



2021 IPHC Fishery-Independent Setline Survey (FISS)

Vessel Tender Specifications

PREPARED BY: IPHC SECRETARIAT (28 DECEMBER 2020 AND 2 FEBRUARY 2021)

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PURPOSE

The International Pacific Halibut Commission (IPHC) is requesting tenders from commercial fishing and research vessels to perform our Fishery-Independent Setline Survey (FISS) charters during the summer of 2021 to collect information required as part of the IPHC’s annual stock assessment. This information is used to study aspects of the Pacific halibut stock, such as growth, distribution, area-wide biomass, age composition, sexual maturity, and relative abundance of associated bycatch species.

The 2021 FISS will cover 25 charter regions within the IPHC Regulatory Areas from Oregon to the northern Bering Sea including the Aleutian Islands ([Figure 1](#)). Individual charter region charts are posted on the website with this package. All charter regions are open for single-year contracts. Vessels will fish eight (8) skates of gear at each station in IPHC Regulatory Areas 2C and 3A, the Goose Island, St. James and Charlotte charter regions of IPHC Regulatory Area 2B, the Trinity charter region in IPHC Regulatory Area 3B, the Unalaska charter region in IPHC Regulatory Area 4A and the Adak charter region in IPHC Regulatory Area 4B. Vessels will fish four (4) skates in all other charter regions in IPHC Regulatory Areas 2B and 3B as well as all stations in IPHC Regulatory Areas 2A and 4CDE following standard FISS protocols. A maximum of four (4) stations will be permitted per day. Generally, each charter region will require between 12 and 44 actual fishing days to complete. The total charter duration including port, offload, weather and run days is expected to take 17 to 39 days in IPHC Regulatory Area 2, 13 to 30 days in IPHC Regulatory Area 3 and between 12 and 44 days in IPHC Regulatory Area 4 (Table 1). Stations will range in depth from 18 to 730 m (10 fm – 400 fm). **FISS work in IPHC Regulatory Areas 2A and 4B are tentative until AM097 and may or may not be modified.**

The IPHC will also be undertaking a gear comparison experiment in the Seward charter region of IPHC Regulatory Area 3A during the 2021 FISS to compare the performance of fixed-hook gear and snap gear in use by the directed commercial fleet. The comparison is required to evaluate whether data from both gear types in use by the directed commercial fleet can be used in the IPHC stock assessment process, and to inform comparisons between the FISS and the directed commercial fleet. Details on this work and how to tender with a vessel running snap gear can be found in Appendix I.

Vessels can be awarded up to four (4) charter regions at the discretion of the IPHC Secretariat, based on demonstrated fishing history and scheduling considerations. All fishing operations must be completed between 29 May and 31 August 2021. The IPHC will actively schedule vessels to meet FISS operational and personnel needs.

It is essential that you clearly indicate your available timeframe in your submission(s), as preference may be given to vessels with greater scheduling flexibility.

Pacific halibut and some byproduct (retained incidental catch) will be retained from FISS operations, and become the property of the IPHC. All fish are sold to offset the expenses incurred during FISS operations. Vessels receive a lump sum payment for each charter region as well as 10% of the net O32 Pacific halibut sales, and 50% of the net byproduct sales (byproduct only from the waters of the U.S.A).

Vessels are reminded to carefully consider all costs associated with performing the work over the time frame of the tender, and to budget these costs into their proposal(s). **Please be aware of the changes to the FISS description for 2021 when comparing previous awards and determining your Tender bid.**

The IPHC will not be obligated to accept the tender with the lowest bid or any tender received and will contract according to its best interests. Vessels will be rated using the following criteria:

- 1) seaworthiness and general condition of the vessel and its equipment,
- 2) the vessel's availability within the schedule determined solely by the IPHC Secretariat,
- 3) the vessel captain's experience and fishing record,
- 4) the qualifications of the selected crew,
- 5) IPHC operating costs (tender amounts)
- 6) Previous interactions with the IPHC and its Secretariat, experience with the IPHC FISS, scheduling flexibility, and ability to take additional Secretariat are other factors to be potentially considered in the decision-making process.

Tenders must be submitted to the IPHC Secretariat no later than **23:59 Pacific on 15 February 2021**.

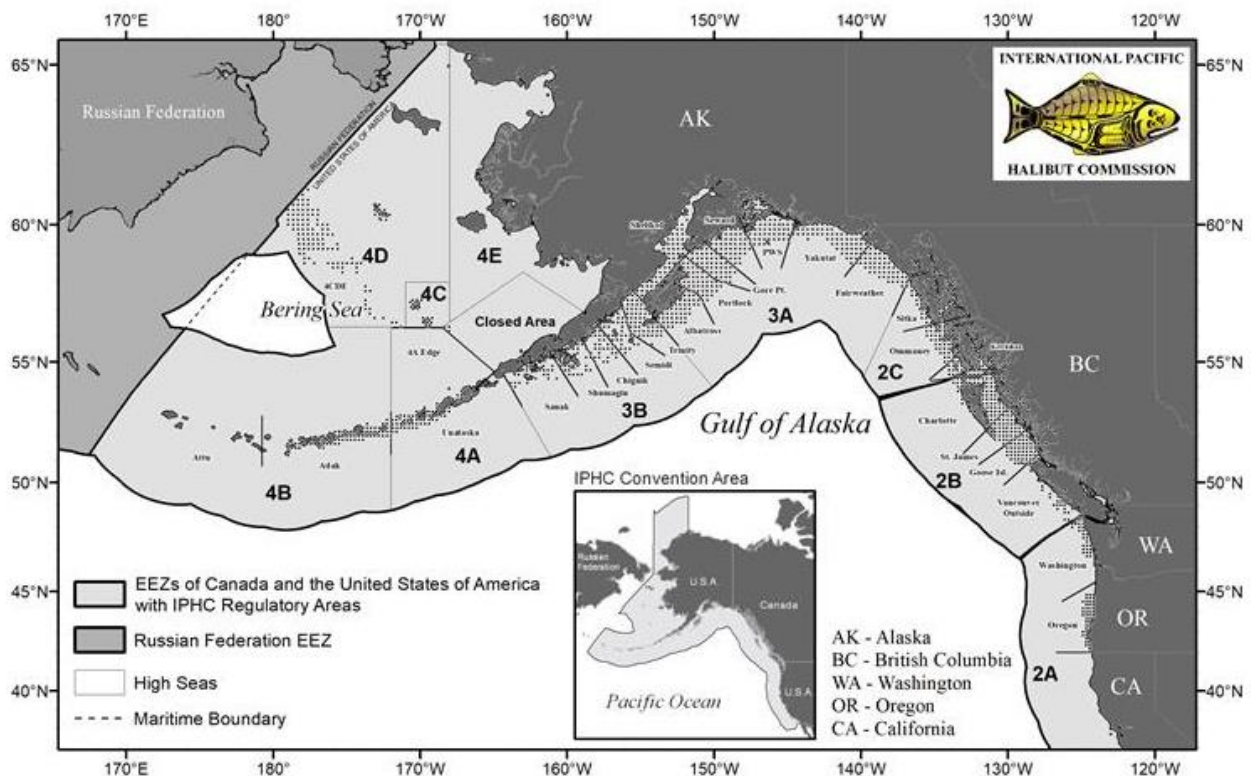


Figure 1. 2021 FISS stations by charter region and IPHC Regulatory Area.

A. IMPORTANT for 2021

General Operations

1. IPHC Regulatory Area 3A – Seward charter region will require **BOTH** fixed-hook and snap gear to satisfy project work requirements.
2. Tenders are to be based on eight (8) skates of gear per FISS station in all charter regions except:
 - a. IPHC Regulatory Area 2A – FISS stations require four (4) skates
 - b. IPHC Regulatory Area 2B: Vancouver– FISS stations require four (4) skates
 - c. IPHC Regulatory 3B: Semidi, Chignik, Shumagin and Sanak – FISS stations require four (4) skates
 - d. IPHC Regulatory Area 4CDE– FISS stations require four (4) skates.
3. Note that charter regions have different numbers of stations than in previous years, which, along with running distances, should be factored into submission calculations.
4. All sampled (killed) U32 Pacific halibut will be retained for sale as part of the landed catch.
5. The vessel owner is responsible for any costs and fees associated with sending and receiving electronic communications (satellite phone, email) pertaining to IPHC business. Any anticipated costs are to be included in the tender amount.
6. A maximum of four (4) stations fished per day is permitted.
7. Customs and brokerage requirements and fees are listed in Appendix II.
8. Codified procedures regarding protected species interaction avoidance and mitigation (see Appendix III).

Special Projects

Multiple Areas:

1. The first five (5) spiny dogfish shark (*Squalus suckleyi*) in IPHC Regulatory Areas 2A, 2B, 2C, 3A, 3B, and all dogfish in IPHC Regulatory Area 4 will be brought aboard for length and sex data collection prior to live release. Partner agency: National Oceanic and Atmospheric Association (NOAA) Fisheries. Status: Ongoing.
2. Tissue sample collections may be required in any region with low impact. Status: Ongoing.
3. Charter regions in IPHC Regulatory Areas 2B, 2C, 3A, 3B, and 4A: A subsample of U32 Pacific halibut will be wire tagged and released. The goal is 500 tags per IPHC Regulatory Area. Status: Ongoing.
4. Charter regions in IPHC Regulatory Areas 3 and 4: Vessels will be required to bring the first 15 Pacific cod (*Gadus macrocephalus*) from each skate aboard the vessel for measuring by the IPHC Secretariat. Status: Ongoing
5. Charter regions in IPHC Regulatory Area 2B: There is potential for restrictions on stations to be fished due to permitting and/or limits on protected species and habitat. Unfished stations will be deducted on a pro-rated basis from the final lump sum payment (i.e. Lump Sum Tender Dollar Value divided by Total Number of Stations fished).

