



LDAC ADVICE

Recommendations for 2024 ICCAT Annual Meeting

**24th Special Meeting of the ICCAT Commission
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Fight against Illegal, Unregulated and Unreported (IUU) fishing

The LDAC expresses a strong support to the fight against IUU fishing and encourages the adoption of further transparency and anti-IUU measures, which should include:

- Liaising with other ICCAT CPC to speed, as much as possible, the ratification of the new ICCAT Convention, adopted by the Commission in 2018 but not yet ratified by a majority of CPCs.
- Establishing a proper register of vessels, meaning not only registered but actively fishing in the ICCAT's area of competence.
- Further expanding IMO number reporting requirements to include all eligible vessels, in line with IMO Resolution A.1117(30).
- Increasing transparency about vessels' identities, including beneficial ownership. Specifically, propose the expansion of the fleet register to include beneficial ownership information, as it is requested in other RFMOs, particularly in Recommendation 21-14 amending recommendation 13-13 Concerning the Establishment of an ICCAT Record of Vessels 20 Metres in Length Overall or Greater Authorized to Operate in the Convention Area.
- Continuing to demand greater accountability from certain flag states at the ICCAT Compliance and Control Committee. This refers to those flag states that are contracting parties and are repeatedly failing to fulfil their obligations to report on investigations taken in relation to allegations of non-compliance and on actions taken to address compliance concerns¹, as specified in under [Recommendation 08-09 to establish a process for the review and reporting of compliance information](#) – a recommendation which should be upheld.

¹ Consistently with Part VI ("Compliance and enforcement") of the Agreement on the implementation of the provisions of the United Nations Convention on the Law of the Sea of 10 December 1982 relating to the conservation and management of straddling fish stocks and highly migratory fish stocks.

- In this context, the LDAC recommends the EU to seek clarifications on compliance concerns it previously raised, including in relation to the lack of action by China vis-à-vis the confirmed Chinese beneficial owner of two vessels listed as “IUU”, and examine and act based on any new suitably documented compliance information reported under Rec. 08-09.

To this effect, ICCAT should also take full advantage of Compliance Committee’s updated rules of procedure adopted in 2022 and further support less developed CPCs to build their compliance capacity through a dedicated meeting in 2024. The EU shall also bring the issue of Senegal’s yellow card to the Compliance Committee.

- Requesting that the ICCAT Executive Secretary contact the relevant Indonesian authorities to confirm and share detailed information on the [reported scrapping](#) of the IUU-listed vessel SAGE in Indonesia. The vessel SAGE was discussed in the PWG in 2020 and in subsequent years.
- On the basis of [recommendation 18-10 by ICCAT concerning minimum standards for vessel monitoring systems in the ICCAT convention area](#), implementing a regional VMS for all vessels actively fishing in ICCAT.
- Encouraging CPCs to actively participate in the Catch Document Scheme Working Group and expand the coverage of the electronic Catch Documentation Schemes (eCDS) to cover all ICCAT stocks/species on the basis of an ambitious timeframe, beginning with bigeye, swordfish and, possibly, yellowfin. This should be done in coordination with the revised European Fisheries Control Regulation, which provides for an eCDS targeted only to certain fleets and species, and the introduction of CATCH IT, in order to avoid a cumbersome system penalising the EU fleets².
- Revising [Recommendation 18-09 on port State measures to prevent, deter and eliminate IUU fishing](#) to facilitate better information exchange through the development of an ICCAT-managed electronic information exchange system, interoperable with the GIES, that includes information on denials of port access and inspection results, at a minimum. The LDAC also recommends that the EU works with ICCAT’s Compliance Committee to ensure the effective implementation of the existing Recommendations.
- Supporting the establishment of a high seas boarding and inspection (HSBI) scheme which should also include capacity building initiatives in order to enable all ICCAT members to work together and equitably on vessel inspections and to ensure that members comply with ICCAT’s conservation and management measures.

² [Regulation \(EU\) 2023/2842 of 22nd November 2023 amending the “control regulation”](#): Article 4, points (7) and (8) on Catch certification scheme for fishery products, to modify article 12 of regulation (EC) N°1005/2008



Furthermore, the LDAC welcomes the decision to continue the HSBI discussions in a more structured way under ICCAT's Port Inspection Expert Group for Capacity Building and Assistance (PIEG) and calls for observers to be allowed to participate. It is also essential that the EU looks for more support, specifically within low-income CPCs, for this scheme to be established.

