

## Marine Scotland – Inshore Fisheries Pilots – Proposal Form

**Please note:**

- **Proposals should be completed on the appropriate form in line with the accompanying guidelines with supporting information as may be required.**
- **The selected area must be within the Scottish Marine Regions (<http://www.gov.scot/Topics/marine/seamanagement/regional/Boundaries>).**
- **Please be aware that Marine Scotland would expect Proposal Forms submitted to be made publically available.**
- **Proposals should be submitted to Marine Scotland by 30 September 2017.**

**Details**

Group/organisation name	Orkney Fisheries Association
Principal contact name	Fiona Matheson
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## Proposal Questions

1. Who is the recognised lead on the proposals, i.e. who is the primary point of contact?

Fiona Matheson  
Hannah Fennel

2. Please provide a background on the group proposing this pilot?

OFA is the representative membership organisation for 52 vessel owners and 2 processors fishing in Orkney waters. It comprises mobile and static vessels from under 10m – 15m in whitefish trawl, shellfish dredge dive and pot and mackerel line fishing. OFA work closely with Orkney sustainable Fisheries Ltd the IFG for the Orkney area.

Scallop fishermen in both the hand gathering dive sector and the Orkney based dredging, and the Queenie trawl sector have had ongoing concerns about the boom and bust nature of the fishery since around 1990. Over those years they have attempted to address those concerns but failed to implement any management measure to alleviate their concerns.

Stock recruitment and stock health are not fully understood with limited surveys initiated locally in 2012 (movement and growth of scallops) and 2014,2016 /17 on dredge stocks.

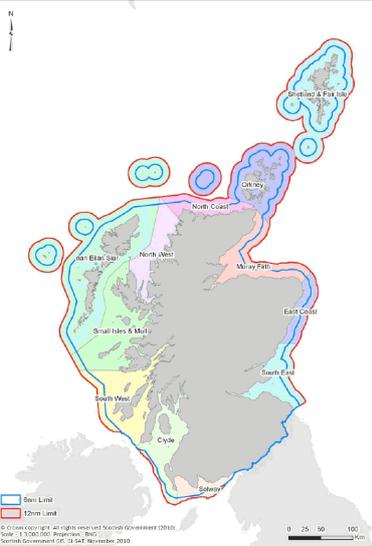
Direct engagement with Marine Scotland can be assured from OFA.

