

Pim Visser, executive officer VisNed



The Landing Obligation

State of play on the implementation : lessons learnt



EAPO President



Variety in vessel types and sizes



It's about fishermen and their families



Supplying proteins for a growing population



No Pelagics

No Baltic

Our LO experience in 5 minutes!

Main Questions

- **Where are we coming from**
- **Where are we now**
- **Where are we going to**
 - **What are we heading for?**

This is not issuing of the basic regulation



Good governance requirement

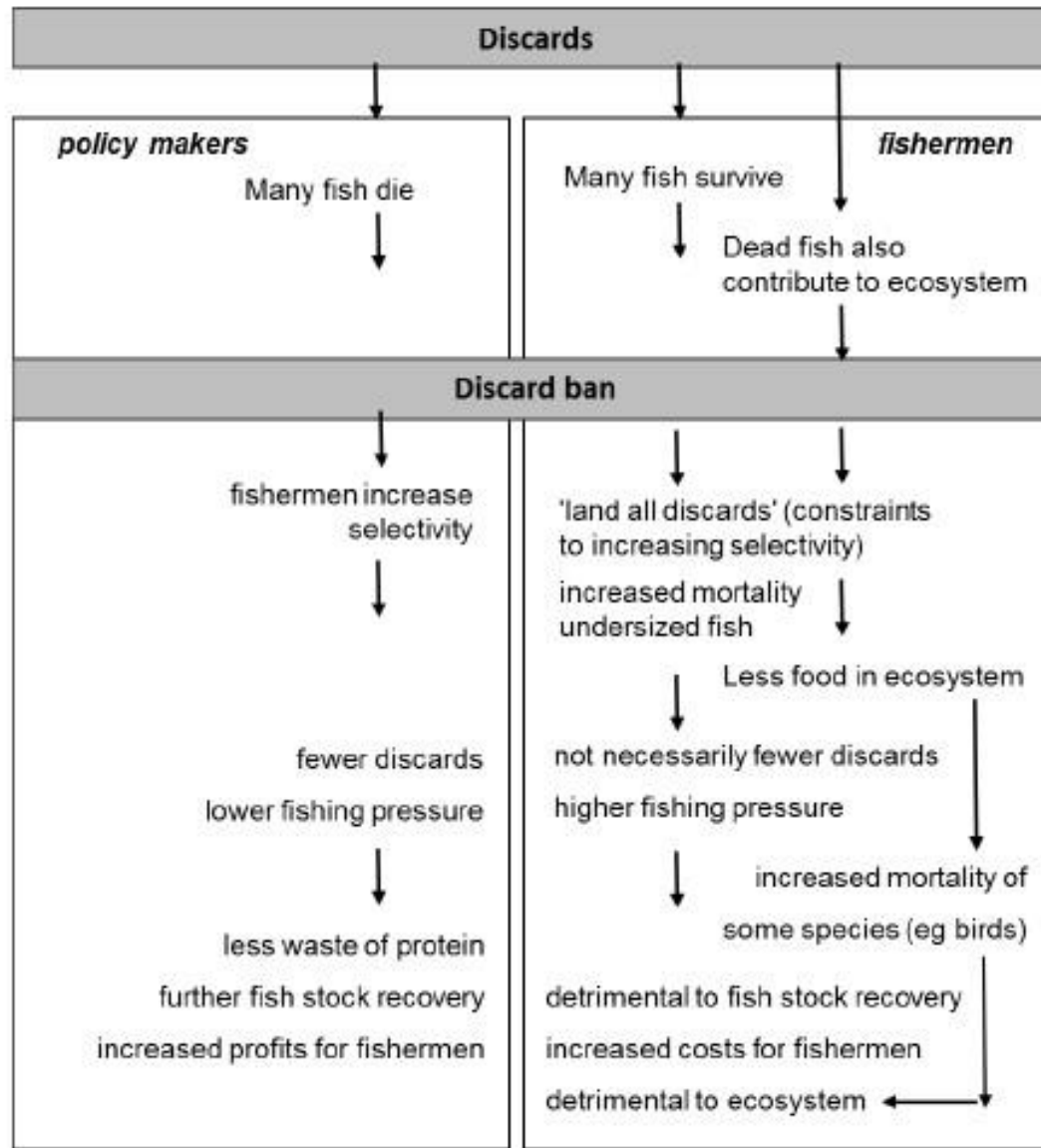
- Rules and regulations must be
 - Do-able
 - Compliant
 - Enforceable
- At present the LO rules are none of the above
 - Repression is definitely not the answer
 - Late 1980's lessons in the Netherlands

