



MSC PROGRAMME
ASSOCIATED DOCUMENTS

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Title Fishery Surveillance Report
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Issue 1
Date 20-02-03

MSC Fisheries Certification Programme
Fishery Surveillance Audit Report

MSC Accredited Certification Body:	SGS Product & Process Certification PO Box 200, 3200 AE Spijkenisse, The Netherlands
Project Number:	M5004
Certificate Holder:	Hoki Fishery Management Company (HFMC) Ltd.
Contact:	Mr. Richard Cade – CEO
Address:	Fishing Industry House, Private Bag 24-901, 74 Cambridge Terrace, Wellington, Zealand
Phone:	+64-4-385-4005
Fax:	+64-4-385-0030
E-mail:	cader@seafood.co.nz
Website:	http://www.hokinz.com
Country:	New Zealand
Fishery Name:	New Zealand Commercial Hoki Fishery
Fishing Area:	New Zealand Exclusive Economic Zone
Management Authority:	Ministry of Fisheries, Wellington
Main Species:	<i>Macruronus novaezelandiae</i>
Fishing Methods:	Mid water and bottom-trawl
Total Allowable Commercial Catch:	200,000 tonnes for 2002 fishing season
Surveillance Number:	Three
Surveillance Period:	December 2002
Certificate Date of Issue:	14th March 2001
Certificate Lifetime:	5 years
MSC Registration Number:	SGS-NL-MSC-FC-0004



Summary Surveillance Audit Findings

In general this Surveillance Audit found that there has been considerable progress made with the completion of two ERA impact and characterisation workshops. There is also a detailed plan for the development of the Management programme which includes the requirements for a Member Compliance Verification Programme and Corrective Action process.

The assessment team has audited the HFMC Corrective Action Plan (dated 18 Nov 02) summarising the progress made on addressing the requirements of the three outstanding non-compliances (Corrective Action Requests or CARs) against the MSC Fishery Principles & Criteria for a Well-Managed and Sustainable Fishery, as well as other actions relating to the requirements of the original Certification Report and the Fishery Plan. This plan is available on the HFMC website or can be requested from their CEO.

A number and variety of stakeholders and interested parties were interviewed as part of this Surveillance Audit. While some of those invited were unable to attend or participate in the Audit process, those that did provided informative and open discussion on their thoughts and concerns with the HFMC and the certification. While some common concerns were raised (these are recorded later in this report) there was broad endorsement and support for the actions being taken by HFMC and the appropriateness of the timetable for projects towards meeting the MSC requirements.

As a result of the audit, CAR 11 was closed out, however further action is required on the Ecological Risk Assessment, and this has been raised as a new CAR 14. Progress on addressing CARs 12 and 13 was considered satisfactory at this time, and will be further assessed in 2003. Surveillance audits are required in March 2003 and November 2003.

Scope of the Surveillance Audit

The scope of the Hoki fishery surveillance audit covered:

- MSC certification process conducted so far with suggestions for improvement from the certified fishery and the involved stakeholders;
- Corrective Action Plan (Status Report November 2002) developed by the HFMC in addressing the corrective actions raised during the previous fishery surveillance audit. This specifically includes communication with and involvement of stakeholders and the Ministry of Fisheries by the HFMC as part of the MSC certification process;
- Normal fishery operations with the HFMC member companies, including compliance with the MSC Principles & Criteria and any non-compliance detected by the HFMC through internal controls;
- Other issues brought up by the HFMC or stakeholders involved in the MSC certification process



Details of Outstanding Corrective Action Requests

CAR No. 011 Ecological Risk Assessment, Indicator 2C

Details of Non-compliance

The planning for Phase 3 and Phase 4 of the ERA is incomplete.

To be completed by November 2002.

Findings

Planning for Phase 3 and 4 of the ERA has been completed.

Implementation of Phase 4 of the ERA has not been completed; see new CAR #14.

CAR 11 is now closed.

CAR No. 012 Ecological Risk Assessment, Indicator 2H

Details of Non-compliance

The assessment programme for developing techniques to mitigate seal by-catch in the hoki fishery requires an earlier completion.

To be completed by November 2003.

Findings

In July and August 2002 the HFMC undertook a second round of flume tank trials of Sea Lion Excluder Devices (SLEDS) held at the Australian Maritime College (AMC). The main objective was to improve the effectiveness of SLEDS being used in the squid and hoki fishery in New Zealand.

Following the flume trials, the SLED design has been reviewed and two SLEDS are now under construction. Sea trials are scheduled to commence in November 2002. In addition, a report on the used of SLEDS in the Australian hoki fishery is expected in December 2002.

The HFMC is in consultation with the Ministry of Fisheries (Mfish) and the Department of Conservation (DOC) regarding the design of an evaluation project to prove the effectiveness of the SLEDS. Project design will recognise ERA workshop outcomes for fur seals and sea lion impacts.

