



## **8th EIFCA Meeting**

**To be held at:**

**The Boathouse Business Centre  
1 Harbour Square, Nene Parade, Wisbech PE13 3BH**

**30<sup>th</sup> January 2013  
1030 hours**

## 7th Eastern IFCA Meeting

*"Eastern IFCA will lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economical benefits to ensure healthy seas, sustainable fisheries and a viable industry".*



A meeting of the Eastern Sea Fisheries and Conservation Authority took place at the Lincolnshire County Council County Offices, Lincoln on 31 October 2012 at 10.30 hours

### Members Present:

Cllr Ken Sale	Chair	Suffolk County Council
Cllr Hilary Thompson	Vice-Chair	Norfolk County Council
Dr Stephen Bolt		Marine Management Organisation
Cllr Michael Chenery of Horsburgh		Norfolk County Council
Conor Donnelly		Natural England
Cllr Tony Goldson		Suffolk County Council
Paul Garnett		Marine Management Organisation
Roger Handford		Environment Agency
Neil Lake		Marine Management Organisation
Ceri Morgan		Marine Management Organisation
Tom Pinborough		Marine Management Organisation
Rob Spray		Marine Management Organisation
John Stipetic		Marine Management Organisation
Cllr Tony Turner MBE JP		Lincolnshire County Council
Cllr Stephen Williams		Lincolnshire County Council
Stephen Worrall		Marine Management Organisation

### Eastern IFCA Officers Present:

Philip Haslam	Chief Executive Officer (CEO)
Eden Hannam	Head of Marine Conservation
Christine Hurley	Head of Finance
Nichola Freer	Head of Human Resources (HR)
Judith Stoutt	Senior Marine Environment Officer
Simon Lee	Skipper (present but not at the table)

### Clerk:

Mary Clancy

### EIFCA12/79 Item 1: Welcome by the Chair

The Chair introduced Councillor Eddy Poll, Deputy Leader of Lincolnshire County Council and Cabinet Member for Economic Development. Cllr Poll welcomed the Eastern IFCA to Lincolnshire, wished members a good meeting and expressed regret that pressure of work prevented him from staying.

The Chair also welcomed Cllr Michael Chenery of Horsburgh to his first meeting as a Norfolk County Council representative in place of Cllr John Dobson. Members agreed that the Chair should write to Cllr Dobson thanking him for his contribution to the Eastern IFCA and the Eastern Sea Fisheries Joint Committee over the years. The Chair also welcomed Mr David Laws, Finance Director, Lincolnshire County Council, who was in attendance.

**EIFCA12/80 Item 2: Apologies for Absence**

Apologies were received from Peter Barham, Shane Bagley, Roy Brewster, Koen Vanstaen and Councillor Brian Hannah. Roger Handford had given notice that he would arrive slightly late because of train schedules.

**EIFCA12/81 Item 3: Declarations of Interest**

There were no declarations of interest.

**ACTION ITEMS**

**EIFCA12/82 Item 4: Minutes of the 6th Eastern IFCA meeting held on 25 July 2012**

Members agreed unanimously to accept the minutes as a true record of proceedings.

**Proposed:** Cllr Tony Goldson

**Seconded:** Neil Lake

**All agreed**

**EIFCA12/83 Item 5: Matters arising**

Item 7: The CEO reported that the benchmarking survey had started and would continue through November. The survey will gather public and stakeholder views of the Eastern IFCA throughout the Authority's district and assess the level of public awareness of the organisation, as part of the communication and engagement strategy.

No other matters were raised.

**EIFCA12/84 Item 6: Appointments to Eastern IFCA Sub-Committees**

- a) Finance & Personnel Sub-Committee  
Cllr Michael Chenery was appointed unopposed.
- b) Planning & Communication Sub-Committee  
Dr Stephen Bolt was appointed unopposed.
- c) Marine Protected Areas Sub-Committee  
Paul Garnett was appointed unopposed.

**EIFCA12/85 Item 7: Meeting of the Extraordinary Marine Protected Areas Sub-Committee on 2 October 2012**

The Head of Marine Conservation presented the report. He said that the cockle fishery opened on Roger Sands was likely to continue for another month as the TAC (Total Available Catch) had not been exhausted. Paul Garnett commented that there was little fishable density of cockles left on Wrangle Sands but he agreed that the Roger Sands fishery could extend for longer, depending on the weather.

**Members resolved to accept the report.**

**Proposed:** Cllr Tony Turner

**Seconded:** Cllr Tony Goldson

**All Agreed**

**EIFCA12/86 Item 8: Meeting of the Finance & Personnel Sub-Committee on 26 September 2012**

The report was presented by the Heads of Finance and HR. The Head of Finance reported that the Authority had now invested in the Barclays Nine Month Fixed Rate Bond until July 2013. The Head of HR said that the staff Communication policy and salary review proposals would be considered by the next Finance & Personnel Sub-Committee in time to meet the deadline of implementing the new salary structure by 1 April 2013. Tom Pinborough asked about the arrangements to cover the maternity leave of the Community Development Officer (CDO). The CEO acknowledged that the absence of the CDO did introduce some risk in terms of maintain existing links and developing EIFCA influence but stated that he would ensure that appropriate cover was in place to deal with emergent work that must be dealt with during the leave period.

*Roger Handford arrived at this point in the meeting.*

Cllr Stephen Williams asked for discussion on the additional resource for the constitutional basis of the Authority. The Clerk declared an interest in this matter as Sound Decisions Associates Ltd was her company, and left the room for the duration of this discussion. Cllr Williams stated that he would wish to be assured that any future contract to outsource the Clerk function would be more considered and better suited to meet EIFCA purposes.

**Members resolved to accept the report.**

**Proposed:** Cllr Tony Goldson

**Seconded:** Cllr Tony Turner

**All Agreed**

**EIFCA12/87 Item 9: Meeting of the Regulatory & Compliance Sub-Committee on 26 September 2012**

The Head of Marine Conservation presented the report. There was some discussion of the proposed shore-launched vessel zone and whether this approach could be used in other parts of the district. However, the Head of Marine Conservation explained that this initiative was of particular relevance to this part of North Norfolk and would not necessarily suit conditions in other areas.

Tom Pinborough asked again when the fixed netting review would take place as it was necessary to have good information for the review of the fixed gear byelaws. The CEO explained that the bid for fixed netting research was fully acknowledged and was included as one of the priority activities that would necessarily have to compete for inclusion in the next research plan.

Roger Handford emphasised the need for coordination with other agencies that would also be reviewing relevant byelaws, when carrying out the Authority's byelaw review.

**Members resolved to accept the report.**

**Proposed:** Cllr Stephen Williams

**Seconded:** Stephen Worrall

**All Agreed**

**EIFCA12/88 Item 10: Meeting of the Vessel Working Group on 2 October 2012**

The CEO presented the report. He said it was necessary for the Authority's officers to be able to go to sea in order to carry out both research and enforcement duties. Consequently, he was looking at the replacement of *ESF Protector III* in the context of the Authority's overall sea-going needs, including the eventual replacement of the research vessel *Three Counties* at the end of her working life in or around 2015. There was a current pressing need was to ensure a sea-going enforcement resource was available. Officers considered that it was not feasible to rely on *Three Counties* as she offered limited enforcement capacity and there were competing research priorities for her time; renting an enforcement vessel was not considered financially viable because of the high costs. Also, while the outcome of current trials of VMS (Vessel Monitoring Systems) could affect the kind of permanent enforcement resource that the Eastern IFCA would need, officers considered it unlikely that a technical solution would be developed that would completely replace the need for human intervention at sea. Therefore, an interim enforcement vessel able to meet current needs was required while permanent options were thoroughly explored.

Members discussed the possible ex-Royal Navy RHIB (Rigid Hulled Inflatable Boat) that might be available. The CEO confirmed that it was an open vessel intended for day operation but would be fitted with a cover for emergency situations requiring protracted endurance at sea. He also said that it was trailer-mounted and could be transported where it was needed and launched from the trailer.

Rob Spray told members that, as Chair of the Vessel Working Group, he fully supported the proposals in the report and was very satisfied with the Head of Marine Protection's efforts to keep him informed of developments.

**Members resolved to:**

- a) **agree the proposed approach to reviewing seagoing assets and to identifying permanent assets to replace *ESF Protector III*;**
- b) **agree the proposal to either charter or purchase appropriate seagoing assets as an interim solution to meet enforcement needs, pending the identification of a permanent solution;**
- c) **delegate to the CEO, following consultation with the Chair of the Vessel Working Group, the power to decide the preferred interim solution, either charter or purchase of appropriate seagoing assets;**
- d) **delegate to the CEO, following consultation with the Chair of the Finance & Personnel Sub-Committee, the power to authorise the expenditure required to secure the preferred interim solution(s) from within available funding, including any necessary transfer of funds between accounts.**

**Proposed:** Cllr Tony Goldson

**Seconded:** Rob Spray

**All Agreed**

**EIFCA12/89 Item 11: Payments made and monies received for the period 14 July 2012 to 12 October 2012**

The Head of Finance presented the report and confirmed that all activity was in line with the Authority's Financial Regulations.

**Members resolved to accept the report.**

**Proposed:** Cllr Tony Goldson  
**Seconded:** Stephen Worrall  
**All Agreed**

**EIFCA12/90 Item 12: Management Accounts from 1 April 2012 to 30 September 2012**

The Head of Finance presented the report. She said that the surplus identified in the accounts had occurred largely because posts had been vacant pending recruitment, the salary review had not yet been completed, and there had been income from licence tolls and CEFAS (Centre for Environment, Fisheries and Aquaculture Studies). The CEO said that expenditure reflected the fact that the Authority was not yet fully operational and would probably not achieve full capability, taking into account the IFCA responsibilities that were in development, until 2014-15. As a result, all resources were committed for expenditure over this period. Dr Stephen Bolt agreed that many IFCA responsibilities would come on stream in 2014 and 2015 and budgets had to reflect this. Mr Pinborough asked about the income from CEFAS and was advised that it was about £10,000 per annum.

**Members resolved to accept the report.**

**Proposed:** Dr Stephen Bolt  
**Seconded:** Stephen Worrall  
**All Agreed**

**EIFCA12/91 Item 13: Completion of the External Audit of Eastern IFCA's accounts for the year ended 31 March 2012**

The Head of Finance presented the report. The External Auditor's Certificate and unqualified opinion were given on 24<sup>th</sup> August 2012. The Authority's External Auditor had questioned the level of Fidelity Guarantee Insurance cover held by the Eastern IFCA which is currently limited to £100,000. However, officers were not recommending an increase in the amount of cover as there was no evidence of risk requiring an increase. Physical assets were insured separately, the Authority handled very little cash (the petty cash limit is £50) and it was prohibited by law from borrowing. In addition, the Auditor had not expressed any concern with the Authority's financial controls and the Internal Auditor had been satisfied with the Financial Regulations and the level of adherence to them.

**Members resolved to note the External Auditor's certificate and opinion and, having considered the officers' advice, agreed it was not necessary to increase the level of cover from the present £100,000.**

**Proposed:** Cllr Tony Goldson  
**Seconded:** Cllr Stephen Williams  
**All agreed**

**EIFCA12/92 Item 14: Calendar of meetings to October 2013**

The Clerk presented the report. She said that it was the Eastern IFCA's practice to agree the quarterly Authority meeting dates for the following year at the October Authority meeting. This year, for the first time, it was proposed to include sub-committee dates in the calendar of meetings.

In 2011, the Authority had agreed to hold its meetings at the civic offices of each of the funding county councils to raise awareness of the

Eastern IFCA. However, members considered that it was not necessary to continue this practice for another year.

There was some discussion of the suitability of the proposed date for the April Authority meeting as it fell within the purdah period for the county council elections. Officers were asked to consider this and, if necessary, review the date.

**Members resolved to agree the calendar of meeting dates attached as Appendix 1.**

**Proposed:** Cllr Tony Goldson

**Seconded:** Cllr Tony Turner

**All agreed**

#### **EIFCA12/93 Item 15: Review of the Authority's Standing Orders**

The Clerk presented the report. She said that, following the Authority's decision in July, the Finance & Personnel and Regulatory & Compliance Sub-Committees had met to discuss the proposed Constitution and revised Standing Orders, and the favourable legal opinion of these proposals which had been commissioned by the Lincolnshire County Council Monitoring Officer. The Sub-Committees made a number of recommendations as set out in the report. These recommendations included a proposal that officers should begin a review of delegations of function. This proposal had been carried forward by the CEO and was the subject of a separate report under item 16 of the agenda for this meeting.

The Sub-Committees also recommended that the minimum notice period for papers and agendas for sub-committee should be five clear working days, the same as the statutory period for full Authority meetings.

**Members resolved to:**

- a) accept the advice commissioned by the Lincolnshire County Council Monitoring Officer (set out in Appendix 2 to the report);**
- b) adopt the Constitution as set out in Appendix 1, including the proposed notice period for sub-committee agendas and papers of five clear working days;**
- c) agree that the Constitution should be published on the Eastern IFCA's website;**
- d) review the current restriction on members' eligibility for the offices of Chair and Vice-Chair of the Authority at the Authority meeting in January 2013;**
- e) ask officers to review the applicability of the new Access to Information provisions to the Eastern IFCA's decision-making and make recommendations to a future Authority meeting.**

**Proposed:** Stephen Worrall

**Seconded:** Cllr Stephen Williams

**All Agreed**

#### **EIFCA12/94 Item 16: Draft Schedule of Delegations for the Eastern IFCA Constitution**

The CEO presented the report. He said that the proposed Schedule of Delegations was intended to drive the Eastern IFCA's decision-making from the top downwards, defining the Authority's strategic and overall executive role, and enabling the CEO to manage and lead the organisation to deliver its objectives. The proposal also sought to deal with the uneven decision-making powers of the sub-committees in order to ensure that they were sufficiently empowered for their roles. The

proposed period of 'silence' was intended to give members time to respond to the details in the schedule. During this period, Members would be asked to make comments to the CEO; at the end of the 'silence' period, the CEO would discuss them with the Chair of the Authority who would be authorised to agree any amendments and adopt the Schedule as part of the Constitution.

The CEO also proposed that the Schedule of Delegations should be reviewed biannually initially in order to fine tune it.

**Members resolved to:**

- a) note the Schedule of Delegations attached to the report;**
- b) approve a period of 'silence' of one month from the date of this meeting to enable due consideration by members;**
- c) delegate to the Chair of the Authority the power to agree any amendments necessary as a result of members' representations during the 'silence' period;**
- d) delegate to the Chair of the Authority the power to adopt the Schedule of Delegations as part of the Eastern IFCA's Constitution;**
- e) review the Schedule of Delegations at the Authority's meetings in April and October.**

**Proposed:** Cllr Tony Turner

**Seconded:** Stephen Worrall

**All Agreed**

**EIFCA12/95 Item 17: Recommendations following the consultation to change existing terms and conditions of employment**

The Head of HR presented the report. She advised members that the additional period of consultation by Unison had not resulted in any changes to the proposal in Appendix 1 to the report.

**Members resolved to:**

- a) note that the proposed changes to the terms and conditions of employment have been in consultation for some 10 months and that it is imperative that resolution is sought without further delay;**
- b) note that the outcome of the formal consultation has concluded with a negotiated agreement with Unison;**
- c) agree the changes set out in Appendix 1 with effect from 5 November 2012.**

**Proposed:** Cllr Tony Goldson

**Seconded:** Stephen Worrall

**All agreed**

**EIFCA12/96 Item 18: Communication and Engagement Strategy**

The CEO presented the report. He said that it set out the overarching strategy for engaging with stakeholders and promoting the work of the Eastern IFCA. In response to a comment on the significant underspend in the budget for this area of work, the CEO explained that an indicative budget had been set in 2012-13 but, now that the strategy was in place, it would be possible to specify the budget more precisely in 2013-14.

**Members resolved to:**

- a) approve the Communication & Engagement Plan and Overarching Strategy 2012 – 2015 set out in the report;**
- b) agree that the Plan and Strategy should be published.**

**Proposed:** Cllr Tony Goldson

**Seconded:** Dr Stephen Bolt

## **All Agreed**

### **EIFCA12/97 Item 19: Eastern IFCA Derogation Process**

The CEO introduced the report. He explained that there was a need to formalise the administrative procedure for granting derogations from byelaw constraints. As this activity has been treated as part of the Authority's core work, no charge has been made for it as it has been treated as funded from existing income streams. It was not proposed to introduce a charge at this time but the position would be reviewed quarterly and reconsidered if the demand for derogations was found to have a negative impact on the resources available for the Authority's other key priorities.

#### **Members resolved to:**

- a) endorse the derogation process set out in this report;**
- b) agree that no fee would be charged initially;**
- c) ask officers to review the resource impact quarterly and report back to the Authority should it be necessary to reconsider the position on charging.**

**Proposed:** Cllr Tony Turner

**Seconded:** Cllr Stephen Williams

**All Agreed**

### **EIFCA12/98 Item 21: European Marine Sites progress report**

The Head of Marine Conservation presented the report. He said that, following the legal challenge from Client Earth and the Marine Conservation Society, Defra was taking a different approach to managing commercial fishing activities in European Marine Sites. This approach was being developed by working groups in which the Eastern IFCA was represented. From the work done so far, the only habitat within the Authority's area which had been provisionally coded as urgent under the prioritisation system was the Sabellaria habitat. Should this coding be confirmed, management measures to protect Sabellaria would have to be identified and implemented by the end of 2013. Lower risk habitats, requiring management by 2016, had not yet been confirmed and sites affected under the Wild Birds Directives had not yet been identified.

As Defra's new approach was likely to have a significant impact on the Eastern IFCA's research and enforcement resources, the Chair of the Authority had written to the Minister for Natural Environment and Rural Affairs, Richard Benyon MP, to express the Authority's willingness to be involved but highlighting potential resource issues. Dr Stephen Bolt said that other IFCAs had also made similar representations.

The Senior Marine Environment Officer added that Defra's approach was intended to bring the management of commercial fisheries into line with other industries that impacted on European Marine Sites.

The Head of Marine Conservation said that Eastern IFCA officers emphasised the protection of the habitats identified as at risk through adopting appropriate management measures, rather than closing sites to commercial fishing. Conor Donnelly commented that Natural England supported this in relation to Sabellaria which he described as an ephemeral feature in the Wash as they move around within defined areas.

Cllr Williams and Cllr Goldson raised the impact of off-shore wind farm cabling in the Wash on Sabellaria and fish species, and Rob Spray said that preliminary studies suggested that cabling could have effects that were not well understood. Neil Lake raised concerns about access to

carry out Sabellaria research in sites used by wind farms as he had been refused access to collect seed mussels from such a site. There was general discussion about the effect of wind farm development on commercial fishing and marine conservation. Officers advised that the Eastern IFCA was not resourced to do the kind of technical research required to investigate the impact of cabling but would continue to raise these concerns when responding to relevant consultations. The CEO said he would investigate Mr Lake's point about refusal of access to wind farm sites and respond to him.

**It was resolved to note:**

- a) **Defra's recent change of approach for managing European Marine Sites;**
- b) **the prioritisation exercise that has taken place to identify features most in need of protection in the short and medium term;**
- c) **that IFCAs will have a role to play in this, but the precise nature of this involvement is yet to be finalised.**

**Proposed:** Cllr Tony Goldson

**Seconded:** Stephen Worrall

**All Agreed**

#### **INFORMATION ITEMS**

##### **EIFCA12/99 Item 21: Quarterly progress against Annual Plans**

The CEO presented the report. He highlighted section 3.1b, pointing out that the Head of Marine Protection and an officer from the Southern IFCA were representing IFCAs on a national project to develop enforcement practice. He also highlighted sections 5.4a and 5.4b saying that work was in progress but had yet to be recorded.

**Members resolved to:**

- a) **note the Quarterly progress report;**
- b) **acknowledge the progress that has been made to date in difficult circumstances;**
- c) **acknowledge that there is still a lot to be achieved but, with the correct enablers now in place, the tempo of business going forward should reflect the resource investments in place.**

**Proposed:** Cllr Tony Goldson

**Seconded:** Cllr Stephen Williams

**All Agreed**

##### **EIFCA12/100 Item 22: Best Employee survey report**

The report was for information only and no matters were raised.

##### **EIFCA12/101 Item 23: Marine Protection Quarterly reports: **Area Inshore Fisheries and Conservation Officers:****

- a. **Area 1 - Donna Nook to Sutton Bridge**
- b. **Area 2 - King's Lynn to Blakeney**
- c. **Area 3 - Cley to Lowestoft**
- d. **Area 4 - Lowestoft to Stour/Orwell**

**Skippers:**

- a. **RV Three Counties**

These items were for information only and no matters were raised.

**EIFCA12/102 Item 25: Marine Environment Quarterly Reports:**

- a) Senior Research Officer**
- b) Senior Marine Environment Officer**

These items were for information only and no matters were raised.

**EIFCA12/103 Item 26: Sea Angling 2012 – update**

This item was for information only. Mr Pinborough asked how the data from the sea angling survey related to the information gathered by the Area IFCOs as he was concerned about conflicting figures. The Head of Marine Conservation said that information from the Area IFCOs was anecdotal, taken from their observations while working, whereas the survey was based on an empirical methodology. The Area IFCOs observations would feed into the survey and he did not expect any conflicts.

**ANY OTHER URGENT BUSINESS**

**EIFCA12/104 Item 27: Any other business**

There were no urgent business items.

The meeting closed at 12.35 hours.

### **Vision**

The Eastern Inshore Fisheries and Conservation Authority will lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economic benefits to ensure healthy seas, sustainable fisheries and a viable industry



## **8<sup>th</sup> EIFCA Meeting**

## **Action Item 6**

**30 January 2013**

**Report by:** Nichola Freer – Head of HR  
Christine Hurley – Head of Finance

### **Meeting of the Finance & Personnel Sub-committees held on 6<sup>th</sup> December 2012, and 16<sup>th</sup> January 2013**

#### **Purpose of report**

To inform members of the key outputs and decisions from the Finance & Personnel Sub-Committee meetings held on 06/12/1/2 & 16/01/13.

#### **Recommendations**

Members are asked to note the report.

#### ***HR Matters:***

#### **Employee Communication policy**

Members approved the policy created for use by EIFCA Officers. This policy is now in use

#### **Retention of Area Inshore Fishery and Conservation Officer posts**

When the new staff structure was introduced in July 2011, the Authority had rejected a proposal to reduce the number of Area Officer posts from 4 to 3 pending a review of the decision after 6 months. Head of Marine Protection has completed this review and recommended the retention of all 4 posts which members agreed to.

#### **Salary review**

A revised salary structure proposal was put to the members for approval. The structure was approved and subsequently collective bargaining with the Union was entered into with the aim of reaching an agreement to implement. The Union has now confirmed agreement to the revised salary structure which is now in the process of being implemented.

#### **Confirmation of appointment of new posts**

Following completion of their 6 month probationary periods, members confirmed the appointments of the Head of Marine Protection and Marine Environment Officer – GIS

#### **Recruitment of replacement posts**

It was confirmed that following the resignations of the Engineer and one of the Research Officers, these posts were to be replaced and as such recruitment for these positions commenced in January 2013. Following appropriate assessment and selection, it is hoped that offers can be made to suitable candidates by the end of March 2013.

## **Finance Matters:**

### **Provisional Estimates of Expenditure for the period 1<sup>st</sup> April 2013 to 31<sup>st</sup> March 2014**

For financial year 2013/2014 members were presented with a paper setting out the provisional estimates, together with the notes explaining how the estimates had been calculated.

Members were advised that the projected expenditure less Income for the current financial year (2012/2013) showed an overall saving of £173,235. This resulted from a projected underspend of £157,165 and higher than budgeted income of £16,070.

The saving is mainly due to the early sale of *ESF Protector III* and *Seaspray* with the resultant reduction in vessel operational costs, and significant savings in Departmental Operational Costs notably due to the non-expenditure on maintenance of VMS units (Enforcement) and decision not to buy in P.R. services (Communication and Development).

The unbudgeted income is derived from Licence Tolls and payment from CEFAS Angling Surveys.

Members were advised that some of the unspent funds may be utilised to purchase a suitable interim vessel as part of the solution to replace *ESF Protector III* and *Seaspray* should one become available before the end of the current financial year. If not it is proposed that any unspent funds be used to 'top-up' the existing Vessel Replacement and Vehicle Renewals Funds.

