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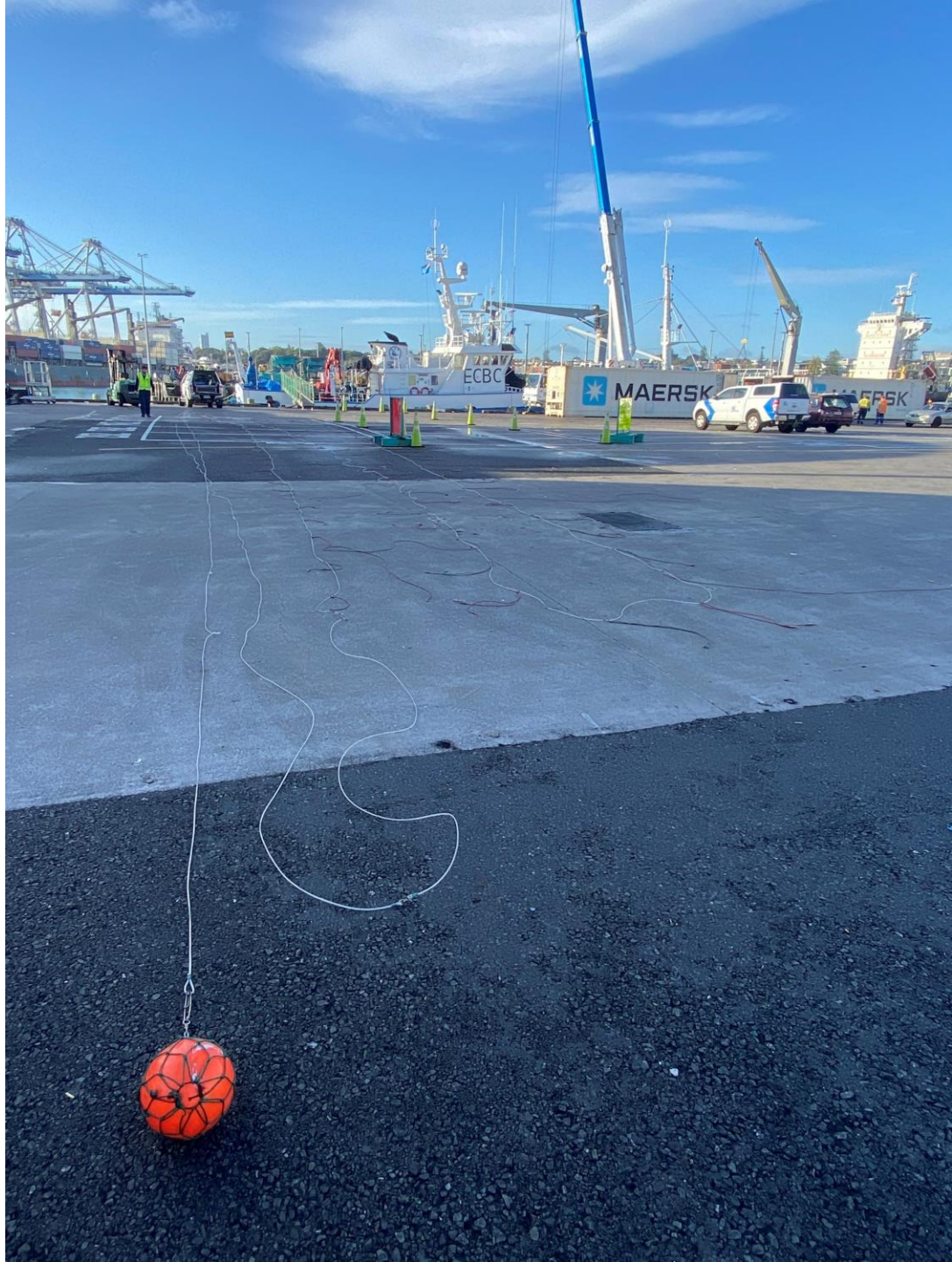
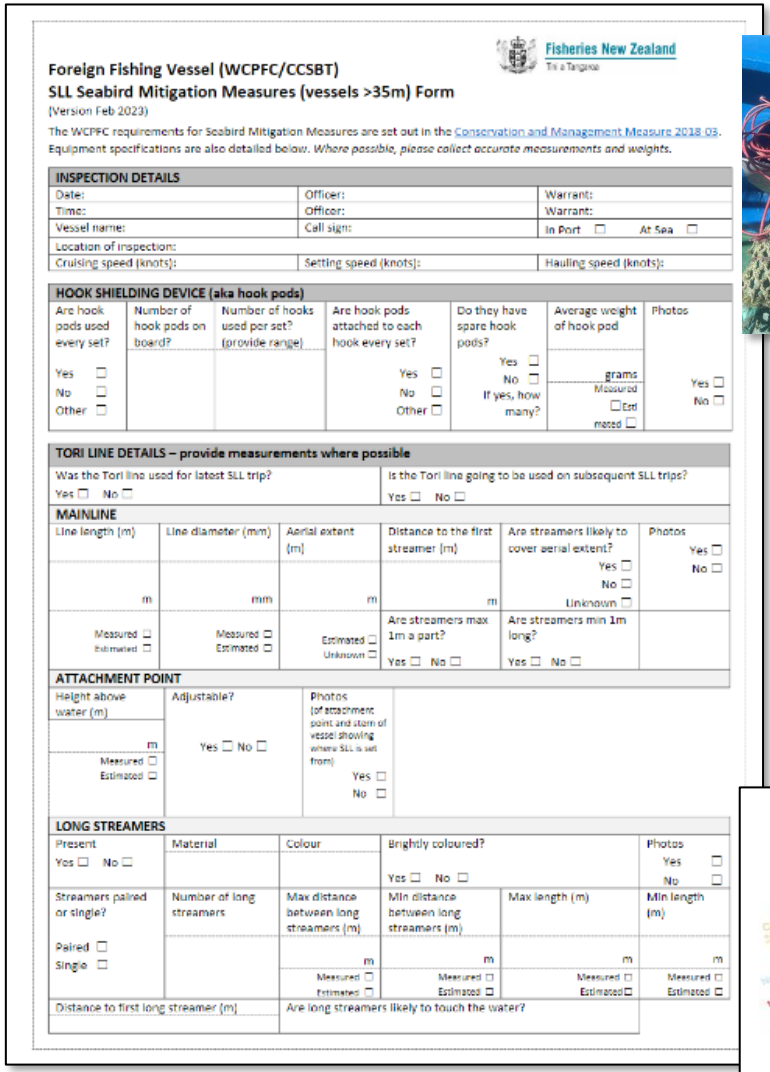
Inspection of Seabird Mitigation Measures in the Western and Central Pacific Convention Area (South Pacific)



