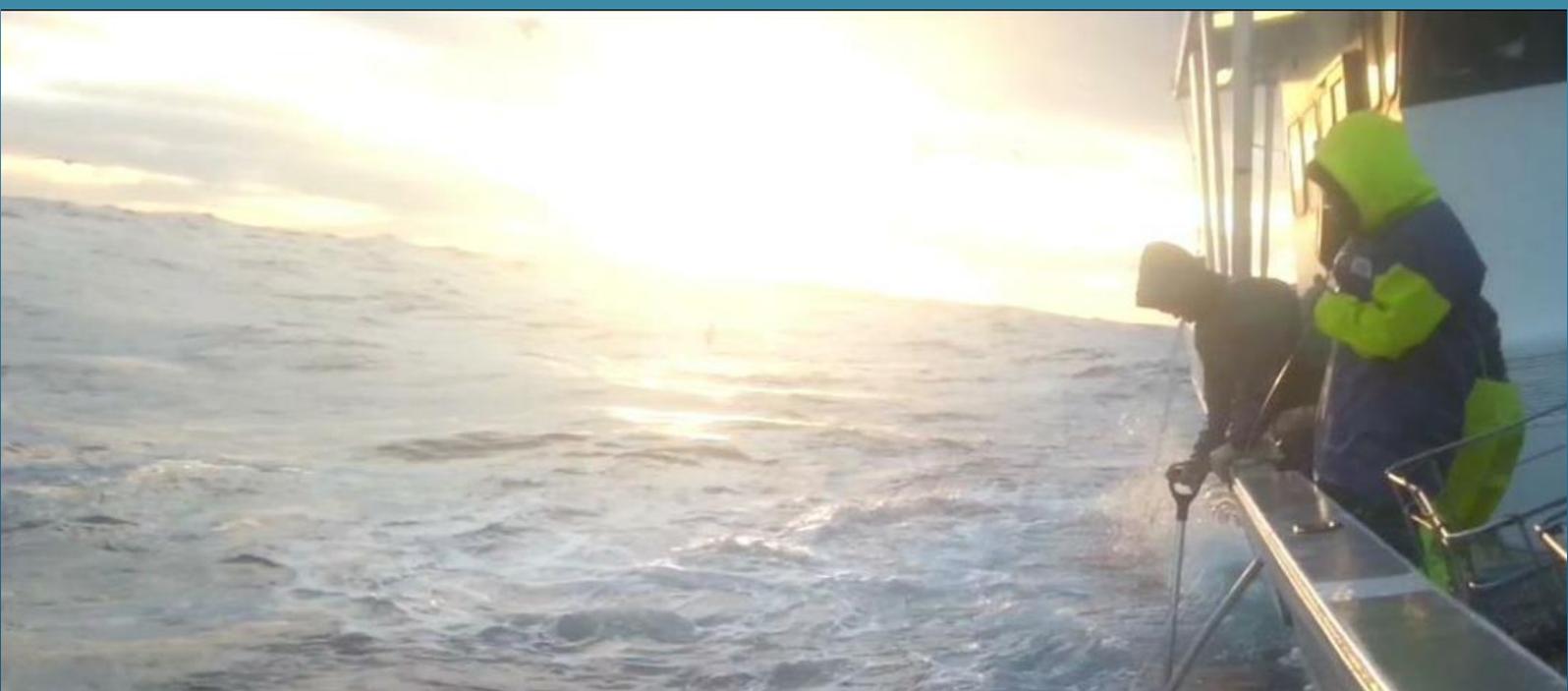


Small Vessel Surface Longline

Operational Procedures for Protected Species Risk Management

Version 2.1



FISHERIES
INSHORE NEW ZEALAND

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Disclaimer: This document has been produced to serve as a guide to the fisheries regulations relevant to commercial surface longlines fishing operations for use by the industry. This is not intended to be used as a substitute to any statutory, regulatory and/or non-regulatory requirements for Surface longline fishing. Before acting in reliance, either wholly or partially, on any information contained in this document, readers should seek advice as to how current legislation, rules and regulations may affect their interests. It is the duty of the operator to know and understand the current regulations that apply.

