



D3.5 Field trial and useability report

Report on results of field trials and useability assessment. Extensive trials of the gear location system including:

- *at least 3 contrasting fishing grounds, e.g. Atlantic Iberian Coast (PT, ES), North Sea (UK), Mediterranean (IT, MT), Adriatic (HR)*
- *different fishing gear (e.g. traps, gills and trammel nets, trawl nets) selected based on criteria of risk analysis of ALDFG gear type and local/regional needs*
- *operation by fishers from Portugal (APMSHM), Spain (ARVI), Italy (CGP, WWF ITALIA), Croatia (WWF ADRI) and Malta (MAFA) and non-experts, to gather extensive end user feedback on useability, practicality and cost-benefit considerations*

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Summary NETTAG+ Project

NETTAG+ aims to provide a portfolio of three innovative smart and sustainable solutions to address the negative impacts of abandoned, lost or otherwise discarded fishing gear (ALDFG) on marine life and habitats. NETTAG+ will be based on synergistic activities between the fisheries industry, scientists and NGOs to develop three solutions to PREVENT, AVOID and MITIGATE the harmful impacts of ALDFG.

NETTAG+ will PREVENT marine litter derived from fisheries activities, AVOID loss of fishing gears, and MITIGATE harmful impact by removing existing ALDFG. These three solutions will jointly contribute to reduce ALDFG and marine pollution, namely by: reducing the introduction of hazardous chemicals and microplastics originating from ALDFG; reducing ghost fishing, bycatch and entanglements of sensitive or endangered species on ALDFG; and improving mapping, tracking and recovery technologies to retrieve ALDFG.

NETTAG+ aims to upgrade and upscale the integrative preventive approach that started in the previous NetTag project, and aims to replicate it in Mediterranean regions, providing the fisheries industry with three smart and environmentally-friendly solutions to reduce ALDFG and prevent the environmental impacts of fishing gears. The three solutions will be developed to maturity (TRL 7-8) by the end of the project, and will be tested, validated and demonstrated in real conditions in Atlantic and Mediterranean countries, namely Portugal (PT), United Kingdom (UK), Spain (SP), Italy (IT), Croatia (HR) and Malta (MT). NETTAG+'s ambition is to change the paradigm of the fisheries industry, aspiring to transform the societal perspectives about the role of fishers as Guardians and Cleaners of the Ocean. NETTAG+ will empower the sector to take effective actions to address marine pollution, promoting their role as key actors to tackle marine pollution.

Contents

Contents	3
Executive Summary	4
1 Introduction	5
2 Field trial descriptions and results.....	6
2.1 Italy (Mediterranean, trammel net)	6
2.2 Croatia (Adriatic, gillnets and longlines)	11
2.3 Canada and USA (North Atlantic/Pacific, lobster/crab traps)	16
2.4 United Kingdom (Irish Sea, prawn creels)	19
2.5 United Kingdom (Irish Sea, Trawl net)	20
2.6 Spain (Atlantic Iberian Coast, purse seine nets)	21
2.7 Portugal (Atlantic Iberian Coast, traps, trawl nets)	22
3 Useability analysis and feedback.....	23
3.1 Overall operation	23
3.2 Applicability/performance vs gear type	24
3.3 Applicability/performance vs vessel type	25
3.4 Impact on fishing operations	26
4 Conclusions	28
5 References.....	29
6 Acknowledgements	30

Executive Summary

This report describes trials carried out with the MyGearTag (MGT) technology across a wide variety of fisheries in European and North American waters, and with a wide range of static (passive) and active gear. Trials have been carried out either by fishers under the supervision of the project team or completely independently after some training. The report describes the trials and results in detail, along with analysis of the findings and their significance for future uptake, commercialisation of the technology and the potential impact/benefits of its use.

1 Introduction

Throughout 2025 and early 2026 a series of trials have been conducted, with fishers across Europe and North America, to assess the useability and effectiveness of the MGT technology for different gear types and fisheries. The approach has been to try to replicate realistic fishing scenarios or in some cases to include in genuine fishing operations, while attaching the acoustic tags to gear and deploying the surface locator unit (SLU) to locate and/or recover gear.

The trials completed and documented in this report are summarised in Table 1.

Table 1 - Summary of trials completed

Location (sea)	Fishery	Gear type(s)	Month	NETTAG+ partners present
Sicily, Italy (Mediterranean)	Pelagic fish	Trammel net	May 2025	WWF It, GoGePa, UNEW, SF, INESC-TEC, CIIMAR
Vis, Croatia (Adriatic)	Pelagic fish, artisanal	Gillnet, long line	October 2025	WWF Adria, UNEW, SF, INESC-TEC, CIIMAR
Canada (North Atlantic)	Crustaceans, small and large scale	traps	May, December 2025	SF
California, USA (Pacific)	Crustaceans, small scale	traps	May 2025	SF
UK (Irish Sea)	Crustaceans	Traps (creels)	August 2025	None
UK (Irish Sea)	Pelagic fish	Trawl net	August 2025	None
Vigo, Spain (North Atlantic)	Pelagic fish	Purse seine net	November 2025	ARVI, CIIMAR, INESC-TEC

Fish aggregation devices have been deliberately excluded from these trials as analysis of these devices shows that, being floating structures, they are much better suited to well established terrestrial/satellite tracking technology than underwater acoustic tracking.

