FRDC
FISHERIES RESEARCH & DEVELOPMENT CORPORATION

# Developing Code of Practice frameworks and assessing the need for an Australian Standard on Responsible Fishing Practices

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**Oceanomics P/L**

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In submitting this report, the researcher has agreed to FRDC publishing this material in its edited form.

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# Executive Summary

The concept of this project was initially discussed in 2011 within Seafood Services Australia (SSA). The objective was to develop a draft Australian Standard for Responsible Fishing on commercial fishing vessels by building upon the many Codes of Practice (CoPs), environmental management systems (EMS) and occupational health and safety, food safety and other regulations in Australia. The intended outcome was to improve public perception of the commercial fishing industry. The standard would either be an industry standard or elevated to an Australian Standard. FRDC approved the project in February 2013.

Following the closure of SSA in mid-2013, the project was novated to a new Principal Investigator at the end of the same year. A review of project objectives was undertaken within the context of other FRDC and international initiatives related to certification and standardisation, including the UK Responsible Fishing Vessel Scheme, Oceanwatch Master Fishers Programme and the South Australian Rock Lobster Clean and Green standard. The review led to a change of project focus to develop code of practice templates for fisheries that were compliant with domestic and international regulatory and normative frameworks. Discussion with stakeholders indicated that there was little demand for an Australian Responsible Fishing Standard, but the templates could be a basis for the development of a standard in the future if required.

A document management system (DMS) was created to store all available CoPs and EMS with functionality to search, tag and compare documents against uploaded reference documents including the FAO Code of Conduct on Responsible Fisheries. Fifty-five CoPs and EMSs were uploaded which were most, if not all, of the available CoPs and EMSs in wild caught fisheries.

Utilising the document management system, a generic template for a code of practice for responsible fishing was developed that shows compliance to relevant articles of the FAO Code of Conduct for Responsible Fisheries and based on clauses from existing codes of practices and Environmental Management Systems. It is designed to be adapted, refined and tailored to a fishery. An additional CoP one-page template was developed for skippers and crew on board vessels.

A variation to the contract was also made to incorporate participation in the international working group to develop best management practices (BMP) for Small-Scale and Multispecies Coastal Fisheries with the US, Mexico, Brazil and FAO with the implementation of Australian case studies. However, the international BMP Working Group was discontinued halfway through the development of the BMPs due to funding issues by sponsors in the United States and this component of the project was not completed.

**Keywords: Responsible Fishing Practices; Codes of Practice; Environmental Management Systems'; Best Management Practices; standards**

# Introduction

The concept of this project was initially discussed in 2011 within Seafood Services Australia (SSA). The objective was to develop a draft Australian Standard for Responsible Fishing on commercial fishing vessels by building upon the many Codes of Practice (CoPs), environmental management systems (EMS), occupational health and safety, food safety and other regulations in Australia. The intended outcome was to improve public perception of the commercial fishing industry.

Following the closure of SSA in mid-2013, the project was novated to a new Principal Investigator at the end of the same year. A review of project objectives was undertaken within the context of other FRDC and international initiatives related to certification and standardisation, including the FAO Code of Conduct on Responsible Fisheries (CRRF) UK Responsible Fishing Vessel Scheme, Oceanwatch Master Fishers Programme and the South Australian Rock Lobster Clean and Green standard. The review led to a change of project focus to develop code of practice templates for fisheries that were compliant with domestic and international regulatory and normative frameworks. Discussion with stakeholders indicated that there was little demand for an Australian Responsible Fishing Standard, but the templates could be a basis for the development of a standard in the future, if required.

# Objectives

**2013 Objectives:**

1. Establish a Draft Australian Standard for Responsible Fishing on vessels
2. Provide the basis for an auditable framework under which fishers (individually and collectively) can extend to consumers and the public that they fish under an Australian Standard.2
3. Achieve a notable improvement in community perceptions of the Australian commercial fishing industry through a concerted media drive aimed at promoting the credibility and integrity of the Standard and related industry fishing practices.
4. Significantly improved extension and adoption of previous FRDC investments in this area (e.g.
5. Codes of practice, ESD framework, etc.)

**Revised 2015 Objectives**

1. To assess existing industry Codes of Practice and EMS ' s that relate to responsible fishing practices, workplace health and safety, food safety, EMS and good handling practices for relevance and applicability against domestic regulatory frameworks, the FAO code of Conduct and any other applicable codes to develop:

    - Framework codes of practices
    - Draft BMP for coastal small-scale fisheries.
    - Application of the draft BMPs using 2-3 Australian case studies

# Methodology

1. Codes of Practice, Environmental Management Systems and other national and international documents were collected from FRDC, Industry Associations, Oceanwatch and other source (see Table 1).
2. A Document Management System was developed and held by the PI to:
    - Store existing codes of practice (COP) and Reference documents
    - Search documents
    - Tag words in a document
3. A comparison of COPs and EMSs was made against FAO CRRF and the UK Seafish Responsible Fishing Standard. This informed the development of templates and ensures they aligned with the FAO Code of Conduct.
4. Two generic templates were created - a Code of Practice and a Code of Conduct for on-board vessels aimed at skippers and crew. Both can be adapted and refined by industry to be made more specific to a particular sector/gear type and are aligned with current (as of 2016) Australian regulatory frameworks and international normative documents.
5. PI participation in an international initiative with the US (Gulf of Mexico states), Mexico, Brazil and FAO to develop best management practices (BMPs) for Small-Scale and Multispecies Coastal Fisheries Participation (did not proceed due to discontinuation of funding for the working group).
6. Establishment of an Australian BMP working group and undertaking of 2-3 case studies to test the international BMPs (not undertaken).

# Results

The review of CoPs/EMS's found some of them to be very specific and therefore not well suited to being assessed against international or national regulatory frameworks. This is understandable given that these frameworks are not aimed at individual operations whilst the COPs/EMSs are often aimed at addressing specific practices on a vessel such as seal interaction, disposal of marine debris and whale entanglements.

However, it was possible to develop generic templates which aligned to these frameworks (Appendix 2). An additionalgeneric Code of Practice template was developed which could be displayed on board vessels (Appendix 3). Both templates allow for adaptation and refinement should a specific fishery wish to develop a CoP. They could also be a seed document if in the future, there was demand for an Australian standard on responsible fishing.

The PI participated in an international initiative with the US (Gulf of Mexico states), Mexico, Brazil and FAO to develop best management practices (BMPs) for Small-Scale and Multispecies Coastal Fisheries. Unfortunately, funding for the international working group was discontinued and activities were suspended. It was therefore not possible to test the draft BMPs in Australia so this component of the project did not proceed.

# Discussion and Conclusion

The project was conceived at a time when Seafood Services Australia believed there was a need to develop a draft standard on Responsible Fishing Practices and that such a standard would improve the perception of the fishing industry. This was also a time when third party certification was gaining traction in order to

access EU and US markets but remained less relevant for non-export oriented Australian fisheries many of which were struggling to remain profitable.

At project inception, the business case for a standard was not well established and in hindsight it would have been beneficial to explore whether there was industry and market interest as well as the economic or social benefits arising from the adoption of such a standard. Furthermore, the effectiveness of certification (standards) to maintain or gain social licence continues to be poorly demonstrated.

When the project was novated, the PI found that (a) industry had little interest in a standard (b) existing CoPs/EMSs could not be transformed with ease to align with the CRRF and other international normative instruments as their focus was different and (c) there was limited information on the adoption of CoPs/EMSs.

Thus, the project focused on documenting and distilling existing CoPs/EMSs into generic templates which could be used by industry in the future. The fundamental challenge was that the lack of prior consultation with industry led to industry associations consulted during the project being understandably ambivalent about the utility of the project.

Attempts to realign the project to at least address some of the concerns around community expectations of responsible fishing practices and the development of a pathway for an assurance system for inshore fisheries through the development of best management practices for inshore fisheries offered a potentially valuable path forward. It was unfortunate that the international project had funding discontinued as momentum was lost.

Inshore fisheries would benefit from the development of methods to demonstrate their sustainable/responsibly managed credentials without incurring the high costs of trying to “fit” the requirements of existing third- party certification schemes. The concept of international BMPs for these fisheries remains sound but requires a well-funded international collaborative approach.

# Recommendations

Development of standards are generally market driven in response to consumer preferences (e.g. Marine Stewardship Council) or arise out of public outcry (e.g. Earth Island Institute Dolphin Friendly Label).

Further consideration should be given to the development of an assurance system for inshore fisheries to demonstrate they are following best practice. Experience from Cotton Australia and Grains Australia with their Best Management Practice Schemes would be helpful to develop a programme.

However, any future research on standards development would benefit from a staged process prior to investment in the development of a standard or assurance system:

1. Determine whether there was demand for standardisation or a need for assurance from the market and/or community and industry willingness to participate in the research.
2. If so, explore alternative options to achieve this including a benefit cost analysis.
3. Develop clear pathways to adoption and extension for selected approach.

# Extension and Adoption

Should demand arise, the generic templates can be adapted and used by industry as they now align with international normative documents to the extent possible.