Single region:

1. Washington charter region: The IPHC is working with the Washington Department of Fish and Wildlife (WDFW) to fish eight (8) rockfish index stations within the Washington charter region (station numbers 1527-1534 located in a 4.6 kilometres (2.5 nm) spacing around station 1082). Further details can be found in Appendix IV. Pacific halibut will be retained at all stations. Partner agency: WDFW. Status: Ongoing.
2. Seward charter region: To compare fixed-hook and snap gear, Seward charter region has been divided into early and late charter regions. All 52 stations in the charter region will be fished twice, early or late, once with fixed-hook gear and once with snap gear. See Appendix I for more details.

B. Fishery-independent Setline Survey (FISS) description

The 2021 FISS is divided into 25 separate charter regions (Figure 1). The FISS has been designed to maximize coverage over the charter regions and consist of a regular distribution of stations on a 18.5 by 18.5 kilometre (10 nm by 10 nm) grid. The center of each station is within the depth range of 18 to 730 m (10 fm – 400 fm). The end of some sets may extend shallower or deeper than this range. An example of the basic station pattern is shown in Figure 2. Charts of each charter region and exact coordinates of the station locations are available at the IPHC website with this package.

The FISS design requires considerable running distance each day, both to set and retrieve the gear. One (1) string of eight (8) standard skates must be set at each station (four (4) skates in IPHC Regulatory Areas 2A, 2B, 3B and 4). Vessels are restricted to a maximum of four (4) stations fished per day, if deemed feasible by the vessel captain and IPHC Secretariat. To ensure safety and data integrity, the IPHC Secretariat reserves the right to reduce the maximum stations per day, dependent on vessel captain and crew efficiency with the FISS design. Typically, a vessel with a running speed of 15 kilometres per hour (eight (8) knots) is just able to complete four (4) stations and transit to the next day's fishing location in a timely fashion. Vessels with a running speed less than 15 kilometres per hour (eight (8) knots) may find it difficult to complete four (4) stations a day. The requirements of gear maintenance and catch processing demand an experienced and professional crew capable of working long hours, day after day (typically 14-16 hour days). Therefore, it is of utmost importance that the Vessel Tender Form accurately reflects both the vessel running speed and the capabilities of the crew.

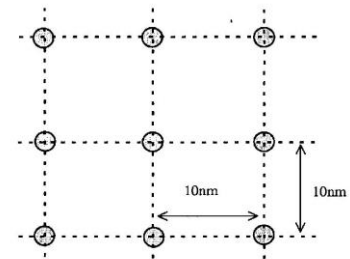


Figure 2. Station Pattern

Charter regions generally contain 25 to 89 predetermined stations, which will take approximately nine (9) to 28 fishing days to complete. This does not include additional days required for loading, offloading, running, foul weather, resetting stations, etc. The total number of days projected to complete each charter region ranges from 12 to 44 (Table 1). If the vessel takes longer than projected, the charter must be extended and the number of days increased until all stations in the chartered region are complete.

General fishing plans may depend on bait storage locations, personnel needs, or fish sale considerations. The choice of where to begin and the number of stations to fish each day (\leq four (4) stations/day) is generally agreed upon by the vessel captain and the lead

setline survey specialist on board, taking into account setting and hauling logistics, weather and tide conditions, and the distances among sets. A single coordinate indicating the center of the set is given for each station location. The gear should be set through this position in either a North-to-South (N-S) or East-to-West (E-W) direction. If physical obstacles, weather, or tides do not permit setting directly N-S or E-W, the vessel captain may set in the direction necessary. **When deviating from the N-S, E-W orientation, the vessel captain must describe, on the vessel captain set form, why the N-S or E-W orientation was not possible and why the chosen orientation was selected. Under no circumstances should the gear be set to purposefully increase or decrease the catch.**

“Foul weather days,” when work is not possible, are anticipated. As a guideline, sampling will not occur in seas above 15 feet and winds above 55 kilometres per hour (30 knots). The lead setline survey specialist and vessel captain will suspend fishing operations if it is determined that the weather is substantially affecting the catch (fish falling off the line), the ability to conduct sampling, or for safety reasons. If any gear soaks longer than 24 hours due to a “Foul weather day”, the set will be considered ineffective and the gear must be reset. If any gear soaks longer than 24 hours for reasons other than “Foul weather days”, the cost will be the responsibility of the vessel owner.

Setting will begin no earlier than 05:00 hrs **local time** or at first light each morning, whichever is later. Setting must be immediately preceded by a 15-minute observation period as required by the national law of Canada and the USA, and intended to avoid interactions with federally designated protected species. (See additional protected species requirements at Appendix III.) When all stations for the day are set, the vessel will return to the first station and begin hauling once the set has soaked at least five (5) hours.

During hauling, all Pacific halibut will be brought aboard. Lengths, weights, sex determination, and other information will be collected for all O32 Pacific halibut and a random sample of the U32 Pacific halibut. Otoliths (ear bone for aging) are also collected. U32 fish that are not sacrificed will be measured (length and weight), wire tagged and returned to the water in accordance with the IPHC’s best-practice handling guidelines (Appendix V). All O32 Pacific halibut, sacrificed U32 Pacific halibut and some bycatch (Pacific cod and rockfish (*Sebastes spp.*)) will be retained (as byproduct) and sold to offset FISS costs.

The working day for the vessel crew finishes when all the fish have been dressed, examined by the setline survey specialist(s), iced, and all gear is baited and ready for the next day’s stations. While the FISS design calls for finishing on deck between 19:00 hours and 21:00 hours, a vessel which started setting at 05:00 hours may not finish on deck until well after 22:00 hours. For vessels with satisfactory running speed and an efficient crew, the working day is expected to be approximately 16 hours or less. However, the duration of the working day will vary.

Vessels may be awarded up to four (4) charter regions at the discretion of the IPHC Secretariat. All FISS operations must be completed between 29 May and 31 August 2021. A 10% penalty will apply for any fishing after 31 August 2021 for reasons other than “Foul weather days”. The IPHC will actively schedule vessels to meet FISS work and personnel needs, and the vessel’s availability may affect tender acceptance. It is therefore essential to indicate what times throughout the FISS season the vessel is available to perform the work, and preference may be given to vessels with the greatest flexibility in their schedule.

IPHC may stagger the start date of the different vessels doing FISS work to more effectively and efficiently schedule personnel and assignments.

C. Resetting previously fished stations

FISS chartered vessels are responsible for successfully completing all stations in their assigned charter region. Stations will be considered “successful” when the vessel properly sets the standardized gear within 5.5 kilometres (three (3) nm) of the station coordinates, soaks it for a minimum of five (5) hours and hauls back within 24 hours. If gear is set greater than 5.5 kilometres (three (3) nm) from the station coordinates, soaked more than 24 hours (or less than five (5) hours) or if there are setting errors such as missing tubs (fixed hooked gear or snap gear hooks), or unsecured anchors, the vessel will be required to bear the cost of resetting the station. The lead setline survey specialist will use established criteria to determine whether or not the station is successful.

Situations resulting in the data from an otherwise successful set being deemed ineffective for stock assessment include lost gear, snarls, depredation, and excessive sand flea activity. In these cases, the vessel will not be required to reset the station unless special arrangements have been made with the Setline Survey Coordinator.

D. Vessel requirements

Prior to acceptance, the IPHC Secretariat may need to inspect the vessel and determine the adequacy of deck space and accommodations, and to confirm that the vessel meets all minimum requirements.

1. The vessel must be mechanically sound in all respects, seaworthy for fishing in the designated charter region(s), and suitably equipped for fishing Pacific halibut with conventional longline gear (or snap gear in the Seward charter region of IPHC Regulatory Area 3A only).
2. The vessel must have a well-insulated fish hold capable of packing all retained species in ice. Vessels will not be permitted to use RSW or slush ice.
3. The vessel must have adequate deck space to allow the IPHC Secretariat to carry out their duties. This requires space to mount a recording shack (approximately 0.91 m by 0.97 m by 1.9 m high (36” by 38” by 74” high) with an attached measuring scale and cradle 1.2 m x 0.6 m x 0.2 m (48” x 24” x 8”). The location of the shack must not obstruct fishing or processing operations and must be close to the dressing table. The ideal setup is to have the scale and cradle attached to the shack directly below one (1) of the shack windows. This allows for optimal communication among IPHC Secretariat. Please provide a deck diagram with proposed shack and scale/cradle position indicated with your application. Additionally, there must be adequate storage space for a water column profiler (dimensions 1.1 m x 0.4 m x 0.4 and 45 kg (45” x 16” x 16” and 100 lb), and its buoys and anchors.
4. Accommodations shall be clean and sanitary. The vessel shall have adequate accommodations for the vessel crew and at least two (2) IPHC Secretariat members, including women. Vessels asked to take more than two will be provided with a \$50 per day food stipend for any days the additional IPHC Secretariat is aboard the vessel. The vessel must be equipped with clean, sanitary, dry, and comfortable mattresses, but no bedding, for IPHC Secretariat-assigned personnel. Below are staffing specifics for identified charter regions:

Washington/Oregon charter regions: Due to low catch rates in IPHC Regulatory Area 2A, the IPHC may consider chartering vessels with limited bunk and/or

deck space as the work may be completed by one (1) setline survey specialist. Preference will be given to vessels capable of taking a second setline survey specialist for multiple trips in northern Washington for rockfish index work.

5. The vessel must have a functioning marine head, which can be used in privacy.
6. The vessel must have a galley reasonably equipped with a cook stove, refrigerator for food storage, and a sink.
7. The vessel must have appropriate facilities for personal hygiene.