3. Please summarise your proposal, including other options that you have considered?

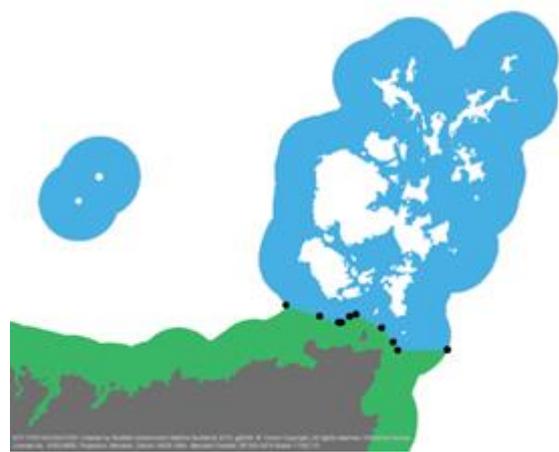
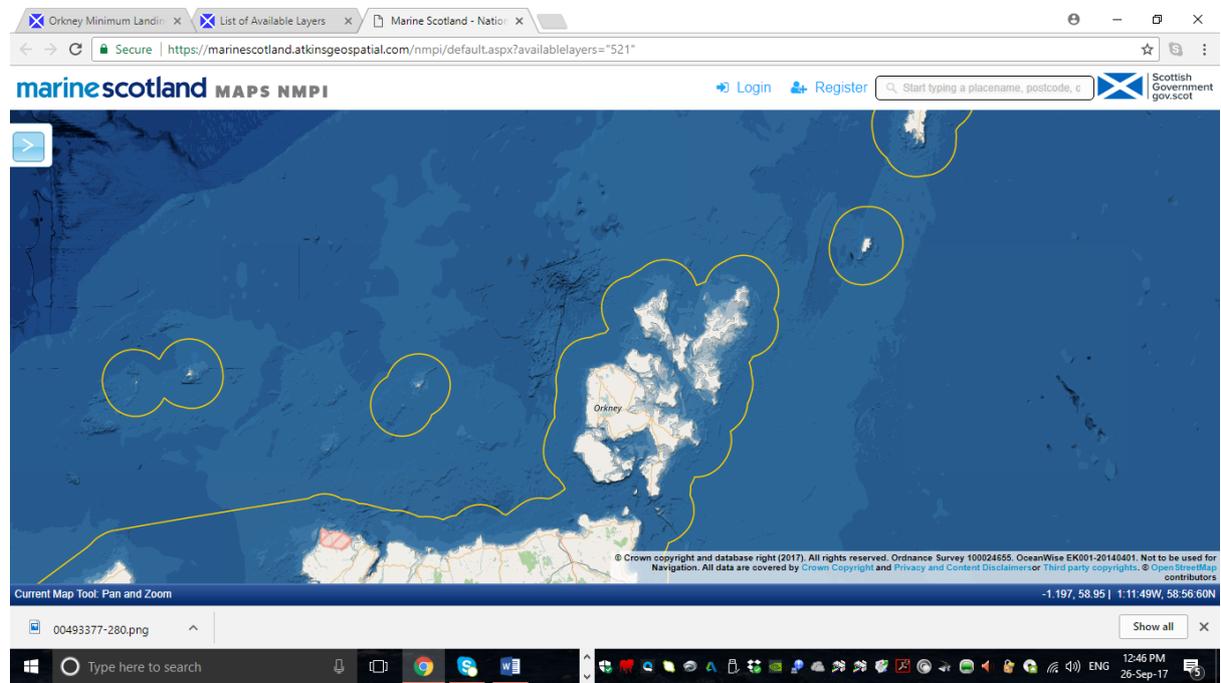
Local management of Scallop fishing effort inside 6 nm of Orkney.  
Restrictions on vessel size within 6nm of Orkney <17m  
Restrictions on vessels normally rigged to work more than 8 dredges per side inside 6nm of Orkney.  
Register of commercial scallop fishing interests inside 6nm of Orkney.  
Pilot of increased MLS for scallops inside 6nm of Orkney.  
Pilot of increased MLS for Queen scallops to 64mm inside 6nm of Orkney.  
Pilot of fixed bar length restriction inside 6nm of Orkney.  
A Draft Regulating Order was prepared in 2014. It was subsequently shelved due to objections and costs.  
Attempts to initiate a voluntary agreement in 2012 were external operators unsuccessful.  
Management would be conducted from Orkney by a dedicated person in co-operation with Marine Scotland compliance with a continuation of data collection in co-operation with Orkney Sustainable Fisheries Ltd and Marine Scotland Science.

Direct engagement with Marine Scotland can be assured from OFA.

4. Please indicate clearly the geographical area you wish to propose for consideration as a pilot area (please provide a chart/image clearly defining the area).



The IFG area for Orkney shown inside the blue line.



5. How would you categorise your proposal. If you feel that none of these options are applicable please select 'Other'.

Localised approach to fisheries management

Separating different methods of fishing

Other

6. Are you aware of any statutory or voluntary arrangements already in place within your proposed pilot area?

Inside 6nm there is a statutory restriction on dredge use to 8 dredges per side and a requirement to use cameras  
Vessels local to Orkney voluntarily use 5 dredges per side or a maximum total of 10 dredges and voluntary land catches to a mls of 110mm  
There is a ban on dredging inside the Wyre Sound MPA. This does not affect dredgers working inside 6nm of Orkney.

7. Please outline any interaction you have had with the relevant Regional Inshore Fisheries Group (rIFG) in the development of this proposal?

This proposal has been outlined and discussed by OSF Ltd since its inception and before that by OFA since the 1990s.

8. What engagement have you had with any other groups or fishers working in your proposed pilot area in developing this proposal?

During the draft Regulating order proposal widespread consultation on management plans were collated. All interested parties were contacted. Objections were received from The Scallop Association and Scottish Whitefish Producers Organisation. Further meetings were conducted with SWFPA to evaluate how this proposal might impact them however no data was forthcoming to enable progress to take place.

9. How many fishing vessels do you estimate currently work, both full and part time in the area proposed and how many will be involved in the pilot?

105 commercial vessels are registered in Orkney. Of those, 80 vessels work habitually and commercially inside Orkney waters participating in different fisheries predominantly creel fishing for shellfish.

There are 1- 2 under 10m shellfish trawlers, 2 multi gear vessels work static and scallop dredge gear, 2 vessels are sole scallop dredgers. There around 10 vessels in the dive-fishery. Vessels may increase or reduce dependent on economics of the fishery at any time.

Vessels from outwith Orkney from Scrabster Kirkubright and Mallaig are known to work periodically work within the designated waters. There are a maximum of 20 nomadic vessels that could work in the area however only around up to 4 may be in the area at any one time. It is believed that their presence is dependent on stock abundance in the locality and factors affecting access in other areas of the UK such.

All vessels fishing inside 6nm of Orkney will take part in the pilot.



