

## MARINE RESOURCES PANEL MEETING

109<sup>th</sup> Meeting

### Brief notes and action points from meeting held at Howard Davis Farm

24th April 2023

Present:	William Peggie – Director Natural Environment (Chairman) Jonathan Renouf – Minister for the Environment Don Thompson (DT) - representing Jersey Fishermen’s Association Steve Viney (SV) - representing Jersey Fishermen’s Association Chris Casey (CS) – representing Jersey Inshore Fisheries Association Steve Mullins (SM) – representing Recreational fishermen’s Association Chris Le Masurier (CLM) – representing the Aquaculture industry Ian Syvret (IS) – representing Jersey Inshore Fishermen Gareth Jeffreys (GJ) – representing Société Jersiaise Natalie Porritt (NT) – representing Jersey Merchants John Le Seuller (JLS) – representing Recreational Fishermen’s Association Chris Isaccs (CI) – representing Recreational fishermen’s Association Stanley Richard-dit-Leschery (SR) – representing Ports of Jersey
Apologies:	
In Attendance:	Paul Chambers (PC) – Head of Marine Resources Francis Binney (FB) – Marine Manager, Marine Resources Jonathan Billot (JB) - Marine & Fisheries Officer Kerrie-Anne Egge (KAE) – Marine & Fisheries Assistant Officer (minutes) John Vautier (JV) – Sector Lead – Rural and Marine Economy
Apologies:	

		Action
<b>1.</b>	<b>Approval of Minutes from the previous meeting and Matters Arising</b>	
	The minutes were approved.	
	<b><u>Capture Fisheries</u></b>	
<b>2.</b>	<b>Fishing Industry Support Scheme (requested by PoJ)</b>	
	<ul style="list-style-type: none"> <li>• JV updated on the scheme and advised they have appointed a project manager to assist with the project. Currently building the application process which should be ready beginning of May. GoJ will then consult with the fishing industry early May, with the aim of it being signed off (10<sup>th</sup> May 2023) and the scheme up and running in June. Funding of £85K has been secured for 2023 and an additional bid for £500K has been submitted for 2024.</li> <li>• DT raised concerns that some elements of the fishing vessel safety (under 15m) codes of practice were more contentious, such as the medical</li> </ul>	

	<p>certification and the height of a vessel freeboard, and that any learnings from the UK implementation should be adopted. The main point about the freeboard was that most of the vessels in question were Under 6m and so it was impossible to have a freeboard 30cm above the water line. With this in mind, DT also raised concerns that the Under 15m codes being implemented aren't really for fishing vessels specifically but widely adopted for various types of working boats and as such, extra support for the industry would be required.</p> <ul style="list-style-type: none"> <li>• SR reminded the JFA that the Jersey codes have already been significantly modified i.e. that owner-operators had been exempted from the scheme. The standards are open to discussion but that it has to be balanced against the requirement to give ample notice to vessels and a realistic date for implementation. *SR update 01/06/2023 - Owner Operators have been exempted on the medical certification requirements (if trading within Jersey waters only). ML-5 required for vessels with two or more crew members and those trading to France.</li> <li>•</li> <li>• SV asked if medical certificates were to be implemented as part of the Under 15m code. SR confirmed that an ML5 (valid for 5 years) only would be required and not an ENG1 (which is more expensive).</li> <li>• DT raised concerns about funding being announced so far in advance due to being inundated with queries on a scheme for which the details are vague/not finalised. JV/JR explained this was the standard process for government bids and could not be avoided.</li> </ul>	
<p><b>3.</b></p>	<p><b>Direct Landings to France (requested by JFA)</b></p>	
	<ul style="list-style-type: none"> <li>• PC re-iterated that as our territorial waters sit within a third country from an EU perspective, that third country restrictions apply with regard to the direct landing of bivalve molluscs (also incl. whelks). Efforts have been made to address this situation on every occasion at a regional and national level. It is important to note that the restrictions are not localised, and any legislative change would need to be ratified at the EU level and apply at the international level also. There is little appetite on the French side to address this issue now, likely due to the scale and nature of the request.</li> <li>• SV asked if the EU were testing our waters for water quality. PC confirmed that the direct landing restrictions only apply to produce and not water quality which is more a requirement for export health certification. SV suggested that GoJ should ask to implement testing regime for produce upon landing for Jersey vessels, as is in place for the French vessels.</li> <li>• In terms of the export health certificates, we have grade A certified waters for the export of scallops only. This allows for the export of scallops to France but does not cover direct landings.</li> <li>• CLM frustrated that we are not standing up to French authorities and that he always felt the outcome for fisheries was dependant on whether we had a</li> </ul>	<p>MR</p>