Fishing capacity

- The LDAC is concerned with the increase of fishing capacity in the ICCAT Convention Area in the last years. The LDAC considers that the SCRS should progress with the estimation of levels of fishing capacity in the ICCAT Convention Area, to be used in the estimation of the optimum levels of fishing capacity that would be required to achieve ICCAT's objectives.

The results of this work should be considered along with catch limits in the adoption of allocation keys for ICCAT fisheries. The LDAC further recommends that the Commission considers harmonising the metrics to measure capacity of different fleets.

Transshipments

- The LDAC supports the total elimination of transshipments at sea and welcomes all proposals that will go along this line including, any proposal that improves transshipment oversight, in the interim.
- In the meanwhile, LDAC supports the continuation of the ICCAT Regional Observer Program for fishing vessels 24 meters LOA engaging in transshipment operations at sea.

Port States must ensure that in-port transshipment operations – including and in particular at anchorage³ – are appropriately monitored and controlled, in line with [Recommendation 18-09 on Port State measures to prevent, deter and eliminate IUU fishing](#) or more stringent measures in accordance with domestic and international law. In accordance with Recommendation 18-09, each year CPCs shall inspect at least 5% of landing and transshipment operations in their designated ports as are made by foreign fishing vessels.

Regional Observer Scheme

- The LDAC strongly supports the increase of scientific observation coverage for all fleets, recalling the minimum coverage recommended by the SCRS for ETP species. The LDAC notes that ICCAT already requires observer coverage at 100% for purse seiners, 20% for bluefin and 10% for tropical tuna vessels for longline.

³ In accordance with paragraph 1 of Recommendation 18-09 "Port" includes offshore terminals and marine areas of the port, and other installations for landing, transshipping, packaging, processing, refueling, or resupplying.

However, these requirements are found in the multi-annual conservation and management plans for tropical tunas ([Rec. 22-01](#)) and bluefin tuna ([Rec. 22-08](#)). Noting that [Recommendation 16-14 on minimum observation standards](#) was due for revision in 2019, it has nevertheless remained unchanged and outdated. The LDAC therefore suggests updating and aligning the provisions of [Rec. 16-14](#) with those in the multi-annual plans (100% observer coverage for PS and 20% for all LL and PL) and to include a link to the Electronic Monitoring Standards, now that they are adopted ([Rec. 23-18](#)). In addition, LDAC supports increasing observer coverages including through electronic monitoring, now that the adoption of minimum standards has been adopted.

- The LDAC considers that the timeframe proposed for the implementation of a Regional Observer Scheme at the ICCAT is not realistic. While the LDAC fully supports the development and harmonisation of national observer programs and, when missing or proved inefficient, the development of Regional Observer Schemes for all fishing vessels 24 meters LOA, it believes that the plan presented in EU's proposal of Multi-annual Plan for Tropical Tunas is not realistic and needs further consideration by the Working Group on Integrated Monitoring Measures (IMM) and SCRS. This is essential for the effective monitoring of all ICCAT fisheries, as well as to ensuring the accuracy of the data transmitted to the ICCAT secretariat.

Management strategy evaluation

- The LDAC supports the development of management strategy evaluation (MSE) processes within ICCAT and grasps this opportunity to advocate for increased exchange between scientists, policy makers and stakeholders to encourage buy-in from the fishing industry. The recent example of the development of the Bluefin tuna harvest strategy in ICCAT with inter alia a series of ambassadors' meetings could be a model to be followed for tropical tuna stocks.
- Along with support for developing a harvest strategy for all tropical tunas, the LDAC also advocates for a multi-annual and multi-stocks approach for both tropical tunas and sharks to bring stability to the management framework for the sake of the resources' state and the needed visibility for the fishing industry.
- The LDAC urges the EU to request MSE development for blue sharks by 2025.

Data collection

- In line with the new EU Fisheries Control Regulation, the LDAC recalls the need to establish and strengthen data collection of tuna and tuna-like recreational and artisanal fisheries across ICCAT convention area in order to estimate mortality produced by this sector and improve robustness of stock assessment and associated management advice.



