

1 July 2014 / 1er juillet 2014

IOTC CIRCULAR 2014-64 / CIRCULAIRE CTOI 2014-64

Dear Sir/Madam,

SUBJECT: ENTERING INTO FORCE OF RESOLUTION 12/06: ON REDUCING THE INCIDENTAL BYCATCH OF SEABIRDS IN LONGLINE FISHERIES

The Commission adopted at its 16th Session, held in April 2012 in Australia, the Resolution 12/06 *on reducing the incidental bycatch of seabirds in longline fisheries*. This Resolution enters into force today, 1st July 2014.

As of 1st July 2014, the Resolution 10/06 *on reducing incidental bycatch of seabirds in longline fisheries* and the Recommendation 05/09 *on incidental mortality of seabirds* are superseded by this Resolution. Please find attached Resolution 12/06 for more information.

Madame/Monsieur,

SUJET: ENTREE EN VIGUEUR DE LA RESOLUTION 12/06: SUR LA REDUCTION DES CAPTURES ACCIDENTELLES D'OISEAUX DE MER DANS LES PECHERIES PALANGRIERES

La Commission a adopté au cours de sa 16^{ème} Session, tenu en avril 2012 en Australie, la Résolution 12/06 *sur la réduction des captures accidentelles d'oiseaux de mer dans les pêcheries palangrières*. Cette résolution entre en vigueur aujourd'hui, 1^{er} juillet 2014.

À compter du 1^{er} juillet 2014, la Résolution 10/06 *sur la réduction de la mortalité accidentelle des oiseaux de mer dans les pêcheries palangrières* et la Recommandation 05/09 *sur la mortalité accidentelle des oiseaux de mer* sont remplacées par la présente Résolution.

Veuillez trouver en pièce jointe la Résolution 12/06 pour plus d'informations.

Yours sincerely / Cordialement



Mr. Rondolph Payet
Executive Secretary / Secrétaire exécutif

Attachments / Pièces jointes:

- Resolution 12/06 On reducing the incidental bycatch of seabirds in longline fisheries. / Résolution 12/06 sur la réduction des captures accidentelles d'oiseaux de mer dans les pêcheries palangrières

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RESOLUTION 12/06
ON REDUCING THE INCIDENTAL BYCATCH OF SEABIRDS IN LONGLINE FISHERIES
(will enter into force on 1 July 2014)

The Indian Ocean Tuna Commission (IOTC),

RECALLING [Resolution 10/06](#) *On reducing incidental bycatch of seabirds in longline fisheries*, and in particular, its paragraph 8;

RECOGNISING the need to strengthen mechanisms to protect seabirds in the Indian Ocean, and to harmonise them with ICCAT measures that will enter into force no later than July 2013;

TAKING INTO ACCOUNT the United Nations Food and Agriculture Organization (FAO) International Plan of Action for Reducing the Incidental Catch of Seabirds in Longline Fisheries (IPOA-Seabirds);

NOTING the recommendations of the IOTC Scientific Committee, in agreement with the IOTC Working Party on Ecosystems and Bycatch (WPEB) on measures to mitigate seabird interactions as outlined in their 2007, 2009 and 2011 Reports;

ACKNOWLEDGING that to date some IOTC Contracting Parties and Cooperating Non-Contracting Parties (hereinafter referred to as “CPCs”) have identified the need for, and have either completed or are near finalising, their National Plan of Action on Seabirds;

RECOGNISING the global concern that some species of seabirds, notably albatrosses and petrels, are threatened with extinction;

NOTING that the Agreement on the Conservation of Albatrosses and Petrels, which opened for signatures at Canberra on 19 June 2001, has entered into force;

NOTING that the ultimate aim of the IOTC and the CPCs is to achieve a zero bycatch of seabirds for fisheries under the purview of the IOTC, especially threatened albatrosses and petrel species in longline fisheries;