2 Field trial descriptions and results

2.1 Italy (Mediterranean, trammel net)

On 30th May 2025 a field trial was carried out with small scale fishers from the CoGePa cooperative operating out of the port of Tonnarella, Sicily. The aim of the trials was to assess the deployment, localisation and recovery of MyGearTag (MGT) transponders attached to a trammel net. *Figure 1* shows one of the vessels (~12m) used for this trial, with one deploying the net and another carrying the MGT Surface Locator Unit (SLU) to home in on the net. The bathymetry of the trial area is shown in *Figure 2* with the location of the trammel net in approximately 25 m water depth.





Figure 1 - Vessels used for Sicily trial (Photo credits: Lisa Sousa)

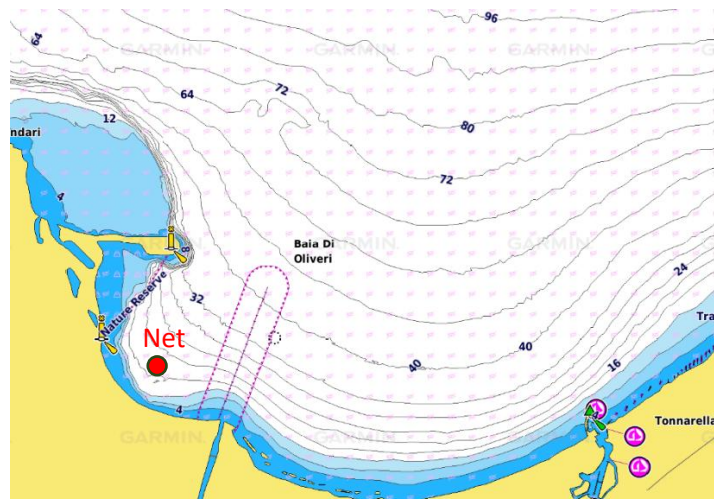


Figure 2 - Bathymetry of Sicily trial area



Figure 3 - MGT transponders (tags) attached to trammel net (Photo credits: Claudia Amico)



Figure 4 - Deployment of trammel net with MGT (Photo credits: Claudia Amico)

Tags were attached to each end of the trammel net, on the floating headline so that the tags were suspended approximately 2m above the seabed. The other vessel carrying the SLU then moved away approximately 2 km to the East to start the location process. The SLU transducer was deployed over the side of the vessel and range requests were repeated, as the vessel moved in a search pattern, until a response was received from one of the tags at a range of 1385m. The skipper was then instructed by the app to move in a triangular pattern (following the normal location procedure) to obtain 2 further ranges and obtain an initial position fix for the tag as shown in Figure 5.



Figure 5 - MGT locator app showing initial position fix obtained from ~1.4km to the east. (Photo credits: Claudia Amico)



Figure 6 - MGT app guiding the vessel towards the estimated tag position (Photo credits: Claudia Amico)

Having obtained the initial fix, the MGT app was then used by the skipper to guide the vessel towards the located tag. In this case the initial fix was found to be very accurate and within approximately 30 m of the true position. The location process was then repeated at shorter

ranges around the initial fix to obtain a refined position estimate that was within <5m of the true position. This process was also repeated for the second tag to accurately locate the second tag, so in turn providing an estimate of the “line” of the trammel net deployment and this capability has also proven useful in trials with strings of traps described later in this document.

Key findings from this trial were as follows:

- This trial served as an effective demonstration of the MGT technology for locating trammel nets.
- Deployment and recovery of the nets with tags attached via simple carabiner clip appeared very practical.
- There were no concerns expressed that the tags would affect the operation or efficacy of the nets.
- Deployment of the SLU over the flank or bow of the vessel was effective given the relatively small freeboard and draft of this kind of fishing vessel.
- The wireless operation of the app (no cable connection between tablet/phone and SLU) proved very useful in this scenario allowing the system to be operated by and output displayed to personnel either on the deck or on top of the cabin where the skipper often chooses to control the vessel and have 360 degree visibility.

2.2 Croatia (Adriatic, gillnets and longlines)



Figure 7 - 9m artisanal fishing vessel used in Komiza trial

On the 22 October 2025 a trial was carried out in collaboration with WWF Adria and an artisanal fisher operating out of Komiza on the Island of Vis, Croatia. The 9m long vessel used in the trial is pictured in Figure 7. Figure 8 shows the bathymetry of the test site with tags deployed and located over a wide area and range of depths from 35 – 80 m. On arrival the fisher went through the process of installing batteries in 6 tags and registering each tag in the MGT app before installing 3 each on a 1km longline and a gillnet of approximately 100m length.

