



Bottom Towed Fishing Gear Byelaw 2023

Management Intentions Document

Supporting document for the Bottom Towed Fishing Gear
Byelaw 2023

Document Control

Title	Bottom Towed Fishing Gear Byelaw 2023 Management Intentions Document
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Approver	The Southern Inshore Fisheries and Conservation Authority
Approval Date (draft)	Draft document approved at Authority Meeting 8 th June 2023
Approval Date (final)	TBC
Owner	Southern IFCA

Revision History

Date	Author	Version	Status	Reason/Detail	Approver(s)
04.05.23	S Birchenough	1.1	Initial draft for consideration by Southern IFCA TAC: 4 th May 2023		P Bateman
16.05.23	S Birchenough	1.2	Updated draft following TAC 4 th May 2022	Update to: -Section 2.2.1: Phase 1&2 clarification -Section 2.2.2: Principles -Annex (maps) to reflect amendment to Principles Addition of: -Figures 1&2	FAM 8 th June 2023
13.06.23	S Birchenough	1.3	Update following Authority Meeting 8 th June 2023	Update to: -Section 2.1.2: clarification on MPA assessments underpinning BTFG review	P Bateman

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1. Introduction

This Management Intentions document has been produced to accompany the Southern IFCA Bottom Towed Fishing Gear Byelaw 2023 (“the Byelaw”).

This document seeks to provide clarity of intention and process which has underpinned management decisions concerning bottom towed fishing gear in the Southern IFCA district.

This document is to be read in conjunction with the Byelaw. This document will be reviewed in line with any future review of bottom towed fishing gear.

1.1 Rationale

Southern IFCA is responsible for the management of fishing activities in the coastal waters of Dorset, Hampshire and the Isle of Wight. These waters contain highly biodiverse and ecologically rich habitats, providing a range of valuable ecosystem services. The value of these habitats and species is recognised through a range of Marine Protected Area (MPA) designations, collectively contributing to the UK’s MPA Network (“the National Site Network”).

Bottom towed fishing gears, or mobile demersal gears such as otter trawls or shellfish dredges, have been used by fishers for generations in the coastal waters of Dorset, Hampshire and the Isle of Wight. In certain areas these techniques have the potential to adversely affect sensitive habitats and species.

The Southern IFCA has a duty to manage fisheries within MPAs ensuring that designated features and supporting habitats are not adversely affected (SACs and SPAs) and that Conservation Objectives of the sites (MCZs) are furthered. These duties are set out in the Marine and Coastal Access Act 2009¹ (“the MaCAA”) and the Conservation of Habitats and Species (Amendment) (EU Exit) Regulations 2019² (“Conservation Regulations”).

2. Review of Bottom Towed Fishing Gear Management

In line with the duties of the Southern IFCA, in 2020 Members of the Southern IFC Authority considered the need for a review of management of bottom towed fishing gear in the district in response to a change in the National Site Network through the addition of new Marine Conservation Zones (MCZs) and updates to the best-available evidence which had been used to inform the Bottom Towed Fishing Gear Byelaw 2016 as the current management mechanism for these gear types in the district.

The evidence to support this review was collated through a series of MCZ Assessments and Habitats Regulations Assessments which were reviewed and agreed by the Southern IFCA Technical Advisory Committee (TAC) in February 2020 and May 2020 as well as standing assessments which were compiled for the 2016 byelaw and were deemed to still be relevant to the evidence base in 2020.

¹ [Marine and Coastal Access Act 2009 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukpga/2009/23/section/1)

² [The Conservation of Habitats and Species \(Amendment\) \(EU Exit\) Regulations 2019 \(legislation.gov.uk\)](https://www.legislation.gov.uk/ukreg/2019/111/section/1)

2.1 Review Drivers for Drafting Management Measures

At a meeting of the Southern IFCA TAC in August 2021, following consideration of the evidence to support a review, Members agreed to proceed the review of bottom towed fishing gear management to Stage 2 of the Byelaw Making Process, to draft management measures, operating under defined drivers.

2.1.1 Driver - Updates to the Marine Protected Area Network

On the 31st May 2019, the Government announced a third tranche (T3) of Marine Conservation Zone (MCZ) designations which included 6 new sites within the Southern IFCA district and a further 12 new features added to existing MCZs, these are given in table 1.

In line with Southern IFCA's duties under the MaCAA, the Authority was required to undertake an assessment of the potential impacts of fishing activities on designated features to ensure that these activities are compatible with the site's Conservation Objectives, seeking to ensure that the Conservation Objectives are furthered. These assessments consider the nature of the gear type, scale of fishing activity, overlap between the extent of the feature and fishing and the vulnerabilities of the features. The Authority is required to consult with Natural England, the Government's statutory nature conservation advisors, on the outcomes of these assessments. The outcomes of the MCZ Assessments indicated that additional measures would be required for the management of bottom towed fishing gears in MCZs to ensure the Conservation Objectives for the sites can be furthered.

