

## INTERNATIONAL AND NATIONAL SEABIRD RISK FRAMEWORKS

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1. United Nations (UN) Law of the Sea, Fish Stocks Agreement & Responsible Fishing Agreement:
  - Nations must catch their fish but not harm the environment.
2. UN-FAO delivers required base standards through an International Plan of Action (IPOA) for seabird risk management globally and each nation must have its own plan.
3. Seabirds, especially albatross are recognised as the world's most threatened bird group.
4. Association for Conservation of Albatrosses and Petrels is a global treaty on reducing threats to seabirds, in NZ it is the responsibility of the Crown through the Department of Conservation (DOC) with Fisheries NZ (FNZ) involvement.
5. NZ has a National Plan of Action (NPOA) for Seabirds with 2 goals:
  - No risk to populations (they can grow, not decline due to fishing).
  - As few deaths as practical (further affordable and sensible mitigation).
6. The Fisheries Act allows for utilisation (catch your fish) while avoiding, remedying, or mitigating adverse impacts on the environment.
7. Under the NPOA, NZ has a Seabird Risk Assessment that gives each species a '*risk-rating by fishery*' where there is a risk of unsustainable mortality levels.
8. FNZ is obligated to meet the Act, therefore they have introduced mandatory measures in many fisheries, with more to come, guided by updated risk assessments.
9. The Crown (FNZ and DOC) are being held to account by eNGOs and others.
10. Most NZ trawl, line and net fisheries have known issues with certain bird species.
11. Anywhere those seabird captures are high while monitoring (observer coverage) is low will drive FNZ to intervene to meet its obligations.
12. FNZ can, and will set mandatory limits on mortalities if necessary (e.g. NZ sea lions).
13. Industry has worked with and demonstrated to Government that a joint approach with risk plans, liaison and support works better than more laws.
14. Liaison programmes are in place to support many fleets now, ~300 vessels (inshore and deepwater) and more as time goes on.
15. These programmes are paid for by quota owners directly or through Govt. levies
16. Industry aims to ensure the programmes are practical, sensible and that all vessels in each fleet are dealt with the same way.
17. Vessel owners and skippers need to understand and engage in these programmes.