BROWN SHRIMP MANAGEMENT PLAN

Version 1.3 (adopted 22.12.2023)

Text in italics: Explanatory remarks, outlining the intention and background to the regulations
Text in regular font: Binding regulations for the Brown Shrimp Cooperative MSC Group
Text in bold: Binding regulations for each vessel that has joined the management plan

Contents

Definitions

Brown Shrimp:	Shrimp of the species *Crangon crangon.*
Member:	A person or company that: owns one or more vessels fishing for brown shrimp; is a member of one of the Producer Organizations; and, has been listed by this Producer Organization as member of the Management Plan.
Producer Organization (PO):	A legally registered Producer Organization in the sense of the CMO (EU 104/2000 or 1379/2013) that participates in the Management Plan (directly or indirectly through one of the parties).
Party:	Body representing the members from a particular country in the Steering Committee. A Party may be a producer organization (thus representing the members directly) or formed of a group of producer organizations (each representing their members).
The Fishery:	The brown shrimp fishery performed by the members of the Management Plan.
Vessel:	A fishing vessel owned by a member and used for brown shrimp fishing.

A. Management objective

The objective of this management plan is a sustainable North Sea brown shrimp fishery, by means of an ecologically responsible, co-managed fishery, with high long-term sustainable yield of the target species and minimized effects on the marine ecosystem.

B. Management structures and processes

B1. The Steering Committee

A Steering Committee (SC) of the Brown Shrimp Cooperative MSC Group shall be responsible for the maintenance, monitoring and control of the management plan on behalf of the members.

The Steering Committee shall consist of at least one representative (and one deputy) of each party to the management plan:

- CVO (Coöperatieve Visserij Organisatie) for the Netherlands
- MSC-GbR for Germany
- DFPO (Danish Fishermen Producer Organisation) for Denmark

The Steering Committee shall take decisions on matters that follow from this management plan, as well as any changes to the management plan, by consensus of the representatives (or deputy, if the representative is not present) of all three national fleets.

The Steering Committee may elect to invite other participants to its meetings as observers, experts or presenters.

The Steering Committee shall meet in person at least once every year and may elect to meet as often as necessary.

The Steering Committee shall be aided in its responsibilities by a Project Working Group (PWG), as well as by the active support of each of the POs that take part in the Brown Shrimp Cooperative MSC Group.

B2. Cost sharing

Common expenses associated with the management plan, as well as with an MSC assessment and surveillance audits, shall be shared by the parties according to the following key:

- CVO: 47 %
- MSC-GbR: 42 %
- DFPO: 11 %

The key shall be re-evaluated at the conclusion of the MSC-assessment process.

C. Management of the fishery

C1. Participating vessels

Any commercial fishing vessel registered in the EU, fishing for brown shrimp with a lightweight beam trawl with bobbin/roller ground rope along the Continental North Sea coast (France, Belgium, the Netherlands, Germany, Denmark) can participate in the management plan as long as:

C1.1 **The vessel is owned by a member of one of the parties to the plan (either directly, or indirectly through a producer organization).**

C1.2 **The member and vessel has not been excluded from the plan due to an infringement.**

C1.3 **The capacity cap in C2 below has not been reached.**

C1.4 **Vessels in the management plan are not allowed to fish for brown shrimp using trawls emitting electrical pulses.**

Fishing with electrical pulses is currently illegal, and only performed on an experimental basis in the North Sea. It is known that pulse fishing has a higher catchability of shrimp and a different profile of ecosystem effects compared to the existing trawls, but the scientific knowledge is not yet at a point where these differences can be quantified.

If a member voluntarily elects to remove a vessel from the management plan, this shall have effect for at least 12 months.

C2. General rules for capacity, effort and gears

The general rules for capacity, effort and gear provide a set of limits around the fishery, to avoid unmanaged increases in effort, catchability or ecosystem effects.

The total number of vessels allowed in the management plan, and their combined engine power, shall be limited as follows:

For each participating country, the number of vessels and combined kW shall not be higher than the number of vessels and combined kW officially registered by the authorities of the country on the 1st of January 2015.

If vessels from a country other than the three founding countries enter the management plan at a later stage, the same rule shall apply for these vessels.

If the number of vessels or combined kW of a particular country reaches the capacity cap, no new vessels/expanding kW shall be allowed unless the Steering Committee decides that this can be allowed on the basis that:

- There is scientific advice that shows that an increase in capacity would not move the fishery away from the target of high long-term sustainable yield, or
- The Steering Committee has agreed upon other measures that counteract the effect of an increasing capacity on the long-term yield.

