

CONSERVATION MEASURE 25-02 (2014)^{1,2}
Minimisation of the incidental mortality of seabirds
in the course of longline fishing or longline fishing
research in the Convention Area

Species	seabirds
Area	all
Season	all
Gear	longline

The Commission,

Noting the need to reduce the incidental mortality of seabirds during longline fishing by minimising their attraction to fishing vessels and by preventing them from attempting to seize baited hooks, particularly during the period when the lines are set,

Recognising that in certain subareas and divisions of the Convention Area there is also a high risk that seabirds will be caught during line hauling,

Adopts the following measures to reduce the possibility of incidental mortality of seabirds during longline fishing:

1. Fishing operations shall be conducted in such a way that hooklines³ sink beyond the reach of seabirds as soon as possible after they are put in the water.
2. Vessels using autoline systems should add weights to the hookline or use integrated weight (IW) hooklines while deploying longlines. IW longlines of a minimum of 50 g/m or attachment to non-IW longlines of 5 kg weights at 50 to 60 m intervals are recommended.
3. Vessels using the Spanish method of longline fishing should release weights before line tension occurs; traditional weights⁴ of at least 8.5 kg mass shall be used, spaced at intervals of no more than 40 m, or traditional weights⁴ of at least 6 kg mass shall be used, spaced at intervals of no more than 20 m, or solid steel weights⁵ of at least 5 kg mass shall be used, spaced at intervals of no more than 40 m.
4. Vessels using the trotline system exclusively (not a mix of trotlines and the Spanish system within the same longline) shall deploy weights only at the distal end of the droppers in the trotline. Weights shall be traditional weights of at least 6 kg or solid steel weights of at least 5 kg. Vessels alternating between the use of the Spanish system and trotline method shall use: (i) for the Spanish system: line weighting shall conform to the provisions in paragraph 3; (ii) for the trotline method: line weighting shall be either 8.5 kg traditional weights or 5 kg steel weights attached on the hook-end of all droppers in the trotline at no more than 80 m intervals⁶.
5. During longline fishing at night, only the minimum ship's lights necessary for safety shall be used.
6. The dumping of offal⁷ and discards⁸ is prohibited while longlines are being set. The dumping of offal during the haul shall be avoided. Any such discharge shall take place only on the opposite side of the vessel to that where longlines are hauled. For vessels or fisheries where there is not a requirement to retain offal on board the vessel, a system shall be implemented to ensure the removal of all fish hooks from offal prior to discharge.

7. Vessels which are so configured that they lack onboard processing facilities or adequate capacity to retain offal on board, or the ability to discharge offal on the opposite side of the vessel to that where longlines are hauled, shall not be authorised to fish in the Convention Area.
8. A streamer line shall be deployed during longline setting to deter birds from approaching the hookline. Specifications of the streamer line and its method of deployment are given in Annex 25-02/A.
9. A bird exclusion device (BED) designed to discourage birds from accessing baits during the hauling of longlines shall be employed to the extent allowed by prevailing weather conditions in those areas defined by CCAMLR as average-to-high or high (Level of Risk 4 or 5) in terms of risk of seabird by-catch. These areas are currently Statistical Subareas 48.3, 58.6 and 58.7 and Statistical Divisions 58.5.1 and 58.5.2. Guidelines for a BED are given in Annex 25-02/B. Vessels operating in low- to medium-risk areas (Level of Risk 1 to 3) are encouraged to use BEDs during the haul of longlines.
10. Every effort should be made to ensure that birds captured alive during longlining are released alive and that, wherever possible, hooks are removed without jeopardising the life of the bird concerned.
11. Other variations in the design of mitigation measures may be tested on vessels carrying two observers, at least one appointed in accordance with the CCAMLR Scheme of International Scientific Observation, providing that all other elements of this conservation measure are complied with⁹. Full proposals for any such testing must be notified to the Working Group on Fish Stock Assessment (WG-FSA) in advance of the fishing season in which the trials are proposed to be conducted.

¹ Except for waters adjacent to the Kerguelen and Crozet Islands

² Except for waters adjacent to the Prince Edward Islands

³ Hookline is defined as the groundline or mainline to which the baited hooks are attached by snoods.

⁴ Traditional weights are those made from rocks or concrete.

⁵ Solid steel weights shall not be made from chain links. They should be made in a hydrodynamic shape designed to sink rapidly.

⁶ Recognising that Spanish system longlines with weights at 40 m intervals are typically configured with lines at 80 m intervals that connect hauling and hook lines (see diagram Annex 25-02/C). These connecting lines form the dropper lines of the trotline method.

