FISHERIES COMMITTEE

09:00 11th September 2025
Venue: Fisheries meeting room

AGENDA

PART 1

1. **Apologies for absence:**
2. **Declarations of interest:**
3. **Confirmation of the Minutes of the meeting held on 12th June 2025**
4. **Matters arising from the Minutes of the meeting held on 12th June 2025**
5. **Fishery Update** Paper
6. **Compliance Update** Paper
7. **Finfish Licensing Advice 2026** Paper & Annex
8. **Licence conditions Part 3** Paper & Annex
9. **FIFCA update**
10. **Date of the next meeting *tbc* 2026**
11. **Exclusion of the Press and Public**

The Committee resolved to exclude the press and public on the grounds that the next items of business to be considered were exempt within the terms of paragraph 4 & 9 of Schedule 3 of the Committees (Public Access) Ordinance 2012.

PART 2

12. **ITQ Fees 2026** Paper & Annex

Fisheries Advisory Committee

Thursday 12th June at 09:00
Fisheries Meeting Room

OPEN MINUTES

These minutes are draft minutes until confirmed by resolution at the next meeting of this committee.

Present:	The Honourable – Chairperson Teslyn Barkman	TB
	The Honourable – Deputy Chair John Birmingham	JB
	Director of Natural Resources – James Wilson	DNR
	Mr Andreas Winter	AW
	Mr Bradley Roberts	BR
	Mr Hamish Wylie	HW
	Mr Alex Reid	AR
	Mr Kyran Evans	KE
Minute Taker:	Mrs Beverley Glanville	BG
Public:	4	

PART I (Open)

		ACTION
1.	**Apologies for absence**	
1.1	Mr John Barton	
2.	**Declarations of interest**	
2.1	Industry representatives declared an interest for all items on the agenda.	
3.	**Confirmation of the minutes of the meeting held on 13th March 2025**	
3.1	The minutes were confirmed as a true and accurate record.	
4	**Matters arising from the minutes of the meeting held on 13th March 2025**	
4.1	Item 5.4 – HW would like to see a consultation on the admin penalties before drafting new legislation. AR asked if there is a timeline on when the admin penalties work would restart. DNR stated the aim was to restart once the new Head of Fisheries Management is in post as there would be sufficient capacity to carry out the work.	

4.2	Item 6.2 – FIFCA would like to welcome the participation of Maritime into the Fisheries Committee again. TB said that the Head of Maritime will remain on the committee as a standing invitation.	
5	**Fishery update**	
5.1	DNR summarised the circulated update.	
5.2	AR said that they would like to see details of the boardings and inspections carried out by FPV Lilibet. DNR will look into providing the information.	**DNR**
5.3	AR asked if industry would be included in the internal working groups. DNR stated that is not the intention as these working groups are internal and only at the point of the draft plans they will be shown to the industry. AR asked for it to be noted that their input might be valuable at some stage.	
5.4	AR asked if there are any local applicants for the three roles recently recruited to. DNR stated the person offered the Data Scientist job is a local applicant, there were no local applicants for the Stock Assessment Scientist position and none of the people being interviewed for Head of Fisheries Management are local.	
5.5	AR asked whether after positive surveys and positive biomass data, there would be an increase to the Toothfish quota. DNR stated that it depended on the scientific advice and the advice is to keep it unchanged. AW stated that it is based on projected biomass over the next 10 years, and the current projection is a slight negative dip, meaning it would not be appropriate to increase it now. AW said that this continues to be reviewed each year. DNR suggested reading the toothfish stock assessment report, which was recently published on the Fisheries Department website, to see how the TAC is set.	
6	**Finfish Licensing Advice 2026**	
6.1	AW gave a brief overview of the paper.	
6.2	KE asked if any work has been done since last year, as it is the second year in a row where it has been frozen. AW confirmed that whilst the department is considering the future of the A, G and W licences, it has been decided to freeze effort for another year.	
7	**Date of next meeting the 11th September 2025 at 09.00am**	

Confirmed this day of 2025

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Chairperson

Fisheries Advisory Committee Paper

Part: I

Title: Fishery Update

Agenda Item: 5

Date: 11.09.2025

Report of: Director of Natural Resources

Paper for information only

Update on fishery issues:

Operations

- Detail is contained in the compliance report.

Licensing

- ITQ fee options for 2026 will go to ExCo in October – written feedback has been sought and this is also addressed within the closed section.
- Illex licence and transhipment fee options for 2026 were confirmed in ExCo and there will be no increase to gross fees but the 2% early payment discount has been reduced to 0%. There was no change to transhipment fees and allocation policy remains the same as the 2024 and 2025.

Science team

- A peer-reviewed paper has recently been published, in *Frontiers in Marine Science*:
  Iriarte, V., Winter, A. 2025. Disentangling pinniped incidental mortality in a bottom-trawl fishery with seal exclusion devices. Front. Mar. Sci. 12: 1588956.

Commercial fisheries

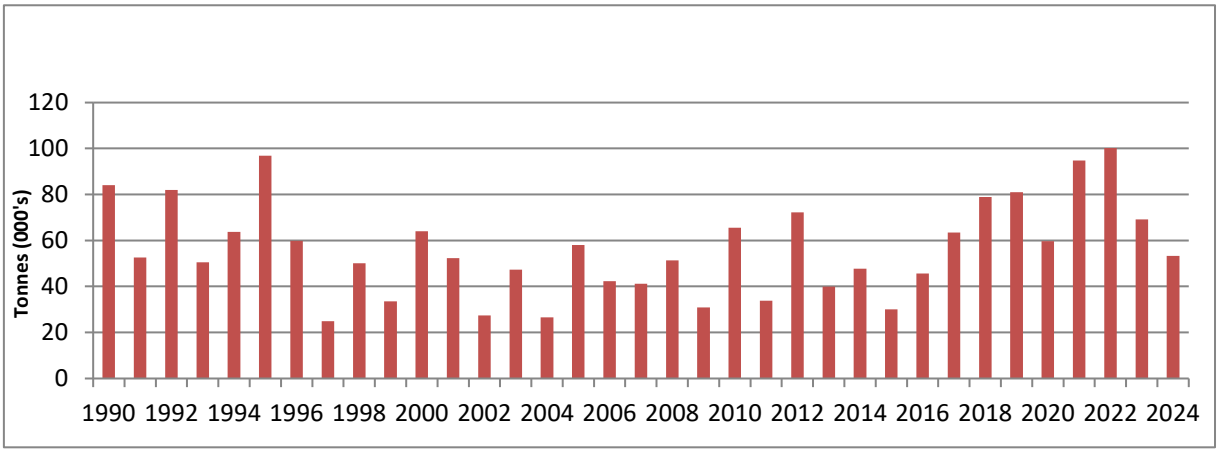
Since the beginning of 2025, through to week 33:

- A total of 936.1 tonnes toothfish catch have been reported, of which 718.6 tonnes in the longline target fishery.
- A total of 85,456.6 tonnes *Illex* squid catch have been reported, of which 70,362.9 tonnes on 9,057 days of B licence jigging, and 1,782.0 tonnes on 281 days of G licence trawling.
- A total of 53,532.0 tonnes hake catch have been reported, a record for this point in the year. 46,157.9 tonnes have been reported taken under the A, G, and W finfish licences, and 6,099.3 tonnes out-of-zone.

- A total of 4,886.9 tonnes rock cod have been reported, the highest rock cod catch through this point of the year since 2017. Approximately 67% of the rock cod is discarded.
- The second Loligo squid season is in progress. Through the first 26 season days total Loligo catch has been far below median.

Loligo fishery

The loligo fishery has now had three difficult years. It must be acknowledged that this comes after catches had been high on average between 2018 and 2022 compared to previous years, apart from a slight dip in 2020, as can be seen in the graph below.



Work is currently ongoing within the department to understand what factors are leading to this. At the moment it is believed that it is a combination of factors, including:

- Sea temperatures
- Changing ocean currents
- Natural variability in stock
- Increased fishing effort
- Shifting ecosystem dynamics, where we are seeing an increasing prevalence of hake but also record seal numbers.

This is a complex situation and it is acknowledged that there are a number of knowledge gaps. Work is ongoing to develop the management plan, which will identify those knowledge gaps and categorise short-, medium- and long-term scopes of work needed to address those gaps. This management plan has been prioritised, reflecting the importance of the loligo fishery.

In addition, work is ongoing to create standardisation, through SOPs, of pre-season surveys. This includes:

- Timing and duration of the survey
- Structure of the survey team and their roles and responsibilities
- The structure of the survey itself
- The data to be collected and how it is to be transmitted to FIFD
- How the data is analysed in FIFD
- How and when the results of this data are disseminated to industry

Work is also ongoing between DDNR and SAERI to identify where and how we can collaborate on projects and have a more joined-up approach.

Management team

Fishery management plans

- As mentioned above work has started on the creation of fishery management plans. Work has been prioritised on the loligo plan and once a draft is complete it will be shared with industry.

Staffing

- The new Head of Fisheries Management is due to arrive at the end of September.
- External recruitment was unsuccessful for a replacement Stock Assessment Scientist. Arrangements are being made to transfer an existing (temporary) post-holder in the Fisheries Department to the stock assessment role.
- Another recruitment attempt for a data scientist will likely be made in the near future.

Policy, legislation and projects

ITQ access fees

The paper has been presented to ExCo. The following recommendations were presented, alongside the formal representation from FIFCA:

- recommended turnover-based quota fee framework options for further detailed analysis were:
- All ITQ fisheries: Option 4 - fixed advanced quota fee (AQF) plus balancing payment (BP) linked to actual turnover (applied at the fishery level).
- Toothfish fishery: Option 5 - fixed AQF plus variable BP depending on results achieved.

Decision from ExCo was they agreed with the recommendation but wished Option 4 to also be done for toothfish.

The following target ranges were agreed for more detailed modelling:

- Toothfish – 2% to 30%
- Loligo – 2% to 15%
- Finfish – 2% to 10%

Approval was sought and granted for the next phase of work to:

- identify the data and financial disclosures required to inform on the implementation of the recommendations set out in this paper.
- define turnover monitoring and the economic efficiency test set out in the Fisheries (Conservation and Management) Ordinance 2005.
- identify any changes needed in legislation to require such disclosures and work with the Law and Regulation Directorate to prepare draft legislation.

