

# NORTH SEA BROWN SHRIMP MANAGEMENT PLAN

Version 2.1 (adopted 17.06.2024)

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

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## Definitions

North Sea Brown Shrimp:	Shrimp of the species <i>Crangon crangon</i> .
Member:	A person or company that: owns one or more vessels fishing for North Sea brown shrimp; is a member of one of the Producer Organisations; and, has been listed by this Producer Organisation as member of the Management Plan.
Producer Organisation (PO):	A legally registered Producer Organisation 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 organisation (thus representing the members directly) or formed of a group of producer organisations (each representing their members).
The Fishery:	The North Sea brown shrimp fishery performed by the members of the North Sea Brown Shrimp Management Plan.
Vessel:	A fishing vessel owned by a member and used for North Sea 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. The MCS system of this management plan will be reviewed externally on a 4-year cycle.

## **B. Management structure**

### **B1. The Steering Committee and supporting bodies**

A Steering Committee (SC) of the North Sea 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

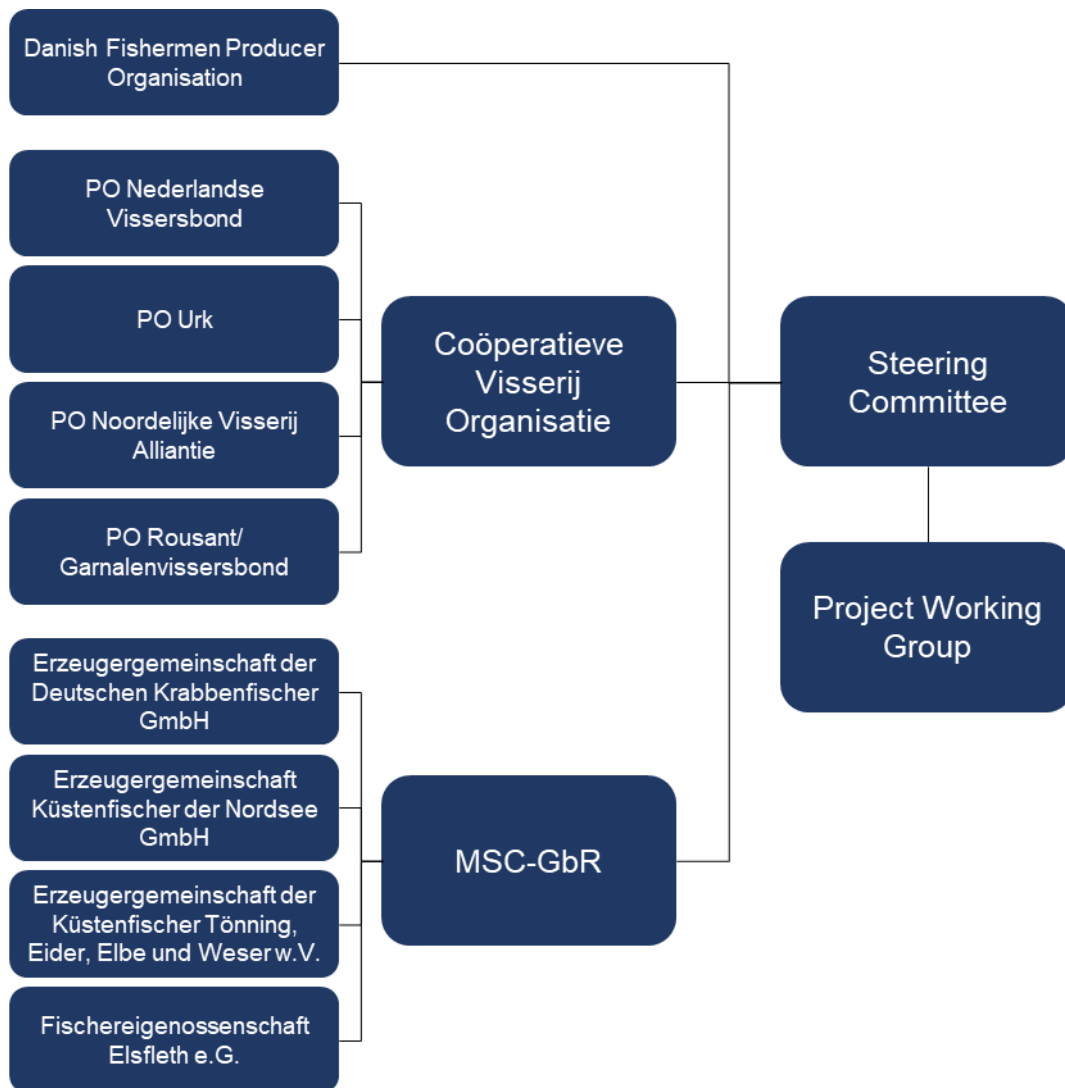
The Steering Committee shall take decisions on matters that follow from this management plan, as well as any changes to the management plan, by consensus of the representatives (or deputy, if the representative is not present) of all three national fleets.

