



EUROPEAN COMMISSION
DIRECTORATE-GENERAL FOR MARITIME AFFAIRS AND FISHERIES
THE DIRECTOR-GENERAL

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Mr Antonio CABRAL
President of the LDRAC
Long Distance Fleet Regional Advisory
Council (LDRAC)
C/Velazquez 41, 4°C.
E- 28001 Madrid

Dear Mr Cabral,

I would like to thank the LDRAC again for its recommendation of 25 August 2011 and its support throughout the process of preparation and negotiation of the NAFO Annual Meeting.

As you can see from the table in annex, the recommendations of the LDRAC have been followed for 9 stocks out of 12.

For Cod 3M, in view of the Scientific Council's insistence to strictly stick to their recommendation and the position of the majority of NAFO Parties, we had no margin of manoeuvre to achieve a TAC above the scientific advice.

For Skate 3LNO and White hake 3NO, although the recommendation of the LDRAC was not literally followed, the outcome shall meet the objective set by the LDRAC, that is to preserve the EU fishing quota at a level above the EU current catches and hence not to be detrimental to the EU fleet.

I look forward to the continuation of the good cooperation.

Yours sincerely,

Lowri Evans

Enclosure: 1

N°	Stock	LDRAC Recommendation	Outcome	Comment
1	Greenland Halibut SA2-3KLMNO	LDRAC recommends that the TAC for 2012 be fixed using the model and rule adopted by the NAFO Fisheries Commission in 2010, with a 5% reduction with regard to the TAC 2011, from which a maximum catch of 16,326 tons would ensue.	TAC of 16,326 tons (including Canada EEZ)	In line with LDRAC recommendation
2	Cod 3M	LDRAC recommends that in the absence of any risk to the middle-term sustainability for this stock, the European Commission defend the adoption of the TAC issuing from the intermediate scenario, whose mortality rate may be close to F0.1, once such a limit reference point is revised by the Scientific Council in 2012. Along these lines, the corresponding TAC of 14,495 tons is clearly sustainable and therefore must be supported by the European Union. We suggest that the Scientific Council be requested to perform an evaluation of the eventual adverse impacts on other stocks that derive from the increased size of the cod population, that is reaching levels rarely ever recorder in the historical series.	TAC of 9 280 tonnes The Scientific Council was requested to perform an evaluation of the interaction with other stocks	The EU requested an ad hoc consultation of the Scientific Council during the Annual Meeting to assess the impact of higher TACs on the situation of this stock. The Scientific Council strongly recommended setting the TAC at 9 280 tonnes for 2012. The EU followed this advice This fishery was only re-opened in 2009 and needs to be handle it with care. There are a number of uncertainties regarding the dynamics of the stock. Although biomass has increased in recent years, increase in abundance is less pronounced.
3	Redfish 3M	Despite the fact that the spawning biomass is above the average of the historical series, the decreasing trend is worrying. The TAC of 6,500 tons recommended by the Scientific Council is understandable and its	TAC of 6,500 tons	In line with LDRAC recommendation

		aim is to stabilise the size of this stock		
4	Yellowtail flounder 3LNO	The European Union determined of its own accord that its quota of 85 tons would be set to 0. Direct fishing is prohibited and may only be effected as by-catch, within CEM limits. This option must be pursued in 2012. The recommendation by the Scientific Council for the management of this stock must be supported.	TAC of 17 000 tons Footnote 21 of the Quota Table concerning a 15% bycatch requirement involving this stock and the American plaice fishery in Divisions 3LNO was revised in order to clarify its application. It is indicated that if a Scientific Council projection indicates that this rate is likely to undermine stock recovery or cause an unreasonable delay in reaching Blim, this rate may be subject to a reassessment by the Fisheries Commission.	In line with LDRAC recommendation
5	White hake 3NO	There is a low level of predictability in the occurrence of good year-classes for this species, that emerges periodically and after being recruited for the exploitable stock, provides good fishing yields. Such an uncertainty leads to recommend that the TAC be maintained at the current level of 6,000 tons, in order to preserve the Community's fishing quota.	TAC of 5 000 tons	While the TAC has been reduced, the resulting quota for the EU is sufficiently high to cover the need of the EU fleet.
6	American plaice 3LNO	LDRAC supports the continuation for the fishing moratoriums directed to these stocks, with a view to the recovery of their spawning stock biomasses.	Continuation for the fishing moratorium	In line with LDRAC recommendation
7	American plaice 3M		Continuation for the fishing moratorium	In line with LDRAC recommendation

8	Witch flounder 3NO		Continuation for the fishing moratorium	In line with LDRAC recommendation
9	Capelin 3NO		Continuation for the fishing moratorium	In line with LDRAC recommendation
10	Redfish 3LN	LDRAC supports maintaining the current level of TAC at 3,500 tons [<i>note: error here in LDRAC text: current TAC is 6 000 tons</i>]. In 2012 a full evaluation will be conducted for this stock, from which, bearing in mind its high biological safety, a more robust TAC that the current one may issue.	TAC of 6 000 tons	In line with LDRAC recommendation
11	Redfish 3O	LDRAC recommends that the current TAC be maintained, because any reduction thereof to approach it to the average catches, since the fishery became regulated, would be harmful for the European Union's quota, without any biological reason to justify it.	TAC of 20 000 tons	In line with LDRAC recommendation
12	Thorny skate 3LNO	LDRAC recommends that the European Union support maintaining the TAC for skate, because reducing it to the value close to the average catches would be detrimental to the community fleet, whose rate of utilisation of the relevant quota is quite high.	TAC of 8 500 tons	While the TAC has been reduced, the resulting quota for the EU is sufficiently high to cover the need of the EU fleet.