The operation of SLEDS on Hoki vessels has created concerns about safety for the crew who handle the on-deck operations, and the trials are also intended to assess the operational requirements for safe handling of the fishing gear when the SLEDS are included. Based on the above findings, the assessment team concluded that developing techniques to mitigate seal by-catch is proceeding to an appropriate timetable.

- Planning for implementation appears appropriate at this time



- Progress on implementation will be the subject of next audit

CAR 12 remains open; to be completed by November 2003.

CAR No. 013 Management System, Indicator 3D

Details of Non-compliance

The management system does not yet include a suitable internal audit and corrective action process to verify compliance with HFMC requirements.

Civil contracts have not yet been developed between HFMC and its member companies to ensure compliance with HFMC requirements.

To be completed by November 2003.

Findings

A comprehensive analysis of HFMC requirements has been undertaken and identifies the key elements and a suitable timetable to implement appropriate actions to address this non-compliance.

Progress on implementation will be the subject of next audit.

CAR 13 remains open; to be completed by November 2003.

New Corrective Actions Raised

CAR No. 14: Ecological Risk Assessment, Indicator 2C

Details of non-compliance

Phase 4 of the ERA has not been completed, and detailed planning for Phase 5 and 6 is incomplete.

To be completed by March 2003

Findings

Phase 3 is completed; Phase 4 is progressing but remains to be completed, including detailed plans for Phase 5 and 6.

Stakeholders identified a need for the Phase 4 report to include detail of gaps and knowledge inadequacies, and consequent actions.

Completion will be verified at next audit.



Observations

Matters raised by Stakeholders

During the ERA process:

- There was some confusion and uncertainty about definitions and scales
- There is a substantial concern about gaps in knowledge and the technical capacity available in NZ
- The second workshop was too ambitious (and was therefore not highly effective)
- The report from the second workshop needs to highlight the weaknesses, gaps and plan for the next stages.
- The report needs to be provided to workshop participants for review and further input, and to be peer reviewed.
- The key to success will be openness and transparency.
- Involvement by some stakeholders has only been with the ERA process, and the strategic directions of the HFMC are not clear.
- The ERA has a range of technical weaknesses, and these will limit its applicability and acceptability to stakeholders.
- There are several opportunities/sources for research and knowledge that could be utilised.
- Concern was expressed about the difficulty with enforcing HFMC members to comply with Codes of Practice.

The Fisheries Plan needs to have a clear process for development, and to contain specific objectives and targets, and to contain appropriate processes to respond to environmental issues.

There is broad endorsement and support from stakeholders for the HFMC's commitment and progress on the MSC requirements

Timeframes and tasks overall appear appropriate at this time

Credibility of the HFMC trials is limited because they do not have stakeholder input and have not been formal, structured or independent.

The Internal audit programme of Member Compliance needs to be carried out by independent auditors.

A program of education, training, and awareness of fishers and observers about the MSC requirements, environmental issues, Code of Practice and Best Practices would be useful.

Some stakeholders are seeking a more systematic and structured process of communication, including

information and updates on progress at meeting the MSC requirements.

Important Changes in the Management of the Fishery

Planned introduction of additional species into the QMS

This may impact on the hoki fishery in that several of the new species to be introduced are caught as by-catch in the hoki fishery.

The allocation of the new species has been based on catch recorded several years ago and may not be appropriate to today's mix of catch.

The quota holders will have to ensure that they have adequate quota to cover all of their catch or pay heavy penalties to the Ministry of Fisheries.

A new stock assessment model is being introduced

Currently, a new model for assessment of the hoki stock is being introduced into the fishery. The implications of this for hoki are as yet unclear, either for setting of the TAC or for ecological matters such as the east-west split or the small fish code of practice.

Planning and focus for next surveillance audits

March 2003

- Internal compliance arrangements
- ERA Phases 5 and 6
- Fisheries plan development
- Seal by-catch planning and implementation
- CAR 14 verification and close out

November 2003

- Internal compliance arrangements
- Fisheries plan implementation
- Random company and vessel visit
- Stakeholder consultation
- CAR 12 verification and close out



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- CAR 13 verification and close out

Organisations consulted

- Hoki Fishery Management Company (HFMC) – Wellington (Richard Cade, Sally Pulley)
- URS Ltd. – Wellington (Jane Gunn)
- Independent Fisheries Ltd. – Lyttelton (Allan Dillon, Nick Cairney)
- Ministry of Fisheries (MFish) – Wellington (Stan Crothers, Jonathon Peacy, Neville Smith)
- World Wildlife Fund (WWF) New Zealand – Wellington (Chris Howe)
- Ministry for the Environment – Wellington (Jenny White)
- Department of Conservation – Wellington (Jim Nicholson, Kate Bartrum)
- NIWA – Wellington (John McKoy, Rosie Hurst, Suze Baird)
- Royal Forest and Bird Society – Wellington (Invited, but unable to participate)
- ECO – Wellington – (Invited, but unable to participate)

Assessors

Date

Michael van Uden – Lead Assessor
Jo Akroyd – Local fishery specialist
Dr. Trevor Ward – Marine ecosystem specialist

20th February 2003