The officially registered number of vessels and kW for each country on 1 January 2015 was:

- The Netherlands: 226 vessels, 40,410 kW
- Germany: 213 vessels, 41,198 kW
- Denmark: 28 vessels, 5,213 kW
- Belgium: 42 vessels, 9,079 kW

Please note that the number of vessels do not necessarily reflect the active vessels under this management plan in each of the countries.

Participating vessels need to obey the following rules:

C2.1 **No vessel is allowed to fish for brown shrimp for more than 4800 hours at sea (=200 days) per year.**

C2.2 **Vessels are not allowed to have a combined length of the beams of more than 20 m including the shoes (or 18 m excluding the shoes if this is the applicable national regulation).**

C2.3 **Vessels are not allowed to have a combined weight of the gears of more than 4000 kg. The weight is determined as dry weight in air. The gear includes everything attached to the beam behind the connection to the wire. The scale shall be attached at the point where the wire is fixed to the gear (Hahnepot). The gear is lifted by the winch until all parts of the gear hangs free in the air.**

C2.4 **Trawls used by the participants for brown shrimp fishing may not contain mesh with a smaller opening than 20mm in any part of the gear. The mesh opening shall be measured with the Omega-meter according to the EU regulations. If an outer bag of large-mesh netting is attached around the cod-end, this shall have a circumference at least as large as the cod-end itself.**

C3. Sorting of the catch

The rules on sorting of the catch are intended to minimize the amount and maximize the survival of unwanted bycatch (undersized shrimps as well as other marine organisms) in the fishery.

C3.1 **Trawls used by the participating vessels fishing for brown shrimp must at any time contain – even if exemptions are allowed by national authorities – a sieve net with a maximum opening of 70 mm or a sorting grid with a maximum of 20 mm between the bars or an alternative measure that is qualified to reduce bycatch rates. All measures have to be placed in accordance with the national law and specifications that follow from EU technical rules (850/98 or later versions).**

C3.2 **Catches must be sorted on board using a sorting machine with a bar spacing adjusted to the size of marketable brown shrimp and a constant water flow to ensure high survival of unwanted catches.**

C3.3 **Sieving on land must be conducted on a sieve with at minimum opening of 6.8 mm over a surface of at least one square meter. Shrimps that fall through this sieve are defined as sievage.**

C3.4 **Sievage must be crushed, except if the disposition for non-human consumption can be proven by shipping notes and/or invoices.**

C3.5 **Over a period of two consecutive calendar weeks (starting with week 1+2) the total weight of sievage for a participating vessel with more than one landing within the two-week period may not exceed 15 % of the total weight of all landings in the two-week period. Sievage shall be defined as undersized brown shrimp; the total landing as sievage plus marketable brown shrimp. Spoiled brown shrimp and other marine organisms shall not be included in the calculation.**

POs shall ensure that data on sievage are available for the independent control agencies no later than 10 days after the end of each two-week period.

C4. High long-term sustainable yield

The Common Fisheries Policy of the European Union aims for fishing stocks at a level that provides the maximum sustainable yield (MSY), or a proxy of this if MSY is not known. MSY is not known for the brown shrimp fishery, but scientific results indicate that the effort (since approx. 1995-2000) is above the level that would give the highest long-term sustainable yield. Model results also indicate that one way to achieve high long-term sustainable yields would be to increase the standard mesh-size to 26 mm. This is predicted to increase the stock size by approx. 20% and would contribute to increased egg production (meaning lower risk of recruitment overfishing).

While the model indicates that the long-term result from using a 26 mm mesh would be higher catch rates for the vessels (because of an increased stock), the model has not been tested in actual management. It is, however, inevitable that a higher mesh-size leads to short-term losses in catch for the vessels, and this loss will only be reversed through growth in the stock if the model results are correct.

The strategy to achieve high long-term sustainable yield is thus adaptive – it introduces the increase in mesh-size in a stepwise fashion, monitoring the results of each increase to see if the model is validated or contradicted. This stepwise fashion also ensures that the short-term loss of landings is lower and more rapidly compensated.