MPI has stated that at-sea inspections will become more directed as a result of the availability of GPR data. Make sure you know what you need to meet legal requirements on protected species mitigation measures and reporting. Please contact your Liaison Officer for support if you need assistance.

Part 1: Introduction

This Operational Procedure (OP) is written by Fisheries Inshore New Zealand (FINZ) in collaboration with the Department of Conservation Services Programme (DOC CSP) Liaison Programme and Fisheries New Zealand. It sets out the management measures required by the Ministry for Primary Industries (MPI) by law (the mandatory measures) as well as additional best practice measures and reporting requirements, such as the Mitigation Standards document. Support to fishers to achieve best practice outlined in this OP is provided by the DOC CSP Liaison Program.). This OP is for small surface longline vessels, generally less than 35 metres in length, operating in highly migratory species (HMS) fisheries as well as inshore fisheries.

Purpose and rationale of these operational procedures

The Surface Longline Operational Procedures have been established so that seabird risk reduction practices are documented and able to be understood by vessel owners, skippers, and crew. Other protected species are known to be caught in the surface longline fleet (e.g. fur seals and turtles); however, the main protected species at risk are seabirds and therefore this document focuses on seabird capture mitigation regulations and techniques.

The observed and estimated capture rates of seabirds from the small vessel surface longline (SLL) fisheries are sufficient to require a structured risk management approach.

The factors that can increase the risk of incidental captures by SLL are:

- Attraction to setting (and hauling) baits
- Inadequate tori line coverage over setting hooks
- Slow sink rate of hook and bait allowing birds time to reach sinking baits
- Offal and used baits around vessel while setting and hauling
- Day fishing or night fishing with clear skies and full moon when the bait is more visible
- Fishing areas and seasons where there are high numbers of, and/or hungry, seabirds.

Objectives of these procedures

The objectives of these OPs are to make sure the vessel's skipper and crew:

- Understand that risk of seabird mortalities is mitigated by reducing the risk of captures
- Make sure this vessel has robust, documented, and easy-to-follow seabird mitigation procedures (i.e. Protected Species Risk Management Plans) in place that meet all mandatory, as well as other best practice, measures
- Understand and adhere to mandatory measures
- Are aware of additional, voluntary measures that go above and beyond statutory requirements
- Are actively involved in seabird mitigation measures and improvement through ongoing observation, information gathering and action.

Status of these procedures

This OP came into effect in 2016 and this current version is 2.0, which has been published and circulated in January 2020.

Application of these procedures

These OP apply to:

- All surface longline vessels less than 35 m length overall.
 - There are different mandatory specifications and procedures for vessels over 35m

Other key operational documents or rules & regulations

These OPs are to be used alongside or with (but do not replace or override) the following:

- Fisheries (Seabird Mitigation Measures – Surface Longlines)
- Vessel Specific Protected Species Risk Management Plans (PSRMPs)
- Handling procedures and other documentation provided in the OP manual provided by the liaison officer
- Any vessel safety plans or operating procedures
- All or any relevant laws and regulations pertaining to fisheries activities in New Zealand waters.

Seabirds

National Plan of Action-Seabirds (NPOA-Seabirds)

The NPOA-Seabirds is of particular relevance to these OPs. The NPOA was established as part of New Zealand's obligations under the FAO's International Plan of Action (1999) and is linked to UN and FAO processes and guidelines. It sets out objectives for the next five years to guide the management of risk to seabirds in New Zealand fisheries.

The Risk Assessment Methods referred to in the NPOA is a useful guide to assess the impact of potential fisheries mortalities on 93 of the seabird species that breed in the New Zealand region. A risk 'factor' is estimated for each seabird species (i.e. the ratio between the estimated annual potential fatalities due to fisheries and the number that the population can withstand to sustain or grow its population). The risk ratios are assessed on a fishery-by-fishery basis where data is sufficient to allow this. A key part of the NPOA is the objective to move seabird species to a lower risk category within the five-year period.

The NPOA process also developed a document called Mitigation Standards to Reduce the Incidental Captures of Seabirds in New Zealand Commercial Fisheries (Toolbox of Measures). This document outlines some mitigation approaches that are statutory requirements, and some that are above and beyond statutory requirements. The fishing industry focuses on ensuring our fleets are at a minimum meeting statutory requirements but encourages vessels to go above and beyond required practices to further reduce their risk of seabird captures, as appropriate to their vessel operations.