The Provisional Estimate for 2013/2014 at £1,391,070 is 3% lower than that for the current financial year (2012/2013) and shows a saving of 25% compared to the Base Levy at the start of the four year period. This means that the 25% reduction on base budget has been achieved a year sooner than requested by the County Council.

Members were advised that the Provisional Estimates had been arrived at after discussion with fellow officers, especially with regard to vessel operating costs which have been based upon the anticipated requirements of the Research and Environment team and proposed Enforcement Vessels.

During the discussion members queried the anticipated rent increase in 2013 and were assured that there would be strong negotiation to minimise any increase. Members also asked whether EIFCA should be able to recover the travel and financial loss payments currently made to MMO appointees from the MMO and were advised that this would be investigated by the CEO.

Members resolved to:

- agree the Provisional Estimates for the period 1<sup>st</sup> April 2013 to 31<sup>st</sup> March 2014
- and to recommend to the Authority that they accept the provisional estimates at the Statutory Meeting to be held on the 30<sup>th</sup> January 2013.

### **Provisional Forecast of Estimates of Expenditure for the period 1<sup>st</sup> April 2014 to 31<sup>st</sup> March 2017**

Members were advised that the provisional forecasts of expenditure for April 2014 to March 2017 used the 2013/2014 Provisional Estimate including inflation as a base. Anticipated above inflation expenditure had been included in the forecast years.

The forecasts showed that although it should be possible to maintain a 25% reduction on base Levy for the fourth year (2014/2015) it may be difficult to avoid inflationary increases in the later forecast years.

The forecasts of Levies to be funded by County Councils assumes that New Burdens funding will be available at the same level after the initial four years of guaranteed funding i.e. in years 2015 to 2017.

Members were advised that if New Burden Funding was not maintained it would create operational difficulties, and that the Association of IFCA's was charged with establishing DEFRA's position and the proposed mechanism to fund IFCA's to deliver mandated outputs. The CEO and Head of Finance were also due to meet with the Finance Directors of the County Councils on 29<sup>th</sup> January 2013 where a further understanding of their constraints would be discussed.

The CEO was tasked to start analysis into the introduction of cost recovery mechanisms to create the ability to charge for services provided to external bodies. Members were further advised that in the event of a reduction in funding there would have to be a dialogue to review the DEFRA mandated output as EIFCA's direction comes from central government whereas the funding is sourced from local authorities.

Members agreed to note Provisional Forecasts of Estimates of Expenditure for the period 1<sup>st</sup> April 2014 to 31<sup>st</sup> March 2017.

#### **Background Papers**

Draft minutes of the FPSC meetings held on 6<sup>th</sup> December 2012 and 16<sup>th</sup> January 2013.

### Vision

The Eastern Inshore Fisheries and Conservation Authority will lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economic benefits to ensure healthy seas, sustainable fisheries and a viable industry



## 8<sup>th</sup> EIFCA Meeting

## Action Item 7

30<sup>th</sup> January 2013

### Provisional budget for 2013/2014 and to note the provisional forecast for 2014/2017

To Resolve, in accordance with Section 101(6) of the Local Government Act 1972, to approve estimates of expenditure for the period 1<sup>st</sup> April 2013 to 31<sup>st</sup> March 2014, and to note the Provisional Forecast of Estimates of expenditure for the period 1<sup>st</sup> April 2014 to 31<sup>st</sup> March 2017.

**Report by:** Christine Hurley – Head of Finance

### Purpose of report

To set out the Provisional Estimates of Expenditure for the financial year 2013/2014 which have been recommended for approval by the Authority by the Finance and Personnel Sub-Committee (FPSC) at their meeting held on 16<sup>th</sup> January 2013, and to set out the Provisional Forecast of Estimates for the period 1<sup>st</sup> April 2014 to 31<sup>st</sup> March 2017 to be noted by the Authority.

### Recommendations

#### Members are asked to

- **Approve the Provisional Estimates for the period 1<sup>st</sup> April 2013 to 31<sup>st</sup> March 2014**
- **to note the Provisional Forecast of Estimates for the period 1<sup>st</sup> April 2014 to 31<sup>st</sup> March 2017.**
- **to agree that Marine Management Organisation Appointees be entitled to expenses and allowances as required by Article 15 of the Eastern Inshore Fisheries and Conservation Order 2010.**

### Background

The FPSC, having considered the draft estimates of expenditure for financial year 2013/2014, resolved to recommend to the Authority to levy upon the constituent County Councils the sum of £1,391,070.

The Levy which includes 'New Burden' funding would be in the proportions set out in the Statutory Instrument establishing the constitution of the Authority ie. in the following proportions:

	Norfolk County Council 38.5%	Suffolk County Council 28.9%	Lincolnshire County Council 32.6%
	£	£	£
Contribution from County Council Funds	383,816	288,111	324,998
New Burden Funding Allocation	151,999	114,420	127,726
Total Levy	535,815	402,531	452,724

Proposed expenditure under the main budget heads is shown on the sheet attached to this report (page 17)

The Authority is asked to confirm the FPSC's recommendation to Levy a total of £1,391,070 and approve the estimates of expenditure for the period 1<sup>st</sup> April 2013 to 31<sup>st</sup> March 2014.

The Authority is further asked to note the Forecasts of Estimates of expenditure for the period 1<sup>st</sup> April 2014 to 31<sup>st</sup> March 2017. The Forecast of Estimates is attached to this report (page 18)

**Background documents**

Unconfirmed Minutes of FPSC meeting held 16<sup>th</sup> January 2013

**EASTERN INSHORE FISHERIES AND CONSERVATION AUTHORITY**

Table 1

**Provisional Estimates of Expenditure 2013/2014**

	2012/2013 Budget Inc. Infl	2012/2013 Act/Proj	2013/2014 Provisional Estimate
	£	£	£
Salaries & Wages	875,470	861,820	921,695
General Expenditure	208,790	200,924	205,765
<b><u>Departmental Operational Costs</u></b>			
Research and Environment	15,150	15,000	15,000
Enforcement	30,600	0	25,000
Communication and Development	51,000	17,000	20,000
<b><u>Vessels</u></b>			
Moorings & Harbour Dues	16,955	16,425	17,490
Research Vessel - Three Counties	64,361	84,221	69,000
Enforcement Vessels - ESF Protector III/ RIB(S)	120,562	44,500	75,000
Pisces III/Pacific 22	1,887	4,800	7,700
Vessel Hire	30,600	15,000	10,000
Vehicles	21,830	20,350	22,952
<b>TOTAL EXPENDITURE</b>	<b>£ 1,437,205</b>	<b>£ 1,280,040</b>	<b>£ 1,389,602</b>
INFLATION CONTINGENCY	0	0	17,468
INCOME	-6,000	-22,070	-16,000
<b>EXPENDITURE LESS INCOME</b>	<b>£ 1,431,205</b>	<b>£ 1,257,970</b>	<b>£ 1,391,070</b>
<i>LESS New Burden Funding</i>	-£394,145		<b>£394,145</b>
<b><u>LEVY to be funded by County Councils</u></b>	<b>£ 1,037,060</b>		<b>£ 996,925</b>
Percentage reduction from Base Levy( <b>£1,329,236</b> )	<b>-22.0%</b>		<b>-25.00%</b>

## EASTERN INSHORE FISHERIES AND CONSERVATION AUTHORITY

### Provisional Forecast of Estimates 2014/2017

	2013/2014 Estimate Incl. Infl £	2014/2015 Forecast £	2015/2016 Forecast £	2016/2017 Forecast
<b><u>SALARIES &amp; WAGES</u></b>				
Staff Remuneration	734,131	744,168	752,533	755,613
Superannuation	139,778	148,833	154,269	158,680
National Insurance	57,003	58,224	59,253	59,597
<b>TOTAL</b>	<b>930,912</b>	<b>951,225</b>	<b>966,055</b>	<b>973,890</b>
<b><u>GENERAL EXPENDITURE</u></b>				
Accommodation	68,305	72,610	73,360	75,640
General Establishment	80,588	79,050	79,050	79,050
Officers' Travel and Subsistence	16,320	16,320	16,320	16,320
Members' Travel	6,120	6,120	6,120	6,120
Training	37,740	37,740	37,740	37,740
<b>TOTAL</b>	<b>209,073</b>	<b>211,840</b>	<b>212,590</b>	<b>214,870</b>
<b><u>DEPARTMENTAL OPERATIONAL COSTS</u></b>				
Research and Environment	15,300	15,300	15,300	15,300
Enforcement	25,500	0	0	0
Communication and Development	20,400	12,240	12,240	12,240
<b><u>VESSELS</u></b>				
Moorings & Harbour Dues	17,540	17,790	17,790	18,540
<b>Three Counties</b>				
Operating Costs	70,380	70,380	70,380	70,380
<b>Enforcement Vessels</b>				
<b>RIB(S)</b>				
Operating Costs	76,500	79,000	79,000	79,000
<b>Pisces III/Pacific 22 RIB</b>				
Operating Costs	7,854	7,854	7,854	7,854
<b>Vessel Hire</b>	10,200	0	0	0
<b>TOTAL VESSEL COSTS</b>	<b>182,474</b>	<b>175,024</b>	<b>175,024</b>	<b>175,774</b>
<b><u>VEHICLES</u></b>				
Operating Costs	23,411	25,145	25,145	25,145
<b>TOTAL EXPENDITURE</b>				
	<b>1,407,070</b>	<b>1,390,774</b>	<b>1,406,354</b>	<b>1,417,219</b>
Inflation Contingency		8,000	16,160	24,485
INCOME	-16,000	-7,500	-7,500	-7,500
<b>LEVY (Expenditure less Income)</b>	<b>1,391,070</b>	<b>1,391,274</b>	<b>1,415,014</b>	<b>1,434,204</b>
<i>LESS New Burden Funding</i>	-394,145	-394,145	-394,145	-394,145
<b>LEVY to be funded by County Councils</b>				
	<b>996,925</b>	<b>997,129</b>	<b>1,020,869</b>	<b>1,040,059</b>
<b>Percentage Reduction from Base Levy</b>				
	<b>-25.0%</b>	<b>-25.0%</b>	<b>-23.2%</b>	<b>-21.8%</b>
Memo Base Levy = £1,329,236				

**Vision**

The Eastern Inshore Fisheries and Conservation Authority will lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economic benefits to ensure healthy seas, sustainable fisheries and a viable industry



**8<sup>th</sup> EIFCA Meeting**

**Action Item 8**

**30<sup>th</sup> January 2013**

**Payments made and monies received during the period 13<sup>th</sup> October 2012 to 18<sup>th</sup> January 2013**

**Report by:** Christine Hurley – Head of Finance

**Purpose of report**

It is an audit requirement that the Authority's receipts and payments are presented to and formally approved by Members at their quarterly Statutory meetings.

The report on Payments made and monies received during the period 13<sup>th</sup> October 2012 to 18<sup>th</sup> January 2013 is attached.

The payments have been made in accordance with EIFCA's Financial Regulations and the necessary processes and approvals have been carried out.

**Recommendations**

**Members are asked to formally approve the report**

**Background documents**

There are no background documents to this paper

**Finance Officer's Report on Payments Made and Monies Received during the period  
13th October 2012 to 18th January 2013**

**Payments made during the period 13th October 2012 to 18th January 2013**

	<b>MONTH 7</b>	<b>MONTH 8</b>	<b>MONTH 9</b>	<b>TOTAL</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
Transfers to ESFJC Salaries & Wages Acct.	65,000.00	65,000.00	0.00	130,000.00
Rent, Rates & Service Charges	1,232.93	8,965.09	1,497.28	11,695.30
General Establishment	2,863.29	2,943.60	3,096.46	8,903.35
Legal Fees	0.00	0.00	0.00	0.00
Staff Travelling & Subsistence	2,222.10	803.97	1,431.08	4,457.15
Members' Travel	880.08	1,182.41	553.82	2,616.31
Training & Fisheries Management	0.00	170.90	-537.50	-366.60
Moorings/Harbour Dues	-70.01	16.00	4,609.25	4,555.24
Pisces III Operating Costs	1,421.79	101.72	340.42	1,863.93
Three Counties Operating Costs	3,572.02	3,254.15	9,435.05	16,261.22
ESF Protector III Operating Costs	119.05	-44.59	0.00	74.46
Vehicle Operating Costs	2,188.62	1,553.17	1,684.95	5,426.74
Development and Communication	3,600.00	29.04	4,254.00	7,883.04
Wash & North Norfolk Coast EMS Project Manager Fund	22.00	179.10	347.80	548.90
Research and Environment	88.85	88.85	0.00	177.70
VAT (Recoverable)	1,844.78	2,506.80	4,381.33	8,732.91
Petty Cash	50.00	0.00	0.00	50.00
<b>TOTAL PAYMENTS MADE</b>	<b>85,035.50</b>	<b>86,750.21</b>	<b>31,093.94</b>	<b>202,879.65</b>

**Monies received during the period 13th October 2012 to 18th January 2013**

	<b>MONTH 7</b>	<b>MONTH 8</b>	<b>MONTH 9</b>	<b>TOTAL</b>
	<b>£</b>	<b>£</b>	<b>£</b>	<b>£</b>
Treasury Deposit Interest	5,235.62	0.00	0.00	5,235.62
Bank Interest	0.00	0.00	1,682.66	1,682.66
HM Revenue & Customs - VAT	15,088.19	17,393.02	0.00	32,481.21
Wash Fishery Order - Mussel Samples	0.00	0.00	2,385.00	2,385.00
CEFAS Angling Surveys	0.00	0.00	2,618.01	2,618.01
Sale of Equipment	35.00	0.00	0.00	35.00
Miscellaneous Recharges and Credits	90.00	540.00	4,059.00	4,689.00
<b>TOTAL MONIES RECEIVED</b>	<b>20,448.81</b>	<b>17,933.02</b>	<b>10,744.67</b>	<b>49,126.50</b>

**Vision**

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**8<sup>th</sup> EIFCA Meeting****Action Item 9****30<sup>th</sup> January 2013****Report on the Management Accounts for the period 1<sup>st</sup> April 2012 to 31<sup>st</sup> December 2012****Report by:** Christine Hurley – Head of Finance**Purpose of report**

To set out the Quarterly Management Accounts for members to note.

**Recommendations:****Members are asked to formally note the Management Accounts.****Background**

The Management Accounts for the nine months to 31<sup>st</sup> December 2012 are attached.

The Management Accounts show the year to date actual income and expenditure in budget format monitored against the Budget apportioned for the period and a note of the Budget for the Year.

Members will note that the actual figures for the nine months show that there is a saving against budget of £179,745. This is made up of an underspend of £162,116 and an increase in Miscellaneous Income of £17,629.

There are savings in expenditure under all budget heads. The greatest saving is in Salaries and this is due to the fact that the Authority has not had a full complement of staff for the period and the agreed salary review has still to be applied. Savings in General Expenses are chiefly due to the negotiated lower cost of IT support. There are also savings in Departmental operational costs and Vessel Expenditure. The savings in vessel costs are due to a reduction in enforcement vessel operating costs and vessel hire.

The increase in Miscellaneous Income is due to the higher than budgeted bank interest and to the money received from CEFAS for Sea Angling Surveys and Wash Fishery Order Licence Tolls, none of which was budgeted.

**Background documents**

There are no background papers to this report.

## Management Accounts

### Financial Year 2012/2013

	<b>ACTUAL</b> Year to Date 31.12.2012	<b>BUDGET</b> (APPORTIONED)	<b>MEMO</b> Budget For Year
	£	£	£
<b><u>SALARIES &amp; WAGES</u></b>			
Staff Remuneration	460,476	519,074	692,098
Pension	85,859	98,687	131,583
National Insurance	35,185	38,843	51,790
<b>TOTAL</b>	<b>581,520</b>	<b>656,604</b>	<b>875,471</b>
<b><u>GENERAL EXPENDITURE</u></b>			
Accommodation	54,024	54,080	64,215
General Establishment	46,276	52,940	92,453
Fishery Officer Expenses	16,644	10,500	11,220
Members Travel	4,691	3,900	5,200
Training	8,860	26,750	35,700
<b>TOTAL</b>	<b>130,495</b>	<b>148,170</b>	<b>208,788</b>
<b>Development &amp; Communication</b>	12,566	38,250	51,000
<b>Enforcement</b>	0	23,000	30,600
<b>Research &amp; Environment</b>	5,768	11,500	15,150
<b><u>VESSELS</u></b>			
Moorings & Harbour Dues	11,915	12,717	16,955
Three Counties Operating Costs	62,118	55,947	64,362
ESF Protector III Operating Costs	34,597	43,731	120,562
Pisces III Operating Costs	2,334	1,416	1,887
Vessel Hire	12,000	23,000	30,600
<b>TOTAL</b>	<b>122,964</b>	<b>136,811</b>	<b>234,366</b>
<b><u>VEHICLES</u></b>			
Operating Costs	17,306	18,400	21,830
<b>TOTAL</b>	<b>17,306</b>	<b>18,400</b>	<b>21,830</b>
<b>TOTAL EXPENDITURE</b>	<b>870,619</b>	<b>1,032,735</b>	<b>1,437,205</b>
<b><u>INCOME</u></b>			
Bank Interest	-8,248	-5,250	-6,000
Legal Fees	0	0	0
WFO Licence Tolls	-7,650	0	0
CEFAS Sea Angling Survey	-6,981	0	0
<b>TOTAL INCOME</b>	<b>-22,879</b>	<b>-5,250</b>	<b>-6,000</b>
<b>EXPENDITURE LESS INCOME</b>	<b>847,740</b>	<b>1,027,485</b>	<b>1,431,205</b>

### Vision

The Eastern Inshore Fisheries and Conservation Authority will lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economic benefits to ensure healthy seas, sustainable fisheries and a viable industry



### Action Item 10

## 8<sup>th</sup> EIFCA Meeting

30 January 2013

### Enforcement Vessels

**Report by:** Julian GREGORY, Head of Marine Protection on behalf of the Vessel Working Group

### Purpose of report

The purpose of this report is to seek agreement from the Authority on the proposed way forward for replacement enforcement vessels. Authority to purchase an interim vessel has already been given.

### Recommendations

#### Members are asked to:

- **Agree that a cabin RIB, or hybrid thereof, is adopted as the preferred option.**
- **Agree that a Vessel Procurement Panel is established comprising Chair of the Authority, Chair of the Finance & Personnel sub-committee, CEO and Head of Marine Protection.**
- **Agree that the Vessel Procurement Panel is authorised to oversee and approve the procurement of an enforcement vessel utilising the most appropriate methodology in accordance with relevant procurement legislation and the Authority's Financial Regulations.**
- **Agree that a second vessel will be operated but that any decision on the long term future of any interim vessel is taken at a later date by the Vessel Procurement Panel, when more information is available (e.g. detail of vessel purchased, suitability for the role etc.).**

### Background

The Seagoing Assets Review has been ongoing for some time and has achieved the sale of *ESF Protector III*, which has supplemented the available budget for replacement vessel(s). Work to identify the most appropriate type of vessel(s) to replace *ESF Protector III* fell to a Working Group, who agreed that officers should adopt an objective and evidence based approach to identify options and to make recommendations to the group. In the interim the Authority approved the purchase of a temporary vessel to fulfil enforcement obligations pending the identification of a permanent solution. Work to procure a temporary vessel is ongoing.

Following extensive research a discussion document was prepared, which set out the relevant operational, financial and resource (people) considerations in deciding what

type of vessel(s) are appropriate. The paper concluded that the most appropriate solution was to procure and operate two cabin RIBs (or hybrids thereof). Members of the Working Group have considered the paper, agreed the recommendations and the Chair asked that they be submitted to the full Authority for decision. The full paper setting out the evidence to support this conclusion is at Appendix A.

In the event that the recommendations are approved it is envisaged that full specifications for a bespoke enforcement vessel will be developed to enable a tender document to be produced.

It is possible that a direct purchase may be an option given that cancelled orders or used/demonstrator models are sometimes offered for sale at reduced prices. As parallel activity to the tendering process, research will also be undertaken to identify opportunities to purchase direct from a supplier. To mitigate risks introduced by foreclosure of the tendering process, the relevant financial and tendering rules will be strictly adhered to and the Vessel Procurement Panel will ensure that due diligence is exercised.

Finance issues are addressed fully in the paper and show that a capital budget of £1m to £1.5m is available for the purchase of a vessel. It is envisaged that the purchase of both the interim and replacement vessels can be achieved for <£1m and officers will work to achieve best value for the Authority.

## **Appendix**

A. Seagoing Assets Review, Replacement Enforcement Vessel(s)

### **Background Documents**

1. Action Item EIFCA 11/63 Minutes 3<sup>rd</sup> EIFCA meeting 26 Oct 11

**Eastern Inshore Fisheries and  
Conservation Authority**

**Seagoing Assets Review**

**Replacement Enforcement Vessel(s)**

January 2013

Julian Gregory  
Head of Marine Protection

## **Replacement Enforcement Vessel(s)**

### **Introduction**

The unexpectedly swift sale of the Authority's enforcement vessel left a gap in enforcement capability, which represents a certain level of risk to the organisation. There is, therefore, a need to make progress in identifying appropriate replacement assets. In considering this issue it is important to understand the overall context in order to take informed decisions.

The purpose of this document is to set out the relevant considerations and to make recommendations on the way forward. This is not a full business case and all budgetary figures should be regarded as being indicative as opposed to being finite.

For the purposes of this paper three options have been identified for consideration viz.

- Mother/daughter patrol vessel (catamaran)
- Cabin RIB(s)
- Open RIB(s)

Two other options were also considered in earlier work but have been discounted for varying reasons. The first was a mono-hull mother/daughter patrol vessel, effectively a direct replacement for *ESF Protector III*. This was discounted on the basis of the rationale for selling *ESF Protector III* (post), the relative inefficiency in terms of fuel consumption of the mono-hull design when compared with a catamaran and the developments in catamarans over recent years.

The second was a pilot boat type of vessel, which was discounted on the basis that it would not be suitable for boarding, primarily due to size and issues with fendering. It was also anticipated that there would be difficulties with landing officers on sandbanks due to the slightly deeper draught usually associated with such vessels when compared with open and cabin RIBs.

It is worthy of note that the term 'cabin RIB' actually encompasses quite a range of vessels, not all of which have inflatable tubes and some are not dissimilar to pilot boats, albeit draughts tend to be shallower and propulsion is typically via stern drives or water jets as opposed to shafts.

The Authority's existing RIB, *Pisces III*, is not considered to be the most effective of vessels and there are some concerns about its sea keeping ability. It is likely therefore, that there may ultimately be recommendations on its future but this will be influenced by the outcome of the debate on the primary enforcement assets and is outside the scope of this paper.

### **Background**

The decision to sell FPV *ESF Protector III* was taken on the basis of the vessel's age, the costs involved in operating it and a changing enforcement environment, which arguably diminished its relevance as a necessary asset for the Authority. A key driver was the requirement to make savings of 25% on the base budget and the operating budget allocation for enforcement vessels made it virtually impossible to continue to use *ESF Protector III* as an effective enforcement asset.

Since the inception of the Seagoing Asset Review there has been much debate about what should replace *ESF Protector III*, with options ranging from a direct replacement mother/daughter type vessel to cabin RIB(s). It should be noted that whilst *ESF Protector III* was a mono-hull vessel considerations for a replacement mother/daughter vessel have primarily focussed upon catamarans due to the relative inefficiency (fuel consumption) of the mono-hull design. A relevant factor when considering a catamaran is that no manufacturer appears to have built a catamaran with a stern ramp launching system for a RIB, which is felt to be a key characteristic of the mother/daughter concept. One or more builders have indicated that they could provide such a facility through the provision of a hydraulically operated ramp but it would appear that the theory has yet to be put into practice.

In reality the main debate has been around the mother/daughter concept versus the cabin RIB, with the latter representing a significant departure from accepted practice in fishery protection. It is understood that cabin RIBs have been under consideration for some considerable time and may have been previously rejected by the Authority on the basis of information then available.

The issue of an Inshore Vessel Monitoring System (VMS) for the <12m fishing fleet has been seen as an important interdependency when considering replacement enforcement vessel(s) as it has been thought that the introduction of such technology will reduce the requirement for extended periods at sea. This subject is commented upon later in this paper.