Table 1: Updates made to the Marine Protected Area Network in the Southern IFC District

T3 MCZs	MCZs with Additional Features
Bembridge	Chesil Beach and Stennis Ledges
Yarmouth to Cowes	Poole Rocks
Southbourne Rough	The Needles
Studland Bay	
Purbeck Coast	
South of Portland	

2.1.2 Driver - Review of Existing Spatial Management

Previous management of bottom towed fishing gear under the Bottom Towed Fishing Gear Byelaw 2016 was informed by best-available evidence. In 2020 Southern IFCA were provided with an updated evidence base by Natural England as the Government's nature conservation advisors. Details on the best-available evidence used in the 2020 review is given in Section 2.2.3. The evidence base provided in 2020 became the best-available evidence used to inform the review and provided updates, particularly in relation to MPA feature condition and extent. It was identified that these updates related to seagrass and reef features across the district. To ensure that management measures for bottom towed fishing gear are appropriate, additional MPA assessments were undertaken on a district-wide basis, focusing on reef and seagrass features against the updated evidence base. Other assessments completed in 2016 were reviewed in 2020 in line with the updated evidence base (as provided by NE in 2020) and determined to still be appropriate in their evaluation and management recommendations.

The package of assessments indicated that changes would be required to the management of bottom towed fishing gear in the district's MCZs as well as in Special Areas of Conservation

(SACs) and Special Protection Areas (SPAs) in relation to reef and seagrass features. For MCZs, these assessments are MCZ Assessments and for SACs and SPAs they are Habitats Regulations Assessments. All MPAs within the National Site Network in the Southern IFCA District which are subject to consideration for management under the bottom towed fishing gear review are detailed in table 2.

Table 2: SACs, SPAs and MCZs that form part of the National Site Network which occur within the Southern IFCA District and are subject to consideration for management under the bottom towed fishing gear review

District SACs	District SPAs	District MCZs
Lyme Bay and Torbay	Chesil Beach and the Fleet	Bembridge
Solent Maritime	Chichester and Langstone Harbour	Yarmouth to Cowes
Studland to Portland	Poole Harbour	The Needles
South Wight Maritime	Portsmouth Harbour	Southbourne Rough
	Solent and Southampton Water	Poole Rocks
		Studland Bay
		Purbeck Coast
		South of Portland
		Chesil Beach and Stennis Ledges

2.1.3 Driver - Protection of Sensitive Habitats Outside MPAs

Under the initial scope of the review, Members considered a third driver which considered where areas of sensitive habitat outside of MPAs may require management for bottom towed fishing gear. The identification of this driver was based on the Southern IFCA duty under the MaCAA to *‘Seek to balance the social and economic benefits of exploiting the sea fisheries resources of the District with the need to protect the marine environment from, or to promote its recovery from, the effects of such exploitation’*.

During the progress of the review, it was determined that this driver would sit in a subsequent phase of reviewing management for bottom towed fishing gear. The rationale for this and an outline of how this second phase is intended to be delivered is given in Section 2.2.1.

2.2 Progression of the Bottom Towed Fishing Gear Review

Following the progression of the review to Stage 2, an initial set of proposed management measures was drafted on the basis of the three review drivers outlined in Section 2.1. An informal consultation with the stakeholder community was held on these measures between 17th June and 1st August 2022³. Members considered the outcomes of this consultation at a meeting of the TAC in August 2022 and a meeting of the Authority in September 2022 where it was agreed to progress the review to Stage 3 which involved drafting a new byelaw to replace the existing Bottom Towed Fishing Gear Byelaw 2016.

2.2.1 Phased Approach to MPA Management Review

In 2023, The Environmental Improvement Plan 2023 was introduced by Government as the first revision of the 25 Year Environment Plan. The Environment Plan identified the Government’s intention to support progress towards the UN’s Sustainable Development Goals

³ Copies of the Consultation Document and Summary of Responses from this informal consultation can be obtained from the Southern IFCA upon request.

under the Global Biodiversity Framework which includes protection of 30% of the global ocean by 2030. At a domestic level, the Government aim to achieve this by enhancing protection for MPAs. Under the Goal of Thriving Plants and Wildlife in the Environment Improvement Plan 2023, there is a target for 70% of designated features in MPAs to be in favourable condition by 2042 with the remainder in recovering condition and a new interim target of 48% of this to be achieved by 31st January 2028. The delivery of this is to be supported through strengthened protections in MPAs by 2024. Appropriate regulators, including IFCAs, are required to ensure that management measures are in place for all MPAs by 2024 in order for this interim target to be achieved. This includes the management of bottom towed fishing gear in MPAs.

In order to meet the Government target, Southern IFCA identified a need to prioritise workstreams and adopt a phased approach to the delivery of the bottom towed fishing gear review. This is based on the resource requirements for meeting the Government target and aims to allow for the consideration of wider district wide sensitive habitat management following an initial consideration of feature-based management for MPAs.

Consideration of feature-based management for MPAs is in line with the legal duties of Southern IFCA in relation to the different designations of MPA. In all cases the term ‘feature’ is used to refer to designated features and supporting habitats for designated features under SPA designations. For MCZs, under S154 of the MaCAA, Southern IFCA must ensure that the Conservation Objectives of any MCZ in the district are furthered. Under Article 6 of the Conservation Regulations, Southern IFCA as a named competent authority must ensure that fishing activity occurring within or adjacent to an SAC or SPA does not damage, disturb or lead to a deterioration of a species or habitat which receives protection under the relevant designation so as to ensure compliance with the Habitats Directive and Birds Directive. These legal duties are related to the phased approach to bottom towed fishing gear management in the text boxes on the following page.