Currently, several species, e.g. black petrel, flesh footed shearwater, wandering albatross (Antipodean and Gibson's) as well as white-capped, southern and northern Buller's albatross are caught by SLL are assessed to be in a risk category (high or very high) and need an immediate and ongoing reduction in captures or risk of capture. There are other species with significant observed captures in this fishery. Captures occur in all areas often fished by the fleet.

Marine mammals, sharks, and other protected species

Other protected species are at risk of being captured during surface longline operations. Fur seals can be incidentally caught. A majority of these are released alive, indicating that they may be caught on the haul; however, as with all protected species survival is uncertain. They appear to mostly be at risk in surface longline operations targeting southern bluefin tuna. Observed captures have primarily taken place off of the East Coast North Island and West Coast South Island. There is the potential for other marine mammals, such as dolphins, to become entangled in the backbone.

Sea turtles can also be incidentally caught during surface longline fishing operations, though the majority are released alive, indicating that they may be caught on the haul. They appear to

mostly be at risk in surface longline operations targeting bigeye and swordfish. Observed captures have primarily taken place off the East Coast of the North Island. Refer to your handling procedures and use the turtle de-hooker provided by your LO.

Sharks

Sharks also are at risk of being caught during surface longline operations. As of 2019, Mako sharks were listed by the Convention on International Trade of Endangered Species (CITES). This means that if you intend to export mako shark product internationally, you must obtain the correct permits. This is a similar process for exporting porbeagle shark product, another species listed by CITES. Please contact DOC for more information on the permitting process.

Part 2: Responsibilities of Crew

The following outlines the responsibilities of vessel crew to the Small Vessel Surface Longline Operational Procedures.

Commitment to these procedures

All vessel owners or operators of vessels in these surface longline fisheries are required to adhere to these Ops and ensure that crew are trained on these procedures with assistance of their Liaison Officer.

Vessel owner and operator responsibilities

All vessel owners and operators must:

- Ensure that operators and crews of all surface longline vessels targeting tunas and swordfish are aware of and act in accordance with the requirements of these OPs – including:
 - Fishing operations are meeting mandatory requirements
 - Crew are briefed on the Surface Longline Operational Procedures and fully understand the actions required
 - Crew are aware of seabird activity around the vessel, assess the risks and take action to minimise these risks
 - Vessel is using hook-shielding devices as a stand-alone mitigation measure, OR
 - Vessel is using a tori line during setting, AND vessel is setting lines at night, OR
 - Vessel is using a tori line during setting, AND vessel is using line-weighting in accordance with regulations (for day setting)
 - Vessel has on board a fit and proper tori line, plus spare and sufficient parts to maintain and repair in event of loss or damage
 - Mitigation devices are deployed and adjusted to best suit weather, fishing gear and operations, as well as offal and bait waste discharge to minimise risk
 - Have a copy of “The 10 Golden Rules for SLL Vessels” on the bridge
 - Correct reporting (MPI and Liaison Programme) and that trigger reports are sent to Liaison Officers in real time
 - Communication with Liaison Officer as required for information or support
 - Any required corrective action is undertaken
 - Crew meet responsibilities below.

Vessel crew responsibilities

All vessel crews must:

- Be familiar with this Operational Procedure and other documents and put these in to practice
- Ensure all fishing practices and mitigation meet mandatory requirements
- Use hook-shielding devices (e.g. Hookpods) as a standalone measure, or
- Use a streamer line and fish at night OR Use a streamer line and line weight to mandatory standards
- Control offal and used baits to ensure no discharge of offal and fish waste occurs when setting and that offal, fish, and fish waste is discharged in batches on the opposite side from the hauling station during hauling
- Hold used baits and batch discharge ensuring no continuous or ad hoc discharge of offal and fish waste occurs when fishing
- Carry and deploy a vessel-specific tori line that meets the required standards and spare parts to rebuild/replace if damaged or lost

- Tori lines are deployed and adjusted to best suit weather, fishing gear and operations, and fish waste discharge conditions to minimise risk
- Handle captured seabirds safely and carefully, returning all seabirds to the sea (unless requested otherwise by MPI observer) as per best practice to reduce potential of cryptic mortality
- Report seabird triggers to Liaison Programme (LP) and report captures in the MPI Non-Fish Protected Species Catch Report (NFPSCR).