10. Please clearly set out the management controls you would wish to see for the pilot and the rationale for each control proposed.

<b>Management Measure</b>	<b>Rationale / Possible Positive Consequences</b>	<b>Possible Negative Consequences</b>
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<p>Vessels fishing inside 6nm of Orkney will not carry aboard any Scallops less than 110mm in size</p>	<p>To evaluate the positive and negative consequences of limiting mls to 110mm inside 6nm of Orkney  To enable maximum stock regeneration and recruitment.  On the basis of Orkney landing statistics 'F' continues to increase.  Stocks appear to be in decline nationally and taking a precautionary approach suggests that action to increase SSB and potential recruitment is required.</p> <p>Increasing MLS would on average increase the potential for increased recruitment and increasing MLS would on average increase SSB.  Additional spat settlement arising from increased mls are estimated to take 4-6 years to recruit to the fishery although known to be unpredictable.</p> <p>Selection for 110m hand-dived scallops would take place on the sea bed.  To enable an 'Orkney caught' scallop size to attract better prices.  To enable progress towards MSC status for Scallops caught within 6nm of Orkney</p>	<p>Reduction in tonnage landings impacting on economic viability of some vessels  There are no fishires independent surveys in Orkney.  A reduction of landings for Orkney based vessels with an MLS of 110mm would amount to 4%</p>
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<p>Vessels fishing inside 6nm of Orkney will not use more than a total of 10 dredges</p>	<p>To limit weight pressure on the habitat.          To reduce fuel consumption of vessels.          To contribute to greener fishing behaviour.          To enable seasonal fishing patterns to re-evolve</p>	<p>Vessels rigged to carry a greater number of dredges will have to reduce their total dredge numbers inside the area from 16 to 10. This will impact on total tonnages and increase fuel costs to cover equivalent ground.</p>
<p>Vessels of a size normally rigged to carry more than 8 dredges per side and of a length of 17m or more will not be permitted inside 6nm of Orkney</p>	<p>Vessels rigged to carry more than 8 dredges per side can continue to fish outside 6nm.          Vessels of a size greater than 17m in length are equipped to much great dredge carrying capacity and of a size to be able to work in waters outside 6nm of Orkney</p>	<p>Vessels in the restricted category would lose access to ground inside 6nm of Orkney.</p>

<p>Vessels over 12nm with AIS or other electronic systems must have their systems switched on at all times inside 8nm of Orkney.</p>	<p>Monitoring and compliance of access to 6nm of Orkney can be easily undertaken through Marine Scotland's tracking system and with addition of a 2kn buffer zone compliance will be alerted to presence of vessels near to the 6nm boundary.</p>	<p>None</p>
<p>Vessels of a size and normally rigged for 8 dredges per side will be allowed to fish inside the management area but will be required to reduce their dredge numbers to 10 in total inside the management area.</p>	<p>This will ensure that all vessels comply with the same gear regulations inside 6nm. This will enable controlled evaluation of affects to be universal throughout the area.</p>	<p>Vessels normally rigged for 8 dredges per side will have to remove 3 per side to fish inside 6nm of Orkney.  Reduction of tonnage to some vessels Increase fuel use to cover greater ground to compensate for dredge reductions.</p>
<p>No vessel trawling for queen scallops inside Orkney waters will carry aboard queen scallops of less than 64mm in size.</p>	<p>To preserve the voluntary MLS currently in place within the area. To ensure maximum recruitment and regeneration. To avoid a race to fish down to the legal mls of To assit in progress towards MSC status for Queen Scallops caught inside 6nm of Orkney</p>	

<p>No vessel which is to be used to dredge for scallops may use or carry aboard more than tow two bars with a combined overall length, or a single tow bar or beam with an overall length including axels, of more than 6.20 meters, or more than a total of 10 scallop dredges or 2x 4.4m beams inside 6nm of Orkney.</p>	<p>To ensure clear rules for scallop dredging inside 6nm of Orkney in order that all vessels wishing to dredge for scallops inside 6nm can continue to access the fishery.</p> <p>This regulation afford the fishery inside 6nm of Orkney parity with regulations already in force in the Clyde and by SSMO in Shetland.</p> <p>All UK vessels comply with similar regulations in the Clyde and in Shetland.</p>	<p>Those who currently fish with greater numbers of dredges will require to reduce their numbers form a total of 16 to 10.</p>
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11. If your proposal involves limiting the number of vessels able to fish in the pilot area. Please outline:

- a. On what basis vessels will be permitted access e.g. method of fishing, vessel size, historical activity in the area (if so what would track record be)?

Numbers of vessels be limited by size. These will be vessels who would not be rigged to normally work inside 6nm due to their size and carrying capacity of over 8 dredges per side.