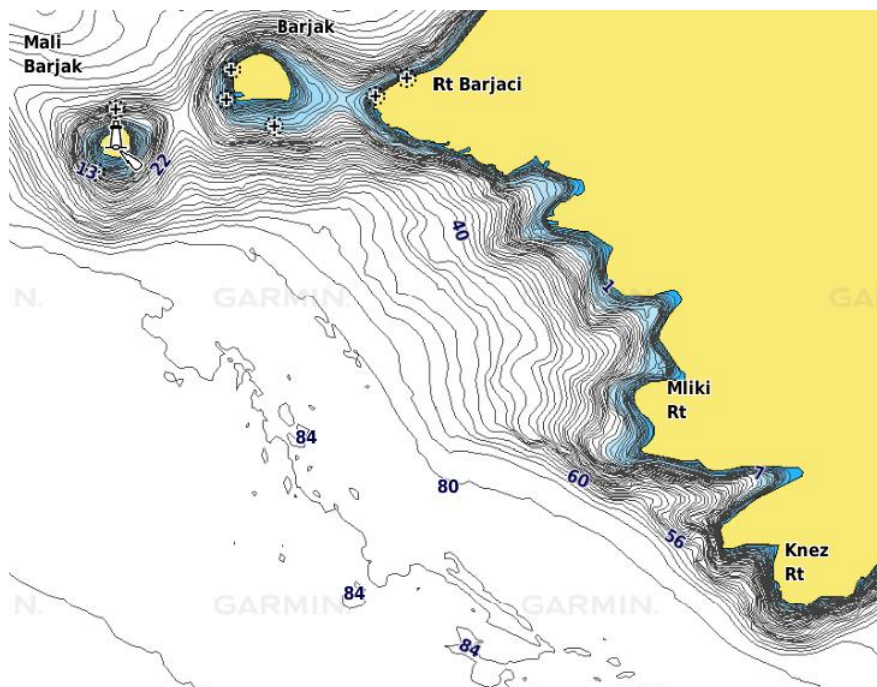


Figure 8- Bathymetry of Komiza trial area



Figure 9 - Fisher installing batteries and registering tags in the MGT app (Photo credits: Darko Mihalić)



Figure 10 - Tags being attached to gillnet (left) and 1km long line (right) (Photo credits: Darko Mihalić)

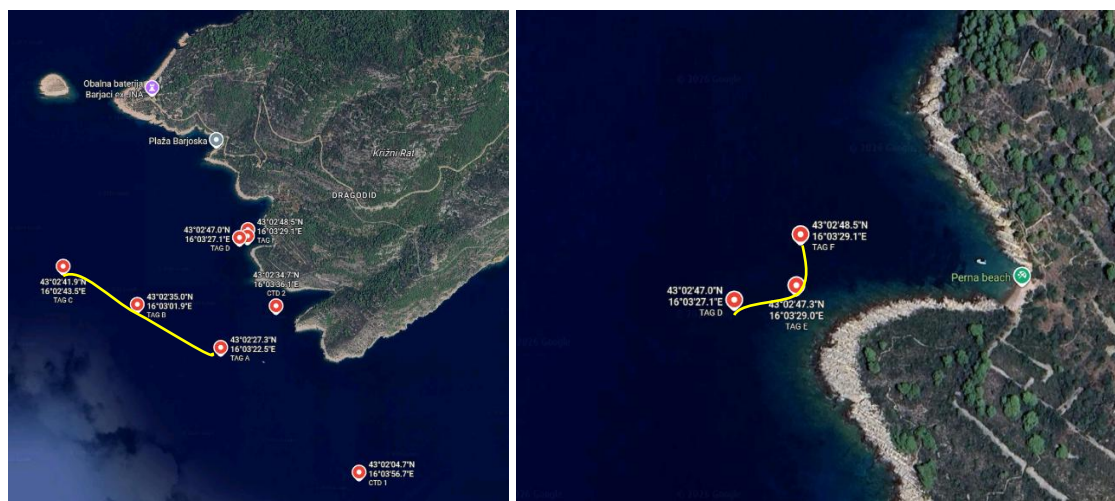


Figure 11 - Deployment positions of tags A, B, C on longline (left) and tags D, E, F on gillnet (right)

Tags were attached to the start/end (anchor points) of the long line and with one mid-way along the line. Likewise, a tag was attached to the topline at each of the anchor points of the gillnet with a 3rd mid-way along, with the tags suspended within a few meters of the seabed. The process of attaching the tags is pictured in Figure 10 and the approximate deployment positions (taken from surface GPS) are illustrated in Figure 11. To provide diversity of acoustic channel conditions for the trial the long line was deployed along the bottom with average depth of ~80m

and the gillnet over shallower rocky ground of average depth ~ 12m (which enabled visual inspection by divers shown in Figure 12). One practical observation from the underwater imagery was that heavy carabiners used to attach the tags resulted in an overall negative buoyancy and pulled down the top line of the gill net noticeably. Hence these were replaced with lightweight clips as shown in Figure 13.



Figure 12 - Diver photography of tag E at mid-point of gillnet (Photo credits: Ivana Nobilo)



Figure 13 - Lightweight attachment clip (left) vs heavy carabiner clip (right)

After deployment of both sets of static gear, we moved away from the gillnet to simulate a lost gear scenario (it having moved several hundred meters from its known location). The skipper then went through the process of using the app to locate tag D (on the first anchor point) and then navigating towards the tag using the bearing and range information provided. Figure 14 shows a screenshot from the MGT app showing the accurate location obtained for tag D (note that this map is rotated by approximately 180 degrees with respect to Figure 11). In this case, with a starting position 200m away from the tag, the initial fix was accurate enough to guide the

vessel precisely to the anchor point and begin recovery of the gear. Tags E and F were also found to be responsive.

