

## **Environmental Training and Liaison for Deepwater Fishing Crew**

### **2017/18 Report**

#### **Background**

Up until 2011 deepwater industry relied upon individual company managers and or ‘one-off’ individual training to improve understanding of environmental issues and DWG best practice risk reduction standards.

Also then, the transfer of information from management to foreign charter vessels crew was poor. Each company was doing ‘bits and pieces’ and there was no structured consistent training plan and it was unknown how much of the DWG published information was actually getting to the captain and whether the senior crew completely understood what was required of them.

With the introduction of the MSC programme in 2011 starting with hoki (and now many other deepwater stocks) the need for more detailed information and increased focus on environmental best practice and continuous improvement in risk reduction was required. The DWG Environmental Liaison Officer (ELO) role has been an integral part of the DWG’s operation to improve environmental risk reduction

In the past few years the DWG now also delivers its standards to a much larger and more diverse range of vessels, for example ling bottom longline, scampi and coastal hoki vessels which now brings into the programme many smaller vessels with mostly owner/operators and many with less robust systems (or management structures) to properly manage mitigation and risk systems to the DWG required level.

#### **Overall Objective**

To train, senior crew and vessel managers of deepwater group fleet, deepwater trawlers, hoki coastal trawl, scampi trawl and ling longline vessels; promote best practice mitigation standard practices across the fleet review the DWG standards set out within the Operational Procedures Manual, (OPs) Audit Vessel Management Plans (VMPs) and best practice environmental and mitigation practices. Encourage improvement and effectiveness of offal control and mitigation device use and to improve real time reporting of capture events, to reduce the risk of protected species captures.

#### **Required outputs in DWG agreement**

##### **Vessel crew visits and training**

- Visit the deepwater fleet of trawl (inc; scampi, fresher, factory, and seasonal hoki) vessels and ling longline vessels

## **Environmental Liaison Officer Deliverables:**

- Monitor deepwater vessel operators adherence to the agreed Operational Procedures
- Respond to trigger and incident reports
- Analyse all MPI observer audits of VMPs and OPs, contacting operators with feedback for each audit
- Liaise with MPI regarding trigger breaches and incident management
- Record and file all incident management outputs
- Review VMPs, ensuring each vessel has an effective vessel-specific seabird risk management programme
- Promote effective and suitable mitigation devices across the fleet

## **2017-18 Annual Objectives**

Visit at least 80% of these vessels and opportunistically as many more vessels as logistics allow.

- An information kit and presentation, is developed to meet the standards and operational procedures of the Deepwater Group and as laid out in DWG Operational Procedures
- The work to be conducted on-board vessels during port calls, and will involve meeting the senior crew, assessing the vessel's mitigation devices, touring the vessel's factory and assessing the offal control procedures.
- Training course delivered to senior crew (and at times vessel management) by way of power point, also the use of a translator for the foreign crewed vessels
- One of the main focusses this year was the bottom long line fleet of 34 vessels in particular the (23) smaller hand-bait boats, to ensure standards were being met to support the MSC certification of the ling stocks

## **Funding**

DWG funds the vessel and crew training, my time, the production of the training programme and materials plus some travel most often ports within driving distance (Picton, West Coast etc). MPI also funds travel, mostly flights & accommodation and does those bookings for me to various ports. I Appreciate the MPI contribution and help.

The vessel visit section of this programme delivery cost is around \$33,000 (\$25k / labour & \$8k /travel)

## **Outputs for 2017-18**

### **Liaison Activities with Fleet**

To able to respond to incidental capture information or risk DWG uses two main tools to ensure vessel capture information is monitored.

### Fisheries NZ/DWG observer reviews:

Information sent by FisheriesNZ for every DWG vessel observed as to vessels adherence to VMP & MMOP. Each review logs conformance on a standard form and lists all captures for voyage.

Each review received is assessed, logged and sent to vessel operators with any comments from myself or I request more information from both FisheriesNZ and vessel operator around capture events. All reviews are assessed listed in summary spread sheet, sent to DWG & FisheriesNZ at end of fishing year.

- VMP/Observer audit forms received and processed: 150
- Vessel visits in response to observer reviews: 1

#### Trigger-Points:

Triggers reports direct and immediate from vessels that have had a Trigger point capture event these are all relayed to 24/7. All Triggers were recorded, and all are followed up and assessed in conjunction with information from vessel operator and or FisheriesNZ observer programme gathered and used to try ascertain if the event was preventable, what actions lead to the event and what could have been done better to reduce the risks, and or help educate vessel skipper/operator to reduce risk of similar event re-occurring.

Any major event of concern and or large multiple capture event may trigger a vessel visit from myself at the following port call if it's deemed important that vessel makes changes before next voyage.

Information from both these sources are used to improve our mitigation standards across the fleet, also vessel specific information is used at vessel meetings and discussed directly with skippers/crew, so capture events can be discussed in detail.

- Trigger reports received and processed: 30
- Additional coastal trawl fur seal trigger reports: 15

Another key LO role is ensuring all SLEDs are checked and approved to type by a nominated net-shed. A copy of SLED certificates is held and copied to FisheriesNZ along with collation of vessels and SLEDs before and during each SBW6I and SQU6T season.