	<p>hard or soft Brexit. PC commented that it was a hard Brexit, in that we didn't stay in the Customs union or single market, and so we are no longer shielded by Protocol 3 of the GBA.</p> <ul style="list-style-type: none"> <li>• DT suggested the points should be pushed harder by the Minister and gave the example of the French being able to visit the island using an identify card and not a passport. He feels that persistence/pressure by the French authorities has paid off in this respect and that we should do more to pursue the issue on direct landings, also adding that many French fishers and the Normandy committees agree with the position of the Jersey fishers.</li> <li>• JR reminded the JFA that progress always happens through negotiation, and that there would be an opportunity to discuss these issues with La Manche during the agricultural trip in May.</li> </ul>	
<b>4.</b>	<b>Nature and Extent</b>	
	<ul style="list-style-type: none"> <li>• In Response to the JFA submission PC confirmed that the measure to move minimum size of scallop from 102 to 105mm is liable to take place in 2024 now, due to the prioritisation of the lobster and crab measures. There is also a pre-requisite to perform analysis on the Scallop data for 2023 but there is a time lag in loading the data into the system due to the paper-based nature of the task. Future measures for scallops may consider dredge ring size.</li> <li>• The 2022 scallop figures for the French dredgers show 615 tonnes of Scallops were caught (when no permit scheme was in operation). Scallop permits have been allocated to approx. 40 French Scallop dredgers with a 1300kg daily catch limit. The maximum number of fishing days in total for mobile gear was confirmed by PC.</li> <li>• SV asked what was being done to enforce the conditions stipulated under extent and nature. PC explained that the restrictions will be enforced, and we would continue to undertake inspections and board French vessels. PC also explained that we now have improved digital intelligence in the form of VMS data, which can ascertain no of days fished by each vessel and the algorithms can determine spatial patterns and estimate LPUE. This will allow for more targeted enforcement going forwards.</li> <li>• DT asked whether track record related to actual catch or a deduced fishing effort. PC stated that due to the difficulty in interpreting French data which overestimated catch in Jersey waters, the upper daily limit was used for those vessels at that time of 1300kg.</li> <li>• SV questioned on whether the days allocated to the French vessels can be transferred between vessels. PC confirmed that the committees may be able to re-allocate fishing days but there are some legal points around the TCA that must be reviewed by the law offices ahead of any decision on this front.</li> </ul>	
<b>5</b>	<b>Lobster working Group progress and outputs</b>	

	<ul style="list-style-type: none"> <li>Meetings have been held with JFA and JIFA - proposals have been narrowed down in relation to minimum and maximum size limits, open gear zones and the v notching scheme. Next step is to arrange another meeting and agree/vote on measures.</li> </ul>	
<b>6a</b>	<b>Marine Spatial Plan</b>	
	<ul style="list-style-type: none"> <li>Work continues, assessment process hasn't started yet. PC would like to extend thanks for participation in public consultation process, and for continuing to complete Fish map data and send in comments.</li> <li>DT raised concerns on the short timescale for the implementation of the MSP and potentially allocating areas to wind farm development. PC confirmed that the MSP was a set of recommendations that would inform policy thereafter (and not a policy document itself). DT also raised concerns and indicated to evidence that suggested that sub-sea cables may be related to the collapse of some crab stocks, and has been related to deformities in juvenile lobsters. In addition to this DT does not believe that wind farms are the most economically viable energy option for the island.</li> <li>JR responded that the MSP would only identify where a wind farm would most likely be situated and would not itself implement a wind farm. A very detailed EIA would be required during any such project. JR disagreed with DT's comments on the economics, advising that wind farms are not built until the price of power is known (power purchase agreement) and re-iterated that energy security is a priority for the Island.</li> </ul>	
<b>6b</b>	<b>Atlantic Bluefin Tuna ICCAT membership</b>	
	<ul style="list-style-type: none"> <li>PC said we are working on the ICCAT membership and that part of it requires being able to demonstrate that meet the terms of ICCAT now and that we will continue to be able to in the future – likely be in place for 2024.</li> </ul>	
<b>6c</b>	<b>Fisheries Management Agreement (FMA)</b>	
	<ul style="list-style-type: none"> <li>PC advised that IOM are currently running through the process and many issues intrinsically linked to crown dependencies will hopefully be identified through that process. Likely that Jersey will begin discussions in June 2023 on this front.</li> </ul>	
<b>7</b>	<b>2023 Research Programme</b>	
	<ul style="list-style-type: none"> <li>Genetic analysis on whelks taking place to establish whether we have separate sub populations within the island</li> <li>Continue studies on Lobsters in and out of the Portlet NTZ</li> <li>Final year of Tuna research</li> <li>Wet fish spawning study</li> <li>Seagrass changes over time (pan CI)</li> <li>Underwater video network – understanding fish communities</li> <li>Seabed survey – using WASSP and towed video</li> </ul>	

	<ul style="list-style-type: none"> <li>• Bream nesting study – managing nesting sites</li> <li>• Scallops – FB attended workshop on aging Scallops so can add this element to Scallop trials)</li> <li>• Fish Intel – building knowledge within a wider network of fish tracking systems across the coastlines of the south of England, northern France and Belgium.</li> </ul>	
<b>8</b>	<p><b>Norman Le Brocq replacement vessel</b></p> <ul style="list-style-type: none"> <li>• PC gave an overview of timeline with planning in 2023, commissioning in 2024 and build in 2025.</li> <li>• SR had questions relating to <ul style="list-style-type: none"> <li>○ Size of vessel – need to be considered in terms of berthing</li> <li>○ Capabilities of vessel – can the vessel be designed for inter services to offer as many facilities to the island as possible. Could the vessel act as a pilot boat.</li> <li>○ If new norm is to be UK coded the Work Boat 3 code has hit some stumbling blocks, worth caution / consideration. Code specifies Jersey has some flex for government vessels – some exemptions allowed.</li> </ul> </li> <li>• WP – MR and PoJ to keep discussing options as plans develop.</li> </ul>	
	<p><b>Upcoming Panel dates:</b></p> <ul style="list-style-type: none"> <li>• Monday 24 July 2023</li> <li>• Monday 23 October 2023</li> </ul>	
	<p>There being no other business the meeting closed at 4.50 pm.</p>	