



European Commission

No 51 May 2011



FISHERIES AND AQUACULTURE IN EUROPE



Modern tools for effective control

 **Research:** EMODnet takes its first steps

 **Study:** women in maritime sectors

Shows and exhibitions

Slow Fish 2011, Genoa (Italy), 27-30 May 2011

> For more information: <http://www.slowfish.it>

Polfish, Gdansk (Poland), 31 May – 2 June 2011

> For more information:

<http://www.mtgsa.com.pl/title,POLFISH,pid,213.html>

Conferences and meetings

European Maritime Day – Conference of Stakeholders – Gdansk (Poland), 19-20 May 2011

> For more information:

<http://ec.europa.eu/maritimeaffairs/maritimeday>

NASCO, annual meeting, Ilulissat (Greenland), 7-10 June 2011

> For more information: <http://www.nasco.int>

Institutional agenda

Advisory Committee on Fisheries and Aquaculture, plenary session, Brussels (Belgium)

• 22 June 2011

> For more information: <http://ec.europa.eu/fisheries>

Committee on Fisheries, European Parliament, Brussels (Belgium)

• 24-25 May 2011

• 15-16 June 2011

> For more information: <http://www.europarl.europa.eu>

Agriculture and Fisheries Council of the European Union

• 16-17 May 2011 (Brussels)

• 27-28 June 2011 (Luxembourg)

> For more information: <http://www.consilium.europa.eu>

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Note to readers

We welcome your comments or suggestions at the following address: European Commission – Directorate-General for Maritime Affairs and Fisheries – Information, communication, inter-institutional relations, evaluation and programming Unit – Rue de la Loi/Wetstraat 200 – B-1049 Brussels or by fax to: (+ 32) 2 299 30 40 with reference to *Fisheries and aquaculture in Europe*.
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- Website of Maria Damanaki, Commissioner for Maritime Affairs and Fisheries
> http://ec.europa.eu/commission_2010-2014/damanaki/index_en.htm
 - Application: the European Maritime Atlas > <http://ec.europa.eu/maritimeatlas>
 - Fisheries site > <http://ec.europa.eu/fisheries>
 - Maritime Affairs site > <http://ec.europa.eu/maritimeaffairs>

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Caption: *Marine Enforcement Officers from the Royal Navy Fisheries Protection vessel HMS Severn board a French stern trawler in the Celtic Sea for a routine inspection.*

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Tools for modern and smart fisheries control

Measures put in place to protect resources are often circumvented or breached more or less seriously. Such infringements of common rules have many serious consequences. They prevent the policies implemented to ensure the sustainability of fishing activities from achieving their aims. If everyone played strictly by all such rules, problems of overfishing and sustainability of resources would be on their way to a solution in European waters. For honest fishermen, the behaviour of those who break the law constitutes unfair competition and yet another obstacle to the survival of their business.

This explains why there is wide recognition today of the need to develop and implement a culture of compliance. It is a priority for the European Commission. The majority of fishermen themselves are aware that their long-term earnings depend on maintaining a reasonable level of catches. However, the sector's first demand is that fisheries rules have to be applied with the same diligence across the European Union, that the same constraints are applied fairly to all operators.

To achieve these objectives of transparency, fairness and effectiveness in its policies, the European Commission has carried out a reform of its control system culminating with the adoption of implementing measures for the new fisheries control regulation. Rather than focusing controls on fishing activity, its philosophy is to concentrate on fisheries products, at every link in the supply chain. A new global and integrated risk analysis strategy based on systematic and automatic checks of all data throughout the chain, including the sale of catches, will make it easier to identify inconsistencies and suspicious behaviour quickly. A traceability system will therefore form an integral part of the new control system. In the future, the operator in possession of the fishery products, even temporarily, will have to be able to provide documentation proving where they come from and that they were caught legally. To put the new system in place without delay, European financial support is available for the necessary investments.

The control scheme and dissuasive penalties are essential but will not suffice on their own to guarantee general application of the measures. The only way to ensure that resource protection measures are always complied with in practice is to make fishermen aware that these measures are taken in their own long-term interest and that they are the only way to secure a sustainable income, now and in the future.