# Project materials developed

- Code of Practice Template in Word - Copy in Appendix 2
- On-Board Code of Conduct Template in PowerPoint - Copy in Appendix 3
- Document Management System Manual - Appendix 4

# Appendix 1: List of Documents Reviewed

| Jurisdiction | Type | Title | Date |
|---|---|---|---|
| Commonwealth | Code of Conduct | Rebuild Eastern Gemfish (SETFIA) v.3 | 2011 |
| Commonwealth | Code of Conduct | Minimise Snapper Catch in eastern waters adjacent to Victoria (SETFIA) v.2.1 | 2010 |
| Commonwealth | Code of Conduct | Rebuild and Assess Blue Warehou Stocks (SETFIA) v.4.4 | 2012 |
| Commonwealth | Code of Conduct | Minimise Interactions with Seals (SETFIA) v 3.1 | 2011 |
| Commonwealth | Code of Conduct | SETFIA Minimise Interactions with Seals | undated |
| South Australia | Code of Conduct | Lakes and Coorong Commercial Fishery | 1999 |
| South Australia | Code of Conduct | For Recreational Anglers in South Australia | 2003 |
| Western Australia | Code of Conduct | Recreational Fishing in the Kimberley | undated |
| Commonwealth | Code of Practice | Southern Shark Industry Alliance to monitor and minimise interactions with TEP species | undated |
| Commonwealth | Code of Practice | Commonwealth Purse Seine | 2003 |
| Commonwealth | Code of Practice | Responsible Disposal of Marine Debris in the Torres Strait Prawn Fishery | undated |
| Commonwealth | Code of Practice | Recreational and Sports Fishing | 2001 |
| Commonwealth | Code of Practice | SETFIA Responsible Fishing | undated |
| Commonwealth | Code of Practice | Shark gillnet operations in the gillnet, hook and trap sector of the southern and eastern scalefish and shark fishery (DRAFT) | 2015 |
| New South Wales | Code of Practice | Rock Lobster Fishery | 2008 |
| New South Wales | Code of Practice | Ocean Trap and Line Fishery | 2011 |
| New South Wales | Code of Practice | Purse Seine Fishery | 2008 |
| New South Wales | Code of Practice | Estuary General Fishery | undated |
| Northern Territory | Code of Practice | Mud Crab Fishery | 2011 |
| Northern Territory | Code of Practice | Aquarium Fishery | undated |
| Queensland | Code of Practice | Moreton Bay Tunnel Net | 2012 |
| South Australia | Code of Practice | COP Rock Lobster | |
| Tasmania | Code of | Commercial Abalone Fishery | 2002 |

| | | | |
|---|---|---|---|
| | Practice | | |
| Tasmania | Code of Practice | Quality Assurance for the Tasmanian Commercial Abalone Fishery Draft v.5 | 2008 |
| Tasmania | Code of Practice | Commercial Dive Fishery | undated |
| Tasmania | Code of Practice | Commercial Scallop Fishery | undated |
| Victoria | Code of Practice | Abalone Harvesting | 2007 |
| Victoria | Code of Practice | Commercial Haul Seine Fishing in Port Phillip Bay | undated |
| Victoria | Code of Practice | Southern Rock Lobster Responsible fishing guidelines for operators in Victoria | undated |
| Victoria | Code of Practice | Corner Inlet | undated |
| Western Australia | Code of Practice | COP Bait Handling | |
| Western Australia | Code of Practice | For Reducing Whale Entanglements in the Rock Lobster Fishery | undated |
| Western Australia | Code of Practice | Demersal Gillnet and Longline Fishery | 2011 |
| Western Australia | Code of Practice | Responsible Fishing for the South Coast Estuarine Fishery | undated |
| Western Australia | Code of Practice | Responsible Fishing for the South Coast Herring and Salmon Fishery | 2011 |
| Western Australia | Code of Practice | Man Overboard Prevention and Response | 2010 |
| Western Australia | Code of Practice | On-board handling of shark from Western Australian demersal gillnet and demersal longline fishery | undated |
| Western Australia | Code of Practice | Greenlip and Brownlip Abalone Fishery | undated |
| Western Australia | Code of Practice | Rock Lobster: Using and Handling Bait, Bait Packaging and Rubbish | undated |
| South Australia | Ecological Code of Practice | South Australian Blue Crab Pot Fisheries | 2009 |
| South Australia | Ecological Code of Practice | Longline Fishery | 2009 |
| New South Wales | EMS | Wallis Lakes | undated |
| New South Wales | EMS | McLeay River Oyster Farmers v.1 | 2014 |
| New South Wales | EMS | Tuross River Oyster Farmers v.1 | 2012 |
| New South Wales | EMS | Estuary General Draft | undated |
| Northern Territory | EMS | Aquarium Fishery | 2012 |
| Northern Territory | EMS | Barrramundi Fishery | 2010 and 2013 |
| Northern Territory | EMS | Coastal Line Fisheries | 2012 |
| Northern Territory | EMS | Demersal Fisheries | 2012 |
| Northern Territory | EMS | Mud Crab Fishery | 2013 |

| | | | |
|---|---|---|---|
| Victoria | EMS | Bays and Inlets | 2013 |
| Western Australia | EMS | Aquarium Fishery | 2008 |
| Western Australia | EMS | EMS AMWING Pearl Producers Association | undated |
| Western Australia | EMS | South Coast Estuarine Fishery v.2 | 2012 |
| Western Australia | EMS | EMS Mandurah Licenced Fishermens Association | undated |
| South Australia | Standard | The Clean Green Australian Southern Rocklobster<br>South Australian Rock Lobster Clean Green Product Standard Standard v.3 | 2007 |
| South Australia | | Occupational Health and Safety Code for the Southern Rock Lobster industry v.4 | 2005 |
| **International Documents** | | | |
| UK Seafish | | Responsible Fishing Scheme Standard V.1.1 | 2015 |
| FAO | | FAO Code of Conduct for Responsible Fisheries | 1995 |

# Appendix 2

# Template

# Code of Practice

**Instructions: This template can be adapted for your fishery – revise clauses as appropriate and delete those not relevant.**

**Available in MS Word**

# FRDC 2013/023.20

## BASE TEMPLATE

# Responsible Commercial Fishing Code of Practice

Compliant with the FAO Code of Conduct for Responsible Fisheries

## 1. INTRODUCTION

Codes of Practice are voluntary guidelines and standards of behaviour for responsible fishing. Following a code of practice demonstrates that a vessel owner, its skipper and crew are operating to best practice.

This is a base template for a code of practice for an Australian commercial fishing vessel. It is designed to be used as it is or adapted to the particular circumstances of your fishery and fishing practices. The many existing codes of practice and environmental available in Australia have been extensively used to inform the templates.

The content has been developed to ensure that it is consistent with the FAO Code of Conduct for Responsible Fisheries (CRRF). Although the FAO Code is aimed at governments, it is also universally regarded as the core document for responsible practice and therefore it is of benefit to demonstrate compliance where relevant.

The templates cover six core areas:

1. **The vessel and its operation**
2. **Safety, health and welfare of the crew**
3. **Training and professional development**
4. **Interactions with Threatened, Endangered and Protected Species**
5. **Care of Bycatch**
6. **Care of catch**

These templates are designed to be one pagers, laminated and kept in the wheelhouse of each vessel in the fishery.

For each core area, a reference to the FAO Code to demonstrate that key clauses are being addressed operators/industry by the code of practice. Each core area can be stand alone to supplement existing codes of practice or can form a section of a code of practice. Links are also provided to useful resources relevant to core areas.

# THE VESSEL AND ITS OPERATION

2. **The owner, master and crew of the vessel will:**

2.1 comply to any voluntary agreements in place within the fishery or for the species concerned.

2.2 operate the vessel within its limits in regard to weather, sea conditions and stability.

2.3 ensure accurate reporting of retained and discarded catch and submit in accordance with laws and regulations.

2.4 limit catches to levels appropriate to the available capacity of the vessel.

2.5 not impede the carriage of observers.

2.6 give all necessary assistance to observers to aid data collection.

2.7 observe all size limits for permitted species as set out in the regulations.

2.8 observe all area closures as set out in the regulations.

2.9 be courteous with other users of the waterway/resource, any public official or member of the community.

2.10 respect the public amenity of boat ramps by avoiding cleaning fish and gear in their vicinity and ensuring that access for other users is not unduly restricted.

2.11 be aware of Aboriginal culture in the area of operation and respect the customs of the local Aboriginal people.

2.12 deploy and retrieve gear in accordance with regulations.

2.13 minimise the loss of fishing gear and make every reasonable effort to retrieve any fishing gear that is lost.

2.14 fishers take all practical measures to mark and maintain their gear to a high standard.

2.15 discourage the carriage of firearms aboard. If a firearm is carried on board, it must be carried and stored according to applicable national and state laws and regulations. At least one member of the crew must be licensed to use it.

***CRRF 8.4.3*** *States should make every effort to ensure that documentation with regard to fishing operations, retained catch of fish and non-fish species and, as regards discards, the information required for stock assessment as decided by relevant management bodies, is collected and forwarded systematically to those bodies. States should, as far as possible, establish programmes, such as observer and inspection schemes, in order to promote compliance with applicable measures.*

***CRRF 10.1.4*** *States should facilitate the adoption of fisheries practices that avoid conflict among fisheries resources users and between them and other users of the coastal area*

***CRRF 8.4.6*** *States should cooperate to develop and apply technologies, materials and operational methods that minimize the loss of fishing gear and the ghost fishing effects of lost or abandoned fishing gear.*

***CRRF 8.2.4*** *Fishing gear should be marked in accordance with national legislation in order, that the owner of the gear can be identified. Gear marking requirements should take into account uniform and internationally recognizable gear marking systems.*

# SAFETY, HEALTH AND WELFARE OF THE CREW

**3. The vessel owner/operator will**

3.1 conform to existing national and state laws and regulations on safety, health and welfare of crew.

3.2 ensure skipper/master and crew must hold all relevant certificates of competency.

3.3 the vessel is properly equipped and operates in a safe manner during fishing operations.

3.4 do all that is reasonably practicable to ensure that any hazardous situations on board the vessel are rectified.

3.5 do all that is reasonably practicable to ensure that the work area layout on board the vessel does not place any person at an increased risk.

3.6 ensure the appropriate maintenance checklist system for the vessel is completed e.g., logbook entries or other means of recording.

3.7 ensure emergency drills are held, at the beginning of the season and at regular intervals thereafter.

3.8 implement and maintain a Safety Management System as required under the Marine Safety (Domestic Commercial Vessels) National Law 2012. See Appendix 1 for sample SMS.

3.9 show first time crew members the safety equipment and associated procedures related to their work (Induction).

3.10 ensure that all crew members have completed an induction session and signed an induction checklist.

3.11 ensure induction is reasonably available to the crew in a language and form that they might reasonably be expected to understand.