BEARING in mind studies undertaken in other longline tuna fisheries, demonstrating the economical benefit of measures to mitigate incidental bycatch of seabirds, by significantly increasing catches of targeted species;

ADOPTS, in accordance with the provisions of Article IX, paragraph 1 of the IOTC Agreement, the following:

1. CPCs shall record data on seabird incidental bycatch by species, notably through scientific observers in accordance with [Resolution 11/04](#) and report these annually. Observers shall to the extent possible take photographs of seabirds caught by fishing vessels and transmit them to national seabird experts or to the IOTC Secretariat, for confirmation of identification.
2. CPCs that have not fully implemented the provisions of the IOTC Regional Observer Scheme outlined in paragraph 2 of [Resolution 11/04](#) shall report seabird incidental bycatch through logbooks, including details of species, if possible.
3. CPCs shall provide to the Commission as part of their annual reports, information on how they are implementing this measure.
4. CPCs shall seek to achieve reductions in levels of seabird bycatch across all fishing areas, seasons, and fisheries through the use of effective mitigation measures, while giving due consideration to the safety of crew members and the practicability of mitigation measures.
5. In the area south of 25 degrees South latitude, CPCs shall ensure that all longline vessels use at least two of the three mitigation measures in **Table 1**. These measures should also be considered for implementation in other areas, as appropriate, consistent with scientific advice.



6. Mitigation measures used pursuant to paragraph 5 shall conform to the minimum technical standards for these measures, as shown in **Table 1**.
7. The design and deployment for bird scaring lines should also meet the additional specifications provided in **Annex I**.
8. The IOTC Scientific Committee, based notably on the work of the WPEB and information from CPCs, will analyse the impact of this Resolution on seabird bycatch no later than for the 2016 meeting of the Commission. It shall advise the Commission on any modifications that are required, based on experience to date of the operation of the Resolution and/or further international studies, research or advice on best practice on the issue, in order to make the Resolution more effective.
9. The Commission should hold a workshop in the intersessional period before the entry into force of this Resolution to facilitate its implementation, particularly focusing on how to address safety and practical concerns. CPCs shall ensure that fishers make a trial of the safety and practicality of these measures for review at the workshops with a view of resolving their concerns and assuring the orderly implementation, including training for and adaptation to these measures. A second workshop should be held, if necessary to explain the science, theory and application of the line weighting measure.
10. This Resolution shall enter into force on 1 July 2014.
11. As of 1 July 2014, the Resolution 10/06 *on reducing incidental bycatch of seabirds in longline fisheries* and the Recommendation 05/09 *on incidental mortality of seabirds* are superseded by this Resolution.



Table 1. Mitigation measures

Mitigation	Description	Specification
Night setting with minimum deck lighting	No setting between nautical dawn and before nautical dusk. Deck lighting to be kept to a minimum.	Nautical dusk and nautical dawn are defined as set out in the Nautical Almanac tables for relevant latitude, local time and date. Minimum deck lighting should not breach minimum standards for safety and navigation.
Bird-scaring lines (Tori lines)	Bird-scaring lines shall be deployed during the entire longline setting to deter birds from approaching the branch line.	For vessels greater than or equal to 35 m: <ul style="list-style-type: none"> • Deploy at least 1 bird-scaring line. Where practical, vessels are encouraged to use a second tori pole and bird scaring line at times of high bird abundance or activity; both tori lines should be deployed simultaneously, one on each side of the line being set. • Aerial extent of bird-scaring lines must be greater than or equal to 100 m. • Long streamers of sufficient length to reach the sea surface in calm conditions must be used. • Long streamers must be at intervals of no more than 5m. For vessels less than 35 m: <ul style="list-style-type: none"> • Deploy at least 1 bird-scaring line. • Aerial extent must be greater than or equal to 75 m. • Long and/or short (but greater than 1 m in length) streamers must be used and placed at intervals as follows: <ul style="list-style-type: none"> ○ Short: intervals of no more than 2 m. ○ Long: intervals of no more than 5 m for the first 55 m of bird scaring line. Additional design and deployment guidelines for bird-scaring lines are provided in Annex I of this Resolution.
Line weighting	Line weights to be deployed on the snood prior to setting.	Greater than a total of 45 g attached within 1 m of the hook or; Greater than a total of 60 g attached within 3.5 m of the hook or; Greater than a total of 98 g weight attached within 4 m of the hook.