The Editor





Modern tools for effective control

The reform of the fisheries control framework has materialised with the adoption of a new regulation that spells out the complete and detailed terms of application of certain provisions of the fundamental control regulation. With these provisions, the new regulation is fully applicable. Everything is in place for developing and implementing a real culture of compliance. The different elements will ensure effective control, the keystone of a fisheries management system designed to ensure sustainable resources and the industry's prosperity, and will guarantee that the rules are applied in the same way to all operators throughout European Union waters.

It is now over a year since the regulation (1) that reformed fisheries control entered into force. Some of the modernisation measures were not ready to be applied immediately, though, because detailed implementing rules were needed. It was not enough, for example, to require electronic registration and transmission of catch or transshipment data; precise technical arrangements had to be defined for the use of the new technologies. This is precisely the purpose of the new regulation on fisheries control, just adopted **following the favourable opinion given by the Advisory Committee on Fisheries and Aquaculture**. To put the new system in place quickly, European financial assistance is available for the necessary investments.

A new approach to control and inspection

Generally speaking, attention should be drawn to the fact that the role of fisheries officials at all levels is to organise sustainable management of fish resources. The European Union takes a multitude of measures to ensure sustainable exploitation of fish stocks. If such measures are not respected, however, they will have no effect. It is therefore vital to put in place an effective and strict control system, capable of enforcing these rules. The reform of the control system is based on three key areas.

The first is the development of a new approach to control and inspection. This consists mainly of redirecting resources for control and inspections more resolutely towards land-based links in the supply chain, so as to ensure continuous control from net to plate. At any link in the chain (catch, landing, wholesale, processing, transport, retailing or restaurant), the owner of the fish will now have to be able to show documentary proof that the product was caught in line with the rules of the Common Fisheries

Policy (CFP). This goes hand in hand with the organisation of a detailed and thorough traceability system, making it possible to identify at all times the vessel and place of catch of products, and consequently their compliance with management rules. Such traceability relies on the use of modern and rapid technologies for collecting and sharing data. Systematic data validation by control authorities will help to substantiate the risk analyses that provide input for the planning of inspections. Cross-checks of the different declarations submitted throughout the chain will lead to rapid identification of inconsistencies and suspicious behaviour: inspections can then be focused on the most sensitive fisheries, the most problematical stocks and particularly suspicious vessels. This will allow optimal use of limited means for better results.

The second area of focus is the introduction of new types of measures, such as specific controls for protected zones, mechanisms for real-time closures to protect concentrations of immature fish and controls on engine power and conformity.

The third area is development of a culture of compliance by all actors concerned. This requires a simpler legislative framework: the regulation centralises all control rules, thus making provisions in force more intelligible to officials and operators alike. A culture of compliance also aims to make sure that all Member States put in place dissuasive and harmonised sanctions. This is the framework within which the licensing 'point system' has been put in place, along with certain mechanisms to make sure that Member States enforce CFP objectives and rules.

The revamped control system also implies better cooperation between national and European control services. Every Member State is obliged, for instance, to place control information and data on a national website, accessible remotely to the Commission, the Community Fisheries Control Agency (CFCA) and the other Member States. This measure will provide better input for risk analyses and facilitate the planning of inspections. The CFCA's mandate and the powers of the Commission's inspectors have also been expanded. The CFCA is now entitled to coordinate controls of all CFP activities as part of its multiannual work programme and in keeping with its financial perspectives.

The aim of this reform is to make irresponsible behaviour impossible and to eradicate it. Only this change of mentality will permit a return to a prosperous fishing industry that harvests healthy and abundant stocks. The new system contains all the ingredients for success.

(1) Regulation (EC) No 1224/2009, known as the 'control regulation'.



□ New control tools



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The Commission has just presented a new regulation that clearly describes different tools and procedures to ensure effective fisheries control and inspection. They will lead to modern and effective control serving sustainable resources and the sector's prosperity.

The revamping of the control system resulted in the adoption in 2009 of a new EU scheme to ensure compliance with the rules of the Common Fisheries Policy. A new regulation adopted recently by the European Commission sets out detailed implementing rules for the reform's measures. Rules on control concern every link in the chain: from net to plate, from catch declaration to the retailer's sales note. All these provisions have a goal: to make sure that fisheries control contributes to the sustainability of European fishing activity and that the rules are applied uniformly in all European Union waters.