ICCAT and GFCM Cooperation

- The LDAC strongly encourages concerned RFMOs and CPCs to take decisive actions to effectively phase out the use of illegal driftnets and fulfil all relevant conservation and management measures (CMMs)⁴.
- The LDAC further encourages the EU to put forward initiatives like the joint Workshop between ICCAT and the GFCM aimed at fostering enhanced cooperation on the implementation of resolutions related to driftnet ban and usage⁵.
- GFCM stressed the urgency of addressing the issue of illegal driftnets, in close coordination with ICCAT, and referred to the advice formulated by the CoC on the need to notably craft a clear definition of such driftnets. Based on a proposal by the European Union, the Commission adopted Resolution GFCM/46/2023/10 on the restriction and prohibition of the use of driftnets in the Mediterranean Sea, as reproduced in Appendix 37. This resolution supports CPCs in understanding, through a joint GFCM and ICCAT effort, notably how to define the technical characteristics of driftnet fisheries to evaluate their impacts, harmonize management and ensure illegal driftnets are not used.
- This cooperation between GFCM and ICCAT should bolster oversight, strengthening implementation of the resolutions and actively contributing to more accurate reporting of relevant data, and improve control and monitoring. It should also allow the EU to draw lessons from GFCM's recent progress in the adoption of Management Procedures.

Labour Standards

- The LDAC supports establishing a permanent ICCAT working group on labour standards and upgrading [Resolution 23-20 on core principles on labour standards in ICCAT fisheries](#) into a binding recommendation in the near future.

Climate Change

- The LDAC welcomes the ICCAT Climate Change Experts meeting that took place on 2nd-3rd July 2024 and notes that it is not clear how much progress has been made in the recent meeting of the Joint Expert Group. The LDAC is disappointed that the text related to MSE and EAFM has been removed.

⁴ Incl., ICCAT Recommendation 03-04 relating to Mediterranean swordfish, GFCM Recommendation GFCM/22/1997/1 on the limitation of the use of driftnets in the Mediterranean and GFCM Recommendation GFCM/29/2005/3 prohibiting the use of driftnets for fisheries of large pelagic species

⁵ Link to terms of reference (ToR) and 2023 report of the annual meeting here:

<https://gfc.sharepoint.com/CoC/Decisions%20Texts/Forms/AllItems.aspx?id=%2FCoC%2FDecisions%20Texts%2FRES%2DGFCM%5F46%5F2023%5F10%2De%2Epdf&parent=%2FCoC%2FDecisions%20Texts&p=true&ga=1>



- As climate change impacts all fish stocks and the commercial viability of fisheries in all oceans as well as the livelihoods of people depending on fishing and fish for and income and subsistence, the LDAC urges the Commission to advocate for setting of clear priorities such as advancing the work on EAFM and including climate considerations in MSEs and management procedures.
- While the SCRS should lead the process and formulate the questions, there is also a clear need for input from decision makers to inform and speed up this process at ICCAT. The LDAC therefore considers the establishment of a climate change experts' group to be important to guide and help prioritise these efforts within ICCAT and recommends the EU to prioritise the adoption of an ICCAT plan of action on climate change.

ICCAT Panel 1 – Tropical tuna fisheries

LDAC recommendations on a multi-annual management plan for tropical tunas (PA1)

The LDAC is concerned by the difficulty in recent years to progress on the revision of [Recommendation 16-01](#) on the management of Bigeye Tuna. The EU fleets have assumed a wide share of the fishing effort's and catch reduction in the last years (i.e., about 20% reduction in fishing effort and 30% reduction in catch since 2018). Despite this effort, the LDAC regrets that no progress has been made in 2024 despite the improvement in the situation of the stock acknowledged by the SCRS and the reasonable perspective of a TAC increase.

Bigeye tuna catch limits

- Provided that the EU fleets can benefit from the TAC increase, the LDAC can support the compromise of 73 000 tons, a level that has met with broad support during the last Panel 1 intersession.
- The LDAC supports the discussions during Panel 1 intersession, noticing that the consensual TAC=73 000 t fits with the assessment results and is consistent with the HCR under discussion. Nevertheless, the high probabilities used to estimate the TAC were established to address concerns regarding the previous stock assessment of bigeye tuna: there were several uncertainties due to changes in the estimation of the index of abundance for Asian fleets as well as to the maximum age used. If those uncertainties are addressed in the coming new assessment, may not be necessary to maintain the same high probabilities in 2026. In this case, the LDAC recommends that ICCAT resumes using the usual levels of probability of recovery, in line with previous assessments, for the estimation of the TAC (60%).