ANNEX I

Supplemental Guidelines for Design and Deployment of Tori Lines

Preamble

Minimum technical standards for deployment of tori lines are found in **Table 1** of this Resolution, and are not repeated here. These supplemental guidelines are designed to assist in the preparation and implementation of tori line regulations for longline vessels. While these guidelines are relatively explicit, improvement in tori line effectiveness through experimentation is encouraged, within the requirements of **Table 1** in the Resolution. The guidelines take into account environmental and operational variables such as weather conditions, setting speed and ship size, all of which influence tori line performance and design in protecting baits from birds. Tori line design and use may change to take account of these variables provided that line performance is not compromised. On-going improvement in tori line design is envisaged and consequently review of these guidelines should be undertaken in the future.

Tori line design (see **Figure 1**)

1. An appropriate towed device on the section of the tori line in the water can improve the aerial extension.
2. The above water section of the line should be sufficiently light that its movement is unpredictable to avoid habituation by birds and sufficiently heavy to avoid deflection of the line by wind.
3. The line is best attached to the vessel with a robust barrel swivel to reduce tangling of the line.
4. The streamers should be made of material that is conspicuous and produces an unpredictable lively action (e.g. strong fine line sheathed in red polyurethane tubing) suspended from a robust three-way swivel (that again reduces tangles) attached to the tori line.
5. Each streamer should consist of two or more strands.
6. Each streamer pair should be detachable by means of a clip so that line stowage is more efficient.

Deployment of tori lines

1. The line should be suspended from a pole affixed to the vessel. The tori pole should be set as high as possible so that the line protects bait a good distance astern of the vessel and will not tangle with fishing gear. Greater pole height provides greater bait protection. For example, a height of around 7 m above the water line can give about 100 m of bait protection.
2. If vessels use only one tori line it should be set to windward of sinking baits. If baited hooks are set outboard of the wake, the streamer line attachment point to the vessel should be positioned several meters outboard of the side of the vessel that baits are deployed. If vessels use two tori lines, baited hooks should be deployed within the area bounded by the two tori lines.
3. Deployment of multiple tori lines is encouraged to provide even greater protection of baits from birds.
4. Because there is the potential for line breakage and tangling, spare tori lines should be carried onboard to replace damaged lines and to ensure fishing operations can continue uninterrupted. Breakaways can be incorporated into the tori line to minimize safety and operational problems should a longline float foul or tangle with the in-water extent of a streamer line.
5. When fishers use a bait casting machine (BCM), they must ensure coordination of tori line and machine by: i) ensuring the BCM throws directly under the tori line protection, and ii) when using a BCM (or multiple BCMs) that allows throwing to both port and starboard, two tori lines should be used.
6. When casting branchline by hand, fishers should ensure that the baited hooks and coiled branchline sections are cast under the tori line protection, avoiding the propeller turbulence which may slow the sink rate.
7. Fishers are encouraged to install manual, electric or hydraulic winches to improve ease of deployment and retrieval of tori lines.