Fishing licences and authorisations

To engage in fishing activity, a vessel must first obtain a licence. In some cases, it also has to hold a fishing authorisation, if it operates for instance in areas subject to effort restrictions or a multiannual plan. The new regulation spells out how Member States are to issue and manage licences and authorisations, as well as the information these must contain.

Marking and identification of vessels and gear

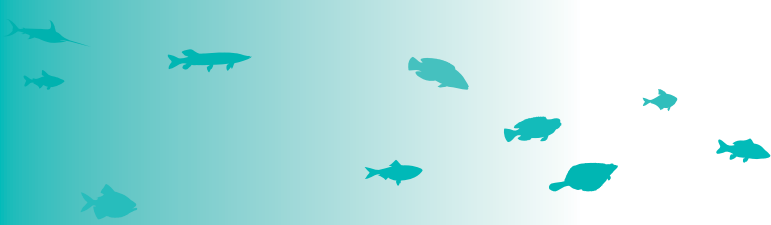
The new regulation sets up a precise framework for the marking of fishing vessels and gear. The guiding principle is that gear must be clearly attached to the vessel(s) using it and quickly identifiable. The regulation also contains a list of the documents that the master of the fishing vessel must keep on board.

VMS (Vessel monitoring system)

From 1 January 2012, all European Union fishing vessels of at least 12 metres' length must be fitted with a fully functioning VMS. The new regulation organises the practical arrangements for the use of this satellite-based positioning system. The device must transmit a precise set of data at least every two hours: vessel identification, its geographical position to within roughly 500 m, the UTC⁽¹⁾ date and time of this position, and the vessel's speed and direction. The Member State is obliged to monitor vessel positions and to ensure that they can also be monitored by the coastal state and the European Commission. This monitoring is essential to fisheries control, so much so that in case of a failure of the VMS device at sea, the master of the vessel is obliged to use any other means of telecommunication to report its position every four hours. The control authorities then enter this position into the VMS system. The vessel will not be allowed to leave a port for a fishing expedition with a defective VMS device.

(1) Coordinated Universal Time.





Logbooks and transhipment declarations

A major innovation is found in this area. The idea of the new regulation is that control services should be able to make quick electronic cross-checks of the declarations submitted by fishermen, transport operators, wholesalers, etc. The European Union consequently decided to bring fisheries control into the age of electronic data transmission. The logbook, in which the operator must enter the vessel's catches and discards, must be in electronic form for all vessels of at least 12 m length. Data must be transmitted on a daily basis during the fishing season. All transhipment and landing operations by such vessels must also be reported electronically and virtually in real time. A vessel is therefore not allowed to leave port without a functioning electronic logbook. If a technical problem occurs at sea, the regulation requires the operator to use any other means of telecommunications to report the data. The national control authorities have to make the data available to the other national and European control services. Vessels of 10 to 12 m length must keep a paper logbook, which must be completed every day of the season. The regulation also spells out how the content of this type of logbook is to be presented.

The traceability system

The new control system is based on an innovative strategy of global and integrated control that includes controls on catches throughout the supply chain, from net to plate. A traceability system to prove the legality of catches forms an integral part of the new system. In the future, any operator in possession of the fish at any time, even in transit, must be able to provide documentation showing where the fish came from and proving that it was caught legally. Electronic means will be used to cross-check the information with data from fishing logbooks and other documents to identify suspicious behaviour easily.

Verification of engine power

In fisheries subject to effort restrictions, it is essential to have precise information on the engine power of vessels operating in the zone. In cases where control authorities suspect a vessel of having engine power that exceeds the level stated in the fishing licence, inspectors may perform a physical verification. The new regulation proposes to plan these verifications on the basis of a risk analysis, giving priority to checks on the most powerful vessels subject to a fishing effort restriction (especially trawlers), those with a legal limit on their engine power and those whose power/tonnage ratio is suspicious. Power must be measured at the most accessible point between the propeller and the engine. The power of all new, spare or technically altered engines with capacity of more than 120 kW must be systematically certified by national authorities.