Scope of Presentation

- Introductions
- WCPFC Part One Reporting – Insights into reported SBMM.
- Summary of Operation Nasse
  - What we see during aerial surveillance & High Seas Boarding and Inspections
- SBMM Port Inspections and Insights
  - Inspection template
  - Review of vessel before entering port
  - Tori Lines
  - Weighted Branch Lines
- Conclusion



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Foreign Fishing Vessel (WCPFC/CCSBT)
SLL Seabird Mitigation Measures (vessels >35m) Form
(Version Feb 2023)

The WCPFC requirements for Seabird Mitigation Measures are set out in the Conservation and Management Measure 2018 03. Equipment specifications are also detailed below. *Where possible, please collect accurate measurements and weights.*

INSPECTION DETAILS

Date:	Officer:	Warrant:
Time:	Officer:	Warrant:
Vessel name:	Call sign:	In Port ☐ At Sea ☐
Location of inspection:		
Cruising speed (knots):	Setting speed (knots):	Hauling speed (knots):

HOOK SHIELDING DEVICE (aka hook pods)

Are hook pods used every set?	Number of hook pods on board?	Number of hooks used per set? (provide range)	Are hook pods attached to each hook every set?	Do they have spare hook pods?	Average weight of hook pod	Photos
Yes ☐ No ☐ Other ☐			Yes ☐ No ☐ Other ☐	Yes ☐ No ☐ If yes, how many?	grams Measured ☐ Estimated ☐	Yes ☐ No ☐

TORI LINE DETAILS – provide measurements where possible

Was the Tori line used for latest SLL trip? Yes ☐ No ☐

Is the Tori line going to be used on subsequent SLL trips? Yes ☐ No ☐

MAINLINE

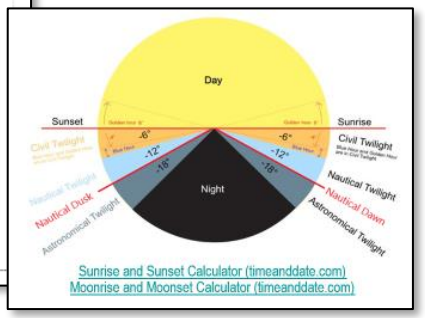
Line length (m)	Line diameter (mm)	Aerial extent (m)	Distance to the first streamer (m)	Are streamers likely to cover aerial extent?	Photos
m Measured ☐ Estimated ☐	mm Measured ☐ Estimated ☐	m Estimated ☐ Unknown ☐	m Are streamers max 1m a part? Yes ☐ No ☐	Yes ☐ No ☐ Unknown ☐ Are streamers min 1m long? Yes ☐ No ☐	Yes ☐ No ☐

ATTACHMENT POINT

Height above water (m)	Adjustable?	Photos (of attachment point and stern of vessel showing where SLL is set from)
m Measured ☐ Estimated ☐	Yes ☐ No ☐	Yes ☐ No ☐