Liaison officers' responsibilities

- The Programme Liaison Officer will review each vessel's adherence to these OPs via observer audits and during any vessel visit.
- They will also provide support and training where necessary.

Part 3: Risks Associated with the SLL Fisheries

Seabirds are attracted to setting of baited hooks, loose bait, offal, and discards from the vessel or whole fish on the hauling line. Once attracted, they are at risk of being caught, injured, or drowned.

Risk to seabirds is driven by three main factors which can occur alone or together:

1. **Food attractant: offal, waste, bait discards, fish on the hauling line**
 - The more food, the more birds around the vessel, increasing the risk of captures.
2. **Fishing area and calendar period: increased seabird numbers and aggressive feeding**
 - During periods of higher bird numbers (e.g. breeding season, migration or full moon periods) the feeding behaviour becomes more aggressive increasing the risk of captures.
3. **Baited hooks during line setting**
 - Seabirds are attracted to baited hooks during line setting and are either beak hooked or get foul hooked when baits come off or become entangled in the line
 - The risk increases the longer the hook is on or near the surface driven by poor line sink rate
 - Risk is also increased if the tori line is poorly designed or deployed and does not provide adequate cover over the gear when setting.

Managing risks associated with these three factors at a vessel level will reduce the incidental capture of seabirds.

Table 1 Main seabird species at risk from SLL fisheries

Seabird Species	Species Code	Main Risk Area
Wandering albatross (Gibson's and Antipodean)	XAG	Kermadec, East Coast North Island
Black petrel	XBP	Kermadec and East Coast North Island (particularly FMA1)
Flesh-footed shearwater	XFS	Kermadec and East Coast North Island (particularly FMA1)
Northern Buller's albatross	XPB	East Coast North Island
Southern Buller's, Salvin's and whitecapped albatross	XPB	East and West coasts South Island
White-chinned petrel	XWC	All areas

Part 4: Mandatory MPI Seabird Mitigation Requirements

Summary

MPI has implemented regulatory requirements for seabird risk mitigation. These standards are required to be met as described by the regulations. You should also have a full copy of the Regulations on board and understand them.

There are two regulated seabird mitigation options, of which it is **MANDATORY** to choose one option: either use hook-shielding devices, OR use tori lines and night setting/line weighting.

Hook-shielding devices	Hook-shielding devices (devices that encase the point and barb of baited hooks to prevent seabird bycatch during line setting, e.g. Hookpods) can be used as a stand-alone mitigation option when used on 100% of the hooks. Since Hookpods themselves weigh 48 g, they must be used in line with weighting requirements (must be attached within 1 meter of the hook).
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If hook-shielding devices are not used on 100% of the gear, then the following mitigation measures MUST be used:

Tori (streamer) lines	If hook-shielding devices are not used, then vessels are required to deploy a tori line and either : Set at night: In addition to a tori line, SLL vessels must set only at night unless line weighting is employed (unless hook-shielding devices are used). Night setting <i>and</i> line weighting is viewed as a best practice that goes above and beyond what is required by law AND/OR Line weight: SLL vessels must use line weighting unless setting lines at night (or hook-shielding devices are used).
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Hook-shielding devices

Hook-shielding devices were introduced as a stand-alone measure in the Fisheries (Seabird Mitigation Measures – Surface Longline) Circular 2019. This came in to effect on 10 January, 2020.

Hook-shielding devices are a device that encases the point and barb of baited hooks to prevent seabird bycatch during line setting. At this stage, the only recognized hook-shielding device are Hookpods, produced by Hookpod Ltd. They must be designed to be retained on the fishing gear, meaning they are NOT disposable. This means attaching them along the snood within a metre of the hook.

Tori lines (also see regulations where tori lines are described as streamer lines)

If hook-shielding devices are not used, all vessels must deploy a tori line during setting (day and night).