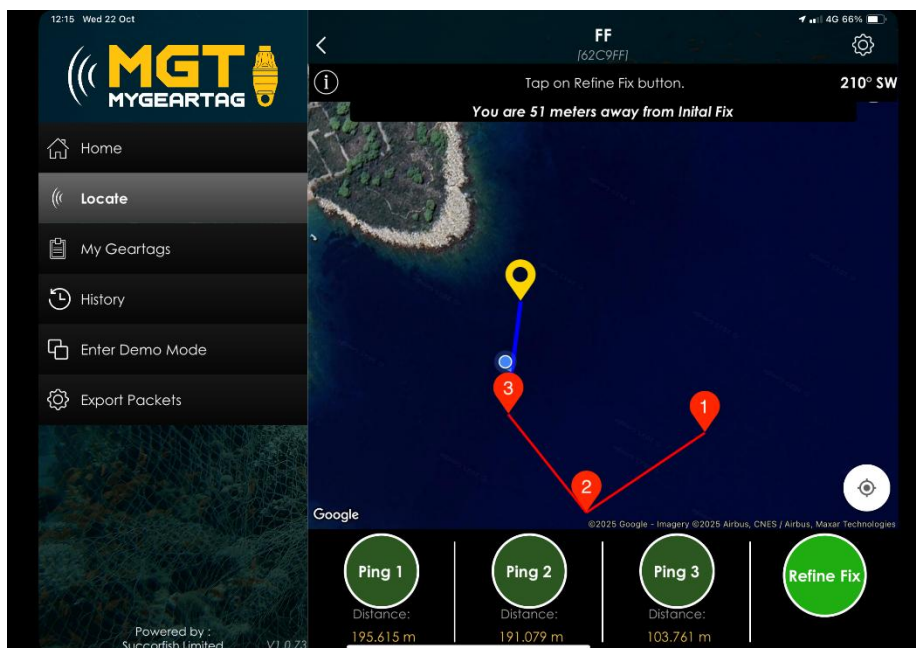


Figure 14 - Location of tag D (anchor point of gillnet) with range and steering instructions to skipper

At this point the vessel returned to port and left the long line fishing for 3 hours before returning to the site. Simulating again the scenario of lost gear, a search for tags A – C from distance commenced and contact was established with tag B from 1365m as shown in Figure 15 followed by tag A. Tag C was found to be unresponsive in this test.

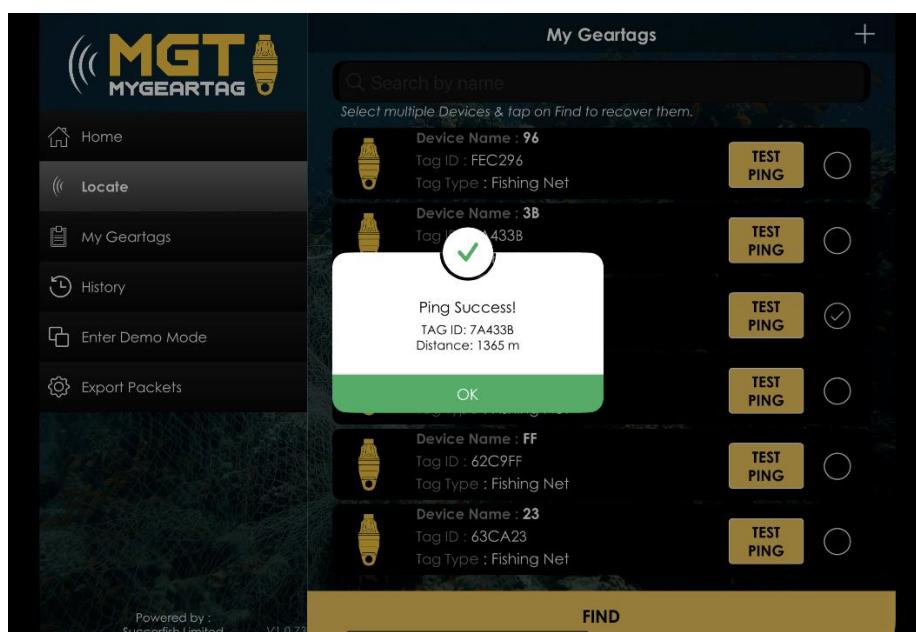


Figure 15 – Initial contact with tag B (mid-point of longline) from distance of 1365m

The process of locating A is illustrated in Figure 16 where, after an initial fix from long distance, a second refined fix is obtained to precisely locate the anchor point and begin successful recovery of the gear. On recovery, tag C was found to be faulty and had developed a leak explaining it's lack of acoustic response.

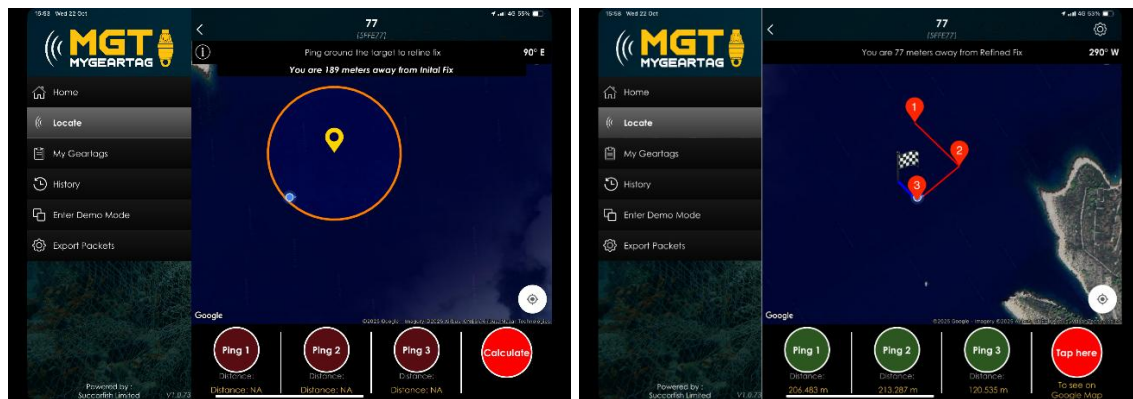


Figure 16 – Obtaining refined fix on tag A (anchor of long line) with steering instructions.