The working group will meet in September to agree how those next steps will be taken and a realistic timeline needed for this work and then a meeting of the advisory group will be held.

Future of Illex licensing

A working group to evaluate long term options for illex has been created between FIFD and industry. Terms of Reference are being drafted and a second meeting will take place in September. DDNR will visit Taiwan and South Korea in November to meet vessel owners, local company partners and other relevant stakeholders.

Salmon farming

- The consultation has been delayed until after the election. Following the election there will be a discussion with the newly elected members about the timing of the consultation and what they feel they need to be sufficiently informed to take the decision following the consultation process.
- Work is ongoing to complete the documentation set for the consultation. This will now include an explanatory document about carrying capacity and how it is calculated.
- Following a request at the Farmers' Week talk, the report from the Faroe Islands visit is now available on the Fisheries Department website.

Fisheries Committee Paper

Part: I

Title: Compliance Update

Agenda Item: 6

Date: 11.09.2025

Report of: FishOps- Team Lead

Paper for information only

Vessel Inspections

FishOps reviewed the mechanism for deciding what vessels would be boarded at sea moving away from the previous random selection to a risk-based selection. The risk-based selection looks at numerous sources of information and intelligence provided and gained by FishOps ranging from Pre-licence inspection, information from other FIG departments, external sources, and previous at sea boardings. This then gives a target list for FishOps to aim for, however not all vessels boarded may be on the target list as sample boardings or boardings of opportunity are still carried out.

There was also the target to achieve quality over quantity with regards to at sea boardings, moving away form unrealistic targets (seventeen in one day on previous years) and move towards obtaining good quality data.

From January 2025 to the 25th July 2025 the following inspections have been achieved.

- 137 pre-licence inspections carried out for various licence types,
- Four CCAMLR inspections carried out,

There were a total of twelve vessels that failed their initial inspections and required a re-inspection. This was due to serious issues being identified during the initial inspection.

At sea boardings:

- Up to the 25th July, fifty at sea boardings have been carried out and that is against an average annual number of sixty three (statistics started in 2010) so we are on target to meet and exceed that figure.

- FishOps boarded twenty three out of the twenty-five identified high risk vessels with two still to achieve before year end.

Jiggers

This year saw a large increase in issues identified on pre-licence inspections within the jigger fleet.

In total there were 206 issues identified, of which 137 related to safety issues. A total of twelve vessels were required to be re-inspected as faults found would have taken to long to rectify in the initial inspection.

During the season a number of Jiggers were boarded at sea failing the at sea inspections due to issues being discovered that had not been rectified form pre-licence inspections. This resulted in them being instructed to return to Stanley for the issues to be rectified.

Trawlers

During the Trawler inspections there was a total of thirty-eight issues found during inspections. These ranged from inoperable fire alarms, damaged life rafts to damaged man overboard devices.

Patrols

FPV Lilibet has up to the 25th July 2025, carried out a total of 167 days at sea compared to an average of 162 since records began. She has been involved with her normal taskings such as patrolling, facilitating boardings and a total of twelve observer transfers. She has also carried other taskings such as recovering a fisherman believed to be at risk whilst on a vessel, medivacs from other vessels to Stanley and escorting vessels through our waters including an Argentine Trawler transiting our EEZ.

Up to the 25th July, FPV Lilibet has in total travelled 26,500 nm traveling as far as 470 nm north of Stanley and 230 nm south while on patrol, however, her main concentration has been to the west and north where the majority of our vessels have been fishing.

Fisheries Committee Paper

Title: Licensing Advice 2026.

Agenda Item: 7

Date: 11th September 2025

Report of: Head of Science, Deputy Director, Director of Natural Resources

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1. Introduction:

The annual Licensing Advice document for 2026 is presented (Vessel Units, Allowable Effort, Allowable Catch 2026). For all ITQ fisheries, the licensing advice continues the protocols of the previous year. The protocols are summarized below.

2. Fisheries:

2.1. Falkland calamari (Loligo). The primary mechanisms for managing the Loligo fisheries (C and X licences) continue to be the limited season schedules, and the escapement biomass threshold of 10,000 tonnes per season.
Vessel Unit allocations per GT categories are recalculated annually from 3-year rolling averages of catch (tonnes), effort (fishing days), and estimated Loligo biomass. The calculations are based on unsubstituted vessels only, and in-season replacements (when they arise) are assigned allocations in proportion to the GT category VUs of the original / replacement vessels.

2.2. Finfish. Finfish catches continue to be dominated by hake (*Merluccius hubbsi*) which is allocated target catch for A licence. Hake catches under G and W licences have decreased since a few years ago but continue to represent substantial proportions of the catches under these licences.
For 2025, the decision was taken was to freeze Vessel Units at the same level as the preceding year, pending review / restructuring of the finfish management approach. The Vessel Unit freeze is reiterated for 2026 as review of finfish management is still in progress.

2.3. Toothfish. Toothfish is targeted by longline fishing (L licence) and managed with a Total Allowable Catch (TAC) quota. Bycatches of toothfish are taken in the finfish and calamari trawl fisheries. The TAC is determined from Harvest Control Rules that evaluate the estimated spawning-stock biomass in the most recent year (SSB_{2024}) in comparison to the unfished spawning-stock biomass (SSB_0) and project spawning-stock biomass forward over 30+ years.
The current SSB ratio exceeds the upper target reference point of 0.45, but is projected to drop to between 0.40 and 0.45 within 10 years. Harvest Control Rules therefore call for maintenance of the TAC at its current level of 1040 tonnes.

2.4. Skate. Skate target fishing is allocated under F licence which, however, has not been utilized since 2020. Based on a proportional inference of the most recently calculated Maximum Sustainable Yield, a nominal TAC of 500 tonnes has been maintained since 2023. Any proposed F-licence fishing in 2026 would be subject to this TAC, and an approved fishing plan including observer cover and the use of a regulatory minimum 400 mm mesh codend.

2.5. Surimi – pelagic fishing. Fishing for surimi (southern blue whiting and hoki) is allocated under S licence which, however, has not been utilized since 2018 (and only minimally since 2014). A nominal TAC of 2000 tonnes southern blue whiting is maintained. Any proposed S-licence fishing in 2026 would be subject to this TAC and an approved fishing plan which may be augmented by exploratory fishing.

3. Recommendation:

This paper is for finalisation for publication. The Licensing Advice is conservative and precautionary for the fishery stocks concerned.

Falkland Islands Fisheries Department

Vessel Units

Allowable Effort

Allowable Catch

2026

Summary and Recommendations

For citation purposes this publication should be referenced as follows:

FIFD. 2025. Vessel Units, Allowable Effort, and Allowable Catch 2026. Summary and Recommendations. Fisheries Department, Directorate of Natural Resources, Falkland Islands Government.

Contents

1. Foreword and summary

The 2025 Licensing Advice document (Vessel Units, Allowable Effort, and Allowable Catch) summarizes licensing advice for all regulated fisheries in Falkland Islands Conservation Zones for 2025 apart from the B-licenced *Illex* fishery. Current licencing advices are based on data through the end of 2024 for finfish, toothfish and skates, and through the end of first season 2025 for calamari. Summary tables of the licencing advice are presented at the end of the report.

Stock assessments, committee papers, and survey data that inform the licencing advice standards are published as separate reports and are available on the Falkland Islands Fisheries Department website: https://www.falklands.gov.fk/fisheries/ (publications).

Falkland calamari *Doryteuthis* (*Loligo*) *gahi* 1st season 2025 was stopped about six days early for concerns about small squid sizes. The season thereby obtained the lowest catch and CPUE for 1st seasons since 2020, but above the median for 1st seasons since 2004. Accordingly, allowable effort is set with the premise of full seasons in 2026, and Vessel Units were calculated as the average of the past three years: 27.01. However, with the three most recent 2nd seasons closed respectively early (2023), not even opened for stock conservation (2024), and currently mediocre (2025), continued precautionary monitoring of the *D. gahi* population status is indicated.

Finfish licence (A, G, W) allocations have, since 2022, been based on a protocol adjusting TAE by target proportion, TAC proportion, and stock abundance factors. These adjustment factors were developed largely in response to the high rates of non-allocated hake (*Merluccius* spp.) bycatch taken under G and W licences. With hake bycatches having decreased (effectively in response to these measures), that protocol has become increasingly restrictive on A licence despite A licence not evidently fishing worse than before, either in terms of taking allocated catch or avoiding non-allocated bycatch. For 2025, the proposal was therefore adopted to 'freeze' A, G and W licence allocations at the same level as the year before, pending re-evaluation of the TAE protocol. As re-evaluation of the TAE protocol continues to be in progress, the licence allocation freeze remains in place. A, G and W licence Total Allowable Effort in 2026 will be therefore be the same as in 2024 and 2025.

Patagonian toothfish (*Dissostichus eleginoides*) catch in the target longline fishery obtained 1,040.4 tonnes in 2024, while toothfish bycatches in calamari (11.8 tonnes) and finfish trawls (137.9 tonnes) increased in 2024 for the second consecutive year, but still well below their peaks in 2017 and 2016. The current assessment estimates a spawning stock biomass (SSB) of 12,361 tonnes toothfish and a SSB_{2024}/SSB_0 ratio of 0.498 – the SSB_{2024}/SSB_0 ratio being higher than last year's estimate and above the upper target reference point of 0.45. However, SSB/SSB_0 projections under the current TAC still showed a decrease below 0.45 within ten years, and a TAC increase could therefore not be proposed in accordance with the Harvest Control Rules. The TAC for 2026 is maintained at 1040 tonnes.

Skate (Rajiformes) total catch in 2024 of 2,017 tonnes was the highest since 2018. Skate target fishing (F licence) has not been resumed since 2020. Given the hiatus in skate target fishing, and the change in regulatory trawl mesh size since the last skate target fishery, the previously implemented Vessel Unit protocol for F licence was discontinued again for 2026. Instead, the same recommendation as last year was applied by default: that a skate TAC of 500 tonnes may be allocated, on condition of use of the new regulatory trawl mesh, an approved fishing plan, and continuance of the exclusion zone to skate target fishing south of 51°S latitude.