C4.1 **Starting from the 1st of May 2016, trawls used by the participating vessels fishing for brown shrimp may not contain mesh with a smaller opening than 22 mm in the cod-end. The mesh opening shall be measured with the Omega-meter according to the EU regulations. The cod-end shall be defined as at least the last 150 rows of mesh in the trawl net.**

C4.2 **Starting from the 1st of May 2019, the mesh opening described in C4.1 shall be 24 mm. The cod-end shall be at least 125 rows.**

Before the 1st of January 2019, the SC shall seek the advice of relevant scientific institutions on whether the results of the monitoring of the shrimp stock indicate that the model is validated and still predicts that a larger mesh size would result in a higher long-term yield. If this is not the case, C4.2 shall be re-evaluated based upon the scientific advice.

C4.3 **Starting from the 1st of January 2023, the mesh opening described in C4.1 shall be 25 mm for participating vessels that are member of CVO and MSC-GbR and shall be, depending on the chosen measure as described in table 1, 24 mm or 25 mm for participating vessels that are member of DFPO. The cod-end shall be at least 125 rows.**

Before the 1st of January 2022, the SC shall seek the advice of relevant scientific institutions on whether the results of the monitoring of the shrimp stock indicate that the model is validated and still predicts that a larger mesh size would result in a higher long-term yield. If this is not the case, C4.3 shall be re-evaluated based upon the scientific advice.

If an increase in average effort of the vessels (hours-at-sea) or number of active vessels is working against achievement of high long-term sustainable yields, measures shall be taken to reduce effort or otherwise counteract the increase.

As described earlier, model results indicate that increasing the cod-end mesh size to 26 mm is one way to achieve high long-term sustainable yields. The relevant scientific institutions indicate that an alternative way of achieving high long-tern sustainable yields is reducing the effort of the fishing fleet. In relation to C4.3, scientific calculations show that an effort reduction of 6,1% on a yearly basis should have comparable effects to a mesh size increase from 25 mm to 26 mm. An effort reduction of 12% on a yearly basis should have comparable effects to a mesh size increase from 24mm to 26 mm. In this light, CVO and MSC-GbR vessels shall reduce their effort by 6,1% per year and DFPO vessels shall reduce their effort, depending on their cod end mesh size, by at least 6% or 12% per year. This measure shall be in force from the 1st of January 2023. To already make a step forward in 2022, the SC implemented an effort reduction pilot in 2022.

C4.4 Starting from the 1st of January 2023, participating vessels that are member of CVO and MSC-GbR shall reduce their effort by at least 6,1% per year and participating vessels that are member of DFPO will reduce their effort, depending on their cod end mesh size, by at least 6% or 12% per year. Effort is the time spent outside the harbour for any fishing activity on *Crangon crangon*, including steaming from/to fishing grounds or anchoring/drifting. Effort shall be reduced according to one of the party specific reduction schemes within each measure period as described in table 1. Participating vessels can only choose from the reduction schemes of the party of which they are a member.

Table 1 Effort reduction schemes per client for the effort reduction measure 2024

CVO	
Measure period:	Calendar week 1 to 9
Reduction scheme:	W1. Max. 768 hours at sea to be filled in freely within the reduction period (reduction of 204 hours at sea) *or* W2. Max. 84 hours at sea per week to be filled in freely within each week; stacking of hours from multiple weeks not possible (reduction 24h per week)
Measure period:	Calendar week 25 to 36
Reduction scheme:	Z1. Max. 84 hours at sea per week to be filled in freely within each week; stacking of hours from multiple weeks not possible (reduction 24h per week) *or* Z2. Two weeks of seven consecutive days without any effort. This scheme is only possible with advance registration of chosen weeks before 17.06.2024 *or* Z3. Max. 864 hours at sea (36x24h) to be filled in freely within the reduction period (reduction 432h)
MSC-GbR	
Measure period:	Calendar week 1 to 8
Reduction scheme:	The sea time per vessel in weeks 1-8 is limited to a max. of 650 h (50% limit: 8x168h = 1344h).
Measure period:	Calendar week 26 to 35
Reduction scheme:	Two weeks of seven consecutive days without any effort. This scheme is only possible with advance registration of chosen weeks *or* No shrimp fishing on Saturday and Sunday in these weeks.
DFPO	
Measure period:	1st of January to 31st of December

Reduction scheme:	Vessels are allowed to fish using 25mm meshes and will have a reduction period in fishing effort in week 26-35. Specifically, fishing is prohibited from Friday 9.00 until Sunday 18.00 in all weeks.
Measure period:	1st of January to 31st of December
Reduction scheme:	Vessels are allowed to fish using 24mm meshes and will have two reduction periods in fishing effort. The two periods with restrictions are: 1. Fishing is prohibited from Friday 9.00 until Sunday 18.00 in weeks 26-35. 2. No fishing is allowed from week 4-8 (both weeks inclusive).

