



BIM

Ireland's
Seafood
Development
Agency



An Roinn Talmhaíochta,
Bia agus Mara
Department of Agriculture,
Food and the Marine





Ireland's EU Structural and
Investment Funds Programmes
2014 - 2020

Co-funded by the Irish Government
and the European Union



Department of
**Agriculture,
Food and the Marine**
An Roinn
**Talmhaíochta,
Bia agus Mara**



EUROPEAN UNION

This measure is part-financed
by the European Maritime
and Fisheries Fund

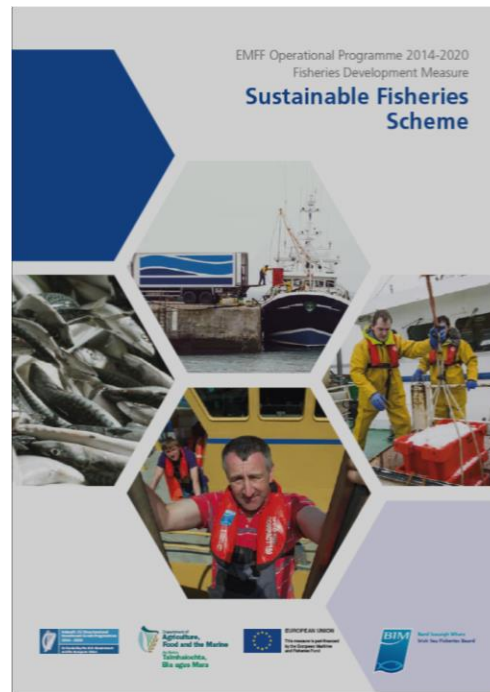
Capital Investment projects funded under the Sustainable Fisheries Scheme

OPMC

8 December 2020

Sustainable Fisheries Scheme

- Split into 3 integrated parts
 - Public Interest Projects (technical or scientific bodies)
 - Fleet Improvement Projects (vessel owners)