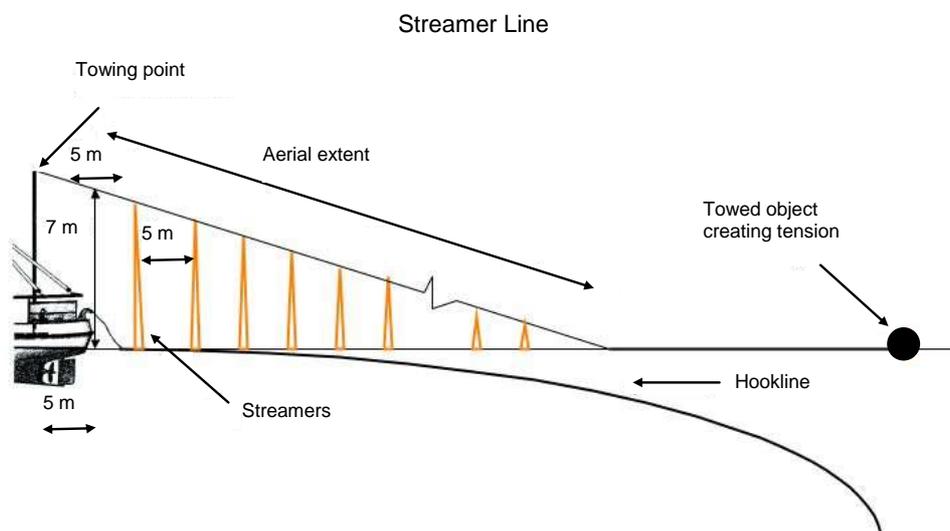
⁷ 'Offal' is defined as bait and by-products from the processing of fish and other organisms, including parts or sections of fish or organisms which are by-products of processing.

⁸ For the purpose of this conservation measure, 'discards' are defined as whole fish or other organisms, except elasmobranchs and invertebrates where the vessel is fishing north of 60°S, returned to the sea dead or with low expectation of survival, as described in the Observer Logbook L5 form.

⁹ The mitigation measures under test should be constructed and operated taking full account of the principles set out in WG-FSA-03/22 (the [published version](#) of which is available from the CCAMLR Secretariat and website); testing should be carried out independently of actual commercial fishing and in a manner consistent with the spirit of Conservation Measure 21-02.

1. The aerial extent of the streamer line, which is the part of the line supporting the streamers, is the effective seabird deterrent component of a streamer line. Vessels are encouraged to optimise the aerial extent and ensure that it protects the hookline as far astern of the vessel as possible, even in crosswinds.
2. The streamer line shall be attached to the vessel such that it is suspended from a point a minimum of 7 m above the water at the stern on the windward side of the point where the hookline enters the water.
3. The streamer line shall be a minimum of 150 m in length and include an object towed at the seaward end to create tension to maximise aerial coverage. The object towed should be maintained directly behind the attachment point to the vessel such that in crosswinds the aerial extent of the streamer line is over the hookline.
4. Branched streamers, each comprising two strands of a minimum of 3 mm diameter brightly coloured plastic tubing¹ or cord, shall be attached no more than 5 m apart commencing 5 m from the point of attachment of the streamer line to the vessel and thereafter along the aerial extent of the line. Streamer length shall range between minimums of 6.5 m from the stern to 1 m for the seaward end. When a streamer line is fully deployed, the branched streamers should reach the sea surface in the absence of wind and swell. Swivels or a similar device should be placed in the streamer line in such a way as to prevent streamers being twisted around the streamer line. Each branched streamer may also have a swivel or other device at its attachment point to the streamer line to prevent fouling of individual streamers.
5. Vessels are encouraged to deploy a second streamer line such that streamer lines are towed from the point of attachment each side of the hookline. The leeward streamer line should be of similar specifications (in order to avoid entanglement the leeward streamer line may need to be shorter) and deployed from the leeward side of the hookline.

¹ Plastic tubing should be of a type that is manufactured to be protected from ultraviolet radiation.



1. Effective BEDs have been demonstrated to have two main operational characteristics¹:
 - (i) deterrence of birds from flying directly into the area where the line is being hauled;
 - (ii) prevention of birds that are sitting on the surface from swimming into the hauling bay area.
2. Thus, vessels are encouraged to use BEDs that demonstrate these two characteristics.

¹ Examples of BEDs, that have been shown to have the characteristics described in paragraph 1 are available from the CCAMLR Secretariat and the [CCAMLR website](#).