Southern blue whiting (*Micromesistius australis*) in-zone commercial catches in 2024 were the second-highest of the last five years at 152.7 tonnes, but far below the long-term average. Of this catch total, 103.3 tonnes were reported under A licence, 41.6 tonnes under W licence, 7.6 tonnes under C licence, and 0.3 tonnes under G licence. Prospective S licence fishing was not taken up in 2024. Accordingly, the statutory S licence TAC of 2,000 metric tonnes is rolled forward again for 2026, but may be augmented if an approved joint commercial-exploratory fishery is reprised this year or next year.

We are grateful to the scientific observers of the FIFD for data collection and to data management staff for processing catch reports from fishing vessels. We also thank our local and overseas-partner fishing companies for their cooperation in providing timely and informative fisheries data.

2. *Doryteuthis gahi* (*Loligo*) – Falkland calamari

2.1. Management and stock trends

The targeted fishery for Falkland calamari (*Doryteuthis gahi* – colloquially *Loligo*) is managed through two levels of control: 1) season schedule and 2) total biomass to a minimum escapement threshold per season. Season schedules are currently set as: 1st season (C licence), 64/65 days opening from late February; 2nd season (X licence), 64 days from late July. Since 2013 a flexible option also allows vessels to defer as many as 6 fishing days for bad weather or mechanical issues, which are then added back as compensatory days at the end of the season. In either 1st or 2nd season the minimum escapement threshold is set at 10,000 tonnes biomass (Barton 2002, Arkhipkin et al. 2008). If in-season depletion models project that calamari biomass will fall below 10,000 tonnes, the fishery may be suspended or stopped before the scheduled end date of the season.

With the use of these controls, actual Vessel Units (VU) play a nominal role in determining the effort allocation to the Falkland calamari fishery. As long as no significant decline in stock biomass is anticipated, all licenced vessels can expect to fish for the duration of the season (except vessels restricted to fixed proportions of the season based on their replacement categories; see below). Vessel allocations are calculated from 1st seasons, given the schedule for publishing licencing advice. Four of the last five 1st seasons were among the five highest for catch and CPUE since at least 2004, when catch management was assumed by the FIFD – although the most recent 1st season is closer to median (Skeljo and Winter 2025). Concurrently abundant biomasses are reflected in zero to low risks of season-end escapement failure (Table 2.1).

Table 2.1. Catches, estimated biomass, escapement risks, and VU allocations of Falkland calamari 1st seasons 2021-2025.

Year	1st season calamari catch (t)	1st season calamari biomass (t)[a]	Risk of <10,000 t escapement	Total VU allocation
2021	59,499	165,172	0.000	
2022	56,080	274,651	0.000	
2023	52,704	190,210	0.000	27.01
2024	47,588	177,576	0.000	
2025	37,492	83,179	0.001	

a: Biomass estimate at the start of the season, plus in-season immigration. (Calculation differs from last year, when the pre-season survey biomass estimate plus in-season immigration was used).

2.2. Vessel units and q-values.

As in previous years (e.g., Section 2 in FIFD 2024), the total VU allocation for 2026 was set as the average of the preceding three years (Table 2.1). Given that this procedure has been followed for a number of years, the total VU allocation at this point is essentially a fixed value of 27.01.

Total VU allocation was partitioned among licenced vessels in proportion to the GT category-averaged catchability coefficients (q values). Catchability coefficients represent the efficiency of a vessel at fishing (Arreguín-Sánchez 1996), and are calculated as catch per unit effort per available biomass. To smooth variations within seasons, catchability coefficients

were averaged over the most recent three years 2023 to 2025 (Table 2.2). Since 2016 catchability coefficients have been calculated only on unsubstituted vessels, i.e. excluding vessels that had been entered as short-term substitutes for logistic or mechanical reasons. Substitute vessels may be less experienced in the fishery and therefore have lower catch efficiency independently of their GT category.

Table 2.2. Parameters for average q-value calculations. Trends were visualized for the five years 2021 - 2025; q averages were calculated for the most recent three years 2023 – 2025.

Parameter	GT Cat	Year					3-year average
		2021	2022	2023	2024	2025	
Biomass		165,172	274,651	190,210	177,576	83,179	
Catch (t)	4	15946.3	15864.5	14653.7	12936.4	9031.2	
	5	15570.2	14902.5	14461.9	9585.1	6964.8	
	6	19196.3	17752.6	16632.9	18881.4	18726.1	
	7	8450.5	7561.0	6464.9	5986.7	2469.5	
Fishing days	4	283	299	307	295	222	
	5	217	242	184	183	167	
	6	273	307	351	371	441	
	7	110	115	115	115	57	
CPUE ($t\ day^{-1}$)	4	56.3	53.1	47.7	43.9	40.7	
	5	71.8	61.6	57.6	52.4	41.7	
	6	70.3	57.8	58.4	50.9	42.5	
	7	76.8	65.7	56.2	52.1	43.3	
Catchability (q)	4	3.41e-4	1.93e-4	2.51e-4	2.47e-4	4.89e-4	3.29e-4
	5	4.34e-4	2.24e-4	3.03e-4	2.95e-4	5.01e-4	3.66e-4
	6	4.26e-4	2.11e-4	3.07e-4	2.87e-4	5.10e-4	3.68e-4
	7	4.65e-4	2.39e-4	2.96e-4	2.93e-4	5.21e-4	3.70e-4

Table 2.3. VU allocations per vessel.

Vessel Callsign	GT category	GT avg. q	VU allocation
EAPW	6	3.68e-4	1.76
ZDLC1	4	3.29e-4	1.57
ZDLC4	4	3.29e-4	1.57
ZDLD4	5	3.66e-4	1.75
ZDLE1	6	3.68e-4	1.76
ZDLF2 [a]	6	3.58e-4	[a] 1.71
ZDLM3 [b]	4	3.03e-4	[b] 1.44
ZDLO1	6	3.68e-4	1.76
ZDLP1 [c]	5	3.32e-4	[c] 1.59
ZDLR1	6	3.68e-4	1.76
ZDLS3	5	3.66e-4	1.75
ZDLS4	6	3.68e-4	1.76
ZDLT4	6	3.68e-4	1.76
ZDLW3	4	3.29e-4	1.57
ZDLZ	7	3.70e-4	1.77
ZDLZ1	6	3.68e-4	1.76

	27.01

[a] Refit to category 6 from category 5, restricted to 1.73/1.78 of the season (FIFD 2024).
[b] Replacing a category 3 vessel, restricted to 1.32/1.44 of the season (FIFD 2019).
[c] Three-way replacement, restricted to 1.65/1.82 of the season (2025).

One category 5 vessel was refit to category 6, and is restricted to 97% of the season to offset its higher fishing capacity. One category 4 vessel has been licenced to replace a category 3 vessel since 2019, and is restricted to 92% of the season to offset its higher fishing capacity. A category 5 vessel is restricted to 91% of the season following a 3-way replacement (Table 2.3). By agreement in the Fisheries Advisory Committee (Winter and Ross 2022a, b), allocation restrictions for inter-category vessel replacements are kept to fixed percentages going forward.

Note that in contrast to the two previous years, the 3-year average has reverted to higher catchability q, and therefore VU allocation, for the larger category 6 vessels than category 5 vessels (Table 2.2, Table 2.3). The coefficient of variation (standard deviation / mean) among GT category VUs (here, cf. Table 2.3, cv (1.57, 1.75, 1.76, 1.77) = 0.0557) has decreased each of the last seven years, indicating that GT categories have been getting progressively less differentiated in their catch power.

2.3. References.

Arkhipkin, A.I., Middleton, D.A.J., Barton, J. 2008. Management and conservation of a short-lived fishery resource: *Loligo gahi* around the Falkland Islands. American Fisheries Society Symposium 49:1243-1252.

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Barton, J. 2002. Fisheries and fisheries management in Falkland Islands Conservation Zones. Aquatic Conservation: Marine and Freshwater Ecosystems 12:127-135.

FIFD. 2019. Vessel Units, Allowable Effort, and Allowable Catch 2020. Part I. Summary and recommendations. Fisheries Dept., Directorate of Natural Resources, Falkland Islands Government, 21 p.

FIFD. 2024. Vessel Units, Allowable Effort, and Allowable Catch 2025. Summary and Recommendations. Fisheries Dept., Directorate of Natural Resources, Falkland Islands Government, 20 p.

Skeljo, F., Winter, A. 2025. 2025 1st Season Stock Assessment of Falkland calamari (*Doryteuthis gahi*). Technical Document, Falkland Islands Fisheries Department. 35 p.

Winter, A., Ross, S. 2022a. VU options for permanent vessel replacement in the Falkland Islands calamari (*Doryteuthis gahi*) fishery. Fisheries Advisory Committee paper, June 2022, 3 p.

Winter, A., Ross, S. 2022b. VU options for permanent vessel replacement in the Falkland Islands calamari (*Doryteuthis gahi*) fishery. Fisheries Advisory Committee paper, September 2022, 3 p.

3. Finfish

3.1. Introduction

Finfish trawl catch in the Falkland Islands is allocated by three licences: A (unrestricted finfish), G (*Illex* squid and restricted finfish), and W (restricted finfish). Specialized fisheries for toothfish, skates and surimi are separately allocated by L, F and S licences. In 2024, catch of major commercial species by A, G and W licences totalled 66973.3 tonnes (Table 3.1), slightly lower than the year before.

Table 3.1. Catches in 2024 of commercial species targeted by finfish licences. Licence A/G means the vessel declared both A and G licences on a given fishing day.

