

RESOLUTION 10/06
ON REDUCING THE INCIDENTAL BYCATCH OF SEABIRDS IN LONGLINE FISHERIES
(Will be superseded by Resolution 12/06 on 1 July 2014)

The Indian Ocean Tuna Commission (IOTC),

RECALLING *Resolution 08/03 [superseded by [Resolution 10/06](#)] On reducing Incidental Bycatch of Seabirds in longline fisheries*, and in particular, its paragraph 8;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;

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 Working Party on Ecosystems and Bycatch (WPEB) on measures to mitigate seabird interactions as outlined in their 2007 and 2009 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 finalizing, their National Plan of Action on Seabirds;

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

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

1. 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.
2. Fishing operations shall be conducted in such a way that hooklines¹ sink beyond the reach of seabirds as soon as possible after they are put in the water.
3. CPCs shall as soon as possible and, at the latest before 1 November 2010, ensure that all longline vessels fishing south of 25°S use at least two of the mitigation measures in **Table 1** below, including at least one from Column A. Vessels shall not use the same measure from Column A and Column B. Until 31 October 2010, CPCs shall ensure that all longline vessels fishing south of 30°S use at least two of the mitigation measures in **Table 1** below, including at least one from Column A. Vessels shall not use the same measure from Column A and Column B.
4. In all other areas, CPCs may require that longline vessels use at least one of the measures in **Table 1**.
5. Mitigation measures used shall conform to the minimum technical standards for the measures as shown in **Annex I**.
6. The design and deployment for bird scaring lines shall meet the specifications provided in **Annex II**.
7. CPCs shall provide to the Commission, as part of their annual reports, information on how they are implementing this measure and all available information on interactions with seabirds, including bycatch by

¹ Hookline is defined as the groundline or mainline to which the baited hooks are attached by snoods.

fishing vessels carrying their flag or authorised to fish by them. This is to including details of species where available to enable the IOTC Scientific Committee to annually estimate seabird mortality in all fisheries within the IOTC area of competence.

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 2011 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 or research on the issue, in order to make the Resolution more effective.
9. *Resolution 08/03. On Reducing Incidental Bycatch of Seabirds in Longline Fisheries* is superseded by this Resolution.

Table 1. Seabird mitigation measures

Column A	Column B
Night setting with minimum deck lighting	Night setting with minimum deck lighting
Bird-scaring lines (Tori Lines)	Bird-scaring lines (Tori Lines)
Weighted branch lines	Weighted branch lines
	Blue-dyed squid bait
	Offal discharge control
	Line shooting device

ANNEX I

Mitigation Measure	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)	A bird-scaring line shall be deployed during longline setting to deter birds from approaching the branch line.	Design and deployment for bird-scaring lines are provided in Annex II of this Resolution.
Weighted branch lines	Weights must be attached to all branch lines in accordance with specifications provided	<ul style="list-style-type: none"> – minimum of 45 grams weight attached to all branch lines; – less than 60 grams weight must be within 1 metre of the hook; – 60 grams or greater and less than 98 grams must be within 3.5 metres of the hook; and – 98 grams or greater must be within 4 metres of the hook
Blue-dyed squid bait	All bait must be dyed to the colour and shade shown in the placard provided by the IOTC Secretariat.	The standardized colour shall be equivalent to bait dyed using “Brilliant Blue” food dye (Colour Index 42090, also known as Food Additive Number E133) mixed at 0.5% for a minimum of 20 minutes.
Management of offal discharge	No offal discharge during setting. Strategic offal discharge may occur during hauling.	No offal discharge during setting. Offal discharge during hauling should be avoided if possible. If offal discharge is essential during hauling, it must be from the opposite side of the boat to hauling activity.
Line-setter or line-shooter	Permits a mainline to be set slack (no tension astern)	Position line-setter as close to the water line as feasible. Ensure mainline is pulled at a constant speed and slightly faster than the speed of vessel during line-setting, to ensure lines are set slack to aid sinking rate. Avoid setting into propwash.

Conservation and Management Measures linked to Resolution 10/06

[Resolution 12/06](#)

ANNEX II

DESIGN AND DEPLOYMENT OF BIRD SCARING LINES (TORI LINES)

Bird-Scaring Line Design

1. The bird-scaring line shall be a minimum of 100 m in length and if less than 150 m in length will include an object towed at the seaward end to create tension to maximise aerial coverage. The section above water shall be a strong fine line of a conspicuous colour such as red or orange.
2. The above water section of the line shall 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. Streamers for the bird-scaring line shall be made of material that is conspicuous and produces an unpredictable lively action (e.g. strong fine line sheathed in red polyurethane tubing) and shall be suspended in pairs from a robust three-way swivel attached to the bird scaring line and shall hang just clear of the water.
4. There shall be a maximum of 5 m between each streamer pair.
5. The number of streamers shall be adjusted for the setting speed of the vessel, with more streamers necessary at slower setting speeds.

Deployment of Bird scaring Lines

1. The line shall be deployed before longlines enter into the water.
2. The line should have an aerial coverage of at least 100 metres. To achieve this coverage the line shall be suspended from a point a minimum of 5 metres above the water at the stern on the windward side of the point where the branch line enters the water.
3. The bird scaring line shall be set so that streamers pass over baited hooks in the water. The position of the object towed shall be maintained so as to ensure, even during crosswinds, that the aerial extent of the bird-scaring line is over the branch line as far astern of the vessel as possible.
4. Because there is the potential for line breakage and tangling, spare bird scaring lines shall be carried onboard to replace damaged lines and to ensure fishing operations can continue uninterrupted.

Figure 1. Diagram of Bird-scaring Streamer Line.