E. Electronic equipment minimum requirements

1. Two (2) VHF radios and one (1) single side-band unit.
2. A satellite communication system capable of reliably communicating with the IPHC Secretariat's Headquarters office.
3. Reliable email system with the following capabilities:
4. Accept files (.txt and .csv) up to 200KB as attachments
5. The computer with the email must have a USB port that can be used for transferring files from an IPHC-supplied removable USB storage device to the email system computer so the files can be attached to the email. Note that any security settings preventing transfer of these files must be deactivated during FISS work.
6. If email is supported on the VMS system it must allow for transfer of small data files for emailing the IPHC Secretariat's HQ office hail/trip information. Some VMS systems need to be updated to allow this. FISS data (small files <100 kilobytes) stored on a USB device must be sent to the IPHC Secretariat's HQ office from the vessel's computer.
7. Two (2) GPS (Global Positioning Systems) units.
8. Two (2) depth sounders, one of which is a bottom sounder that can output depth by nmea 0183, nmea 2000, or network. These must be preset prior to FISS work to allow the depth data details to be exported upon FISS completion
9. GPS integrated into computer.
10. Commercial software to record (e.g. Olex, maxsea, ecc globe, Nobeltec v9.3, Nobeltec Timezero)
11. Equipment to track bathymetric and benthic composition data. Vessels with the ability to download and parse the bottom hardness and backscatter data for FISS use will be given preference in the tender selection process.
12. Two (2) radar units. One (1) must have a range of at least 44 kilometres (24 nm).
13. An intercom from the fishing deck to the bridge is desirable.
14. Reliable 110V AC power to the sampling shack for powering a light, tablet, and a small computer. The ability to provide 110V AC during hauling operations is required (power draw of 5 amps). For those vessels without a constant AC supply during hauling, the power supply requirements can likely be met with a simple inverter.

F. Gear requirements

The owner shall provide and replace, as needed, all gear and associated equipment necessary for commercial longline fishing. At least 24 skates of gear must be prepared

before the charter begins when fishing three (3) stations a day and 32 if four (4) stations a day are planned.

Fixed-hook gear: (all charter regions):

1. All skates must be 1,800 feet long (300 fm or ~549 m) with 100 hooks per skate. Gear may be provided as full or partial skates coiled either in tubs or on skate bottoms. Gear must be flagged at the half skate so specialists can identify where within the individual skates each fish is caught.
2. Skates must be uniformly rigged with circle hooks (#3 (16/0) Mustad model 39965 or equivalent) in average or better condition spaced along the groundline at 18-foot (0.5 km) intervals (100 per skate). Spacing and hook counts will be monitored and verified by the IPHC Secretariat.
3. Gangions must be 72-thread count, hard lay material between 24 and 48 inches (61 and 122 cm) after tying. Swivels are not allowed on the gear. Hooks must be oriented on the gangions by inserting the gangion through the front of the hook eye (Figure 3).

Snap gear: (charter region Seward in IPHC Regulatory Area 3A only)

1. All skates must be 1,800 feet long (~549 m – marked on the groundline) with 100 hooks per skate.
2. IPHC Secretariat need to record where the fish is caught within a string of eight (8) skates. Therefore, skate junctions (1/4 skate) on the drum must be flagged to track where within the individual skates each fish is caught.
3. Skates must be uniformly rigged with circle hooks (#3 (16/0) Mustad model 39965 or equivalent) in average or better condition spaced along the groundline at 18-foot intervals (0.5 km) (100 per skate). Spacing and hook counts will be monitored and verified by IPHC Secretariat.
4. Gangions must be 72-thread count, hard lay material between 24 and 48 inches (61 and 122 cm) after tying. Perlon® gangions are not allowed.
5. Swivels must be present on the hook end of the snap gear.
6. Hooks must be oriented on the gangions by inserting the gangion through the front of the snap eye (Figure 3).

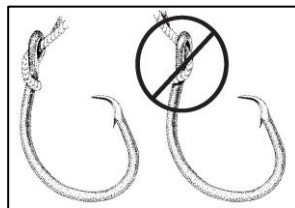


Figure 3. Proper gangion orientation to hook/snap

For all gear:

1. A weight of approximately 3 to 4.5 kg (7 to 10 pound) must be snapped on or tied to the groundline at each skate junction.
2. Fishing gear must be maintained strictly in accordance with the specifications outlined in this document. If it is found that the gear is not being maintained to standards, the IPHC Secretariat may halt fishing operations and the owner or his/her representatives will be required to bring it up to standard. No payment will be made for the time required to meet or maintain gear standards.
3. **Automated hook strippers, or ‘crucifiers’, are prohibited and must NOT be on the vessel while conducting FISS work.**

4. All vessels must use an approved seabird deterrent device (e.g. tori line) while setting the gear, as required by state and/or federal agencies. See Appendix III for seabird deterrent requirements.

G. Bait

Most of the bait required to complete each charter region has been purchased and stored at certain ports where offloads are anticipated. Some freshly frozen bait may need to be purchased by the IPHC Secretariat during the FISS period.

1. The IPHC will bear the cost of all ice and bait purchased for the FISS. The IPHC will also arrange for bait to be available in the intended ports.
2. Bait shall be frozen chum salmon, number 2 semi-bright or better.
3. The crew will be responsible for cutting the salmon into individual pieces weighing approximately 0.1 to 0.15 kg (1/4 to 1/3 pound). The IPHC requires that the bait not be salted, but rather kept on ice or frozen until used. The IPHC Secretariat will monitor and verify bait size to ensure compliance to FISS standards.
4. The vessel captain will certify that the bait is satisfactory prior to its use.
5. **Auto-baiting machines are not permitted for use on the IPHC FISS.**

H. Crew requirements

The crew number required to maintain and bait the hooks of longline gear, as well as to process the Pacific halibut as it is caught, depends on the skill and professionalism of the crew as a whole. It is of the utmost importance that all crew working on the FISS adhere strictly to the gear maintenance and fish quality standards expected by the IPHC. Vessel owners submitting tender(s) are cautioned to consider the ability of crew assigned to gear maintenance, baiting, fish cleaning, and icing duties, and to select crewmembers with the best possible skill and motivation levels.

1. The owner will be solely responsible for providing at all times during the FISS a fully qualified and experienced crew. The normal daily workload for fishing, icing the catch and the strict gear maintenance required by the IPHC have shown that the necessary crew must consist of at least a vessel captain plus three (3) to five (5) additional crew members (except when fishing in IPHC Regulatory Area 2A). Submitting a tender with less than this complement of crew will result in your operation being excluded from consideration.
2. The vessel captain must possess any required Canadian/U.S.A. Coast Guard or maritime licenses or certifications applicable to the vessel and charter region of operation.
3. The vessel captain shall have a minimum of three (3) years of longline fishing experience as a master of a comparable-sized vessel and be competent in the use of modern navigational equipment.
4. The vessel captain is responsible for being knowledgeable and adhering to all state, provincial, federal and international laws pertaining to commercial fishing. This includes fishing regulations, area closures (rockfish, sea lion rookeries, etc.), state or federal No Discharge Zones (sewage/blackwater), MARPOL (International Convention for the Prevention of Pollution from Ships) and the COLREGs (International Regulations for Preventing Collisions at Sea).
5. At least two (2) crew shall have a minimum of three (3) years of Pacific halibut longline fishing experience and be competent in longline construction and repair, hand-baiting methods, and Pacific halibut dressing and icing techniques. The

- remaining crew must be capable in longline repair, hand-baiting methods, and Pacific halibut dressing and icing.
6. The vessel captain and crew will be responsible for all phases of gear maintenance and the daily setting and hauling of the fishing gear.
 7. The crew will be responsible for loading and unloading all vessel supplies prior to, during and after the charter.
 8. The crew will be responsible for offloading any fish sold during the FISS.
 9. During the FISS, the vessel captain will ensure that the vessel remains in port for a 24-hour period after the offload is complete to ensure the exchange of all necessary data with the IPHC Secretariat's HQ office, to maintain consistent communications, and provide troubleshooting support. If there is a legitimate need for a quick turn-around (e.g. weather window, offload window between salmon openings, mechanical breakdown, etc.), clearance from the IPHC Setline Survey Coordinator needs to be obtained on the day that the fish sale is conducted. Deficiencies in the vessel or problems with the crew's performance must be resolved prior to departing, which could result in port stays in excess of the 24-hour window.
 10. At the completion of the FISS, the vessel captain will ensure that the vessel remains in port at least 12 hours after the offload finishes or until the IPHC Secretariat are safely able to complete their end of charter tasks and remove all gear and equipment.
 11. All catch not retained must be carefully released from the hook. This includes all shark and skate species. Vessels encountering tail-wrapped shark specimens shall make every effort to release the animal unharmed.
 12. The vessel captain and crew will be responsible for the dressing and icing of all fish. Crewmember(s) must be available (as required) for dressing Pacific halibut while the gear is being hauled.
 13. The vessel crew will be required to assist in the deployment and recovery of a water column profiler (supplied by the IPHC) at each station. A water column profiler is an oceanographic device that records depth, temperature, salinity, dissolved oxygen, pH, and chlorophyll levels as it descends through the water column. The units are approximately 107 cm (3½ feet) tall and weigh 25 kg (55 pounds) each. The weighted unit is lowered on an anchor line until it hits bottom, then retrieved by gurdy, prior to hauling the setline gear. Typically, each cast adds 10 to 15 minutes of time to the start of each hauling event. Between casts, the unit, along with the accompanying floats and anchor configuration, must be safely secured on deck.
 14. The vessel captain is responsible for tracking bathymetric data. All bathymetric data must be captured and provided to the IPHC Secretariat at the final offload thereby completing the Charter Agreement.
 15. All vessel personnel are expected to conduct themselves in a professional manner at all times. Physical relationships with IPHC Secretariat are prohibited during the FISS and vessel personnel must disclose any past or present activities or relationships that are in conflict with this policy. If a conflict arises, the IPHC Setline Survey Coordinator will reevaluate staffing options and work with the vessel owner, vessel captain, and crew to resolve.
 16. Fishing plans must be mutually agreeable to the lead IPHC setline survey specialist and the vessel captain. The vessel captain will communicate to the lead

setline survey specialist on a daily basis all changes to fishing plans and contingencies as they develop.