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) consisting of one representative from each of the three Parties to the management plan, as well as by the active support of each of the POs that take part in the North Sea Brown Shrimp Cooperative MSC Group.

To ensure compliance with the rules in the management plan, independent control bodies (ICBs) are contracted. The PWG and the ICBs work closely together to ensure sufficient and reliable control procedures and templates are maintained and that sanctions and penalty notices are given in line with the management plan.



**Figure 1** Organigram with POs, parties, SC and PWG

## **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 can be re-evaluated at the conclusion of the MSC-assessment processes.

## **C. Management of the fishery**

### **C1. Participating vessels**

Any commercial fishing vessel registered in the EU, fishing for North Sea 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 organisation).**
- 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 North Sea brown shrimp using trawls emitting electrical pulses.**

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 1<sup>st</sup> 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 North Sea 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.

### **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 North Sea 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 measures (2019/1241 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 North Sea 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 North Sea brown shrimp; the total landing as sievage plus marketable North Sea brown shrimp. Spoiled North Sea 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 North Sea 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. Mesh size increases is however, only one way to achieve high long-term yield. The relevant scientific institutions indicate that an alternative way of achieving high long-term sustainable yields is reducing the effort of the fishing fleet. 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 6.1% or 12% per year. This measure shall be in force from the 1<sup>st</sup> of January 2023.*

**C4.1 Trawls used by the participating vessels fishing for North Sea brown shrimp under CVO and MSC-GbR may not contain mesh with a smaller opening than 25 mm in the cod-end. Trawls used by the participating vessels fishing for North Sea brown shrimp under DFPO may not contain mesh with a smaller opening than 24 mm or 25 mm (depending on the chosen measure as described in table 1) in the cod-end. The mesh opening shall be measured with the Omegameter according to the EU regulations. The cod-end shall be defined as at least the last 125 rows of mesh in the trawl net.**

**C4.2 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 6.1% or 12% per year. Effort is the time spent outside the harbour for any fishing activity on North Sea brown shrimp, including steaming from/to fishing grounds or anchoring/driftng. 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

<b>CVO</b>	
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) <i>or</i> 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) <i>or</i> 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 <i>or</i> Z3. Max. 864 hours at sea (36x24h) to be filled in freely within the reduction period (reduction 432h)
<b>MSC-GbR</b>	
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. <i>or</i> No shrimp fishing on Saturday and Sunday in these weeks.
<b>DFPO</b>	
Measure period:	1 <sup>st</sup> of January to 31 <sup>st</sup> 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:	1 <sup>st</sup> of January to 31 <sup>st</sup> 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 North Sea 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<sup>1</sup>. A high LPUE indicates a high abundance of North Sea 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*

<sup>1</sup> Source: Neudecker, Damm, Müller, & Berkenhagen, 2011



*data and effort reductions currently is the best management practice, when it concerns such a short-lived species as Crangon crangon<sup>2</sup>.*

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 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<sup>3</sup> in five steps of 24 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.

<sup>2</sup> Source: ICES Advisory Committee, 2014

<sup>3</sup> Source: ICES, 2015.

[http://ices.dk/sites/pub/Publication%20Reports/Advice/2015/2015/General\\_context\\_of\\_ICES\\_advice\\_2015.pdf](http://ices.dk/sites/pub/Publication%20Reports/Advice/2015/2015/General_context_of_ICES_advice_2015.pdf)

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 North Sea 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 1<sup>st</sup> of February 2016. Further, measures such as deck machinery and sorting devices shall be added gradually.

The North Sea 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 CVO, MSC-GbR or DFPO for the purpose of scientific experiments/surveys. If exceptions are given, the SC must be informed of the project.

## **E. Ecosystem impacts**

### **E1. Unwanted catches**

*The unwanted catches in the North Sea brown shrimp fishery consists of three types: undersized North Sea 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 North Sea 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 North Sea brown shrimp fishery on ETP species.*

The North Sea 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 organisations 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 participating vessels must record all incidental catches of endangered, protected and threatened species in the ETP sheet or in the Mofi app. 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.

- E2.1 Each vessel shall have an ETP identification sheet/wheelhouse guide onboard or have the Mofi app installed on the member's mobile device to ensure correct identification. ETP sheets or app registrations shall be sent to the producer organisation or Party as instructed.**

### **E3. Seabed habitats**

*The North Sea 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*

*North Sea 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.

