy options.

Annex 1: Post Implementation Review (PIR) Plan

A PIR should be undertaken, usually three to five years after implementation of the policy, but exceptionally a longer period may be more appropriate. If the policy is subject to a sunset clause, the review should be carried out sufficiently early that any renewal or amendment to legislation can be enacted before the expiry date. A PIR should examine the extent to which the implemented regulations have achieved their objectives, assess their costs and benefits and identify whether they are having any unintended consequences. Please set out the PIR Plan as detailed below. If there is no plan to do a PIR please provide reasons below.

<p>Basis of the review: [The basis of the review could be statutory (forming part of the legislation), i.e. a sunset clause or a duty to review, or there could be a political commitment to review (PIR)];</p> <p>Political Commitment</p>
<p>Review objective: [Is it intended as a proportionate check that regulation is operating as expected to tackle the problem of concern?; or as a wider exploration of the policy approach taken?; or as a link from policy objective to outcome?]</p> <p>Review byelaw components to ensure management is sufficient to sustainably manage stocks</p>
<p>Review approach and rationale: [e.g. describe here the review approach (in-depth evaluation, scope review of monitoring data, scan of stakeholder views, etc.) and the rationale that made choosing such an approach]</p> <p>Formal review of stock data from catch returns, quayside monitoring and offshore monitoring to determine spatial distribution of stocks, age composition, size composition, recruitment, fishing distribution and intensity. Ensure byelaw capacity, technical and temporal components are affording sufficient protection to sustainably manage the fishery.</p>
<p>Baseline: [The current (baseline) position against which the change introduced by the legislation can be measured]</p> <p>The stock is currently data deficient and as such the byelaw framework has been designed in line with a precautionary approach.</p>
<p>Success criteria: [Criteria showing achievement of the policy objectives as set out in the final impact assessment; criteria for modifying or replacing the policy if it does not achieve its objectives]</p> <p>N/A to be determined as baseline information is captured.</p>
<p>Monitoring information arrangements: [Provide further details of the planned/existing arrangements in place that will allow a systematic collection of monitoring information for future policy review]</p> <p>Mandatory catch returns systems to quantify landings and effort</p> <p>Vessel tracking system to determine effort distribution and intensity</p> <p>NEIFCA quayside sampling to assess commercial catch composition</p> <p>Offshore sampling to assess fishery distribution, extent and identify nursery areas.</p>
<p>Reasons for not planning a review: [If there is no plan to do a PIR please provide reasons here]</p> <p>N/A</p>