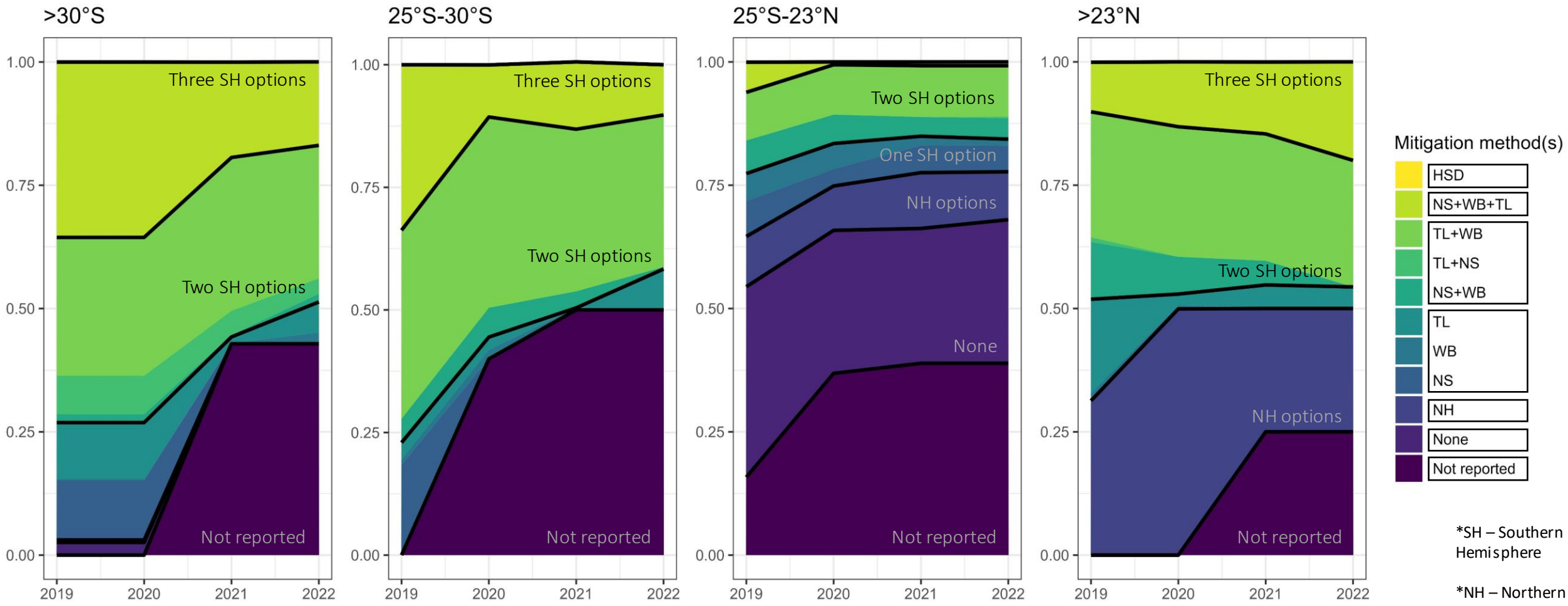
LONG STREAMERS

Present	Material	Colour	Brightly coloured?		Photos
Yes ☐ No ☐			Yes ☐ No ☐		Yes ☐ No ☐
Streamers paired or single?	**Number of long streamers**	**Max distance between long streamers (m)**	**Min distance between long streamers (m)**	**Max length (m)**	**Min length (m)**
Paired ☐ Single ☐		m Measured ☐ Estimated ☐	m Measured ☐ Estimated ☐	m Measured ☐ Estimated ☐	m Measured ☐ Estimated ☐
Distance to first long streamer (m)	Are long streamers likely to touch the water?				



Sunrise and Sunset Calculator (timeanddate.com)
Moonrise and Moonset Calculator (timeanddate.com)