3.12 log all crew accidents and any injuries incurred and conduct a risk analysis to ascertain determine the root cause.

3.13 implement accident prevention measures that arise as a result of the accident analysis.

***CRRF** 8.1.1 States should **ensure** that only fishing operations allowed by them are conducted within waters under their jurisdiction and that these operations are carried out in a responsible manner.8.1.5 States should ensure that health and safety standards are adopted for everyone employed in fishing operations. Such standards should be not less than the minimum requirements of relevant international agreements on conditions of work and service.*

***CRRF 8.1.5** States should ensure that health and safety standards are adopted for everyone employed in fishing operations. Such standards should be not less than the minimum requirements of relevant international agreements on conditions of work and service.*

***CRRF 8.2.5** Flag States should ensure compliance with appropriate safety requirements for fishing vessels and fishers in accordance with international conventions, internationally agreed codes of practice and voluntary guidelines. States should adopt appropriate safety requirements for all small vessels not covered by such international conventions, codes of practice or voluntary guidelines.*

# SAFETY, HEALTH AND WELFARE OF THE CREW

**The vessel owner/operator will:**

3.14 not discriminate in hiring, termination or retirement of the crew based on race, caste, national origin, religion, age, gender, marital status, sexual orientation, sexual disease status, union membership or political affiliation.

3.15 ensure that crew members are legally allowed to work in Australia.

3.16 ensure that all crew members have current certification in place to meet statutory requirements.

3.17 hold all crew contact details and update regularly.

3.18 ensure that crew contact details are accessible board: Name, address, date of birth contact number in case of emergency

3.19 not bully, physically abuse, or discipline crew with the threat of mental, verbal and/or physical abuse, sexual or other harassment.

## Useful resources

**Safety Management Systems:**

http://www.amsa.gov.au/domestic/safety-management-systems/

http://www.rms.nsw.gov.au/documents/business-industry/commercial-vessels/vessel-licence/sms-guidelines-plain-english.pdf

**Guide to developing a risk assessment:**

https://www.amsa.gov.au/forms-and-publications/Publications/AMSA651.pdf

**Induction checklist:**

http://www.mast.tas.gov.au/wp-content/uploads/2014/08/Crew-Induction-Record-Form.pdf

**Emergency Procedures Flipchart:**

http://www.amsa.gov.au/forms-and-publications/publications/AMSA581.pdf

**Man Overboard Risk Management Tool**

https://www.commerce.wa.gov.au/sites/default/files/atoms/files/man_overboard1.pdf (page 18)

# TRAINING AND PROFESSIONAL DEVELOPMENT

**4. The skipper/master and crew commit to:**

4.1 participate in training or industry initiatives designed to enhance the management of the environment and/or resource/ product creation /crew safety and welfare.

4.2 attend training initiatives that will enhance the preservation of the catch to maintain freshness and quality.

4.3 attend training relating to the legislative requirements to implement effective TEPS bycatch mitigation and marine mammal disentanglement measures.

***CRRF 8.1.7*** *States should enhance through education and training programmes the education and skills of fishers and, where appropriate, their professional qualifications. Such programmes should take into account agreed international standards and guidelines.*

***CRRF 8.1.10*** *States, with the assistance of relevant international organizations, should endeavour to ensure through education and training that all those engaged in fishing operations be given information on the most important provisions of this Code, as well as provisions of relevant international conventions and applicable environmental and other standards that are essential to ensure responsible fishing operations.*

# INTERACTIONS WITH THREATENED, ENDANGERED, AND PROTECTED SPECIES (TEPS) - LONGLINING

**5. The skipper/master and crew will:**

5.1 comply with regulatory minimum distances (150 m distance) and speed and maximum speed (5 knots) allowed near dolphins and whales

5.2 record all TEP interactions in the logbooks and take pictures when in doubt about species identification

5.3 avoid areas where protected species have been sighted

5.4 avoid specific locations during high migration or calving seasons

5.5 ensure bait is well thawed (never frozen)

5.6 retain used/unused bait on board the vessel while fishing

5.7 dispose of used/ unused bait well away from fishing grounds

5.8 use local sourced bait where possible (reducing the risk of importing a disease or marine pest)

5.9 ensure bait collecting tools are well cleaned

5.10 ensure all bait packaging is retained

5.11 minimise the stress on TEPs caught by releasing as quickly and gently as possible. Remove hooks, where possible but if not practical or safe, cut the line as close to the hook as possible.

5.12 avoid discharge of biological waste until hauling/setting is complete

5.13 maintain a setting speed that maximises sink time of bait

5.14 use weighted lines/snoods to increase sink rates, where appropriate

5.15 set at night to reduce bird interaction, where possible.

***CRRF 8.4.3*** *States should make every effort to ensure that documentation with regard to fishing operations, retained catch of fish and non-fish species and, as regards discards, the information required for stock assessment as decided by relevant management bodies, is collected and forwarded systematically to those bodies. States should, as far as possible, establish programmes, such as observer and inspection schemes, in order to promote compliance with applicable measures.*

An interaction is any physical contact an individual (person, boat or gear) has with a protected species that causes death, injury or stress to the individual directly resulting from fishing activities.

**Useful resources**

**The Circle of Dependence: Protected Species Handling Manual**

http://www.oceanwatch.org.au/wp-content/uploads/2010/01/PSHMII.pdf

**Looking after Protected Species in Queensland- A comprehensive guide for Commercial Fishers**

https://www.daf.qld.gov.au/__data/assets/pdf_file/0019/60238/4985-Looking-after-protected-species-commercial-full.pdf

# INTERACTIONS WITH THREATENED, ENDANGERED, AND PROTECTED SPECIES (TEPS) – PURSE SEINING

**6. The skipper/ master and crew will:**

6.1 comply with regulatory minimum distances (150 m distance) and speed and maximum speed (5 knots) allowed near dolphins and whales.

6.2 ensure accurate reporting of all TEP interactions in the logbook and take pictures when in doubt about species identification.

6.3 avoid areas where protected species have been sighted.

6.4 avoid specific locations during high migration or calving seasons.

6.5 designate positions for crew members to visually assess the presence/non-presence of marine mammals prior to setting the net.

6.6 ensure that as soon as the net has been set, all crew members scan the area inside the net to determine if TEPS are present. If TEPS are detected within the area inside of the net, this must be reported immediately to the skipper. The release must then be enacted as soon as practical and become the priority for the fishing operation.

6.7 suspend the setting procedure until the area is free of marine mammals or aborted.

6.8 minimise the stress on TEPs caught by releasing as quickly and gently as possible.

***CRRF 8.4.3*** *States should make every effort to ensure that documentation with regard to fishing operations, retained catch of fish and non-fish species and, as regards discards, the information required for stock assessment as decided by relevant management bodies, is collected and forwarded systematically to those bodies. States should, as far as possible, establish programmes, such as observer and inspection schemes, in order to promote compliance with applicable measures.*

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# CARE OF THREATENED, ENDANGERED, AND PROTECTED SPECIES (TEPS) – NETS, TRAPS AND POTS

**7. The skipper/master and crew will:**

7.1 comply with regulatory minimum distances (150 m distance) and speed and maximum speed (5 knots) allowed near dolphins and whales

7.2 ensure accurate reporting of all TEP interactions in the logbooks and take pictures when in doubt about species identification

7.3 avoid areas where protected species have been sighted

7.4 avoid specific locations during high migration or calving seasons

7.5 check for the presence of TEPs adjacent to the vessel before deploying gear. If marine mammals are observed in very large numbers adjacent to the vessel, the vessel should move and deploy gear elsewhere or delay until the animals have dispersed.

7.6 soak times should be as short as possible.

7.7 wherever possible, return all TEPs to the water unharmed as soon as possible. In doing so, the safety of the vessels crew should be given the highest priority.

7.8 during retrieval, maintain watch for TEPs, and if observed, muster crew in preparation to quickly disentangle the animal for immediate return to the ocean if it is alive.

7.9 stop hauling if a TEP is heaved [on deck] and disentangle.

7.10 not discard offal, bait or bycatch during setting or hauling.

7.11 clean all nets while hauling so that no fish or anything that TEPs may be interested in is left for subsequent setting in the net.

7.12 use float colours other than white (e.g., blue) to make the floats less visible.

***CRRF 8.4.3*** *States should make every effort to ensure that documentation with regard to fishing operations, retained catch of fish and non-fish species and, as regards discards, the information required for stock assessment as decided by relevant management bodies, is collected and forwarded systematically to those bodies. States should, as far as possible, establish programmes, such as observer and inspection schemes, in order to promote compliance*

An interaction is any physical contact an individual (person, boat or gear) has with a protected species that causes death, injury or stress to the individual directly resulting from fishing activities.

## Useful resources

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# CARE OF BYCATCH

**8. The skipper/master and crew will:**

8.1 comply with all laws and regulations regarding allowable by product (what is retained for sale), bycatch and discards

8.2 comply with voluntary recommendations for mesh size and net material which reduce bycatch volumes

8.3 ensure accurate reporting of discarded catch and submit in accordance with laws and regulations.

8.4 conduct fishing operations in areas, at times and in a manner that minimises levels of bycatch

8.5 adopt gear (e.g. circle hooks), gear modifications (e.g.by catch reduction devices) and methods such as sorting trays or sorting catch while the net is still in the water that minimise bycatch ; Adopt slow lifting rates for pots to reduce trauma

8.6 release bycatch species that may injure others (i.e., porcupine fish, jellyfish) and species that are the most fragile (especially undersized fish) before sorting commercial species.

8.7 sort fish haul catches in water to minimise bycatch mortality.

8.8 minimise handling of any by-catch, undersize, or no-take species of fish and shark to reduce the risk of mortality after release.

8.9 adopt practices that minimise the chance of predation of unwanted animals after release e.g. keep undersized fish onboard if seals are present and release away from seals.

8.10 support research into bycatch reduction devices.