The tori line must also meet the following minimum specifications:

- The tori line must achieve a minimum aerial extent of 75m
- It must be attached at a point no less than 6m above the waterline (as close to the stern as possible)
- The streamers must be brightly coloured, be spaced a maximum of 1m apart, and extend along the aerial extent of the line
 - Short streamers must not be less than 1m in length and must be attached no further than 1m apart along aerial section
 - Long streamers (must be long enough to reach the surface of the sea in calm conditions) must be attached at intervals of no more than 5m
- Streamers may be modified in the first 15m of streamer section to minimise risk of entanglement,
- If the tori line is damaged/broken during setting, stop set until it's repaired and or deploy another line

Tori line requirements (vessels under 35m)

Vessel attachment: place as high as possible and recommended at least **8m or more** above waterline. Depending on the position the gear is shot away from crew need to be able to adjust or move the tori line or use a bridle to place tori in best spot relative to fishing gear and weather conditions:

- A breakaway system fitted so tori line will break free before fishing gear breaks or tangles
- A proper pole or attachment point is essential.

Achieve at least **75m** of aerial extent using the three-part system described below (see also design guide):

1. Streamer aerial section: **backbone of the tori line with streamer of a minimum length of 1m be spaced at no more than 1m intervals**:
 - Long streamers, placed at 5m interval which reach down to the water;
 - Short streamers, (must be min 1m in-length fitted in-between the long streamers,
 - Once deployed (without the setting gear) the first time, trim long streamers
 - to stay just above the water to reduce drag, tangling gear, and birds (i.e. so streamers are in the air not in the water).
 - Vessels can use long and short streamers
 - Streamers may be modified along first 15m to minimise tangling
2. Drag section: most often long piece of rope or mono, or a float(s) or a mix of both. You need something that gives required drag while reducing risk of tangling with the setting line. You must have a decent amount of drag fitted otherwise you won't get the 75m aerial extent required, to do this you need 75m streamer section, then your drag section.
 - *There is no minimum or maximum length the drag rope or object can be other than you must achieve 75m aerial in your streamer section.*
3. Tangling: if tori lines are not deployed or adjusted correctly, they often tangle with setting gear. To reduce this problem, maintain height separation for as long as possible between the tori line and setting gear:
 - Fix the tori line as high as possible to vessel (every 1m height will give you 8-10m more aerial extent)
 - Increase the drag (most tori lines don't have enough drag) by increasing size, length or weight of drag object, drag rope or object needs to be attached so its streamline with no catch-points for the setting gear to 'grab'
 - Keep streamers out of the water as much as possible. Only the last section of the backbone with short streamers should be in contact with the water,

- Fit a breakaway (weak link) so if a tangle occurs the tori line breaks at the weak spot, then there is no damage to other gear. Have a lazy line back to deck so you can regain the vessel end of the tori line and retrieve it.
- Getting gear deeper than **5-10m** less than **70m** astern reduces risk of streamers contacting setting gear and far less able to tangle.

Line weighting specifications (also see regulations)

Note: Line weighting can lead to risk of accident or injury, fishing practices need to be assessed, risks identified and procedures both documented and implemented to manage these risks

If setting during daylight hours (see Regulations for detail of what constitutes day and night), the line must meet the following weighting specifications according to NZ law:

- 1 weight 40g or more within 0.5m of the hook; OR
- 1 or more weights of 45g or more 1m from hook; OR
- 1 or more weights of 60g or more 3.5m from hook; OR
- 1 or more weights of 98g or more 4m from hook.

Vessels that cannot meet mandatory weighting requirements must set at night with tori lines deployed, OR use hook-shielding devices in line with the regulations.

- Add additional weight to the line to achieve satisfactory sink rate so seabirds have less time to target the baited hooks in times of heightened risk, add more weight.
- Slower setting speeds, weights, and line setters all help the main line sink more quickly
- Using line-setters or slowing vessel's setting speed will reduce tension on the setting line and increase sink rate of the gear.
- Mainline diameter and material as well as the distance between weights and numbers of floats used all can affect the sink rate.

Fish offal control and bait

- Offal should be held (e.g. in bins) for as long as practicable and batch discharged when fishing ceases or, if required, during hauling on the opposite side of the hauling station.

Bait

- When hauling, used bait must be held (e.g. in bins) or batch-discharged at intervals.