WCPFC Part One Reporting - SBMMs



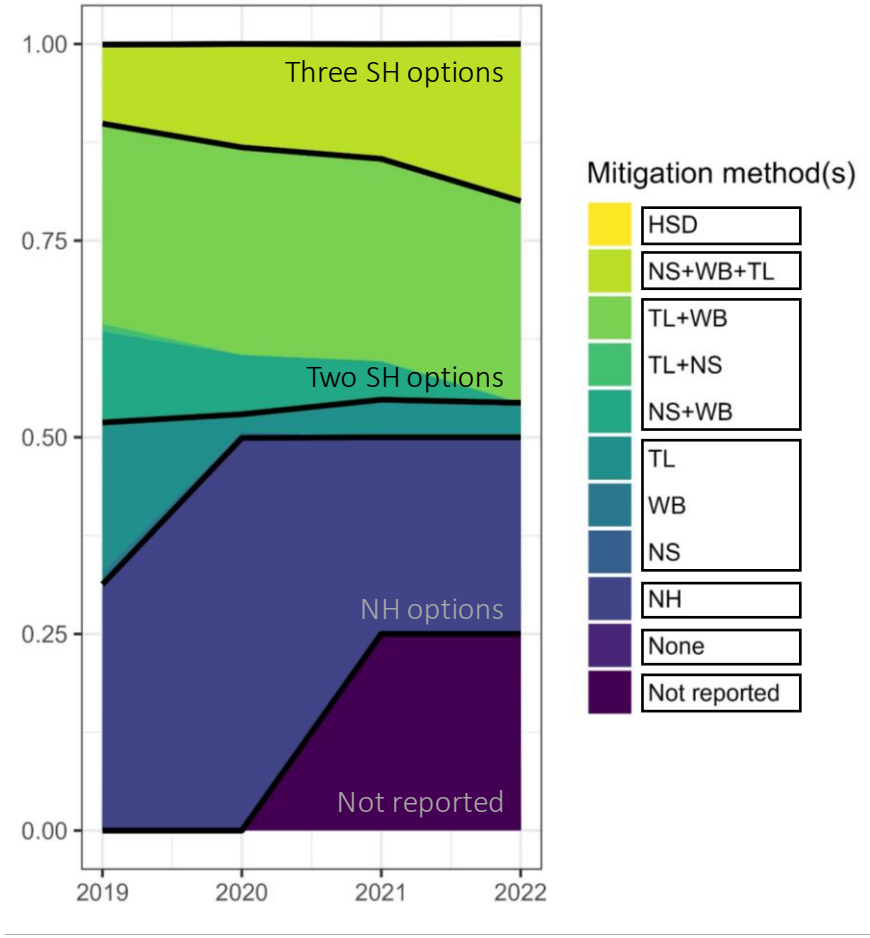
*SH – Southern Hemisphere

*NH – Northern Hemisphere

WCPFC Part One Reporting - SBMMs

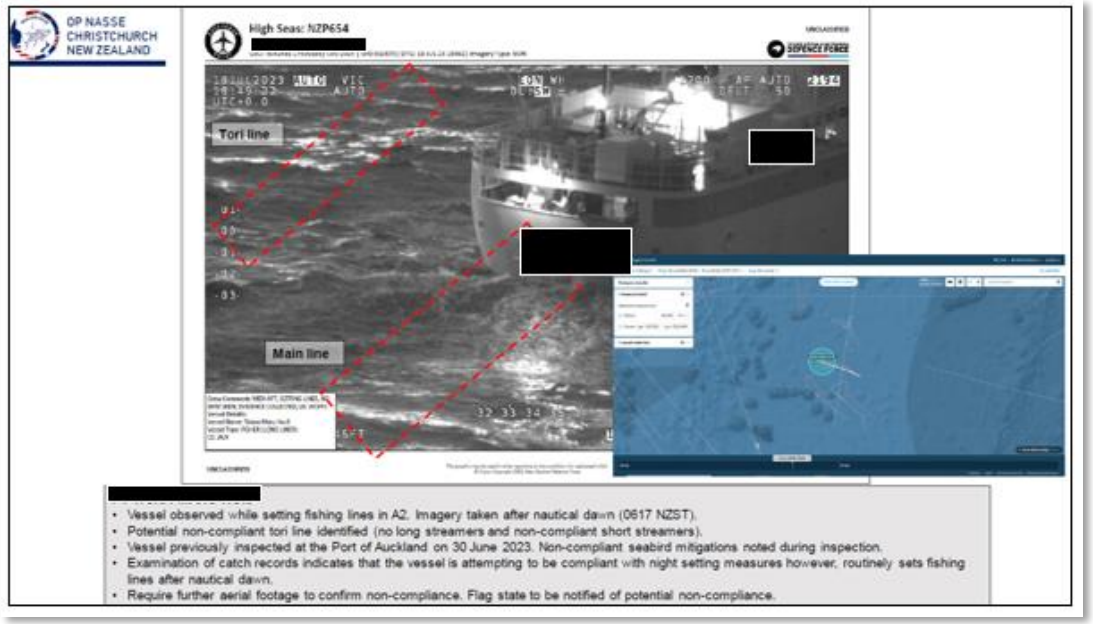
Considerations based on 2019-2022 AR – pt 1 as per para. 13 and table y in CMM 2018-03:

- Reporting on mitigation use is incomplete and non-reporting appears to be increasing
- Data on mitigation use per relevant latitudinal band is incomplete
- Reporting on NH mitigation methods is variable in detail
- Data on fishing effort per relevant latitudinal band is rare
- Are there ways to improve the specificity of AR – pt 1 reporting?