Species	Catch by Licence (tonnes)				Total
	A	A/G	G	W	
Common hake	48462.2	777.8	4222.6	387.5	53850.1
Southern hake	20.9	0.0	0.0	25.0	46.0
Illex squid	169.0	2348.5	5085.5	43.8	7646.8
Southern blue whiting	103.3	0.0	0.3	41.6	145.1
Hoki	686.6	0.1	67.9	1713.0	2467.6
Red cod	644.9	27.3	68.5	90.5	831.2
Kingclip	849.3	52.7	196.0	44.7	1142.5
Rock cod	535.1	23.0	178.6	107.3	844.0
	51471.3	3229.2	9819.3	2453.5	66973.3

Finfish licence allocations for 2022 – 2024 had been set by Total Allowable Effort (TAE) adjusted with target proportion, TAC proportion, and stock abundance factors (FIFD 2021, 2022, 2023). The same allocation algorithms as before were initially calculated for 2025, but the TAC proportion factor was found to become increasingly contra-indicative for A licence as this factor decreases not because A licence is fishing worse, but because G and W licences are fishing better at avoiding non-allocated hake bycatches (Winter et al. 2024). It was therefore proposed to the fishing industry (Fisheries Advisory Committee, June 2024) that instead of implementing the calculated finfish allocations for 2025 (Winter and Ramos 2024), to 'freeze' the 2025 finfish allocations at the same level as 2024 pending a more comprehensive revision of the finfish allocation protocol (Winter et al. 2024). This measure was adopted for 2025, and has now been reiterated for 2026 as finfish revision continues to be in progress (Winter et al. 2025).

Accordingly, finfish Vessel Units (VU) are set the same for 2026 as they are for 2025 and 2024 (FI Gazette 2024).

3.2. Vessel Units and Fishing Time

Vessel Units (VU), originally a calculation of catchability ×biomass × effort, represent a metric of the fishing effort expected to yield a standard level of catch of the target species. VUs are then used to apportion the total effort allocation into fishing time. A, G and W-licence VUs were reiterated from 2024 to 2026 (Table 3.2).

Table 3.2. Vessel Units comparing 2021 to 2026.

Licence	2021 VU	2022 VU	2023 VU	2024 VU	2025 VU	2026 VU
A	12.20	22.39	23.93	22.83	22.83	22.83
G	12.77	7.34	11.26	10.14	10.14	10.14
W	14.27	4.01	3.60	6.07	6.07	6.07

VUs are translated to fishing time (vessel-days or vessel-months) by the vessel-units per month (VUMs), which are a function of catchability and available fish biomass. In the current TAE/TAC formulation VUMs are considered practically constant, as finfish catchability is assumed to not fundamentally change, and available fish biomass is calculated in relation to the allowed catch (Winter and Ramos 2023, 2024). Differences in fishing time allocated for years since 2021 are therefore directly proportional to VU differences from 2021 (Table 3.2):

Table 3.3. Fishing effort VUM and allocated fishing time in vessel-months by GT category, for A licence, 2017 to 2026.

GT category	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fishing effort VUM										
3	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
4	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
5	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
6	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
7			0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
Fishing time vessel-months										
3	26.5	26.6	26.6	26.6	26.6	48.7	52.0	49.6	49.6	49.6
4	26.5	26.6	26.6	26.6	26.6	48.7	52.0	49.6	49.6	49.6
5	26.5	26.6	26.6	26.6	26.6	48.7	52.0	49.6	49.6	49.6
6	26.5	26.6	26.6	26.6	26.6	48.7	52.0	49.6	49.6	49.6
7			26.6	26.6	26.6	48.7	52.0	49.6	49.6	49.6

Table 3.4. Fishing effort VUM and allocated fishing time in vessel-months by GT category, for G licence, 2017 to 2026.

GT category	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fishing effort VUM										
3	0.40	0.40	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38
4	0.68	0.68	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
5	0.96	0.96	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
6	1.25	1.25	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42
7			1.76	1.76	1.76	1.76	1.76	1.76	1.76	1.76
Fishing time vessel-months										
3	44.8	38.1	40.0	35.2	33.4	19.3	29.6	26.7	26.7	26.7
4	26.3	22.4	21.0	18.5	17.5	10.1	15.4	13.9	13.9	13.9
5	18.7	15.9	14.3	12.6	11.9	6.9	10.5	9.5	9.5	9.5
6	14.5	12.3	10.8	9.5	9.0	5.2	7.9	7.1	7.1	7.1
7			8.7	7.7	7.3	4.2	6.4	5.8	5.8	5.8

Table 3.5. Fishing effort VUM and allocated fishing time in vessel-months by GT category, for W licence, 2017 to 2026.

GT category	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fishing effort VUM										
3	0.31	0.31	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
4	0.49	0.49	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
5	0.66	0.66	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
6	0.84	0.84	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
7			1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Fishing time vessel-months										
3	64.0	54.4	42.5	37.4	35.5	10.0	09.0	15.2	15.2	15.2
4	41.2	35.0	30.5	26.9	25.4	7.2	06.4	10.8	10.8	10.8
5	30.3	25.8	23.8	21.0	19.9	5.6	05.0	08.4	08.4	8.4
6	24.0	20.4	19.5	17.2	16.3	4.6	04.1	06.9	06.9	6.9
7			16.5	14.5	13.8	3.9	03.5	05.9	05.9	5.9

Note that GT categories are equalized for A licence, as previous analyses (FIFD 2018) showed no statistically significant correlation between GT and VU of individual vessels under A licence. Also note that VUM and vessel-months per category are alternate (not additive) total outcomes, for example, the W-licence fishery could be taken entirely by Category 3 vessels fishing a total of 15.2 vessel-months or by Category 4 vessels fishing a total of 10.8 vessel-months or by Category 5 vessels fishing a total of 8.4 vessel months, etc.; or any fractional combination of these categories.

For summary purposes (H. Guille, Njord Consulting Ltd, pers. comm.), a nominal total of allocated fishing days has also been calculated for each licence, defined as the vessel-days equivalent to the vessel-months (×30.5), average-weighted by the number of fishing days per GT category actually carried out in the preceding year 2024 (Tables 3.6, 3.7, 3.8). Note that in this case the nominal totals do differ from the year before (FIFD 2024), as realized numbers of fishing days per GT category were not the same in 2024 as in 2023.

Table 3.6. A licence summary of vessel days and fishing days. V-months / v-days are equivalent to Table 3.3.

GT category	2026		2024
	v-months	v-days	fishing days
3	49.6	1513.7	459
4	49.6	1513.7	454
5	49.6	1513.7	466
6	49.6	1513.7	31
7	49.6	1513.7	0

Table 3.7. G licence summary of vessel days and fishing days. V-months / v-days are equivalent to Table 3.4.

GT category	2026		2024
	v-months	v-days	fishing days
3	26.7	813.9	105
4	13.9	423.7	164
5	9.5	289.0	107
6	7.1	217.8	1
7	5.8	175.7	0

Table 3.8. W licence summary of vessel days and fishing days. V-months / v-days are equivalent to Table 3.5.

GT category	2026		2024
	v-months	v-days	fishing days
3	15.2	462.8	33
4	10.8	330.6	42
5	8.4	257.1	26
6	6.9	210.4	0
7	5.9	179.7	0

Summary A days =

$$\frac{(1513.7 \times 459) + (1513.7 \times 454) + (1513.7 \times 466) + (1513.7 \times 31) + (1513.7 \times 0)}{(459 + 454 + 466 + 31 + 0)}$$

= 1513.7

Summary G days =

$$\frac{(813.9 \times 105) + (423.7 \times 164) + (289.0 \times 107) + (217.8 \times 1) + (175.7 \times 0)}{(105 + 164 + 107 + 1 + 0)}$$

= 493.6

Summary W days =

$$\frac{(462.8 \times 33) + (330.6 \times 42) + (257.1 \times 26) + (210.4 \times 0) + (179.7 \times 0)}{(33 + 42 + 26 + 0 + 0)}$$

= 354.9

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4. *Dissostichus eleginoides* – Patagonian toothfish

4.1. Introduction

The targeted longline fishery for Patagonian toothfish (*Dissostichus eleginoides*) is listed under L licence and managed through total allowable catch (TAC). Besides the targeted longline fishery, toothfish are bycatch in finfish and calamari trawl fisheries. In the finfish fishery, toothfish are a commercially valuable bycatch; in the calamari fishery, toothfish are typically discarded due to the small size of the specimens.

Toothfish stock assessment is conducted using an integrated model implemented in CASAL software (Bull *et al.* 2012). The model integrates catch, effort, and tag recapture data reported by fisheries, with toothfish age, length and maturity data collected by observers during the commercial trips and research surveys. Toothfish tag-release and tag-recapture data were introduced into the model for the first time in the 2023 assessment; tag-recapture data were used as an index of absolute abundance, thus reducing model reliance on the commercial CPUE data. The main observations used to inform the model are catch-at-age data for Spanish-system longline, umbrella-system longline, finfish trawl and calamari trawl fisheries, catch-at-age data for groundfish survey and calamari pre-season survey, CPUE data for Spanish- and umbrella-system longline, and tag-recapture data for the umbrella-system longline. CPUE is standardized across several covariates (individual vessel, month, soak time, depth, and fishing area).