The phased approach to management of designated features and sensitive habitats/species across the District is illustrated in Figures 1 and 2. Figure 1 shows how feature-based management will be considered under Phase 1 based on the legal duties underpinning the IFCA’s Core Functions in relation to MCZs and SACs/SPAs and Figure 2 shows how wider management of designated features as well as sensitive habitats/species will be considered under Phase 2, noting that the principles for this Phase of the review have yet to be determined by the Authority.

Phased Approach to the Bottom Towed Fishing Gear Review

The phased approach is split into two, Phase 1 and Phase 2.

Phase 1: To consider feature based management interventions for MPAs: sites designated under the National Site Network (Special Areas of Conservation [SACs], Special Protection Areas [SPAs] and Marine Conservation Zones [MCZs])

In line with the IFCA's Core Functions under both the MaCAA (2009) and the Conservation Regulations, Phase 1 will consider management of bottom towed fishing gear for features which exist within any MCZ and which exist within or adjacent to any SAC/SPA. For the purposes of Phase 1, 'adjacent' means a feature (to include any buffer) which extends across the boundary of the designated site, to ensure that the integrity of that part of the feature which exists within the boundary of the site is not affected by activity occurring over that same feature where it extends outside the boundary of the site.

For MCZs, S154 of the MaCAA states that an IFCA's performance in meeting the duty to further Conservation Objectives should not be affected by anything listed in the general IFCA duties under S153 of the MaCAA, which include social or economic considerations. Likewise, for SACs and SPAs, the overarching legislation does not provide for the consideration of social or economic factors/impacts when making management decisions which are required to ensure that the duty of no adverse effect is met.

The Authority has developed a set of principles for Phase 1 in order to guide and maintain consistency in decision making which will ensure that any subsequent management is applied equally and with full transparency across the Southern IFCA District, where applicable.

Phase 2: To consider district wide management interventions for sensitive habitats.

Following the completion of Phase 1 it is the intention of the Authority to commence Phase 2 of the review. Phase 2 would consider features which exist adjacent to an MCZ boundary (i.e., any part of a feature which extends across the boundary of an MCZ) as well as any sensitive habitats and species (yet to be defined, pending the scope of Phase 2) across the district, both inside and outside National Site Network Sites and MCZs. This would also include consideration of features and sensitive habitats/species within Sites of Special Scientific Interest (SSSIs) which are not also designated under overlapping MPAs, where IFCA duties under the Wildlife and Countryside Act (1981) require the Authority to take 'reasonable steps, consistent with the proper exercise of the authority's functions' to further conservation objectives for features within these sites.

Phase 2 will also consider those areas which are currently closed under the Bottom Towed Fishing Gear Byelaw 2016 which, according to the Principles developed for Phase 1 (S2.2.2), will remain closed under Phase 1 of the review. In order to determine if any spatial changes are needed for these areas, socio-economic and environmental assessments will be carried out to create an evidence base to ensure all potential impacts of any potential change are considered.

Under Phase 2, social and economic factors/impacts can be considered alongside the need for protection of the marine environment, operating under the IFCA duties outlined under S153 of the MaCAA, namely balancing the protection of the marine environment with a sustainable fishing industry, balancing the needs of different persons engaged in the exploitation of sea fisheries resources and ensuring sustainable fishing and continued sustainable development. In addition, Phase 2 will allow for the consideration of outcomes of currently ongoing restoration projects for specified habitats and consideration of how the IFCA can align with the Government's Vision of protecting 30% of land and sea by 2030 ("30x30").

A phased approach allows for the consideration of wider sensitive habitat management beyond the feature-based management approach taken in Phase 1. In staging the approach, Phase 2 will benefit from the inclusion of outcomes from ongoing research programmes and projects, currently underway in the district, to include those which are specifically focused on areas which may provide habitat restoration potential, ecosystem services, blue carbon habitats and Natural Capital benefits. Research in these areas will contribute vital information to help the IFCA to contribute to wider conservation targets and understand how the wider management of sensitive habitats can contribute to meeting the objectives of the Fisheries Act 2020. In addition, during Phase 2, and in order to deliver Southern IFCA's core duties under the MaCAA, extensive consultation across the district's communities will be required to capture site specific information regarding the social and economic benefits of fishing, coupled with the need to protect the marine environment.

The phased approach to the delivery of this workstream was adopted by the Southern IFCA Authority at their meeting in March 2023 and is outlined in the Southern IFCA Research and Policy Team Plan for April 2023 to March 2024⁴.