17. The vessel captain and crew shall create a working environment that is free from intimidation and harassment (verbal, physical, or sexual). Please refer to Appendix VI for further information regarding harassment and professional work environments.
18. All vessel captains and crewmembers must be found acceptable to the IPHC Secretariat. The IPHC may require the replacement of any crewmember during the FISS if found unacceptable in skill, experience, or behaviour.

I. Safety

The vessel captain is responsible for all matters relating to safety of personnel, the vessel, and equipment operation. The vessel captain will adhere at all times to navigational rules whether it be during fishing operations, running, drifting, or when at anchor. He/she (or vessel captain's representative) shall review safety procedures and equipment with the IPHC Secretariat at the beginning of each FISS charter and after any crew change.

1. Vessels licensed in Canada must possess a current Ministry of Transportation certificate (Canada Steamship Inspection Certificate) for the purposes for which the vessel is to be used. The vessel shall be mechanically sound in all respects, completely seaworthy, and comply with all federal Transport Canada regulations.
2. Vessels licensed in the U.S.A. must possess a current U.S. Coast Guard inspection sticker. The vessel shall be mechanically sound in all respects, completely seaworthy, and comply with all applicable safety regulations.
3. All vessels shall adhere to the regulations for power driven vessels underway in International Waters. In relation to the practice of drifting at night, the operator must maintain a proper lookout and ensure that his/her vessel is properly lighted as per the regulations (specifically 1972 International Regulations for Prevention of Collisions at Sea (72 COLREGS): Rule 2, 5 and 23. These regulations are available online at: [CG NRHB 20151231.pdf \(uscg.gov\)](#)
4. All safety equipment (such as life rafts) must have passed inspection requirements and be of sufficient capacity for the vessel captain, crew, and all IPHC Secretariat aboard.
5. The IPHC will provide immersion suits, personal EPIRBs, and personal floatation devices for its employees.
6. No alcohol consumption or illegal drug use is allowed aboard IPHC chartered FISS vessels, including days at sea, anchor days, or when the vessel is at the dock.

The IPHC has a zero tolerance policy for alcohol or illegal drug use which is in effect at all times. Violation of this policy is sufficient cause for immediate contract termination, and shall result in a five (5) year exclusion from future contract eligibility for the vessel and the vessel captain.

7. While shore excursions are not prohibited while under IPHC contract, vessel captains and crew are reminded that such activities fall outside of the mandates of the FISS work, and that the vessel captain and owner are responsible for the safety of all concerned during such activities and may not be fully protected by insurance policies during non-contracted activities. It is required that 'float plans' be completed before making shore excursions, that all participants wear approved floatation devices, skiffs be fully stocked with a boat kit (emergency oars, bailer,

sea anchor, rope etc.), and that the group carry a fully stocked shore kit, hand held radio, and first aid kit.

J. Vessel owner's responsibilities

1. The vessel owner will be responsible at his/her own expense to maintain the vessel, its engine(s), machinery, equipment, and fishing gear in good and seaworthy condition.
2. The vessel owner will be responsible to provide lube oil, grease, filters, other engine-room supplies, and all other vessel operating supplies normally required for commercial fishing operations.
3. The vessel owner will be responsible for the purchase of all fuel required for operating the vessel for the duration of the FISS.
4. The vessel owner will be responsible for providing a working environment that is free from intimidation and harassment (verbal, physical, or sexual). Please refer to Appendix VI for further information regarding harassment and professional work environments.
5. The vessel owner agrees to indemnify, defend and hold harmless the IPHC from any and all claims by whosoever brought for loss, damage or personal injury from any cause arising out of the charter of the vessel, including but not limited to, claims arising out of the negligence of the IPHC or its agents or employees.
6. As part of the tender, the vessel owner shall submit a disclosure statement specifying any conviction for the violation of any fishing regulations pertaining to the Pacific halibut fishery within the past five (5) years by the vessel's owner, vessel captain, or crew.
7. The vessel owner will provide adequate and wholesome meals for the crew and all IPHC representatives. This includes days when the vessel is in port between trips, weather days and any time the IPHC Secretariat is sleeping on board the vessel.
8. The vessel owner shall be responsible for the payment of all crew salaries, including any bonuses, and for the payment of all payroll taxes on salaries, such as income tax, unemployment, workers' compensation, and other taxes as applicable. With respect to vessels operating in the waters of foreign countries, the owner is responsible for ensuring that all crew have adequate health insurance coverage.
9. The vessel owner shall be responsible for all fees incurred arising out of the operation of the vessel including, but not limited to, harbour dues, moorage, watchman costs and environmental fees.
10. The vessel owner will be responsible for all vessel- and crew-related customs and immigration requirements and fees. A summary of requirements and fees for vessels licensed in Canada and conducting FISS work in the U.S.A. can be found in Appendix II. The vessel owner will be responsible for all delay expenses incurred by the IPHC arising out of the owner's failure to fulfill conditions necessary to permit entry of the vessel and/or crew into the U.S.A. for prompt fulfillment of the owner's FISS obligations.
11. The vessel owner will be responsible for all customs requirements and fees related to fish sales in a foreign port. The IPHC will organize the customs brokering for any foreign offloaded fish and the associated fees will be paid by IPHC and the vessel will be invoiced directly by IPHC. See Appendix II for a summary of the

requirements and estimate of fees for vessels licensed in Canada landing in the U.S.A. and for any vessel landing fish caught in U.S.A. waters in Canadian ports.

12. Prior to commencement of the FISS, owners of vessels shall provide the IPHC validation of coverage, including but not limited to, a copy of the insurance policy verifying that all IPHC Secretariat are included on the vessel's P&I insurance policy as either a crewman or business invitee, and that the IPHC is listed as an additional insured or co-insured on the P&I policy for the term of the FISS agreement. The policy must provide protection with minimum limits of \$1,000,000 USD or \$1,000,000 CAD if vessel is licensed in Canada. The IPHC will not reimburse the owner for any premiums incurred to meet their obligations under this paragraph. Owners should incorporate these costs into their Tender.
13. The vessel owner agrees to maintain at its sole cost and expense throughout the period of the FISS hull and machinery insurance to the full market value of the vessel with trading warranties appropriate to the FISS, said policy to include a waiver of subrogation against the IPHC. The vessel owner will provide proof that the above coverage and subrogation is in place prior to the commencement of the FISS.
14. The vessel owner agrees to maintain at its sole cost and expense throughout the period of this FISS pollution/environmental hazard insurance with minimum limits of \$5,000,000 USD, said insurance to name the IPHC as an additional insured. The vessel owner will provide proof that the above coverage is in place prior to the commencement of the FISS.
15. The data collected on the FISS is essential to the IPHC's stock assessment. The IPHC's policy is to release the FISS data to the public only after all data checks have been made. Provision of this information to the public in an equitable manner requires that no advance release occur and is based on the personal integrity of the vessel captain, vessel crew, and the IPHC Secretariat. The owner agrees that the catch information collected during the FISS is confidential until released by the IPHC Secretariat to the public. The vessel owner will take steps to ensure the vessel captain and crew understand and abide by this policy and do not discuss the catch information until the release of that information by the IPHC Secretariat to the public. Violation of this policy is sufficient cause for contract termination, and shall result in a five (5) year exclusion from future contract eligibility for the vessel and the vessel captain.
16. The vessel owner is responsible for any costs and fees associated with sending and receiving electronic communications (satellite phone, email) pertaining to IPHC business. Any anticipated costs are to be included in the tender amount.
17. Vessel owners will be responsible for any fees associated with Brokerage and Tracking Fees for International Operations and Landings and should budget this into their tender costs. See [Appendix II](#) for more information.
18. In Canada, where offload validation fees are billed to the vessel, the vessel owner should consider these fees in their tender as the vessel owner is responsible for 100% of those fees.

K. IPHC responsibilities

1. The IPHC will replace all fishing gear lost in the course of the gear being put into the sea for fishing. This includes lost buoys, flags, buoy line, anchors, and physical components of skates including lost hooks and gangions. These losses will and must be documented by the IPHC Secretariat in the database. As well, the IPHC

will bear the cost of purchasing the physical components (i.e., labour is not included) of one (1) new skate based upon every 100 skates of gear fished as compensation for wear and tear. Replacement groundline, hooks, snaps (where applicable) and gangions will be the equivalent to gear lost or condemned. To this end, the vessel captain must provide a vendor contact and invoice for the processing of gear claims.

2. The IPHC will procure and coordinate all ice and bait necessary to complete the FISS. Prior approval from IPHC HQ is required before purchasing ice and bait.
3. The IPHC Secretariat will determine that the FISS operation is ready to leave the port after the offload and commence the next fishing trip.
4. The IPHC may terminate the FISS at the nearest port if for any reason the owner fails to render the required services or the vessel or crew do not meet the specifications as stated on the Vessel Tender Form.