***CRRF 8.4.3*** *States should make every effort to ensure that documentation with regard to fishing operations, retained catch of fish and non-fish species and, as regards discards, the information required for stock assessment as decided by relevant management bodies, is collected and forwarded systematically to those bodies. States should, as far as possible, establish programmes, such as observer and inspection schemes, in order to promote compliance with applicable measures.*

***CRRF 8.4.5*** *States, with relevant groups from industry, should encourage the development and implementation of technologies and operational methods that reduce discards. The use of fishing gear and practices that lead to the discarding of catch should be discouraged and the use of fishing gear and practices that increase survival rates of escaping fish should be promoted.*

***CRRF 8.5.1*** *States should require that fishing gear, methods and practices, to the extent practicable, are sufficiently selective so as to minimize waste, discards, catch of non-target species, both fish and non-fish species, and impacts on associated or dependent species and that the intent of related regulations is not circumvented by technical devices. In this regard, fishers should cooperate in the development of.selective fishing gear and methods. States should ensure that information on new developments and requirements is made available to all fishers.*

# CARE OF THE ENVIRONMENT: DISCHARGE OF GARBAGE

## 9. The skipper/master and crew will

9.1 comply with all international (MARPOL), national and state laws and regulations (see table below).

9.2 minimize taking onboard material that could become garbage.

9.3 use supplies that come in reusable or recyclable packaging and containers

9.4 avoid supplies that are packaged in plastic, unless a reusable or recyclable plastic is used

have provisions for solid waste stowage that is convenient and vessel appropriate e.g. (bins, bags, or lockers)

| *MARPOL Requirements* | Discharge |
|---|---|
| Comminuted or ground waste | Permitted ≥3 nm from the nearest land en route and as far as practicable |
| Food waste not comminuted or ground | Permitted ≥12 nm from the nearest land, en route and as far as practicable |
| Cargo residues(not harmful to the environment) either contained or not contained in wash water | Permitted ≥12 nm from the nearest land, en route and as far as practicable |
| Cleaning agents and additives* contained in cargo hold wash water | Permitted |
| Cleaning agents and additives* in deck and external surfaces wash water | Permitted |
| Carcasses of animals carried on board as cargo and which died during the voyage | Permitted as far from the nearest land as possible and en route |
| All other garbage including plastics, synthetic ropes, fishing gear, plastic garbage bags, incinerator ashes, clinkers, cooking oil, floating dunnage, lining and packing materials, paper, rags, glass, metal, bottles, crockery and similar refuse. | Prohibited |

**CRRF 6.7** *The harvesting, handling, processing and distribution of fish and fishery products should be carried out in a manner which will maintain the nutritional value, quality and safety of the products, reduce waste and minimize negative impacts on the environment.*

***CRRF 8.7.2*** *Owners, charterers and managers of fishing vessels should ensure that their vessels are fitted with appropriate equipment as required by MARPOL 73/78 and should consider fitting a shipboard compactor or incinerator to relevant classes of vessels in order to treat garbage and other shipboard wastes generated during the vessel's normal service.*

***CRRF 8.7.3*** *Owners, charterers and managers of fishing vessels should minimize the taking aboard of potential garbage through proper provisioning practices.*

***CRRF 8.7.4*** *The crew of fishing vessels should be conversant with proper shipboard procedures in order to ensure discharges do not exceed the levels set by MARPOL 73/78. Such procedures should, as a minimum, include the disposal of oily waste and the handling and storage of shipboard garbage.*

### Useful resources

**Stow It Don't Throw It**

https://www.amsa.gov.au/forms-and-publications/Publications/StowIt.pdf

# CARE OF THE ENVIRONMENT: OTHER DISCHARGES

**10. The vessel owner, master/skipper and crew will:**

10.1 comply with all international (MARPOL), national and state laws and regulations regarding discharges of oil, air emissions, sewage, noxious liquid substances and harmful packaged substances

10.2 store chemicals,fuel and oil safely and securely.

10.3 maintain vessels,fuel tanks and connecter hoses, andemission control equipment on engines to prevent pollution from fuel use.

10.4 ensure that during engine maintenance and during its operation there is an oil retention system in place, to avoid any pollution of the surrounding environment.

10.5 ensure those involved in refuelling have been inducted in refuelling procedures.

10.6 follow safe fuelling procedures when refuelling and maintain a spillkitfor emergencies.

10.7 only use products for use in cleaning operations that are not harmful to the marine environment i.e., biodegradable

10.8 only use anti-fouling agents that are permitted for use within the marine environment.

10.9 report all observed pollutants, (flotsam, oil spills) which constitute ecological hazards to relevant authorities (state the relevant authority).

***CRRF** 8.4.1 States should ensure that fishing is conducted with due regard to the safety of human life and the International Maritime Organization International Regulations for Preventing Collisions at Sea, as well as International Maritime Organization requirements relating to the organization of marine traffic, protection of the marine environment and the prevention of damage to or loss of fishing gear.*

***CRRF 8.7.2** Owners, charterers and managers of fishing vessels should ensure that their vessels are fitted with appropriate equipment as required by MARPOL 73/78.*

***CRRF 8.7.4** The crew of fishing vessels should be conversant with proper shipboard procedures in order to ensure discharges do not exceed the levels set by MARPOL 73/78. Such procedures should, as a minimum, include the disposal of oily waste and the handling and storage of shipboard garbage.*

***CRRF 8.8.2** Owners, charterers and managers of fishing vessels should ensure that their vessels are fitted with equipment to reduce emissions of ozone depleting substances. The responsible crew members of fishing vessels should be conversant with the proper running and maintenance of machinery on board.*

## Useful resources

**Stow It Don't Throw It**

https://www.amsa.gov.au/forms-and-publications/Publications/StowIt.pdf

# CARE OF CATCH

**11. The skipper/master and crew will**

11.1 comply with all relevant national and state food safety laws and regulations.

11.2 kill fish as rapidly as possible, by humane means suitable for the species.

11.3 minimise deterioration and loss of product quality by use of appropriate processing techniques such as rapid chilling, minimising physical damage and preventing contamination.

11.4 ice or refrigerate all fish landed in the fresh state from a vessel that has been out of port for more than 24 hours to keep the core temperature as close to the range of 0°C to + 2°C as possible.

11.5 keep all fresh fish landed from a day vessel in an insulated container whilst at sea.

11.6 hold frozen product at temperatures of not more than -18°C.

***CRRF 11.1.1*** *States should adopt appropriate measures to ensure the right of consumers to safe, wholesome and unadulterated fish and fishery products.*

***CRRF 11.1.3*** *States should set minimum standards for safety and quality assurance and make sure that these standards are effectively applied throughout the industry. They should promote the implementation of quality standards agreed within the context of the FAO/WHO Codex Alimentarius Commission and other relevant organizations or arrangements.*

***CRRF 11.1.2*** *States should establish and maintain effective national safety and quality assurance systems to protect consumer health and prevent commercial fraud.*

## Useful resources

### Seafood Safety

Australia New Zealand Food Standards Code - Standard 4.2.1 - Primary Production and Processing Standard for Seafood

### Animal Welfare

http://www.australianananimalwelfare.com.au/content/aquatic-animals/commercial-capture-fishing-guidelines2

# One Man Operation Fishing Vessels - Safety Management Systems

- The simple Safety Management System below is an example only.
- If you want the WORD document that you can copy, cut and paste it is available online from Roads and Maritime NSW. http://www.rms.nsw.gov.au/business-industry/commercial-vessels/vessel-licence/safety-management-systems/index.html.
- Your Safety Management System should be tailored to your vessel.
- Add more pages if you need them.
- Think about the gear on your vessel and how it's maintained.
- Think about what you do on your vessel and how you do it.
- Think about what you would do in an emergency.
- Think about the records you need to keep.
- If you have to train crew, think about how you do it and how you check that they understand.
- Keep records of drills you do with crew.
- If you are a single man/ 2-man operation that goes out to sea, include information about emergency procedures you have developed. (Laminated photos of important equipment, for example, bilge manifold and fire pump can be very useful as reminders in an emergency.)
- If you are a single man/ 2 man operation that goes across a bar, include your procedure for crossing.
- If you laminate your SMS it will help to keep it dry.
- If you need help with developing your SMS, please contact the Marine Safety Agency in your State.

# Safety Management System – One Man Operation Fishing Vessels

| | |
|---|---|
| **Vessel's name:** | |
| **Owner:** | |
| **Registration #:** | |

## Emergency Contacts:

| | | | |
|---|---|---|---|
| **Maritime:** | | **Water Police:** | |
| **Marine Rescue:** | | **Co-op:** | |
| **Relative / friend:** | | **Phone numbers programmed?** | |
| **Have I told someone I'm going out and what time I think I'll be back?** | | | |

## Safety Checks - ask yourself these questions:

| | | | |
|---|---|---|---|
| **Weather forecast checked?** | **Bar condition checked?** | **Radio checked?** | |
| **Safety gear on board/in date/checked?** | | **EPIRB / Flares on board?** | |
| **Lifejackets on board?** | | **Checked fuel?** | |
| **Checked drinking water?** | | **Pre-start checks completed?** | |
| **Maintenance completed?** | | **Any repairs needed?** | |
| **Records up to date in home office?** | | **Repairs done?** | |
| **Crew details in log?** | | **Training complete / signed off?** | |
| **'What if' drill completed?** | | **Is the bung in the boat?** | |
| **Car and trailer locked?** | | **Log filled in?** | |
| | | | |
| **DO I KNOW WHAT TO DO IF:** | | | |
| **The nets snag?** | | **I have a breakdown?** | |
| **There's a fire on board?** | | **I have to get someone out of the water?** | |
| **I hit something and start taking water?** | | **I have a fuel spill?** | |
| **I injure myself?** | | **I fall in the water?** | |
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| **Other:** |
| --- |
| |

# TRAWLER

| | |
|---|---|
| **Vessel's name:** | |
| **Owner:** | |
| **Registration #:** | |
| **Survey:** | |
| **Survey #:** | |
| **Crewing:** | **e.g.,** Master V and 1 deckhand –cert 1. |
| **Manager/Owner/Master:** | |
| **Contact ashore(Designated Person):** | |

## Hazards and Risks

- Hazards and risks have been identified and are listed in the Risk Register.
- Any new hazards, risks or other problems are identified and recorded in the vessel's log.
- The Master is responsible for dealing with them and letting people know what is happening.
- If there is a problem with equipment, the Master is responsible for making sure it is repaired.
- Crew are trained and drills conducted regularly. They are recorded in the vessel's log.
- All company records are kept in the Company office. A copy of the SMS is kept onboard and reviewed when the vessel is slipped and surveyed. Any changes are written on the **Changes Page.**
- The company has safe practices in vessel operation.
- The Master is responsible for everything that happens on the vessel. This includes making sure that the vessel is operated safely and that the crew have been trained in day to day operations as well as emergency procedures.
- The Master is also responsible for the regular maintenance of the vessel and her gear. All maintenance follows a schedule and is recorded in the Maintenance Log.

