



SECTION C

Sector Specific
Permit Conditions:

HAKE LONGLINE FISHERY

(South Coast – Inshore, South Coast-Offshore and West
Coast)

These permit Conditions must be read with the applicable Fishing Permit Conditions For: Hake; Sole; Horse
Mackerel and Demersal Shark Sectors ("SECTION B") for 2025

Fishing season: 2025

DATE OF APPROVAL: 2024 -12- 11

PM

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1. APPLICABLE POLICIES AND PERMIT CONDITIONS

- 1.1 This permit is issued subject to the provisions and regulations of the Policy for the Allocation of Commercial Fishing Rights in the Hake Longline Fishery: 2021 and the General Policy on the Allocation and Management of Fishing Rights: 2021.
- 1.2 These permit conditions must be read with the applicable Fishing Permit Conditions For: Hake; Sole; Horse Mackerel and Demersal Shark Sectors ("SECTION B") for 2025.

2. FISHING AND RESTRICTED AREAS

2.1 WEST COAST

- 2.1.1 This permit is valid only in South African waters (excluding tidal lagoons, tidal rivers and estuaries):
- 2.1.2 No fishing shall take place within 5 nautical miles of the coastline west of the 020° E longitude.
- 2.1.3 No fishing shall take place within False Bay north of a straight line drawn from the lighthouse at Cape Hangklip to the lighthouse at Cape Point.
- 2.1.4 No fishing may take place in the Marine Protected Areas as proclaimed in the Government Gazette No. 42478 dated 23 May 2019.

2.2 SOUTH COAST-INSHORE AND SOUTH COAST-OFFSHORE

- 2.2.1 This permit is valid only in South African waters (excluding tidal lagoons, tidal rivers and estuaries) in the area east of 020° E longitude.

2.2.2 No fishing shall take place in water depths less than 110 metres or less than 20 nautical miles from the coast, whichever is the greater distance from the coast east of 020° E longitude.

2.2.3 No person shall use any fishing equipment in the following areas:

2.2.3.1 On the landward or northerly side of a straight line joining Cape Vacca and the lighthouse at Cape St Blaize;

2.2.3.2 On the landward or northerly side of a straight line joining the lighthouse at Cape St Blaize and Gericke Point;

2.2.3.3 To seaward of the lines defined in paragraphs 2.2.3.1 and 2.2.3.2 above within the sector of a circle with a radius of 1.5 nautical miles drawn from the lighthouse at Cape St Blaize;

2.2.3.4 Seaward of the high-water mark in the area bounded by a line (160° true bearing) drawn from the Sunday's River mouth and by a line (048° true bearing) drawn from the Donkin reserve lighthouse to its point of intersection with the aforementioned line;

2.2.3.5 Landward of a straight line drawn from the Cape Seal lighthouse to the western bank of the Bloukrans River mouth;

2.2.3.6 Landward of a straight line drawn from Cape St Francis Point to the lighthouse at Cape Recife;

2.2.3.7 Landward of a (084° true bearing) drawn from the lighthouse at Cape Infanta to the beacon marked K2, situated at Cape Barracouta;

2.2.3.8 Within three (3) nautical miles of the coast in the area between Cape Barracouta (34°26'4S, 021°18'1E) and a line drawn 180° (true bearing) from the lighthouse at Ystervarkpunt (34°23'6S, 021°43'7E);

2.2.3.9 Within three (3) nautical miles of the high-water mark in the area between beacon DH1 at Still Bay Point and beacon DH2 between Rys Point and Skipskop (De Hoop Marine Protected Area);

2.2.3.10 Within the Tsitsikamma Marine Protected Area, which is defined as the area bounded by a line beginning at the high-water mark at Die Punt, Nature's Valley (33°59'0S, 023°34'561E), and running eastwards along the high-water mark to the right bank of the Groot River (east) (34°03'6S, 024°11'665E), and then running due south to a point three (3) nautical miles off shore (34°06'6S, 024°11'665E), then running along a straight line to a point three (3) nautical miles from the high-water mark (34°01'817S, 023°38'857E) measured along a line running due south from the right bank of the mouth of the Bloukrans River, and then due north to a point 0.5 nautical miles from the high-water mark (33°59'317S, 023°38'857E), and then along a straight line to a point (33°59'5S, 023°34'561E) due south of Die Punt, Nature's Valley, and then due north to the high-water mark at the point of beginning.

2.2.3.11 Within the Bird Island Marine Protected Area, a rectangle around Bird Island in Algoa Bay defined by the latitudes 33°48'0S and 33°52'0S and the longitudes 026°14'5E and 026°20'0E.

2.2.3.12 During the period 1 September to 30 November, no fishing may take place within the quadrilateral described by lines joining the following four points:—

A: 34°48'S 024°00'E;

B: 34°38'S 025°00'E;

C: 34°44'S 025°00'E; and

D: 34°57'S 024°00'E.

2.2.4 No fishing shall take place within False Bay north of a straight line drawn from the lighthouse at Cape Hangklip to the lighthouse at Cape Point.