 - Quality and Added value (Groups of fishermen, co-ops, PO's)



Fleet Improvement Projects

- On board capital investment projects covering:
 - Health & Safety and Working Conditions (Art. 32)
 - Selective and Low impact fishing gears (Art. 38)
 - Engine replacement (Art. 40)
 - Energy Efficiency (Art. 41)
 - On board quality and adding value (Art. 42)
 - On board traceability (Art. 76)
- Evaluation of projects 2016-2018



Evaluation of Scheme

- Evaluation of projects 2016-2018
- Categorisation of projects based on fleet segments
- Qualitative and quantitative analysis of the impacts
- Strengths and Weaknesses
- Improvements for future schemes

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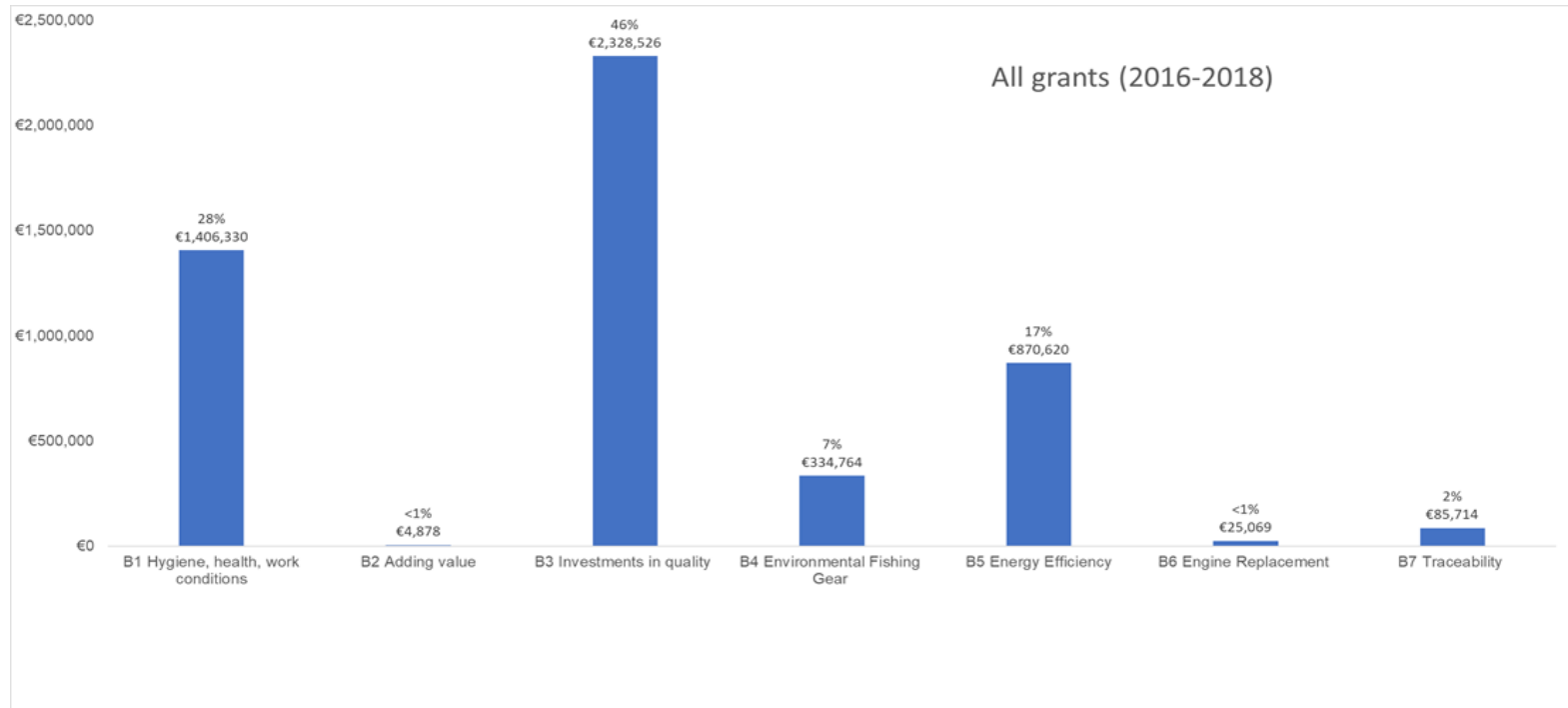