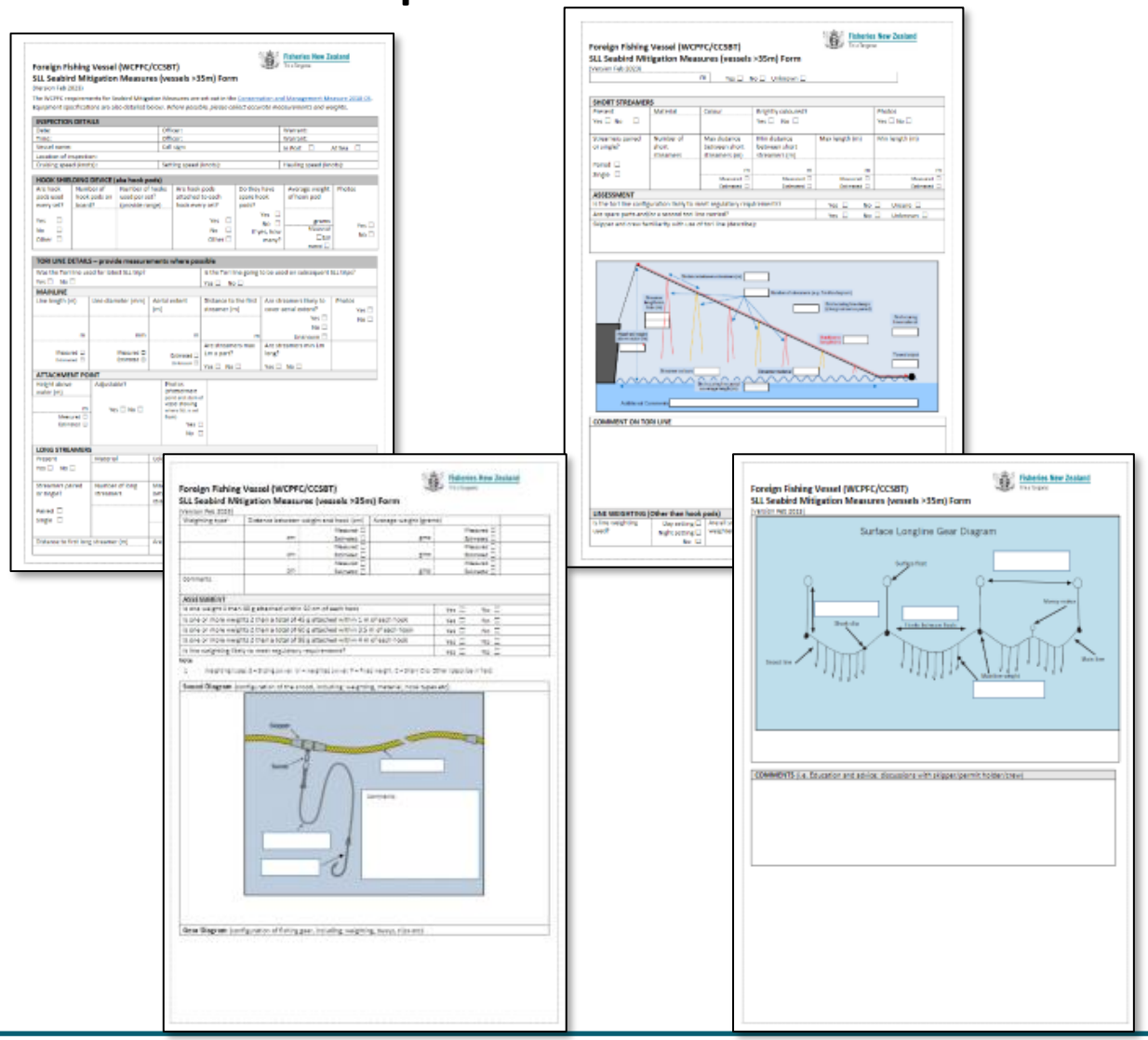
Summary of Operation Nasse

- Large high seas area spanning from the Tasman Sea (Australia) to French Polynesia
- Significant increase in LL vessel activity targeting albacore and other highly migratory species.
- Opportune time for aircraft to sight vessels fishing on the high seas.
- Includes both high seas transhipment and unload at Port.
- High Seas and In-Port Inspections can confirm condition of mitigation gear.
- Trend with mitigation methods –
  - Most vessels start setting (fishing) before nautical dawn but continue till early-mid morning.
  - Use of at least one tori line is most common, some sighted to have a secondary.
  - Condition of tori line (attached streamers) is the primary concern, aircraft able to detect non-compliance with WCPFC specifications.
  - Setting with no tori line uncommon.
  - Limited (voluntary) reporting of seabird captures and interactions.
  - Use hook shields very uncommon on the high seas.
  - Vessels are actively improving mitigation gear when compliance issues are raised.



Inspections in Port – Use of Inspection Forms

- One of the best ways to confirm compliance to technical specifications for seabird mitigation measures.
- Technical specifications can be complicated for non-SMEs. Utilise inspection forms to guide Fishery Officer/Authorised Inspectors.
- Reality – can't expect a thorough inspection every time a vessel comes in (time intensive) and may be inspecting other requirements. Significant burden on Port States to inspection and review SBMs.
- Quick Inspection – Check of tori line condition and count of streamers.
- Comprehensive Inspection – Full layout of tori line on dock.
- Can also request follow up pictures from the master to demonstrate deployment of mitigation methods at sea.



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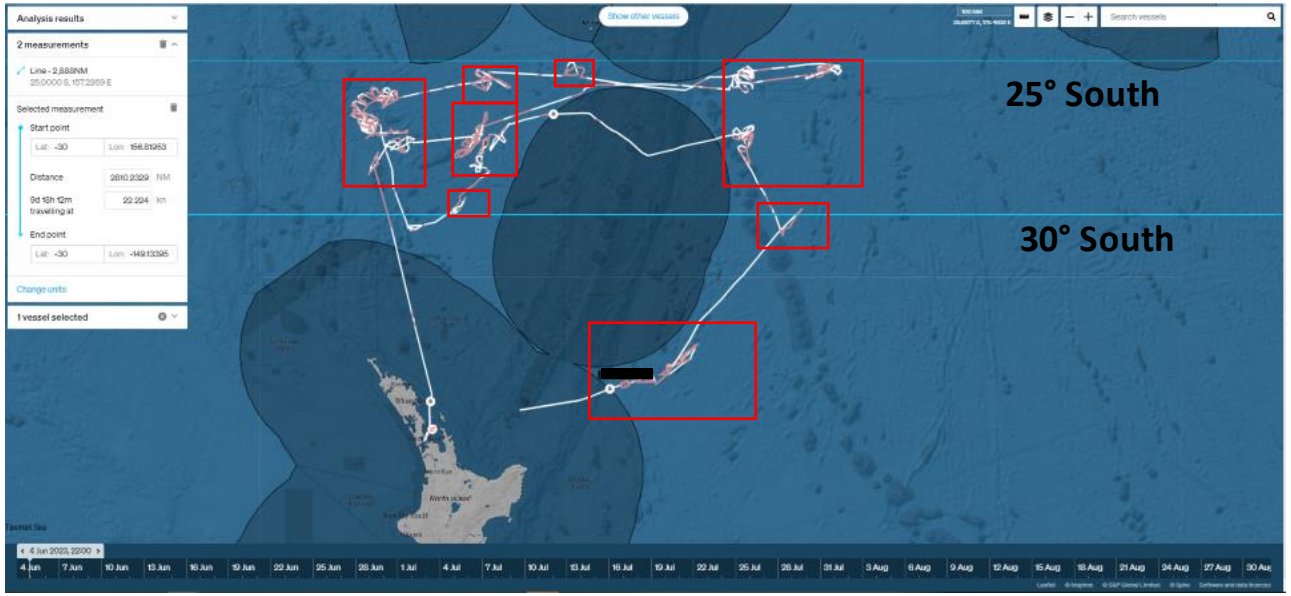
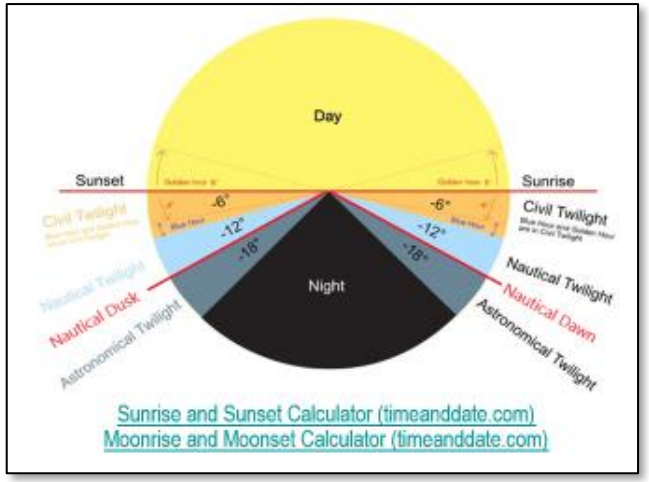
Review of Fishing Vessel Activity and Times