Key findings from this trial were as follows:

- An artisanal fisher was able to deploy and operate the MGT system with a small amount of training by the team.
- Tags were able to be attached to multiple points on both gillnets and long lines (e.g. anchor points and mid-length) and successfully located using the app.
- In these trials, the process of accurately locating a tag and being able to start gear recovery was completed within 5-8 minutes from a starting point of several hundred metres from the gear.
- Lessons were learned about attachment to gear with limited buoyancy (e.g. gillnet top line) and ensuring the net buoyancy of the attached tag was positive.
- One tag out of six leaked in this deployment but it seems that this was a construction fault/previous damage rather than any error by the fisher in closing/sealing the unit.

2.3 Canada and USA (North Atlantic/Pacific, lobster/crab traps)

Substantial trials of the MGT technology have been carried out in North Atlantic crustacean fisheries throughout 2025. Trials were arranged by Succorfish with a skipper who fishes for lobster off Miscou, New Brunswick and also runs ghost gear clearance campaigns outside the fishing season [1][2]. Figure 17 shows an example of tags attached to typical lobster traps used

in the North Atlantic. Experiments have been carried out with tags mounted both inside and outside traps.



Figure 17 - Tags attached to lobster traps ready for deployment in North Atlantic

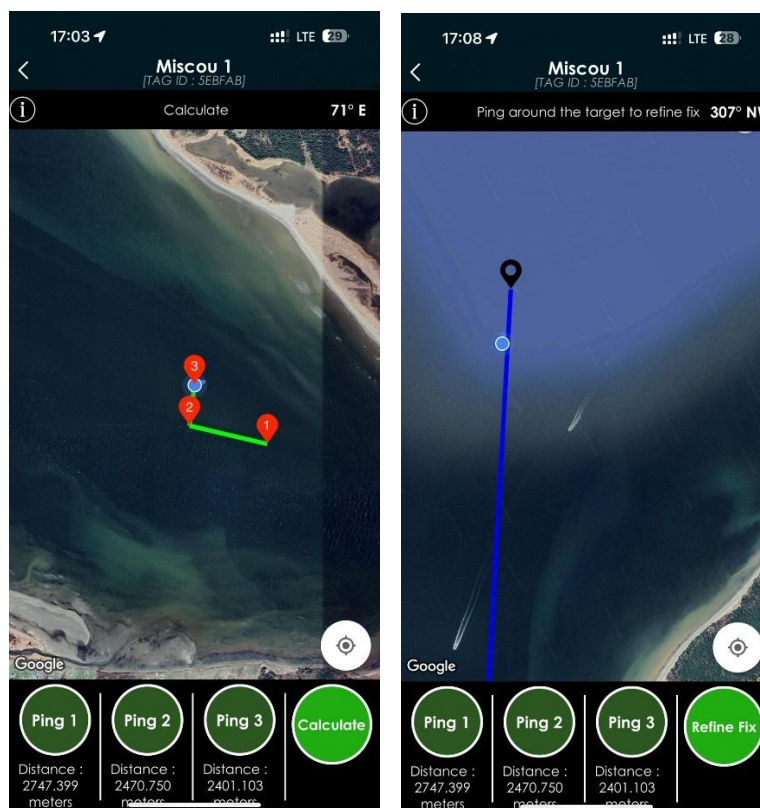


Figure 18 - Example of long-range localisation of lobster traps of Nova Scotia

Trials with lobster traps carried out by the fishers in this environment proved very successful with rapid localisation of at ranges up to 2.7 km as shown in Figure 18. These tests were in winter when oceanographic conditions support longer range acoustic propagation than in summer conditions due to thermoclines. Some success was achieved with the tags mounted inside the traps but, as expected, the attenuation/scattering of sound by the metal mesh significantly reduced the maximum range to < 300m.

A programme of successful trials of MGT has also been carried out in collaboration with a major seafood producer operating in the Atlantic. Trials on strings of traps have enabled localisation from distances up to 1.4 km and they are keen to integrate MGT into their future operations (details of these trials cannot be shared here due to commercial sensitivity).

A short trial has also been carried out by a small-scale fisher operating in the Pacific Ocean off California. The fisher was able to successfully locate a crab trap deployed in the Santa Barbara Channel as shown in Figure 19.