L. Fish caught during the FISS

Pacific halibut and some other species (rockfish (*Sebastes* spp.) and Pacific cod) are retained and sold to offset the costs of the FISS operations. All fish caught become the property of the IPHC and are sold through an auction or direct sale process by the IPHC Secretariat. The IPHC makes no guarantee as to the amount of fish caught or to the prices received. Landing and price information for Pacific halibut caught in 2020 is included in Table 2 along with tender selection results in Table 3. The lead IPHC Secretariat member will work with the vessel captain to maintain contact with the IPHC Secretariat HQ office and arrange offloads as well as ice and bait for successive trips.

1. Ports of sale for each charter region are listed in Table 1. Vessels are advised to calculate their tender submission based on the longest run for the ports listed. If the IPHC requires a vessel to offload in a port that is a substantial distance from the listed offload ports, the vessel may be paid a running bonus. Vessels licensed in Canada and fishing in Alaska may negotiate to deliver their final trip into Prince Rupert, BC on the return to a Canadian port; however, they will not be paid a running bonus.
2. When delivering to ports where the fish may go to the fresh market (typically in Homer, Seward, Southeast Alaska, British Columbia, Washington and Oregon ports) fish must be no more than five (5) days old (five (5) fishing days and one (1) run day). Therefore, vessels must expect to perform at least three (3) to four (4) trips per charter region. Longer trips may be allowed when delivering to the frozen market or in charter regions where more transit time is required such as the Western Aleutians (Adak and Attu charter regions)) and the Bering Sea (4A and 4D Edge charter regions). However, trips resulting in fish more than five (5) days old when they reach the dock must receive prior approval (before the trip commences) from the Setline Survey Coordinator. Vessels submitting tender(s) on charter regions in IPHC Regulatory Area 4B should plan on delivering one (1) large trip to Dutch Harbor.
3. The crew is responsible for the dressing, icing, and unloading of all retained fish and maintaining a quality product throughout the process. For trips spanning more than one IPHC Regulatory Area, Pacific halibut must be separated in the hold as required under IPHC Fishery Regulations pertaining to commercial fishing. This separation allows for specific IPHC Regulatory Area weights to be obtained as required at the time of the offload.

4. FISS contracted vessels are only allowed to retain Pacific cod and rockfish. In no instance will the retention of species other than Pacific halibut be allowed to restrict or otherwise interfere with achieving the scientific objectives of the FISS. These fish become the property of the IPHC.
5. Vessels fishing in the Washington charter region will be required to retain 100% of their rockfish, and will have their rockfish tagged prior to being placed in the hold. This will require the vessel to keep rockfish separate by skate during hauling. Tagged rockfish will be sampled by state biologists at the offload event, which will likely increase the time to complete the offload.
6. Pacific halibut caught on the WDFW rockfish stations will be included in the IPHC stock assessment data and thus will be sampled.
7. The IPHC is committed to selling only fish of the highest possible quality. To this end, all fish caught on IPHC FISS and intended for sale must be handled in a manner that meets or exceeds the industry standards. Prior to the FISS and after any offload, the hold must be thoroughly cleaned and sanitized. Fish retained for sale must not be gaffed in any area other than the head and should be stunned and bled immediately after landing and prior to dressing. All traces of blood, gills, viscera, gonads, kidney and sweetmeats must be completely removed. Pacific halibut must be **wet-scraped** or the **body cavities rinsed** before icing. All fish must be layer iced and the pokes and gill cavities of all retained Pacific halibut, large and small, must be filled with ice. It shall be the vessel captain's responsibility to see that the aforementioned procedures are carried out. Following each sale, the offloader will be required to complete the Fish Quality Form which will note fish appearance and temperature for all Pacific halibut and catch offloaded. The vessel captain will be required to initial the Fish Quality Form to acknowledge that the contents have been read.

M. Post-award and post-FISS meetings

1. Upon the award and signature of a contract and prior to the start of the FISS, a post-award meeting will be held at a mutually agreeable time to discuss logistics relating to the FISS. The IPHC Setline Survey Coordinator will schedule the date and time of the meeting. The meeting shall include the vessel owner and vessel captain.
2. After completion of the FISS, a post-FISS debriefing may be held in person, over the phone, or by mail with the vessel owner and vessel captain. The purpose of the debriefing is to provide the vessel captain with a vessel performance evaluation. The vessel captain will also have the opportunity to assess and evaluate the IPHC Secretariat and FISS methods.

N. Tender procedures

1. The IPHC will consider tenders based upon a lump sum for the completion of each charter region regardless of the number of days within the allowable period (29 May to 31 Aug) that are required. In addition to this lump sum, the vessel will receive 10% of the net sales of Pacific halibut. The IPHC cannot guarantee the amount of fish caught on FISS or prices received from the sale of the fish. The IPHC will pay 50% of the tender price once a charter agreement is signed by all parties and the remaining 50% upon the completion of all other charter regions. Any stations not fished successfully will result in the tender amount being prorated by station and reduced by the applicable amount. The vessel's share of Pacific

halibut revenue will be paid within 30 days after the offload payment monies are received by the IPHC Secretariat.

2. All tenders must be submitted on the appropriate VESSEL TENDER FORM provided by the IPHC. You may submit a tender for a specific charter region, separate tenders for multiple regions, or a single tender applicable to any region. Vessels can be awarded up to four (4) charter regions at discretion of the IPHC Secretariat based on demonstrated history and scheduling considerations. You must specify on the tender the minimum and maximum number of charter regions you desire to fish.
3. The IPHC is not restricted as to the nationality of the vessels it contracts for operation in any charter region and will contract according to its own best interests. Also, vessels need not be licensed for Pacific halibut fishing in Canada or the U.S.A. to be eligible.
4. **The IPHC will not be obligated to accept the tender with the lowest bid or any tender received and will contract according to its best interests.** Vessels will be rated using the following criteria:
 - 1) seaworthiness and general condition of the vessel and its equipment,
 - 2) the vessel's availability within the schedule determined solely by the IPHC Secretariat,
 - 3) the vessel captain's experience and fishing record,
 - 4) the qualifications of the selected crew,
 - 5) IPHC operating costs (tender amounts)
 - 6) Previous interactions with the IPHC and its Secretariat, experience with the IPHC FISS, scheduling flexibility, and ability to take additional Secretariat are other factors to be potentially considered in the decision-making process.
5. Tenders must be electronically submitted no later than 23:59 hours Pacific on **15 February 2021**.
6. If we can be of assistance in filling out the Vessel Tender Form or answer any questions, please contact the IPHC Secretariat.

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 IPHC Secretariat
 International Pacific Halibut Commission
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 Seattle, WA 98199-1287
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Table 1: 2021 Projected landing ports and days by charter region and IPHC Regulatory Area

IPHC Regulatory Area	Charter Region	Number of stations	Number of skates	Charter days ¹	Ports of Sale ²
2A	Oregon	43	4	20	Brookings, Charleston, Astoria, Newport
2A	Washington	29 8	4	17	Bellingham, Neah Bay, Westport, Newport or Astoria
2B	Vancouver	29	4	14	Vancouver, Tofino, Ucluelet or Port Hardy
2B	Goose Is.	57	8	27	Port Hardy, Prince Rupert
2B	St. James	60	8	28	Prince Rupert, Port Hardy
2B	Charlotte	89	8	39	Prince Rupert, Port Hardy
2C	Ketchikan	43	8	23	Ketchikan, other 2C ports, Prince Rupert
2C	Ommaney	52	8	25	Petersburg, other 2C ports
2C	Sitka	52	8	25	Juneau, Sitka, other 2C ports
3A	Fairweather	51	8	24	Yakutat, Sitka, Juneau, other ports in 2C
3A	Yakutat	64	8	30	Yakutat, Seward, Cordova, Valdez
3A	PWS	67	8	32	Seward, Valdez, Cordova, other 3A ports
3A	Seward	52	8	25	Seward, Valdez, Cordova, Kodiak, other 3A ports
3A	Gore Point	48	8	23	Seward, Homer, Kodiak, other 3A ports
3A	Portlock	51	8	24	Kodiak, Homer, Seward, other 3A ports
3A	Albatross	49	8	23	Kodiak, Homer, Seward, other 3A ports
3A	Shelikof	64	8	30	Homer, Kodiak, Alitak, other 3A ports
3B	Trinity	56	8	27	Kodiak, Alitak, Homer, other 3A ports
3B	Semidi	32	4	15	Kodiak, Alitak, Homer, other 3A ports
3B	Chignik	31	4	15	Kodiak, Alitak, Sand Point, King Cove
3B	Shumagin	30	4	14	King Cove, Kodiak, Sand Point
3B	Sanak	25	4	12	Dutch Harbor, King Cove, Akutan, Sand Pt, Kodiak
4A ³	Unalaska	59	8	28	Dutch Harbor, King Cove, Akutan
4B	Adak	73	8	35	Adak, Dutch Harbor, Atka
4CDE Closed	4CDE	140	4	66	Dutch Harbor, St. Paul, other ports in Area 4

¹ Projected using number of skates fished per station and three (3) stations fished per day. Actual may vary considerably depending on weather, mechanical failures, etc. Projections include running and port days. Vessel is responsible for completing all stations in their region.

² An alternate port may be considered on the last trip for vessels returning home with no running bonus being paid.

³ See [Appendix I](#) for gear comparison work and tender and station count options.

Table 2: Effort and landing summary by FISS charter region and vessel for all 2020 stations and O32 Pacific halibut.