**E3.1 VMS maps from each of the three countries shall be produced from a national research institute or management agency once a year.**

#### **E4. Litter and waste oil**

*Litter and waste oil are produced from fishing operations, but it is important that these do not end up in the sea.*

In accordance with legal requirements and/or best practice in fisheries, the North Sea Brown Shrimp Cooperative MSC Group encourage their members to follow the articles below. However, these articles are not controlled by the ICBs as this is national regulation.

**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. 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 organisations to ensure compliance across the entire fleet.*

#### **F1. Control procedures and targets**

All participating Parties and producer organisations promise to give strong support to the ICBs and their work. The producer organisations are responsible for ensuring compliance with the management plan by their members and sanction their members in accordance with Annex 1 – Sanctions. PO's shall transfer the value of any fines paid by its members to the Party of which it is a participant.

The control of the regulations in the management plan is performed by one or more independent control bodies (ICBs). If it is performed by more than one agency, the bodies shall cooperate to ensure that the control is performed in a consistent way. This is ensured by following the specific control procedures and templates in Annex 2 – Control Procedures. Additionally, at least one meeting a year will be held by the PWG and ICBs to ensure consistent controls and to ensure that ICBs can provide input to amendments to the control procedures or templates. Should any clarifications be needed from the ICBs during the year, they should contact the PWG for guidance.

At least 20% of the vessels per Party shall be controlled by the ICBs each calendar year. Controls must be unannounced and shall ensure reasonable geographic coverage. All POs

and sieving stations must be controlled once a year. In the event of an infringement against the regulations of the management plan by a PO, the ICBs must immediately inform the relevant Party and the SC. The findings of the ICBs shall be reported to the SC to ensure control targets are met and any apparent general incompliance is addressed.