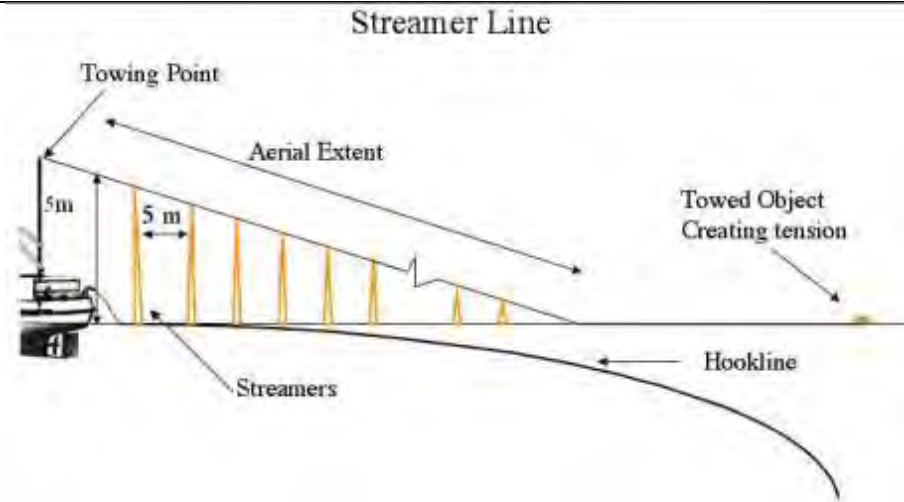


Figure 1. Diagram of Bird Scaring Streamer Line.



		55 m du dispositif d'effarouchement. Des informations complémentaires sur la conception et le déploiement des dispositifs d'effarouchement des oiseaux sont fournies dans l' Annexe I de cette résolution.
Avançons lestés	Des lests doivent être attachés à l'avançon avant le filage.	<ul style="list-style-type: none">- Au moins 45 grammes attachés à moins de 1 m de l'hameçon ;- au moins 60 grammes attachés à moins de 3,5 m de l'hameçon ;- au moins 98 grammes attachés à moins de 4 m de l'hameçon.

ANNEXE I

Informations complémentaires sur la conception et le déploiement des dispositifs d'effarouchement des oiseaux

Préambule

Le **Tableau 1** de cette résolution présente les spécifications de base pour le déploiement des dispositifs d'effarouchement des oiseaux. Ces directives additionnelles ont pour but d'aider à la préparation et à la mise en œuvre de la réglementation sur les *tori lines* pour les palangriers. Bien que ces directives soient relativement explicites, l'amélioration des *tori lines* par le biais de l'expérimentation est fortement encouragée, dans les limites des critères du **Tableau 1**. Les directives prennent en compte des variables opérationnelles et environnementales telles que les conditions météo, la vitesse de filage et la taille du navire, qui influent sur la conception et les performances des *tori lines* en matière de protection des appâts contre les oiseaux. La conception et l'utilisation des *tori lines* pourra donc changer pour tenir compte de ces variables, tant que les performances du dispositif ne sont pas diminuées. Des améliorations en matière de conception des *tori lines* sont envisagées et ces directives devront donc être révisées dans l'avenir.

Conception des *tori lines* (voir Figure 1)

1. Un dispositif remorqué placé sur la section immergée de la *tori line* peut améliorer le déploiement aérien.
2. La section émergée de la ligne devra être suffisamment légère pour que son mouvement soit imprévisible, afin d'éviter que les oiseaux ne s'y habituent, et suffisamment lourde pour ne pas être déportée par le vent.
3. La ligne devrait être fixée au navire au moyen d'un solide émerillon *pater noster* pour réduire les risques d'emmêlement de la ligne.
4. Les banderoles du dispositif d'effarouchement des oiseaux devront être faites d'un matériau bien visible et produire un mouvement vif et imprévisible (par exemple des lignes robustes et fines gainées de tubes de polyuréthane rouge) et seront accrochées à la *tori line* par un robuste émerillon *pater noster*, afin de réduire les risques d'emmêlement.
5. Chaque banderole devra être formée d'au moins deux brins.
6. Chaque paire de banderoles devra être détachable au moyen d'une attache afin de faciliter le stockage de la ligne.

