

**PROJECT COORDINATOR**


Antonio Alvarez Alonso
Phone: 0034 986231930 (Ext. 251)
Email: antonio@iim.csic.es

TECHNICAL COORDINATOR

Luis Taboada Antelo
Phone: 0034 986231930 (Ext. 250)
Email: ltaboada@iim.csic.es



IIM-CSIC (Institute for Marine Research)
Address: C/ Eduardo Cabello, 6
Tel.: 0034 986231930 - Fax: 0034 986292762
36208 - VIGO (SPAIN)

**INFORMATION / CONTACT**

Web: www.farosproject.eu
Email: contact@farosproject.eu



Consejo Superior de
Investigaciones Científicas



Centro Tecnológico del Mar



Centro de Supercomputación
de Galicia



Instituto de Investigaçao das
Pescas e do Mar



Instituto Español de
Oceanografía



Porto de Vigo

Autoridad Portuaria de Vigo

Integral Networking of Fishing Sector **A**ctors to Organize a **R**esponsible, **O**ptimal and **S**ustainable Exploitation of Marine Resources

LIFE08 ENV/E/000119





WHAT IS FAROS?

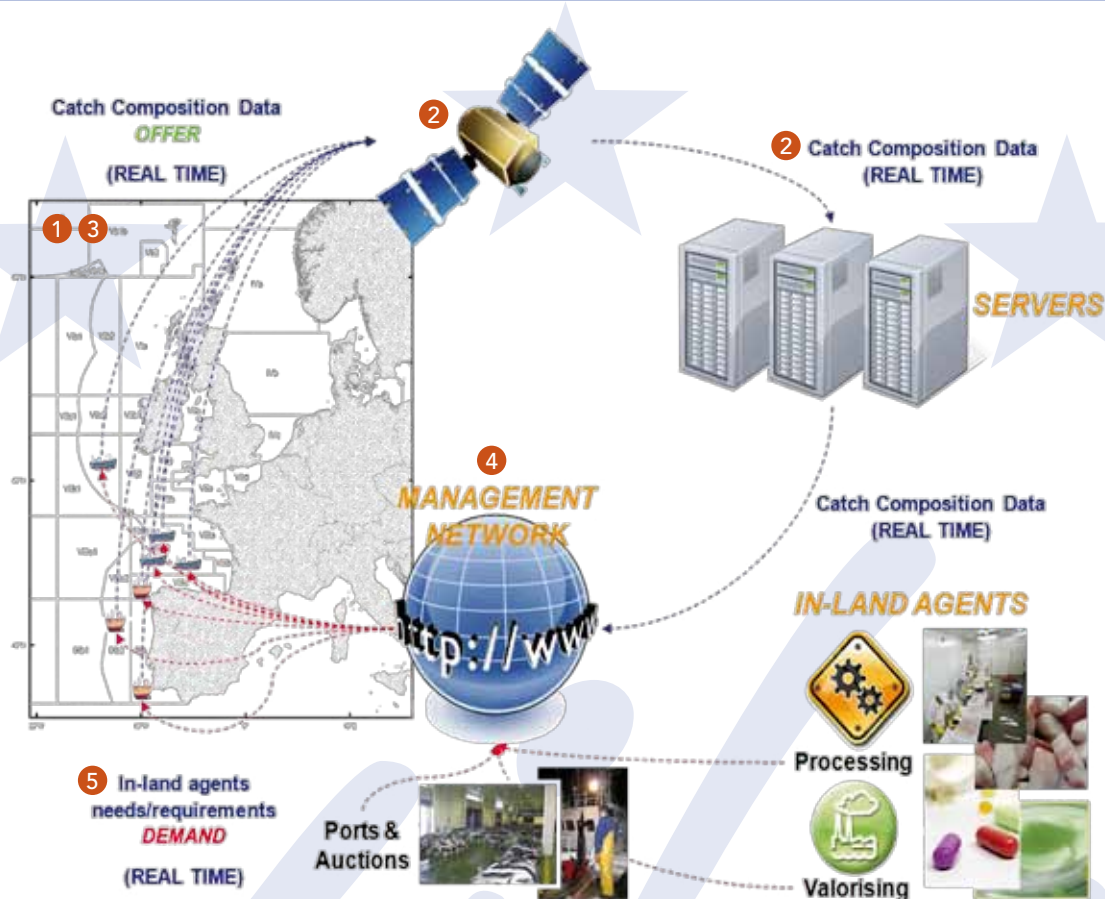
The Project FAROS (the Spanish word for lighthouses) – co-funded under the LIFE+ Environment Program of the European Union - takes advantage of the background of experience, good practices and technologies derived from both the human experience, the literature as well as the results obtained in recent studies to give the guidelines to define a global and real-time information system both on board and in land as the core of an efficient and optimal discards management network of the actors involved in the fishing activity (fishermen and fleets, ports, industries, etc.) by exploiting of the existing synergies between them.

The aims are both the minimisation of discards/by-catch and their ecological and environmental impacts as well as their optimal valorisation to recover and to produce valuable chemicals of interest in the food and pharmaceutical industry. These valorisation technologies were already stated in a previous LIFE Project called BE-FAIR (www.befairproject.com).

These objectives complements the European Commission guidelines oriented to the responsible and sustainable management of the European fishing activity, specially in what refers to “ the reduction of unwanted by-catches and progressive elimination of discards” and “making the best possible use of the captured resources avoiding its waste” (EC communication on the reform of the CFP). By helping fleets comply with the so-called “no-discard” or “zero-waste” production aboard.



WORKING ON THE PROBLEM



1. To select the target fisheries based in historical analysis of the total catch composition. To analyse the obtained “total catch-métiers” in order to understand their spatial-temporal behaviour, this could be used as base to forecast their catch supply along the year.
2. To develop a complete characterisation of discards on the selected fisheries (based on proposed automated classification, analysis and data collection tools) as potential raw material for different valorisation processes in land.
3. To determine different action protocols to minimise the unwanted-bycatch/discards based on the new defined spatio-temporal scenario.
4. To create a supervisory network for an efficient and integral discards management based on information flows exchanged between fleets and in land agents (offer and demand, respectively).
5. To demonstrate the benefits of the proposed discards management environment.



IMPROVING THE SUSTAINABILITY

The main expected results that fulfills the FAROS objectives can be summarized as follows:

1. The integral management network for the extractive fishing sector and related process industries.

Fishing fleets (OFFER) will know the market demand for all the species captured during a campaign, allowing them to optimal program their activity in order to get a responsible and sustainable exploitation of marine



Industries (DEMAND) will know in real time the availability of raw material (discards) for a given processing/valorising process in a port near them. On the contrary, the network will supply the needed information to obtain the desired supply from other geographic areas, allowing the schedule of transport logistic in advance (before the vessels arrive to land)

2. A spatial-temporal map based on a developed GIS models for the activity of the selected fleets (considering species distribution), helping fleets:
 - a. To avoid areas or period with abundance of unwanted-by-catch/discards.
 - b. To contribute to they daily work by obtaining the most rentable, ecological and less fuel consumption activity.
3. New on-board technologies to both on real time data capturing based on vision (BEOS System) as well as data transmitting equipments from fleets to land and viceversa (red boxes).