World's best practice (as defined by the Agreement on the Conservation of Albatrosses and Petrels [ACAP])

- Use of an appropriate line weighting regime to maximise hook sink rates close to vessel sterns to reduce availability of baits to seabirds
- Actively deterring birds from baited hooks by means of bird scaring lines, and
- Setting at night, which reduces the visibility of the bait.

Part 5: Additional Mitigation Practices

Disposal of fish waste

- Do not discharge fish waste immediately before or during setting. Retain all fish waste on board during setting.
- With the development of your RMP, have a plan for how you will dispose of fish waste to minimize seabird interactions during setting and hauling. Make sure your crew understands.

Hauling stations

- During hauling, seabird captures have been observed as birds attack returning baits. While lesser risk than setting, mitigation measures to reduce risk of captures should be in place at the hauling station:
 - Hose spray is often enough to deter seabirds from the area
 - A seabird scaring device may be fitted around the hauling station
 - Used bait and all fish waste should be held for as long as possible and/or discharged on the other side of the vessel from the hauling station.

Thawing of bait

- The use of totally frozen bait is to be avoided as it floats more than thawed bait
- Bait must be taken out of the freezer or ice for several hours before setting
- Partially frozen bait works well as it is firm when cut up and hooked.

Dyeing of bait

- Bait that is dyed blue reduces its visibility but does not affect its fishing
- This can help at times of particularly high risk as noted below.

Vessel lighting

- Bright spotlights shining back over the stern well behind the vessel onto the hook setting line attract birds. These should be either turned off, replaced with lower output light output or directed from shining directly on the setting longline
- Deck lighting around stern and deck area should be dimmed or shrouded during night-time setting (while maintaining required safety standards for crew). Headlamps for crew can aid their workspace lighting.

Adapting to high risk periods

- Full moon:
 - During full moon periods seabirds can enter a feeding frenzy leading to very high capture rates
 - Mitigation options include: increasing line sink rate (e.g. slow setting speed, add weight and/or remove floats), adding another tori line, moving from the area, set the line deeper, dye bait
- Multiple captures while setting the gear:
 - Take immediate action to reduce the risk of multiple captures reoccurring (see above)
 - Contact vessel manager and/or Liaison Programme for advice and report seabird triggers (as required below in Part 8).

Part 6: Protected Species Handling & Release and Crew Safety

Seabirds

In addition to the handling instructions below, please see the Hook Removal From Seabirds guidelines developed by ACAP, which will be provided by your Liaison Officer.

Release Alive

Every care should be taken to release seabirds (and any other incidental catch) alive. Reduce stress and handle with care to minimise any further harm or injury to the animal to increase survivability when returned to the sea.

Bird release

- Equipment: line cutter/bolt-cutter, pliers, long handle net, box/bin, towel/blanket, and gloves
- Reduce drag on bird, pull boat out of gear, bring bird onboard by hand or with long handle net
- Keep the bird calm by covering the head with a cloth. Use two crew; one (Crew 1) to support the bird, while the other (Crew 2) frees the gear from the bird. Use gloves and eye protection (beware large birds can inflict a nasty bite).
- Crew 1: secure bird hold wings gently but firmly to the bird's body. Support head, neck, etc.
- Crew 2: isolate tangled gear and/or hook, work on removal of gear/hook.

Hook swallowed

- Do not pull or place pressure on the line/hook
- Crew 2: Cut the line as close as possible to the swallowed hook, leaving the hook untouched in place.

Hook through body part

- Crew 2: Trim off any line, cut or flatten off the barbs from the hook and reverse the hook out, or
- Use bolt-cutters cut the hook in two and thread out.

Gear tangled

- Crew 2: Remove line, cut away gear, locate hook, ensure hook free from bird and all gear free from bird.

Return to sea

If the bird is exhausted/waterlogged, put it in a safe space, e.g. an empty fish crate, box, or an open, safe area on deck away from oil. Let the bird dry out for an hour or two. When the bird is dry or active again, ease the bird back into the water as close to the water surface as possible.

Release bird carefully; don't throw seabird into air, place back on the water-surface.

Report capture to skipper and record in ERS

Other protected species

Release alive

Every care should be taken to release the animals alive, reduce stress, and handle with care to minimise any further harm or injury to the animal, and to increase survivability when it is being returned to the sea alive. Deliberately harassing or harming these animals after an incidental capture and non-reporting is an offence.