Weighing of catches

The new control system contains specific rules on the weighing of catches, which must be reliable. All catches must be weighed on landing to allow for their correct registration. However, the Member State may also apply a sampling plan approved by the Commission and based on a risk-based methodology. Such a sampling plan must guarantee the reliability of catch registrations.

Inspection procedures

Inspections became possible at any link in the supply chain with the adoption of the reformed control system. The procedures for such inspections have now been defined. In general, the European Union requires maximum transparency during inspections. Inspectors must show an identifiable card, be courteous and tactful, and demonstrate a high standard of professionalism. Member States must select and train them. An inspection programme is based on an analysis of the risks to resources and on information provided by declaration control services. Priority should be given to vessels that have an important impact on resources and to suspicious vessels. The regulation provides more precise procedural guidelines for inspections at sea (not interrupting a fishing operation), in port (monitoring a landing from start to finish), on transport means (taking a sample of each lot transported) and at the place of sale, which can concern a warehouse, fish auction, retailer or restaurant. The regulation also defines the duties of those being inspected, who are obliged to cooperate fully with the inspectors.

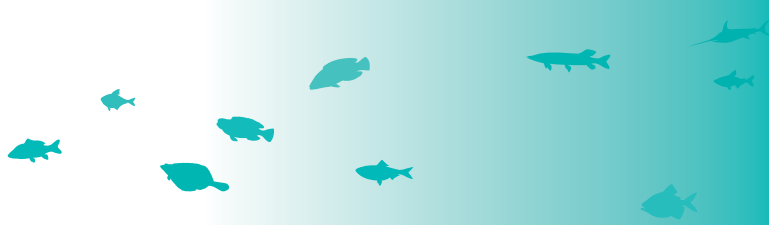
Inspection reports

The regulation also spells out the procedure for drawing up inspection reports. Officials are obliged to inform the operator immediately of their initial findings. The operator may comment on the inspection and its findings and these comments must be entered in the report. The report is sent to the administration of the inspector's Member State and a copy must also be sent to the operator concerned no later than 15 working days after the inspection. In cases where an infringement is detected, disclosure of the report is possible. Inspection reports must be stored in a databank accessible to the European Commission and other competent inspectorates.

Community inspectors

The European Union will establish its own Community inspectorate. Its members will be designated by Member States from among national inspectors who satisfy certain criteria of experience, knowledge of languages and knowledge of national, Community and international regulations. These inspectors





will collaborate essentially with the Community Fisheries Control Agency in the framework of joint deployment plans and international control operations.

Administrative sanctions for fishermen

Another innovation of this control regulation is the organisation of a harmonised system of sanctions, based on a principle similar to the point system used for driving licences in certain Member States. A vessel that commits repeated serious infringements of fishing regulations will end up with too many points against it and risks losing its fishing licence. The 'tariffs' of different infringements are listed in black and white in the annexes to the new regulation so they cannot be interpreted by the Member States, which in the past has led to diverging treatment of fraud from one country to the next. Once a vessel accumulates 18 points, its licence will be suspended for two months. If it continues to collect more than 36, 54 or 72 points, it will be suspended in each case for a longer period. At the same time, to encourage operators to play by the rules, all points will be cancelled if no serious infringements are committed within three years of the last offence. If a vessel accumulates 90 points, its licence will be revoked definitively. Member States will have to set up a similar system for masters of fishing vessels.

Measures to ensure compliance by Member States

The Commission now has a range of mechanisms to ensure that Member States meet their obligations under the Common Fisheries Policy. If a state fails to apply fisheries regulations, the Commission may take two types of measures against it. It may act on the payment of financial aid provided under the European Fisheries Fund (EFF) or as part of its support to national fisheries control services. If it detects a case of non-compliance with CFP rules or discovers failures in the state's control system, the Commission may suspend payment of all or part of such aid. The Commission may also reduce the fishing quotas of states failing to comply with the CFP rules on the preservation of fish stocks and may close a fishery for a stock covered by a multiannual plan. Deductions of quotas will be systematic in cases where the Member State's fleet has overfished its quota the previous year. The new regulation sets out the method used to calculate the excess effort and the deduction so as to maintain proportionality between the infringement and the remedial measure.