Given the time it is likely to take to secure permanent replacement enforcement vessel(s) the Authority has approved the purchase an interim solution. Work is underway to achieve this but there have been some setbacks as identified options have either not measured up to expectations or there have been delays in supply. The purchase of an interim solution is outside the scope of this paper, albeit any interim vessel may form part of the final solution.

### **Non-Purchase Options**

Consideration has been given to the potential to enter into long-term charter agreements or to share the assets of another agency as opposed to purchasing a replacement enforcement vessel.

Dealing first with sharing the assets of another agency it is judged that whilst there may be limited options (e.g. neighbouring IFCA, UKBA cutter, Felixstowe Volunteer Coast Patrol Rescue Service open RIB) they would ultimately prove too restrictive due to the owning agency's priorities taking precedence. This has been experienced through the charter of the Kent and Essex IFCA vessel, *Thamesis*, for research work in the Orwell estuary. Whilst a successful charter was achieved there were issues over crew working hours and charges levied and it is necessary to plan in advance to avoid clashes with the owning Authority's priorities. Whilst this may be achievable for some research work it would be more difficult for spontaneous enforcement work and the majority of pre-planned activity would fall within the same period for both organisations.

Another factor is geography and the length of coastline covered by the Authority. Experience with *ESF Protector III* showed that distance and steaming times combined with consequential fuel costs were a restricting factor and are a consideration relevant to purchasing a mother/daughter vessel (post).

Additionally, the use of open RIBs, such as that operated by Felixstowe Volunteer Coast Patrol, as standalone enforcement vessels is not considered a viable option for independent year round deployments (post).

Overall, whilst such options may ultimately be a useful supplement to the Authority's own capability it is judged that they would not be suitable as the primary means of conducting enforcement at sea.

On the issue of charter, research was undertaken as this was an option for an interim vessel. It was clear that not only are options limited but charter costs are virtually prohibitive. For example circa ten months charter costs of an open RIB from a commercial provider would be sufficient to purchase a new build. Whilst longer term charters may be less expensive discussions with the same commercial provider indicated that this would still be an expensive option.

In essence, it appears that whilst long-term charter may be a consideration in the absence of sufficient capital funds to purchase outright they are likely to be more expensive over time. Crucially, the Authority is in a position to purchase outright (post).

### **Enforcement Requirements**

The enforcement landscape has changed considerably over recent years, most notably with the introduction of the Hampton Principles that advocate transparent, accountable, proportionate, consistent and targeted regulation. This led to the introduction of risk based enforcement and associated risk registers to inform regulatory activity. Whilst the Eastern IFCA is at the early stages of developing such a register it is clear that whilst it will inform the location, extent and frequency of regulatory activity in the fisheries it is suggested that the tactics or methods employed will remain largely unchanged i.e. vessel boardings/inspection, monitoring landings, monitoring fishing location and effort etc.

In addition to existing regulatory requirements there is the potential for additional activity in relation to Marine Conservation Zones (MCZ) and other Marine Protected Areas (MPA). The recently launched round of consultation indicates that 2013 will see the introduction of MCZs in the Orwell and Stour estuaries, with additional sites off the North Norfolk and Lincolnshire coasts and at Orford Ness identified for consideration in future years. Additionally, the recent change in approach to European Marine Sites means that there is the potential for increased regulation in order to protect features.

It could, perhaps, be argued that notwithstanding the Hampton Principles there is a requirement for a regulatory presence in the fishing industry both at sea and ashore and that the Eastern IFCA has effectively withdrawn from the seagoing element of this through a combination of circumstance and policy. It would also appear that there may have been an over-reliance upon the concept of risk based enforcement without the necessary processes to underpin it. For example in order to assess risk it is necessary to have information and intelligence to understand the risk yet the IFCA does not have any form of intelligence system or process to enable officers to properly understand the level of risk and to plan activity accordingly.<sup>1</sup>

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<sup>1</sup> The HoMP is currently looking at this issue and is involved in developing a Project Brief to look at intelligence processes and systems nationally.

Additionally, in order to gather information and intelligence it is necessary to be engaged with the fishing community and to observe what is happening. Whilst the former is achieved via area based officers and research presence in the Wash, the absence of an enforcement presence at sea means that we do not routinely understand what activity is taking place offshore. Whilst inshore VMS may ultimately help in this regard it will only provide part of the picture.

Overall, whilst it is difficult to define precisely what will be required where, when and for how long it is possible to say what characteristics and capabilities that any seagoing enforcement asset should provide.

In challenging financial times and an evolving environment it is suggested that any new assets should meet the following characteristics:

#### Logistical

1. *Affordable* - capable of being procured (capital) and operated (revenue) within existing and projected budgets
2. *Flexible* - capable of operating in a variety of roles with the minimum of restrictions e.g. crew numbers, operating depth (tides), locations etc.
3. *Sustainable* - minimise the risk of redundancy in the future as a consequence of budget and/or resource reductions

#### Operational

Capable of operating in a range of sea conditions with the ability to deliver the following throughout the entire district:

1. A visible presence in estuaries, rivers and at sea to monitor and deter
2. Sufficient speed to minimise transit times to meet enforcement requirements
3. A boarding capability for vessels ranging from <5m to >15m in length employing a variety of fishing techniques (e.g. dredging, beam trawl, potting etc.)
4. The ability to land officers on sandbanks, mudflats and beaches
5. The ability to carry appropriate ICT and electronic equipment to facilitate operations

Previous requirements have included a stable platform in order to facilitate longer periods at sea and whilst this is recognised as being desirable it does restrict choice and tends to lead to the default position of a mother/daughter vessel. With this in mind and with the potential for the introduction of inshore VMS (post) this characteristic has been excluded from the core requirements of any replacement vessel(s).

The desired characteristics will be the basis upon which vessels are assessed for the purposes of this paper.

### **Research Requirements**

Given that the Authority operates a dedicated research vessel additional research capability is not considered to be a primary driver when considering enforcement vessel(s). There is, therefore, a working assumption that research capability is not a consideration for the type of enforcement vessel(s) that are ultimately procured. It should also be noted that a dual purpose vessel has been considered but is judged not to be desirable or appropriate. The rationale for this is that experience has shown that

there can be conflict between enforcement and research requirements, with requirements to conduct both activities at the same time. Additionally, the majority of research activity is currently undertaken in the Wash, which would make it difficult to meet the desired operational characteristics (ante).

It is, however, envisaged that some research capability will be catered for when considering the final specification of enforcement vessel(s). This may include such things as:

Roxanne surveys

Side-scan sonar

Remote Operated Vehicle

Pot hauler

Small beam

Small dredge

It is likely that any of the options under consideration would cater for this type of research functionality, which would provide a helpful addition to the Authority's research capability.

### **Three Counties**

Whilst *Three Counties* is outside the scope of this paper it is relevant to note where it sits within the overall context of the Seagoing Assets Review.

It has been decided to move the annual refit period from the summer months to the winter period in order to increase the availability of both officers and the vessel during periods of higher demand. The next refit is planned for February 2013 when our Surveyor and Naval Architect will be asked to provide an estimate for her projected lifespan and what alterations are possible to the vessel to improve her capabilities e.g. carrying a larger RIB, increasing her operating speed. The information gleaned from this exercise will be used to develop recommendations on the most appropriate way forward.

### **Budget and Human Resources**

In considering options for new seagoing assets it is important to understand previous expenditure together with available capital and revenue budgets to fund new vessel(s). It is also necessary to understand the level of resource (staff) available to crew new vessels alongside other commitments.

#### ***Budgets***

##### **Capital**

The figures provided here are approximate but are sufficient for the purposes of this paper. Relevant capital budgets are as follows:

Sale of *ESF Protector III* - £530k

Vessel Replacement - £360k

Vessel Contingency - £100k

In addition there is currently £480k in the Operational Reserve, which is not currently allocated to any specific expenditure albeit there has previously been consideration on using circa £300k for the initial purchase of VMS for the inshore fleet.

It can be seen that the minimum budget available for vessel purchase is circa £1m and the maximum circa £1.5m.

### Revenue

The operating budget allocated to *ESF Protector III* is:

2012/13 - £120k

2013/14 - £0

The amount allocated to *ESF Protector III* included a £20k uplift to reflect the age of the vessel and the potential for increased maintenance costs. This was broken down as follows (approximations):

Maintenance and repairs - £20k

Annual refit - £42.5k (including £20k loading for vessel age)

Insurance and certification - £22.5k

Fuel - £33k (catering for approximately 30 days at sea)

A budget of £40k was established from 2013/14 onwards as an enforcement vessel operating budget, which was one of the primary drivers for selling *ESF Protector III*. It is felt that this amount is insufficient and the budget setting process for 2013/14 has projected the enforcement vessel operating budget at £75k. The methodology applied to arrive at this figure caters for running a larger vessel or two or more smaller vessels whilst still making a saving upon the previous budget for *ESF Protector III*.<sup>2</sup>

It should be noted that when considering revenue costs the type of vessel employed will influence the way in which it is used and therefore the fuel costs involved i.e. direct comparisons are a little simplistic and are not always valid.

There is currently a fixed cost of circa £15k pa for the mooring at Sutton Bridge, which provides sufficient space for *Three Counties* and a slightly larger vessel (*ESF Protector III* was circa 24m in length). Under current arrangements mooring a smaller vessel at this location would be disproportionately expensive as there would be no reduction in mooring fees.

There is the potential for redevelopment of the moorings at Sutton Bridge, which may provide the opportunity for improved facilities, but this involves partners from local authority and is the subject of funding bids and at the time of writing the status of this project is uncertain.

Moorings are outside the scope of this paper save to say that they will be reviewed to ensure that the Authority achieves best value.

### **Human Resources**

There are currently five full-time members of staff designated as permanent crew for the Authority's vessels, comprising two Skippers, two Mates and one Engineer. They are supplemented by four area based IFCOs, who are designated as seagoing personnel on an occasional basis. Whilst it is envisaged that this practice will continue it should be acknowledged that the expectations of the core role of the area based IFCOs are now far

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<sup>2</sup> The saving is circa 37% which is significantly higher than the 25% required for overall efficiency savings and as such represents a significant contribution to the overall savings requirement.

greater than was previously the case and abstractions to provide vessel crews need to be managed.<sup>3</sup>

*Three Counties* currently operates with three dedicated crew (Skipper, Mate and Crew/Engineer) with Research staff on-board to undertake research tasks. Whilst it is possible for experienced Research/Environment staff to act as crew the reality is that most are not currently qualified or sufficiently experienced to undertake this role. It may be an option to enhance the skills less experienced staff through training but the high levels of work that falls to the Research and Environment team means that they would not routinely be available to act as crew.

For the majority of research tasks it is necessary to provide three dedicated crew for *Three Counties* together with two Research Officers. It is possible to put to sea with four officers for some tasks but in reality a total of five is normally required.

Current projections for 2013 indicate a requirement for 212 sea days for *Three Counties*. This figure is based upon known requirements and has the potential to increase as the research needs associated with EMS and MCZs becomes clearer. When maintenance days and annual refit requirements are added it can be seen that the crew requirements for *Three Counties* account for a significant proportion of the working year.

An important factor when considering resources is the previous decision to reduce from two to one Engineer post to provide a shared resource between research and enforcement vessels. Whilst this decision was made upon the basis of sound rationale it does affect decisions on new assets, particularly in light of the mechanical complexity of *Three Counties* combined with the age of the vessel, its equipment and machinery. This requires the presence of the Engineer for a significant proportion of time spent at sea and during maintenance periods.

It is an option to supplement the Engineer role through training additional staff on an MCA approved course. This lasts for a week and would equip Skippers/Mates with sufficient knowledge to operate at sea on smaller vessels without an Engineer aboard, which would enable the Engineer to focus more on *Three Counties*.

Overall, the requirement to crew *Three Counties* leaves a Skipper, Mate and limited time from the Engineer to provide crew for enforcement vessel(s), supplemented by area based IFCOs.

The mother/daughter vessel configuration is 'resource hungry' as it requires a relatively high number of crew members to operate effectively. It is possible to put to sea with three crew to provide a visible presence and monitoring function, but in order to enable boardings and landings a minimum crew of five and an ideal crew of six is required. This is broken down as follows:

Skipper and one crew to operate the mother vessel and RIB launching and recovery equipment

One Coxswain for the RIB (ideally supported by an additional crewman/woman)

Two officers to undertake boardings

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<sup>3</sup> The role of the Area IFCO is developing from a largely enforcement focussed presence on the coast to one that involves being embedded in coastal communities working to further the fishery and conservation objectives of the Eastern IFCA

It is possible, in the right conditions, to operate with only the Skipper aboard the mother vessel<sup>4</sup>, only a Coxswain for the RIB and one boarding officer. However, such practices are inherently dangerous and effectively introduce lone workers into each function.

It is suggested that the minimum crew level should be five officers, with the only lone officer being the Coxswain of the RIB whilst the boarding is undertaken. The rationale for this is that there should be a Skipper aboard the mother vessel to staff the bridge/wheelhouse and to meet the requirement to maintain an effective lookout at all times, with an additional crew member to deal with the launch and recovery of the RIB. Similarly, whilst a lone officer could undertake a boarding in benign circumstances the potential for a hostile or uncooperative reception combined with the inherently dangerous environment aboard a working fishing vessel means that two officers are required in most circumstances. A lone Coxswain aboard a RIB is probably a matter for dynamic risk assessment but may not be appropriate in rougher sea conditions. Indeed, MCA guidance indicates that lone working for a RIB coxswain is acceptable in appropriate weather conditions and with relevant safeguards in place (e.g. wearing a lifejacket, use of engine kill cord)

An additional factor to consider is the work/life balance and welfare of officers. High levels of time at sea combined with working long and unsociable hours inevitably have an impact upon people. It is, therefore, considered necessary to have some resilience in staffing levels to cater for this.

There is an option to consider the use of volunteers to supplement vessel crews; indeed this has worked previously in Suffolk when *Pisces III* was based there on a permanent basis. However, it is judged that whilst this may be appropriate for day running in smaller vessels it may be less suitable for more protracted periods at sea in larger vessels.

### **Mother/Daughter Patrol Vessel**

#### ***Logistical***

Affordable – This option is likely to attract higher procurement costs as a consequence of size and complexity. Indicative build costs from two separate suppliers are provided as illustrations of the potential costs involved:

17m catamaran with twin MAN D2848 LE 422 (740hp) engines, stern launch capability for RIB, no sleeping accommodation and excluding electronics and daughter vessel (RIB)  
- £739k<sup>5</sup>

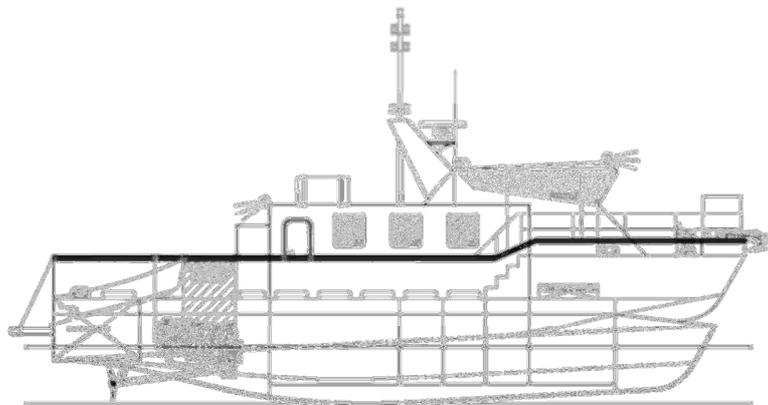
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<sup>4</sup> Advice to Kent & Essex IFCA from the MCA suggests that two people should remain on the mother vessel during boardings

<sup>5</sup> Estimate produced for Kent & Essex IFCA November 2012



16m catamaran with twin MAN D2876 LE 402 (560hp) engines, stern launch capability for RIB and crew sleeping accommodation but excluding electronics and daughter vessel (RIB) - € 967k<sup>6</sup> (approx. £786k)



Whilst prices for a daughter vessel (RIB) will vary according to size and specification the builder has indicated that a new replacement for *Seaspray* (6.8m RIB carried on *ESF Protector III*) would cost in the region of £120k ex-vat.

Taking account of electronics, a daughter vessel and ancillary items (e.g. vessel equipment) the capital outlay for a new build is likely to be in the region of £1m+ (excluding VAT).

Operating costs (estimations based upon those applicable to *Three Counties* and previously to *ESF Protector III*) for a catamaran 'mother' vessel are estimated at circa:

Maintenance and repairs - £20k

Annual refit - £20k

Insurance and certification - £15k

Fuel – circa £60k<sup>7</sup> (based upon approximately 100 days at sea)

*Flexible* – The benefits of this option are that it provides a stable platform that can be deployed around the district to monitor and deter and from which the daughter vessel can be launched to undertake boardings and landings. If accommodation is included in the specification then it is also capable of enduring at sea for several days at a time.

<sup>6</sup> Estimate produced for Kent & Essex IFCA September 2012

<sup>7</sup> Estimation based upon professional judgement as fuel consumption will be governed by the use to which the vessel is put i.e. higher speeds have a disproportionate effect upon actual consumption

This capability is offset by the level of resource required to provide crew (five officers), the deeper draught of such a vessel (typically 1.5m) restricting access to the Sutton Bridge moorings to certain states of the tide and the fact that the vessel can only be in one place at once with relatively significant distances and steaming times involved to reach all parts of the district. With regard to the number of crew it could be argued that it would be difficult to put to sea for much of the year without significantly impacting upon the time that area based IFCOs spend on their respective areas.

*Sustainable* – The relatively high revenue costs combined with the number of officers required to operate this option mean that any future budget reductions would have a significant impact. Losing a single officer post could, for example, make it impossible to deploy the vessel for much of the year. It is also judged that disposing of such a vessel on the open market may be difficult given its specialised nature and the increased availability of second-hand catamarans from the renewable energy industry.

### ***Operational***

The most commonly used configuration in offshore fisheries regulation, there is a well-established body of evidence to show that this option can provide the four operational capabilities (ante). In particular, the ability to deploy a small open RIB in any given location provides flexibility and enables boarding vessels employing virtually all methods of fishing. It also provides a relatively stable platform with the ability for extended periods at sea, subject to the provision of crew accommodation.

### **Cabin RIB**

#### ***Logistical***

*Affordable* – Procurement costs appear to vary considerably depending upon the specification of the vessels. Indicative build costs from two separate suppliers are provided as illustrations of the potential variance in costs:

1050m or 13m HPB with twin Cummins QSC8.3 rated at 500hp driving Hamilton HJ292 water jets with Hamilton blue arrow mouse boat slow speed control and basic radar/chart plotter. Approx. £650k ex-vat (£850k ex-vat as supplied to a foreign Coastguard)



11m Cabin Transfer RIB with twin Yamaha 300hp Outboards (petrol). Approx. £121k ex-vat.

The second vessel is shown for illustrative purposes as it is likely that Eastern IFCA specifications would be for diesel fuelled inboard engines with the design and fit-out being appropriate to the enforcement role.

Operating costs (estimations based upon anticipated use) for a diesel inboard engine cabin RIB are likely to be circa:

Maintenance and repairs - £5k

Annual refit - £5k

Insurance and certification - £8k

Fuel – circa £20k<sup>8</sup> (based upon approximately 60 days at sea)

*Flexible* – This option would provide significantly enhanced flexibility in terms of crew numbers as it could operate with three crew and with a typical draught of 0.8m could access the moorings at Sutton Bridge as well as other locations for greater periods either side of high water. Whilst sea conditions would affect the times and speeds at which it could operate such a vessel would be capable of high speeds, which would enhance its 'operational footprint.' MCA coding requirements to operate up to 20 miles offshore would be met by this option due to the cabin and/or twin engines. Additionally, the lower level of mechanical and electrical complexity of this option compared to a mother/daughter vessel would mean that training Skippers/Mates on the MCA approved Engineers course would obviate the requirement for the Authority's Engineer to form part of the crew, leaving him/her to focus upon *Three Counties*.

A potential downside is that more than one vessel may be required to provide effective coverage of the entire district albeit it is judged that greater coverage would be achieved for less expense than the mother/daughter option.

*Sustainable* – The lower revenue costs combined with reduced crew requirements mean that this option is more able to endure reductions in resource and represents a lower capital investment. It may also be a more saleable asset than a larger vessel.

## **Operational**

Trials have been conducted, by the Enforcement Vessel Skipper and the HoMP, on two different cabin RIBS. The first was a RIB previously used by a wind farm company and was undertaken in the Orwell estuary in relatively choppy conditions.<sup>9</sup> The second was a 1050 HPB, a vessel previously favoured as an option for Eastern IFCA, which was undertaken in Scandinavia. Overall, it is judged that such vessels have the potential to operate in the enforcement role but that sea conditions may reduce capability and will impact upon crew fatigue. That said, it should be noted that sea conditions also limit fishing activity and that boarding and other operations would not be undertaken in rough weather in any case.

In terms of matching the desired criteria it is thought that geography may dictate that two vessels may be required to meet the overarching requirement to deliver capability

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<sup>8</sup> Estimation based upon professional judgement as fuel consumption will be governed by the use to which the vessel is put i.e. higher speeds have a disproportionate effect upon actual consumption

<sup>9</sup> Two area based IFCO's also participated in the trial in the Orwell to enable wider views to be taken into account.

throughout the entire district. If this were the case then a vessel operating from the Wash and another from Suffolk would be the most likely solution.

Visible presence – With reduced operating costs and easier access to ports/harbours it is envisaged that more sea time would be achieved with this option thereby creating a more regular presence. If two vessels were operated more consistent coverage around the entire district could be achieved than has previously been the case.

Sufficient speed - Where sea conditions permit these vessels are capable of very high speeds e.g. the 1050 HPB delivers 38 knots at wide open throttle

Boarding capability – It would be necessary to conduct boardings directly from the vessel and trials in Norway indicate that this is achievable for all sizes of fishing vessel. This may be affected by weather conditions and the types of fishing gear deployed but it is thought that boardings could be achieved in most circumstances, particularly with a jet driven boat fitted with the Hamilton blue arrow mouse boat slow speed control or similar. An exception may be where a beam trawl is deployed and trials would need to be undertaken to establish whether boardings could be achieved in such cases.<sup>10</sup>

Landing capability - Whilst vessel draught varies between makes it appears that 0.8m or less is achievable. Whilst trials would need to be undertaken it is judged that a vessel fitted with a boarding ladder would be capable of landing staff on sandbanks.

Electronics Capability – The size of vessel combined with the shelter afforded by the cabin mean that computers, radar, VHF and chart plotters could be fitted and operated. Sufficient power could be provided by alternators and if necessary a separate generator could be specified. The 1050 HPB trialled by IFCA officers was fitted with extensive electronic equipment as well as a networked computer for access to intelligence, e-mail etc. In particular, a large radar screen made plotting vessel movements feasible.

## **Open RIB**

### ***Logistical***

Affordable – This option would involve the lowest procurement (capital costs). Indicative supply costs from two separate suppliers are provided as illustrations of the potential costs involved:

6.8m aluminium hulled RIB with Volvo Penta D4 260hp inboard engine and water jet propulsion (same specification as *Seaspray*). Approx. £120k ex-vat

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<sup>10</sup> It is thought that placing the bow of the RIB against the stern of the vessel to be boarded may resolve this.



2010 built 10m RIB with twin 300Hp Yamaha outboard petrol engines (2012) MCA Cat 3R (20 Miles offshore Daytime, 3 Miles offshore Night). Asking £75k (used vessel)



Operating costs (estimations based upon anticipated use) for an open RIB are likely to be circa:

Maintenance and repairs - £3k

Annual refit - £3k

Insurance and certification - £2k

Fuel – circa £12k<sup>11</sup> (diesel) £11k (petrol) (based upon approximately 60 days at sea)<sup>12</sup>

*Flexible* – This option would provide significantly flexibility in terms of crew numbers as it could operate with three crew (two in some circumstances) and with a typical draught of less than half a metre could access the moorings at Sutton Bridge as well as other locations for greater periods each side of high water. Whilst sea conditions would affect the times and speeds at which it could operate such a vessel would be capable of high speeds, which would enhance its 'operational footprint.' If the vessel dimensions and weight were kept within the parameters required for towing on a road there would, in theory, be the additional flexibility of being able to launch from a number of locations. It should, however, be noted that the low number of suitable launch sites combined with the time taken to transport and launch a vessel mean that operational deployments are likely to be restricted.<sup>13</sup>

<sup>11</sup> Estimation based upon professional judgement as fuel consumption will be governed by the use to which the vessel is put i.e. higher speeds have a disproportionate effect upon actual consumption

<sup>12</sup> It should be noted that the fossil fuel rebate for petrol is higher than that for diesel

<sup>13</sup> Recent experience has shown this to be the case and it is felt that the apparent flexibility of transporting by road is sometimes overstated

MCA coding requirements to operate up to 20 miles offshore (twin or auxiliary engine/crew shelter) would need to be met in order to utilise this option. Additionally, the lower level of mechanical and electrical complexity of this option compared to a mother/daughter vessel would mean that training Skippers/Mates on the MCA approved Engineers course would obviate the requirement for our Engineer to form part of the crew, leaving him/her to focus upon *Three Counties*.