IPHC Regulatory Area	Charter Region	Vessel	Vessel Number ¹	Charter Days ²	Planned Stations	Effective Stations ³	Pacific halibut Sold (t) ⁴	Pacific halibut Sold (lb) ⁴	Average Price USD/kg ⁵	Average Price USD/lb ⁵
2B	Charlotte	Bold Pursuit	20875	51	84	83	26	57,064	\$12.62	\$5.72
2B	Goose Is.	Bold Pursuit	20875	25	56	56	13	29,341	\$13.43	\$6.09
2B	St. James	Hanna Lio (Snap)	23162	39	60	58	26	56,809	\$12.94	\$5.87
2B	St. James	Vanisle	21912	38	60	58	23	50,630	\$13.35	\$6.05
2C	Ketchikan	Star Wars II	20492	31	48	45	17	37,193	\$9.23	\$4.19
2C	Ommaney	Star Wars II	20492	37	52	52	34	74,794	\$9.90	\$4.49
2C	Sitka	Pender Isle	27282	34	52	48	31	68,101	\$10.75	\$4.88
3A	Albatross	Kema Sue	41033	26	49	49	25	54,183	\$9.14	\$4.15
3A	Fairweather	Pender Isle	27282	26	51	50	21	45,511	\$9.92	\$4.50
3A	Gore Pt.	Allstar	55922	27	48	46	21	45,406	\$9.39	\$4.26
3A	Portlock	Devotion	42892	27	51	47	17	37,275	\$8.92	\$4.05
3A	PWS	Polaris	19266	33	67	67	33	72,128	\$9.30	\$4.22
3A	Seward	Saint Nicholas	45399	15	17	17	9	20,409	\$9.68	\$4.39
3A	Seward	Polaris	19266	16	35	33	21	46,060	\$9.94	\$4.51
3A	Shelikof	Kema Sue	41033	29	64	63	32	69,728	\$10.25	\$4.65
3A	Yakutat	Seymour	17530	32	64	59	33	73,482	\$10.17	\$4.61
3B	Chignik	Devotion	42892	19	26	25	2	4,111	\$8.31	\$3.77
3B	Semidi	Saint Nicholas	45399	28	39	39	6	13,055	\$9.77	\$4.43
3B	Trinity	Saint Nicholas	45399	25	35	35	7	15,496	\$10.16	\$4.61
Total		11 Vessels		558	958	930	395	870,776	\$10.51	\$4.77

¹ Canada: Vessel Registration Number and USA: ADF&G vessel number.

² Days are estimated - some vessels fished two charter regions in one day.

³ Stations that did not meet setting parameters or deemed ineffective are excluded.

⁴ Net weight (head-off, dressed, washed). May not sum to correct total due to rounding.

⁵ Ex-vessel price.

Table 3: 2020 contract award prices by FISS charter region.

IPHC Regulatory Area	Vessel	Charter Region	Project	Lump Sum (USD)	Station count	Share of Pacific halibut
2B	<i>Bold Pursuit</i>	Goose Islands	FISS	\$90,000	56	10%
2B	<i>VanIsle</i>	St. James	FISS	\$96,884	60	10%
2B	<i>Hanna Lio</i>	St James (snap)	FISS gear comparison	\$49,312	60	10%
2B	<i>Bold Pursuit</i>	Charlotte	FISS	\$129,000	84	10%
2C	<i>Star Wars II</i>	Ketchikan	FISS	\$66,418	48	10%
2C	<i>Star Wars II</i>	Ommaney	FISS	\$68,418	52	10%
2C	<i>Pender Isle</i>	Sitka	FISS	\$75,000	52	10%
3A	<i>Pender Isle</i>	Fairweather	FISS	\$85,000	51	10%
3A	<i>Seymour</i>	Yakutat	FISS	\$105,000	64	10%
3A	<i>Polaris</i>	Prince William Sound	FISS	\$115,000	67	10%
3A	<i>Polarist</i>	Seward	FISS	\$77,000	52	10%
3A	<i>Allstar</i>	Gore Point	FISS	\$78,000	48	10%
3A	<i>Devotion</i>	Portlock	FISS	\$89,250	51	10%
3A	<i>Kema Sue</i>	Albatross	FISS	\$85,700	49	10%
3A	<i>Kema Sue</i>	Shelikof	FISS	\$112,000	64	10%
3B	<i>St Nicholas</i>	Trinity	FISS	\$39,000	35	10%
3B	<i>St Nicholas</i>	Semidi	FISS	\$43,000	39	10%
3B	<i>Devotion</i>	Chignik	FISS	\$55,000	26	10%

Appendix I: Gear comparison: Fixed hook – Snap

The IPHC will be undertaking a gear comparison during the 2021 FISS to compare the performance of fixed gear and snap gear in use by the directed commercial fleet. The comparison is required to evaluate whether data from both gear types may be used in the IPHC stock assessment process, and more importantly to allow the FISS to be more aligned with current commercial fishing practices. All stations in the Seward Charter Region in IPHC Regulatory Area 3A will be fished twice, early or late, once with fixed-hook gear and once with snap gear.

To accomplish this work, Seward was divided into early and late charter regions. Vessels with snap or fixed-hook gear interested in submitting tenders on the Seward charter region should refer to [Table 4](#) for the fishing periods and [Table 5](#) for the tender options. There are two (2) options for each gear type, and these tenders can be combined (for fixed-hook vessels only) with charter regions outside of Seward.

Table 4. Charter regions with time period.

Regions	Time period
Early Fixed	29 May to 30 June
Early Snap	29 May to 30 June
Late Fixed	1 July to 31 July
Late Snap	1 July to 31 July

Table 5. Tender options for Seward charter region in IPHC Regulatory Area 3A with the corresponding station count.

Tender options	Region combinations	Stations
1	Early and late period – fixed	52
2	Early and late period – snap	52
3	Early period – fixed	26
4	Early period – snap	26
5	Late period – fixed	26
6	Late period – snap	26

Appendix II: Customs, Brokerage and Tracking Fees for International Operations and Landings

Vessel owners are advised that border agents (Canada or U.S.A.) may deny entrance into their respective countries to individuals with prior criminal convictions or immigration violations. This includes but is not limited to convictions for DUI/DWI (driving under the influence of drugs or alcohol, driving while intoxicated), breaking and entering, assault (no matter how minor), drugs, and theft (includes shoplifting). It is the owner's responsibility to ensure that all crew meet the necessary security requirements to enter a foreign country. **The vessel captain and crew are required to possess a valid passport upon entry.**

Customs and Fish Brokerage Fees:

Vessels landing in foreign ports will be required to meet all Immigration and Customs requirements of that country. These fees are divided into those dealing with the vessel itself and its crew, and those dealing with offloading fish or product. Entrance requirements are triggered any time the vessel docks for any reason in the foreign country.

The vessel owner will be responsible for all charges levied in this process, and should budget this into their tender costs. Please keep in mind that the prices listed here are possibly subject to a slight increase in 2021.

- A. Vessel licensed in Canada and Canadian Crew in U.S.A. waters (Custom Issues).

Vessels licensed in Canada fishing and landing catch from U.S.A. waters must make a formal entry with a U.S.A. Customs Office for the vessel and crew into the first U.S.A. port of call. After a formal entry is made, the vessel must obtain a 'permit-to-proceed'. Upon arrival at the next U.S.A. port, a formal entry and clearance are once again required. **These requirements apply for every visit to a port, without regard to the interval between port visits or whether fish are delivered during the visit.** This process is continued until the vessel clears to a foreign port and leaves U.S.A. waters. Although it is possible for a vessel to post an international carrier bond and complete all paperwork themselves, the IPHC strongly recommends the vessel secure the services of an experienced maritime agent.

Summaries of the 2020 fees (USD) are as follows and apply to any port visit:

1. Brokerage fee to process the vessel's entrances/clearances with CBP per occasion will be \$740 for any Alaskan port.
2. CBP fees for entry and clearance \$40 USD for vessels under 100 gross tonnes.
3. Automated Cargo Entry (ACE) manifest input is an automated requirement to declare the vessel's manifest (items on board) prior to each entry. The IPHC Secretariat will arrange for a customs brokerage firm to handle this requirement and will post the necessary bonds. An AMS entry will be required for every port entry and the customs brokerage fee for this service is \$145 USD.
4. Advance Passenger Information System (APIS) electronic Advanced Notice of Arrival (eANOA) must be filed, **online**, by each vessel at least 24 hours in advance of arrival into the U.S.A. The charge for this is \$330 USD.
5. The vessel must also file an APIS electronic Advanced Notice of Departure (eANOD) no less than 15 minutes prior to departure from their last U.S.A. port before departing to foreign waters. The charge for this \$330 USD.
6. Brokerage communications fee per port call is \$57 USD.
7. Yakutat Entry Agent Travel Expense is \$70 USD.

Therefore, vessels licensed in **Canada** can expect to pay **\$1,312 to \$1,642 USD per port entry (plus an additional \$70 USD if landing in Yakutat) in Alaska**. The IPHC Secretariat has previously worked with Alaska Maritime Agencies (<https://www.alaskamaritime.com/>, 907-562-8808) for its brokerage services.

B. Vessels licensed in Canada selling fish in a U.S.A. port. (Fish Brokerage Fees)

The IPHC Secretariat will arrange for a customs broker to handle the required paperwork for selling U.S.A. fish in a U.S.A. port from a vessel licensed in Canada. The lead setline survey specialist on the vessel will work closely with the IPHC Secretariat's HQ office and/or customs broker to ensure that all entry requirements are fulfilled. This requires the vessel to provide at least 24-hours' notice before entering port and providing a copy of the fish ticket and any other required information after the offload and prior to departure.

The IPHC Secretariat fish sales broker in Alaskan ports has previously been Perman Stoler Customs Brokers (<http://permanstoler.com/>, 907-243-3313). Their fees per landing in 2020 were as follows:

Basic brokerage fees will be approximately \$310 USD per landing depending on the species delivered (Pacific halibut, rockfish, Pacific cod). In 2019 there was a \$106 USD charge for filing a Food and Drug Administration (FDA) prior notice of landing, and a \$106 USD electronic invoice processing charge per landing. In addition to this, U.S.A. Customs levies a Harbor Maintenance Fee in Haines, Juneau, Ketchikan, Kodiak, Petersburg, Sand Point and Sitka, Alaska. This fee is calculated at 0.125% of the landed value (fish sales).