Imares research on the process

- Policy Making in a Multi Governance setting
 - Kraan & Trapman Imares C 196/15
 - Kraan, Marloes en Marieke Verweij (2016) **Implementing the landing obligation in the Netherlands; an analysis of the gap between fishery and the ministry**. In P. Holm, M. Hadjimichael and S. Mackinson, (eds) Bridging the gap: Collaborative research practices in the fisheries. Springer
- Observations of meetings between Ministry officials(including Minister herself) and fishers during 2013, 2014 en 2015

Parallel monologues 180° opposed

societal pressure to ban discards (end to wasteful practice)



Gap between Dutch Minister and Dutch Fishers

- Fleet
 1. 'landing obligation is impossible'
 2. We want a principle discussion
 3. We mention impossibilities problems and dilemmas



- Ministerie
 1. 'de landing obligation is a fact'
 2. No principle discussion
 3. Let us find room to manoeuvre at implementation

Imares process research results:

- Parallel monologues deepened fishers opposition
- Fisheries organisations between rock and hard stone

Two categories of discards

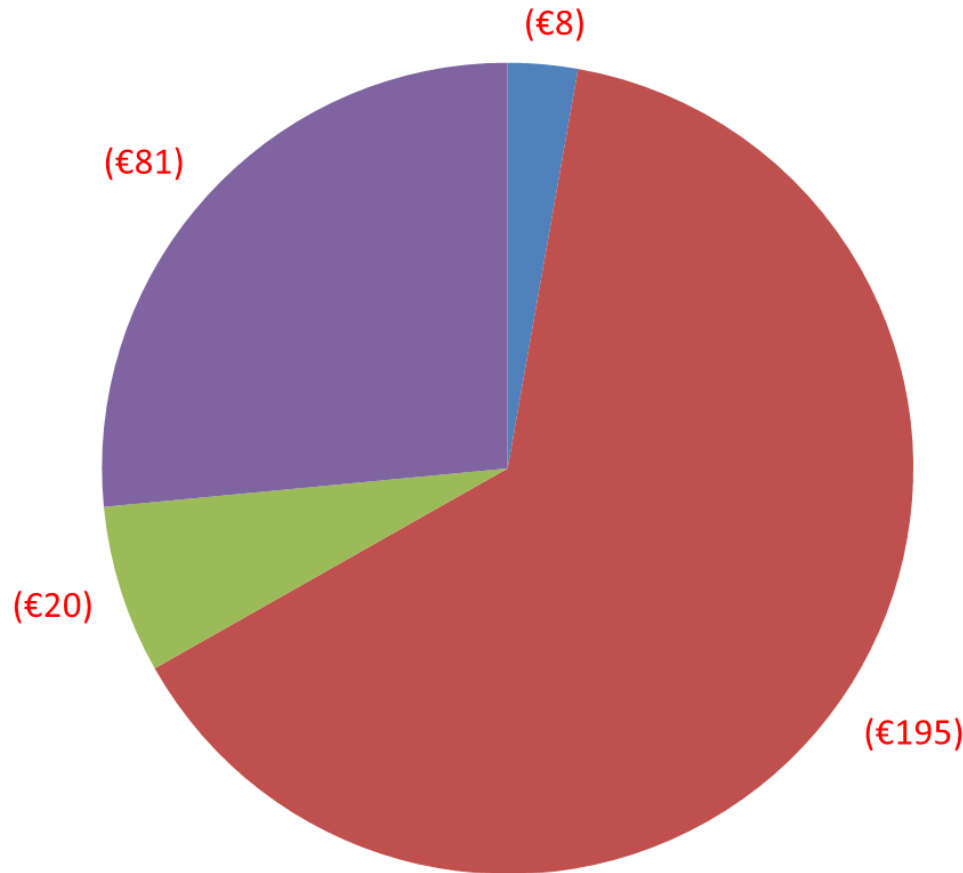
- Regulatory discards
 - Primary attention in EU, not in NL demersal
 - Choke species
- Technical discards
 - Prime attention in NL demersal, not in EU
- 2011 Economic damage estimated € 7.mio
 - **Bandwidth -/- €13 mio t0 + €2 mio**