Bigeye tuna TAC Allocation

- Considering that the Commission wants to maintain its tropical tuna fleet activity in the Atlantic Ocean, LDAC support the European Commission in negotiating for a system of allocation that ensures level playing field between EU and non-EU vessels.
- The LDAC supports the categories established for the allocation but suggests that more developed CPCs (such as USA, Canada, France St Pierre et Miquelon) should not benefit from the TAC increase as much as low-income CPCs: ICCAT should consider attributing them individual catch limits as other more developed CPC.
- The LDAC strongly opposes that any overshoot of a CPC/category already subject to a quota could be compensated by other CPC/categories. This would be unfair for CPCs respecting their catch limits, including EU fleets, and would prevent the economic stability of the established fisheries.
- Regarding the TAC utilisation, the LDAC recommends:
 - o Requiring near real-time monitoring from all CPCs.
 - o Prior information to ICCAT of fishing management plan for low-income CPCs that are planning to develop their fisheries to anticipate needs for quota transfers.
- The LDAC recommends that any future fishing opportunities for European tuna purse seiners are not compromised in the future as a result of reallocation issues.
- The LDAC warns that the proposed interdiction to conduct chartering operations for tropical tuna might delay or prevent adoption of the measure, as this is one of the possibilities for low-income states to develop their fleets. As chartering relates to global capacity, the LDAC recommends to rather have a global discussion on capacity, linked with allocations.

FAD closure

- A FAD moratorium is an additional measure to quota, which is in ICCAT the main driver of the catches. It is logical that this capacity measure is softened as the TAC for BET has increased.
- The socio-economic impact of the FAD moratorium on the EU fleet has been very severe since 2020. Four EU purse seine vessels have already ceased their activity and globally, the EU vessels' number, catches and productivity have been decreasing because of the moratorium.

- On the contrary, Asian-owned fleets under African flags are increasing, due to the lack of sufficient and adequate monitoring, control and surveillance measures applicable, contrary to the EU. As an example, while Ghana and Senegal global catches of tropical tunas have been increasing, the contribution of bigeye to total catch has dropped dramatically; this is contrary to expectations, but thereby not exceeding their catch limits. This means that while total catch increases, the bigeye tuna (BET) catches do not increase proportionally, indicative of misreporting possibly occurring.
- In view of the above, the LDAC recommends:
 - o That the EU requests ICCAT to improve compliance, monitoring but also its sanctioning regime; and
 - o That the EU acts bilaterally with concerned third countries incl. through its IUU dialogues, SFPAs and capacity building cooperation to improve the existing situation.
- The LDAC recommends that the SCRS provides a dedicated advice on the effects of the existing FAD closure and provide a fully-fledged impact assessment of its effectiveness (i.e. if the 72 days' duration is proportional and adequate for required catch reduction), using the information and data available, even if some CPCs contribution are still missing. Integrating it as a scenario in the MSE could be a way to evaluate its impacts. This should be ideally completed before or in time for ICCAT PA1 meeting in November.

Biodegradability of FADs

- The LDAC recommends the alignment with the measure recently adopted in IATTC, establishing a roadmap towards a 100% biodegradability of (all types of) drifting aggregating devices (dFADs and aFADs) in 2029.
- The LDAC also recommends including the most recent discussions on the benefits of fully non-entangling FAD designs without netting or meshed materials, leaving operators discretion to choose the type of materials and designs used as far as they meet the required objective using the IATTC model of resolution for bio-FADs.

FADs technical measures

- The LDAC supports the implementation of a process by the ICCAT to determine the rules to govern FAD-recovery, FAD marking, FAD ownership, and FAD buoy use.
- The LDAC also recommends considering the feedback on IOTC's new FAD measures implementation (Recommendation 24-02 on Management of dFADs, not yet online).



Yellowfin tuna (YFT) and Skipjack tuna (SKJ) management

The Tropical Tuna Species group held a meeting on yellowfin tuna stock assessment in Madrid from July 8th to 12th 2024. The SCRS meeting will take place on the week commencing 23th of September, so the LDAC is unavailable at this stage to provide feedback to it.

- **On Yellowfin Tuna (YFT):**

- According to Tropical Tuna Species Group, following the yellowfin tuna stock assessment meeting which took place in Madrid from July 8th to 12th, the Atlantic yellowfin tuna stock is not overfished, nor subject to overfishing⁶.