Vessels can expect to pay a fish landing brokerage fee ranging from **\$520-\$600 USD** per landing.

C. Selling fish caught in U.S.A waters in a Canadian port.

The IPHC Secretariat will arrange for a customs broker to handle the required paperwork for selling fish caught in U.S.A. waters in a Canadian port. **Vessel owners will be responsible for any fees associated with this and should budget this into their tender costs.**

Vessels will be responsible for clearing out with U.S.A. Customs (usually in Ketchikan) with permission to proceed to a foreign port. Upon arrival in Prince Rupert, the vessel must clear in with Canadian Customs prior to the offload.

The IPHC Secretariat fish sales broker in British Columbia (Prince Rupert, Port Edward) has previously been E.T.S Moore Customs Brokers (1-778-884-3684). (email: mcbroker@citywest.ca). Basic brokerage fees seen for 2020 were:

1. Vessel arrivals between 0800 Hrs. and 1700 Hrs. Monday to Friday was \$490 CND.
2. Vessel arrivals between 1700 Hrs. and 0800 Hrs. Monday to Friday, plus all day Saturday, Sunday and holidays was \$520 CND.
3. Vessel arrivals with no cargo on board between 0800 Hrs. and 1700 Hrs. Monday to Friday was \$405 CND.
4. Vessel arrivals with no cargo on board between 1700 Hrs. and 0800 Hrs. Monday to Friday, plus all day Saturday, Sunday and holidays was \$435 CND.
5. Vessel departures between 0800 Hrs. and 1700 Hrs. Monday to Friday was \$330 CND.

6. Vessel departures between 1700 Hrs. and 0800 Hrs. Monday to Friday, plus all day Saturday, Sunday and holidays was \$330 CND.

These fees are the same regardless of where the vessel is licensed.

Vessels licensed in the U.S.A. may be assessed a Canadian Customs charge as well.

D. Tracking Vessels Licensed in Canada in U.S.A. Waters:

The IPHC Secretariat's HQ office will arrange for the Marine Exchange of Alaska (www.mxak.org) to provide Vessel Monitoring Systems (VMS) satellite tracking services. **Vessel owners will be responsible for any fees associated with this and should budget this into their tender costs.**

The Marine Exchange of Alaska (MXAK) will provide one (1), self-contained satellite transponder capable of being temporarily adhered to the exterior of each vessel employed by the IPHC. The transponder will be programmed for one (1) position report per hour throughout the vessels' trips. The MXAK will provide the vessels' position data to the IPHC and USCG 17th District command center via a secure web-based display (Automated Secure Vessel Tracking System –ASVTS). The units are self-contained, requiring no external power, there is no electrical installation required. The Marine Exchange will deliver the transmitters to North Pacific Maritime, or any other agent being used by IPHC in Ketchikan, AK to be installed by the vessel crew prior to their departure.

Per Vessel Costs:

1. Transmitter activation fee (per unit) \$100 USD
2. Transmitter equipment rental \$35 USD per week
3. Satellite and ASVTS Access Fee, 1 position report/hr \$30 USD per week.
4. Delivery and Return Shipping \$75 (USD) per unit (unless dropping off in Ketchikan)

Tracking fees in 2020 were approximately **\$710 USD** for nine (9) weeks of work.

Appendix III: Protected Species information

A. Marine Mammal Interactions

As part of receiving a Letter of Acknowledgment from NOAA Fisheries for IPHC FISS operations, the vessel requirements and procedures for avoiding marine mammals and reducing interactions are detailed in the vessel contract and summarized in part below.

Monitoring Measures

The vessel captain or any crew on watch, or the IPHC Secretariat onboard will be required to visually monitor the area of operation for marine mammals and other protected species during all longline operations. The objective is to avoid transecting or operating in areas with significant concentrations of animals.

Operational Procedures

The “move-on” protocol will be implemented if protected species are present near the vessel and appear to be at risk of interactions with the longline gear; longline sets are not initiated if marine mammals are detected and represent a potential interaction with the longline gear, as determined by the professional judgment of the lead setline survey specialist and vessel captain. The location of the sampling station may not be altered to avoid potentially adverse interactions; however, the fishing plan can be adjusted to return to the area at a later time or date.

To reduce depredation and habituation of whales, if whales begin to depredate, IPHC FISS vessels are instructed to sink the line back down and travel to and haul gear on a different station set, returning to the station where the whales were later the same day (within 24 hours). IPHC FISS protocols specifically prohibit chumming before or during the longline setting operations (i.e. releasing any bait or entrails from previous catch).

Reporting

The vessel captain and crew should work with the IPHC Secretariat to record any marine mammal sightings and depredation events. Incidentally captured marine mammals that are still alive should be released from longline gear to the water as soon as possible with no gear or as little gear remaining on the animal as possible. Animals are released without removing them from the water, if possible. Any data collection should not delay the animal’s release.

In the event that the animal can safely be brought aboard or near enough for closer inspection, the setline survey specialist will collect as much data as possible from captured animals considering the disposition of the animal; i.e., if it is in imminent danger of drowning, it is released as quickly as possible. If the safety of the crew and captured animal will not be compromised, the scientific party will attempt to collect biological information from captured marine mammals before they are released, including species identification, sex identification, estimated length, and photographs. Photos of dead marine mammals (and live if possible), should include a picture of the nature of gear entanglement, and for cetaceans an image of the left and right side of the dorsal fin to help determine stock ID. Information should also describe whether the animal was seen prior to the entanglement, a description of its behavior, and any mitigation measures used and discretionary decisions made by the IPHC Secretariat, including a rationale for those decisions. This information will be recorded in the FISS cruise logbook, and the Protection Species Mitigation and Handling Forms and conveyed to NOAA Fisheries within 24 hours of capture or as soon as ship-to-shore communication allows.

In the event of any incidental capture or entanglement of marine mammals in any gear or any collisions of marine mammals with the vessel, the scientific personnel will contact the IPHC Secretariat with the encounter and condition information as soon as possible and within 24 hours.

B. Seabird Regulations

The current regulations are as follows, but may change prior to the FISS season. All IPHC FISS vessels must comply with seabird deterrent measures as required by federal management authorities. Check current regulations prior to the FISS.

Canada: Vessels fishing in Canadian waters will be required to meet Fisheries and Oceans Canada requirements as set out for the Pacific halibut (L tab) fleet.

- (1) Subject to subsections (2) and (3), vessel masters fishing:
 - a. Vessels more than 16.8 m in overall length fishing shall deploy paired streamer lines when setting longline gear.
- (2) Vessel masters fishing vessels that have no masts, poles or rigging shall deploy at least one (1) towed buoy when setting longline gear.
- (3) Vessels masters shall deploy gear described in subsection (1) at all times when setting longline gear except:
 - a. during the period between 30 minutes after sunset and 30 minutes before sunrise; or
 - b. when the current wind speeds, at the nearest marine weather station, are reported as greater than 64 kilometres per hour (35 knots); and
 - c. when current wind speeds, at the nearest marine weather station, are reported as between 46 and 64 kilometres per hour (25 and 35 knots) the vessel master shall deploy only a single streamer line or for vessels less than 9 m, either a single streamer line or a single towed buoy.
- (4) Vessel masters shall ensure that streamer lines are deployed so that:
 - a. the streamers are in the air at least 30 m beyond the point at which the groundline enters the water; and
 - b. towed as close to the groundline as is practical under the prevailing conditions of wind and sea.
- (5) Vessel masters shall ensure that towed buoys are deployed so that the buoy is towed further astern than the point at which the groundline enters the water.
- (6) When setting longline gear, vessel masters shall:
 - a. use baited hooks that sink to the bottom as soon as they are put in the water, e.g. use sinking groundlines, thawed bait, additional weight on the groundline;
 - b. discharge old bait and offal so as not to attract seabirds to the longline gear; and
 - c. use bait fish that do not retain air in their swim bladders or puncture the swim bladder.
- (7) All birds caught shall be recorded by species in Integrated Groundfish Fishing Log.
- (8) Birds shall be released in the least harmful manner.

U.S.A.: For vessels fishing in USA waters, all vessels over 16 metres (55 ft) must comply with the following seabird regulations:

Requirements:

The operator of a vessel must conduct fishing operations in the following manner:

- (i) Use hooks that when baited, sink as soon as they are put in the water.
- (ii) Must not discharge offal while gear is being set.
- (iii) Make every reasonable effort to ensure that birds brought on board alive are released alive and that wherever possible, hooks are removed without jeopardizing the life of the birds.

The operator of that vessel must employ one (1) or more of the following seabird avoidance measures:

- (i) For inside waters (Prince William Sound, Southeast Inside District, and state waters of Cook Inlet), all vessels must tow a single streamer line to prevent birds from taking hooks;
- (ii) All other waters all vessels must tow a paired streamer line while gear is being set to prevent birds from taking hooks

Single Streamer Standard:

- (i) A single streamer line must be deployed in such a way that streamers are in the air for a minimum of 40 m aft of the stern and within 2 m horizontally of the point where the main groundline enters the water.
- (ii) **Material Standard:** The minimum streamer line specifications are as follows:
 - Length** 91 metres (300 feet)
 - Spacing of streamers:** Every 5 meters until performance standard is achieved.
 - Streamer material:** Brightly colored, UV protected plastic tubing or 1 centimetre (3/8 inch) polyester line or material of equivalent density. An individual streamer must hang from the mainline to 0.25 meters off the water in the absence of wind.