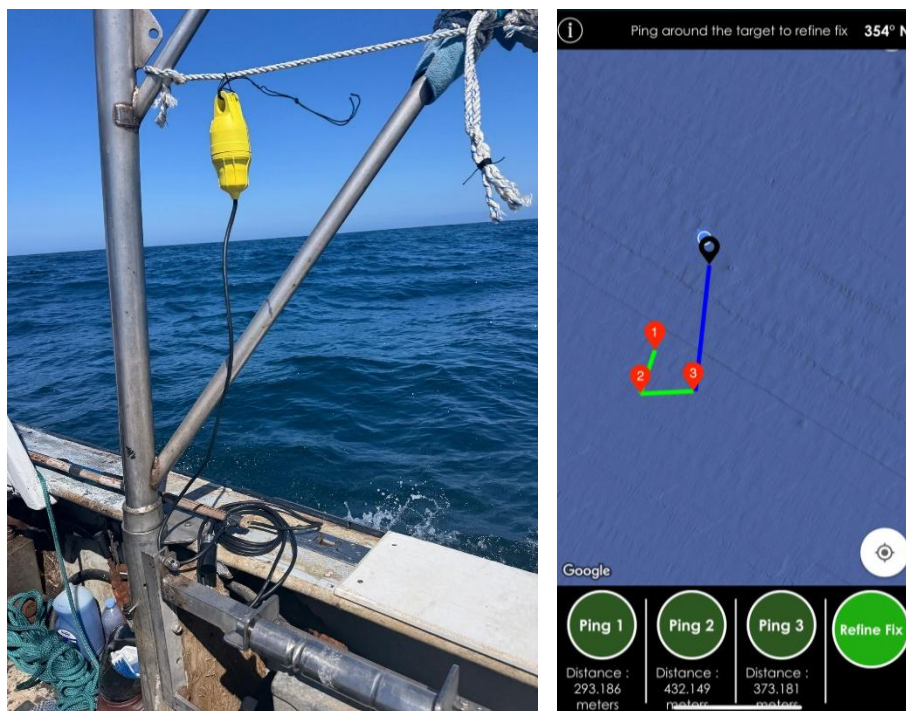


Figure 19 - MGT SLU operating on crab-fishing vessel (left) and successful location of trap (right)

Key findings from these trials were as follows:

- The MGT system is very well suited to trap fishing operations and all fishers involved expressed strong interest in adopting the technology.

- The ability to localize multiple tags (e.g. at start/end of a string of traps) appears to be very useful to these fishers, enabling rapid recovery and even optimization of fishing operations.
- Trap fishers were able to demonstrate the maximum range of the device in favourable winter conditions (2.7km) matching the performance trials carried out by the development team [3].
- Mounting of tags inside the trap, though preferable for protection, significantly reduced the range of detection/localization and so is not recommended.
- Large scale fishers are keen to have the MGT surface unit integrated with their vessel e.g. permanent hull mounted transducer and link to onboard chart plotters etc.

2.4 United Kingdom (Irish Sea, prawn creels)

Another brief trial was carried out by fishers operating static traps in the Irish Sea out from Largs, Scotland in May 2025. Two MGT's were fitted to a prawn creel, with one on the outside and the other inside the creel to compare performance as shown in Figure 20. The creel was deployed in approximately 12 m of water and two SLU (top side) units were deployed from the stern of the vessel which was static or drifting.



Figure 20 - Tags attached to prawn creel (left) and SLUs at stern of vessel (right)

In this trial the fishers were able to successfully localise the outside tag at a range of 400 meters but the inside mounted tag could only be detected up to 200m range. This again reiterates that mounting the tag outside a trap, to minimise obstructions, is important to maximise range. Details of how the SLUs were deployed were not available so it is also possible that positioning of the surface transducer was sub optimal in this test.

2.5 United Kingdom (Irish Sea, Trawl net)

Another short trial was carried out by UK fishers to investigate the feasibility of deploying MGT on a trawl net and operating while trawling. The tag was attached to the head line of the trawl as shown in Figure 21. The topside unit was attached to a paravane and shot away with 6 meters of rope and achieving a depth of 1.9 meters below the surface to attempt to avoid the vessel wake and propeller wash as shown in Figure 22. The vessel's speed through the water was 2.1 knots.



Figure 21 – MGT visible on head line of trawl net while it is shot away



Figure 22 - SLU transducer mounted on paravane

The MGT was communicated successfully and ranged reliably at a distance of approximately 60 meters while shooting out. Once the gear hit the bottom and the distance reached ~180m communication became more challenging with multiple attempts needed to obtain a range.

However, it was observed that there were several aspects of this deployment that were far from ideal:

- the topside SLU transducer was enclosed by a metal structure and this would almost certainly affect its performance due to acoustic reflections or blocking line of sight. It would be much better to mount the transducer in its ideal vertical orientation and with clearer 360 degree coverage.
- The way the tag was attached to the head line it would have laid in a horizontal orientation with the transducer pointing away from the vessel (SLU) due to the force of water flow. A better mounting arrangement is needed so the tag remains in a more favourable orientation when the trawl net is towed.

Nevertheless, this was a promising demonstration that the tags could be operated on a trawl net and communicate even when the net is shot out and towed behind the vessel. It is expected that the range and reliability of communication would greatly improve with more favourable mounting of the tag on the net and the SLU from the vessel.

2.6 Spain (Atlantic Iberian Coast, purse seine nets)

On 26 of November 2025 ARVI arranged a short trial with purse seine fishers operating in the Ria de Vigo, Galicia to attempt to assess the feasibility of MGT operation. This trial achieved very limited success, mainly attributed to the fishers opting to attach the tag to the surface line (floats) of the net and so the device was not at sufficient depth to communicate successfully. Mounting on the bottom line or elsewhere on the net was needed to have any chance of success.