## Training

- Photocopies of crew's certificates are kept in the office along with copies on the vessel.
- The vessel has a Crew Member Checklist that covers the vessel and emergency procedures. This is used by the Master to explain what emergency equipment is on the vessel and what to do in an emergency.
- There is also a Crew Training Record which the Master uses to train crew in how to work on the boat and use the fishing gear safely.
- All training is recorded in the vessel's log.
- Regular drills are carried out and recorded in the vessel's log.
- There are flip charts in the wheelhouse that cover Operational and Emergency procedures. These can be used in training, drills and in an emergency.

## Operational Procedures

### *Crew Briefing:*

- Before leaving port the Master will brief the deckhand and make sure s/he's fit for work, not fatigued and not affected by drugs or alcohol.

- The Master will tell the deckhand if any repairs have been carried out or if there have been any changes to the gear that s/he needs to know about.

### *Vessel Start Up*

- The Master will start the vessel following the points on the pre start-up checklist (need to attach).

### *Refuelling*

- The Master is always present.
- All firefighting equipment is in place and the fuel facility's procedures are followed. The amount of fuel taken on is recorded in the log.

### *Embarking/ Disembarking*

- Master and crew use the approved gangway to get on and off the vessel.

### *Disposal of Garbage*

- Garbage is placed in a bin. It is bagged and taken ashore at the end of the trip.

### *Disposal of Waste Oil*

- All waste oil is collected in drums and taken ashore for recycling.

### *Anchoring*

- The vessel has three anchors, one 50kg Reef Anchor and two 50kg Admiral style anchors along with 10 meters X 25mm of chain and 100 fathoms of 45mm Silver rope.
- The anchor is raised using the main winch.

- To lower the anchor the deckhand will release the clamp holding the anchor. The master will operate the winch and will lower the anchor.
- When the anchor is raised and lashed safely it is washed and checked.
- Communication between the Master and deckhand is very important when anchoring.

***Setting Stabiliser Arms/ Shooting Nets***

- Undo restraining block and lower Port side Stabiliser arm and secure block.
- Undo restraining block and lower Starboard Stabiliser arm and secure block.
- Undo restraining block holding trawl boards.
- Push both trawl boards out to operating position.
- Connect gallows arm stay wires.
- Check bubbles and droppers and lay net out ready.
- Check lazy line is attached securely.
- Tie and check Cod End knot are tied correctly (Chain Knot).
- Take position between the wings of the net.
- Control bubble line so it does not get fouled in lead line and droppers.
- Position guide poles after boomerangs have passed stern of vessel.
- Attach Trawl board hooks to Trawl line after combination rope has been run out.
- Attach change over lines to Trawl board.
- Release Trawl board hooks when slack has been taken up by winch.
- Take a safe position while net /combination rope and trawl wires are being run out.

***Winching/Recovering Nets***

- Secure the Trawl boards when the winch operator indicates it is safe.
- Disconnect the changeover line.
- Disconnect the Trawl board hooks.
- Guide the combination ropes through the guide pins.
- Guide the net and bubbles onto the winch drums.
- Secure the lazy line ready for the block to lift the Cod End onboard.
- Undo the chain knot on the Cod End releasing the catch into the fish pound.

***Sorting Catch***

- Position the number of fish boxes needed.

- Select and identify the correct species of fish/crustaceans and squid/octopus.
- Fill fish boxes with correct amount of fish.
- Stack boxes ready for washing.
- Ensure that fish boxes are not over loaded and are balanced correctly on the wash tub and cannot slide away.
- Ensure that correct footing and balance is maintained.
- Watch for sharp spines when shaking fish in the wash tub.
- Do not stack fish boxes more than four high as they can topple causing injury.

***Moving boxes to the fish hold***

- Lift fish room hatch.
- Check ladder is secure to access fish room.
- Ensure secure grip on supports before descending the ladder.
- Person handing fish boxes down to deckhand will not let go until he gets the ok from the deckhand that he has a secure grip.
- Stack the boxes securely in the fish room.
- Ensure ladder to exit the fish room is secure before ascending.
- Replace the fish room hatch cover.

## Emergency Procedures

***Fire***

- The first person to detect a fire will raise the alarm and notify the master;
- The Master will stop the vessel and investigate while the deckhand gets the firefighting equipment ready. The vessel has 2X4.5kg hand held foam extinguishers in the engine room and 2X4.5kg extinguishers in the wheel house plus 2 deck hoses.
- If the fire cannot be contained or extinguished the Master will immediately notify the authorities and nearby vessels requesting assistance.

***Fire in the Engine Room***

- If fire is confirmed and cannot be contained using extinguishers, the Master will shut the engine down. The deckhand will shut the air vents and shut off the fuel.
- The vents and fuel shut off valve are clearly marked on the outer side of the engine room bulkhead.
- The Master will notify the authorities and any nearby vessels of the situation when the engine room is sealed.
- The deckhands and Master will follow the “Prepare to Abandon Ship” procedure.

***Hook Up / Snagging***

- The Master will slow the vessel to just holding the weight and deckhand will observe which side the net is hooked up on staying well clear of the trawl wires and blocks.
- The Master will slowly winch up with the deckhand observing the operation until the net is pulled free.
- If needed, the deckhand will ready the block and tackle and snoods to recover the net and gear.
- There must be clear and concise **communication** between the winch operator and deckhand.

***Collision/Grounding/Flooding***

- If there is a collision the Master will stop the vessel. The deckhand will investigate and will report back to the Master. If there is another vessel involved, the deckhand will assist anyone who needs first aid. The Master will notify authorities.
- If the vessel is taking on water the deckhand will open the bilge pump valves and notify the Master he can start the pump. These valves are clearly marked with red and green tags for open and closed.
- The deckhand will check that the pump is working and coping with the water. The Master will stay in contact with authorities and any vessels in the area.
- The Master and deckhand will don lifejackets and prepare to abandon ship if required.

***Prepare to Abandon Ship/ Abandon Ship***

- The Master will tell the deckhand to prepare to abandon ship. The Master will take the vessel log and grab bag from the wheelhouse and give the order to abandon ship after making sure the EPIRB has been switched on and sending one last “Mayday” call on channel 13.
- Master and deckhand will release the dingy from the wheelhouse roof. Rowlocks are in the grab bag. The oars are lashed in the dinghy.

***Person over Board (POB)***

- If the deckhand falls overboard and the Master sees him, he should not attempt to swim towards the vessel.
- The Master will immediately hit the POB alarm on the plotter and turn the vessel towards the POB.

- He will manoeuvre the vessel to recover the POB, approaching from the leeward. When close to the POB he will engage neutral and throw a life ring. Once the vessel has stopped next to the POB the Master will attempt recovery.

***Environmental Spill***

- In the event of a spill the deckhand will notify the Master immediately. They will try and find the source of the spill and contain it. An effort will be made to clean up and minimise the spread of the pollutant.
- The Master will notify the authorities and inform them of the situation and liaise with them closely.
- All spills must be noted in the daily log and a Maritime incident report form must be filled out.

***Serious Injury***

- In the event of serious injury the Master or deckhand will fetch the first aid kit from the wheelhouse and administer first aid.
- The first aider will attempt to stabilise the patient and if emergency services are required he will notify the authorities and co-ordinate with the emergency services and/or other vessels for an appropriate patient transfer.
    - The first aider will record the incident in the vessel's log.

# Changes

| Date | Change made | Page reference | Name | Signature |
|---|---|---|---|---|
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# VESSEL SAFETY PLAN ON THIS SIDE

**Draw a plan of your vessel here. Show where the safety equipment is, for example, fire extinguishers and lifejackets. Show the life rings/carley floats/dingy. Show where the fuel shut offs and engine room air flaps are located. Show the engine room fire suppressant control. Show the fire hose and bilge manifold. Show the first aid kit. Show the radios.**

# Appendix 3

# Template

# On-board Code of Practice

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**Instructions: This template can be adapted for your fishery – revise clauses as appropriate and delete those not relevant.**

Available in MS Powerpoint

Slide 1

## Code of Conduct: General

- Comply with all the fisheries regulations
- Follow industry code of practice
- Report retained AND discarded catch

- Be polite to other users
- Don't clean fish and gear near public boat ramps
- Don't restrict access to boat ramps
- Respect the customs of the local Aboriginal people


- Let observers do their work
- Help observers collect data

- Mark and maintain fishing gear to a high standard
- Make every effort to retrieve any lost fishing gear
- Any firearms must be stored according to national and state laws and at least one member of the crew must be licensed to use it.

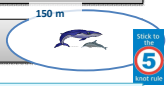
Slide 2

## Care of Protected Species (TEPS): Purse seine

- An interaction is any physical contact a person, boat or gear has with a protected species that causes death, injury or stress.
- It includes catching and colliding with any of these species. It is not an offence to have an interaction BUT it is an offence not to record it in the logbook.