INITIAL ANALYSIS OF CAPITAL INVESTMENT PROJECTS FUNDED UNDER THE EMFF SUSTAINABLE FISHERIES SCHEME

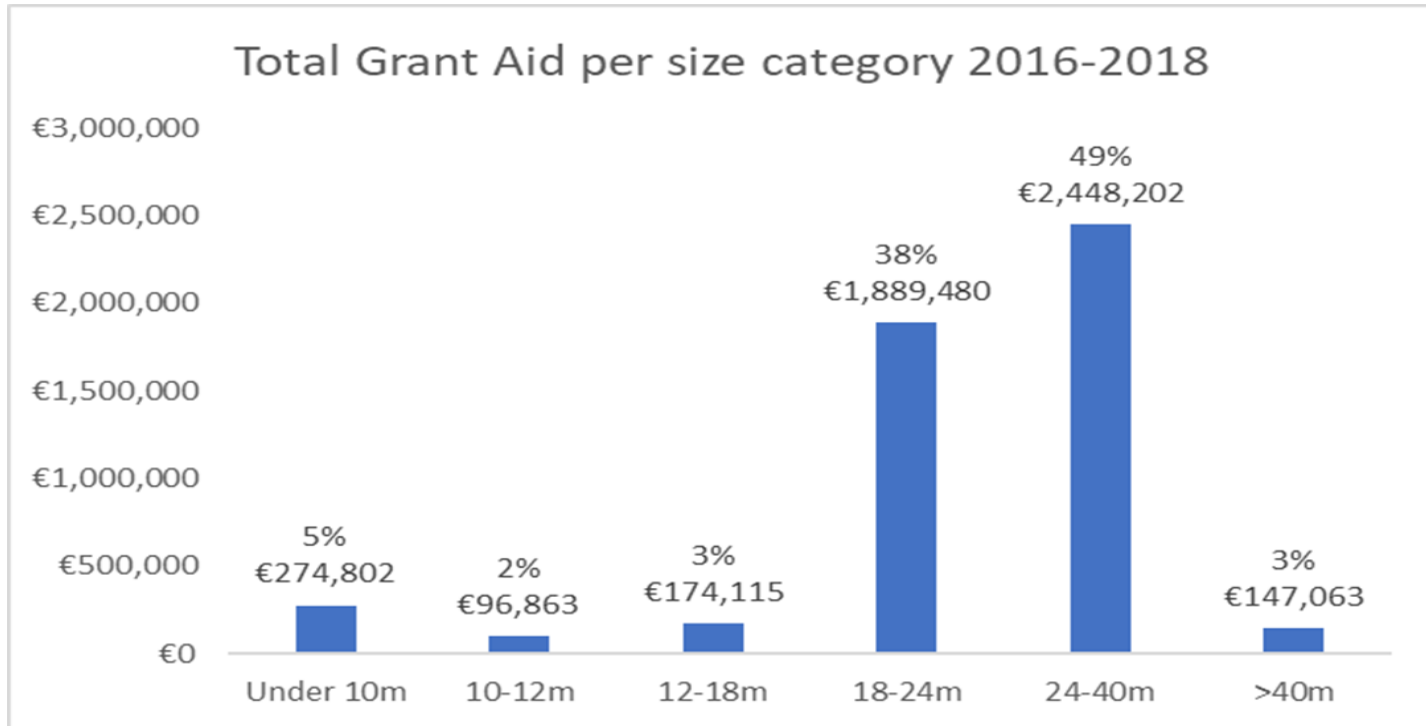
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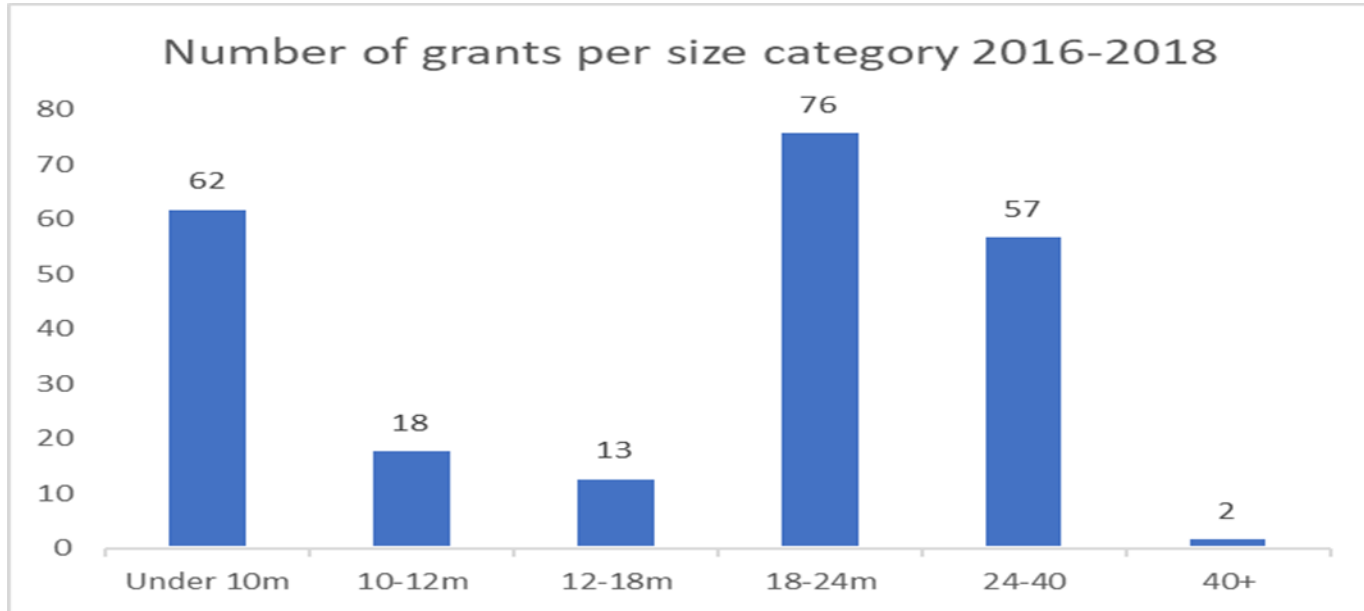
Breakdown of funding 2016-2018



