



Bluefin Tuna Joint Deployment Plan

Preliminary Results of the 2011 Campaign



21 September 2011 – Mediterranean RAC – Malta



CFCA – Mission



The mission of the Agency is:

- Organisation of operational coordination of control activities regarding SCIP, IUU programs and International control programmes (Joint Deployment Plans)
- Assist Member States and the Commission in different areas related to control (reporting information, inspection techniques, harmonisation, research, training)



Joint Deployment Plans – Why



By organizing the best use of human and material resources pooled by MS, we can promote:

- Uniformity and effectiveness of control ×
- **Increased transparency** X
- Level playing field for fishing industry X
- Cost effective use of national control resources X



BFT JDP – Objectives



Ensure operational coordination of joint control, inspection and surveillance activities by EU Member States concerned to:

- Support an effective and uniform implementation of the multiannual recovery plan
- **x** Organize control of compliance concerning:
 - recording and reporting activities,
 - specific technical measures



BFT JDP – Scope



Control, inspection and surveillance at sea in ICCAT Convention Area, EU waters and in EU Ports in relation to:

- **×** Fishing and supporting activities, including traps
- Landings, transfers, transports, transhipments, processing, marketing and exports
- **×** Farms activities



BFT JDP – Coordination



Steering Group

- **x** Representatives of participating MS + EC
- **×** Chaired by CFCA
- **×** Overall coordination
- **×** Supervises the JDP implementation

Technical Joint Deployment Group

- Composed of National coordinators designated by MS + CFCA coordinators
- ***** Based in CFCA Headquarters-Vigo (Spain)
- Operational coordination strategy



BFT JDP – Training



The CFCA organised one regional training in March 2011

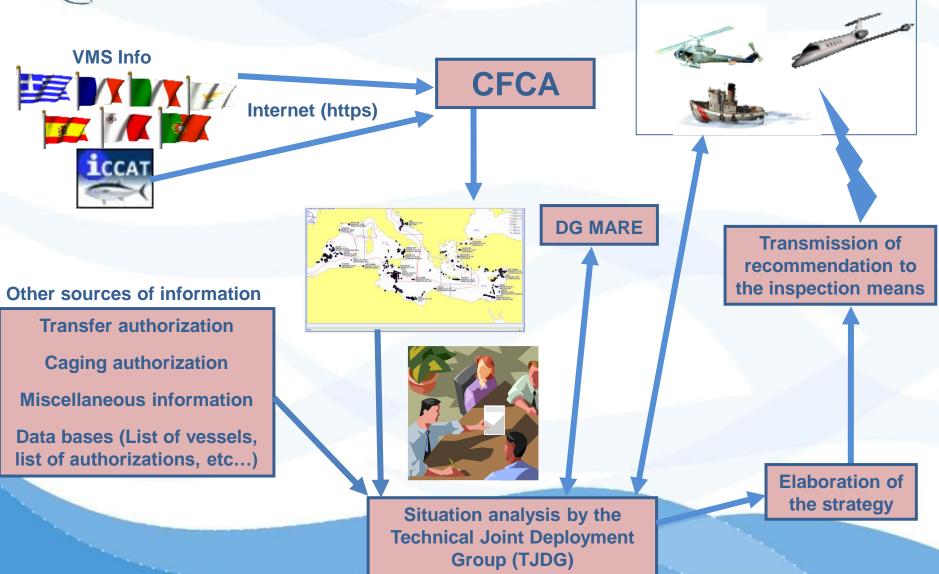
Mainly dealt with new ICCAT provisions included in the new recovery plan adopted in 2010 (ICCAT Recommendation 10-04) especially reinforced provisions regarding transfer and caging operations, and additional measures to ensure more accurate data on the numbers and biomass of bluefin tuna