C5. Avoiding recruitment overfishing

There is no indication that the brown shrimp stock has ever experienced recruitment overfishing nor that it is very likely to occur. However, in accordance with the precautionary principle, it is necessary to reduce fishing when the shrimp stock gets beneath a predetermined precautionary level, indicating a decreased shrimp stock in the North Sea. As 'Landings per unit of effort' (LPUE) indicate the amount of shrimp caught during a specific time period (kg per hour at sea), LPUE data can be used as an indicator of the status of the shrimp stock in the North Sea[1]. A high LPUE indicates a high abundance of brown shrimp, and consequently, a low LPUE indicates that the stock has decreased. The ICES' Working Group on Crangon (WGCRAN) has concluded that management based on LPUE data and effort reductions currently is the best management practice, when it concerns such a short lived species as Crangon crangon[2]*.*

Monthly average LPUE data for all participating vessels will be gathered (from electronic logbook and auction data) by the PWG and compared to the predetermined reference values outlined in table 2 below, after the end of each calendar month – or as close to the end of the month as possible still ensuring that fishermen are correctly informed in due time as stated below.

Table 2 Monthly reference values used for management measures. Reference values represent a percentage (in between brackets) of the average LPUE value per month in 2002 & 2007, representing years where both low and average LPUE values were noted.

Month	Average LPUE per month in 2002	Average LPUE per month in 2007	Average LPUE per month in 2002 & 2007	Ref 1 (70%)	Ref 2 (65%)	Ref 3 (60%)	Ref 4 (55%)	Ref 5 (50%)
January	10,74	36,00	23,37	16,36	15,19	14,02	12,85	11,69
February	13,01	22,40	17,71	12,39	11,51	10,62	9,74	8,85
March	14,18	26,17	20,18	14,12	13,11	12,11	11,10	10,09
April	12,58	27,98	20,28	14,20	13,18	12,17	11,15	10,14
May	13,28	25,29	19,29	13,50	12,54	11,57	10,61	9,64
June	16,01	18,75	17,38	12,17	11,30	10,43	9,56	8,69
July	24,27	24,24	24,26	16,98	15,77	14,55	13,34	12,13
August	37,71	25,91	31,81	22,27	20,68	19,09	17,50	15,91
September	42,81	32,04	37,43	26,20	24,33	22,46	20,58	18,71
October	48,73	27,05	37,89	26,52	24,63	22,73	20,84	18,95
November	37,36	21,92	29,64	20,75	19,27	17,78	16,30	14,82
December	31,75	16,18	23,97	16,78	15,58	14,38	13,18	11,98

If the average LPUE of a calendar month is below reference value 1 for that particular month, fishing in the first two calendar weeks after the calculation has been performed shall be

[1] Source: Neudecker, Damm, Müller, & Berkenhagen, 2011
[2] Source: ICES Advisory Committee, 2014

limited for each vessel to the number of hours per week outlined in the Harvest Control Rule in table 3 below.
As long as average LPUE values remain below reference value 1, the monitoring frequency is increased and the average shall be calculated over 15 days (instead of a calendar month).

Table 3 Scenarios and management measures if current LPUE values decrease below predetermined reference values. The harvest control rule is based on the ICES hockey-stick method[3] in five steps of 12 hours for simplicity, and with a lowest level of fishing at 24 hours to ensure continued monitoring of the stock.

Option	Proxy	Management measure
1	LPUE > Ref 1	No particular measure needed since stock is above precautionary limit
2	Ref 1 < LPUE > Ref 2	Precautionary buffer reference value. Vessels may be at sea for a maximum of 72 hours per calendar week, calculated from departure to arrival in the harbor.
3	Ref 2 < LPUE > Ref 3	Vessels may be at sea for a maximum of 60 hours per calendar week, calculated from departure to arrival in the harbor.
4	Ref 3 < LPUE > Ref 4	Vessels may be at sea for a maximum of 48 hours per calendar week, calculated from departure to arrival in the harbor.
5	Ref 4 < LPUE > Ref 5	Vessels may be at sea for a maximum of 36 hours per calendar week, calculated from departure to arrival in the harbor.
6	LPUE < Ref 5	Limit reference value. Vessels may be at sea for a maximum of 24 hours per calendar week, calculated from departure to arrival in the harbor.