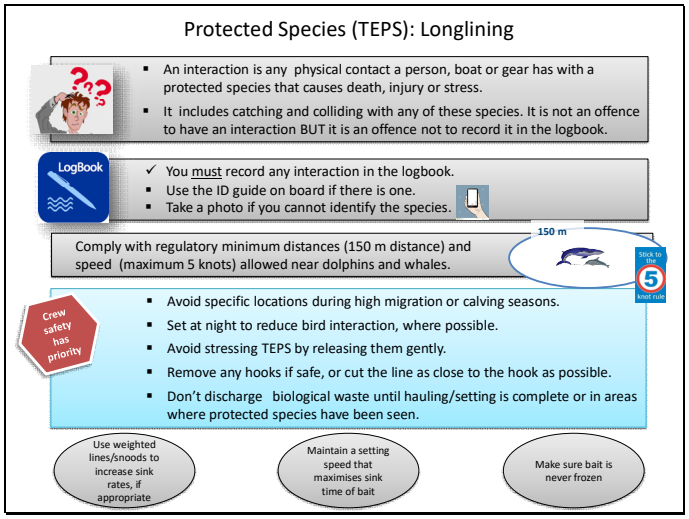
- ✓ You must record any interaction in the logbook.
- Use the ID guide on board if there is one.
- Take a photo if you cannot identify the species.

- Comply with regulatory minimum distances (150 m distance) and speed (maximum 5 knots) allowed near dolphins and whales .

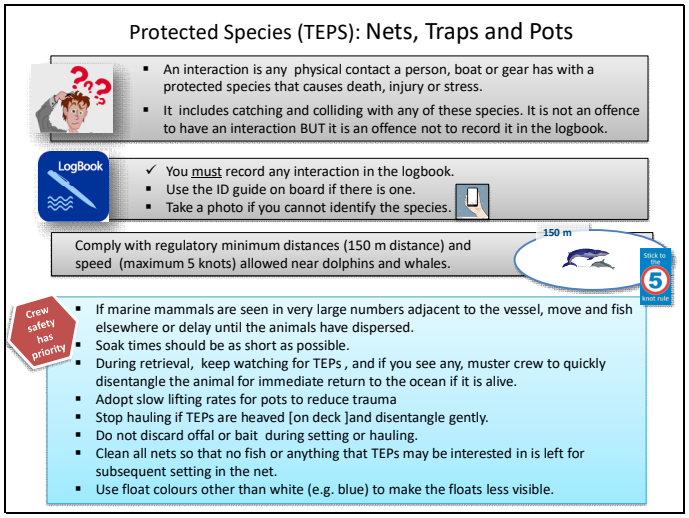



- Check to see whether TEPs are present before and during setting the net.
- Suspend the setting procedure until the area is free of TEPS
- If TEPS are in the net, immediately report to the skipper.
- Minimise the stress on TEPs caught by releasing as quickly and gently as possible.

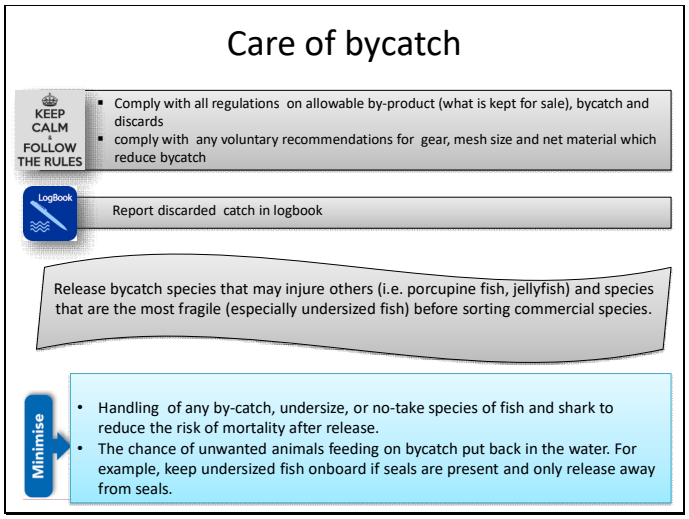
Slide 3


Protected Species (TEPS): Longlining
An interaction is any physical contact a person, boat or gear has with a protected species that causes death, injury or stress.
It includes catching and colliding with any of these species. It is not an offence to have an interaction BUT it is an offence not to record it in the logbook.
LogBook
You must record any interaction in the logbook.
Use the ID guide on board if there is one.
Take a photo if you cannot identify the species.
Comply with regulatory minimum distances (150 m distance) and speed (maximum 5 knots) allowed near dolphins and whales.
150 m
Stick to the 5 knot rule
Crew safety has priority
Avoid specific locations during high migration or calving seasons.
Set at night to reduce bird interaction, where possible.
Avoid stressing TEPS by releasing them gently.
Remove any hooks if safe, or cut the line as close to the hook as possible.
Don't discharge biological waste until hauling/setting is complete or in areas where protected species have been seen.
Use weighted lines/snoods to increase sink rates, if appropriate
Maintain a setting speed that maximises sink time of bait
Make sure bait is never frozen

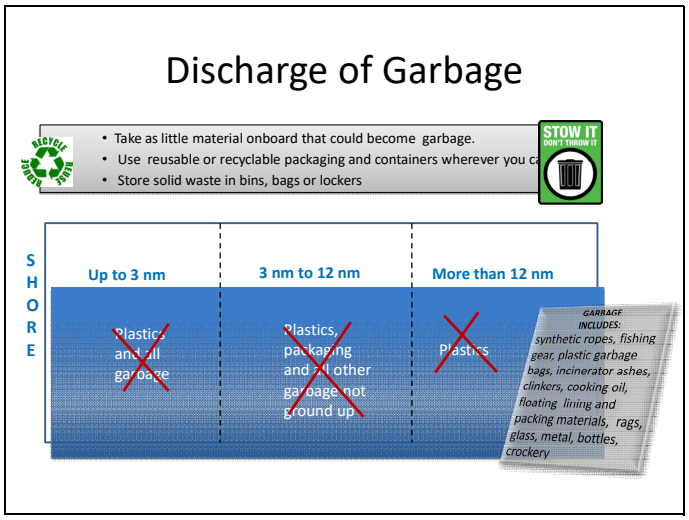
Slide 4


Protected Species (TEPS): Nets, Traps and Pots
An interaction is any physical contact a person, boat or gear has with a protected species that causes death, injury or stress.
It includes catching and colliding with any of these species. It is not an offence to have an interaction BUT it is an offence not to record it in the logbook.
LogBook
You must record any interaction in the logbook.
Use the ID guide on board if there is one.
Take a photo if you cannot identify the species.
Comply with regulatory minimum distances (150 m distance) and speed (maximum 5 knots) allowed near dolphins and whales.
150 m
Stick to the 5 knot rule
Crew safety has priority
If marine mammals are seen in very large numbers adjacent to the vessel, move and fish elsewhere or delay until the animals have dispersed.
Soak times should be as short as possible.
During retrieval, keep watching for TEPs , and if you see any, muster crew to quickly disentangle the animal for immediate return to the ocean if it is alive.
Adopt slow lifting rates for pots to reduce trauma
Stop hauling if TEPs are heaved [on deck ]and disentangle gently.
Do not discard offal or bait during setting or hauling.
Clean all nets so that no fish or anything that TEPs may be interested in is left for subsequent setting in the net.
Use float colours other than white (e.g. blue) to make the floats less visible.