EFF funded Projects 2014-2015

- CCTV - failed
- Net selectivity - good progress
- Survival - very hopeful
- Making most of discards - fishmeal only
- Best Practices
 - **Total economic damage now estimated \approx € 26,5mio**
 - **Excluding cost of closing fisheries due to choking quota**
- Mitigation essential

Cost of shore processing

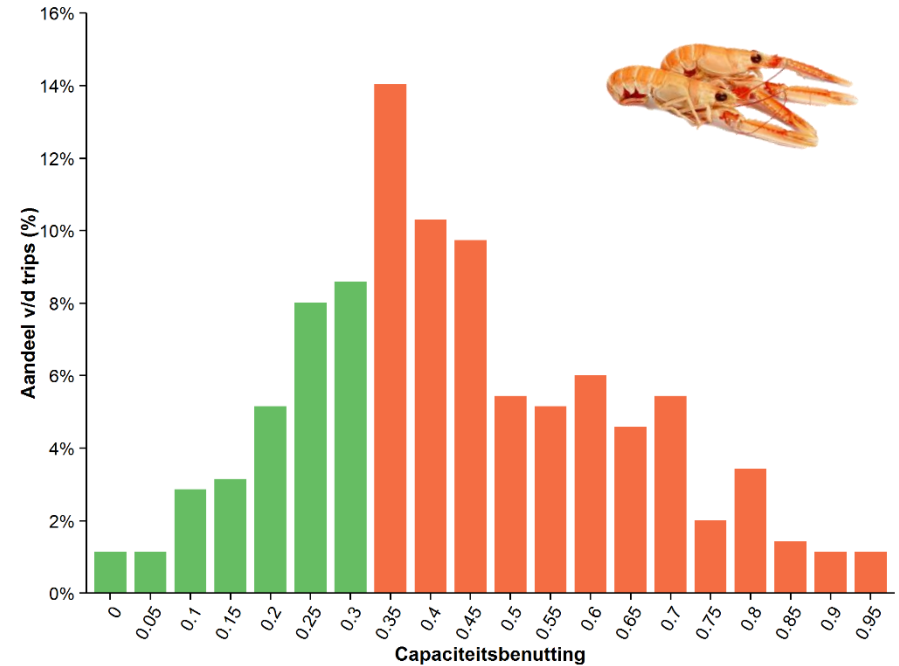
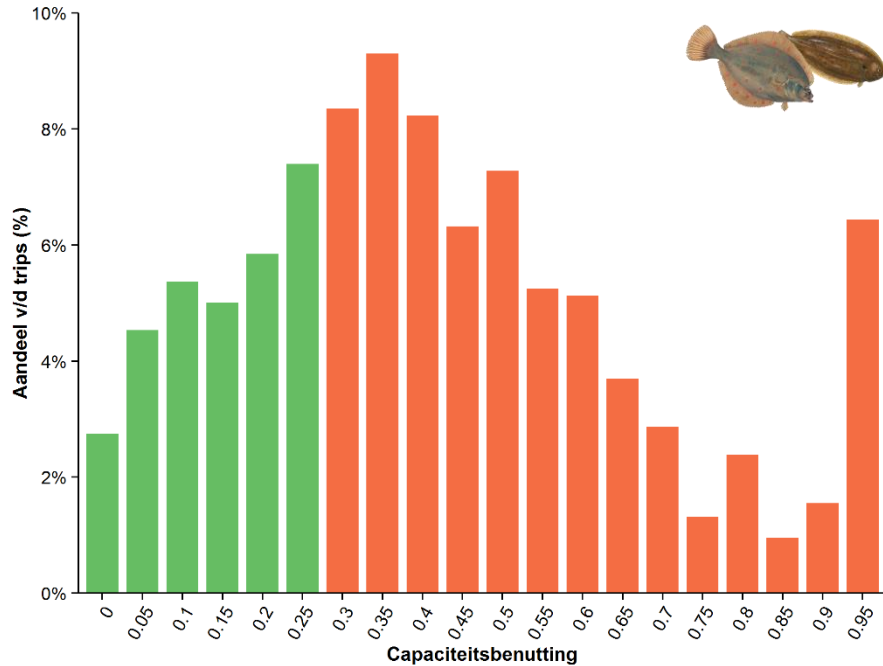
Kostenverdeling verwerken 1.000 kg discards aan de wal (Euro)



■ Lossen discards ■ Handmatig sorteren ■ Heftruckgebruik ■ Kistengebruik en overig