This option would be more restricted by inclement weather than others and crew discomfort/fatigue would be a significant issue and would substantially reduce the time that staff are able to stay at sea on any one occasion.

Sustainable - Low revenue costs combined with low crew requirements mean that this option is more able to endure reductions in resource. It would also be a more saleable asset than a larger vessel.

### ***Operational***

Open RIBs are used extensively in maritime enforcement operations and are capable of meeting all of the desired operational requirements with the exception of electronic capability. Whilst it would be possible to fit VHF, radar and a chart plotter the size and capability of such equipment would be at the lower end of the spectrum and it is unlikely that a networked computer could be fitted.

Ability to operate throughout the district could be provided by the provision of more than one vessel and/or procuring vessels that are able to be towed by road. However, there is a caveat as experience has shown that the limited availability of suitable launching sites combined with the additional time required for launching and recovering the vessel mean that this does not always provide the anticipated level of flexibility.

Additionally, such vessels are more usually employed in conjunction with a mother vessel and/or deployed on shorter operations in more benign conditions. The absence of more capable electronics would limit operational effectiveness and exposure to the elements combined with the absence of shock mitigating seating would limit crew durability, which would ultimately limit deployments.

### **Discussion**

From a financial perspective all options are affordable inasmuch as there is currently sufficient capital to purchase outright and revenue budgets are capable of meeting operational costs. However, it is other factors that will ultimately determine which option is adopted.

With the reduced deployment of *ESF Protector III* during her last year of service and her sale in 2012 it would appear that the regulatory element of the Authority has effectively got out of the habit being at sea. Whilst there is an argument to say that much can be achieved from shore there is some activity (e.g. access and method infringements) that can only be detected through a seaborne presence. Additionally, it is suggested that there is a need to be seen and to see what is happening to help develop the overall intelligence picture. This also links into the research element of the Authority as sightings data and

other intelligence on MCSS can be useful in terms of understanding fishing activity in the district.

It could also be argued that at a conceptual level there is potentially a disconnect between the regulatory element of the Authority and the fishing community as the latter are regularly at sea whereas the former used to be. Although difficult to quantify there is a sense that something has been lost in terms of shared understanding.

Inshore VMS is outside the scope of the Seagoing Asset Review but has been seen as a key interdependency, particularly when considering the use of smaller vessel(s) with reduced capability for extended periods at sea. It should be noted that whilst it would be a very useful tool in fisheries management and regulation VMS is not capable of providing the full picture and cannot be a complete replacement for vessels at sea. It would, though, undoubtedly facilitate the use of smaller enforcement vessels and it is anticipated that its introduction will be pursued regardless of the type of vessel(s) procured.

However, in the context of this paper VMS is only relevant if there is a choice between procuring larger or smaller vessels. It is suggested that the evidence indicates that the Authority does not have such a choice.

To operate a mother/daughter enforcement vessel configuration alongside *Three Counties* would require eight or nine of the uniformed IFCO officers to have both vessels at sea at the same time. Given that there are only nine such officers normal abstraction rates for annual leave, training, sickness etc. would mean that operational capacity would at best be stretched and at worst significantly restricted. Additionally, as previously mentioned there would also be the potential for the role of the Area IFCO's to be negatively impacted upon. Perhaps more significantly, any reduction in staff numbers would potentially be catastrophic in terms of ability to operate seagoing assets and could render a mother/daughter vessel redundant.

If the mother/daughter concept is dismissed this leaves cabin RIBs or open RIBs, with both being capable of delivering operational requirements to a greater or lesser extent.

Open RIBs are clearly the least expensive option but they also bring more restrictions in terms of being affected by inclement weather and crew comfort/fatigue which would inevitably reduce the seagoing enforcement capability. They are also not capable of carrying the level of electronic equipment (e.g. VMS monitoring/TRANSAS, radar plotting etc.) required for fully independent operation or of providing an appropriate environment in which to operate such equipment. There are also potential restrictions under the MCA workboat codes that would need to be addressed to facilitate deployment throughout the district. On this basis, it is suggested that reliance upon one or more open RIBs as the Authority's only enforcement vessel(s) would not be appropriate.

Whilst this process of elimination inevitably leads to Cabin RIBs or a hybrid thereof, it should be recognised that such vessels are highly capable of independent operation at sea and would provide the level of operational ability required. As such they have much to recommend them as being the vessel of choice.

There is, however, a question on the ability of a single vessel to provide sufficient coverage throughout the entire District. The reasons for this are twofold. Firstly, whilst such vessels could operate satisfactorily on a 'day running' basis in a variety of

conditions due to sea patrols and operations being more targeted, longer passages around the coast would only be achievable in more favourable conditions due to distances involved. Secondly, the desire to adopt a higher profile presence at sea combined with the size of the coastline covered by the Authority means that one vessel would be restrictive and would be likely to prove to be inadequate.

It is acknowledged that two vessels would involve slightly higher running costs, including additional mooring fees, but these are catered for in the revenue budget and the size of vessel means that moorings are less expensive with more options available. Overall costs would still represent savings on operating *ESF Protector III*.

Current activity to procure an interim vessel is focussed upon buying a relatively inexpensive cabin RIB with a view to either subsequently disposing of it when a permanent vessel is procured or retaining it as part of the enforcement capability. In such circumstances it is envisaged that a more appropriately specified vessel for enforcement purposes would be procured to be based in the Wash area to cover the Lincolnshire and North Norfolk coast whilst the second vessel would be based in Suffolk to cover the Suffolk and East Norfolk coast. It should be noted that such a vessel is unlikely to have been designed and built for the purpose to which we would put it and may require some level of modification or upgrade.

In such circumstances it is envisaged that working practices would develop and would see Area IFCOs routinely spending some time at sea but within their respective areas interacting with their fishermen as opposed to being abstracted to work at sea elsewhere.

In the event that one or more cabin RIBs are the primary enforcement vessels it is envisaged that there may be scope to enhance the capabilities of *Three Counties* to enable her to provide a larger stable platform from which specific enforcement operations could be conducted. This would need to be managed alongside research commitments but moving the refit period to the winter months will facilitate this. Overall, any changes to *Three Counties* will be influenced by the outcome of the review of the vessel by our Surveyor.

Similarly, the future of *Pisces III* would be considered in light of what is possible with *Three Counties* alongside an assessment of the capability provided by cabin RIBs.

### **Options**

The primary options open to the Authority are:

Do nothing and manage enforcement primarily from shore supplemented with limited support from *Three Counties* and the RIB *Pisces III*.

Procure a mother/daughter catamaran.

Procure one or two cabin RIBs or a hybrid thereof.

Procure one or more open RIBs

### **Recommendations**

It is suggested that the first and second options are simply not viable. Maintaining the status quo represents risk to the Authority and operating a mother/daughter vessel is too resource intensive and may not be sustainable in the medium to long term.

Option three would provide an independent and highly capable enforcement presence at sea whilst option four would appear to be too restrictive in operational terms.

**It is, therefore, recommended that:**

**A cabin RIB, or hybrid thereof, is adopted as the preferred option.**

**That a Vessel Procurement Panel is established comprising Chair of the Authority, Chair of the Finance & Personnel sub-committee, CEO and Head of Marine Protection.**

**That the Vessel Procurement Panel are authorised to oversee and approve the procurement of an enforcement vessel utilising the most appropriate methodology in accordance with relevant procurement legislation and the Authority's Financial Regulations.**

**In principle a second vessel will be operated but that any decision on the long term future of any interim vessel is taken at a later date by the Vessel Procurement Panel, when more information is available (e.g. detail of vessel purchased, suitability for the role etc.).**

### **Vision**

The Eastern Inshore Fisheries and Conservation Authority will lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economic benefits to ensure healthy seas, sustainable fisheries and a viable industry



### **Action Item 14**

#### **8<sup>th</sup> EIFCA meeting**

**30 January 2013**

#### **Corporate Planning**

**Report by:** Chief Executive Officer

#### **Purpose of report**

The purpose of this report is to introduce the Authority to the detail of the corporate planning activity that has been taking place throughout December and January which will be embellished through a presentation by the Chief Executive Officer.

#### **Recommendations**

**Members are asked to:**

**Agree the direction of travel and outcomes of the corporate planning.**

**Agree to the timescale to produce the 2013/14 Annual plans.**

**Agree to delegate final signature of the Annual plan to the Chairman of the Planning and Communication Sub-Committee.**

#### **Background**

As a Statutory public body Eastern Inshore Fisheries and Conservation Authority (Eastern IFCA) is mandated under the Marine and Coastal Access Act 2009 to prepare and publish annual plans and reports on their activities for Defra and also to submit these documents to the Departmental Secretary of State. In preparing these annual plans the IFCA must detail the authority's main objectives and priorities. The annual plan forms a key part of the evidence-based marine management cycle.

The corporate planning conducted by officers throughout December and January was designed to ensure that the annual plan delivers not only Defra defined IFCA success criteria but also local targets and priorities that the Authority has identified and set itself. The model used to conduct the planning and the key terminology therein is outlined below.

#### **Eastern IFCA Strategic plan**

A Strategic plan must convey to the staff and all stakeholders the Eastern IFCA vision from broad overview down to actionable detail. It needs to provide a common understanding across all stakeholders but particularly should drive staff planning and activity. The proposed strategic plan design focused on the main effort and designed to provide a long term direction of travel is at Appendix 1.

## **Centre of Gravity (CoG)**

A CoG is any characteristic, capability or influence from which an organisation draws its freedom to operate, cohesion and strength, both intellectual and physical.

In identifying the strategic CoG for Eastern IFCA the analysis methodology focussed on highlighting the key characteristics, requirement and vulnerabilities of the organisation. As a result of this analysis it is possible to focus the activities of the organisation onto the key outputs required to: promote the key characteristics; preserve the requirements and protect against vulnerabilities.

Through this process of analysis, **relevance to all stakeholders** is judged to be the CoG for Eastern IFCA. To deliver this relevance, the following critical characteristics were defined:

that Eastern IFCA delivers mandated outputs;

that Eastern IFCA is a subject matter expert across the breadth of its business;

that Eastern IFCA conducts itself in a professional manner;

that Eastern IFCA adheres to the common standards of practice of public bodies in terms of service, regulatory compliance and financial propriety;

that Eastern IFCA demonstrates value for money in delivering mandated outcomes.

The requirements that underpin these characteristics include:

Strategic confidence – the essential sense of direction and purpose;

Consistent funding;

Suitably qualified and experienced staff;

Stakeholder engagement;

Positive relations with the media and wider public;

Appropriate connectivity with stakeholders to promote understanding and joint working.

Through this analysis the key vulnerabilities that need to be mitigated to ensure that Eastern IFCA is positioned for success have been identified.

## **Decisive Conditions and Supporting Effects**

Decisive conditions are defined as those combinations of circumstances deemed necessary to achieve an overall objective and as such constitute or enable a desired end-state.

The agreed national vision for IFCA is:

*to lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economic benefits to ensure healthy seas, sustainable fisheries and a viable industry*

The decisive conditions that have been distilled from this statement are: to provide leadership; to promote balance; to deliver sustainability and to be sufficiently enabled to conduct the work. These decisive conditions need to be contributed to by supporting effects

A supporting effect is the intended consequence of actions and the delivery of supporting effects will create the desired decisive condition. A single supporting effect will require

the successful completion of a number of tasks and may also, on occasion, depend upon contributions from other stakeholders.

The tasks that Eastern IFCA must include in its work programme will reflect the 47 High Level Objectives passed down by Defra to achieve the mandated 7 Success Criteria but also activity to tackle those local identified issues and concerns that need representation and resolution.

This hierarchical process of defining the CoG, identifying the decisive conditions and supporting effects will, in turn, drive the day to day activity of Eastern IFCA which will be articulated in the annual plan.

### **Other Plans**

The Authority is also charged with producing a number of other planning documents including a longer term Research and Environment Strategy and an annual Research and Environment Plan. To this end, staff at the Authority have distributed Bright Ideas forms (Annex A to Appendix 1) to Stakeholders and asked for these to be returned in February 2013. In this way, we will ensure that the work of EIFCA takes into account issues, concerns and initiatives raised by Stakeholders. Eastern IFCA staff will use these ideas to present options to the Planning and Communications sub-committee for projects in the 2013/14 financial year

### **Measurement of effect**

In order to provide the ability to measure whether the planned activities are having the desired effect it is necessary to design and implement a progress assessment mechanism. A draft has been developed and once the annual plans have been finalised it can be updated to reflect the work programme. Once the mechanism is in a mature draft it will be exposed to the Planning and Communication Sub-Committee for approval.

### **Implications**

There are no immediate legal, regulatory or financial implications of this paper. It is recommended that the Authority adopt this planning methodology to assure that the Eastern IFCA work programme will be derived from a coherent, auditable basis that can be subsequently reviewed and amended to accommodate subsequent change.

### **Delegations and Timeframe**

The methodology set out above will drive production of the requisite annual plans and it is proposed that if the Authority is content with the process, that final signature of the plans be delegated to the Chair of the Planning and Communications sub-committee who has approved the corporate planning to date. The annual plan must be available for public scrutiny by 31 March 2013 and the deadline for submission to the Secretary of State is 30 April 2013.

Authority staff will raise the process at the Authority Community meetings in February, with draft documents being circulated at the end of that month, prior to agreement of the Planning and Communications Sub-Committee in mid-March, with final changes agreed by the Chair later in that month.

### **Communications**

Detail of the corporate plan will be included in the annual plan which will be lodged on the website for public access.

**Appendix:**

Eastern IFCA Corporate Plan

**Annex**

Bright Ideas form

**Background documents**

Defra Guidance to Inshore Fisheries and Conservation Authorities on Annual Planning and Reporting dated Feb 11.

JDP 01 Campaign Planning



# Eastern Inshore Fisheries and Conservation Authority

**CORPORATE PLANNING 2013/14**

# CORPORATE PLANNING



- **Intent**

The purpose of the Corporate planning sessions is to formulate a strategic plan that enables both the day to day and long term work of EIFCA and delivers against those DEFRA mandated HLO we judge to be appropriate and deliverable.

- **Mechanism**

A series of Exec level meetings to fully exploit 'in house' experience and intellectual horse power and allow line managers to represent the ideas of their teams.

- **Output**

Centre of Gravity analysis and construction of a relevant diagram to provide clear understanding of the strategic plan (where we are, where we are going and why). Plan should deliver a clear indication of where individual plans sit within the wider context and a sense of what needs to be done and in what order.

## STRAT CoG

## Critical Characteristics

### RELEVANCE TO STAKEHOLDERS

- Ability to deliver outcomes
- Subject matter expertise
- Professionalism
- Public service standards and practices
- Value for money

## Critical Requirements

- Strategic confidence
- Funding
- SQEP\* Human Resources
- Stakeholder engagement
- Positive PR
- Connectivity

## Critical Vulnerabilities

- Loss of funding
- Loss of SQEP Human Resources
- Loss of Stakeholder engagement
- Negative PR
- Lack of Connectivity

\* Suitably qualified and experienced persons

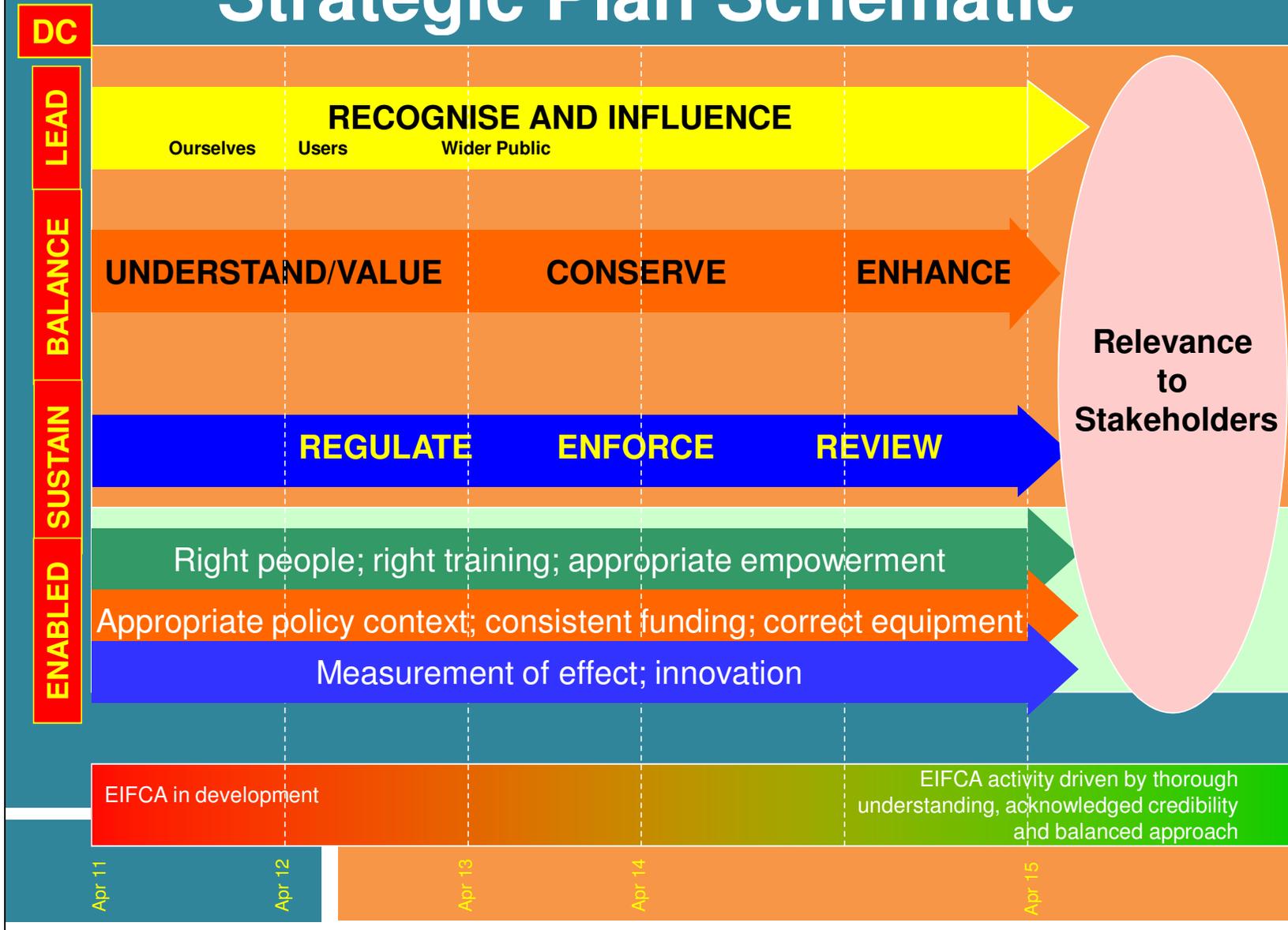
# Vision



## ***EIFCA's vision***

To ***lead***, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right ***balance*** between social, environmental and economic benefits to ensure healthy seas, ***sustainable*** fisheries and a viable industry.

# Strategic Plan Schematic



**OPERATIONAL CoG**

**LOCAL SEAS,  
MANAGED WELL**

**Critical Characteristics**

- Understanding
- Balance
- Neutrality

**Critical Requirements**

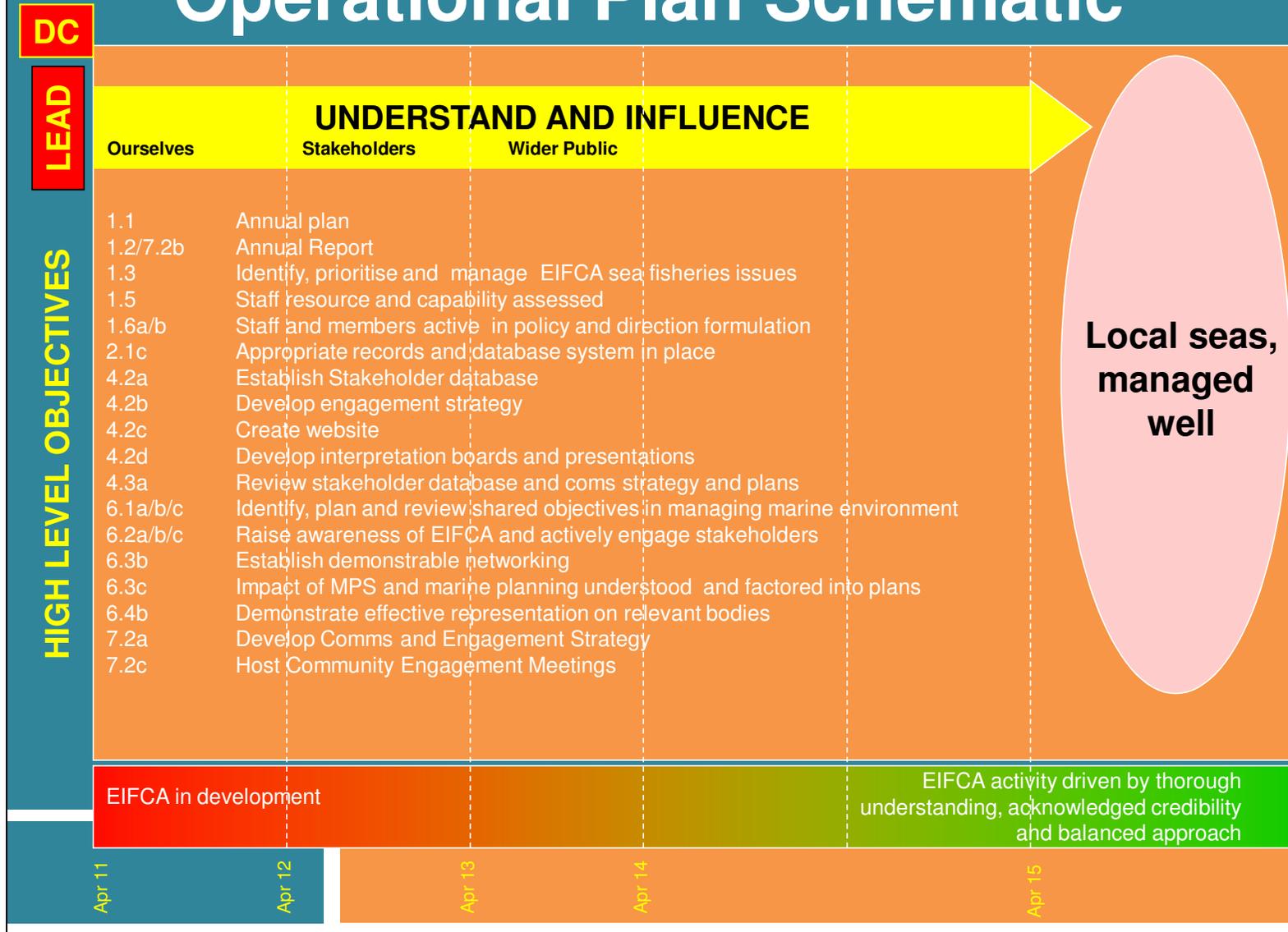
- SQEP\* Human Resources
- Subject Matter Expertise
- Connectivity