Marine mammal release

- If possible, give animals time and space to leave the vessel. Do not take actions that will antagonise the animal. Watch carefully for signs of aggression in the animal.
- Do not allow crew to be in its path or escape route. Use netting as a moving barrier or a deck hose to persuade/guide the animal back to the sea.
- For marine mammals entangled in the gear, it may be necessary to cut the line to allow the animal to disentangle. Having a knife attached to a broom handle on board can allow a crew member to cut the animal free from a safe distance.

Turtles

- Use turtle de-hooker provided by Liaison Officer.
- Release the turtle in the water.

Seal handling and crew safety issues

Seals can carry a number of infectious diseases which can infect humans. Live marine mammals can also be potentially dangerous to humans particularly when they are in stressful situations. Handling marine mammals should always be kept to a minimum and should only occur if and when needed.

When attending to animals landed on deck the following steps should be followed to ensure crew safety:

- Whenever handling bodies of drowned fur seals, sea lions, or any other marine mammals, wear waterproof gloves and waterproof protective clothing
- Where possible, avoid direct contact with blood, urine, faeces, and other bodily fluids. It is also important to avoid the mouth of the marine mammal as this is a major source of disease.
- If bitten or grazed by a marine mammal, as a first measure wash and disinfect the wound immediately, apply betadine/antiseptic ointment and cover the wound. This minimises the risk of 'seal finger', a chronic and very painful infection caused by bacteria carried by some marine mammals. Visit a doctor once ashore as infection is very common with seal and sea lion bites.
- After handling any marine mammal, crew should wash their hands and forearms with antibacterial soap and their protective clothing by hose down.

Part 7: MPI Mandatory Reporting

It is not illegal to accidentally capture protected species while commercially fishing, but it is illegal to fail to report the capture.

It is important that all captures and mortalities are reported. All protected species landed dead or alive (then returned to sea) must be recorded in the **Non-Fish Protected Species Catch Return form** (NFPSCR) or the Electronic Logbook equivalent and then furnished to MPI as required under the Regulations.

NFPSCR codes

- Use the **XAL (unidentified albatross/mollymawk)** and **XXP (unidentified petrels & shearwaters)** species codes if you do not know the species. See page 8 of this OP for some additional species codes.
- Record any leg band numbers on the form.

Capture: *An animal (dead or alive) which is brought onboard on/by the fishing gear and requires assistance/help off the vessel.*

Deck-Strikes: *Birds that 'collide' with the vessel/deck/superstructure and are dead or injured, unable to leave vessel of its own accord; report as 'deck-strikes' (not reported if alive and leaves the vessel unassisted, i.e. landed on vessel)*

Always meet your legal requirements. Record all captures (dead or released alive) and furnish to MPI as required under the fisheries reporting regulations.

Part 8: Reporting - Triggers

Trigger limits are the SLL Programme real-time reporting 'threshold' system. Once a trigger is reached, it requires the skipper to communicate with the Liaison Programme, and the operator/owner and skipper (noting these might be the same person at times) will review the situation. Whenever appropriate, the vessel crew may need to take additional steps to mitigate risk of further capture events. This is usually by actively and immediately reassessing the effectiveness of their offal control and mitigation measures and where necessary alter or deploy additional measures.

SLL Programme Triggers & Reporting Requirements

Not all of these species are at high risk of being captured during surface longline operations; however, they are all listed on your SLL Protected Species Risk Management Plan.

- Any great albatross, penguin, dolphin, sea lion, leopard seal, basking shark, turtle, black petrel, or flesh-footed shearwater
- In any 24-hr period - 3 large (e.g. albatross/mollymawk, giant petrel, gannet) or 5 small (e.g. petrel/shearwater) seabirds, or 2 fur seals
- In any 7-day period - 10 seabirds of any type, or 5 fur seals.
- The contact details of your Liaison Officer are listed in your PSRMP.

SLL Triggers Breach & Reporting Contact 24/7

- The vessel (directly) or the onshore Vessel Manager must notify the Liaison Officer within 24 hours of any trigger breach so that any follow-up deemed necessary can be discussed and carried out.
- Emails from Sat-C or texts are OK.
- Your Liaison Officer's contact details are shown on your Protected Species Risk Management Plan