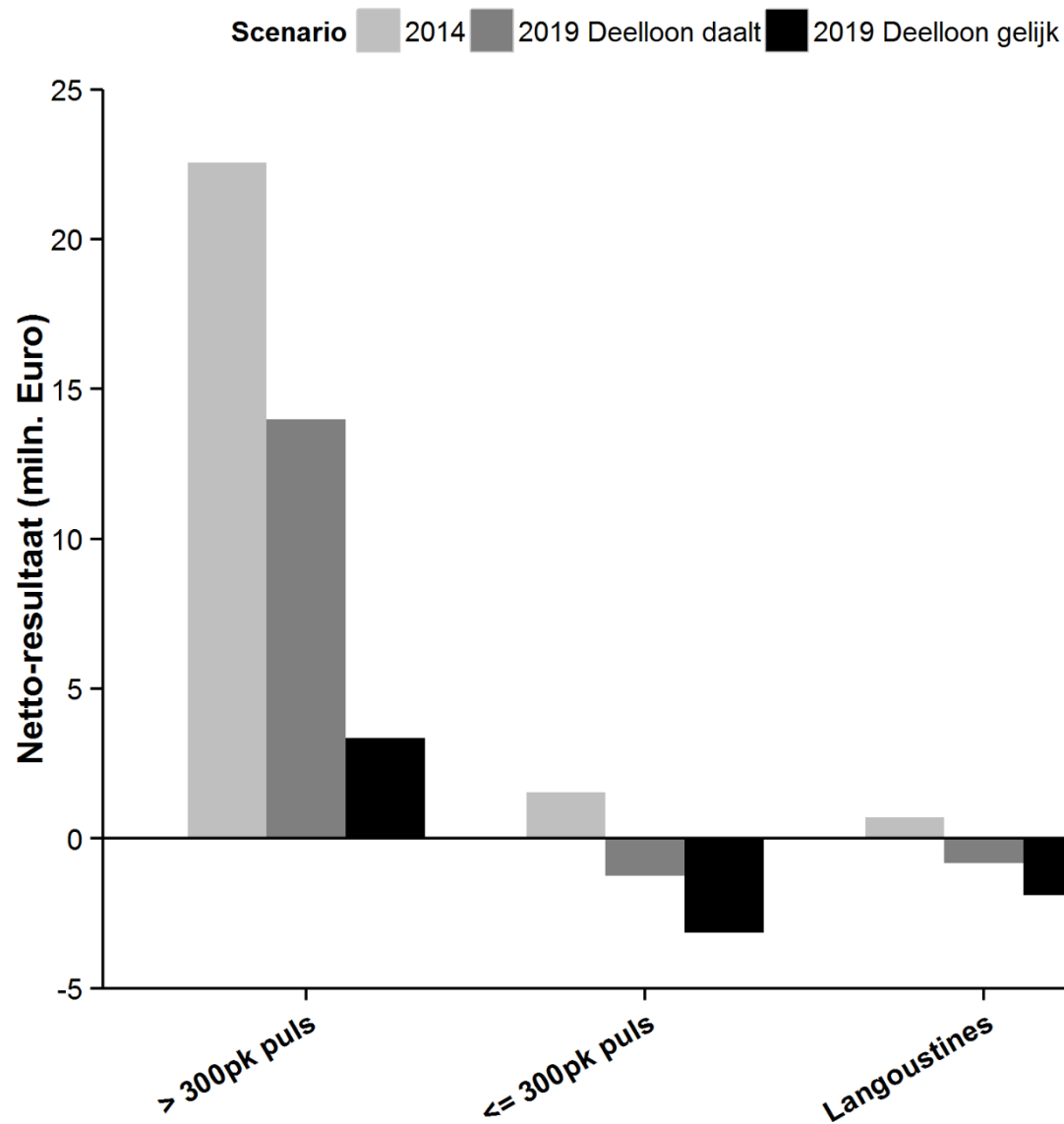
- Average **305€** (219 – 572€) per 1.000kg discards

Carrying capacity ≤ 300 hp Flatfish + Langoustine



- Capacity problems in abt **70%** of all trips

Nett-result by Fleetsegment



Lessons learnt so far

- Landing Obligation is here to stay
 - But in what form or shape?
 - 2016 Is showing the tip of the Iceberg only
- Paradigm shift for all involved
 - Too much Too fast
 - It is essential to get fishers alongside
- Prevent disaster in 2019
 - Autopilot implementation will lead to collision
 - Simple choice: sensible mitigation or full stop

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The Landing Obligation

Are we willing and able to learn?



EAPO President