⁴ To be added once uploaded onto website

PHASE 1

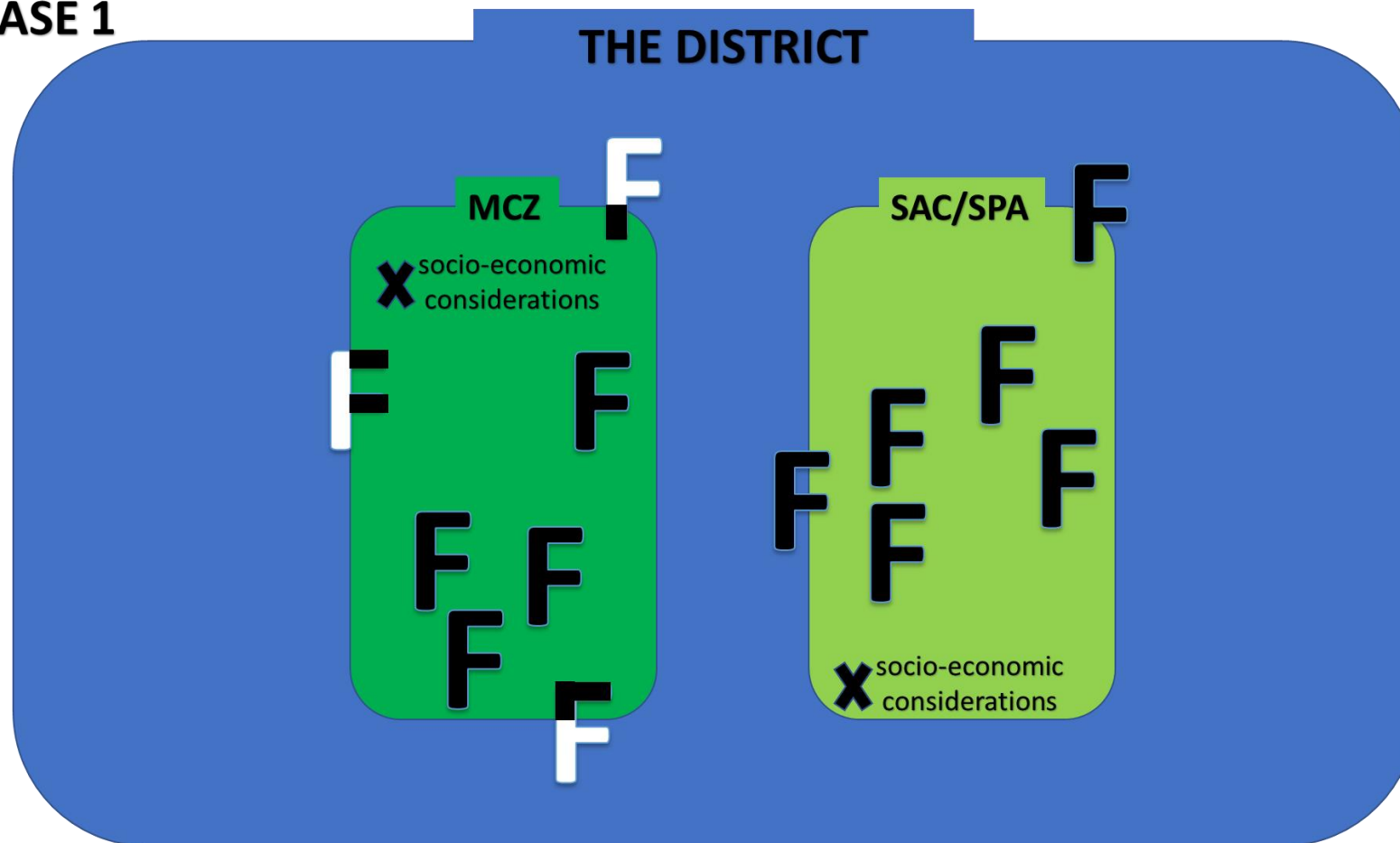


Figure 1: Feature-based management in the Southern IFCA District under Phase 1 of the Bottom Towed Fishing Gear Review. **F** = designated features, black letters indicate where a feature will be protected under Phase 1, white indicates where features will be considered for protection under Phase 2. For MCZs the duty of the IFCA is to further the conservation objectives for features where they occur within the boundary of the site, for SACs/SPAs the duty of the IFCA is to ensure that fishing activity occurring within or adjacent to an SAC or SPA does not damage, disturb or lead to a deterioration of a feature which receives protection under the relevant designation.