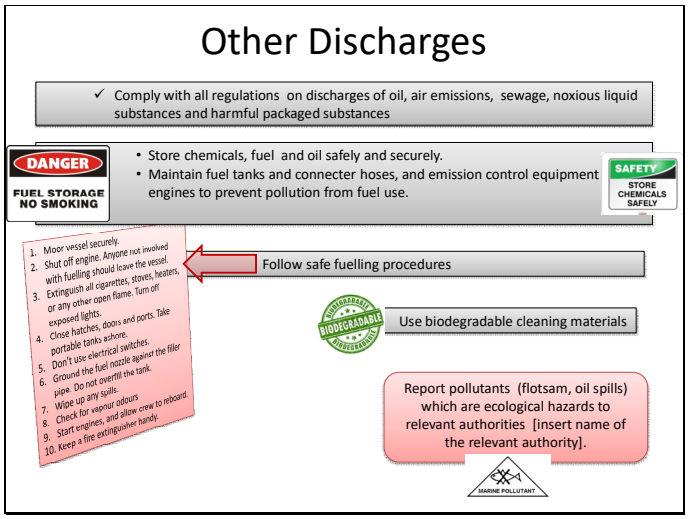
Slide 5




Slide 6



Slide 7

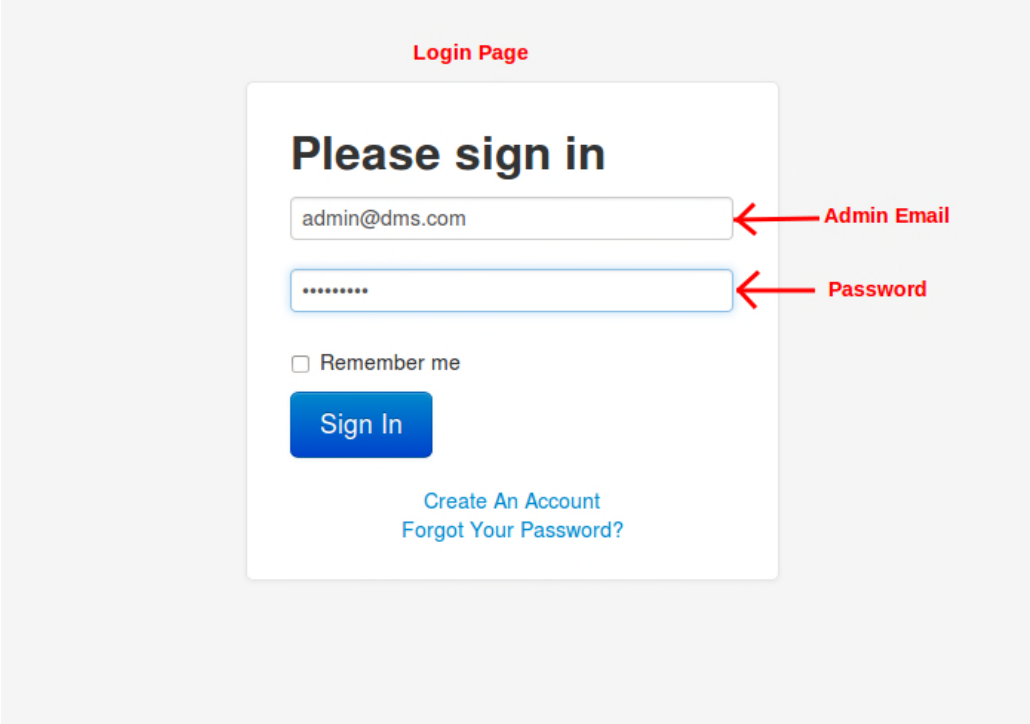

Other Discharges
✓ Comply with all regulations on discharges of oil, air emissions, sewage, noxious liquid substances and harmful packaged substances
DANGER
FUEL STORAGE NO SMOKING
• Store chemicals, fuel and oil safely and securely.
• Maintain fuel tanks and connecter hoses, and emission control equipment engines to prevent pollution from fuel use.
SAFETY
STORE CHEMICALS SAFELY
1. Moor vessel securely.
2. Shut off engine. Anyone not involved with fuelling should leave the vessel.
3. Extinguish all cigarettes, stoves, heaters, or any other open flame. Turn off exposed lights.
4. Close hatches, doors and ports. Take portable tanks ashore.
5. Don't use electrical switches.
6. Ground the fuel nozzle against the filler pipe. Do not overfill the tank.
7. Wipe up any spills.
8. Check for vapour odours
9. Start engines, and allow crew to reboard.
10. Keep a fire extinguisher handy.
Follow safe fuelling procedures
BIODEGRADABLE
Use biodegradable cleaning materials
Report pollutants (flotsam, oil spills) which are ecological hazards to relevant authorities [insert name of the relevant authority].
MARINE POLLUTANT

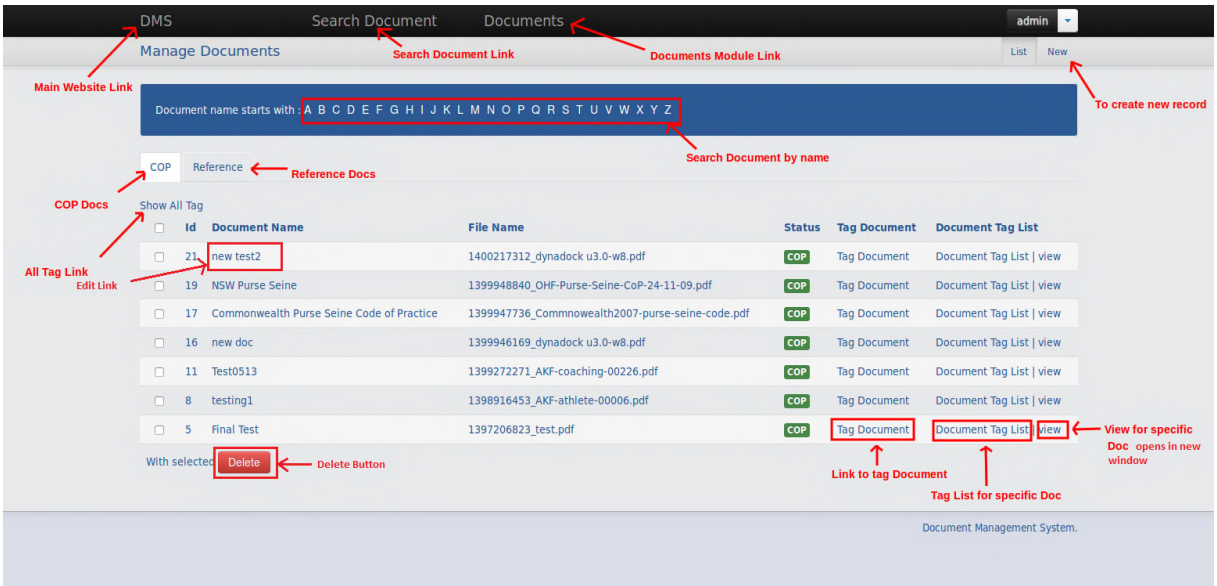
# Appendix 4

# DMS USER GUIDE

**Login**

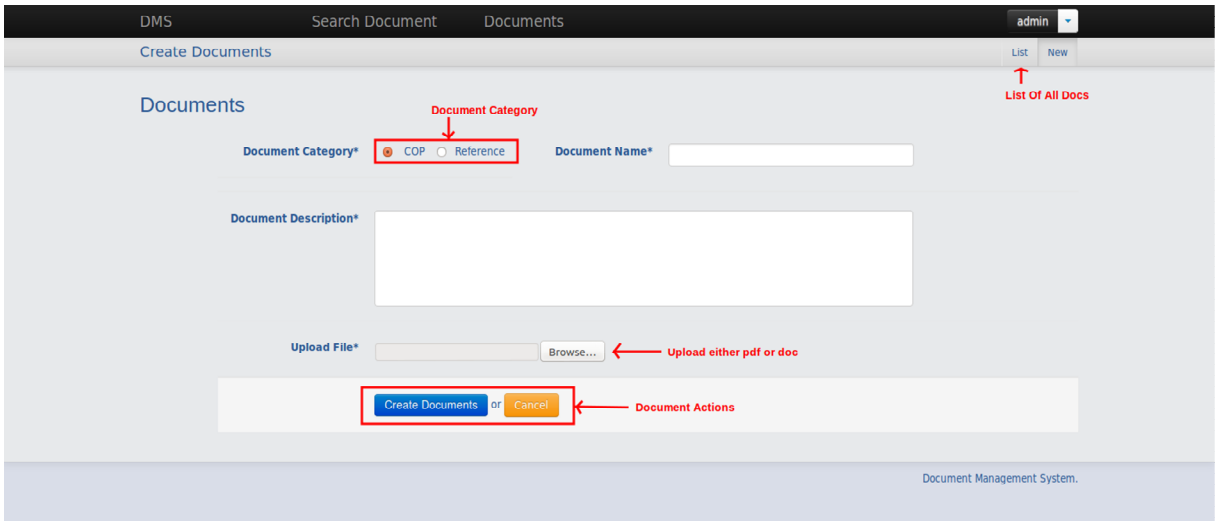
Url :- **http://fisheriesdms.com.au/public/index.php/login**
Username :-
Password :-



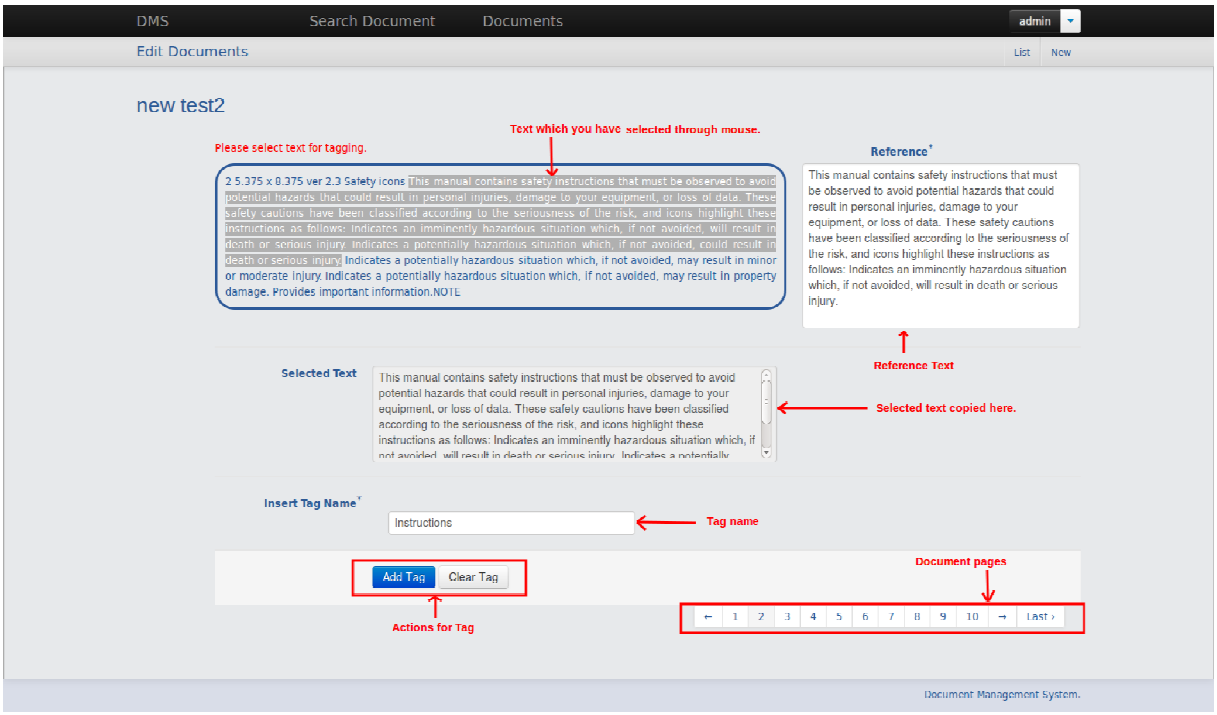



# Adding a document.

When we want to add document , click **new** link.