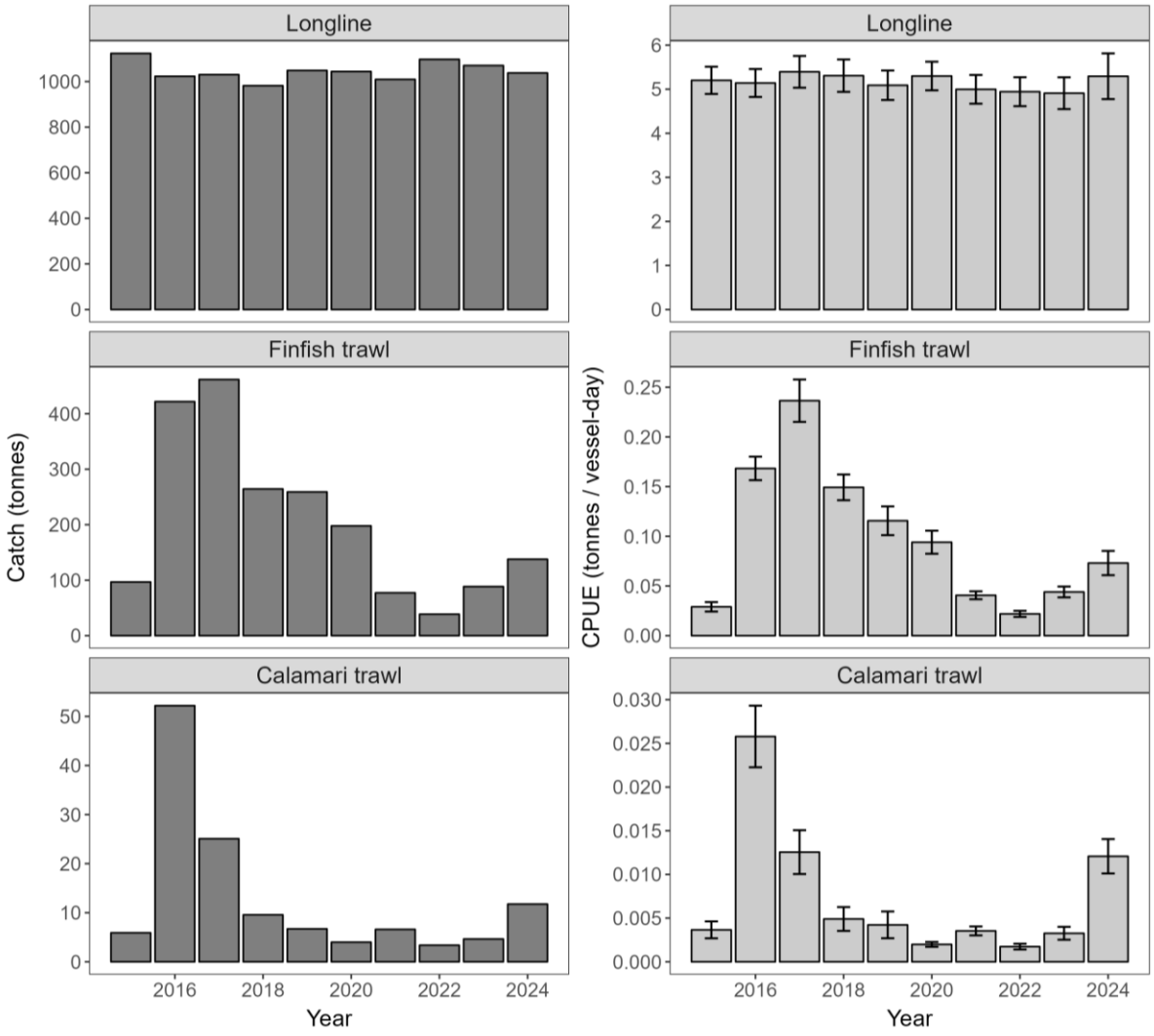

Figure 4.1 [previous page]. Time series of toothfish catches (left) and observed CPUE (right) for longline, finfish trawl and calamari trawl fisheries. Error bars are 95% confidence intervals of the mean observed CPUE.

In 2024, a total of 1,194.7 t of toothfish was caught in the FCZ, with 1040.4 t (87.1%) taken by the targeted longline fishery, 137.9 t (11.5%) by finfish trawl and 11.8 t (1.0%) by the calamari trawl fishery. A further 4.7 t (0.4%) was caught during research surveys. Toothfish bycatch in finfish and calamari trawl fisheries increased for a second consecutive year, although it is still well below the 2016-2017 peak (Figure 1).

4.2. Stock assessment estimates

Model estimates (with 95% credible intervals) of initial spawning stock biomass (SSB_0), current spawning stock biomass (SSB_{2024}) and current spawning stock biomass relative to SSB_0 (SSB_{2024}/SSB_0) are given in Table 4.1. Compared to the previous assessment, the current model resulted in a slightly higher estimate of absolute SSB and a lower estimate of relative SSB across the time series; however, differences were never more than a few percent in any year. The SBB ratio in the most recent year was almost the same in the current (SSB_{2024}/SSB_0 = 0.498) and the previous assessment (SSB_{2023}/SSB_0 = 0.491). This was not unexpected, as there were no major changes to the model structure or assumptions compared to the previous year, and the data updates through 2024 didn't suggest notably different trends. A comparative analysis indicated that 2024 CPUE data favoured slightly more optimistic estimates of the SSB ratio, catch-at-age data had almost negligible effect, and tag recapture data favoured slightly more pessimistic estimates. Deterministic MSY was estimated at 1,720 t, similar to the 2024 assessment (1,699 t).

Table 4.1. Model estimates (with 95% credible intervals) of SSB_0, SSB_{2024} and SSB_{2024}/SSB_0.

SSB_0	SSB_{2024}	SSB_{2024}/SSB_0
24,813 (23,191 - 27,219)	12,361 (10,841 - 14,823)	0.498 (0.467 - 0.549)

The future projections of SSB/SSB_0 in the current assessment were similar to those in the previous assessment (Skeljo and Winter 2024), with an anticipated drop from the *expansion range* to the *target range*. The projected drop is a response to a series of weak recruitments estimated by the model (below-average YCS in 2018-2020) and supported by an independent analysis (Lee *et al.* 2021). However, the projection was slightly more optimistic than in the previous assessment, with stock projected to remain below the *expansion range* for a shorter period (2032-2040 compared to 2029-2045 in the previous assessment). This change is partially due to a higher estimate of $SSB_{current}/SSB_0$ in the current model. The model estimate was the starting point for the projections, and everything else being the same, it would take the projected SSB/SSB_0 longer to drop below 0.45 when starting from a higher $SSB_{current}/SSB_0$ value. The projected SSB/SSB_0 recovery to the *expansion range* earlier than in the previous assessment is likely due to a slightly higher estimated recruitment strength in 2021 (last year with model-estimated YCS in the current model) compared to 2020 (last year with model-estimated YCS in the previous model).

Given the influence of recent recruitment strengths on model projections, close monitoring of juvenile toothfish abundance during research surveys and commercial calamari

fishing seasons needs to be emphasised. Protection of high recruitment age-0 cohorts while on the shelf via spatiotemporal management of the calamari trawl fishery has been proposed (Skeljo 2023), and a protocol was established in early 2024. However, no noticeable recruitment of age-0 toothfish into calamari fishery grounds occurred in 2024 or 2025, and the protocol has not been tested in practice yet.

4.3. Management advice

Management advice is based on the harvest control rules (HCR) established for the Falkland Islands toothfish longline fishery (Farrugia and Winter 2018). The estimated SSB_{2024}/SSB_0 ratio of 0.498 was above *the upper target reference point* (0.45), i.e. in the *expansion range*; projections from the current model indicated that the SSB/SSB_0 ratio will drop and remain in the *target range* during 2032-2040. The year 2024 was the fifth consecutive year with $SSB_{current}/SSB_0$ estimated to be in the *expansion range;* however, since SSB/SSB_0 projections under the current TAC showed a decrease below 0.45 within ten years, no alteration of TAC was anticipated by HCR at this point.

The recommendation is to maintain the toothfish annual TAC in the longline fishery at its current level of 1,040 tonnes.

4.4. References

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5. Rajiformes – Skates

5.1. Management and stock trends

Skate (Rajiformes) are since 1994 licenced separately from other groundfish trawl fisheries in the Falkland Islands (F licence). The skate fishery has been regulated by total allowable effort (TAE) of licenced vessels. A large proportion of skate catch is routinely taken in finfish trawls, while skate-licenced vessels may take large amounts of groundfish other than skate.

Total catch of skate in 2024 was the highest since 2018, and non-target skate catch was the highest since 2017 (Figure 5.1). 2024 was also the fourth consecutive year on record with a complete absence of skate catch under target (F) licence, which had been decreasing continually since 2014 (Figure 5.1). A new catch / effort-based stock assessment was again not calculated in 2025. Most skate in 2024 was caught under finfish (A, G and W) licences, but representing no more than low single-digit percentages of the total commercial catches of these licences (Table 5.1). The most recent stock assessment (Winter 2018) showed stable trends of the skate stock, while reviews of the skate assemblage (Arkhipkin et al. 2012, Winter et al. 2015) noted high population abundance, species diversity, and habitat structure. In contrast, an analysis of skate surveys indicated that since 2013 (the latest year examined by Winter et al. 2015) skate biomass in Falkland Islands waters may have decreased by 45% to 70% overall, with most individual species showing declines (Winter 2022, Winter and Arkhipkin 2023).