PHASE 2

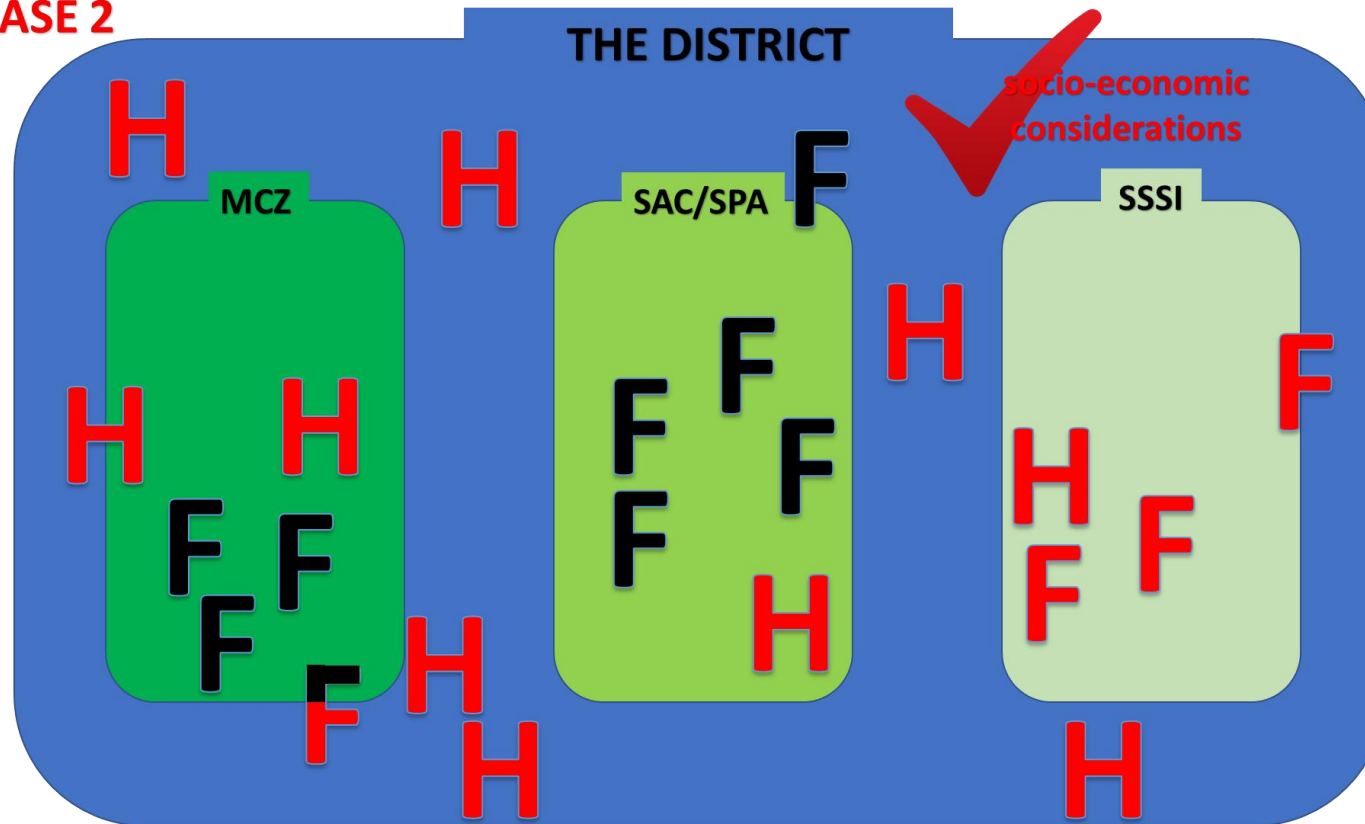


Figure 2: Management under Phase 2 of the Bottom Towed Fishing Gear Review. **F** = designated features, **H** = sensitive habitats and species which are not designated for an MPA, black letters indicate where a feature will be protected under Phase 1, red letters indicate where management will be explored through Phase 2, incorporating consideration of features which exist outside of MCZ boundaries (i.e., any part of a feature which extends across the boundary of an MCZ) as well as the location of sensitive habitats and species (yet to be defined, pending the scope of Phase 2) across the district, both inside and outside National Site Network Sites and MCZs. This would also include consideration of features and sensitive habitats/species within Sites of Special Scientific Interest (SSSIs) which are not also designated under overlapping MPAs.

2.2.2 Delivery of Phase 1

Members of the Southern IFCA Authority agreed, through a series of Working Groups in early 2023 and following consideration of the outcomes of the IFCA Technical Advisory Committee in May 2023, a set of principles which would underpin management decisions defining management of bottom towed fishing gear under Phase 1 of the review. Defining these principles ensures a transparent approach and that the approach is applied consistently across the district.

The principles are as follows:

1. Proposed closed areas are considered for designated features within MCZs
2. Proposed closed areas are considered for designated features within and adjacent to SACs and SPAs
3. Proposed closed areas for feature-based protections under Principles 1 & 2 incorporate buffers in accordance with national JNCC/NE buffer guidance
4. The best available evidence used to inform feature-based protection is the Natural England database provided to Southern IFCA in 2020
5. With the exception of seagrass, the extent and distribution of feature-based management in the Solent Maritime SAC and district wide SPAs will be informed by outcomes of the relevant Habitats Regulations Assessment (HRA)
6. Existing 2016 BTFG closures which do not meet Principles 1 & 2 will remain in place under Phase 1. These areas will be subject to socio-economic and environmental assessments in Phase 2, forming an evidence base to allow for the consideration of any changes to the spatial extent of these areas to ensure that all potential impacts are considered

These principles were then applied to take Stage 3 of the Bottom Towed Fishing Gear Review forward through the drafting of a new byelaw titled the Bottom Towed Fishing Gear Byelaw 2023 which will replace the existing Bottom Towed Fishing Gear Byelaw 2016.

2.2.3 Best Available Evidence

Under the principles defined in Section 2.2.2, the best available evidence used to inform the prohibited areas under the Byelaw is the Natural England database provided to Southern IFCA in 2020. This database consists of spatial data on the extent and distribution of designated features and supporting habitats within and adjacent to MPAs and extent and distribution of habitats and species outside of MPAs. This data layer is compiled by Natural England combining data from a variety of sources and is periodically updated. When an updated database is published, it is provided to Southern IFCA to aid in management decision making. The latest update is the database provided to Southern IFCA in 2020 which is the data that has been used to inform the Byelaw.

2.2.4 Buffer Guidance

A buffer is a spatial extension applied to known feature extent in order to safeguard the feature from damage by an activity. The process of applying a buffer around a feature is frequently used in fisheries management and was used in the Bottom Towed Fishing Gear Byelaw 2016. Natural England, utilising guidance from the Joint Nature Conservation Committee (JNCC), provide advice on the application of buffers which is available to IFCA's to use in determining management.