SLED audit forms processed:

- SQU6T: **66**
- SBW6I: **36**

#### **DWG Fleet vessel visits**

##### Current vessel numbers: **95**

- Trawlers over 28m: **28** factory vessels and 8 fresh fish trawlers
- Scampi trawlers: **10**
- Coastal seasonal hoki trawlers: **15** (Cook Strait and West Coast)
- Ling longline autoline and hand bait: **34**, being **11** autoline (larger vessels) and **23** hand-bait vessels

*BLL; Excludes smaller vessel landing less than 2 green-weight tonnes of ling annually which there are approximately 10 - 15 boats (note most of these vessels are under other DOC CSP risk programme plans e.g. surface longline.*

## **Training material delivered**

The resource covers the current information on the DWG best practice deep-sea environmental operations and procedures. The training also covers information from MPI observer VMP/MMOP reviews and any trigger limit or incident reports from through-out the year, this gives some 'risk-profiling' for each of the vessels' activities.

The learning resource covers:

- Seabird & VMP procedures
- Offal control and offal management
- Mitigation devices (inc new devices)
- MPI Squid6T Operational Plan a
- DWG Marine Mammal Procedures
- Sea lions and SLEDs
- DWG and MPI Plans for SBW Fishery and sea lions
- Reporting and trigger points
- DWG JMA fishery dolphin Operational Procedures
- Hoki management areas and Procedures
- Review of VMP/MMOP observer reports/reviews and trigger reports
- Ling Longline Operational Procedures, auto-line & hand-bait longline best practice and MPI mandatory measures
- Scampi fishery seabird and sea lion risk management

## **Focus on current issues**

Each year the training material is updated as required to reflect any changes in DOC, MPI or DWG standards, or to increase awareness of new issues or re-focus on a particular problems or new areas of concern that need more attention. The delivery is also altered and tailored to suit the individual vessels fishing target species and or vessel type; i.e. if it's a Ukraine-BATM-crew, another detailed section on dolphin captures and mitigation methods is added, also new section on SBW and sea lion captures and Campbell fishery SLED use, etc.

Having recorded all the trigger point reports and all the Observer VMP/MMOP reviews done by MPI, over the year, I can raise any issues from these reports and discuss directly with captain and vessel manager etc so we can focus on individual vessel issues.

## **Overview of vessel visits (October 2017 to September 2018) *vessel list attached***

Total of 82 vessels were visited, (86% of total fleet) DWG OP and onboard manual checked/ VMP reviewed and if needed updated and offal control and mitigation advice given. This number of vessel visits is large increase over past years (which avg. 60 to 70 vessels) most of the extra vessel visits were on the ling fleet and scampi fleet (most scampi boats getting 2 or 3 visits during the year) with vessel mitigation gear and offal control systems viewed. Best practice procedures and any issues arising from triggers reports and or observer reviews discussed.

Many vessels are visited more than once (est. 20% of fleet) to:

- deliver specific seasonal fishery information, i.e. SQU, JMA and or SBW seasons where different crew are on some of the larger vessels
- Vessels are considered higher risk or data back from observers shows need
- Vessels are in port and can be visited easily and cheaply (opportunistic)

Improvements noted for 2017-18: a lot less seabird triggers and those triggers we did get were for smaller capture numbers i.e. no big multiple capture seabird events! The Korean fleet making big reductions since improving their offal control systems the year before and also deploying both warp mitigation devices 24/7. The BATM fleet ongoing good practices and managing to maintain very low; seabird, CDD & NZSSL capture-rates

### **Deliveries by Vessel -Fishery**

- 27 factory trawlers (incl, 13 foreign crew vessels)
- 6 large fresh trawlers (<28m)
- 13 hoki-season fresh trawlers (>28m)
- 8 scampi freezer vessels
- 8 ling- auto long liners (note chose not to visit the CCAMLR vessels as they are low risk and meet high standards based on observer reports)
- 20 ling handbait liners

### **Total**

- 82 vessel visits (plus, about 20% fleet get a 2<sup>nd</sup> visit)

### **2018/19 Programme Plan**

Focus again on FMA 3-7 LIN long liners also scampi vessels as they need ongoing pressure to maintain conformance with offal control and mitigation systems to reduce seabird interactions. Aiming to get 100% of these boats visited.

Having more interactions with NZSL I intend to visit all 10 boats, write new VMP's, and increase awareness around NZSL mitigation.

We've also increased the % of vessels to target-visit to 90% of the fleet for this year along with adding 6 to 8 more smaller ling boats to target all vessels landing over 1ton (was 2t) the full fleet is now 102 vessels.

In some cases coastal hoki trawlers need to re-consider the effectiveness of their warp mitigation devices and more importantly offal control measures around warp captures, more work needs to be done (this will be congruent with steps being taken for the rest of SI coastal trawl fleet.

Revamped DWG OP manual (for larger trawlers) has just be sent to all the trawl fleet, I will be also re doing new VMPs for all fresher's over 28m and new PSRMPs for all fresh fish hoki season trawl fleet and working with these 15 vessels to add improved warp strike mitigation devices, i.e baffler & side curtains in most cases.

With increased fleet numbers from 70 to 100 over past few years, there may become an issue with travel funding.

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