The data validation system

The control system will make extensive use of electronic registration and transmission of fisheries data. This use of electronic tools will be the basis for systematic and automatic data validation. These electronic cross-checks will permit a risk strategy



The European Union is bringing fisheries control into the age of electronic telecommunications. Declarations by fishermen, transport operators, wholesalers, retailers, processors and so on will be submitted electronically virtually in real time to facilitate cross-checks and identify suspicious behaviour.

in fisheries control, with data discrepancies resulting in targeted inspections by officials. Control authorities will therefore be able to concentrate their limited resources on critical areas. In this way, the new control system will ensure better compliance with CFP rules.

A stronger mandate for the Community Fisheries Control Agency (CFCA)

The CFCA has also been given a stronger mandate. This agency, whose task is to promote cooperation between Member States, may now coordinate the control of CFP activities in keeping with its mandate. Its instrument of choice will be joint deployment plans that pool Member States' control means to ensure more effective use in sensitive fisheries. This will help to establish uniform conditions for exploitation of these fisheries in all the economic zones concerned.

■ The European Marine Observation and Data Network – towards sustainable monitoring of Europe's seas



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Six working groups are developing EMODnet, the future gateway to the integrated and interoperable network on which users will be able to consult all data, observations and statistics concerning the European marine environment.

How can marine observation realise its full potential? How can it provide experts with better access to marine data? Following years of investment in marine observation by scientists and public authorities, the European Commission undertook an intensive consultation process with experts in the field to find answers to these very questions.

As an outcome of these consultations, the Commission committed itself to setting up a European Marine Observation and Data Network (EMODnet). Creating a single gateway to marine data, EMODnet will function as an integrated and interoperable network through which users will have access to European marine data collected by hundreds of public bodies throughout Europe.

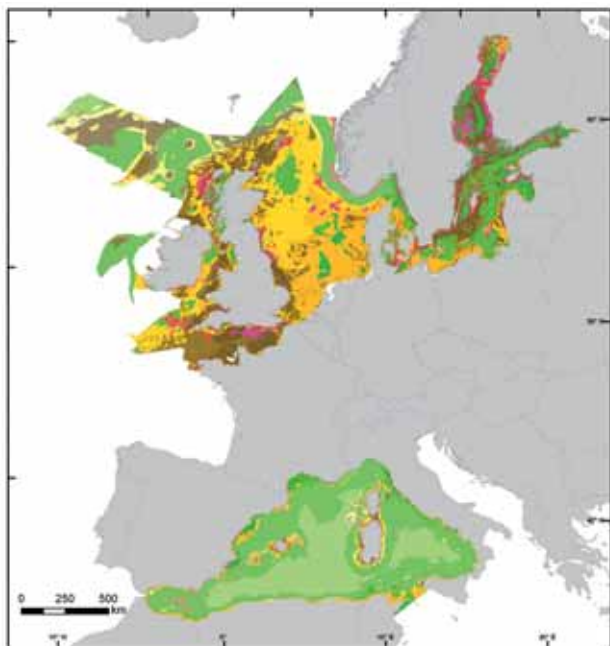
The first building blocks of this Network have now been put in place, financed by the preparatory actions of the integrated maritime policy. Consortia developing EMODnet are largely made up of government agencies and academic bodies, but also include some private companies.

Some 53 different organisations are organised into six thematic assembly groups. Each group is responsible for providing access, through Internet portals, to data stored in various databases across Europe and to new data layers derived from the original raw measurements. These new layers provide values of parameters across whole sea-basins on regular or irregular grids. The reliability of a value at a particular point then depends partly on its distance from the observations from which it was derived and partly on the accuracy of the observations themselves. The data are provided free of charge to all users, regardless of the intended use, and estimates of quality accompany the data.

Each thematic group has encountered specific and particular challenges:

The '**hydrographic**' group has produced a data layer of water depth on a grid with sides of length about 500 metres. Although this is a finer resolution than has previously been available in Europe, it is still not accurate enough for applications such as understanding coastal erosion or constructing wind farms. The group is therefore assembling an inventory of surveys to see where it would be feasible to move to a higher resolution and to guide further surveying.

The '**geology**' group has assembled complete sea-basin maps of marine sediments at a scale of one to one million. They did this by reclassifying existing maps held by national geological surveys so that all now use the same definitions for the different types of sediment, including sand, gravel, mud, rocks, etc. In this way there is now a continuity of data possible across the boundaries of national waters.