- **On skipjack tuna (SKJ):**

- Acknowledging the advice of the SCRS and envisaging that, following a multi-stock approach, an MSE for the three tropical tuna species should be carried out. Once this MSE is completed, ICCAT should develop a harvest strategy for all tropical tuna stocks, replacing the existing allocation of BET and YFT catch limits.
- In the interim, while acknowledging the MSE work completed on Western Atlantic Skipjack Tuna stock (WSKJ), the LDAC recommends that the Commission works closely with other CPCs to adopt a WSKJ management procedure at this year's annual meeting.

⁶ [Report from the 2024 Yellowfin Tuna Stock Assessment Meeting – hybrid, Madrid, 2024](#), Figure 47, p. 69
Preliminary projections open the possibility to increase TAC up to 130,000 t without putting the stock at risk and the median MSY estimated is 121,661 t with 80% confidence intervals of 107,485 and 188,456 t.

ICCAT Panel 4 – Sharks and other species

General considerations on sharks (PA4)

- The LDAC supports efforts at ICCAT to establish effective, longtime sustainable management for the stocks of sharks to provide the basis for scientifically viable Non-Detrimental Findings (NDF) certificates for Member States for export to international markets in line with CITES requirements.
- The LDAC recognizes the need to adopt the necessary measures to ensure stocks are restored to levels capable of producing MSY in line with art 2(2) of the CFP and the importance of maintaining or rebuilding shark stocks into the green quadrant of the Kobe plot (i.e. not overfished and not undergoing overfishing) with a probability of at least 60%. This probability is widely adopted for the sustainable management of tuna and other target species and should therefore also be applied for the management of shark stocks, in line with a precautionary approach
- The LDAC urges the EU to also consider in their proposals and deliberations the socio-economic considerations and assess impact on EU longline fleets and their dependent coastal communities of further stringent measures related to conservation and management of the Atlantic blue shark, shortfin mako and swordfish stocks.
- The LDAC supports the development of harvest strategies including management procedures for all commercially exploited sharks (blue shark and shortfin mako) in order not to compromise their viability and risk losing a valuable fleet providing consistent data on total removals, which are key for sound scientific assessments. In this respect, it is worthwhile to mention the work of many Longline Spanish and Portuguese fleets in the FIP BLUES, with voluntary measures including self-limitation of catches and spatial and temporary avoidance of catch of spawning sharks' aggregations in certain fishing grounds.
- The LDAC is concerned by the constant lack of compliance from other CPCs as regard to the application of the [Recommendation 11-15 on penalties applicable in case of non fulfilment of reporting obligations](#) and recognizes the need to strengthen data collection.
- The LDAC recommends strengthening measures necessary to ensure that all fleets, not only EU, minimize and where possible eliminate by-catch and increase post-capture survival. Existing by-catch avoidance mitigation measures must be consistently enforced by all fleets.



- However, the LDAC wishes to underline that the lack of compliance with shark-related CMMs and overfishing of shark stocks by several CPCs must end immediately to prevent stocks from collapsing and to allow rebuilding of overexploited stocks. This must be committed to by all CPCs and not only by EU fleets. In the event of repeated non-compliance with shark-related CMMs by certain countries, the EU engages bilaterally with the concerned third countries, including through IUU dialogues.
- In addition, the LDAC reminds that [Recommendation 06-13](#) allows trade measures to be taken to address issues of non-compliance. For this reason, it appears of paramount importance for the LDAC to increase collaboration with CITES and encourage further interaction between shark' biology experts and ICCAT SCRS and PA4 and avoid negative interactions between both organizations.

Fins Naturally Attached Policy

- The EU has been a pioneer in ensuring full utilization of sharks through the adoption of its [Regulation \(EU\) No 605/2013](#) (so-called "Shark Finning Regulation").
- At past ICCAT meetings, the EU has either sponsored or co-sponsored several proposals to replace the outdated [Recommendation 2004/10](#) by a ban on the removal of shark fins at sea, requiring that all sharks be landed with their fins naturally attached. Unfortunately, these proposals so far have repeatedly failed due to the opposition from Japan and China.
- The LDAC insists on the necessity to conduct bilateral meetings, including outside of the fisheries field, with Japan, Republic of Korea, China, and Taiwan/Chinese Taipei ahead of the ICCAT meeting to find a solution so that they will not block the adoption of 'fins naturally attached' again. It is paramount to confront them with the measures already implemented in the Pacific RFMOs to which they are members.
- The LDAC also recommends that the EU insists on requesting CPCs opposing their proposal for 'fins naturally attached' to demonstrate with scientific evidence the efficiency of the systems they claim to have in place.
- If negotiations fail again, the LDAC urges the European Commission to clarify that the EU fleet has consistently supported the 'fins naturally attached' policy as a standard practice. It is crucial to ensure that no responsibility for the failure of negotiations is attributed to the EU fleet.
- The LDAC requests the European Commission to demonstrate leadership by annually resubmitting the proposal until a satisfactory resolution is reached. If consensus is not achieved, the Commission should be prepared to justify and advocate for a vote, highlighting that ample time for negotiation and discussion has been provided, despite opposition from a few Contracting Parties.