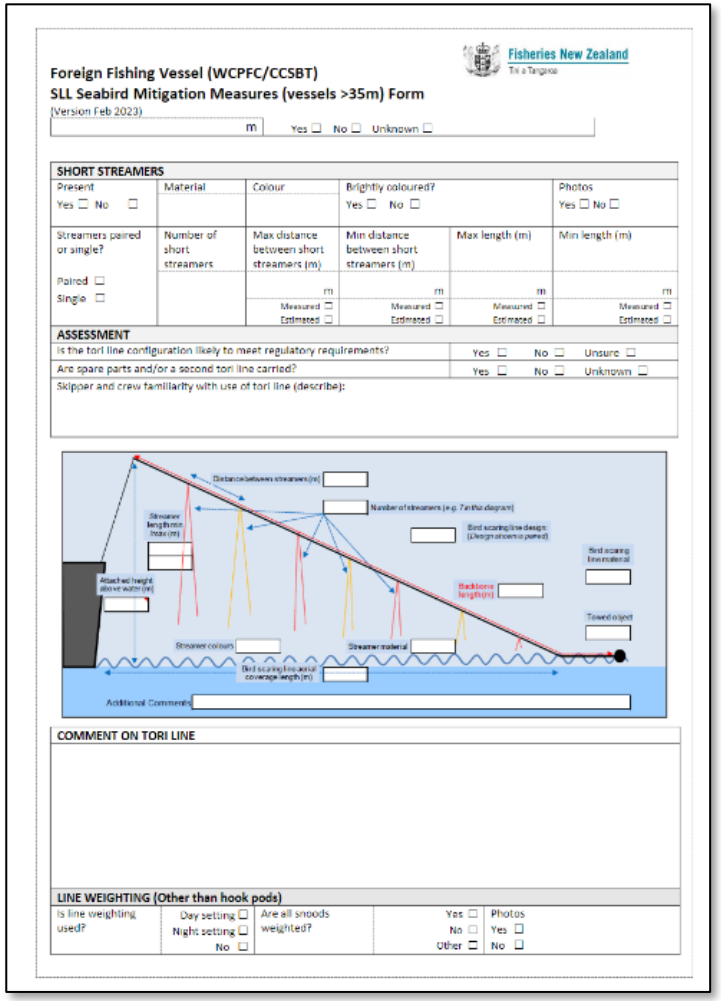
- Can use various public & non-public vessel tracking tools to monitor likely start and end of set.
- Some fishers will report what type of mitigation is being used as part of their Daily Catch and Effort Records.
- Night setting recorded by the fisher as a mitigation measure even though setting continues after nautical dawn.
- Regional practice is to start setting before dawn but continue until mid morning.
- Some vessels detected to report start times using inconsistently across time zones.
- If night setting is used - “No setting between nautical dawn and before nautical dusk”.
- Inspection of gear (i.e. if only one method is present – such as tori lines or line weighting) this indicates that vessels are required to set at night (when below 30 South).





Inspection of Tori Lines in Port

- Most commonly used seabird mitigation measure.
- Common issues include:
  - Degradation of streamers.
  - Length of tori line too short.
  - Length of streamers too short (at least 1m and long enough to reach the surface of the sea when deployed).
  - Streamers not brightly coloured (although contrast is key).
- New Zealand has sought to work with vessel agents and masters to ensure that tori lines are compliant before re-entering the High Seas.
- Positive response from fishers.



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m Yes ☐ No ☐ Unknown ☐

SHORT STREAMERS

Present	Material	Colour	Brightly coloured?	Photos
Yes ☐ No ☐			Yes ☐ No ☐	Yes ☐ No ☐

Streamers paired or single?	Number of short streamers	Max distance between short streamers (m)	Min distance between short streamers (m)	Max length (m)	Min length (m)
Paired ☐ Single ☐		m Measured ☐ Estimated ☐	m Measured ☐ Estimated ☐	m Measured ☐ Estimated ☐	m Measured ☐ Estimated ☐

