



**Procedure for the recoupment of quota balancing adjustments in respect of landings of a pelagic stock without a valid authorisation/notification, in excess of by-catch allowance (denoted ‘unauthorised landings’)**

The Minister for Agriculture, Food and the Marine implemented a pilot quota balancing scheme for relevant pelagic stocks, fished with a valid authorisation/notification, which commencing on 1st January 2018. In the period since 2018, amendments and clarifications were introduced by the Minister to address specific issues that arose. All such amendments and clarifications were combined in July 2020 to establish a settled policy for the quota balancing of relevant pelagic stocks. This policy also allows for the quota balancing of pelagic stocks fished without a valid authorisation/notification and landed in excess of by-catch allowance.

In accordance with the Minister’s consolidated Quota Balancing Policy for Pelagic Stocks, the Department sought the views of the Quota Management Advisory Committee (QMAC) in specific circumstances where a vessel has a balancing adjustment for a pelagic stock landed without a valid authorisation/notification, in excess of by-catch allowance. These specific circumstances related to a scenario where a vessel is unlikely to receive a catch limit of that particular pelagic stock, in the calendar year or the next calendar year, that consideration be given to recouping that balancing adjustment from another pelagic stock, where it is available for that vessel.

Taking into consideration the industry views, the Minister has approved the procedure for recoupment of such Quota Balancing Adjustments as follows:

- 1. Recoupment of balancing adjustments in respect of *unauthorised landings* of a pelagic stock where it is unlikely that the vessel will receive a catch limit for that particular pelagic stock within the calendar year or the following year.**

In accordance with the *Quota Balancing Policy for Pelagic Stocks of July 2020 which provides that* priority will be given to setting the outstanding balancing adjustment, against a pelagic stock of the nearest possible economic value, on a tonne-for-tonne basis, recoupment of such balancing adjustments will be made from the catch limit of another pelagic stock (or pelagic stocks if necessary) that is/are not under a monitoring quota.

The recoupment of such balancing adjustments will be carried out at the first available opportunity, in the order that a vessel is being authorised for future fishing opportunities. If the full balancing adjustment cannot be recouped from one fishery, it will be carried forward to the next fishery in scope until the full recoupment has been made.



If the balancing adjustment has not been recouped in full, after two cycles of the Herring fishery listed at number 1 below, the Department will then move down the order of deduction to source a fishery until the balancing adjustment has been recouped in full.

1. Herring\* (either North-West Herring (HER/6AS7BC), Irish Sea Herring (HER/07A/MM) or Atlanto-Scandian Herring (HER/1/2-))
2. Blue Whiting (WHB/1X14)
3. Boarfish (BOR/All Areas)
4. Mackerel (MAC/2CX14)

*\* recoupment will be carried out, in the order that a vessel is being authorised for future fishing opportunities*

2. **Recoupment of balancing adjustments in respect of *unauthorised landings* of any pelagic stock (coming under the remit of the Minister's policy of 31<sup>st</sup> July 2020) where it is unlikely that there is a pelagic stock option available from which to make the recoupment of the balancing adjustment based on the expected fishing opportunities available to a vessel.**

The recoupment of such balancing adjustments will be made against a demersal stock of a similar value on a tonne-for-tonne basis. The Minister has decided, taking consideration of the recommendations of the Quota Management Advisory Committee (QMAC), the following:

- that such recoupments should be carried out as soon as possible against an appropriate demersal stock, and
- that whiting in 7b-k (WHG/7X7A-C) is an appropriate stock, to be the first demersal option from which to make the recoupment in this situation.