Atlantic Shortfin Mako - ASM (*Isurus oxyrinchus*)

- The LDAC supports seeking a science-based recovery plan for this population, recognising the need to reduce by-catch mortality to sustainable levels. The LDAC also calls for the respect of reduction measures already in place within Recommendations 22-11 and 21-09, that establish for the North Atlantic a total mortality limit of 250 tons, which however has unfortunately not yet been achieved. Any future measures should be discussed with all EU stakeholders / operators.
- The ICCAT workplan foresees to run new scientific assessments for MSE in 2025 for both for the North Atlantic and Southern Atlantic stocks. It was initially planned in 2024 but delayed to 2025. The LDAC asks the EU to ensure that the Commission tasks the SCRS to run those urgently, as planned, in 2025.
- Diverging positions on Atlantic Shortfin Mako from fishing sector and NGO group:
 - *The fishing sector of the LDAC understands that the Commission should not request new measure until the results of the 2025 stock assessment are published, considering that current measures are being effective as can be seen in the growing abundance of this species observed by the longliners in their daily operations.*
 - *The NGO group of the LDAC urges the Commission to request the ICCAT to reassess urgently the priorities and implement additional measures for 2025 to reduce fishing mortality of North Atlantic shortfin mako to less than 250t, keeping in mind that mortality so far has been well above 600 t and stock rebuilding not even started, but based on the SCRS projections will take at least until 2070 at a mortality of 250t or less.*
- The LDAC notes that the European fleet is already applying additional measures in order to help the stock recovery. In 2019, mako sharks were listed in Appendix II of CITES, which requests exporting nations to proof the sustainability of their catches. In the absence of such “proofs”, the Scientific Review Group (SRG) of the European CITES authorities decided in September 2022 to no longer allow imports and exports of shortfin mako from the South Atlantic. In addition, EU vessels avoid high interactions areas. The LDAC then recommends that:
 - Similarly to the SRG of the European CITES, ICCAT’s CPC do not allow the issuing of trade certifications for shortfin mako in the Atlantic.
 - The Commission requests the SCRS to study and propose measures for high interactions areas, considering the existing information on juveniles and hotspots provided by CPCs.



- The LDAC also supports:
 - Greater efforts by ICCAT CPCs in data collection (including sampling and tagging programmes) and transmission to ICCAT to improve biological knowledge of stocks and mitigate uncertainties that can contribute to more robust future scientific assessments.
 - Improving and enhancing observer programs, including through electronic monitoring program (EMS) and/or onboard observers, to better understand how many specimens of shortfin mako are discarded back at sea alive or dead.

North and South Atlantic Swordfish (*Xiphias gladius*)

- The LDAC supports the progress of work on developing a MSE for Swordfish (SWO). This is a common goal shared between all the members of the LDAC as it would provide better visibility to the sector in stabilizing fishing opportunities. In this respect, **the LDAC calls on the Commission to support the adoption of a Management Procedure for North Atlantic Swordfish at this year's annual meeting.**
- The LDAC encourages the EU to look carefully at the biological and socio-economic trade-offs of each of the remaining CMPs in terms of performance and to fulfil the management objective while moving towards adoption of an MP this year. Especially, the LDAC ask the EU to preserve their fleet's fishing possibilities, taking into account that their quotas are currently fully utilised. The LDAC also encourages the EU to take into account and defend the status quo regarding the allocation criteria review should it take place.
- The LDAC supports the EU position of including in the model the total removals (i.e., landings + discards) in the TAC fixation; and encourages the EC to table this for discussion at the forthcoming PA4 to try and, if not possible, provide clear explanations on the reasons.
- The LDAC supports requesting discard data from all CPCs.

END