The JNCC guidance provides *“the appropriate distance beyond the seabed extent of the habitat by which the site boundary as the sea surface may be extended according to the maximum actual water depth of the feature in question...as a minimum measure to reduce the likelihood of habitat damage from demersal fishing”* i.e., the potential unintentional incursion of mobile fishing gear on a feature. The guidance distances were based on generalised warp length to water depth ratios, thereby taking into account water depth at the site and the possible location of mobile gear on the seabed relative to a vessel at the sea surface.

The following table is provided in the guidance.

Water depth	Ratio warp length:depth	Approx. length of trawl warp	Boundary extension (i.e., buffer) to be added to the habitat area of interest
Shallow waters ($\leq 25\text{m}$)	4:1	100m at 25m depth	4 x actual depth
Continental shelf (25-200m)	3:1	600m at 200m depth	3 x actual depth
Deep waters (200 to over 1000m)	2:1	2000m at 1000m depth	2 x actual depth

2.2.5 Feature-based management in the Solent Maritime SAC and District wide SPAs (excluding seagrass)

For designated habitats other than seagrass in the Solent Maritime SAC and District wide SPAs the management under the Bottom Towed Fishing Gear Byelaw 2023 is in line with an agreement on how to manage these habitats under the Bottom Towed Fishing Gear Byelaw 2016. This agreement was based on the Authority’s consideration of the outcomes of HRAs relevant to those sites and feedback from two informal consultations held between January and September 2016.

The agreed approach was the identification of areas which provided good examples of SAC and SPA habitat and having those as prohibited areas to maintain the integrity of the sites whilst offering long-term stability to guard against the effects of fishing effort displacement. The approach was deemed to offer pre-emptive and precautionary measures which were proportionate to the risks to the site identified through the assessments. Factors considered in identifying these areas included existing levels of human disturbance, energy levels, habitat type and recoverability. A number of low-energy areas were identified as being most suitable for prohibited areas where levels of abrasion from bottom towed fishing gear activity would not allow the features and supporting habitats to reach favourable condition.

Good examples of estuarine habitat were also identified which included intertidal mud, subtidal mud and saltmarsh. These areas included parts of the River Hamble, Sinah Lake, Broom Channel, Russell’s Lake, the River Medina, King’s Quay, Newtown Creek, the River Yar, Ashlett Creek, Hythe foreshore, the River Test, Lymington, Keyhaven and additional parts of Langstone Harbour.

Protection of features and supporting habitats in these areas is also supplemented by management through the Solent Dredge Permit Byelaw (and previously the Solent Dredge Byelaw). The closed seasons under this byelaw are designed to enable the recovery of infaunal communities and to maintain the structure of intertidal and subtidal habitats, as well

as supporting breeding shellfish populations. This approach acknowledges that dredge fishing will still take place within these sites, but the mitigation provided by a combination of closures to bottom towed fishing gear and through the Solent Dredge Permit Byelaw is considered sufficient to enable the physical and biological recovery of designated features and supporting habitats.

Members of the Authority considered this approach through consideration of the principles for the review and agreed to maintain this approach in the Bottom Towed Fishing Gear Byelaw 2023. It was determined that seagrass within these sites required an updated assessment in line with the wider district due to changes in extent and distribution identified in the 2020 evidence base. Management related to seagrass was underpinned by a specific district wide HRA for this habitat in relation to bottom towed fishing gear.

3. The Bottom Towed Fishing Gear Byelaw 2023

The Bottom Towed Fishing Gear Byelaw 2023 (“the Byelaw”) prohibits the use of bottom towed fishing gear for the exploitation of sea fisheries resources in areas of the Southern IFCA district in order to protect designated features within Marine Conservation Zones (MCZs) and within or adjacent to Special Areas of Conservation (SACs) and Special Protection Areas (SPAs).

The Byelaw also requires a vessel carrying bottom towed fishing gear while transiting through a prohibited area to have that gear inboard and above the sea.

The Byelaw will revoke the Bottom Towed Fishing Gear Byelaw 2016 made by the Authority in November 2017 (see Annex 1 for a visual comparison of prohibited areas in the 2016 and 2023 byelaws).

3.1 Prohibited Areas

Prohibited areas are defined within the following areas under the Byelaw (please see the Schedule in the Byelaw for full coordinates). Site specific maps have been created showing the individual prohibited areas within each of these wider areas, these can be viewed in Annex 2 to this document.

- Chichester and Langstone Harbours
- Portsmouth Harbour
- Southampton Water
- Lymington, Keyhaven and Beaulieu
- Yarmouth
- Yarmouth to Cowes
- The Medina, Cowes and Osbourne Bay
- Ryde to South Wight
- South Wight
- Poole Bay
- Poole Harbour
- Studland Bay
- Purbeck Coast
- Portland and Stennis Ledges

- Chesil Beach and The Fleet
- Lyme Bay

4. Review

The Byelaw provides for reviewing management through a provision allowing the Authority (or a sub-committee thereof authorised by the Authority to do so) to review the suitability of the byelaw in accordance with any changes in available evidence, to include any statutory advice provided by Natural England or other such bodies, organisations or persons as the Authority deem fit.

At the time that any such evidence is available, prior to any review taking place, consideration will be given to the evidence provided in conjunction with the IFCA's priority workstreams, balancing any identified need for a review with resource capacity.