European seabed habitats produced using data from the European Marine Observation and Data Network.

- Shallow photic rock or biogenic reef
- Shallow aphotic rock or biogenic reef
- Shallow sands
- Shallow muds
- Shallow coarse or mixed sediments
- Shelf rock or biogenic reef
- Shelf sands
- Shelf muds
- Shelf coarse or mixed sediments
- Bathyal rock or biogenic reef
- Bathyal sands
- Bathyal muds
- Bathyal coarse or mixed sediments
- Abyssal rock or biogenic reef
- Abyssal sands
- Abyssal muds
- Abyssal coarse or mixed sediments
- Seagrass meadows

Map of European physical habitats produced by EMODnet consortium led by JNCC Support Co, UK © European Commission, 2011

The **'chemistry'** group is assembling measurements of parameters that can provide an indication of the environmental status of waters as required by the Marine Strategy Framework Directive. This has been an ambitious undertaking. First, the measurement alone, which can be taken from the water column, sediments or from a living organism, is not enough. It is also necessary to know the conditions in which the measurement was made, for example the type of sediment or organism, the water depth, etc. Secondly, estimating the value of a parameter in between measuring points is difficult. The value of a parameter at a river mouth may be completely different to the value 100 metres away. It may vary with the tide or by season.

The portal of the **'biology'** group provides a gateway to the European node of the Ocean Biogeographic Information System database (EUROBIS), which was created as part of the 10-year Census of Marine Life project. Commercial fish are not considered, as the EU already contributes towards a much more detailed exercise, that includes age, length, weight and sex distributions, through the Data Collection Framework. Because of the sheer variety of marine life, it is not feasible to include such details for other species. Many new surveys have been added to the database and work is ongoing to make it easier to combine results from different surveys and estimate abundance or diversity. This is difficult because up to now sightings of a species have not been accompanied by standardised estimates of sampling effort. In other words, we cannot directly compare two surveys that found a specific number of specimens of a species unless we know how much of the ocean was surveyed.

The thematic group assembling **'physics'** observations has the advantage that many measurements of parameters such as temperature, salinity or sea-level can be assembled remotely and automatically. The contract for this thematic assembly

group only began in December 2010 so the portal is still under construction, but it will be unique amongst the EMODnet portals in that it will provide measurements in near real time.

Finally, one group is testing the Network by processing the **'assembled data'** – water depth, light penetration, sediment type, etc., to estimate the physical properties of the sea-bed habitat. Using standardised definitions for the different habitat types, the group has managed to provide complete consistent mappings of three sea-basins. And whilst much work needs to be done to validate and verify these results, the data layers are already providing useful information, such as the proportion of a particular habitat type being encompassed within marine protected areas.

The overarching aim is to create a sustainable effort and proposals have already been submitted by the Commission for continuing the initiative in the period beyond the preparatory phase. Up to now the thematic groups have each covered two or three sea-basins. The objective now is to place contracts by the end of 2013 that will allow a complete coverage of European seas. The new projects will build on the lessons learnt in the first preparatory phase and include an exercise to assess, sea-basin by sea-basin, where the gaps in monitoring are and what the priorities are for different users of marine data from both the public and the private sector.

An impact assessment has determined that this initiative will not only save time and money for existing users of marine data but, by allowing the combination of data from different sources to a degree that has been impossible up to now, it will open up the market for new products and services. This will not be the only EU contribution to growth and jobs in the marine and maritime sectors but it will certainly be a significant one.

'Europe's 2020 strategy recognises that knowledge drives innovation, which in turn brings growth that is both sustainable and smart. For the maritime economy, much of this knowledge depends on observations of the rhythms and cycles of the sea. However, the data collected through these observations can only generate knowledge and innovation if Europe's engineers and scientists are able to find, access, assemble and apply them efficiently and rapidly. At present this is often not the case.'

Maria Damanaki,
Commissioner for Maritime Affairs and Fisheries

Maritime sectors: more women joining the ranks



The FEMMAR project is reviewing women's place in maritime sectors, with special attention to their problems and potential solutions.