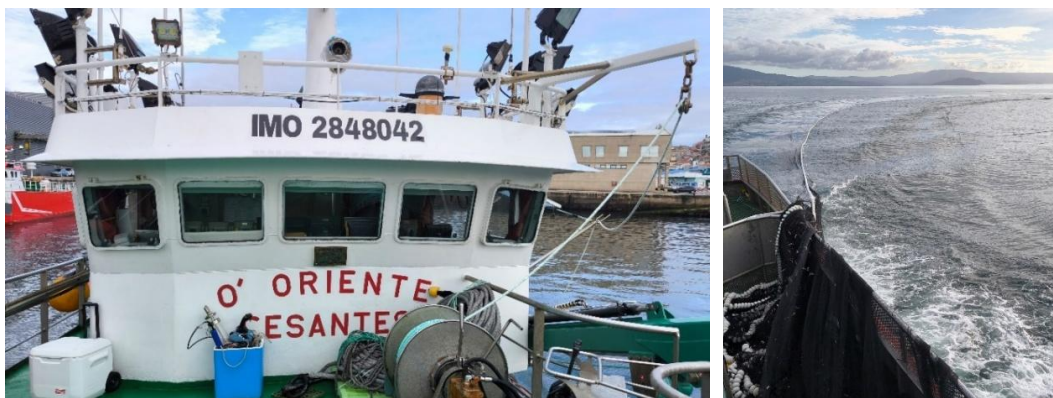


Figure 23 - Purse seine vessel and deployment of purse seine net

Unfortunately there was an extremely limited window of weather and crew availability for this trial and so further testing with better placement of tags was not possible.

2.7 Portugal (Atlantic Iberian Coast, traps, trawl nets)

A planned test of the MGT system with Portuguese fishers of APMSHM was unable to go ahead due to extreme weather in January/February 2026. It is planned that a small scale trial/demo will take place with these fishers during the final event in April 2026.



3 Useability analysis and feedback

In this section we distil the main findings of the above trials and lessons learned for future applications and commercialisation of the MGT technology.

3.1 Overall operation

The MGT technology has proven to be useable by a wide variety of fishers with no more than 15 mins training, which could just as easily be delivered by an instructional video. After training operators have been consistently able to localise a tag in less than 10 minutes from a starting position within the maximum range of the device, and with sufficient accuracy to support recovery of the gear. Deployment of the app on Android or IOS mobile devices also gives a high degree of convenience for small scale fishers who don't have a lot of equipment (e.g. PCs) on board.

Maximum range demonstrated in trials with fishers has largely been in line with expected performance from the performance testing carried out by UNEW in the North Sea. Tests by fishers in the North Atlantic in winter (e.g. Canada) have achieved ranges up to 2.7km, even in very shallow water which matches the longest range ever achieved in controlled experiments. Trials in the Mediterranean in summer/autumn (e.g. Sicily and Croatia) showed maximum range of about 1.5km which is to be expected when a thermocline exists in the water column, leading to downward refracting sound propagation which limits range. Some trials, without in person training by UNEW/SF staff, have observed significantly shorter operating ranges but in these cases this is believed to be the result of far from ideal deployment of either the tag on the gear or the SLU on the vessel. Some of these issues are discussed in sections 3.2 and 3.3.

Most fishers have been able to manage the installation of batteries and setup/registration of the tags, although there have been some instances of waterproof seal failure due to actions of fishers. This has led to some improvements to the design of the tag's seal mechanism to prevent mistakes in reassembling the tags after battery installation/change. The battery saving feature, putting the tag automatically in/out of a shutdown mode when it is removed from the water, has proven very effective as fishers are unlikely to remember to switch tags on/off in the time pressured deployment/recovery of tags.

The ability to efficiently localise multiple tags in the latest version of the app has proven particularly useful for long lines of static gear e.g. strings of traps, gill nets etc with one fisher commenting: "When we pinged the two tags at the same time and the app put a line between

the two points showing exactly where we need to pull the grapple / anchor through - well I tell ya. That was like Christmas day !!"

3.2 Applicability/performance vs gear type

The tags have proven to be easily attached to a wide variety of gear including traps/pots/creels, trammel nets, gillnets, long lines and trawl nets. The suitability/effectiveness for each gear type is analysed below:

Traps/pots/creels (passive)

Operation with strings of traps along the seabed is arguably the most promising application of MGT, with easy attachment/removal, dependable communication and the ability to locate multiple tags along the string and plot its geometry. This not only helps the recovery of gear by guiding fishers to exactly where they can "hook" it, but also potentially helps to optimise fishing operations. Although fishers would like to mount the tags inside traps for protection and convenience, in most cases this significantly reduced range and so it has proven better to mount on the top of the trap, with the natural buoyancy of the device holding it in a favourable orientation with full 360 degree view. The monetary value of long strings of complex traps (and their valuable catch) relative to the cost of the tags also makes a good case for this application, alongside the environmental benefits in reduced bycatch/entanglement, and so most fishers were found to be very enthusiastic about uptake of the technology.

Trammel nets and gillnets (passive)

Deployment on this gear has also proven very successful and practical with tags attached to the top line (floating) and naturally sitting in a suitable orientation leading to good communication performance and rapid location from maximum range (subject to oceanographic conditions mentioned above). In some instances, e.g. subsurface gill nets where the top line has limited buoyancy, care had to be taken to ensure that the tag was attached with net positive buoyancy (no heavy shackles/clips) but this is easily achieved. Again, the ability to locate multiple tags along the line of the net is useful both for recovery of lost gear and potentially understanding how the net is sitting. Although results and feedback from fishers were generally positive, the economic case for uptake of the technology appears less compelling than trap fishing and dependant on the monetary value of the gear which in some artisanal fisheries is comparatively low. The environmental case for reducing lost gillnets/trammel is clearly just as important though, with such nets having large potential for ghost fishing.