Double Streamer Standard:

- (i) Deploy a minimum of two (2) streamer lines while setting hook-and-line gear. If both streamer lines cannot be deployed prior to the first hook, at least one (1) streamer line must be deployed before the first hook and both streamers must be fully deployed within 90 seconds
- (ii) Exceptions: In conditions of wind speeds exceeding 55 kilometres per hour (30 knots), it is acceptable to fly a single streamer from the windward side of the vessel. In winds exceeding 83 kilometres per hour (45 knots), the safety of the crew supersedes deployment of the streamer lines.
- (iii) Paired streamer lines must be deployed in such a way that streamers are in the air for a minimum of 40 m aft of the stern for vessels under 30 m (100 ft) and 60 m aft for vessels over 30 m (100 ft). The paired streamer lines must be deployed on each side of the main groundline.
- (iv) **Material Standard:** The minimum streamer line specifications are as follows:
 - Length** 91 m (300 feet)
 - Spacing of streamers:** Every 5 meters until performance standard is achieved.
 - Streamer material:** Brightly colored, UV protected plastic tubing or 1 centimetre (3/8 inch) polyester line or material of equivalent density. An individual streamer must hang from the mainline to 0.25 meters of the water

in the absence of wind.

FOR MORE INFORMATION:

<https://www.fisheries.noaa.gov/national/bycatch/seabirds>

<https://www.fisheries.noaa.gov/alaska/bycatch/seabird-avoidance-gear-and-methods>

The following link has a video demonstration of tori tine deployment by Washington Sea Grant, Clip#3 specifically:

<https://www.youtube.com/playlist?list=PLpZeSH7XVI0wa4BSVSbY1qR5wVicFAXhb>

Appendix IV: Rockfish Index Station Considerations (IPHC Regulatory Area 2A)

The IPHC is cooperating with the WDFW to complete additional setline survey stations to aid in the development of a rockfish relative abundance index. The main species of focus for this work is yelloweye rockfish, with rockfish caught on all stations in IPHC Regulatory Area 2A retained and sampled dockside. A total of eight (8) rockfish index stations have been placed in rockfish habitats and areas that are not usually accessible by coast-wide trawl surveys conducted by NOAA Fisheries. To minimize the impact on the yelloweye rockfish resource (and its respective users) while collecting sufficient data, only four (4) skates of gear will be fished on the rockfish stations.

Rockfish Indexing Considerations:

- Eight (8) rockfish stations positioned systematically at 4.6 kilometres (2.5 nm) intervals within the standard grid arrangement of 18.5 kilometres (10 nm) ([Figure 4](#)).
- Four (4) skates of standardized gear are to be fished at each station.
- Vessels may fish up to a maximum of 5 stations per day when fishing includes at least one (1) of the rockfish stations, provided that no rockfish station that is within 7 kilometres (3.75 nm) of an IPHC standard grid station, is fished on the same day as the IPHC standard grid station. (i.e., stations 1528, 1530, 1531, and 1533 must be fished on a later date than IPHC station 1082).
- The extra eight rockfish index stations are expected to take two (2) fishing days.
- All Pacific halibut on these stations will be sampled as per normal protocols and retained for sale.
- All rockfish on these stations (as well as the standard stations) will be tagged aboard the vessel to associate fish with station data, and retained for subsequent dockside sampling and sale.
- Collect 100% hook-by-hook occupancy data for the eight (8) rockfish index stations and IPHC station 1082.
- WDFW may request one (1) additional skate of experimental gear be set on the rockfish index stations to test different hook and bait.
 1. Pacific halibut on these skates are to be measured (length and weight), released, and not included in the IPHC FISS collections.
 2. Experimental gear should be set on the south end of each rockfish station set with an unbaited 'spacer' skate positioned between the IPHC FISS gear and the WDFW experimental gear.
 3. WDFW experimental gear consists of IPHC FISS gear modified with 14/0 circle hooks baited with American squid. Ten pound led weights are to be attached at the end of each skate and at skate midpoints.

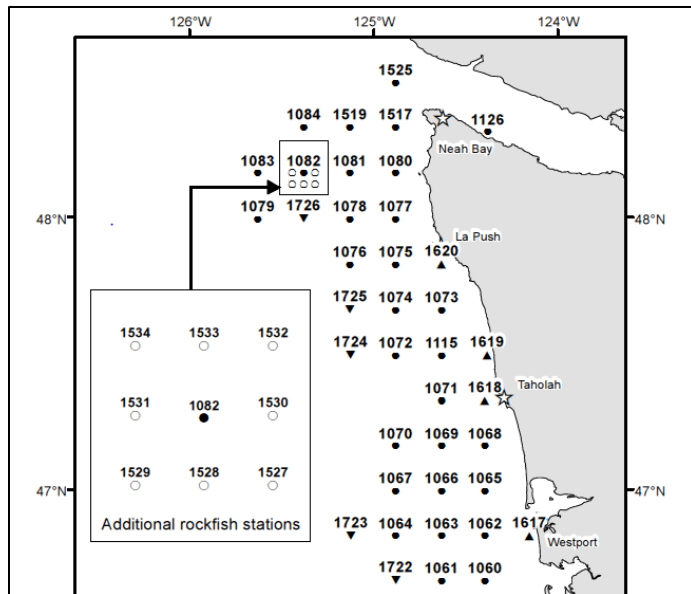


Figure 4. Rockfish Index stations.

Appendix V: Careful Release of Pacific Halibut – Best Practices

A portion of the U32 Pacific halibut that are caught on the FISS are tagged and released. A small percentage of released Pacific halibut succumb to injury or stress. In order to reduce the potential mortality of the released fish the IPHC Secretariat and the vessel captain and crew must follow the practices listed below:

- Treat Pacific halibut (and any other fish) gently.
- Minimize handling and release carefully.
- When possible, unhook the fish in the water.
- If the Pacific halibut must be brought aboard, cradle it to protect the spine and internal organs, and slip it head-first back into the sea.
 - Handle the fish in a designated area and protect it from injury if it is flailing
- If the fish is hooked firmly such that the hook cannot be removed without further injury, cut the hook from the gangion as close to the hook as possible.

These steps must be taken to ensure the survival of released Pacific halibut.

Appendix VI: Harassment in the Workplace

A. What is harassment?

Federal regulations (U.S.A. Civil Rights Act, U.S.A. Equal Employment Opportunity Commission, and Canadian Human Rights Commission) protect employees from harassment in the workplace based on race, color, ancestry, place of origin, political belief, religion, marital status, family status, physical or mental disability, sex, sexual orientation, age and criminal convictions. The IPHC and vessels contracted to the IPHC adhere to these laws. Harassment is any behavior that demeans, humiliates, or embarrasses a person, and that a reasonable person should have known would be unwelcome. It includes actions (e.g., touching, pushing), comments (e.g., jokes, name-calling), or displays (e.g. magazines, posters, cartoons). Speech (including swearing and offensive jokes) can also be considered workplace harassment if someone feels that the language used is severe or pervasive enough to create a hostile or abusive work environment.

Some examples of harassment include:

- unwelcome remarks, slurs, jokes, taunts, or suggestions about a person's body, clothing, race, colour, place of origin, religion, age, marital status, family status, physical or mental disability, sex, sexual orientation, political belief, or criminal or summary conviction offence unrelated to employment;
- unwelcome sexual remarks, invitations, or requests (including persistent, unwanted contact after the end of a sexual relationship);
- displays of sexually explicit, sexist, racist, or other offensive or derogatory material;
- written or verbal abuse or threats;
- practical jokes that embarrass or insult someone;
- leering (suggestive staring) or other offensive gestures;
- unwelcome physical contact, such as patting, touching, pinching, hitting;
- patronizing or condescending behavior;
- humiliating an employee in front of co-workers;
- vandalism of personal property;
- and/or physical or sexual assault.

Whether or not behavior is harassment depends on the individual's tolerance or sensitivity to it. The law supports this interpretation.

Consensual Banter

Two (2) or more employees bantering back and forth is not harassment if everyone involved is in agreement. However, such banter is harassment if any employee feels uncomfortable with this behavior, and the behavior continues even after that person has expressed their discomfort, or if the others involved should have known the person was uncomfortable. This type of harassment can create what is known as a "poisoned work environment," where employees do not feel safe and feel consistently humiliated.

B. IPHC Secretariat and the FISS vessel captain and crew must abide by the following:

i. Respect others

Each employee has the right to be treated fairly and respectfully in the workplace. Each employee also has the responsibility to treat others in a way that respects individual differences. No matter what your opinion, or that of the people with whom you interact at work, showing mutual respect and consideration will make everyone's work and life aboard the boat easier. If you have doubts about whether a joke, comment, coarse language, or other behavior will embarrass, humiliate, degrade, or otherwise bother someone, then don't say or do it.

ii. Speak up and report harassment

If someone behaves in a manner that offends, harms, humiliates, or degrades you, do not put up with it. First, if you feel that you can speak to that person, do so. Let them know how you feel. Tell them the behavior is inappropriate. If they continue the behavior, or if you do not feel you can speak directly to the person, you have several options, from speaking to the vessel captain, the IPHC lead setline survey specialist, or the setline survey coordinator.

C. FISS vessel captain and IPHC Secretariat responsibilities

i. Put a stop to harassment

The vessel (owner/captain) and the IPHC have full responsibility for making sure the work environment is free from harassment. If you become aware of harassment in your work environment, you must do everything you can to stop it, whether or not a complaint has been made. Not knowing that one's actions are perceived as harassing is not an excuse. It is important for you to be aware of the behavior of those around you and how it affects a professional working environment. If a reasonable person should have known that harassment was going on, you will still be held responsible if you let the situation continue. Harassment will not be tolerated and necessary actions will be taken to stop it.