In the collective imagination, maritime occupations have always been a male stronghold. Yet women's role and status in maritime activities have evolved considerably over the last 20 years, whether in terms of legal status, access to jobs or visibility. Since 2009, the FEMMAR project at the University of Nantes has teamed up researchers from different disciplines to study the sociological, legal, economic and geographical processes related to these developments and to understand the paradoxes that sometimes result.

The University of Nantes, in France (Pays de la Loire), is developing different training courses and research options in the maritime field. So it was only natural for a multidisciplinary team made up of lawyers, geographers, sociologists and economists to decide to study the evolution of women's role and status in maritime activities. Their research project, baptised FEMMAR, was launched in 2009 with funding for three years from the Pays de la Loire region. The project comprises a European aspect through its collaboration with universities in England, the Basque country and Galicia.

'The aim of this study is to determine just how far things have evolved from the outdated image of the seafarer's wife waiting for her far-travelling husband to come home,' explains one of the research fellows, Pierrick Olivier. 'What's more, in some maritime sectors, women have formed associations that only come into the public eye in times of crisis. This research project has given them the opportunity to express themselves outside the context of a crisis.'

A statistical survey

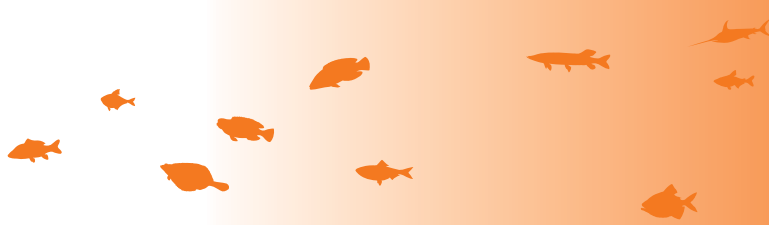
At the heart of this project is a qualitative survey that aims to review women's place in their professional environment, with special attention to their problems and potential solutions.

The survey received support from a number of professional and women's associations, who distributed it to their members. The paper survey was supplemented with individual interviews.

The study obtained 408 utilisable responses from women aged 18 to 78. The responses are mostly from France (81%), with the rest from Spain's Atlantic shoreline. In terms of sectors of activity, the responses break down as follows: 33% of respondents work in maritime fisheries, 18% in the shellfish branch of aquaculture, 32% in merchant shipping and 17% in the French navy. Women working in other maritime sectors also responded but their numbers were too low for the responses to be utilisable from a statistical point of view. More than half the women surveyed are employees (55%), while others are company directors (16%) or assisting spouses (9%). Some 20% are not paid. More than one fourth of the respondents go to sea.

Among those who work in the fisheries sector, 45% have duties related to the company's management, 41% in production and 22% in the commercial activity. Only 11% go to sea.

The survey explored many aspects of these women's professional activity. We will look at just a few.



The first is their confidence in the permanence of their sector of activity. Confidence is highest among those in merchant shipping and the navy and is relatively low in fisheries and shellfish farming. According to the University of Nantes researchers, this perception is related to the women's occupational status: navy employees are much more confident in the future than those working in small, often family-run (and vulnerable) fisheries and aquaculture firms. In parallel with this finding, 9% of women hold a second job (primarily those working in fisheries) and 12% work part-time.

The majority of women who work in these maritime sectors are happy with their occupation. More than half (54%) would make the same choice, but paradoxically 68% would not advise their children to take up the same occupation. In terms of motivation, 23% of the women chose their activity because they enjoy it, 17% for the opportunities it gives them to combine family and work (for fisheries and shellfish farming) and 15% for the income.

Associations are very important for the women surveyed, especially in Spain. Differences by sector and country are quite pronounced in this respect. For example, 65% of the women who work in fisheries and shellfish farming consider that women's associations do not get enough recognition. This average nevertheless masks a large disparity between the two countries: 49% in Spain and 83% in France. In the navy, 84% of women consider that women's associations are not given adequate consideration.

Another important aspect is harassment at the workplace. Women saying they are victims of harassment represent only 5% of those surveyed in the fisheries and shellfish farming sectors, but 35% in the navy. This may be due to the stronger hierarchy of relations that exists in the navy. More broadly, 32% of women from all sectors declared that they had been victims of gender discrimination in their professional activity. Another significant finding is that in the fisheries and merchant shipping sectors, the women interviewed complained of the inadequacy of equipment, particularly sanitary facilities, for women on fishing vessels and ships.