Trawl Nets (active)

A limited test with a tag attached to the head line of a trawl net showed that this was feasible and that communication could be achieved even during shooting out/towing. This mode of operation, especially with multiple tags, has a lot of potential to help monitor the position/shape of the net and hence help fishers to improve their efficiency/safety. However, the attachment method for the tag, which has been designed to place the transducer in an optimum vertical orientation on static/passive gear, is far from optimal when deployed on a towed net as the water flow drags it into a horizontal orientation and pointing away from the SLU on the towing vessel which will severely affect performance. Hence, an alternative mounting method is recommended to keep the tags in a more favourable orientation.

There is no reason to expect that the tag would not perform similarly to the other static gear deployments in the case of a stuck/lost trawl net. However, fishers report that loss of entire trawl nets is relatively low, compared to lost/broken sections of net, so placement of the tag may be crucial and multiple tags may be required.

Purse Seine Nets (active)

The potential for using MGT on purse seine nets is difficult to analyse given the very limited trial data available. Nevertheless, it is expected that with tag(s) mounted on the bottom line of the purse communication/localisation would be successful. As with trawl nets, fishers report that complete loss of purse seine nets is rare but loss of fragments is more common. Hence it is unlikely that a single tag on a net of ~1km circumference would have a significant impact on gear loss. However, there has also been interest expressed by purse seine fishers outside this trial in using multiple tags to monitor the closure of the purse in real time to optimise fishing and this warrants further investigation and trials.

3.3 Applicability/performance vs vessel type

The MGT system has now been deployed from a wide variety of vessels from small RHIBs, through small artisanal fishers to commercial trawlers. Whilst successful communication/location has been achieved from all of these, the deployment arrangement of the SLU from the vessel has proven to be one of the most important sources of variability in reliability and range. Unlike the echosounders commonly used on fishing vessels, which transmit/receive sound vertically downwards, MGT relies on sound propagation in a near-horizontal direction and this means the placement of the acoustic transducer is much more

sensitive. If it is too close to the surface, pulled into a horizontal orientation by flow, or is obstructed by the vessel hull, then communication range and/or angular coverage is reduced. Likewise, the vessel wake (bubble clouds) strongly attenuates sound and if the transducer is placed close to strong acoustic noise sources, e.g. the propeller or echosounder transducer, then maximum range is reduced. It has been observed that fisher's instinct can be to deploy the SLU transducer in positions chosen for convenience or perceived safety/protection, and often too shallow (<1m) for full range capability. This needs to be addressed in training material.

Larger vessels do make appropriate transducer deployment more challenging as the draft means the transducer must be placed deeper to avoid obstruction by the hull and there is finite cable length on the SLU. The wireless connection of the SLU to the mobile device running the app is helpful in that regard, enabling the SLU to be mounted close to the edge of the vessel and allowing the full length of the cable to be utilised. Although the system can operate with a substantial distance from the SLU to the mobile device, one issue is that the GPS position is measured by this device rather than the SLU and so there can be a significant offset in this position which increases the error on the estimated position of the tag. This is another issue that needs to be highlighted in training materials.

The current SLU/app design is excellent for flexibility and easy deployment from small vessels, but several larger scale fishers operating from larger vessels have highlighted the desirability of permanent fit solutions with hull mounted or pole mounted transducers and integration with legacy navigation/plotting systems.

3.4 Impact on fishing operations

Throughout the tests there has been little evidence that the installation of tags have a negative impact on the efficiency or cost of fishing operations. For static gear deployments (traps, gillnets, trammel nets), which have accounted for the majority of field testing, it was found that tags could be easily attached in advance of deployment and easily removed during recovery if required (although they have often been left in place between deployments). The automatic power saving feature has also removed any need to switch devices on and off during the deployment/recovery process. During normal operations without gear loss, where the location process is not needed, then there is almost no time added to fishing operations. However, it has been found that for trap fishing the fishers often want to use the system to locate the tags for operational reasons which clearly adds time. However, with location of tags completed in < 10

minutes, this is a relatively small penalty when weighed against the operational benefits of knowing accurately where the gear has landed.

Any negative impact of attaching MGT in active gear operation (trawl nets, purse seine nets) is harder to ascertain from the very limited trials conducted. However, but it also seems likely that any extra time/effort incurred in installing/removing tags could be more than offset by improved awareness of the position of the net in real time.



4 Conclusions

The project objectives of trialling MGT across more than 3 different fishing grounds and a full range of fishing gear have been achieved.

Extensive testing of the MGT system in the operation of static/passive gear has shown the technology can be operated successfully by a variety of fishers after minimal training, and has the potential to not only improve the speed and success rate of lost gear retrieval but also to offer operational benefits through improved awareness of gear position. Trials have revealed important information about how fishers will use the technology in practice, guided some design iterations of both hardware and software, and also highlighted common mistakes that can be addressed through the training materials. Prospects for uptake by trap fishers are high, especially in Atlantic/North Sea crustacean fisheries, with systems already supplied to some early adopters. Prospects are medium for uptake in gillnet/trammel net fisheries in southern Europe and further work is recommended to develop these use cases.

Although limited trials have revealed potential for use in active gear e.g trawl nets, more investigation is needed with the help of fishers to refine the use cases for MGT, identify best practice and assess benefits in both lost gear retrieval and improved operations. This process is ongoing through commercialisation activity by Succorfish.

5 References

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6 Acknowledgements



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