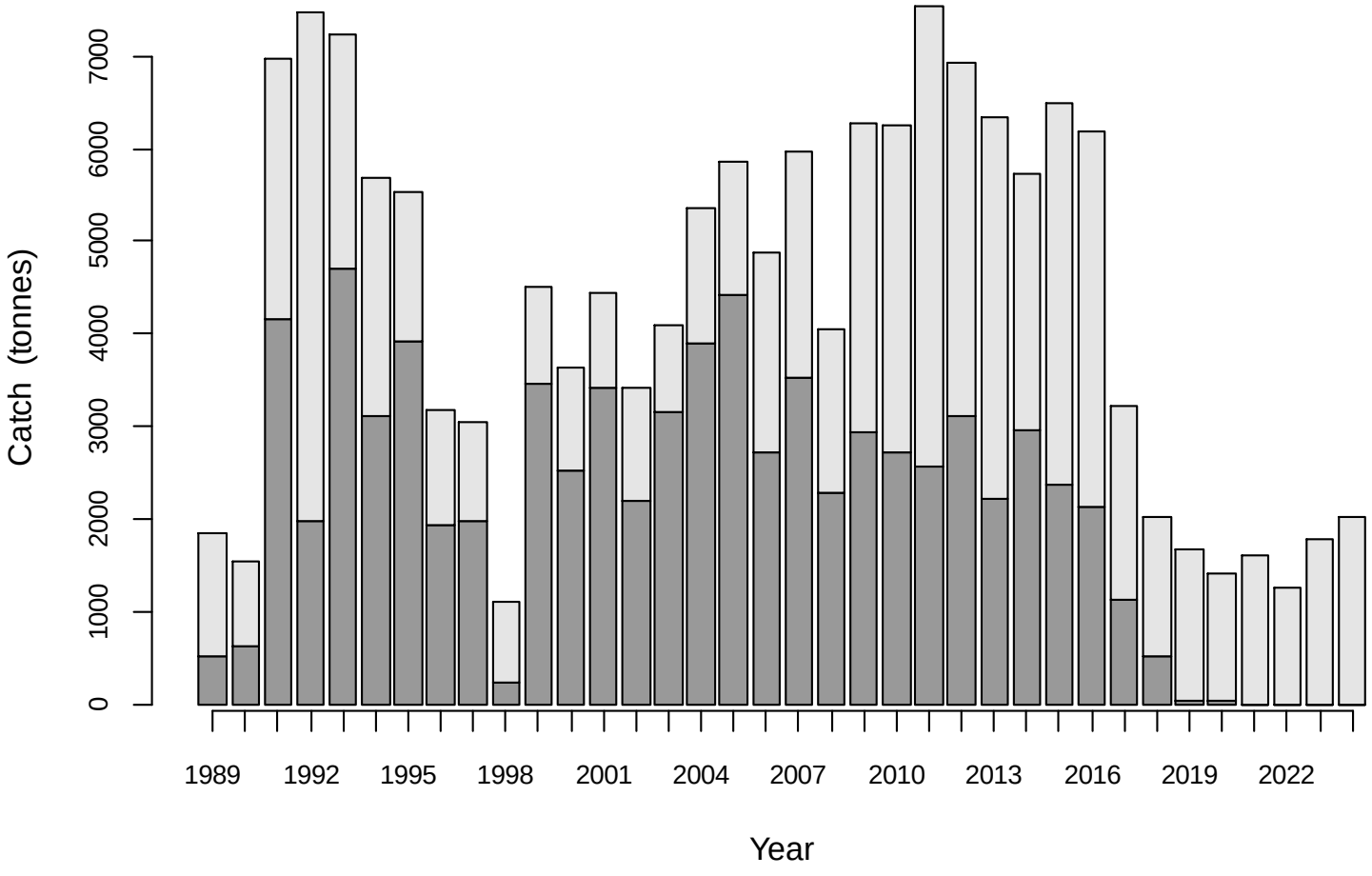

Figure 5.1. Target-licence catches (dark) and all catches (light grey) of skates, 1989 to 2024.

Table 5.1. Skate catch by fishing licence in 2024, and percentage that skate represented of each licence's total commercial catch. Licence A/G means the vessel declared both A and G licences on a given fishing day. Percentages of commercial catch exclude jig fishing (B and O licences), as jig fishing never catches skate.

Licence	Tonnes	% of commercial species catch
A	1670.1	3.1
A/G	33.4	1.0
B*	0.0	–
C	8.6	< 0.1
E	4.3	0.2
G	123.0	1.2
L	42.9	3.7
O*	78.4	0.5
W	56.3	2.2
Total	2017.1	1.5

* Excluding jig fishing.

5.2. Allowable effort and catch

The general aim of Licencing Advice is to maintain fisheries at sustainable catch levels while mitigating year-to-year fluctuations in allocated effort. Vessel Units (VU) are therefore calculated over three-year rolling averages (FIFD 2023). However, the speculative use of F licence in recent years has made the VU protocol impractical. Before ceasing completely in 2021, 59 fishing days under F licence were recorded in 2020, of which only 2 reported >50% skate in the catch and only 12 reported even >10% skate in the catch. The year before, in 2019, a total of 27 fishing days were recorded under F licence, of which 9 reported >50% skate in the catch and 13 reported >10% skate in the catch. Furthermore, a regulatory minimum codend mesh size of 400 mm for skate target trawling, established in 2021 (Arkhipkin et al. 2021) (and thus never used commercially) would prevent any straightforward catch-per-unit-effort comparison with previous years.

The skate survey analysis recommended that with as much as 70% reduction of biomass, a precautionary limit on catch should be 30% of the most recent calculated MSY, which after deduction of bycatch, would leave approximately 500 tonnes TAC for F licence (Winter 2022). As no skate target fishing is being taken in 2025, and no more recent stock assessment data are available, the 500 tonne TAC is continued for next year. Fishing this 500 tonne TAC should require use of the regulatory 400 mm mesh trawl codend, and should continue to be excluded from south of 51°S latitude, established as a skate conservation area since 1996 (Agnew et al. 1999).

As noted above, setting a corresponding fishing days allocation is impeded by the lack of comparability with previous skate trawl effort using smaller mesh. For 2023, a nominal maximum effort allocation of 114 days was set based on previous years (FIFD 2022). For 2024, 2025, and now 2026, the 114-day effort allocation is continued by default, but in practice, any resumption of F licence skate target fishing in 2026 will require an approved fishing plan.

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6. Quick reference guide to VUM/GT Categories

6.1. Falkland calamari fishery (C, X)

VU = 27.01 – allows for a standard fleet of 16 vessels.

6.2. Finfish fishery (A, G, W)

VU allocations for 2021 to 2026.

Licence	2021 VU	2022 VU	2023 VU	2024 VU	2025 VU	2026 VU
A	12.20	22.39	23.93	22.83	22.83	22.83
G	12.77	7.34	11.26	10.14	10.14	10.14
W	14.27	4.01	3.60	6.07	6.07	6.07

A licence. Fishing effort VUM and fishing time vessel-months.

GT category	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fishing effort VUM										
3	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
4	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
5	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
6	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
7			0.46	0.46	0.46	0.46	0.46	0.46	0.46	0.46
Fishing time vessel-months										
3	26.5	26.6	26.6	26.6	26.6	48.7	52.0	49.6	49.6	49.6
4	26.5	26.6	26.6	26.6	26.6	48.7	52.0	49.6	49.6	49.6
5	26.5	26.6	26.6	26.6	26.6	48.7	52.0	49.6	49.6	49.6
6	26.5	26.6	26.6	26.6	26.6	48.7	52.0	49.6	49.6	49.6
7			26.6	26.6	26.6	48.7	52.0	49.6	49.6	49.6

G licence. Fishing effort VUM and fishing time vessel-months.

GT category	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fishing effort VUM										
3	0.40	0.40	0.38	0.38	0.38	0.38	0.38	0.38	0.38	0.38
4	0.68	0.68	0.73	0.73	0.73	0.73	0.73	0.73	0.73	0.73
5	0.96	0.96	1.07	1.07	1.07	1.07	1.07	1.07	1.07	1.07
6	1.25	1.25	1.42	1.42	1.42	1.42	1.42	1.42	1.42	1.42
7			1.76	1.76	1.76	1.76	1.76	1.76	1.76	1.76
Fishing time vessel-months										
3	44.8	38.1	40.0	35.2	33.4	19.3	29.6	26.7	26.7	26.7
4	26.3	22.4	21.0	18.5	17.5	10.1	15.4	13.9	13.9	13.9
5	18.7	15.9	14.3	12.6	11.9	6.9	10.5	9.5	9.5	9.5
6	14.5	12.3	10.8	9.5	9.0	5.2	7.9	7.1	7.1	7.1
7			8.7	7.7	7.3	4.2	6.4	5.8	5.8	5.8

W licence. Fishing effort VUM and fishing time vessel-months.

GT category	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Fishing effort VUM										
3	0.31	0.31	0.40	0.40	0.40	0.40	0.40	0.40	0.40	0.40
4	0.49	0.49	0.56	0.56	0.56	0.56	0.56	0.56	0.56	0.56
5	0.66	0.66	0.72	0.72	0.72	0.72	0.72	0.72	0.72	0.72
6	0.84	0.84	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
7			1.03	1.03	1.03	1.03	1.03	1.03	1.03	1.03
Fishing time vessel-months										
3	64.0	54.4	42.5	37.4	35.5	10.0	9.0	15.2	15.2	15.2
4	41.2	35.0	30.5	26.9	25.4	7.2	6.4	10.8	10.8	10.8
5	30.3	25.8	23.8	21.0	19.9	5.6	5.0	8.4	8.4	8.4
6	24.0	20.4	19.5	17.2	16.3	4.6	4.1	6.9	6.9	6.9
7			16.5	14.5	13.8	3.9	3.5	5.9	5.9	5.9

6.3. Toothfish longline fishery (L)

TAC – 1,040 tonnes.

6.4. Skate fishery (F)

TAC – 500 tonnes, maximum 114 vessel-days pursuant to an approved fishing plan.

6.5. Restricted finfish – Pelagic fishery (S)

TAC for southern blue whiting – 2,000 tonnes plus FIFD-approved exploratory fishing.

Fisheries Committee Paper

Part: 1

Title: Part 3 Licence Condition Amendments – Trawlers and Jiggers

Agenda Item: 8

Date: 11.09.2025

Report of: Licensing and ITQ Manager

Paper for information only

Introduction

The licensing officer has undertaken a review of the conditions for ‘Part 3’ licence conditions. In doing so it was noted that language varies across both the Trawler and Jigger ‘Part 3’ licence conditions. The concern from within fisheries is this may lead to confusion which could lead to licence condition infringements. It was also noted that inconsistent language could lead to the perception that one fishery or vessel is favoured above another. This kind of perceived bias is something fisheries would always seek to avoid.

In collaboration with FISHOPS, licence conditions have been compared to the current inspection regime. It was noted that licence conditions failed to define a standard to follow. This again could lead to confusion and thus licence condition breaches. These inconsistencies have been addressed in the appended drafts.

Actions

1. Match all language across both documents where at all possible so there is no confusion.
2. Ensure, where possible, when changes are made to one they are reviewed within the other.
3. Provide regulatory guidance where possible from SOLAS and IMO within conditions.

Changes are highlighted in yellow on both documents (Annex A and Annex B)

THE FISHERIES (CONSERVATION AND MANAGEMENT) ORDINANCE 2005

LICENCE PART 3

GENERAL CONDITIONS - JIGGERS

Introductory

1. The licence is only valid for such activities, for such periods and for such areas as are specified in the licence. All Masters fishing in the Falkland Islands waters must have undergone a pre-license inspection briefing before commencing fishing for any license they will be using during the validity of that license.

2. The licence does not extend to the territorial sea or internal waters of the Falkland Islands unless the licence otherwise states.

