

# Vessel Management Plan |

Operational Procedures

01 October 2014

### PLEASE INSERT YOUR CURRENT VMP HERE

Every trawler over 28 m has a VMP developed specifically for their vessel and its operations. The purpose of a VMP is to ensure that:

1. Seabird mortalities are mitigated by reducing seabird interactions with deepwater trawlers
2. Your vessel has robust, documented seabird interaction mitigation procedures in place
3. Your vessel is actively involved in seabird mitigation and offal control method improvements through ongoing observation, information gathering and review processes
4. Information regarding unusual levels of seabird interactions is provided in real time to help incident management

**Ensure all crew are aware of, and have ready access, to your vessel's VMP by inserting here.**

## 10 COMMANDMENTS FOR SAVING SEABIRDS

1. Ensure your vessel has a current Vessel Management Plan (VMP) and brief your crew
2. Avoid continuous discharge of fish waste (offal and fish discards) while towing
3. Always ensure all fish waste is held during shooting and hauling
4. Minimise spillage of fish waste to the factory floor or overboard through sumps
5. Remove all fish 'stickers' from the net
6. Always manage the use of the appropriate mandatory mitigation device(s) for the prevailing conditions. Do not just 'set and forget'
7. Always carry tori lines for high risk situations as they are proven to be the most cost effective mitigation device
8. Haul and shoot as quickly as practical and minimise time gear is on the surface for turns, repairs and breakdowns to reduce the risk of net captures
9. Immediately report breaches of seabird trigger points to DWG
10. Report all captures as legally required on the *Non-fish / Protected Species Catch Return* and at the completion of the voyage furnish to the Ministry

## 10 COMMANDMENTS FOR SAVING SEABIRDS

1. Обеспечьте, чтобы на борту Вашего судна имелся действующий Vessel Management Plan (VMP) и проинструктируйте по нему экипаж
2. Избегайте непрерывного сброса рыбных отходов ( внутренностей и частей рыбы ) во время траления
3. Обеспечьте, чтобы во время постановки и выборки трала рыбные отходы всегда удерживались на борту
4. Сведите к минимуму попадание рыбных отходов на палубу рыбцеа и дальнейшую их утечку через шпигаты за борт
5. Удалите из трала всю объедаемую рыбу
6. Всегда контролируйте использование одного из обязательных одобренных законом устройств для отпугивания птиц, наиболее подходящего для конкретных условий, а не просто – «выставил и забыл»
7. Всегда имейте в наличииtori lines на случай высоко рискованной ситуации , так как это устройство зарекомендовало себя, как наиболее эффективное
8. Выборку и постановку трала производить настолько это возможно быстро и свести к минимуму время нахождения орудий лова на поверхности при разворотах, ремонте или поломках, чтобы снизить вероятность поимки птиц в дежах
9. О превышении « тревожной точки » ( trigger point ) для конкретных видов птиц, незамедлительно сообщать на DWG
10. Внесите все поимки , в соответствии с законом, в журнал Non-fish/Protected Species Catch и, по окончании мини-рейса, отправьте заполненную страницу на МАФ

## 10 COMMANDMENTS FOR SAVING SEABIRDS

1. 현재의 VMP 를 선내에 비치하고, 선원들이 인지 할 것
2. 조업중 연속적인 어획물 찌꺼기 폐기는 피할 것
3. 양투망시 어획물 찌꺼기를 배출하지 말 것
4. 처리실 바닥에 어획물 찌꺼기를 떨어뜨리지 않도록 최소화하고, 떨어진 찌꺼기는 보관 장소에 보관할 것
5. 그물에 붙어 있는 모든 찌꺼기를 제거 할 것
6. 적절한 필수 포획 감소 장치를 현상황에 대비하여 사용하도록 관리할 것. '설치후 잊어버림'이 되지 않아야 함.
7. 토리라인은 가장 효과적인 포획 감소 장치로 증명되었으므로, 모든 선박은 손상될 경우를 대비하여 항상 비치하고 있을 것
8. 모든 선박은 양.투망 시간을 최소한으로 하고, 돌려치기 및 그물 수리시 그물이 수면위에 있는 시간을 최소한으로 하여 그물에 포획되는 손실을 최소화 할 것
9. 해조류의 TRIGGER POINT사안이 발생하는 경우 즉시 DWG에 보고 할 것
10. 법률로 규정된 바에 따라서 모든 포획된 비어류 보호종 포획 신고 양식에 의거 수산부에 보고하고 항차가 종료된 후 즉시 수산부에 제공할 것

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## **INCREASE IN RATES OF MOLLYMAWK CAPTURES IN DEEPWATER TRAWL FISHERIES - MORE CONSISTENT MANAGEMENT OF RISK REQUIRED**

In 2012 and particularly 2013 there have been a marked increase in mollymawks capture rates. This is evident both in the squid fishery but also in our certified fisheries and other trawl fisheries.

This trend must be reversed and can be achieved by rigorous tightening up of the measures we currently have.

The attached DWG Mollymawk Mitigation sheet is to raise awareness and is for inclusion into your vessel's DWG OP manual (VMP section) on board.

### **There are a number of factors possibly leading to this increase:**

- Fleet changes: less offal in total going into water and reduced fleet size leads to increased intensity of bird activity behind vessels
- Changes in oceanographic conditions and number of birds breeding in some years
- More reliance on bafflers than tori lines

The above factors are leading to events where multiple capture events are occurring when management processes slip below par even if briefly, and this is across the fleet and fisheries.

### **We are focussed on those things that we can practically address:**

- While there are now a greater proportion of vessels with meal plants, offal management is below par at times and must be excellent at all times
- Tori lines need to be deployed at times of higher risk
- Mitigation devices need to be built and maintained to standard
- VMPs need to be adhered to

Currently there is a better tori line design and materials available and most of the trawl fleet has taken up on this. We are working (with DOC) on an improved baffler system for deepwater trawlers.

It is imperative that all managers and vessels undertake to markedly improve performance in this area or we will be faced with condition(s) on our certified fisheries.

### **What we need from you:**

- Read the attached Mitigation sheet and be aware of the issues
- Recognise that no part of the fleet is immune from risk at present
- Stress to your skippers and crew the need to improve on offal control – this is the main driver for decreased risk
- Ensure your vessels are well equipped with best available mitigation devices
- Ensure that your vessels are able to and do adhere to their VMPs

If you have any questions, please contact Richard Wells, E-mail [richard@resourcewise.co.nz](mailto:richard@resourcewise.co.nz), Phone: +64 21 457 123 or John Cleal, E-mail [john.fvms@xtra.co.nz](mailto:john.fvms@xtra.co.nz), Phone: +64 21 305 825