A finding that shows how slowly mentalities are changing in this sector and others is that the majority of housework still falls on women, and more so in the fisheries and shellfish farming sectors, where 61% of women take on more than three fourths of household and childrearing tasks. In the navy, this proportion is 38%.

Need to express themselves

This research project reveals that women have an increasingly important place in maritime sectors. The legal part of the project showed that national and European regulations have abolished legal discrimination and that this favourable context has led to a stronger presence of women in these sectors formerly dominated by men. Today there are more and more women company directors, naval officers and skippers. These women have something to contribute to the maritime world and need to express it, as the FEMMAR project is demonstrating.



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For the last 20 years or so, women's presence has been on the rise in maritime sectors, which used to be male dominated. Today there are more and more women company directors, naval officers and skippers. The FEMMAR project proves that these women have a contribution to make to the maritime universe and need to express it.

In recent remarks to the European Parliament, Maria Damanaki, European Commissioner for Maritime Affairs and Fisheries, stressed the importance of women's role in the development of the fisheries and aquaculture sector. She highlighted the need to strengthen this role, *'because there is an unacceptable contradiction between the role they play and the wealth they create on the one hand, and their social recognition and lack of access to social benefits on the other'*.

This project is now in its final year of funding. Its agenda still includes the production of a video based on the qualitative interviews conducted after the survey and a work to draw the attention of the general public to the role of these women of the sea. To conclude the project, an international colloquium will be held in Nantes on 6 and 7 June to review the project results and launch a debate among participants.

For more information see: <http://femmar.free.fr/>

In brief

Biodiversity: Nagoya

The tenth meeting of the Conference of Parties to the Convention on Biological Diversity (CBD) was held in Nagoya, Japan, from 18 to 29 October 2010. It approved a 10-year strategic plan for the protection of global biodiversity. The plan sets 20 headline targets, known as the 'Aichi Biodiversity Targets', organised under five strategic goals to be achieved no later than 2020. The goals are as follows: to address the underlying causes of biodiversity loss, to reduce pressures on biodiversity, to safeguard biodiversity at all levels, to enhance the benefits provided by biodiversity and to provide for capacity-building. Among these goals, three directly concern fisheries and aquaculture:

- to manage and harvest fish and invertebrate stocks sustainably and applying ecosystem-based approaches so that overfishing is avoided. Recovery measures must be put in place for all depleted species. Fisheries must have no significant adverse impacts on threatened species or on vulnerable marine ecosystems;
- to manage sustainably areas under aquaculture, ensuring conservation of biodiversity;
- to maintain the genetic diversity of cultivated plants and farmed and domestic animals and of wild relatives while minimizing genetic erosion.

In addition, by 2020, at least 10 % of coastal and marine areas, especially those of particular importance for biodiversity and ecosystem services, must be protected. The Aichi targets will form part of the next European strategy to halt biodiversity loss by 2020. A good many of the measures agreed in Nagoya are already being applied in the European Union, particularly in fisheries and aquaculture.

TACs and quotas 2011: the poster is available



The total allowable catches (TACs) and fishing quotas for 2011 adopted by the Council of the European Union in November and December 2010, based on proposals from the European Commission founded on scientific advice, mark the first year

of transition towards application of maximum sustainable yield (MSY) to European fisheries. MSY will be the absolute rule from 2015, in keeping with the commitments made by the European Union in Johannesburg, at the World Summit on Sustainable Development in 2002. For stocks that are overexploited today, this implies a gradual reduction of fishing activity until the resource recovers, which will then allow for increases in TACs to higher levels. As it does yearly, the Commission has published a poster showing the TACs and their distribution in quotas to fishing states. Red, orange and green lights signal the estimated sustainability of the exploitation of each stock. For stocks for which exploitation data is insufficient, the pictogram is in black and white. The poster, published in five different versions combining 17 languages, is available in PDF format at the following address: http://ec.europa.eu/fisheries/index_en.htm

The paper version can be ordered from the site: <http://bookshop.europa.eu>

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