5. Phase 2 of Bottom Towed Fishing Gear Management

Following the completion of Phase 1 of the Bottom Towed Fishing Gear Review it is the intention of the Authority to commence Phase 2 of the review as outlined in Section 2.2.1. Following the implementation of any outcomes from Phase 2, this document will be updated accordingly.

6. Annex 1: Byelaw Maps – Bottom Towed Fishing Gear 2023 and Bottom Towed Fishing Gear 2016

The maps provided in Figures 3 & 4 in this Annex reflect the maps provided as part of the byelaws for both the Bottom Towed Fishing Gear 2023 and Bottom Towed Fishing Gear 2016 byelaws. There are two maps produced for each byelaw, one showing the eastern end and one showing the western end of the Southern IFCA District. The maps from the 2023 and 2016 byelaws have been provided side by side in each case to illustrate the additional locations and/or extent of prohibited areas from the 2016 to 2023 byelaws.

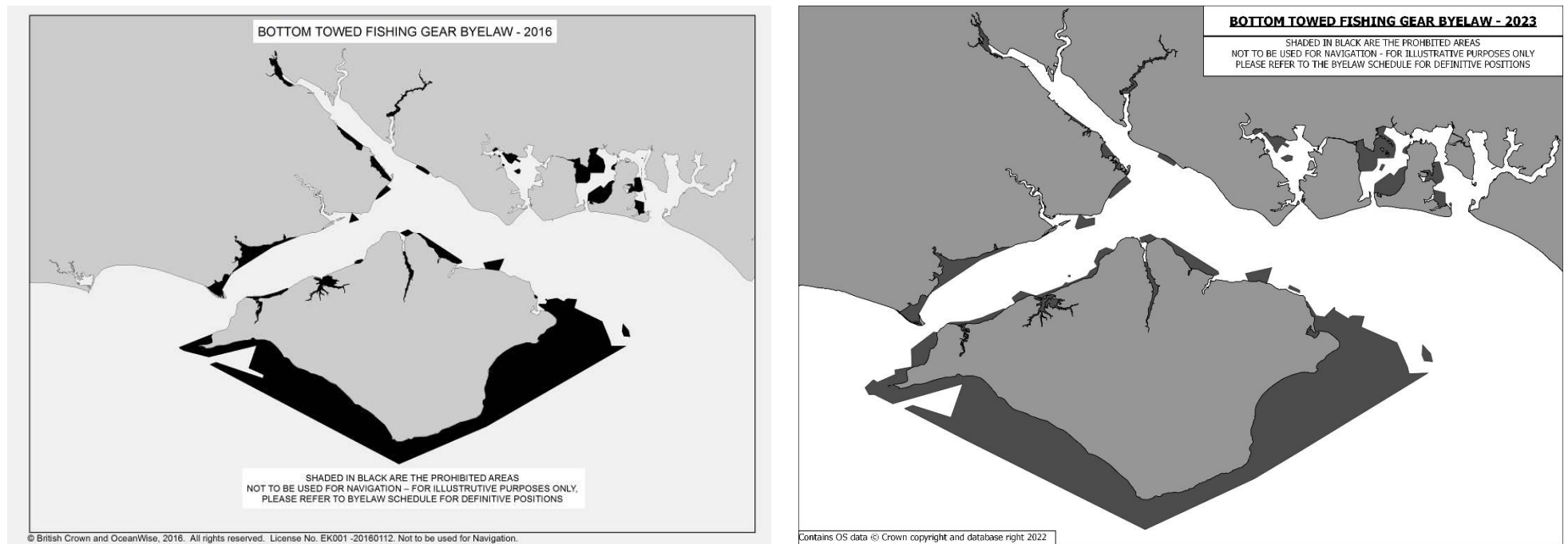


Figure 3: Maps of the eastern end of the Southern IFCA District from the Bottom Towed Fishing Gear Byelaw 2016 (left) and the Bottom Towed Fishing Gear Byelaw 2023 (right).