Déploiement des *tori lines*

1. La ligne sera suspendue à un poteau fixé au navire. Ce « poteau *tori* » devra être aussi haut que possible, afin que la ligne protège les appâts à bonne distance en arrière du bateau et ne s'emmêle pas dans les engins de pêche. Un poteau plus haut fournit une meilleure protection des appâts. Par exemple, une hauteur d'environ 7 m au-dessus de la ligne d'eau permet de protéger 100 m de ligne.
2. Si les navires utilisent une seule *tori line*, elle devra être fixée au vent des appâts en cours d'immersion. Si les hameçons appâtés sont filés hors du sillage du navire, la ligne à banderoles devra être attachée plusieurs mètres à l'extérieur du côté du navire où les appâts sont déployés. Si le navire utilise deux *tori lines*, les hameçons appâtés devront être déployés dans la zone délimitée par les deux *tori lines*.
3. Le déploiement de plusieurs *tori lines* est encouragé afin de fournir une meilleure protection des appâts contre les oiseaux.
4. Étant donné le risque de casse et d'emmêlement de la ligne, des dispositifs d'effarouchement des oiseaux de rechange devront être embarqués afin de pouvoir remplacer les lignes endommagées et ainsi permettre de poursuivre les opérations de pêche. Des systèmes de libération de secours peuvent être incorporés à la *tori line* afin de minimiser les problèmes opérationnels et de sécurité, dans le cas où un flotteur de palangre interfère ou s'emmêle avec la partie immergée de la ligne à banderoles.
5. Lorsque les pêcheurs utilisent des lanceurs d'appâts (BCM), ils devront s'assurer du fonctionnement coordonné de la machine et de la *tori line* en i) s'assurant que la BCM lance directement dans la zone protégée

- par la *tori line* et ii) utilisant deux *tori lines* lors de l'utilisation d'une (ou plusieurs) BCM qui permet de lancer à bâbord et à tribord.
- Si les pêcheurs filent les avançons à la main, ils devront s'assurer que les hameçons appâtés et les sections d'avançons lovées sont lancés directement sous la protection de la *tori line*, en évitant les turbulences de l'hélice qui peuvent ralentir l'immersion.
 - Les pêcheurs sont encouragés à installer des treuils manuels, électriques ou hydrauliques afin de faciliter le déploiement et la récupération des *tori lines*.

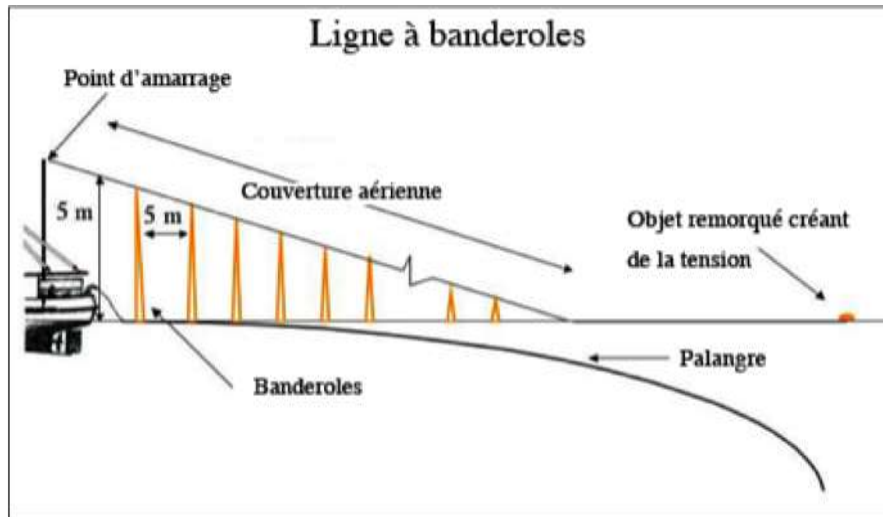


Figure 1. Diagramme d'un dispositif d'effarouchement des oiseaux à banderoles.