**Critical Vulnerabilities**

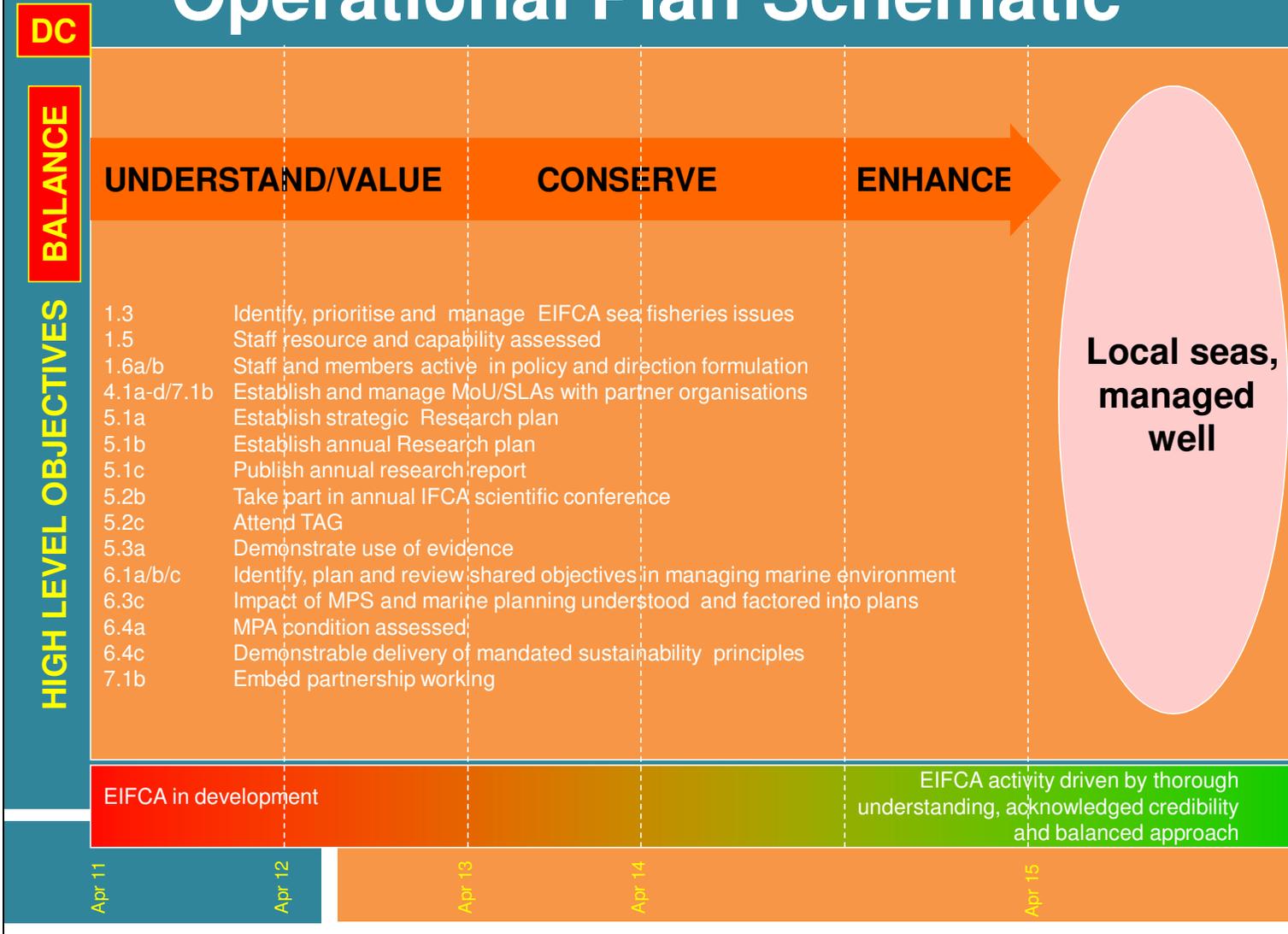
- Loss of Stakeholder confidence
- Loss of SQEP
- Isolation

\* Suitably qualified and experienced persons

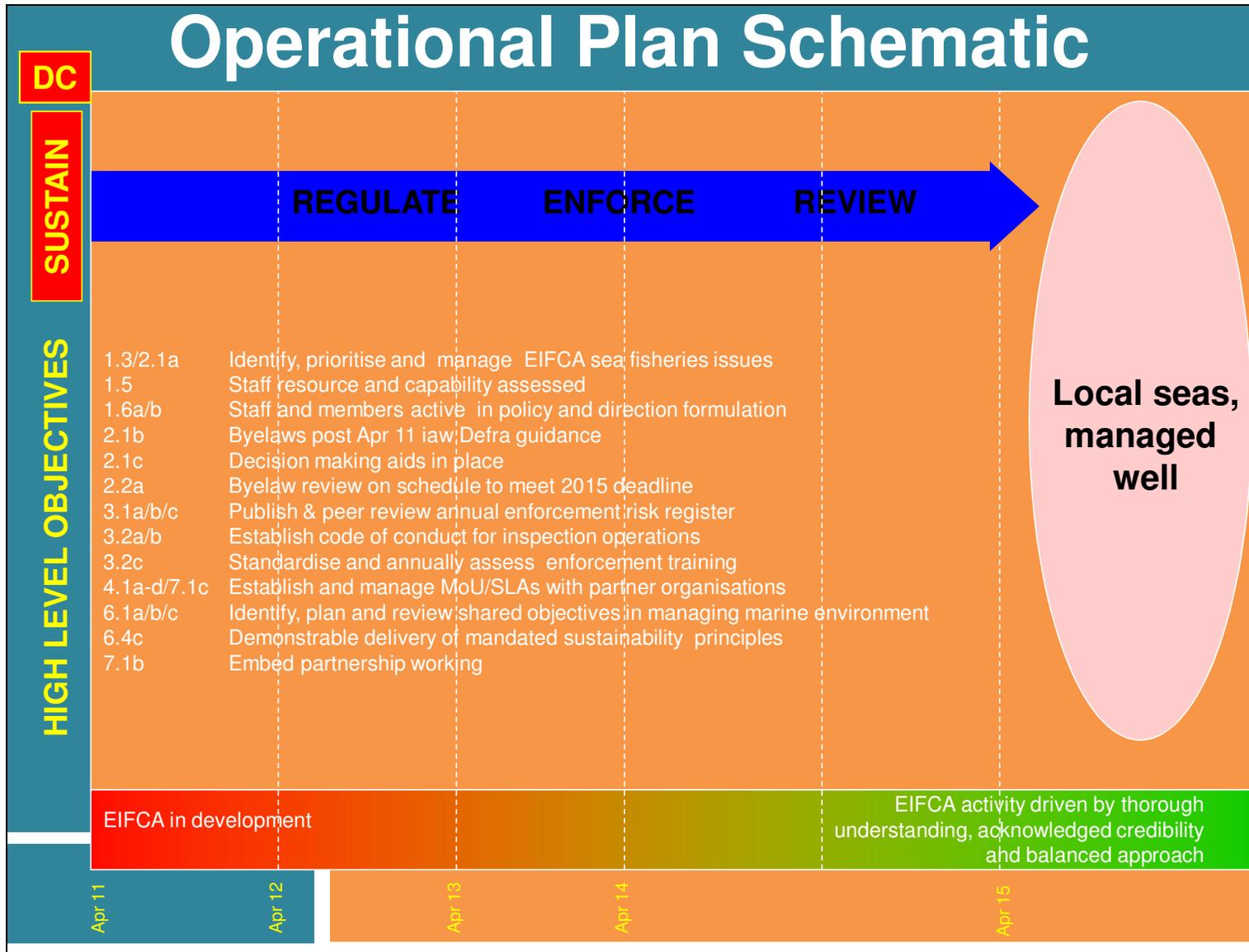
# Operational Plan Schematic



# Operational Plan Schematic



# Operational Plan Schematic

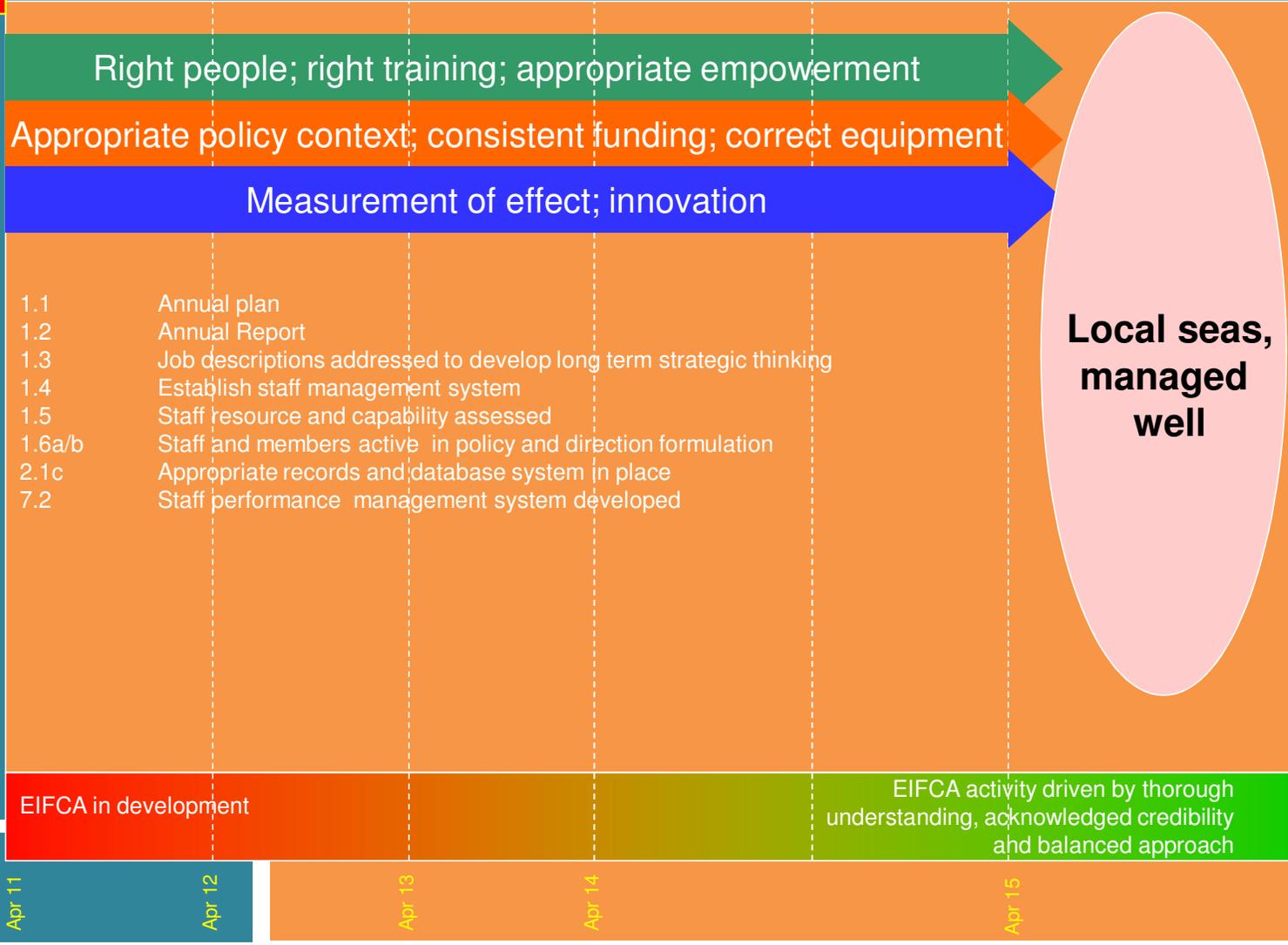


# Operational Plan Schematic

**DC**

**ENABLED**

**HIGH LEVEL OBJECTIVES**



# Centres of Gravity (what makes us tick)

Everything we do must contribute

## “ENDORSE”

- EIFCA contribution to delivery policy outcomes and wider societal aims
- Understanding of the impact of short-termism in marine environment
- Understanding of EIFCA successes and advantages of working in partnership
- Galvanised IFCA association opinion
- Credibility through proportionate and acknowledged regulation
- Credibility through targeted conservation activity
- The impact of lack of appropriate resource
- Assurance of staff preparation
- Staff confidence and unity of purpose in role and output
- Staff support package and engender sense of 'making a difference'
- Innovative use of existing equipment and introduction of new technology
- Coordinated plans to assure mutually supporting activity

to:

CENTRE OF GRAVITY ANALYSIS	
OWN	USERS
<b>STRATEGIC</b>	
Stakeholder recognition of value of IFCA activity.	Negative stakeholder perceptions
<b>OPERATIONAL</b>	
Local credibility through capable, credible, connected and suitably empowered staff in sufficient numbers with the right equipment	Assumed right to seek desired ends: (livelihood; enjoyment)
<b>TACTICAL</b>	
Ability to perform day to day duties and react to changing dynamics bringing all stakeholders with us.	Ability to operate at own discretion

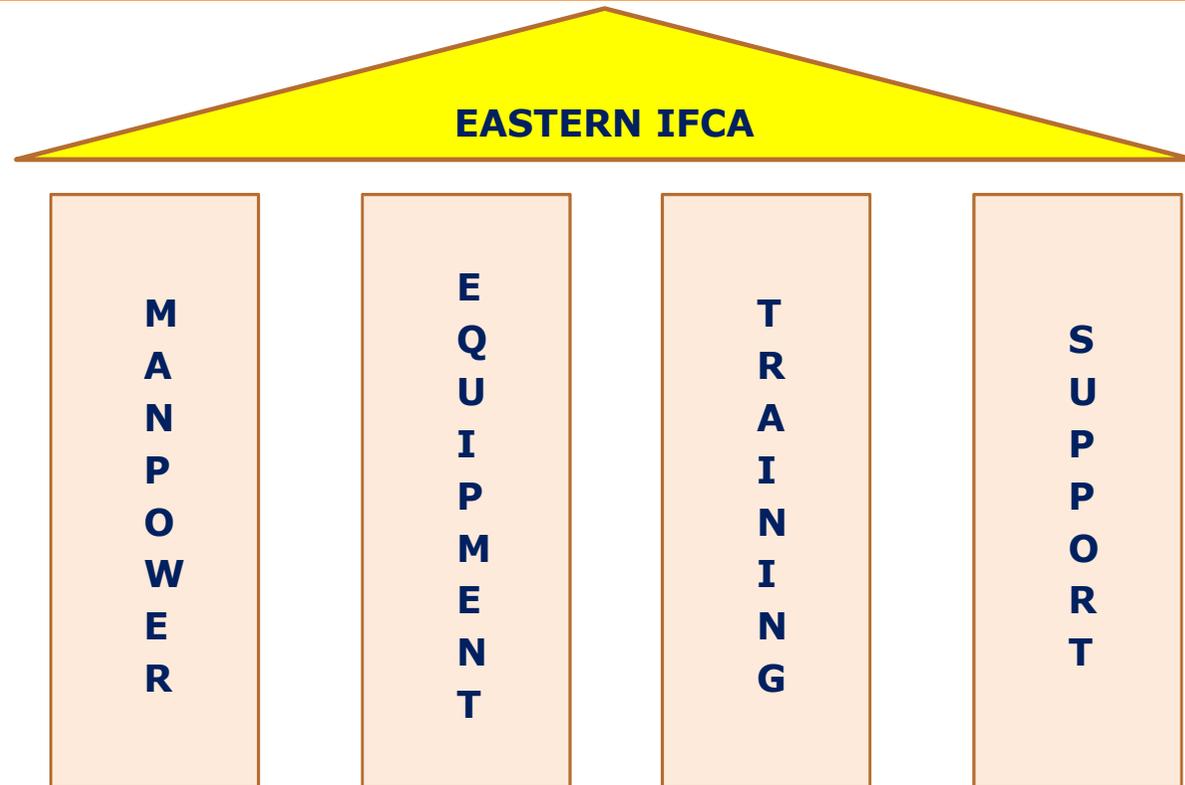
## “CHALLENGE”

- Perception that strategic Govt aim is to close down fishing industry
- Perception of regulation for regulation's sake and/or bias towards conservation objectives
- Perception of ill defined scientific experimentation
- Sense of impunity
- Selfish behaviour
- Short-termism with regard to exploitation
- Perception of faceless regulatory authority through presence and posture
- Criminal behaviour
- Disregard for managed exploitation
- Disregard for conservation activity
- Sense of being more entitled to access than others

# So What?

- Establishing our final destination will determine the route and what must be done en route
- Your part in the plan
  - ▣ Develop individual plans to reflect Strategic aim
  - ▣ Populate your operational plan and identify tasks to deliver final outputs that in turn will set the conditions for success

# Underpinning Professionalism



**Bright Idea Template**

Our aim is to deliver responsive and flexible management of sea fisheries resources, to meet local needs.

To do this we need your help... we want to hear your ideas about work that Eastern IFCA could undertake for the benefit of our local seas.



**1. What is the idea?** *(please feel free to use additional paper)*

**2. Where would the work need to be carried out?** *Please specify county and approximate location, e.g. Suffolk, Aldeburgh to Orfordness*

<b>County</b>	<input type="checkbox"/>	<b>Location</b>
Norfolk	<input type="checkbox"/>	.....
Suffolk	<input type="checkbox"/>	.....
Lincolnshire	<input type="checkbox"/>	.....

**3. Which of the following categories does the work relate to?** *You may tick more than one box*

Eastern Region Marine Plan	<input type="checkbox"/>	Wind Farms	<input type="checkbox"/>
Wash Fishery Order	<input type="checkbox"/>	Marine Aggregates/dredging	<input type="checkbox"/>
Other Commercial Fishery	<input type="checkbox"/>	Marine Conservation Zones	<input type="checkbox"/>
European Marine Sites	<input type="checkbox"/>	'Non-fish' Wildlife	<input type="checkbox"/>
Other Recreational fishery	<input type="checkbox"/>	Cultural/Social value	<input type="checkbox"/>
Enforcement	<input type="checkbox"/>	Fish Sustainability/MSC	<input type="checkbox"/>
Other	<input type="checkbox"/>	.....	

**4. What other organisations will we need to work with?**

**5. Does the work fit in with any existing projects that you are aware of?** (e.g. Cefas juvenile crab and lobster studies, Shark Trust skate and ray project, Angling 2012 study, etc.)

**6. What practical work do you envisage being required?** Please include approximate timings for the project, if known.

**Any other comments?**

*Thank you for taking the time to send us your thoughts.*

The next step for us will be to compare all the suggestions and present the findings to our Regulatory and Compliance sub-Committee. They will make the final decision as to what is included in the final plan for the 2013/14 financial year.

You are welcome to attend any of the Authority public meetings (details on our website).

If you would like us to confirm receipt of your suggestion and/or to keep you informed of our planning processes and the work of the Eastern IFCA, please provide your contact details:

Name : \_\_\_\_\_

Address: \_\_\_\_\_

Email: \_\_\_\_\_

### Vision

The Eastern Inshore Fisheries and Conservation Authority will lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economic benefits to ensure healthy seas, sustainable fisheries and a viable industry



### Action Item 15

## 8<sup>th</sup> Eastern Inshore Fisheries and Conservation Authority meeting 30 January 2013

### Marine Conservation Zones

**Report by:** Senior Marine Environment Officer

#### **Purpose of report**

This report is provided to highlight to Members key points of relevance to the Authority in Defra's current Marine Conservation Zone consultation.

#### **Recommendations:**

**Members are asked to direct Authority officers to:**

- (i) Publish on the Authority's website of a statement of broad support for the designation of Marine Conservation Zones, also acknowledging the need for development of appropriate management measures that are sensitive to local needs of sea users;**
- (ii) Provide detailed comments on Defra's MCZ consultation, in relation to the feature and fishing activity evidence underpinning the designation, as well as policy and operational implications for the Authority; and**
- (iii) Engage with affected stakeholders, where necessary to improve evidence on site features and fishing activity, and in any case to provide transparency and encourage stakeholder engagement in the development of any necessary management measures.**

#### **Background**

Defra published its consultation on Marine Conservation Zones (MCZs) on 13<sup>th</sup> December 2012. The consultation document sets out which of the 127 recommended MCZs Defra proposes to designate in 2013. Of the four MCZs and nine reference areas originally proposed for the Eastern IFCA district (initial recommendations made by Net Gain and Balanced Seas in September 2011), just one MCZ is being taken forward at this stage: the Stour & Orwell Estuaries. The other three recommended MCZs in the Eastern IFCA district (Lincs Belt, Cromer Shoal and Alde & Ore Estuaries) will be considered in further tranches of MCZ designation in 2014 and 2015. Defra has decided to exclude reference areas (full no-take zones) from the first tranche of MCZ designation; recommendations for reference areas will be reviewed thoroughly before any designations are made.

The consultation report explains selection of sites for the first tranche of designation in terms of sufficiency of evidence on MCZ features, and the balance between ecological benefits and socio-economic impacts of designation. Defra is seeking views on the appropriateness of designation of the sites selected, and on the findings of the impact

assessments (which set out the socio-economic implications of designation). The consultation is the final opportunity stakeholders have to provide an input to the designation of the selected sites (for example by presenting new ecological or socio-economic evidence); it closes on 31<sup>st</sup> March 2013.

### Marine Conservation Zones in Eastern IFCA District

Details of the proposed MCZ for the Stour and Orwell Estuaries are set out in the Defra consultation, which itself refers back to the original Balanced Seas recommendations and to Natural England’s Impact Assessment for the site. A summary of the proposals is set out below:

Table 1. Summary of proposed Stour & Orwell Marine Conservation Zone

Proposed MCZ name	Stour & Orwell Estuaries		
MCZ area	87km <sup>2</sup>		
Site features	Feature name	Sufficient data?	Conservation objective*
Broadscale habitats	Low energy intertidal rock	No	Maintain
	Intertidal mixed sediments	No	Maintain
	Subtidal coarse sediment	Yes	Maintain
Habitat Features of Conservation Interest (FOCI)	Blue mussel beds	No	Maintain
	Estuarine rocky habitats	No	Maintain
	<b>Honeycomb worm reef (<i>Sabellaria alveolata</i>)</b>	<b>Yes</b>	<b>Recover</b>
	<b>Native oyster beds</b>	<b>Yes</b>	<b>Recover</b>
	Peat and clay exposures	No	Maintain
	<b>Ross worm reef (<i>Sabellaria spinulosa</i>)</b>	<b>Yes</b>	<b>Recover</b>
	Sheltered muddy gravels	No	Recover
	Subtidal sands and gravels	Yes	Maintain
Identified fisheries impact (according to Impact Assessment)	£ 1,000 per year cost to commercial fishing sector if designation is implemented in 2013.		

\*Maintain = existing activities likely to be compatible with feature; Recover = additional management of activities likely to be required in order to protect feature.

### Implications for Eastern IFCA

Requirement to agree an Authority “view” on the MCZ proposal: As a fisheries and conservation authority, our remit is to balance social, environmental and economic needs. The Authority will be expected to take a definite view on the proposed designation of the Stour & Orwell Estuaries as a MCZ. Officers believe the appropriate approach is to support the designation inasmuch as it is intended to enhance biodiversity and healthy seas, and to ensure that management measures are developed with sensitivity to existing activities. Existing fishing activities should only be restricted if they would prevent the conservation objectives being achieved, for example by damaging site features. The Authority’s local knowledge and experience in inshore fisheries management is a strength to enable locally-relevant management to be developed.

Resource requirements 2013/14: The designation of a single MCZ in the Eastern IFCA district at this stage enables the Authority to focus attention solely on this site. The initial workload involved with developing management measures for MCZs will be lower

than anticipated since fewer sites have been proposed for designation this year than anticipated – however, officers will be required to provide considered feedback to Defra on the consultation, and to liaise regularly with Natural England and local stakeholders to review fisheries and feature data, and to develop appropriate management measures for the site. Consideration will be given during the planning of research and environment activities in 2013/14 to the Authority's ability to undertake habitat surveys within the Stour & Orwell MCZ, to improve the evidence base for habitats where data are lacking. Further fishing activity information is also likely to be required.

It should be noted that the lower workload associated with MCZs in 2013/14 is outweighed by the increased demands on the Authority as a result of Defra's revised approach to the management of commercial fisheries in European Marine Sites (see Agenda Item 11).

**Geographic position:** The Stour Estuary straddles the Suffolk/Essex boundary, which coincides with the Eastern IFCA/Kent & Essex IFCA boundary. The two neighbouring Authorities will need to work closely together to consider the proposed designation, evaluate the supporting evidence (feature location and extent, fishing activity data, and fishing impact on site features), and provide comment to Defra. Any fisheries management measures required for the site will require careful collaboration. It is expected that Eastern IFCA will take the lead since a similar arrangement already exists in relation to the Stour & Orwell European Marine Site.