ASSESSMENT

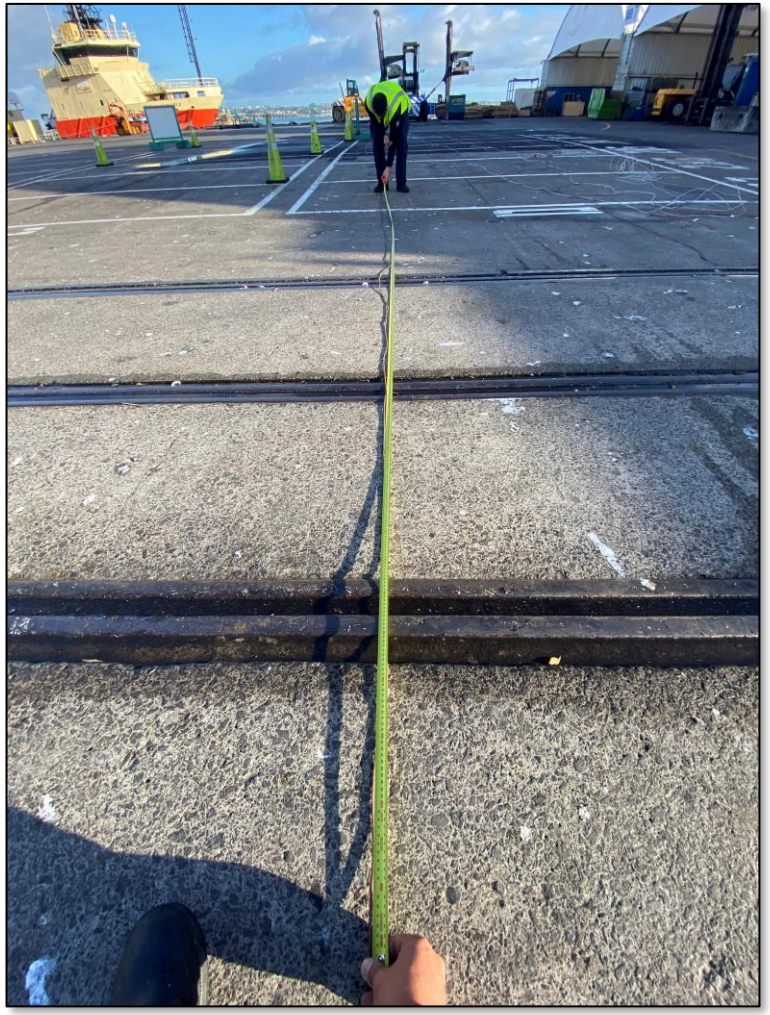
Is the tori line configuration likely to meet regulatory requirements?	Yes ☐ No ☐ Unsure ☐
Are spare parts and/or a second tori line carried?	Yes ☐ No ☐ Unknown ☐
Skipper and crew familiarity with use of tori line (describe):	

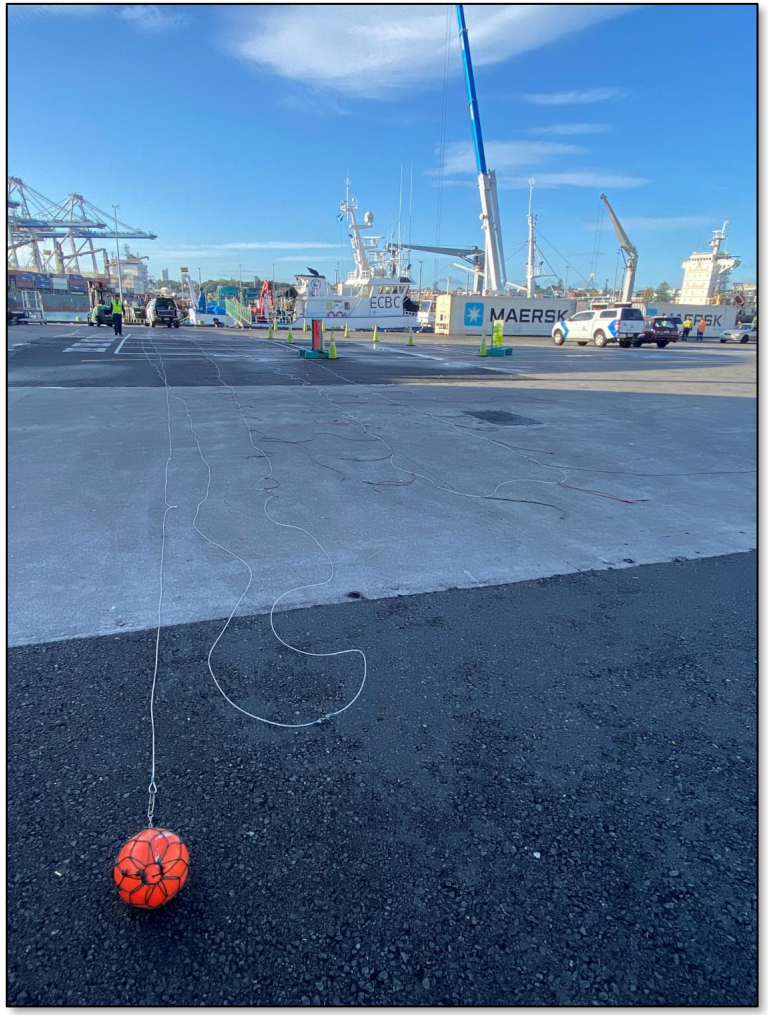
COMMENT ON TORI LINE

LINE WEIGHTING (Other than hook pods)

Is line weighting used?	Day setting ☐ Night setting ☐ No ☐	Are all snoods weighted?	Yes ☐ No ☐ Other ☐	Photos Yes ☐ No ☐