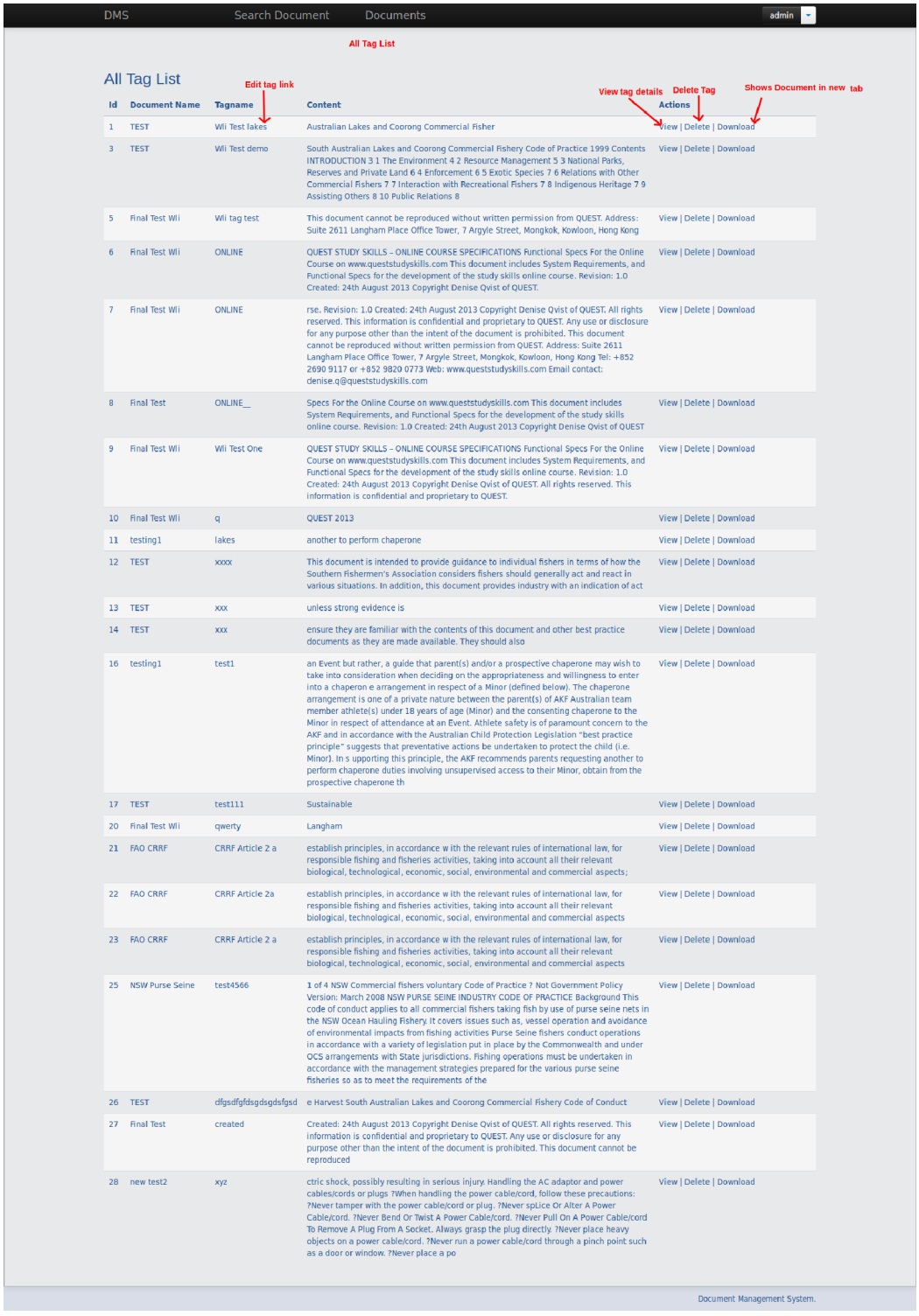


# Tag document

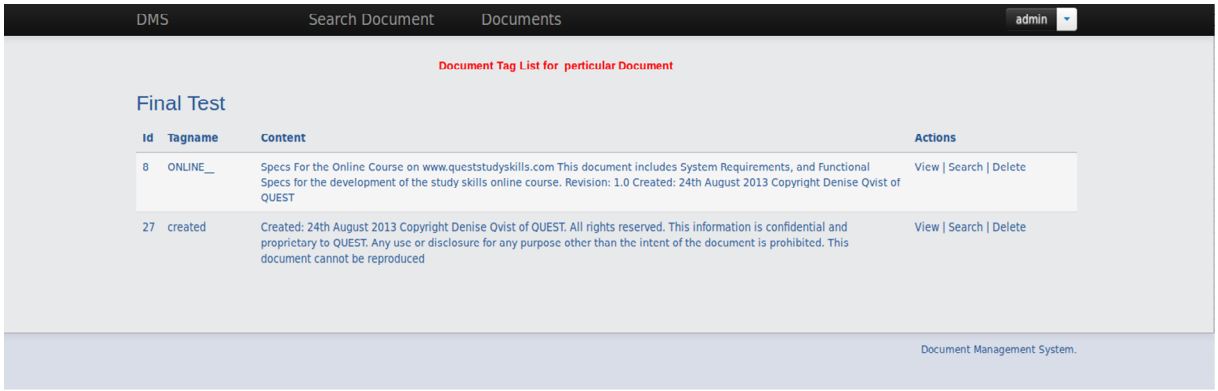



Select text that you wish to tag and complete the “insert tag name” field and click ‘add tag’

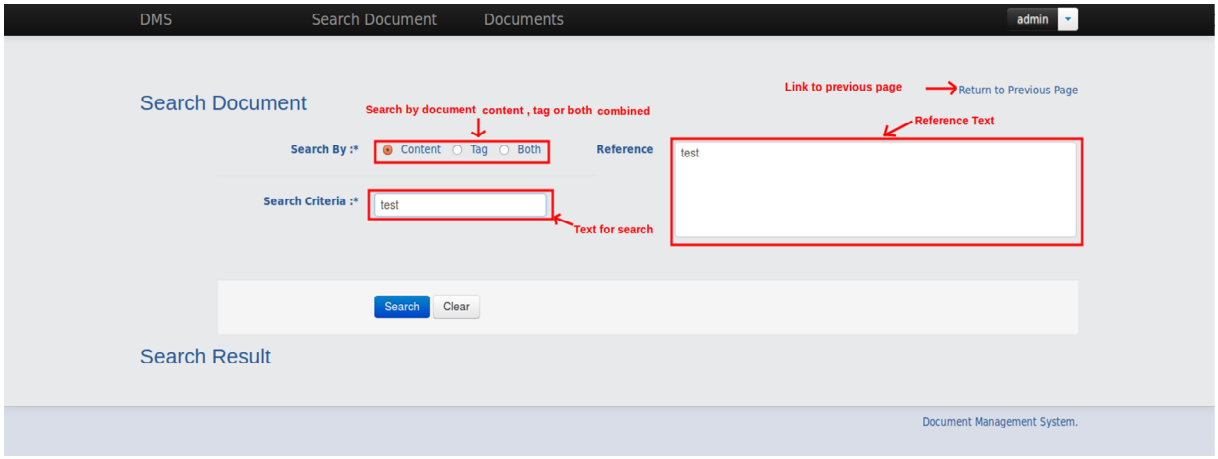
# Show All Tags



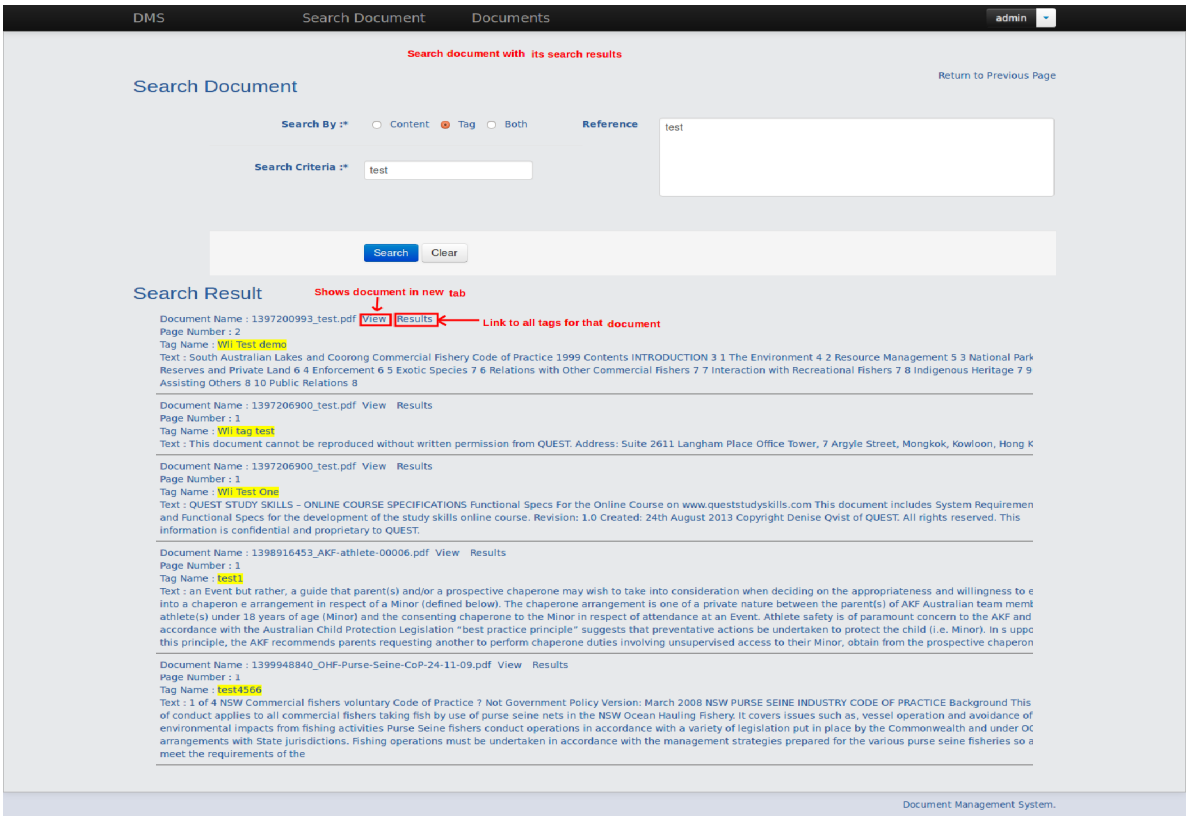
**Clicking “Document tag list” from any record displayed on main page.**



## Search Document




## Search Results



Clicking on “Results” of search documents