**Understanding and communicating the implications for fisheries stakeholders:** Fishermen, anglers and bait diggers around the Stour & Orwell are aware of the proposed MCZ designation and need to know whether there will be restrictions on their activities. The Authority is in a good position to provide information on the proposed MCZ to local stakeholders, but at this stage, officers are not able to advise on likely restrictions on activities. The conservation objectives for the MCZ give some indication as to whether current activities are deemed to be compatible with the protection of site features, or whether some restriction is likely to be required. Authority officers will need to develop clear communications with stakeholders as progress is made in identifying requirements for new management measures. It is suggested that a community engagement meeting is held before the end of the Defra consultation period (31<sup>st</sup> March 2013) to discuss the Stour & Orwell MCZ proposals and possible implications.

**Meeting expectations of conservation stakeholders:** The low number of MCZs being proposed for designation in 2013 is a major disappointment for conservation bodies, who are lobbying for designation of the full suite of MCZs originally recommended. As a conservation authority, Eastern IFCA is expected by some to help enable the designation of more sites, for example by undertaking site surveys to improve evidence on species and habitat characteristics. The Wildlife Trusts have requested that the Authority collaborates with them on MCZ surveys during 2013 – this proposal will be considered alongside all research and environment projects put forward for 2013/14. However, it is likely that priority will lie with European Marine Sites rather than MCZs because of the current European Marine Sites fisheries project. Officers will be required to clarify this position to the Wildlife Trusts and other conservation stakeholders.

## **Communications**

As discussed in points four and five above, appropriate communication with stakeholders will be important. A dedicated community engagement meeting is proposed before the end of the Defra consultation.

J C Stutt

Senior Marine Environment Officer

18<sup>th</sup> January 2013

### **Appendix**

Map showing location of Stour & Orwell Estuaries recommended MCZ (attached).

### **Background papers**

Defra MCZ consultation: <http://www.defra.gov.uk/consult/2012/12/13/marine-conservation-zones-1212/>



### **Vision**

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## **Action Item 16**

### **8<sup>th</sup> EIFCA Meeting**

**30 January 2013**

### **Meeting of the Marine Protected Area Sub-Committee held on 6 December 2012**

**Report by:** Eden Hannam Head of Marine Environment and Research

#### **Purpose of report**

Mr Robbie Fisher (Defra) has been invited to present this item to the Authority members, to provide an outline of the revised approach and the resultant actions required of IFCAs. A brief introduction is provided in this paper.

#### **Recommendations**

##### **Members are asked to:**

**Note the meeting of the Marine Protected Areas Sub-Committee on 6 December 2012 held at True's Yard;**

**Note the Sub-committee devolved to the CEO the ability to open a mussel fishery following consultation with the industry (within agreed limits); and**

**Note the progress on the lay consent review**

#### **Background**

The Authority held a meeting of the Marine Protected Areas Sub-Committee on 6 December 2012. A sub-committee meeting is usually held at this time to discuss the outcome of the autumn mussel survey and consider TAC and other management measures required to operate a fishery. Officers at the Authority took the opportunity to update the sub-committee on a number of other areas of work including:

The review of lay consents;

Review of the 2012 cockle fishery; and

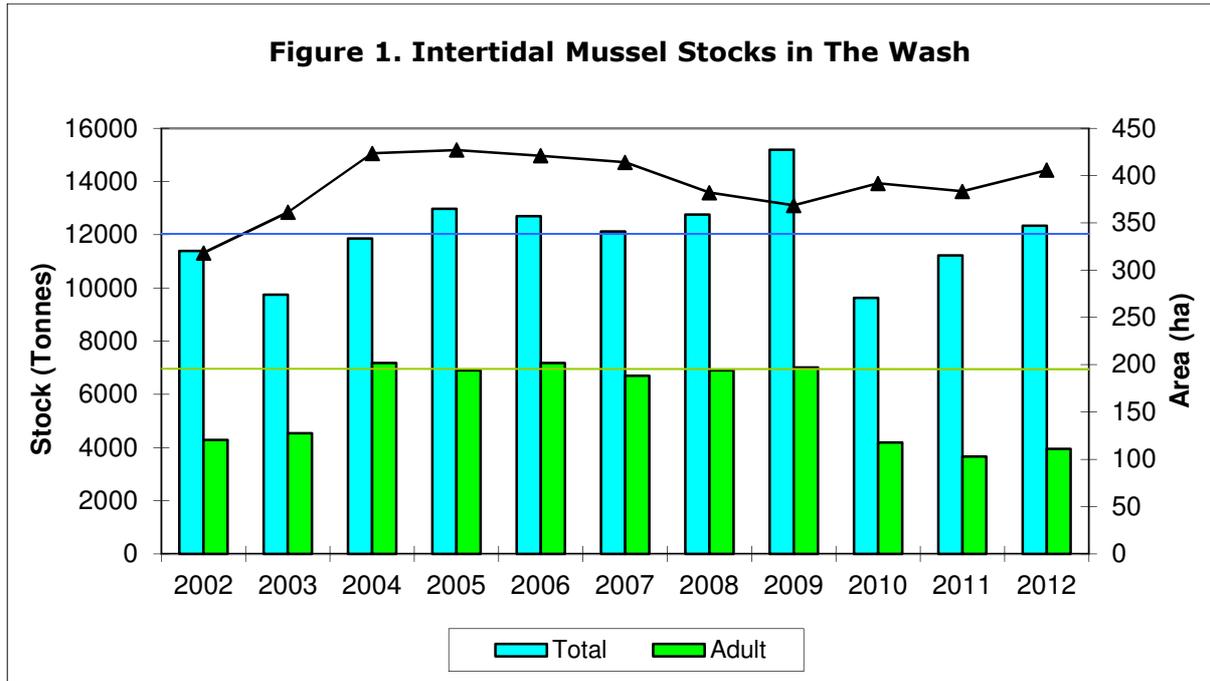
Progress on European Marine Sites

The Sub-Committee also took this opportunity to confirm the minutes of a number of earlier urgent sub-committee meetings.

#### **MPA12/24 Mussel fishery**

The Authority conducts annual surveys on the inter-tidal mussel beds within the regulated fishery of the Wash. The results of these surveys are used to inform the management process that determines the measures for the forthcoming mussel fisheries. These surveys of the known mussel beds in the Wash were carried out between September 19<sup>th</sup> and November 17<sup>th</sup> 2012. During this period, 19 areas of mussel bed, plus the Welland Bank, were surveyed.

**Figure 1. Intertidal Mussel Stocks in The Wash**



These surveys found the anticipated growth of the 2011 year-class juveniles had helped the stocks increase to 12,338 tonnes (even after significant harvest in late summer). Of these, 3,942 tonnes were found to have attained the Minimum Landing Size (MLS) of 45mm length. This figure, while an improvement to the 3,664 tonnes recorded in 2011, is well below the Conservation Objective target of 7,000 tonnes for mussels of this size. Figure 1 shows the stock levels on the inter-tidal beds in the regulated fishery since 2002 and how they compare to the Conservation Objective targets.

A number of management measures exist to guide decision making for fisheries, including meeting the environmental baselines for the site. This includes setting out thresholds for adult mussel populations and their densities

Following discussion, members resolved that :

There was insufficient adult mussel stocks to support a harvest fishery

There was sufficient juvenile mussel stocks to support a seed mussel relaying fishery

That the minimum threshold for biomass is 11,250 tonnes, as they would allow a recovery above 12,000 tonnes by autumn 2013

That a total allowable catch of 88 tonnes of hand worked and 878 tonnes of dredge mussel be permitted should a fishery open – with this work limited to the following beds

Bed	Maximum Exploitation (tonnes)
Mare Tail North	1,063
Holbeach	446
West Breast	147
East Breast	381
Blackshore	271

That the CEO is devolved the ability to open a fishery and could open a fishery following discussions with the industry. The CEO is able to close the fishery depending on timing, harvest and disturbance

The Fishery would operate on a Monday to Friday basis, limited to 8,000 kgs per day.

Since the meeting, the CEO has written to all entitlement holders seeking their opinions on the mussel fishery, and will be meeting with leaders of Fishermen’s Associations in mid-February 2013.

### **MPA12/25 Review of Lay consents**

The sub-committee was updated on progress of the review of the Wash Fishery Order lay lease consents.

A report back to the meeting was sought to keep the authority updated as to progress on this issue. Since the sub-committee meeting in December, officers at the Authority have completed and submitted their work to Natural England for their opinion. Natural England have come back to the Authority seeking more information or clarification, particularly on phyto-plankton levels – this information (gathered from our sonde and CEFAS collaborations) is being prepared for them.

This process has necessarily taken time in order to get it right. As soon as we have agreement from Natural England on existing lays we will turn our minds to considering application for new Lays. In the interim the current hold on applications is still in place.

### **MPA12/26 Review of the Cockle Fishery**

The management of the Wash fishery has been the subject of on-going scrutiny as a consequence of a legal challenge based upon alleged damage to the environment caused by a hand-worked cockle fishery. During the 2012 season there have been two instances where the behaviour of a small minority of fishers has precipitated action from Eastern IFCA. The ability of the industry to comply with management measures and the Code of Best Practice is likely to be a consideration for both the Marine Protected Areas and the Regulatory and Compliance Sub-Committees. It should be noted that the Habitats Regulations require that, where it cannot be ascertained that a plan or project will not have an adverse effect on site integrity, the activity should not be consented.

Authority members resolved that this information should be considered by the Regulatory and Compliance Sub-Committee, particularly as they begin their work in relation to the byelaw review process.

### **MPA12/27**

The Senior Marine Environment Officer gave a presentation on the progress made to date on defining European Marine Sites. Members were advised that there had been a change in approach as a result of a Defra announcement which applied to the whole of England. All commercial fisheries would need to be assessed to ensure they were not damaging the features. IFCA's had been identified as the organisation best placed to carry out the inshore monitoring/management. This would be a large piece of work which had not been anticipated last year and had to be completed and regulated by this time next year, it was likely to mean that other scheduled work would slip further down the list of priorities and there would be an impact on the Higher Level Objectives.

A presentation on this issue is prepared for the January Statutory Meeting.

**Vision**

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**Action Item 17****8<sup>th</sup> EIFCA Meeting****22 January 2013****Community Engagement Meetings****Report by: P J Haslam, Chief Executive Officer****Purpose of report**

The purpose of this report is to inform the Authority of the dates and venues of the next round of community engagement meetings.

**Recommendations****Members are asked to:**

- **Note the dates and venues of the meetings.**

**Background**

At the 3<sup>rd</sup> meeting of the Eastern Inshore Fisheries and Conservation Authority on 26 October 2011, it was agreed to establish Community engagement meetings. The next round of events is shown below

<b>Area</b>	<b>Officer</b>	<b>Venue</b>	<b>Date</b>	<b>Time</b>
1	Jason Byrne	The Black Sluice Centre, Boston, PE21 7RA	13 Feb 13	1930- 2100
2	Ian Dye	Thoresby College Queen Street King's Lynn, PE30 1HX	6 Feb 13	1930- 2100
3	Ady Woods	The Cottage 8 Loudon Road Cromer NR27 9EF	20 Feb 13	1930- 2100
4	Alan Garnham	Livingstones 4 Whites Lane Kessingland, NR33 7TF	27 Feb 13	1930- 2100

It was anticipated that Authority members may wish to attend meetings in the local areas.

Invitations have been extended to other agencies and relevant authorities should use these platforms to discuss their own work in the maritime environment.

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### **8<sup>th</sup> Eastern IFCA meeting**

### **Action Item 19**

**30 January 2013**

#### **Date of 2013 Annual Meeting**

**Report by:** Chief Executive Officer

#### **Purpose of report**

The purpose of this report is to inform the Authority of the conflicts introduced by the 2013 County Council elections timescale and, in accordance with direction from the last full Authority meeting in October 2012, to propose an alternative date for the Authority's annual meeting normally held in April each year.

#### **Recommendation**

**Members are asked to:**

**Agree to the exceptional movement of the 2013 annual meeting from 24 April 2013 to 5 June 2013.**

#### **Background and Regulatory/Legal Implications**

In order to sequence Authority meetings on a quarterly basis, the annual meeting is usually held on the last Wednesday in April. As a consequence of 2013 being a County Council election year, adhering to the usual scheduling will not be feasible if the Authority is to be sufficiently empowered to take executive decisions.

All council members will be deemed to have stood down as county councillors (and therefore as Eastern IFCA members) on Wednesday 1 May 2013 before the county council elections are held on Thursday 2 May. Thereafter, council members will be appointed (or re-appointed) at the county councils' annual meetings in mid to late May. As a result, the Authority will have no elected members from 2 May 2013 until the appointments are made. Officers will ensure that no actions that must be performed by council members are required during this period (for example, delegated powers or cheque/accounts approvals).

Therefore, the earliest date that all newly appointed or re-appointed council members could attend a full Authority meeting will be after 23 May (when the last of the county council annual meetings takes place). Once bank holidays, and realistic deadlines for the despatch of papers (in line with the statutory 5 clear working days notice) are factored in, the first feasible date for the Authority's annual meeting is **Wednesday 5 June**.

In addition, it is advisable, if at all possible, to minimise the occasions during the 6 week elections purdah period on which council members are asked to consider executive decisions which may have public significance. The purdah period for the county council elections is likely to start around 21 March 2013. This is to avoid the risk of breaching the restrictions in the government's Recommended Code of Practice for Local Authority

Publicity relating to using a council position to gain, or give the impression of trying to gain, electoral favour.

If the annual meeting were to be conducted on 24 April , the agenda would have to be shaped to prevent contravention of the Code of Practice and to take into account that the term of office of the existing council members would be ending very shortly, which materially could prevent any discussion and decisions of substance. It would be possible to empower non-elected members and the CEO, through delegation, to make the requisite resolutions but this would introduce complexities which are considered undue. In addition, the absence of council member involvement in such resolutions could be seen as undermining the validity of the action.

Officers consider that no disadvantage to the Authority will accrue from postponing the consideration of annual meeting business to 5 June.

### **Financial implications**

The revision of the date of the meeting is considered cost neutral as it will simply supplant one meeting with another. The intention is to hold the meeting in the same venue in Wisbech and, should this not be available, a similarly cost efficient venue will be sourced.

### **Communications**

Stakeholders and the wider public will be informed of the changes via the website.

### **Background documents**

Minutes 7<sup>th</sup> Eastern IFCA meeting 31 October 2012

### **Vision**

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## **8<sup>th</sup> Eastern Inshore Fisheries and Conservation Authority meeting**

**17 January 2013**

**Action Item 20**

### **Corporate Communications**

**Report by:** Chief Executive officer

#### **Purpose of report**

The purpose of this report is to inform the Authority of the results of the Awareness Survey carried out by the Mackman Group and to give detail of how the results will be factored into Corporate Communication planning in 2013.

#### **Recommendations**

##### **Members are asked to:**

**Agree the recommendations of the awareness survey and direct that they be reflected in the corporate communications plan for 2013**

**Agree to delegate final signature of the corporate communications plan to the Chair of the Planning and Communications Sub-Committee.**

**Agree that officers deliver options for the procurement of display infrastructure to the next meeting of the Planning and Communications Sub-Committee.**

#### **Background**

Following the direction given at the 6<sup>th</sup> Eastern IFCA meeting of July 2012, a benchmarking survey was commissioned to gauge the awareness of Eastern IFCA in the district and to help shape stakeholder engagement in the future.

The purpose of the survey was to assess the awareness of, and engagement with key stakeholders across the district. In particular, assessing the understanding of the change in emphasis of the Authority's outputs since inception as an IFCA.

A survey community of 528 was compiled using the contacts data held by Eastern IFCA. This community was sub-divided into four categories namely: commercial, recreational; community and conservation. A questionnaire was developed between Eastern IFCA and Mackman and the survey was conducted via e mail, telephone, post and face to face interviews. Of the 528 potential respondents, 219 actually made returns, an overall return rate of 41.5%. Of note, of 298 schools contacted only one responded which means that of the remaining 230 contacts, 219 (95%) responded. 155 respondents replied by e-mail and telephone and 64 face-to-face interviews were carried out. Collectively, the quantitative and qualitative surveys ensure that the results of the study are statistically valid and robust.

An executive summary of the main findings of the survey is at the Appendix.

#### **Financial implications**

The provisional estimates for the budget for financial year 2013/14 has proposed a communication and development budget of £20,400. Noting that Eastern IFCA has yet to fully implement an active engagement plan other than the quarterly community meetings, this amount is judged appropriate for officers to target activities in accordance with the recommendations in the survey.

In pursuit of the success criteria of: engagement with stakeholders and; being recognised and heard, Eastern IFCA officers will plan for the Authority to be represented at appropriate events throughout the district in 2013 which will consume the allocated budget. Based on this activity a fuller appreciation of the annual costs of corporate communications will be possible to inform the budget next year. It is recommended that once we have committed fully to engagement activity we commission Mackman Group or another external agency to conduct a review of the effects in 18-24 months time which will require further expenditure.

Similarly, it is proposed that officers be directed to work up options to procure display infrastructure to fully reflect Eastern IFCA outputs and to allow the authority to be displayed in a professional and contemporary manner. Procurement options and recommendations will be directed to the Planning and Communication Sub-Committee in the first instance.

P J Haslam  
Chief Executive Officer  
17 January 2013

## **Appendix**

Mackman Group Eastern IFCA Awareness Survey Findings December 2012

### **Background documents**

The Mackman Group Eastern Inshore Fisheries and Conservation Authority Awareness survey 2012

Minutes Planning and Communications Sub-Committee June 2012

Minutes 6<sup>th</sup> Eastern IFCA meeting July 2012

# **Eastern IFCA Awareness Survey**

**Findings December 2012**



# Characteristics

**Benchmark study; to understand levels of stakeholder awareness and engagement with Eastern IFCA**

**Mixed research approach**

- quantitative and qualitative
- combination of online, telephone and face to face interviews

**4 key stakeholder groups; commercial, community, conservation, recreational**

**Data collection period; two and a half weeks during October/November 2012**

**219 respondents**

- 73 online survey
- 82 telephone survey
- 64 face to face interviews



# Key Results

**Overall awareness; 57.5% of respondents were familiar with Eastern IFCA and the work they do**

**Conservation survey population: only 23.8% of RSPB / Bird watchers were familiar**

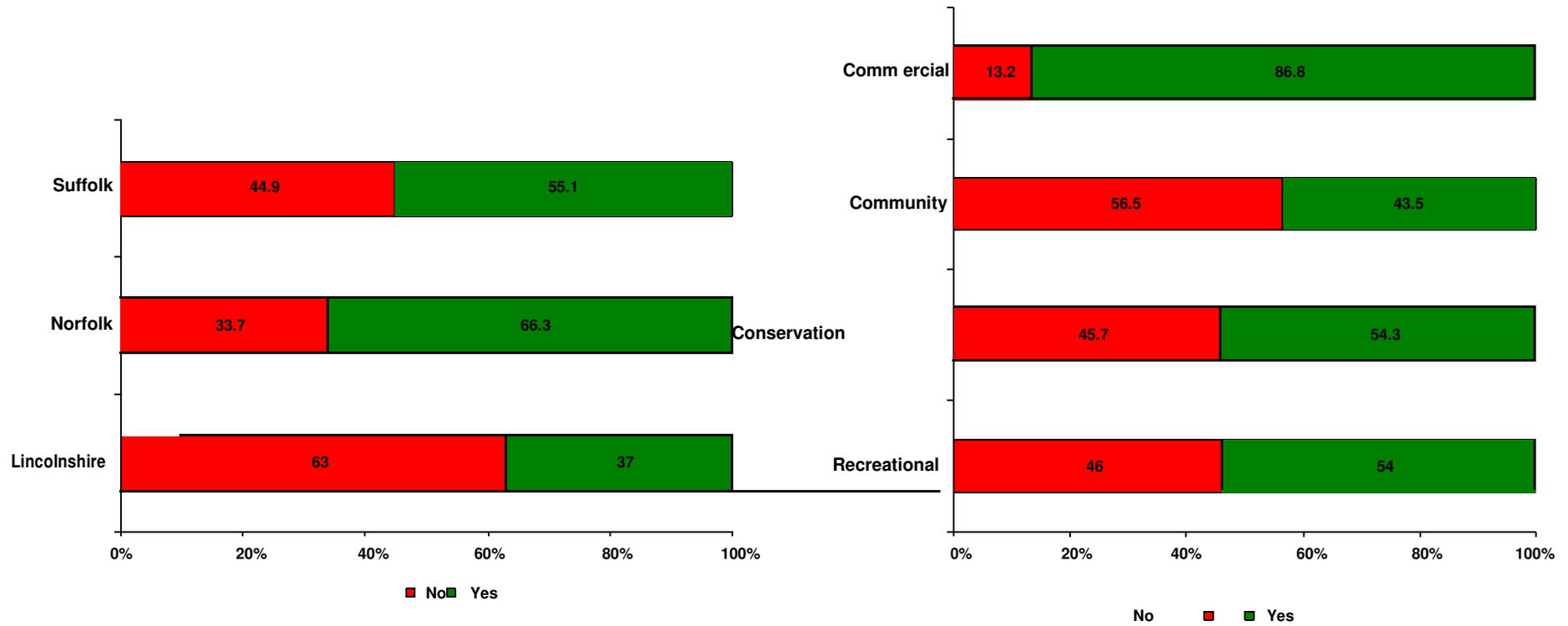
**Recreational survey population: 81.5% of recreational fishermen were familiar**

**Eastern IFCA awareness by the home county of the respondent showed:**

- 66.3% of Norfolk residents aware –**
- 55.1% of Suffolk residents aware**
- Only 37% of Lincolnshire residents are aware**



# Are you aware of Eastern IFCA? – by county and interview group

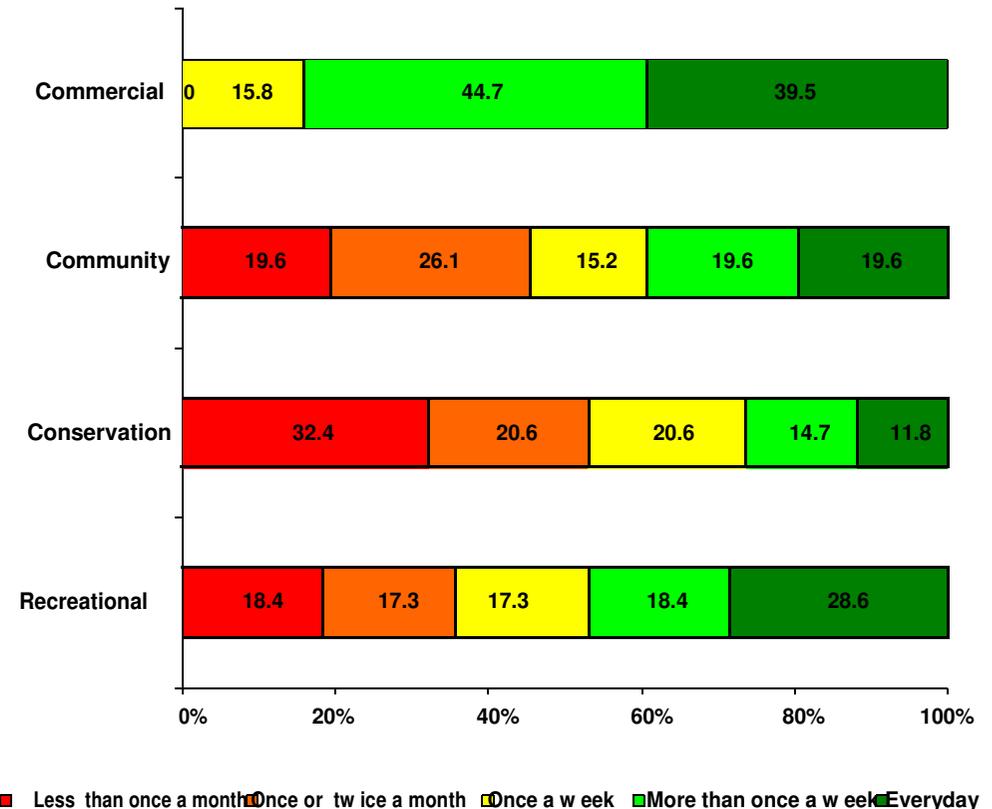


# Key Results continued...

## Frequency of visits

- Commercial users visit the coast most frequently (39.5% everyday)
- Recreational visitors (28.6% everyday)
- Conservation users visit the coast least (32.4% visit the coast less than once a month)

How often do you visit the coast?