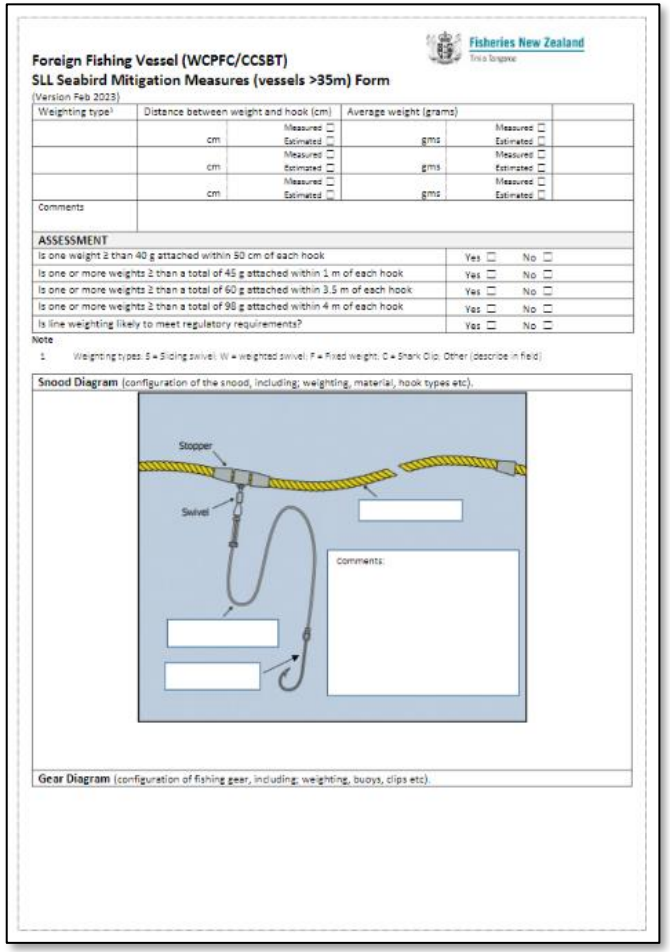
Inspection of Tori Lines in Port





Inspection of Weighted Branch Lines in Port

- Commonly inspected at NZ Ports. Increasing use on the High Seas.
- Common issues include:
  - Weight not within prescribed distance to hook.
  - Some vessels have added steel tracers which extended distance of hook to weight.
  - Not employed on a branch lines.
- Will likely be required by vessels operating below 30° South.
- Inspectors need to have tape measure and scales to ensure compliance to specifications otherwise estimates can be inaccurate.
- Pictures paint a thousand words – both diagram and photo.



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Weighting type[1]	Distance between weight and hook (cm)		Average weight (grams)	
	cm	Measured ☐ Estimated ☐	gms	Measured ☐ Estimated ☐
	cm	Measured ☐ Estimated ☐	gms	Measured ☐ Estimated ☐
	cm	Measured ☐ Estimated ☐	gms	Measured ☐ Estimated ☐
Comments				

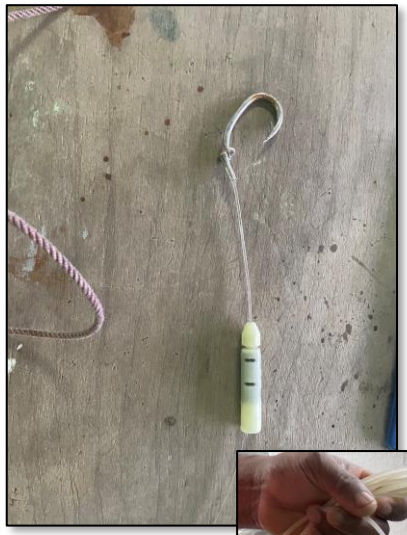
ASSESSMENT

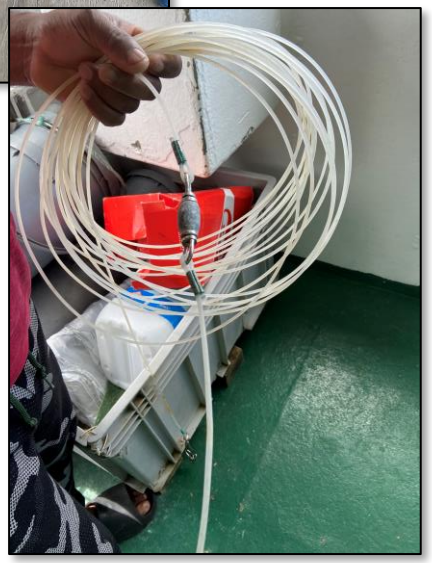
Is one weight ≥ than 40 g attached within 50 cm of each hook	Yes ☐	No ☐
Is one or more weights ≥ than a total of 45 g attached within 1 m of each hook	Yes ☐	No ☐
Is one or more weights ≥ than a total of 60 g attached within 3.5 m of each hook	Yes ☐	No ☐
Is one or more weights ≥ than a total of 98 g attached within 4 m of each hook	Yes ☐	No ☐
Is line weighting likely to meet regulatory requirements?	Yes ☐	No ☐

Note
1 Weighting types: S = Sliding swivel; W = weighted swivel; F = Fixed weight; C = Shark Clip; Other (describe in field)

Snood Diagram (configuration of the snood, including; weighting, material), hook types etc).

Gear Diagram (configuration of fishing gear, including; weighting, buoys, clips etc).





Conclusion

- Improvements of AR – pt. 1 could facilitate more insights on mitigation use over time
- Operation Nasse and other Regional Fisheries Operations are critical to understand at sea activities by the high seas fleet.
- In Port inspections are important to ensure that vessels entering or returning from the high seas relevant areas are compliant with seabird measures.
- Most common mitigation methods in order –
  - Tori lines.
  - Night setting.
  - Line Weighting.
- Ensuring that burden of inspection is not unfairly placed on Port States, flag states need to take a greater role in monitoring compliance for their own flagged vessels.
- Need to utilise all aspects of MCS to ensure compliance to Seabird and Protected Species CMMs.

Questions