Changes shall enter into force no later than 15 days after the end of the month (or 15 day period) that the change is based upon. Vessels shall be informed of changes to the maximum allowed fishing hours by electronic means no less than 3 days before the changes enter into force.

C5.1 In periods with restrictions based on the monthly LPUE, no participating vessel is allowed to fish for brown shrimp for more than the maximum number of hours at sea as instructed by the PWG and/or SC.

D. Monitoring and research

The monitoring and research requirements are built upon the advice of ICES and national scientists in order to be able to increase the confidence that the management plan delivers on its objective.

The effort of all vessels shall be monitored by:

- Hours-at-sea and kW-hours-at-sea (for comparison with historical data), and
- Hours-fishing and kW-hours-fishing (for future reference and refinement of harvest control rules)

A fleet register shall contain basic data on all participating vessels (such as name, number, length, engine power). The register shall be expanded into a fleet inventory, including technical information on vessels that allows monitoring of changes in fishing efficiency. Beam length and gear weight shall be registered before the 1st of February 2016. Further, measures such as deck machinery and sorting devices shall be added gradually.

[3] Source: ICES, 2015. http://ices.dk/sites/pub/Publication%20Reports/Advice/2015/2015/General_context_of_ICES_advice_2015.pdf

The Brown Shrimp Cooperative MSC Group will acquire scientific advice from a relevant scientific institution every year to enable an evaluation of whether the management plan is delivering on its objectives, including (but not necessarily limited to):

- Reaching the target of high long-term sustainable yields,
- Avoiding recruitment overfishing,
- Minimizing unwanted by-catch.

To ensure sufficient data for future analyses, the following is applicable to all participating vessels:

D1.1 Vessels must participate in any data collection deemed necessary by the SC for the monitoring of the fishery.

Exceptions to rules in the management plan for a subset of vessels can be granted by the SC for the purpose of scientific experiments/surveys.

E. Ecosystem impacts

E1. Unwanted catches

The unwanted catches in the brown shrimp fishery consists of three types: undersized brown shrimp (see C3 sorting of the catch), commonly occurring fish and invertebrates; and rare or protected species (see E2 ETP species). The increasing mesh size (C2.4 and C4) as well as the sieve net (C3.1) and water-flow in the sorting machines (C3.2) all work to minimize the number (or mortality) of other fish and invertebrates in the catch.

The Brown Shrimp Cooperative MSC Group will undertake review of alternatives to the existing technical measures (chapter C) which are better at avoiding unwanted catches, and to incorporate these in the plan, if they are sufficiently practical, safe and cost-effective. Such reviews shall be done as alternatives become available, and at least every five years.

E2. ETP species

ETP (endangered, threatened and protected) species are by nature rare catches. Since vessels are not required to record catches of less than 50 kg in the EU logbook, it is necessary to have a separate ETP recording system to assess the impact of the brown shrimp fishery on ETP species.

The Brown Shrimp Cooperative MSC Group shall supply each vessel with an ETP registration sheet (on paper or in electronic form) and an identification sheet/wheelhouse guide to help fishermen identify the rare species. The producer organizations or parties shall collate all data from the ETP sheets and a joint report on numbers, trends and geographic spread shall be produced once every year.

If significant trends in ETP catch rates that require action are detected appropriate additional bycatch reduction measures will be implemented.

To ensure sufficient data on ETP species is gathered, the:

E2.1 Participating vessels must record all incidental catches of endangered, protected and threatened species in the ETP sheet. The type of by-catch avoiding device has to be filled in under remarks, if not a standard sieve net is used. Viable specimens must be released as rapidly and gently as possible. Each vessel shall have an ETP identification sheet/wheelhouse guide on board

to ensure correct identification. ETP sheets shall be sent to the producer organization or party as instructed.

E3. Seabed habitats

The brown shrimp fishery is generally performed on relatively shallow sandy bottom types characterized by very high levels of natural disturbance. Smaller and some larger areas along the entire coast (particularly in the inner parts of the Wadden Sea) have been closed to fishing by the authorities. In addition, the weight limit (C2.3) ensures that the brown shrimp fishery continues to be a fishery with lightweight gear and avoids penetration below the surface layer of the bottom.