# Results – Participant Rating of Eastern IFCA priorities

Seven Eastern IFCA priorities were rated by the participants on the basis of “*How important are the following Eastern IFCA priorities TO YOU?*”

Highest importance ratings;

- ‘improving sustainability of marine life by managing the exploitation of sea fisheries resources’ and
- ‘enforcement’

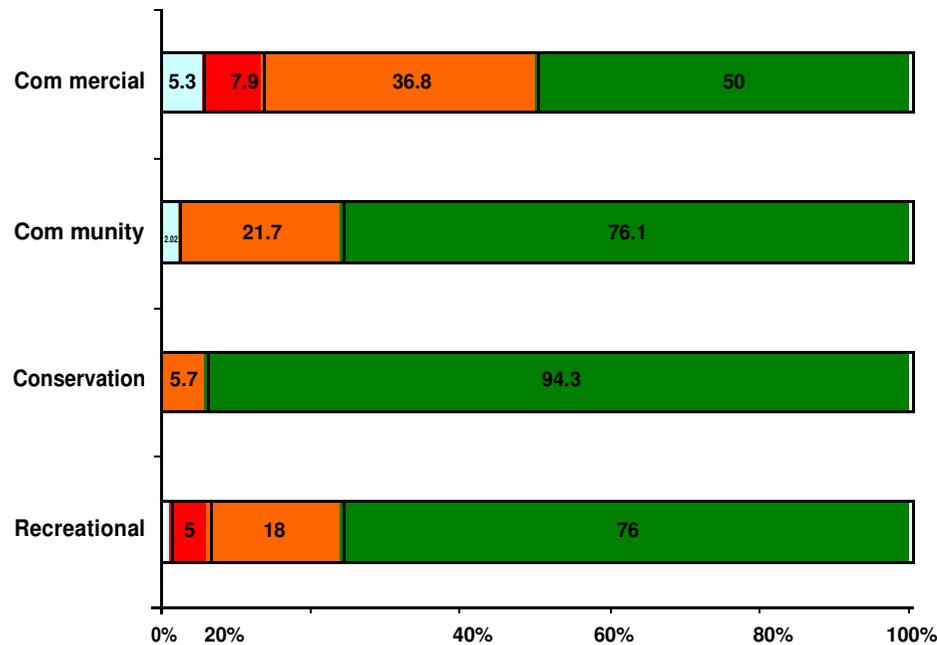
Lowest importance ratings;

- ‘involvement in community projects’ only 34.7% rating this priority as ‘very important’



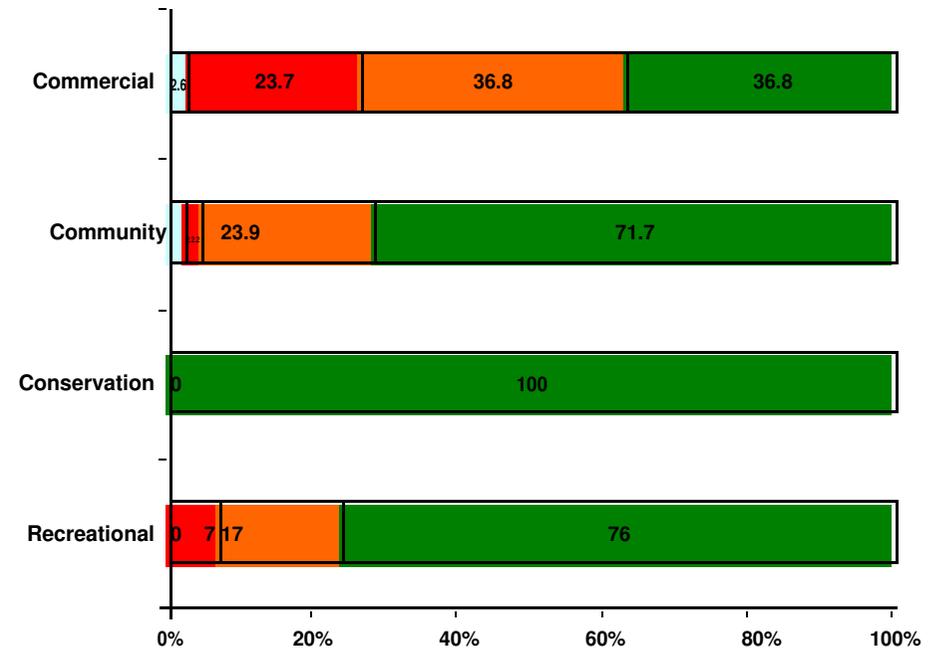
# Rating Eastern IFCA priorities: Managing exploitation and Enforcement

Improving sustainability of marine life by managing the exploitation of sea fisheries resources



No response / Don't know    Not important    Fairly important    Very important

Enforcement – Ensuring fisheries resources are not exploited



No response / Don't know    Not important    Fairly important    Very important



# Results – Communication with EIFCA

## Most popular method of communication

- 44.7% e-newsletter –  
30.4% website

## Least popular method of communication

- 17.1% print newsletter (highest amongst commercial fishermen 26.3%)
- 17.1% choosing leaflets

## Interested in finding out more about Eastern IFCA

- 56.2% of all respondents
- Community and recreational groups marginally more interested



# Results – Communication with EIFCA

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30.4% website

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# What next?



# Targeting future engagement activities

## County focus

- Lincolnshire residents and visitors have the least awareness of the three Eastern IFCA counties

## Stakeholder groups

- Recreational users use the coast most frequently and gave a greater number of ‘poor’ ratings than community users
- 46% of recreational users who use the coast everyday are walkers / ramblers and 78.9% are 50+ but only 29.6% are aware of Eastern IFCA
- Sports people (0% aware), yacht/boat (38.5% aware), tackle shops (42.9% aware)



# Recommendations

**Contact recreational and community groups direct**  
– invite coastal users via group co-ordinators, to visit the website, read the newsletter and follow Eastern IFCA on Twitter

**Build relationships with conservation/wildlife organisations across all three regions**

– Include news items/features on the work Eastern IFCA do in the member's publication and/or on their website news

– Members invited to take part in the a repeat survey

**Create a monthly e-newsletter, which coastal users can sign-up for**

– Promote the e-newsletter on the website, via social media and on all literature being sent out from Eastern IFCA



# Recommendations continued...

## Build relationships with schools

- Look at the interaction with schools to develop opportunities for promotion of Eastern IFCA

## Increase general awareness via attending events

- Attend county shows and promote the work Eastern IFCA do with marketing activities
- Collect email addresses of coastal users from events

## Continue to develop relationships with commercial users

- A harsh separation in opinions with reference to the work Eastern IFCA do suggests Eastern IFCA need to bridge gaps with this user group

## Repeat the survey in 18 months

- Demonstrate the progress and impact that the community engagement activities have made





**Vision**

The Eastern Inshore Fisheries and Conservation Authority will lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economic benefits to ensure healthy seas, sustainable fisheries and a viable industry

**8<sup>th</sup> EIFCA Meeting****Information Item 21****30<sup>th</sup> January 2013****Marine Protection Quarterly Reports****Report by:** Julian Gregory – Head of Marine Protection**Purpose of report**

To provide members with an overview of the work carried out by the Area IFCOs and the research vessel *Three Counties*.

<b>Area/Vessel</b>	<b>Officer</b>
Area 1	Jason Byrne
Area 2	Ian Dye
Area 3	Adrian Woods
Area 4	Alan Garnham
Three Counties	Simon Howard

**Recommendations**

**Members are asked to note the content of the quarterly reports from the Area Officers and the skipper of the research vessel Three Counties**

**Background documents**

Area Officers quarterly reports for October – December 2012

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## **Eastern Inshore Fisheries & Conservation Authority**

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**From:** Jason Byrne Fishery Officer (Area 1)  
**To:** Julian Gregory  
**Date:** 10<sup>th</sup> January 2013  
**Ref:** Quarterly Report Area 1  
**Monthly Report:** Oct, Nov, Dec 2012

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### **Area 1: Donna Nook – Sutton Bridge**

#### **General**

Throughout this quarter the main fishing activities have included sea anglers vessel & shore based fishing for Whiting & Cod, commercial fishermen twin beaming for Brown Shrimp, handraking for Cockles, potting for Crab, Lobster & Whelks, longlining for Cod & Whiting and Mussel dredging off private lays within the Wash.

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### **Port Summary**

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#### **Chapel Point – Saltfleet**

Shore based anglers have been fishing for Whiting with reports of foreigners taking small fish, these reports have been made by the local anglers from this part of the coast. As some of you will know one of the best fishermen along the Lincs coast has had to retire due to health problems, his vessel has been sold on to one of the other local fishermen so luckily his vessel will be staying in the area. Twin beamers have been coming down chasing the Brown Shrimp, also Scallop vessels have been seen steaming up to the Humber.

#### **Skegness – Gibraltar Point**

32 days fishing has been achieved throughout this quarter by one commercial vessel potting for Crab, Lobster & Whelks and longlining for Cod & Whiting. An average of 800 pots were deployed for Whelks and an average of 1200 pots for Crab & Lobster. One day long lining survey was carried out off Sheringham Shoal for a wind farm company, main catch was Whiting. Throughout this quarter most of the vessel based anglers have towed their boats to the Humber chasing the Cod.

#### **Boston**

##### **Handraked Cockles**

16 vessels achieved 168 landings throughout the beginning of this quarter handraking Cockles off Roger Toft sand and the odd day on Wrangle sand. Prices have remained strong for this time of year. Four of the Kings Lynn vessels that were taking part in this fishery that were also landing into Boston Port have been stopped due to demand.

##### **Brown Shrimp**

A total of up to eight vessels are now twin beaming for Brown Shrimp, throughout this quarter 54 landings were achieved. Areas fished included Boston Deeps, Gat Channel & along Lincs coast up to Mablethorpe.

##### **Lay Mussels**

Three vessels have fished for Mussels off their private lays throughout this quarter totalling in 29 trips being made. Some of these Mussels were purified in tanks and sold to wholesalers whilst the majority were sold straight off the lays to the Dutch markets.

#### **Fosdyke**

Only one MFV has visited the marina throughout this quarter for minor repairs, the vessel had no need to be lifted out of the water. Several pleasure boats have been lifted in and out of the water for minor jobs including paint ups, new cutlass, and general clean ups. Two vessel based anglers have achieved three days fishing along the Lincs coast for Whiting.

#### **Sutton Bridge**

Three angler vessels in the Port with only one of them achieving two days fishing for Whiting at the Wisbech No.1 area. There are also now four to five Windcats mooring and working out of Sutton Bridge.

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### Species Summary

All landing figures detailed within this monthly report are derived from estimates of catches based on observations made by Fishery Officers and reports made by fishermen to Fishery Officers.

<b><u>Chapel Point – Saltfleet</u></b>		
Number of vessel inspections:		0
Species	Landings (kg)	Value of catch (£)
0	0	0

<b><u>Skegness – Gibraltar Point</u></b>		
Number of vessel inspections:		4
Species	Landings (kg)	Value of catch (£)
Crab	2,950	3,290.00
Lobster	358	5,205.00
Whelk	3,070	1,995.00
Cod	520	1,274.00
Whiting	350	350.00

<b><u>Boston</u></b>		
Number of vessel inspections:		23
Species	Landings (kg)	Value of catch (£)
Handraked Cockles	265,499	124,900.00
Brown Shrimp	28,437.5	51,278.00
Lay Mussels	305,000	166,450.00

<b><u>Fosdyke</u></b>		
Number of vessel inspections:		0
Species	Landings (kg)	Value of catch (£)
0	0	0

<b><u>Sutton Bridge</u></b>	
<b>Potting</b>	
<b>Crab and lobster</b>	
Number of pots inside 6nm fished by vessels from within area:	600
Number of pots outside 6nm fished by vessels from within area:	600
<b>Bio-sampling of brown crab and lobster</b>	
Number of brown crab measured during the month:	0
Number of lobsters measured during the month:	0
<b>Whelk</b>	
Number of pots inside 6nm fished by vessels from within area:	400
Number of pots outside 6nm fished by vessels from within area:	400

<b><u>Non Commercial Activities</u></b>		
<b><u>Recreational Sea Anglers (shore based):</u></b>		
Number of anglers inspected:		12
Locations fished:	Species targeted:	Average catch (kg):
Chapel Point	Whiting	5
Skegness	Whiting	4 - 6
Huttoft	Whiting	4 - 6

**Recreational Sea Anglers (vessel based):**

<b>Number of vessels inspected:</b>	4	
<b>Locations fished:</b>	<b>Species targeted:</b>	<b>Average catch (kg):</b>
Skegness	Whiting & Cod	5 - 7
Humber	Whiting & Cod	10
Skull Ridge	Whiting	4
Wisbech No.1	Whiting	2
Surfleet	Whiting	7

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**Charter Angling Vessels:**

<b>Number of charter vessels inspected:</b>			
<b>Number of vessels in area:</b>	0	<b>Number of trips:</b>	0
<b>Species targeted:</b>	0	<b>Number of anglers:</b>	0
		<b>Total Landings (kg):</b>	0

**Locations fished throughout the month: 0**

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**Fishery Officer Duties**

**Training:**

None.

**Other duties carried out:**

Collecting shellfish samples from Tabs Head for the Environmental Health Officer.

Attended staff meetings.

A2012 sites.

Away on TC collecting EHO samples.

Walked off Wrangle sands monitoring Cockle mortality.

RIB trials at Fox Marine.

Taxi RIB to Sea Palling.

Attended Community Meeting at Black Sluice in Boston.

Cockle Landings.

Familiarising CEO & Chairman around Lincs coast.

On RIB monitoring Cockles on Roger Toft sand.

Attended x research officers funeral.

Area 2 patrol.

Area 3 Sea Palling patrol.

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**1<sup>st</sup> sale value of different species within this area (£/kg)**

Crab	1.10 - 1.20
Lobster	14.00 - 15.00
Whelk	65p
Cod	2.10 - 2.70
Whiting	1.00
Brown Shrimp	1.64 - 2.09
Handraked Cockles	30p - 55p
Lay Mussels	50p - 55p

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## **Eastern Inshore Fisheries And Conservation Authority**

**From:** Ian Dye Fishery Officer (Area 2)  
**To:** Julian Gregory  
**Ref:** 4/12  
**Monthly Report:** Oct -December

### **Area 2: King's Lynn - Blakeney**

#### **General**

The Kings Lynn fleet has enjoyed an above average fishery this quarter with the brown shrimp fishery still going strong allowing the fishermen from Kings Lynn to round off the year on a high moving along the coast to Brancaster mussel sales have remained steady with the only downside to this being where to source the seed mussel for next year. Wells and Morston is pretty much the same story with good landings of whelks seeing the potters through the winter and the mussel producers thinking of seed for next year. The devastating build-up of silt at Morston is still being investigated. Not much to report on the angling front this quarter and time on the coast has been limited.

### **Port Summary**

#### **King's Lynn**

14 vessels made 392 landings of brown shrimp into kings Lynn totalling 180,930kg valued at £483,470 and one vessel made two landings of pink shrimp into kings Lynn totalling 2,813kg valued at £3,753.

#### **Brancaster**

500kg of brown crab were landed into Brancaster totalling £550 also 700kg of lobster valued at £19,350 two processors reported sale of 12,500kg valued at £12,500, 100kg of pacific oysters valued at £4,200 and 1,700kg of brown shrimp totalling £2,822

#### **Wells**

Good landings at Wells saw 6 vessel reporting 112landings totalling 28,710kg valued at £31,281 also 3,010kg of lobster making £44,778 ,70,965kg of whelks made 49,419 and 7,600kg of market mussel made £7,600

#### **Blakeney**

Not many figures received for this port however 1,877kg of brown crab making £2,064 and 201kg of lobster valued at £3,010 over 7 landings also 9,250kg of market mussel from two processors made £9,250

### **Species Summary**

*All landing figures detailed within this monthly report are derived from estimates of catches based on observations made by Fishery Officers and reports made by fishermen to Fishery Officers.*

#### **King's Lynn**

#### **Number of vessel inspections:**

<b>Species</b>	<b>Landings (kg)</b>	<b>17 Value of catch (£)</b>
Cockles hand worked	0	0
Cockles dredged	0	0
Mussel hand worked (Regulated)	0	0
Mussels W. Wall (Regulated)	0	0
Mussel dredged (Several)	0	0
Mussel dredged (Regulated)	0	0
Mussel dredged seed (Regulated)	0	0
Mussel dredged (not WFO)	0	0
Mussel dredged seed (not WFO)	0	0
Brown shrimp	180,930	483,470
Pink shrimp	2,813	3,753
Sole	0	0
Brill	0	0
Cod	0	0
Lemon sole	0	0
Skate	0	0

<b><u>Brancaster</u></b>		
<b>Number of vessel inspections:</b>		<b>1</b>
<b>Species</b>	<b>Landings (kg)</b>	<b>Value of catch (£)</b>
Mussels (Regulated)	0	0
Mussels (Several)	0	0
Mussel dredged (not WFO)	0	0
Mussel dredged seed (not WFO)	0	0
Oysters	1,000	4,200
Brown shrimp	1,700	2,822
Brown crab	500	550
Lobster	700	19,350
Whelks	0	0

<b><u>Wells</u></b>		
<b>Number of vessel inspections:</b>		<b>8</b>
<b>Species</b>	<b>Landings (kg)</b>	<b>Value of catch (£)</b>
Brown crab	28,710	31,281
Lobster	3,010	44,778
Whelks	70,965	48,491
Velvet crabs	0	0
Brown shrimp	0	0
Mussel	7,600	7,600

<b><u>Blakeney</u></b>		
<b>Number of vessel inspections:</b>		<b>1</b>
<b>Species</b>	<b>Landings (kg)</b>	<b>Value of catch (£)</b>
Brown crab	1,877	2,064
Lobster	201	3,010
Mussels (Several)	9,250	9,250
Mussel dredged (not WFO)	0	0
Mussel dredged seed (not WFO)	0	0

### **Potting**

#### **Crab and lobster**

Number of pots inside 6nm fished by vessels from within area:	10,000
Number of pots outside 6nm fished by vessels from within area:	6,000

#### **Bio-sampling of brown crab and lobster**

Number of brown crab measured during the month:	0
Number of lobsters measured during the month:	0

#### **Whelk**

Number of pots inside 6nm fished by vessels from within area:	2,000
Number of pots outside 6nm fished by vessels from within area:	4,000

### **Non Commercial Activities**

#### **Recreational Sea Anglers (shore based):**

<b>Number of anglers inspected:</b>		<b>0</b>
<b>Locations fished:</b>	<b>Species targeted:</b>	<b>Average catch (kg):</b>
Cley		0
Hunstanton		0

#### **Recreational Sea Anglers (vessel based):**

<b>Number of vessels inspected:</b>		
<b>Locations fished:</b>	<b>Species targeted:</b>	<b>Average catch (kg):</b>
North Norfolk		

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**Charter Angling Vessels:**

**Number of charter vessels inspected:** 0  
**Number of vessels in area:**                      **Number of trips:**                      **Number of anglers:**  
**Species targeted:**                      **Total Landings (kg):**  
Tope  
cod  
**Locations fished throughout the month:**

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**Fishery Officer Duties**

**Training:**

**Other duties carried out:**

Environmental health sampling wells x3  
Environmental health sampling kings Lynn x2  
Titchwell mussel survey  
Mussel survey three counties  
Cockle enforcement x2  
Staff meeting

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**1st sale value of different species within this area (£/kg)**

Brown shrimp	2.62
Pink shrimp	1.33
Brown crab	1.10
Lobster	14.80
Mussel	1.00
Whelks	0.67
Pacific oysters	4.20

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**Eastern Inshore Fisheries and Conservation Authority**

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**From:** Ady Woods I.F.C.O (Area 3)  
**To:** Chief Executive Duncan Vaughan  
**Quarterly Report:** Oct Nov Dec 2012

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**Area 3: Cley to Lowestoft**

**General**

During the last three months, vessels have continued to fish although sales began to dry up after half term, with the colder weather making a show the thought of going home to a crab or lobster salad wasn't at the top of peoples menu.

Vessels have slowly been bringing pots ashore enabling them to get them overlooked and repaired in preparation for the coming season.

Some vessels have replaced crab pots with whelk pots and others have gone netting for Bass, Cod and Herring.

For the anglers around the coast catches have been poor, although a good show of whiting was made early, these soon fizzled out leaving mainly flatties to be caught along with some schooly Bass, at the time of going to press, only a handful of unfortunate codling had swam to close inshore allowing capture.

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**Port Summary**

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**Cley-next-the-Sea**

During November two vessels brought their gear ashore at this beach. This beach is once again becoming an ever popular launch site with a third and possibly a fourth vessel to work from here during 2013.

**Weybourne**

One vessel worked here continuously up until the Christmas period, when he brought his gear home.

**Sheringham**

Vessels at this port brought their gear home as well during October. This port has lost a couple of vessels this year due to retirement. The remaining boats here work on a part time basis.

**Cromer & Overstrand**

Vessels continued to work at these ports up until Christmas, some potting for crab and lobster, others for whelks and some have been both trammel net and drift netting for a variety of fish, to include ; Bass, Codling, Herring and Dogfish the latter two have been mainly for pot bait.

Some extreme hauls of Bass have been had at Cromer with one vessel alone managing to net around 18 boxes of fish ranging from 3lb – 7lb, this fish found its way to Lowestoft market and although it made around £6/kg it potentially could've made better money had it not been caught on a Friday.

**Mundesley to Caister**

One vessel at Mundesley continued to do some bass netting at the beginning of the quarter, again with catches similar to those further along the coast.

At Sea Palling three vessels have been operating targeting crab, lobster and mainly whelk, and on the odd occasion some drifting for long-shores has taken place.

Which brings us to Caister where the ever decreasing fleet of operational vessels have again been targeting the herring trade, the herring here this season have been more like Scottish Herring, being extremely big in size and of exceptional quality, also being very fat of oil and roe.

**Yarmouth/Gorleston**

This port has seen a retired vessel return to fishing this month, currently fishing the grounds down towards Waxham targeting the whelk grounds.

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### **Species Summary**

*All landing figures detailed within this monthly report are derived from estimates of catches based on observations made by Fishery Officers and reports made by fishermen to Fishery Officers.*

#### **Cromer**

<b>Number of vessel inspections:</b>		<b>68</b>
<b>Species</b>	<b>Landings (kg)</b>	<b>Value of catch (£)</b>
Bass	2,482	15,770
Cod	162	611
Crab	12,050	36,953
Herring	575	507
Lobster	1,231	14,518
Whelk	14,050	7,712

#### **Sheringham**

<b>Number of vessel inspections:</b>		<b>3</b>
<b>Species</b>	<b>Landings (kg)</b>	<b>Value of catch (£)</b>
Cod	27	20
Herring	110	110

#### **Cley, Weybourne, E Runton, W Runton, Overstrand, Mundesley & Bacton**

<b>Number of vessel inspections:</b>		<b>17</b>
<b>Species</b>	<b>Landings (kg)</b>	<b>Value of catch (£)</b>
Bass	539	4,419
Crab	3,351	10,289
Lobster	462	5,490

#### **Sea Palling**

<b>Number of vessel inspections:</b>		<b>22</b>
<b>Species</b>	<b>Landings (kg)</b>	<b>Value of catch (£)</b>
Herring	425	404
Whelk	17,960	12,316
Crab	980	3,019
Lobster	187	2,332

#### **Caister & Gorleston**

<b>Number of vessel inspections:</b>		<b>10</b>
<b>Species</b>	<b>Landings (kg)</b>	<b>Value of catch (£)</b>
Species	Landings (kg)	Value of catch (£)
Herring	21,376	11,416
Whelk	9,980	6,101
Crab	240	750
Lobster	75	750
Mackerel	825	3061
Scad	150	50
Whiting	132	184
Spratt	200	380

#### **Potting**

##### **Crab and lobster**

Number of pots inside 6nm fished by vessels from within area:	3450 – 1200
Number of pots outside 6nm fished by vessels from within area:	250

##### **Bio-sampling of brown crab and lobster**

Number of brown crab measured during the month:	0
Number of lobsters measured during the month:	0

## **Whelk**

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Number of pots inside 6nm fished by vessels from within area:	1850
Number of pots outside 6nm fished by vessels from within area:	0

## **Angling 2012**

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Number of days spent on angling 2012 :	24
Number of beaches visited within area :	28
Number of anglers spoken to within area :	9

## **Non Commercial Activities**

### **Recreational Sea Anglers (shore based):**

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<b>Number of anglers inspected:</b>	<b>38</b>	
<b>Locations fished:</b>	<b>Species targeted:</b>	<b>Average catch (kg):</b>
Cley-next-the-Sea	Flats	0.5
Salthouse	Flats/cod	0.25/0.0
Weybourne	Flats	0.25
Mundesley	Cod/whiting	0.0/1.2
Bacton	Cod	0.0
Winterton	Flats	0.0
Caister on Sea	Cod	0.0
Great Yarmouth	Cod	0.0

### **Recreational Sea Anglers (vessel based):**

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<b>Number of vessels inspected:</b>	<b>0</b>	
<b>Locations fished:</b>	<b>Species targeted:</b>	<b>Average catch (kg):</b>

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## **Fishery Officer Duties**

### **Training:**

None

### **Other duties carried out:**

#### **October**

2nd Staff meeting  
4th Report writing (am) (PM) Meeting with North Norfolk Divers  
5th Angling 2012  
8th Annual leave  
12th Angling 2012  
13th Angling 2012  
15th FLAG meeting  
17th Angling 2012  
18th meeting with a student from UEA  
24th Update fleet list  
29th Angling 2012

#### **November**

2nd Staff Meeting  
5th Rib arrived for enforcement duties  
7th – 9th assist with the delivery of Protector III/Sir William Jackson to Southampton  
13th Landings  
14th Meeting with divers, & MCSS  
18th Angling 2012  
21st Introduce CEO to Area 3 and quarterly follow up meeting  
22nd Angling 2012  
23rd at the Office  
24th Enforcement meeting  
27th Angling 2012 Suffolk  
30th Angling 2012

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**December**

3rd Landings  
4th End of Month paperwork  
5th Coastal patrol  
6th Angling 2012 Norfolk  
7th Car MOT, staff meeting  
10th Update fleet list  
11th Coastal patrol  
13th Coastal patrol  
14th Angling 2012 Norfolk  
15th Angling 2012 Suffolk  
16th Landing West Runton  
17th Landing Cromer & FLAG meeting  
19th Angling 2012 Norfolk  
20th Christmas dinner at Kings Lynn  
21st Finish for Christmas period.

