Regional report on the implementation of the landing obligation in the Baltic Sea in 2016

Table 1: Summary of steps taken by Member States regarding control of compliance with the landing obligation at regional level in the Baltic Sea area for issues highlighted in Q18, 21 and 22 of DG MARE's questionnaire.

DG MARE Questionnaire	Baltic Sea
Steps taken by MS regarding control of compliance with the LO	
Q18: Have guidelines been provided by Member States administrations and control agencies for inspectors? **Yes/No** In what format has this information taken: • Delivery of guidelines for inspectors on the effective and uniform application of the landing obligation. • Seminars and trainings organised for presenting the guidelines to inspectors at national and regional level.	**Yes.** A regional workshop for inspectors was organised 5-6 October 2016 for standardising the implementation of the LO in the framework of the BS JDP. The following topics have been dealt with during the training workshop: - Omnibus regulation - Discard plan - Guidelines for last haul inspections - MS Exchange of experience on the landing obligation - Data collection procedures In 2015, upon request of BALTFISH, EFCA assisted MS in the preparation of guidelines for inspectors in the context of the introduction of the LO. In 2017 these will be reviewed.

Q21: Has control and monitoring been based on risk assessment? **Yes/No** Please supply information on the risk assessment tools used and the results obtained, including those implemented by the regional Control Expert Groups in cooperation with EFCA.	**Yes.** In cooperation with the JDP Steering Group and the Baltfish regional Control Expert Group (CEG), EFCA has developed a methodology for risk assessment. The methodology follows the structure of weighing the likelihood of occurrence of non-compliance against the potential impact on the stock. In order to be able to perform this risk assessment for the fisheries concerned, EFCA has produced factsheets by fleet segments to compile and update all relevant information available for each fishery. Fisheries segments have been defined together with the Baltic Sea CEG and the SG. These fact sheets contain descriptions and tables on: gear, target species, discarding, fishing season, fishing vessels flag states, fishing areas, stock status, allocation of the TAC, applicable regulations, catches in previous year and risk characterisation. During a joint session between experts nominees by the CEG and members of the Steering Group, the risk assessment was performed by fleet segment for non-compliance with the LO for the JDP species. The outcome of the risk assessment (annex 1) has been a key input for the recommendations developed by the regional CEG and for the planning of the Baltic Sea JDP.
Q22: Has the “last observed haul” approach elaborated by EFCA as a tool for monitoring the implementation of the landing obligation and to derive potential targets for inspection been used? **Yes/No**	**Yes.** The last observed haul methodology has been developed to: • Estimate the likelihood of non-compliance with the provisions of the LO for risk assessment, • Share information between MS on catch composition rates across the different fisheries segments and

Please give details of the fisheries covered and the extent of sampling.	• Facilitate the evaluation of compliance with the LO provisions. This is implemented through the JDP in cooperation with the Member States inspection services. The data derived from the last observed haul inspections is combined with other available data on catches and discards and is being used as input for risk assessment exercises. In the medium to long term, the data collected through the last haul scheme would serve as a baseline for preparing the development of a compliance evaluation tool in the context of the landing obligation. The cooperation in the Baltic Sea area between the MS and EFCA in the implementation of the LO has been quite successful since it started in 2014. The last haul scheme has been embedded in the BS JDP and the data collection is being implemented routinely by the MS inspectors. The data collected at regional level is shared with all MS so it can also feed national risk management programmes.

List of Annexes:

Annex 1 – Risk Analysis results Baltic Sea 2016

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SEGMENT	GEAR GROUP	GEAR TYPE	AREA	RISK LEVEL
1	OT (≥105)	Demersal Active	22-24	**High**
2	SDN (≥105)	Demersal Active	22-24	**Low**
3	OT (≥105)	Demersal Active	25-27	**Medium**
4	OT, PT (16≤ and <32)	Pelagic Active	22-27	**Low**
5	OT, PT (32≤ and <90)	Pelagic Active	22-27	**Low**
6	OT, PT (16≤ and <105)	Pelagic Active	28-32	**Low**
7	GN (≥157)	Pelagic Passive	22-29	**Low**
8	LL	Pelagic Passive	22-29	**Low**
9	FIX (nat. rules)	Pelagic Passive	30-32	**Low**
10	GN (110≤ and <156), LL	Demersal Passive	22-24	**Medium**
11	GN (110≤ and <156), LL	Demersal Passive	25-27	**Low**
12	GN (32≤ and <110), FIX (national rules)	Pelagic Passive	22-32	**Low**
13	Other non-reported in segments 1-12	Demersal Active	22-32	