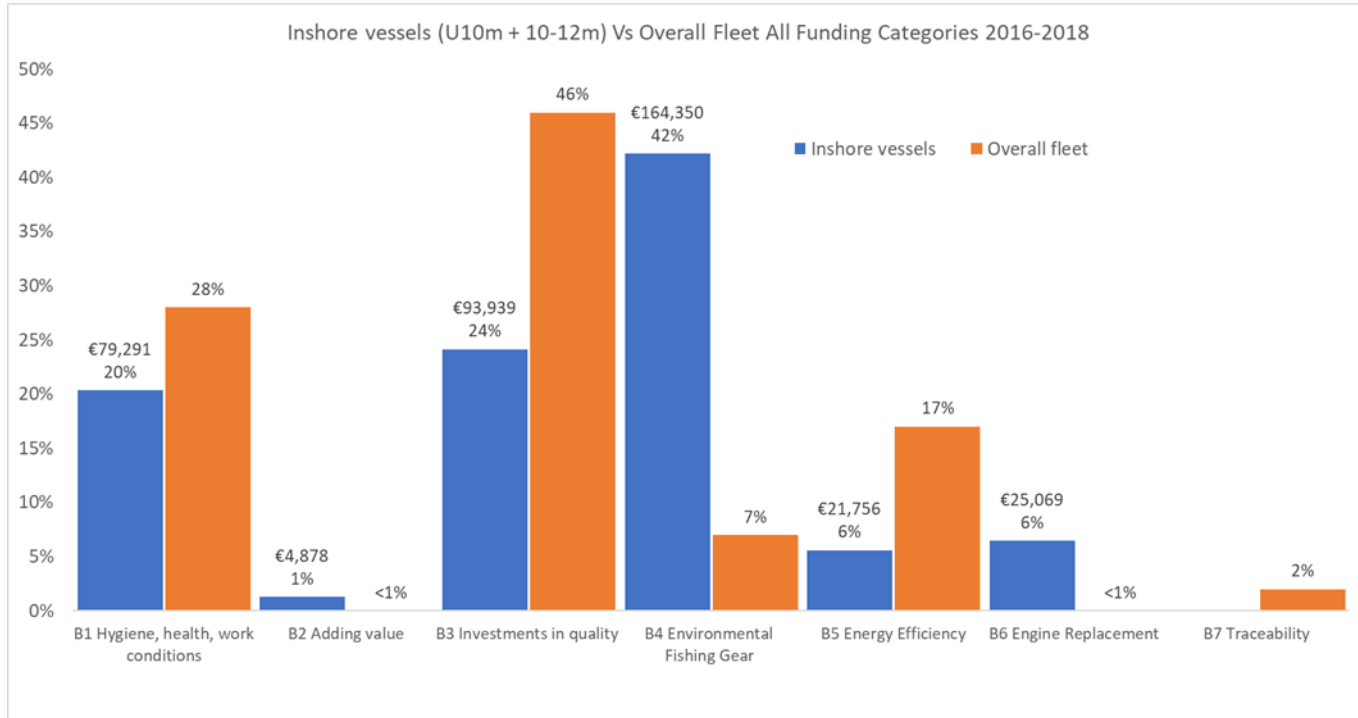
Breakdown of funding by vessel size



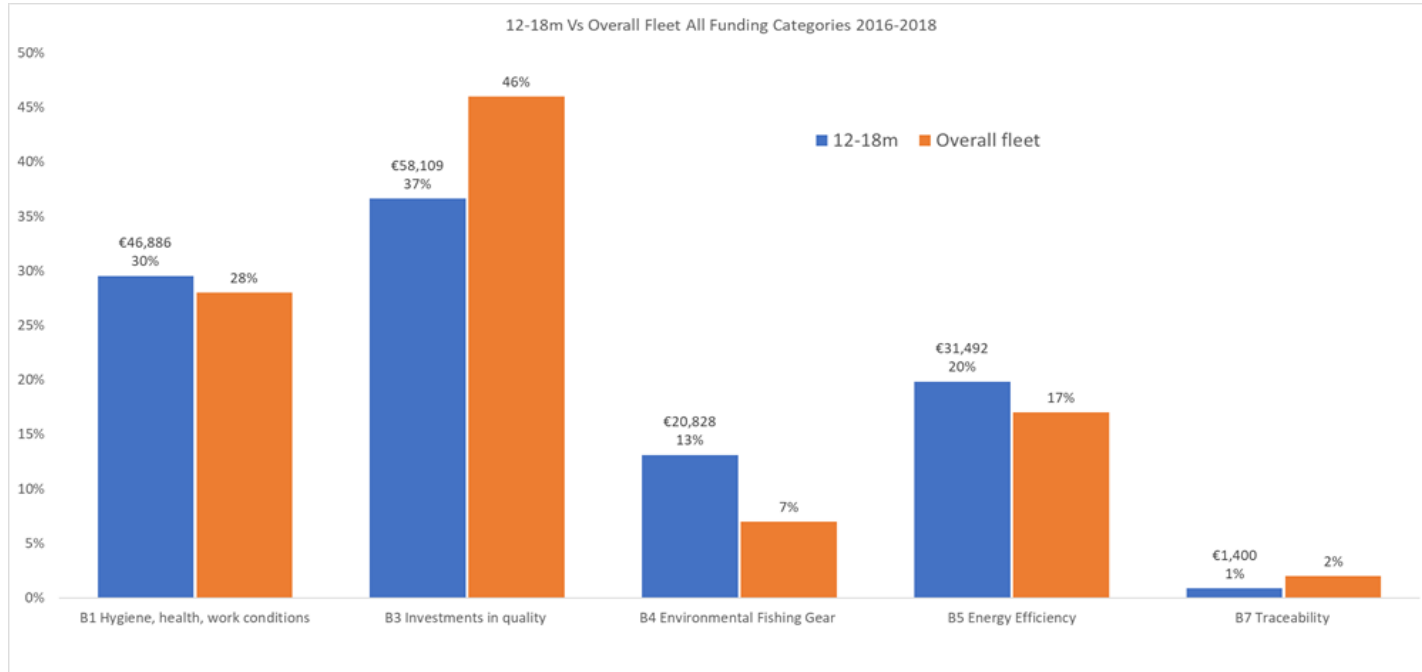
Number of grants by vessel size



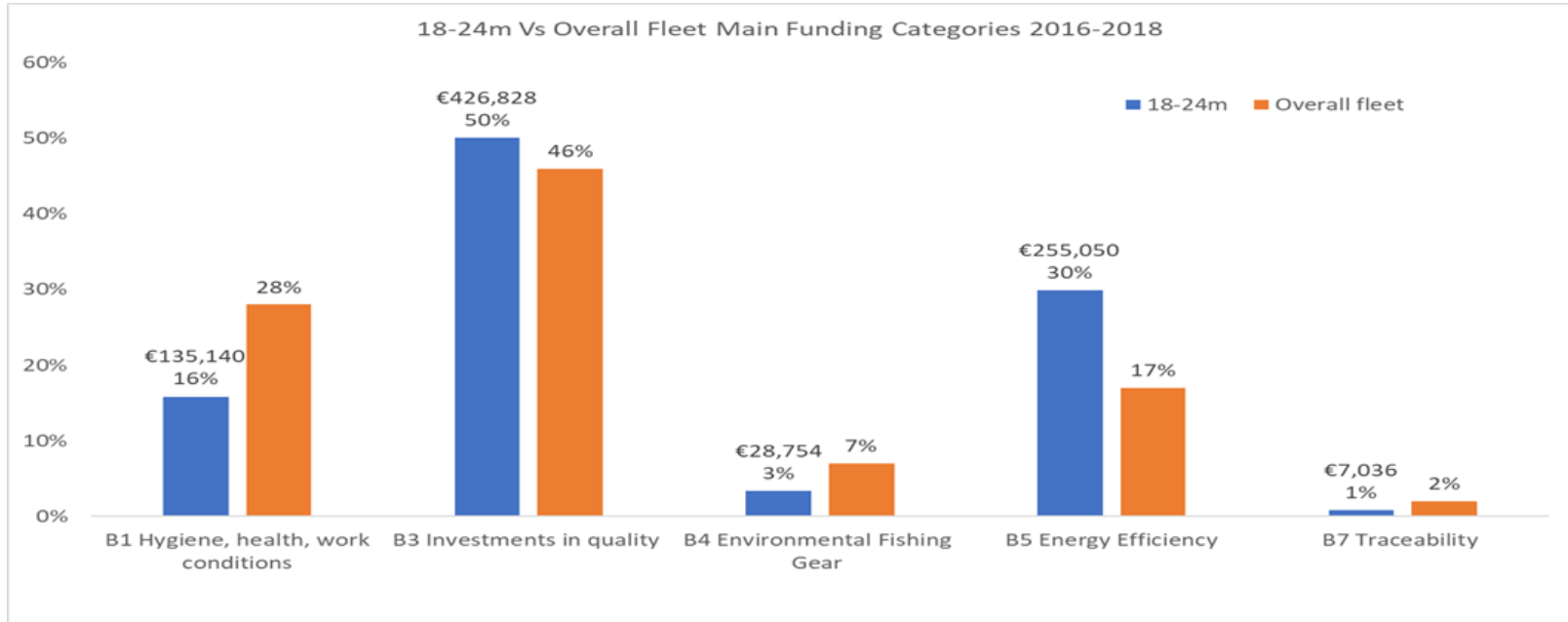
Grant aid to inshore fleet



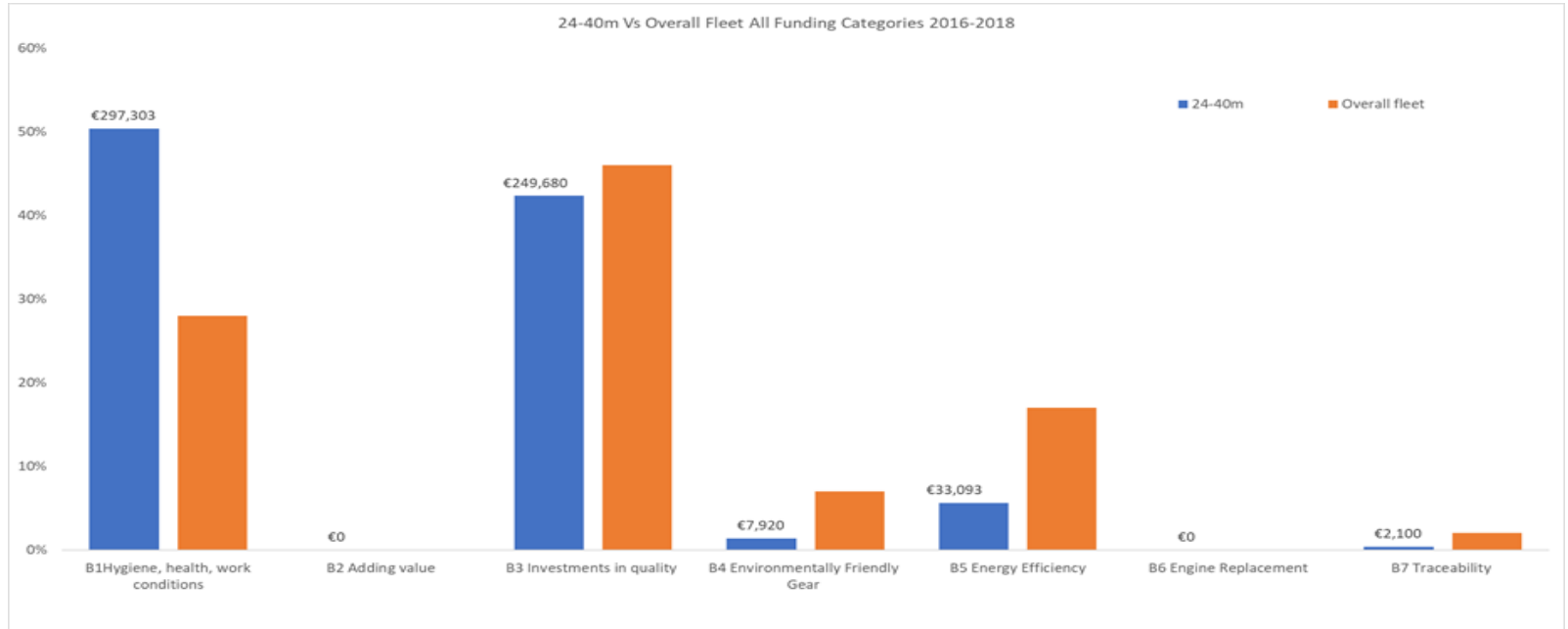
Grant aid to 12-18m polyvalent fleet



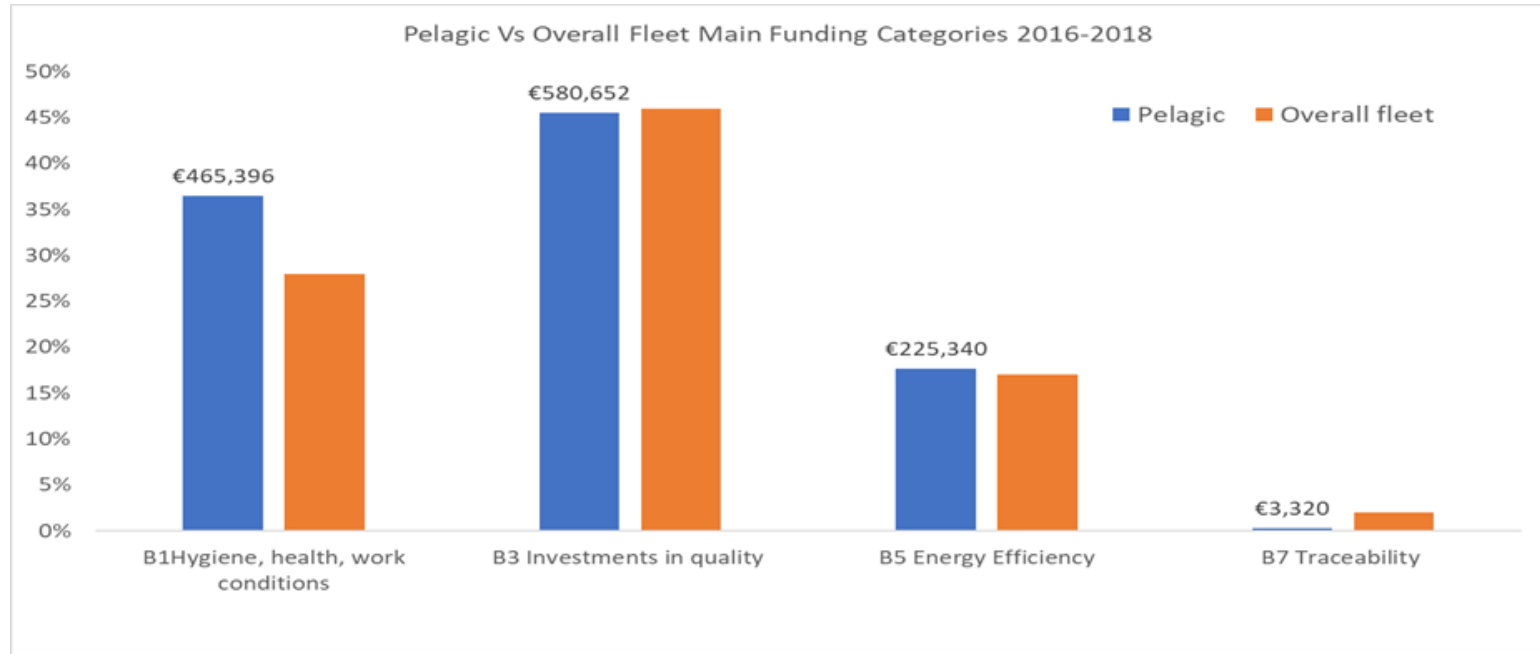
Grant aid to 18-24m polyvalent fleet



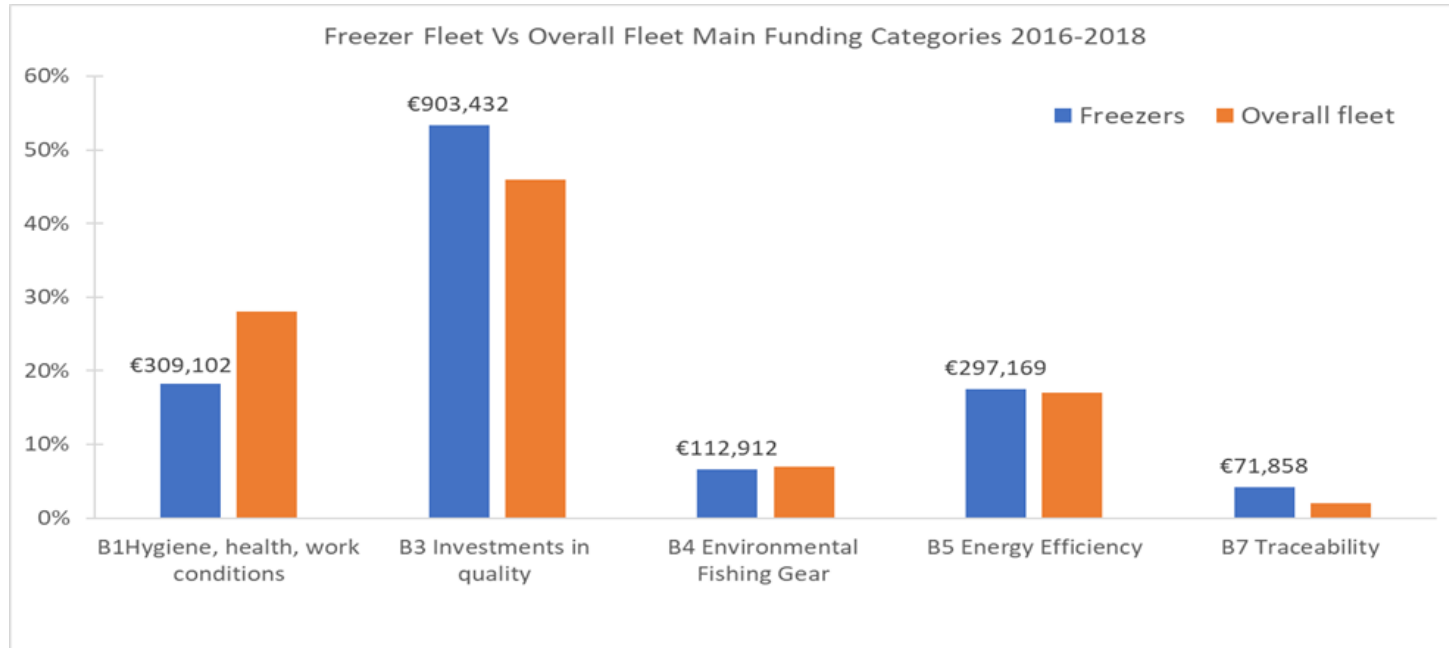
Grant aid to 24-40m polyvalent fleet



Grant aid to pelagic fleet



Grant aid to freezer trawler fleet



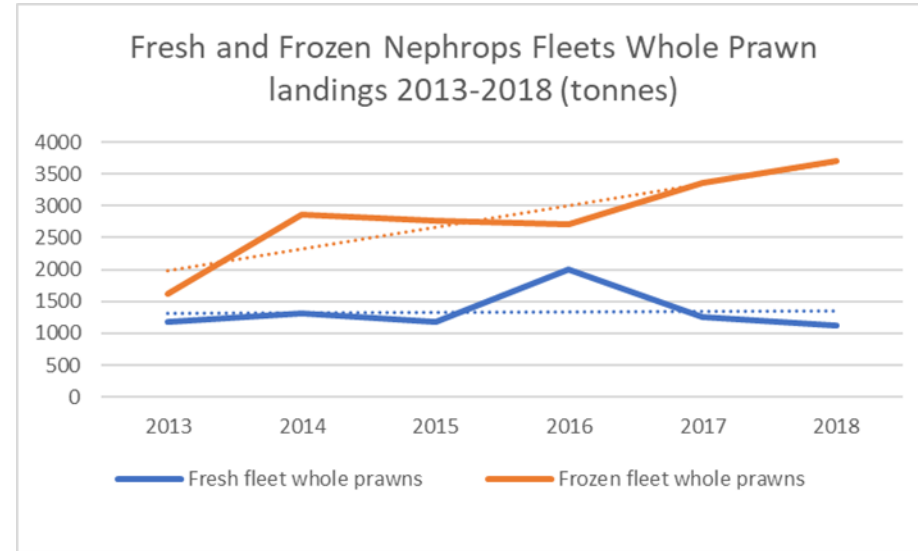