The fishing activity of the members will be monitored (through VMS mapping) every year to monitor the risk of any expansion into sensitive habitats.

E4. Waste and oil

E4.1 **All in-organic waste (including that which is caught in the gear) must be brought to shore and handed over to the relevant service (Fishing for Litter, national harbor recycling initiatives etc.).**

E4.2 **Waste oil or wastewater containing oil must be stored responsibly and brought to shore for proper disposal.**

F. Other stakeholders

Stakeholders with an interest in the management of the brown shrimp fishery include other fishermen and their organizations around the North Sea, as well as NGO's and other public interest organizations. The majority of these are organized in the North Sea Advisory Council (NSAC).

The Brown Shrimp Cooperative MSC Group will at least every year present the NSAC (or a sub-group of this) with the management plan and any changes to it since last year, as well as the results of the scientific evaluation and monitoring of progress. The Brown Shrimp Cooperative MSC Group will encourage advice from the NSAC and include any changes that the Steering Committee finds would help in fulfilling the objectives of the plan.

During the whole certification period there will be a working group consisting of the fishery and appropriate NGO's, coming together at least twice a year (once close to the SA, once between the SA) and discussing/consulting/negotiating the implementation of the conditions and the recommendations with a special view on the sustainability of the fishery and the protection goals of the area where the fishery is operating in. The group is coordinated by the fishery; the NGOs will name one contact person. Information as e.g. the information for the SA is provided also to the NGOs prior to meetings. All information is subject to an appropriate confidential agreement.

G. Independent control

As many of the rules in this management plan go much beyond the legal requirements of the EU and national states, it is necessary to have an independent control of vessels and organizations to ensure compliance across the entire fleet.

The control of the implementation of the management plan shall be performed by one or more independent control agency/ies. If it is performed by more than one agency, the agencies shall cooperate to ensure that the control is performed in the same way everywhere.

At least 20 % of the vessels in each country shall be controlled by the control agency each calendar year. Controls must be unannounced and shall be spread out to ensure reasonable geographic coverage.

The producer organizations and sieving stations shall be controlled at least once every calendar year.

All participating parties and producer organizations promise to give strong support to the controlling agency and its work. The producer organizations are responsible for ensuring compliance with the management plan by their members.

An inspection protocol shall ensure a standardized and comparable control of producer organizations and vessels. The inspection template shall be based directly upon the rules in the management plan. The filled out inspection reports based on the protocol shall be kept for at least 5 years.

The control agencies report every 3 months to the SC on the number of inspections and number and type of infringements in each country and producer organization.

G1.1 Participating vessels must cooperate in an onboard inspection.

H. Penalties

The penalty annex to the management plan sets out the applicable penalties for infringements against any of the rules in the management plan.

H1. Process

The control agency shall take up a written report of each inspection including any infringements. The member shall have the opportunity to include comments on the onboard inspection report before signing it. The control agency electronically sends the report to the PO of which the vessel is a member, as soon as possible, but within 14 days after the infringement has been detected.

The PO is responsible for the compliance of its members. In case of an infringement the PO shall send a warning or penalty notice in writing to the member within 14 days of receiving the report.

A warning shall contain at least: the infringement found in the report and management plan rule(s) not followed; notice of the penalty that would apply for a future repeated infringement; and notice of the opportunity of the member to appeal.

A penalty notice shall contain at least: the infringement found in the report and management plan rule(s) not followed; the appropriate penalty as outlined in the penalty annex and date of entry into force; and instruction for the member to inform the PO, if the penalty is taken in the form of effort reduction or a fine; and notice of the opportunity of the member to appeal.

The penalty shall enter into force seven days after the penalty notice has been sent. If the penalty can be taken in the form of an effort reduction, the member shall inform the PO of the intention to do so within this period; otherwise, a fine will be forwarded by the PO.

Invoices for fines shall be payable 15 days after the date of entry into force. Effort reductions and suspensions shall take effect at midnight on date of entry into force, or the first working day hereafter, if the date of entry into force is not a working day. For effort reductions, this means that from the day of entry into force, and for as long as the length of the reduction, the vessel may not leave port for brown shrimp fishing.