3. Only such species of fish shall be fished for in such quantities, using methods of fishing and such fishing gear, as are authorised by the licence.

4. All relevant laws and regulations regarding the conservation and management of fisheries resources in the Falkland Islands and the conduct of fishing operations must be complied with.

Records

5. The master must cause records to be maintained on a daily basis of the fishing effort and catch of the vessel in such form as the Director of Natural Resources may approve. The records must include daily catch reports in the form distributed to the vessel by the Director of Natural Resources.

6. The catch reports must specify the amounts of all fish and squid caught, including any that are later discarded.

7. The vessel, whether reporting via Agents, Associations or Fishing Companies, must submit its catch reports to FISHOPS by 1000 hours local on the day following that to which the catch report applies. They should be sent to both FISHOPS and the data manager at **fishops@naturalresources.gov.fk** and **data.manager@naturalresources.gov.fk**

By-catch

8. All by-catch must be reported, even if it is later discarded. All seabird and marine mammal mortalities and interactions must also be reported in the daily catch report.

Protection of Wildlife

9. The Master and crew of the vessel must not deliberately kill, injure or capture any wild bird or marine mammal while fishing in Falkland Islands waters.

10. The Master and crew of the vessel must not fly unmanned aerial vehicles (UAV) within 1

nm of another vessel.

11. All lures must be un-baited. The use of baited lures is strictly prohibited.

Inspection

12. The Master must bring the vessel into Stanley, or another port or harbour, for inspection when directed by the Director of Natural Resources.

13. The Master, at all times when in the fishing waters of the Falkland Islands, must comply with any instructions given by any Fisheries Officer and co-operate with the Fisheries Officer in any inspection. In particular, the Master must bring the fishing vessel to Stanley when ordered to do so.

14. The master must permit, and facilitate, any Fisheries Officer or Fisheries Observer to board and disembark from the vessel in safety. In accordance with the ordinary practice of seamen, the vessel must be manoeuvred to make a lee for the boarding to be conducted.

Identification

15. The vessel must at all time, when within the fishing waters of the Falkland Islands:-

    a) Fly the flag of its country of registry;

    b) Have its name and port of registry painted in a permanent colour, contrasting with the colour of the ground on which they are painted, on the stern of the boat and her name in similar lettering on the port and starboard bow in letters not less than 10 centimetres in height and 2 centimetres in thickness; and

    c) Display her radio callsign clearly on its hull or superstructure.

Vessel Monitoring System (VMS)

16. The vessel must be fitted with an approved Vessel Tracking Unit (VTU) that uses an IRIDIUM communications bearer and must ensure it is compatible with the Falkland Islands Fisheries Department VMS (see specific requirements set out in Appendix 4). The equipment must be maintained in good working order and be capable of being polled by the Fisheries Department's VMS.

The vessel's IRIDIUM system must be operational at all times while the vessel is at sea, and in a condition which ensures it responds to polls sent from the Falkland Islands Fisheries Department.

Automatic Identification System (AIS)

17. The vessel must be fitted with class 'A', AIS equipment. The equipment must be maintained in good working order, must be switched on and be operational at all times (transmitting on full power) whilst the vessel is within the fishing waters**Error! Bookmark not defined.**~~1~~ of the Falkland Islands.

Departure

18. All vessels departing the fishing waters of the Falkland Islands must notify FISHOPS of their intention to do so and provide a FISEND report before leaving the zone. The vessel does not have to wait for acknowledgment before departing. This includes vessels returning to their home port following completion of their fishing period.

    If intentions change for any reason then the master must contact FISHOPS to inform them of any changes.

Transhipment

19. Any transhipment of fish must be undertaken in Stanley Harbour, Port William, Berkeley Sound or such other place as the Director of Natural Resources may approve.

20. The Director of Natural Resources is entitled to specify during what hours transhipment may take place.

21. If the vessel has not already entered the fishing waters of the Falkland Islands for the collection of this licence, and in any case on each subsequent entry, the master or some person acting on his behalf must notify the Director of Natural Resources:

    a) of the date, estimated time and co-ordinates of the vessel entering the fishing waters; and

    b) the intended activities while the vessel is within the fishing waters on that occasion including the name of each vessel from or to which fish is intended to be transhipped from or to each such vessel

22. During or immediately after each transhipment the master or some person acting on his behalf must notify the Director of Natural Resources, in such form as has been specified, of the vessel from or to which fish is being or has been transhipped and of the quantity of fish transhipped specified by individual species.

23. The Master, or some person on their behalf, must cause records in writing to be maintained, in a Fishing Vessel Transhipment Log in such form as specified by the Director of Natural Resource, of all transhipments of fish made in the fishing waters of the Falkland Islands. These records must be produced on demand to a Fisheries Officer. A copy of the records must be transmitted forthwith to the Director of Natural Resources if so requested during the period of this licence or 24 hours before departure from port.

24. The master is responsible for ensuring that the vessel from or to which fish is being or has been transhipped is properly licensed to do so.

Catch Verification

25. When selected for catch verification, the master must bring the vessel directly into Port Stanley (FIPASS) or such other port or harbour notified to him for catch verification at any time when instructed to do so by the Director of Natural Resources.

26. The Master and fishing vessel owner/operator receiving a catch verification instruction under Licence Condition 23 above must make appropriate arrangements for the complete discharge of frozen fish cargo at their expense.

27. The arrangements for discharging the frozen cargo from the vessel must include the catch verification procedures required by the Director of Natural Resources. Discharging of cargo must only commence once these procedures are confirmed to be in place and authorisation to proceed with the discharge is given to the Master by a Fisheries Officer.

Safety Certificate

28. The vessel must have a Safety Certificate from the vessel's Flag State valid for the entire period that the vessel is in Falkland Islands waters.

Safety Equipment

29. The vessel must have sufficient life jackets and immersion survival suits suitable for cold water operations for everyone on board, including the Fisheries Observers. All life jackets must be in good condition, fitted with a light, whistle and reflective tape, and be readily accessible in the event of an emergency.

30. The vessel must have sufficient life rafts for everyone on board, including Fisheries Observers. All life rafts must be in serviceable condition and be readily accessible in the event of an emergency.

31. The vessel must have at least the minimum Self-Contained Breathing Apparatus (SCBA) systems as required under SOLAs Chapter II-2. They must comply with SOLAS Chapter II-2 Regulation 10.10.4 and are to be used by firefighters. Equipment must be regularly tested and maintained. An on board means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used in line with SOLAS Chapter II-2 15.2.2.6.

32. The vessel must have a fire blanket available for use within the Galley. This must be easily assessable and well maintained.

33. The vessel must have fire axes compliant with SOLAS regulations available for each firefighter.

Pilot Ladder

34. The vessel must be equipped with a properly constructed and secured pilot ladder to facilitate boarding by Fisheries Officers and Fisheries Observers. Pilot ladders are to be

constructed and fitted according to the provisions of SOLAS Chapter V, Regulation 23, and IMO resolution A889.

Observers

35. The vessel must embark, disembark and accommodate an Observer if directed to do so by the Director of Natural Resources.

36. A safety briefing must be provided to the Observer as soon as they arrive on board.

37. Observers must be provided with officer standard accommodation and all food must be provided, along with sufficient workspace to carry out their designated tasks, access to samples, access to catch reports, and access to communications equipment. A sea survival suit and life jacket must be provided for the Observer/s.

Sanitation Certificate

38. The vessel must have a Ship's Sanitation Certificate valid for the entire period that vessel is in Falkland Islands waters.

Waste Management

39. The master and crew of the vessel must comply with MARPOL as enacted in Falkland Islands regulations.

Fish Stock Conservation and Management

40. The Falkland Islands Government reserves the right at any time to revoke or cancel this licence or to alter or amend the permitted fishing area if, in its absolute discretion, it considers such action is desirable in the interests of the conservation and management of the fish stocks in the fishing waters of the Falkland Islands.

41. In any case where it takes action under condition 30 above the Falkland Islands Government will use its best endeavours (subject to considerations of fish stock conservation and management) and if just and equitable to do so, to assign an alternative or reduced fishing area to the licensee.

42. The Falkland Islands Government is not liable to pay compensation to the licensee as a result of action taken by it under condition 30 above, but will consider a refund of the whole or part of the licence fee if that, in all the circumstances, is just and equitable.

LICENCE PART 3

GENERAL CONDITIONS - TRAWLERS

Introductory

1. The licence is only valid for such activities, for such periods and for such areas as are specified in the licence. All Masters fishing in Falkland Islands waters must have undergone a pre-license inspection briefing before commencing fishing for any license they will be using during the validity of that license.

2. The licence does not extend to the territorial sea or internal waters of the Falkland Islands unless the licence otherwise states.

3. Only such species of fish shall be fished for in such quantities, and only using methods of fishing and such fishing gear, as are authorised by the licence.

4. All relevant laws and regulations regarding the conservation and management of fisheries resources in the Falkland Islands and the conduct of fishing operations must be complied with.

Records

5. The master must, on a daily basis, maintain accurate records of the fishing effort and catch of the vessel, in such form as the Director of Natural Resources may approve. The records must include daily catch reports in the format distributed to the vessel by the Director of Natural Resources.

6. Catch reports must specify the amount of all fish and squid caught, including any that are later discarded.

7. All vessels must submit their reports, by 1200 hours local on the day following that to which the catch report applies, to both FISHOPS and the data manager at **fishops@naturalresources.gov.fk** and **data.manager@naturalresources.gov.fk**

By-catch

8. All by-catch must be reported, even if it is later discarded. All seabird and marine mammal mortalities and incidental captures must also be reported in the daily catch report.

Multiple Licences

9. This section applies to vessels issued more than one licence type (multiple licences) with overlapping valid periods. If the licenced vessel is already fishing in Falkland Islands waters, on a licence issued by the Falkland Islands Government, it must not change to operating on another licence type, without the Master notifying FISHOPS that they intend to change to a different licence type.

10. A change of licence must apply to a full fishing day (whole calendar day). Notice must be given to FISHOPS of an intention to change licence type by 16:00 hours Stanley time **at the latest**, on the day prior to the change of licences coming into effect.