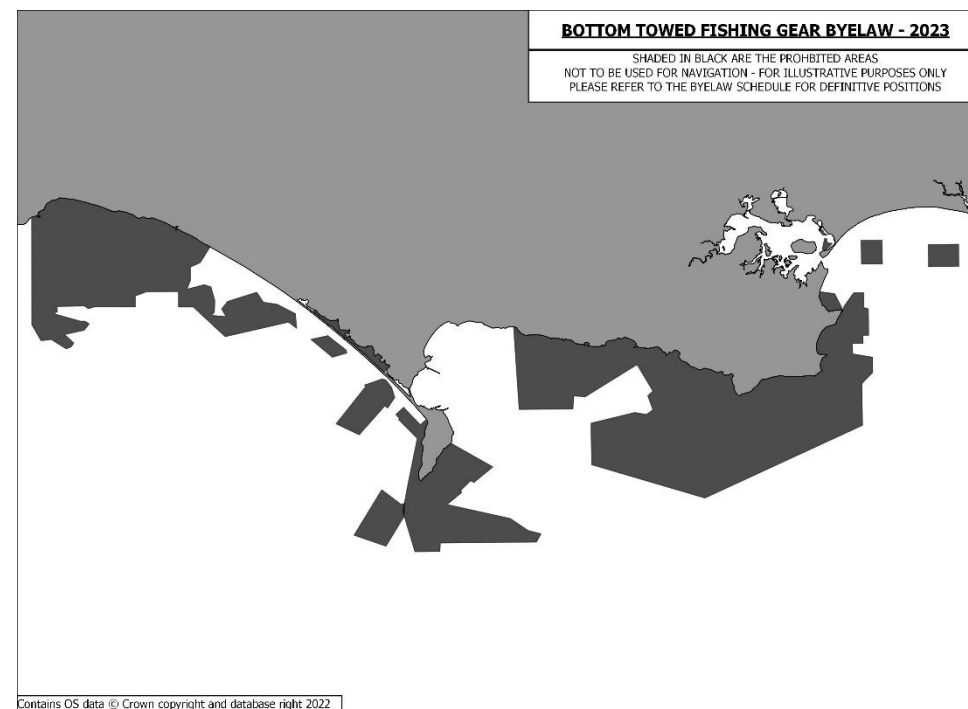
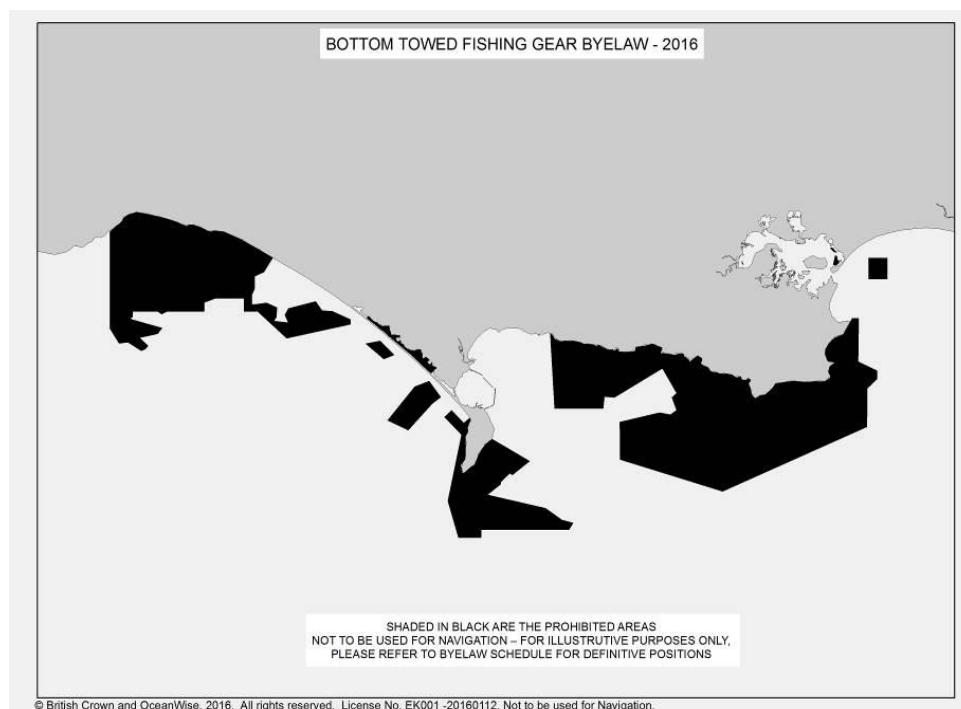


Figure 4: Maps of the western end of the Southern IFCA District from the Bottom Towed Fishing Gear Byelaw 2016 (left) and the Bottom Towed Fishing Gear Byelaw 2023 (right)

7. Annex 2: Site Specific Maps for Bottom Towed Fishing Gear Byelaw 2023

The maps provided in this annex show the prohibited areas under the Bottom Towed Fishing Gear Byelaw 2023 along with the location of designated features, the buffers applied to those features and the boundaries of MPAs in the district.

The maps also illustrate the prohibited areas under the Byelaw in relation to the prohibited areas under the Bottom Towed Fishing Gear Byelaw 2016. In adopting the Principles agreed by the Authority to define the prohibited areas under the Byelaw (2023), the resulting prohibited areas represent a combination of extensions to previous closures and the inclusion of new prohibited areas.

The total area closed to bottom towed fishing gear through the prohibited areas under the Byelaw is 743.12km² representing 27.2% of the Southern IFCA District. This is compared to a total area closed under the Bottom Towed Fishing Gear Byelaw 2016 of 696.3km² representing 25.5% of the District. **The difference between the 2016 and 2023 byelaws is an increase in the total area closed of 46.8km² or 1.7% of the District.**

The following table provides page numbers for each map.

Area Map	Byelaw Prohibited Area Numbers	Page Number
Chichester and Langstone Harbours	1 – 6	20
Portsmouth Harbour	7 – 12	21
Southampton Water	13 – 18	22-23
Lymington, Keyhaven and Beaulieu	19 – 21	24-25
Yarmouth	22	24
Yarmouth to Cowes	23 – 24	25
The Medina, Cowes and Osbourne Bay	25 – 28	26
Ryde to South Wight	29 – 31	27
South Wight	32	28-29
Poole Bay	33 – 34	30
Poole Harbour	35 – 36	31
Studland Bay	37	32
Purbeck Coast	38	33

Portland and Stennis Ledges	39 – 40	34
Chesil Beach and The Fleet	41 – 42	35
Lyme Bay	43	36