H2. Objection and appeal

If the member wishes to object to the penalty decision, this must be done within fourteen days after the penalty notice or warning has been sent. An objection shall be sent to the PO in writing and will have suspensive effect on the entry into force of the penalty. The PO shall reconsider the penalty in light of the objection and any other information it may choose to obtain and inform the member and the control agency in writing of its decision to uphold, change or cancel the penalty. The entry into force of the penalty (unless the penalty is cancelled) shall be seven days after the decision letter of the PO on the objection.

Within this second period, the member and the control agency have the opportunity to appeal to the decision of the PO. The appeal shall be sent to the PO in writing and will have a suspensive effect on the entry into force of the penalty. The PO shall seek advice of the SC on its decision to uphold, change or cancel the penalty. The decision of the PO on the appeal is final and shall be informed to the member and/or control agency in writing. The entry into force of the penalty (unless the penalty is cancelled) shall be seven days after the decision letter of the PO on the appeal.

H3. Rules for POs and sieving stations

In the event of an infringement against the regulations of the management plan by a PO or sieving station, the control agency immediately informs the relevant party and the SC. The SC is responsible for ensuring that the appropriate penalty from the penalty regulation is applied.

PO’s shall transfer the value of any fines paid by its members to the party of which it is a participant.

Annex 1 - Penalty Annex

Management Plan Article	Number of infringements and applicable penalty						Remarks
	1	2	3	4	5	6	
C2.1 & C5.1 200 days & HCR	€ 100/hour or 2 hours/hour	€ 200/hour or 4 hours/hour	**Exclusion**				The penalty is calculated according to the number of hours at sea over and above the allowed number of hours.
C2.2 & C2.3 Beam width & gear weight	**Warning***	**Exclusion**					At the first warning, the member shall be given 14 days to change the gear, after which a second control shall be performed.
C2.4, C3.1, C4.1, C4.2 & C4.3 Mesh size & sieve net		€ 1000 or 48 hours	**Exclusion**				
C3.3 & C3.4 Sieving stations	**Warning**	**Exclusion**					In this case exclusion means that the sieving station will be excluded from MSC approved landing sites.
C3.5 Sievage percentage 15-17,5%	**Warning**	€125 + €3/kg or 6 hours + 8 min/kg	€250 + €3/kg or 12 hours + 8 min/kg	€500 + €3/kg or 24 hours + 8 min/kg	€1000 + €3/kg or 48 hours + 8min/kg	**Exclusion**	The member will only get a penalty if he has more than one landing within the two-week period. The added penalty, which relates to kg, is calculated from the kg of sievage above 15%.
C3.5 Sievage percentage >17,5%		€250 + €3/kg or 12 hours + 8 min/kg	€500 + €3/kg or 24 hours + 8 min/kg	€1000 + €3/kg or 48 hours + 8min/kg	€2000 + €3/kg or 96 hours + 8 min/kg		
C4.4 Effort reduction measure (up to 1 hour of violation)	€ 125/hour	€ 125/hour	**Exclusion**				The penalty is calculated according to the effort (as described in C4.4) in hours (rounded up to whole hours) above the allowed number of hours or during times where effort should be fully reduced according to the chosen reduction scheme. Each period that contains non-compliance to C4.4 counts as a single infringement.
C4.4 Effort reduction measure (from 2 hour of violation)	€ 250/hour	€ 250/hour					
D1.1 & E2.1 Data collection and ETP species	**Warning**	**Exclusion**					The member will be contacted (via text message or similar) as a reminder before an official written warning or exclusion is given.
G1.1 Refused control	€ 1000 or 48 hours	**Exclusion**					No warning is given.

* This warning is applicable for all management plan articles mentioned in the column before: i.e. C2.2, C2.3, C2.4, C3.1, C4.1, C4.2 and C4.3. If a vessel has already been warned once for infringement of any of these articles, a subsequent infringement of any of these articles shall count as a second infringement.

A warning, penalty or exclusion is given to a particular member, for a particular vessel. If a member owns more than one vessel, it only applies to the vessel where the infringement has been found. If the vessel is sold (minimum half the ownership) to another fisherman or company, previous infringements shall not count against the number of infringements for that vessel.

Exclusion: An exclusion from the management plan (and list of MSC-certified vessels) is valid for at least 12 months. Re-inclusion after this period is only possible, when the independent control has checked the vessel again and has found no infringements.

Sunset clause: When the date of entry into force of a previous warning or penalty notice is more than 2 years past, this infringement no longer counts against the number of infringements for that vessel.