Protection of Wildlife

11. The Master and crew of the vessel must not deliberately kill, injure or capture any wild bird or marine mammal while fishing in Falkland Islands waters.

12. The Master and crew of the vessel must not fly unmanned aerial vehicles (UAV) within 1 nm of another vessel.

Discard Management:

13. All discards from the vessel must cease at least 5 minutes before commencing shooting, hauling and all manoeuvres. Discards must only re-commence once shooting, hauling and manoeuvres are complete. When shooting and hauling, discards must only re-commence when the warp cables have stopped moving.

14. Nets must be thoroughly cleaned between trawls. Shooting must only take place with a clean net. It is acceptable for a **closed** full, or partially full, net from a previous trawl to be on deck during the shooting of a second net.

15. Vessels must hold a discard storage tank system, the design and operation of which must be approved by the Director of Natural Resources.

16. Any variation to the design and operation of the discard storage system must be approved before implementation by the Director of Natural Resources.

Seabird Incidental Mortality Mitigation

17. **All trawlers must deploy Bird Scaring Lines (Tori Lines or Fixed Aerial Array) that comply with the approved specifications for Bird Scaring Lines, which are as stipulated in section 6 of *Guidance Notes for Masters (Trawlers) 2026.***

18. All warp cable splices must be covered.

19. All Streamers must be thoroughly maintained, kept free of warp grease, and replaced whenever broken.

Inspection

20. The Master must bring the vessel into Stanley, or another port or harbour, for inspection when directed by the Director of Natural Resources.

21. The Master, at all times when in the fishing waters of the Falkland Islands, must comply with any instructions given by any Fisheries Officer and co-operate with the Fisheries Officer in any inspection. In particular, the Master must bring the fishing vessel to Stanley when ordered to do so.

22. The master must permit, and facilitate, any Fisheries Officer or Fisheries Observer to board and disembark from the vessel in safety. In accordance with the ordinary practice of seamen, the vessel must be manoeuvred to make a lee for the boarding to be conducted.

Identification

23. The vessel must at all time, when within the fishing waters of the Falkland Islands:

a) Fly the flag of the vessel's country of registry;

b) Have the vessel's name and port of registry painted in a permanent colour, contrasting with the colour of the ground on which they are painted, on the stern of the vessel, with the name in similar lettering on the port and starboard bow in letters not less than 10 centimetres in height and 2 centimetres in thickness; and

c) Display the vessel's radio callsign clearly on its hull or superstructure.

Vessel Monitoring System (VMS)

24. The vessel must be fitted with an approved Vessel Tracking Unit (VTU) that uses an IRIDIUM communications bearer and must ensure it is compatible with the Falkland Islands Fisheries Department VMS (see specific requirements set out in Appendix 4). The equipment must be maintained in good working order and be capable of being polled by the Fisheries Department's VMS.

The vessel's IRIDIUM system must be operational at all times while the vessel is at sea, and in a condition which ensures it responds to polls sent from the Falkland Islands Fisheries Department.

Automatic Identification System (AIS)

25. The vessel must be fitted with class 'A', AIS equipment. The equipment must be maintained in good working order, must be switched on and be operational at all times as well as transmitting on full power whilst the vessel is within the fishing waters of the Falkland Islands.

Departure

26. All vessels leaving the fishing waters of the Falkland Islands must give FISHOPS a minimum of 72 hours advance notice of their intention and may be required to bring their vessels to Stanley for inspection prior to departure from the fishing waters. This includes vessels returning to their home port following completion of their fishing period. If intentions change for any reason then the master must contact FISHOPS to inform them of any changes.

Transhipment

27. Any transhipment of fish must be undertaken in Stanley Harbour, Port William, Berkeley Sound or such other place as the Director of Natural Resources may approve.

28. The Director of Natural Resources is entitled to specify during what hours transhipment may take place.

29. If the vessel has not already entered the fishing waters of the Falkland Islands for the collection of this licence, and in any case on each subsequent entry, the master or some person acting on their behalf must notify the Director of Natural Resources

    a) of the date, estimated time and co-ordinates of the vessel entering the fishing waters; and

    b) the intended activities while the vessel is within the fishing waters on that occasion, including the name of each vessel from that it is intended to tranship fish products from or to each such vessel.

30. During or immediately after each transhipment, the master or some person acting on their behalf must notify the Director of Natural Resources, in such form as the Director of Natural Resources may require, of the vessel from or to which fish is being or has been transhipped and of the quantity of fish transhipped specified by individual species

31. The Master, or some person on their behalf, must cause records in writing to be maintained, in a Fishing Vessel Transhipment Log in such form as specified by the Director of Natural Resource, of all transhipments of fish made in the fishing waters of the Falkland Islands. These records must be produced on demand to a Fisheries Officer. A copy of the records must be transmitted forthwith to the Director of Natural Resources if so requested during the period of this licence or 24 hours before departure from port.

32. The Master is responsible for ensuring that the vessel from or to which fish is being or has been transhipped is properly licensed for the transhipment operation.

Catch Verification

33. When selected for catch verification, the master must bring the vessel directly into Port Stanley (FIPASS) or such other port or harbour notified to him for catch verification at any time when instructed to do so by the Director of Natural Resources.

34. The Master and fishing vessel owner/operator receiving a catch verification instruction under Licence Condition 32 above must make appropriate arrangements for the complete discharge of frozen fish cargo at their expense.

35. The arrangements for discharging the frozen cargo from the vessel must include the catch verification procedures required by the Director of Natural Resources. Discharging of cargo must only commence once these procedures are confirmed to be in place and authorisation to proceed with the discharge is given to the Master by a Fisheries Officer.

Safety Certificate

36. The vessel must have a Safety Certificate from the vessel's Flag State valid for the entire period that the vessel is in Falkland Islands waters.

Safety Equipment

37. The vessel must have sufficient life jackets and immersion survival suits suitable for cold water operations for everyone onboard, including the Fisheries Observers. All life jackets must be in good condition, fitted with a light, whistle and reflective tape, and be readily accessible in the event of an emergency.

38. The vessel must have sufficient life rafts for everyone onboard, including Fisheries Observers. All life rafts must be in serviceable condition and be readily accessible in the event of an emergency.

39. The vessel must have at least the minimum Self-Contained Breathing Apparatus (SCBA) systems as required under SOLAS Chapter II-2. They must comply with SOLAS Chapter II-2 Regulation 10.10.4 and are to be used by firefighters. Equipment must be regularly tested and maintained. An on-board means of recharging breathing apparatus cylinders used during drills shall be provided or a suitable number of spare cylinders shall be carried on board to replace those used in line with SOLAS Chapter II-2 15.2.2.6.

40. The vessel must have a fire blanket available for use within the Galley. This must be easily assessable and well maintained.

41. The vessel must have fire axes compliant with SOLAS regulations available for each firefighter.

Pilot Ladder

42. The vessel must be equipped with a properly constructed and secured pilot ladder to facilitate boarding by Fisheries Officers and Fisheries Observers. Pilot ladders are to be constructed and fitted according to the provisions of SOLAS Chapter V, Regulation 23, and IMO resolution A889.

Observers

43. The vessel must embark, disembark and accommodate up to **2 Observers** if directed to do so by the Director of Natural Resources.

44. **A safety briefing must be provided to the Observer/s as soon as they arrive on board**. The content that must be included in the briefing is set out in *Guidance Notes for Trawlers 2026*

45. Observers must be provided with officer standard accommodation and all food must be provided, along with sufficient workspace to carry out their designated tasks, access to samples, access to catch reports, and access to communications equipment. A sea survival suit and life jacket must be provided for the Observer/s.

Sanitation Certificate

46. The vessel must have a Ship's Sanitation Certificate valid for the entire period that vessel is in Falkland Islands waters.

Waste Management

47. The Master and crew of the vessel must comply with MARPOL as enacted in Falkland Islands regulations.

Fisheries Committee Paper

Part: I

Title: FIFCA Update

Agenda Item: 9

Date: 11th September 2025

Report of: Exec Sec FIFCA

Paper for information only

Brief update on FIFCA points:

- At the time of writing this FIFCA & FIFD are working closely in relation to the progress of the second Loligo season. These are challenging times for the fishery, but we are glad that the season did get underway this year. FIFCA members and the Fisheries department continue to work on ideas around short-term solutions for this season, and it is likely that there will be discussions in the future as we seek to develop strategies for the medium to long term in the coming months.

- FIFCA are also currently working with FIG with regards for the licence fees for 2026. FIFCA have submitted a letter regarding next years fees to the Government for consideration in Fisheries Committee and ultimately by Exco. We look forward to feedback on the points made in due course.

- FIFCA are also keen to progress the work with regard to the longer-term fee setting process and would welcome an update from FIG as to any new timelines and upcoming ExCo meetings, as the number of planned Exco papers seems to have expanded.

- FIFCA members involved in the Illex fishery look forward to the working group process on assessing and defining longer term arrangements for the Illex fishery which should contribute to greater stability in this fishery.

- As the 2025 general election draws near, that FIFCA will, (through the Association and Chamber of Commerce seek to engage with those standing again and prospective new Assembly members.

- Over the coming weeks/months the FIFCA office will begin putting together ideas for a new industry related short video to use at future Expo's and also separately looking at a further project that

might see a number of video clips produced for local promotional and educational purposes as we seek to raise the public profile of the industry. It's a huge project and we are aiming to have a series of short video clips put together in time for possible celebrations of the 40th anniversary of the fishery in 2027. We will be approaching lots of stakeholders for any material they feel that might be of us.

- Preparations are made by FIFCA members to visit Spain and the Seafood Expo in Vigo, that takes place at the start of October and representatives from the Illex sector will be visiting Taiwan & Korea to oversee preparations for the upcoming 2026 Illex season.

- FIFCA were encouraged to see the team from Damen & Ramboll visit recently and as development of the new port looks to be ramping up, we look forward to being involved in future discussions around operational aspects and berthing policies etc.

- FIFCA have recently welcomed Silverstream Holdings West as an associate member of FIFCA taking our number to 13 members