Impacts from Fleet investment projects

- Improvements in selectivity and ecosystem impacts
- Improvements in fuel efficiency;
- Improvements on board in terms of fish quality and adding value
- Improvements in on board safety and hygiene
- Additional capacity to handle unwanted catches on board and ashore



Improvements in on board quality

- On board freezing equipment
- Increased the landings of frozen prawns
- 53% increase in price per kg
- Freezing other species – squid, cuttlefish, monk tails



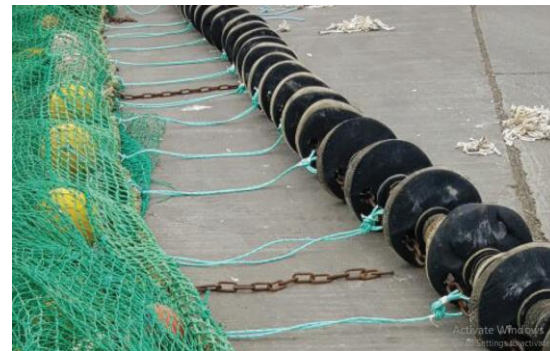
Improvements in energy efficiency

No	Adaptation	Potential Fuel Saving (%)	Investment Costs (€)	Effect on LPUE (%)
1	Gear Modifications – doors & trawls	5-11	26,000	None
2	Dynex Warps	15-20	50,000	None
3	Reverting to single rig	24-30	26,000	Reduction by 25%
4	Reduction in Steaming Speed	4.5	None	None
5	Optimising Bollard Pull	4	1000-1500	None
6	Fitting a Fuel Meter	10	1200-3100	None
7	Hull cleaning	1-5	7,500	None
8	Engine Maintenance	5-7	None	None
9	Replacing Auxiliary engine	15	30,000	None
10	Fuel Quality	0.5-1	1,000	None

- Types of investment:
 - Fuel management and monitoring systems (10%)
 - Fuel efficient fishing gear (10-30%)
 - Gear monitoring systems (5-10%)
 - Mizzen Sails (5%)

Improvements in selective and low impact gears

- Investment in selective gears
- Use of selective gears linked to other investments
- Types of investment:
 - Selective codends & panels
 - Selective trawls
 - Handline & Jigging machines



Strengths and weaknesses

Strengths	Weaknesses
Flexible scheme covering a wide range of measures	Low uptake by inshore vessels
Funding across fleet schemes	High investment in freezer vessels
Improvements in selectivity through direct investment and linkage	High investment in jigging equipment
Improving energy efficiency	Difficult to measure and monitor the impacts
Health and safety	Some elements under used (e.g. low impact gears, engine replacement)
Working conditions	Lack of training and follow-up
Focus on adding value	

Improvements for future schemes

- Joined-up approach to design and implementation
- Avoid over funding in specific areas
- More monitoring to allow impact assessment
- More appropriate indicators to measure impacts
- Elements relevant to inshore sector
- Widen the use of environmentally friendly gears (not just trawlers)
- Expand the Carbon footprint element