**F1.1 Participating vessels must cooperate in an onboard inspection.**

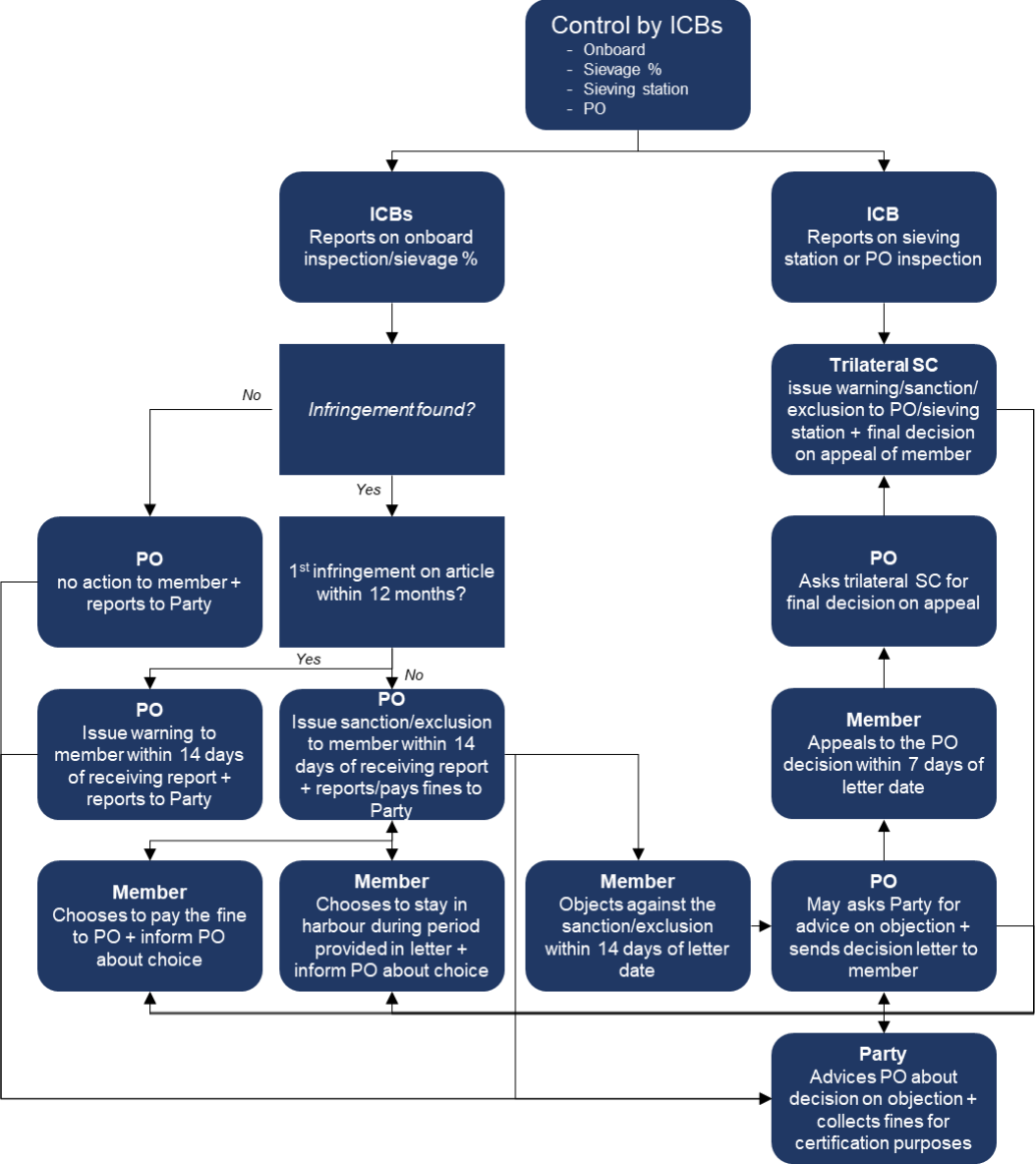


Figure 2 Flow-chart of processes on controls, warnings, sanctions, exclusions, objections, appeals and decisions

**F2. Sanctions, objection and appeal**

In case of an infringement, the PO shall issue a warning or sanction in writing to the member within 14 days of receiving the report, or as soon as possible thereafter.

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

infringement; and a notice of the opportunity of the member to object within fourteen days after the notice has been sent.

A penalty notice shall contain at least: the infringement found in the report and management plan rule(s) not followed; the appropriate sanction as outlined in annex 1 and date of entry into force; and instruction for the member to inform the PO, if the sanction is taken in the form of effort reduction or a fine; and a notice of the opportunity of the member to object within fourteen days after the notice has been sent.

A sanction shall enter into force fourteen days after the sanction notice has been sent. If a sanction 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 exclusions 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 (specifically referring to fishermen under national weekend stop requirements). 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 to fish for North Sea brown shrimp fishing.

After the deadline of the objection, the PO shall issue the warning or sanction to the responsible ICB, and put the letter in the archive register (joint Dropbox).

If the member wishes to object to the sanction, this must be done within fourteen days after the warning, sanction notice 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 sanction. The PO shall reconsider the sanction 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 sanction. The entry into force of the sanction (unless the sanction is cancelled) shall be seven days after the decision letter of the PO on the objection. If objections are accepted by the PO, the SC should be informed on this by the next SC-meeting.

Within those 7 days, the member and ICBs 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 sanction. The PO shall seek advice of the SC on its decision to uphold, change or cancel the sanction. The decision of the PO on the appeal is final and shall be informed to the member and/or ICBs in writing. The entry into force of the sanction (unless the penalty is cancelled) shall be seven days after the decision letter of the PO on the appeal.

## Annex 1 – Sanctions

Management Plan Article	Number of infringements and applicable sanction						Remarks
	1	2	3	4	5	6	
<b>C2.1 &amp; C5.1</b> 200 days & HCR	€ 100/hour or 2 hours/hour	€ 200/hour or 4 hours/hour	<b>Exclusion*</b>				The sanction is calculated according to the number of hours at sea above the allowed number of hours.
<b>C2.2 &amp; C2.3</b> Beam width & gear weight	<b>Warning</b>	<b>Exclusion*</b>					At the first warning, the member shall be given 14 days to change the gear, after which a second control shall be performed.
<b>C3.1 &amp; C4.1</b> Sieve net & mesh size		€ 1000 or 48 hours	<b>Exclusion*</b>				
<b>C3.3 &amp; C3.4</b> Sieving stations	<b>Warning</b>	<b>Exclusion*</b>					In this case exclusion means that the sieving station will be excluded from MSC approved landing sites.
<b>C3.5</b> Sieva percentage 15-17,5%	<b>Warning</b>	€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	<b>Exclusion*</b>	The member will only get a sanction if he has more than one landing within the two-week period.
<b>C3.5</b> Sieva 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		The sanction, which relates to kg, is calculated from the kg of sieva above 15%.
<b>C4.2</b> Effort reduction measure (up to 1 hour of violation)	€ 125/hour	€ 125/hour	<b>Exclusion*</b>				The sanction is calculated according to the effort (as described in C4.2) 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 C4.2 counts as a single infringement.
<b>C4.2</b> Effort reduction measure (from 2 hour of violation)	€ 250/hour	€ 250/hour					
<b>D1.1 &amp; E2.1</b> Data collection and ETP species	<b>Warning</b>	<b>Exclusion*</b>					The member will be contacted (via text message or similar) as a reminder before an official written warning or exclusion is given.
<b>G1.1</b> Refused control	€ 1000 or 48 hours	<b>Exclusion*</b>					No warning is given.

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. The SC can decide on an alternative exclusion period or sanction which is proportional to the severity of the infringement. Re-inclusion after a 12-month period is only possible, when the ICB 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.