Harmonization of inspection procedures – checklists

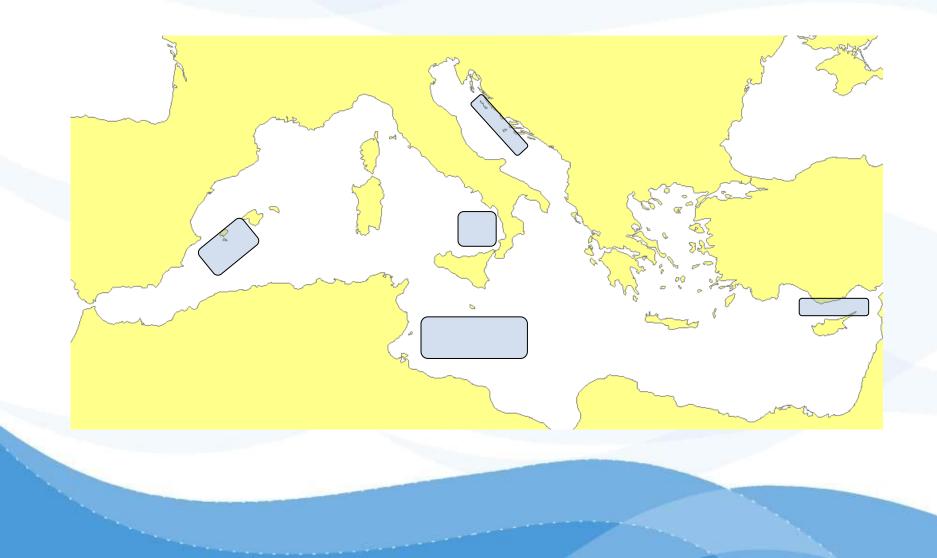


BFT JDP – Data exploitation











Fishing fleet and traps 2011



| | EU MS | Other ICCAT CPCs | TOTAL |
|------------------|-------------|------------------|--------------|
| Catching Vessels | 469 (29 PS) | 529 (72 PS) | 998 (101 PS) |
| Other Vessels | 245 | 175 | 420 |
| Traps | 8 | 11 | 19 |



Pooled means in 2011



Number of means deployed

| High Seas Patrol Vessels | 9 |
|-------------------------------|----|
| Coastal Patrol Vessels | 17 |
| Airplanes/Helicopters | 9 |

Number of means deployed in each area

| | Western Med | Central Med | Eastern Med | Eastern Atl |
|--------------------------|-------------|-------------|-------------|-------------|
| High Seas Patrol Vessels | 4 | 5 | - | 2 |
| Coastal Patrol Vessels | 7 | 6 | 4 | 1 |
| Airplanes/Helicopters | 5 | 5 | | - |

180 ICCAT inspectors participate to missions coordinated by the JDP



Summary of activities in 2011



| | TOTAL |
|---------------|-------|
| ASHORE (days) | 90 |
| SEA (days) | 238 |
| AIR (hours) | 218 |

| | EU MS | ICCAT CPCs | TOTAL |
|------------------|-------|------------|-------|
| LAND INSPECTIONS | 246 | 2 | 248 |
| SEA INSPECTIONS | 313 | 32 | 345 |
| TOTAL | 559 | 34 | 593 |

Possible non-compliances in 2011

| | EU MS | ICCAT CPCs | TOTAL |
|------------------------|-------|------------|-------|
| VESSELS/OPERATORS PNCs | 43 | 13 | 56 |

However when the number of vessels/operators is compared against the number of inspections, the result is that 8% of the inspections made to EU vessels/operators resulted in PNCs compared to 38% in other ICCAT CPCs

| | EU MS | ICCAT CPCs |
|------------------------|-------|------------|
| INSPECTIONS | 559 | 34 |
| VESSELS/OPERATORS PNCs | 43 | 13 |
| % | 8% | 38% |

Updated to 15 August 2011

Possible non-compliances in 2011

X Type of vessels with more PNCs: Tugs, auxiliary vessels and longliners

Ratio of PNCs higher in other ICCAT CPCs than in MS

Most of them related to documentation issues and in second place to technical measures

× Follow-up of PNCs



- **×** Video recording
- **×** Documents
- **×** By-catch
- **×** Carry-over



2011 Preliminary Conclusions



- **Operational coordination was ensured by the TJDG** ×
- Successful risk assessment to prepare the campaign X
- Substantial effort by MS in terms of pooling of means X
- **Training and exchange of experiences with other CPCs** X