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**1st sale value of different species within this area (£/kg)**

Bass	6.00 - 9.30
Crab	3.10
Cod	2.90 - 4.20
Lobster	10.50 - 15.50
Mackerel	3.80
Herring	0.50 - 1.50
Spratt	1.90
Whelk	0.55 - 0.70

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## Eastern Inshore Fisheries & Conservation Authority

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**From:** Alan Garnham Fishery Officer (Area 4)  
**To:** Phil Haslam - CEO  
**Date:** 21<sup>st</sup> January 2013  
**Quarterly Report:** October –December 2012

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### **Area 4: Pakefield – Felixstowe Ferry**

#### **General**

During the first two weeks of October large horsepower outboards have been stolen from boats on the beach seven were stolen one night in Felixstowe followed by two 150hp outboards off a boat on Aldeburgh beach. I am told there has been a spate at Ipswich and Easington. These engines have all been replaced but two weekends later the thieves returned to the same boats at the same ports and stole the replaced engines which of course have been replaced with brand new engines. At Aldeburgh there are now two commercial fishermen Kirk Stribbling hit twice latest cost to replace both engines £25,000 and Dean Fryer £9,500. Both cannot afford to replace and unfortunately both are now not capable of catching and selling fish from their huts.

The weather during October turned with winter coming. Strong winds, frost and hail showers causing flooding. Tides have been at their highest for the year and have brought the cod in early. Herring and whiting were in abundance but making no money. Sole hung in with many fishermen continuing fishing for sole. Potters spent the month bringing their pots for the winter months.

The voluntary bait digger's code began again on 1st November in the River Orwell and Stour so I ran an education reminder with bait diggers and a reminder was published in local newspapers.

The fish ID training has finally paid off! Being a beach and boat angler and a match official I considered myself as pretty good at identifying fish. But one commercial fisherman landed a species he hadn't landed in 35yrs and asked me to come and ID the flat fish. With the process of elimination I instantly recognised it as a Topknot. I have never seen one before and without the training I would (Knot) have a clue. I don't know who was impressed the most the fisherman or I.

November was a very good month for the boats south of Aldeburgh with all boats reporting good catches of the main three targeted fish sole, roker and cod. The cod were larger better quality fish. The sole were quality fish fetching better prices keeping the boats on trawling rather than changing over to long lining. Some sole landed have been measured at 88cms! Boats out of Southwold had a mixed bag but it was dire out of Lowestoft with many boats staying tied up. Both Brixham boats out of Lowestoft continued potting for whelks on the Norfolk coast. In the south of my area dogfish are the fishermen's plague across all fishing grounds. The odd large turbot, lemon, brill and plaice were caught. Whiting have moved through and a few have been caught on the beaches. The herring and sprats arrived but because of low prices many fishermen have not diversified to pelagic fishing. Commercial and RSA potters now all have their pots in except two Orford potters.

During November the beaches and RSA boats fished well. All reported the fish are inshore with nothing outside the six mile during the month. I personally have found plenty of cod within a mile of the shore with many double figure cod being caught. A prime example of how dire fishing is off Lowestoft I have caught more cod on rod and line in a day off Felixstowe/Orford than a long liner with sixteen to twenty baths of lines have caught in a day. One RSA boat caught fourteen cod between 18lb- 29lb in a session on a rod and line!

Orford island fished well with many cod over 15lb and some well into the twenty pounders this is why when the cod are in there's nowhere in the country can match Orford Island for sport.

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I have written a twenty two page document 'A snapshot of Suffolk' giving a brief of all fishing ports and areas within my area for anyone with any interest, it acts as a quick taster before visiting the area. I can e mail a copy if required.

An IFCA led community engagement meeting was held at The Jolly Sailors in Orford a few local commercial and RSA boat anglers attended. It was generally a quiet meeting with many commercial fishermen awaiting the results and next round of the marine conservation zone process.

On 19th November I was involved in Operation-Bittern running out of Southwold all went well and it was a good exercise with many contacts with other agencies. Earlier this year I assisted Greenpeace in meeting the commercial fishermen along the coast at Aldeburgh and Felixstowe. As a result filmed interviews took place and now Greenpeace have released this and it is being shown in local cinemas around the county. It's worth a look at [www.greenpeace.org.uk](http://www.greenpeace.org.uk) and click on 'The last fishermen'. Where both Kirk Stribbling and commercial fisherman from Felixstowe James White give their thoughts on the future of fishing. Things have moved on with Aldeburgh fishermen Kirk Stribbling attending the artisanal fishermen's congress in Europe on 18th/19th October 2012 where NUFTA have joined in with Greenpeace and nine other countries in facilitating in a fair future for fishing amongst these countries. I am sure more will be heard and read in the Fishing News in the near future.

December was officially announced the second wettest month since records began over a hundred years ago. The wettest was 2002 with only a quarter inch more rain than 2012. Has all this water affected the rivers? Well we had a fair proportion of that rain during December but at least it wasn't snow. On the whole rather a warm month especially at the latter end of the month.

Commercial fishing at the north end of Suffolk has been dire when targeting cod. Most boats at Lowestoft have been tied up throughout the month. Below Orfordness it has been very productive for the commercial fishermen with many making good landings of cod. One fisherman continued to pot through December and picked up substantial quantities of prime crab but is having difficulty in selling the crab out of season. It seems many don't want a crab salad at the pub when hearty stews and casseroles are preferred in winter months. The roker arrived in good numbers and at the beginning of the month many targeted roker but high landings reduced the quota for the new year. On the beach it has been interesting with cod being caught anywhere south of Orfordness. Anywhere above Aldeburgh there is no sign of cod or whiting but got quantities of dabs. Some anglers were landing over 30 dabs in a session.

Overall figures are down this month as many boats are out of the water for winter maintenance.

MFV - *Catherine-Annie* (PLN: LT 45) an over 10m owned and skippered by Dave Waldron has been sold and on its way to Ireland.

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## **Three Counties**

### October

EHO/DSP samples were collected from the Boston and King's Lynn sides of the Wash. Three Counties was despatched to conduct a young fish survey from the Wash up to the river Humber using a two metre shrimp beam trawl. While Three Counties was in the river Humber a cockle survey was conducted on the very Northern part of are district on the Haile sand.

Mussel surveys took place on the Herring Hill, Inner West Mark Knock and Breast sand (Training Wall, Big Mound). The EHO/DSP sample sites were recharged from mussels collected from Black Shore and Stylemans sands and then placed into the sites around the Wash.

Sweep samples were collected from the seven sites around the Wash and at the same time the Sonde sensor was serviced ready to record the next collection of data. Sabellaria day grab station was grabbed from the three boxes covering the mouth of the Wash up to the southern end of the wind farm box.

The port generator had its top end serviced as part of the maintenance schedule. The port side main deck winch had an end cap replaced. The main fuel hose was replaced because it had started to break down because of its age. General maintenance was conducted throughout the month.

### November

The Sonde was collected and serviced before conducting a mussel survey on Daseley's sand and after the mussel survey was completed the Sonde sensor was deployed back into the Data buoy. King's Lynn and Boston EHO/DSP samples were collected from around the Wash. Mussels surveys took place on the following sands Breast, Pandora, Main End and Inner Westmark Knock.

A Sabellaria survey was conducted covering the expanded areas from the last set of day grab surveys to find the extent of the Sabellaria covering the seabed, from the mouth of the Wash to the southern end of the wind farm off Skegness.

The port side generator shut itself down and the problem was investigated by the crew. French marine was called to find out what the fault was and it pointed to the wiring loom. To be fitted at a later date. A new hot water tank was fitted by the crew to help ease the rush hour at the end of the day. Because the other tank was too small and the crew had to wait for the water to heat up again before the next crew member could have a shower.

### December

Cockle surveys were conducted as part of the end of year survey to observe the spat cockle settlement over the Wash. The day grab surveys covered the following sands, Inner Westmark Knock, Breast and Wrangle. While conducting a cockle survey on the Breast sand the time was taken to collect the EHO/DSP mussel samples for Kings Lynn council and these were delivered to the council office by the crew.

The port generator played up again and French Marine were called back to look for the intermittent fault. The control box kept shutting down the generator after running for a minute or two which pointed to the control box. All the shackles, link connector and swivels were inspected and any with wear and tear were replaced. A new folder has been put together to keep all the information about the shackles, link connector and swivels in one place to make record keeping easier.

The cat walk davit was inspected to check it was fit for purpose and then a safe working load was carried out (250Kg) so an electrical hoist could be fitted at the end of the catwalk to lower and lift gear on and off the barge. New signs have been posted along the catwalk telling you "Lifejackets must be worn beyond this point" and "Safe Working Load" sign has been fitted close to the davit arm.

Simon Howard – Three Counties Skipper/IFCO

### **Vision**

The Eastern Inshore Fisheries and Conservation Authority will lead, champion and manage a sustainable marine environment and inshore fisheries, by successfully securing the right balance between social, environmental and economic benefits to ensure healthy seas, sustainable fisheries and a viable industry



## **8<sup>th</sup> EIFCA Meeting**

## **Information Item 22**

**30<sup>th</sup> January 2013**

### **Marine Environment Quarterly Reports**

- a) Senior Research Officer's Quarterly Report**
- b) Senior Marine Environment Officer's Quarterly Report**

### **Reports by:**

- a) Ron Jessop, Senior Research Officer
- b) Judith Stoutt, Senior Marine Environment Officer

### **Purpose of report**

The Authority runs a year-round programme of research projects and environmental work. This paper enables Members to be kept informed of key activities undertaken by the Authority's Research and Environment teams during the third quarter, October to December 2012, any issues that have arisen either through internal or external drivers, and an indication of up-coming developments that could require future actions.

### **Recommendations**

Members are asked to note the reports.

### **Background**

#### **a) Senior Research Officer's Quarterly Report**

The annual intertidal mussel surveys that had commenced in September were completed during the first two months of this quarter. These surveys involved conducting stock assessments on 19 intertidal beds in the Wash and two further surveys on the Welland Bank and Titchwell. These surveys found the overall stocks on the intertidal beds had increased 1,134 tonnes during the year to 12,338 tonnes. This improvement was mainly due to the growth of 2011 year-class juvenile mussels that had settled on several of the beds. The beds that had benefited from this settlement appeared rejuvenated and in good condition, enabling the Authority to support a relaying fishery during 2013. By contrast, on several of the beds that had been dominated with older mussels, mortality was found to have exceeded recruitment and growth. This was particularly apparent on the Gat beds, which having suffered three successive years of declining stocks had gone from a combined biomass of 5,604 tonnes in 2009 to 1,413 tonnes. The West bed in particular was found to have developed large bare patches. On some of the smaller beds where recruitment has been similarly poor for several years, the decline has reached the stage where only scattered mussel clumps now remain amid old scars of dead shell. The Pandora, Shellridge, East Mare Tail, Roger and Main End beds all fall into this category. Without fresh recruitment they are all highly vulnerable to being lost.

The project to monitor atypical cockle mortality on the Wrangle sand which began in February was concluded in November. During this study, ten stations had been monitored twice/month to determine mortality rates. These rates, which had begun at 0%/day in February and increased to 0.65% in May and 0.55% in June, were found to peak at 1.57% in August. Following this peak the rates fell to 0.04% in September and remained at that level through October. The study was brought to a close in November after no moribund cockles were found in any of the samples. This study enabled the Authority to successfully implement contingency management measures in August when mortality trigger levels were exceeded. Much of the data from this study has yet to be analysed, but in addition to monitoring the mortality rates we hope to gain an improved understanding of the dynamics of the atypical mortality problem from this work.

The 2012 *Sabellaria* survey programme, which had begun in spring, continued during this quarter. This involved conducting Phase-2 ground-truthing of reef features that had already been identified during earlier acoustic and Phase-1 ground-truthing surveys. This year's programme has identified reefs in the Lynn Knock and South Well survey areas, but the data from this quarter's surveys requires further analysis before their extent is known.

In April Cefas began a four-year project (Practical Indicators of Exploitation for Crustaceans or PIECRUST) to study the effectiveness of four different methodologies that could potentially be used for assessing the growth and recruitment of edible crabs and lobsters. A member of the research team has continued to assist Cefas scientists during this quarter with one aspect of this project. This has involved conducting intertidal surveys to assess the effectiveness of locating and quantifying juvenile crab and lobsters on a rocky beach in order to determine if this methodology can be used to reflect recruitment signals for these two species. So far the results seem to indicate that while juvenile edible crabs can be found on the beaches, there are few juvenile lobsters.

As part of our on-going programme to monitor chlorophyll and nutrient levels in the Wash, the research team collects monthly water samples and data from the buoy YSI Sonde. During this quarter samples were successfully collected in October but poor weather conditions meant the planned surveys in November and December had to be cancelled. Shellfish and water samples have also been collected each month on behalf of the EHO and Cefas, as part of their on-going water quality and bio-toxin monitoring programmes. Following high levels of cockle mortality on some of the beds, it is now becoming difficult to collect adequate samples at some of the sample stations in the allocated time. This problem has been exasperated following the sale of Protector III, which used to be used as a platform for collection of these samples. This work is currently being conducted by Three Counties, but her slower speed when travelling between stations means less time is available for sampling once on station.

In December the research team conducted cockle surveys on the Wrangle, Inner Westmark Knock and Breast sands. The data from the latter two beds has yet to be analysed, but the results from the Wrangle survey show the stocks have fallen from 3,271 tonnes in April to less than 400 tonnes. Although landings data show approximately 2,100 tonnes were harvested from this bed between the two surveys, because the cockles were continually growing during this period, it is difficult to calculate the biomass of cockles that died during this period. Although the figures show an unaccounted stock deficit of approximately 770 tonnes, when growth is taken into consideration, the actual mortality would be higher than this.

In order to facilitate the coordination of research activities and training between the IFCAs, the Technical Advisory Group (TAG) was created in 2010. This group is composed of one research/environment officer from each IFCA, who are joined by scientists from CEFAS, the Environment Agency, Natural England, DEFRA and the MMO. In October all of the staff from the research and environment teams attended a 2-day conference hosted by Devon and Severn IFCA on behalf of TAG. This conference focused heavily on the management of fisheries with European Marine Sites, with participants working together to identify which designated habitat features would require management in each area and sourcing examples of where similar features had been successfully managed before. In addition to these practical sessions, presentations were given detailing the methodologies that are currently being used by various members of the group to conduct surveys, and examples of how some fisheries are currently being managed within European Marine Sites. Staff from Eastern-IFCA participated heavily in these sessions, providing the following presentations to the group:

- Legislative Process in EMS and MCZ – Level of evidence and assessments required (Senior Marine Environment officer)
- Day grab sampling strategies (Senior research officer)
- Surveying mussel beds using the “Dutch wand” methodology (Senior research officer)
- A report detailing the IFCAs’ current progress at uploading metadata onto the MEDIN Data Discovery Portal (Marine Environment/Data officer)
- Adaptive Management Measures used in the Wash, with reference to the Contingency Measures applied to the 2012 cockle fishery (Senior research officer)

**b) Senior Marine Environment Officer’s Quarterly Report**

The second new position in the Environment team was confirmed this quarter, after the Marine Environment (Spatial Information) Officer successfully completed her six month probation. In addition to obtaining spatial datasets and creating charts as required by the research and environment team, Sandra Cowper has demonstrated excellent abilities for engagement with partner organisations and district stakeholders. Skills have increased across the team as officers develop further experience in the Authority’s conservation work as well as providing critical review of a range of consultations requiring Authority comment. However, consultations on offshore and coastal developments continually require significant time to review the large number and usually large size of application documents. The Chief Executive Officer has made the head of marine licensing at the Marine Management Organisation aware of the limits to the Authority’s resources available for consultation review, particularly in light of the new demands resulting from the European Marine Site project.

Since October, a key focus for the team has been to consider the revised approach to the management of fisheries in European Marine Sites, in order to formulate an internal action plan to further this work. In order to develop appropriate management measures, a thorough understanding is required of site features, fishing activities, and the interactions between them. This emerging work will dominate the research and environment plan in 2013/14 and subsequent years as the project is implemented (see Agenda item 11).

The Authority's long experience in managing fisheries in European Marine Sites enabled the Senior Marine Environment Officer to present on this topic at the national workshop of the IFCA's Technical Advisory Group held in October 2012. This workshop, expertly organised and hosted by Devon & Severn IFCA, enabled IFCA's to start to populate site action plans for managing fishing activities in European Marine Sites. At a second workshop, hosted by Defra in November 2012, Eastern IFCA officers again demonstrated how experience of managing the Wash cockle and mussel fisheries within a European Marine Site could be applied to managing other fisheries in designated sites. With Defra guidance, the Marine Management Organisation has taken a lead in co-ordinating progress at a national level, but implementation (for inshore sites) will be led by local IFCA and Natural England teams. The Authority's Head of Conservation continues to sit on the Implementation Group for this work at the national level.

#### Progress in relation to Research & Environment Plan 2012/13

The "Fisheries in European Marine Sites" project emerged during summer 2012 and therefore did not feature directly in the 2012/13 Authority's Research & Environment Plan. The Plan does include elements of work required in the project, i.e. Habitats Regulations Assessment (for medium- and low-risk fishing activity/features), and the wider Marine Protected Area project, but was written before the large-scale roll-out of this approach was advocated, and as such did not anticipate the level of resources that will be needed to implement the revised approach. Progress during October to December 2012 against actions that did feature in the 2012/13 plan is summarised in the bullet points below.

- Habitats Regulations Assessment: an additional assessment was undertaken for the extended, hand worked cockle fishery on Roger Sand in October 2012. The cockles were at risk of natural loss through ridging out. Natural England agreed with the fishery proposals according to the mitigation measures applied by the Authority, which included the protection of areas of juvenile cockles. No assessment has been conducted for the mussel fishery yet since the industry voted (via written consultation) not to open the fishery at this stage.
- The Review of Wash Fishery Order consents was submitted to Natural England in December 2012.
- Informal, in-house training of new team members has continued through on-going coaching and support, mainly in dealing with consultation or conservation casework. Opportunities for external training with Natural England are to be explored in the new year, as is the use of training courses (for example in ecological impact assessment) through appropriate professional bodies.
- The environment team has responded to a total of 28 external consultations during the quarter. The majority of these have been marine licence applications relating to offshore wind energy and port activities. On-going cases include two dredge disposal licence applications for Wells Harbour and for the Wash. Two meetings have been held with wind farm developers (Centrica and Vattenfall) in relation to offshore projects that will require cabling through the Authority's district.
- Environment officers met with the Project Inshore team on 30<sup>th</sup> October 2012 to discuss their initial report on Marine Stewardship Council accreditation of inshore fisheries across the whole district. Some concerns have been raised about the quality of information that has been used in the report – in particular, data relating

to the bivalve shellfisheries. Further liaison with Project Inshore will be required in order that a meaningful assessment is conducted for fisheries in the Authority's district.

- The Fisheries in European Marine Sites project (item 11) and the recent Marine Conservation Zone consultation (item 15) are guiding the officers' approach to developing appropriate management of fisheries in marine protected areas.
- The new project manager for the Wash & North Norfolk Coast European Marine Site, Sharron Bosley, started in post in November 2012. The Authority's environment team has supported the new project manager, and the Chief Executive Officer has helped ensure the momentum gathered during 2012 towards agreement of a business plan and revised action plan for the project is maintained.
- In addition to marine protected areas, the Authority has statutory duties relating to wider biodiversity. The environment team is maintaining its participation in county-led biodiversity groups. Coastal topic groups exist for Lincolnshire and Norfolk, but the Lincolnshire Biodiversity Action Plan is being replaced with the wider Lincolnshire Nature Partnership. The possibility of working with the Wildlife Trusts on marine biodiversity issues is being tentatively explored and will be considered during development of the 2013/14 Research & Environment Plan.
- Impact assessment: following the TAG and Defra European Marine Site workshops, officers have obtained impact assessment templates. The Authority is required to complete these assessments when proposing new regulations, such as byelaws required to protect European Marine Site features from certain fishing activities. Work required to complete these assessments has been factored in to the internal action plan for the Fisheries in European Marine Sites project.
- Environment officers attended a stakeholder meeting at Aldeburgh in October 2013 to discuss the Marine Conservation Zone recommendation. Local fishermen and recreational users of the Alde & Ore Estuaries sought clarification on the implications of the designation for their activities. Officers explained that further work on understanding activities and feature interactions was required before any measures are introduced. The subsequent publication of the Defra Marine Conservation Zone consultation has shown that this recommended site will not be taken forward in the first tranche of designations, but will be considered at a later stage.
- The Marine Environment (Spatial Information) Officer has led the Authority's engagement with Norfolk coast divers, since the Community Development Officer started maternity leave in October 2012. This has included two community meetings in October and November 2012, and the production of a divers' awareness notice.
- The marine protected area section of the Authority's website has been updated. More detail will be added as the relevant projects are progressed. As discussed in the relevant agenda items (11 and 15), the need for timely and informative communication with stakeholders has been recognised.
- No progress has been made with developing a corporate environment policy during this quarter, as a result of the emerging European Marine Sites project requiring considerable attention.
- Internal sessions have been held to start to develop a research and environment strategy for the Authority. This is being conducted in line with the Chief Executive Officer's corporate planning process (Agenda Item 14).

Additional work (not featured within the 2012/13 Research & Environment Plan) undertaken during the quarter has included:

- Strengthening working relationship with the Environment Agency, through meeting with the regional coastal monitoring co-ordinator and attending the regional Water quality meeting (Colchester) and Anglian Coastal Authorities conference (Peterborough) – MEO Spatial Information Officer. Further measures to improve joint working with the Environment Agency will be considered at a planned Defra family workshop in March 2013;
- Co-ordination of the Authority’s participation in the Angling 2012 project, and production of monthly reports for Cefas (MEO Data Officer);
- Development of bespoke electronic timesheets (MEO Data Officer) for use by Authority officers, to replace existing paper timesheet system.
- Leading participation for all IFCA’s in MEDIN (Marine Environmental Data & Information Network) to ensure compliance with the European INSPIRE Directive (MEO Data Officer).

### **Financial implications**

No new proposal is contained in this report – it is an information paper.

### **Publicity**

No publicity is planned relating to this paper, other than reference to the Authority’s research and environment work on the Authority’s website and newsletter.

### **Background documents**

1. Eastern IFCA Research & Environment Plan 2012/13