All vessels who comply with the dredge restrictions and MLS inside 6nm will be permitted within the area.

- b. Please outline your rationale for the basis for restricting access as outlined in question 11 (a)?

A limit of 8 dredges per side already exists.

Those with capacity to fish with greater than 8 dredges per side are of a size and construction to fish at liberty outwith 6nm.

Vessels of a size and rigged to fish 8 dredges or less are not equipped to fish safely in areas outside 12nm.

- c. Would those entitled to fish in the pilot area be limited to fish there only? If the answer to this question is 'no' please outline why access to other areas is required and why the proposed pilot does not include these areas.

Those entitled to fish inside the pilot area would not be limited to that area only. Vessels which comply with regulations affecting other areas ie Shetland would have the ability to fish there.

The entitlement to fish in other areas outside 6nm within the UK would limit the majority of vessels due to size and inability to cope with weather out with inshore areas.

12. How do you propose oversight of this pilot project, should your application be successful? Do you envisage that a steering or monitoring group will be set up? How would this function?

A monitoring group would be formed comprising of representatives from participants in the pilot drawn from MS compliance, Orkney Sustainable Fisheries Ltd, Representatives of non-Orkney based fishing interests and MS Science. A dedicated individual would monitor and record the progress of the pilot taking information from all participants and reporting to the monitoring group. The duration of the pilot would be agreed with MS but is expected to be of two years minimum.

13. Please outline what you believe the direct and indirect benefits of your proposal will be?

- Relieving fishing pressure, - less gear weight on the benthic environment – less intensity of fishing
- Informing future management considerations of inshore fishing, - continued data gathering pros and cons of measures and practicalities of implementation
- Increasing the protection of the environment or fish stocks,
- The economic or market benefits of managing fisheries in a different way – build evidence and management resilience for MSC status,

Better preservation of King and Queen stocks inside 6nm.

Improved recruitment to King Scallop Stocks.

Progress towards developing a mechanism for managing the fishery to accord MSC status for Scallops caught inside 6nm of Orkney

Benefits to all vessels from improved stock management, managed effort and better prices.

Regulated supply of stock to buyers as a result of reduction of boom and bust fishing.

14. Please outline any groups who you believe may be negatively impacted by your proposal and why?

Nomadic vessels within the UK scallop fleet may perceive negative impacts or issues of displacement, however driving up quality and improving prices will assist them as will improving stock recruitment.

15. Please outline the costs of your proposals both in terms of financial costs and resource costs.

There would be a resource impact on Marine Scotland Compliance to monitor vessel tracking systems within the 6-8nm buffer zone, checking mls aboard within 6nm and no of dredges/fixed bar carried within 6nm.

Remuneration for a project facilitator and administrator of 1 day per week or equivalent.

£5200 per annum

£10400 over 2 years.

Data collection by fishermen – offset fishing loss time working at prescribed stations

£6000 p/a

16. Please outline any risks to the successful implementation of your proposals either in terms of the management or the overall return from fisheries impacted?

Lack of capacity within government agencies to assist. Inability to police activity within pilot area.  
Compliance with electronic id systems essential.

17. Do you envisage the pilot management controls outlined in this proposal having any impact (positive or negative) outside of the area detailed in question 2?

There may be displacement issues, but as prosecution of stocks is related to abundance within a boom and bust fishery pattern the baseline for displacement is uncertain. Nomadic presence in the area had been declining until OFA initiated the idea of management measures, so fishing behaviour can be altered as a result of possible future access changes.  
Any displacement would be among those who are of a size, gear amount and resilience to fish outwith the 6nm area.

18. Do you know of any evidence to help support your proposals? For example research documents, previous schemes, personal records or observations you may wish to provide?

The Draft Proposal for an Orkney Regulating Order for Scallops 2014 contains much of the evidence that supports this pilot proposal  
Dropbox link

[https://www.dropbox.com/s/ythungtgbvymdlc/Orkney\\_RO\\_Final\\_1.8.14%5B1%5D.pdf?dl=0](https://www.dropbox.com/s/ythungtgbvymdlc/Orkney_RO_Final_1.8.14%5B1%5D.pdf?dl=0)

and also the Orkney King Scallop Dredge survey data of 2012, 2014 and 2016 provides evidence of stock depletion.

[..\Scallop\Mike bell Dredge Data analysis 2016\Scallop dredge surveys.pdf](#)  
[..\Scallop\Final report\Spatial dynamics of Orkney scallops .pdf](#)

19. Is there any additional information which you have not provided elsewhere in the form relevant to your proposal?

Objections to the Regulating order can be provided on request