2.2.5 No fishing may take place in the Marine Protected Areas as proclaimed in the Government Gazette No. 42478 dated 23 May 2019.

3. NOTIFICATIONS

3.1 If the Permit Holder / Vessel Owner wishes to fish in the Exclusive Economic Zones (EEZ) of another country (e.g., Namibia) for part of the year, the Permit Holder / Vessel Owner is required to follow procedures as stipulated in Annexure 1 of these permit conditions. Any fish caught under this charter agreement will not accrue to South Africa. Furthermore, this performance will not be considered in any fishery performance reviews.

4. EFFORT LIMITATIONS AND GEAR RESTRICTIONS

4.1 The Department has developed, in consultation with the recognized industrial bodies, a set of criteria and/or rules for the purposes of:

4.1.1 Limiting effort and/or the prevention of the development of over capacity; and

- 4.1.2 Matching a Right Holder's available effort capacity to its allocation, or, in the case of joint ventures (catching agreements) matching the vessels capacity to the catch limit allocated to it.
- 4.2 When submitting applications for a Permit to undertake commercial fishing of Hake Longline, the Department may request the Applicant to submit in addition with the application, verified information on vessels specifications.
- 4.3 The Permit Holder shall only utilise bottom set long lines, which must also be the only gear on board the vessel.
- 4.4 The Permit Holder shall only utilise bottom set long lines with a maximum of 20 000 hooks deployed on a daily basis.
- 4.5 Foreign-flagged vessels are not considered suitable for this fishery in terms of the Hake Longline Fishery Policy.
- 4.6 No fishing hooks, fishing line or plastics shall be discarded. All fishing hooks shall be removed from offal before the offal is dumped. All fishing hooks shall be removed from discards, save where the removal of hooks from live discards (e.g., sharks) may endanger the safety of the crew or be detrimental to the survival of the animal.
- 4.7 Discarding any long lining gear at sea is prohibited and Permit Holders must attempt to recover all long line gear lost during fishing operations at sea.
- 4.8 The Permit Holder must take cognisance of sustainable fishing practices and of the impacts of longlining on the ecosystem. In this regard steps should be taken to minimise fishing mortality on

seabirds and other by-catch species, and to minimise other ecosystem impacts such as ghost fishing.

- 4.8.1 Longlines shall be set at night only (i.e., during the hours of darkness between the times of nautical twilight and nautical dawn).
- 4.8.2 During longline fishing at night, only the minimum ship's lights necessary for safety shall be used. All deck lights should be shaded in such a way that the beam is directed down towards the deck.
- 4.8.3 Dumping of offal shall be minimised and shall take place only on the opposite side of the vessel from that on which lines are hauled. No dumping of offal shall take place during setting.
- 4.8.4 Fishing operations shall be conducted in such a way that hooklines (defined as the groundline or mainline to which the baited hooks are attached by snoods) sink beyond the reach of seabirds as soon as possible after they are put in the water. Specifications of the line weighting are given in paragraph 4.9.
- 4.8.5 The Permit Holder must ensure that the vessel has a streamer line (bird-scaring line) onboard. The streamer line/s shall be deployed during longline setting to deter birds from approaching the hookline. Specifications of the streamer line and its method of deployment are given in paragraph 4.10.
- 4.8.6 Every effort should be made to ensure that birds captured alive during longlining are released alive and that wherever possible hooks are removed without jeopardising the life of the bird concerned.

- 4.8.7 All banded birds killed shall be retained whole (frozen or on ice) and returned to port. Other birds killed shall be retained, either whole (preferable) or heads and feet (the heads and feet from each bird to be tied together) and returned to port. On landing the birds shall be handed over to the FCO. Information contained on bands recovered from seabirds must be reported to: Central Data Bank for Antarctic Bird Banding, SAFRING, University of Cape Town, Rondebosch, 7701, South Africa; or faxed to: (021) 689 7578.
- 4.9 **Line Weighting:** Tests are being undertaken to determine the optimal line weighting regime for local conditions and full specifications will be published once the tests have been completed. The following specifications serve as a guideline in the interim:
- 4.9.1 Vessels using autoline systems should add weights to the hookline or use integrated weight hooklines while deploying longlines. Integrated weight (IW) longlines of a minimum of 50 g/m or attachment to non-IW longlines of 5 kg weights at 50 to 60 m intervals are recommended.
- 4.9.2 Vessels using the Spanish method of longline fishing (double line) should release weights before line tension occurs. Weights of at least 8.5 kg mass, spaced at intervals of no more than 40 m, or weights of at least 6 kg mass spaced at intervals of no more than 20 m are recommended.
- 4.10 **Streamer (bird-scaring) lines:** A bird-scaring line is a seabird bycatch mitigation measure. That deters or frightens seabirds from accessing baited hooks before they sink deep enough and are out of reach of diving birds.
- 4.10.1 The bird-scaring line must be deployed from the moment the first hook is set, and for the duration of the entire setting period.

4.10.2 The line must be a minimum of 90 meters in length. It should be attached at the stern of the vessel, at a minimum of six (6) meters above the surface of the water. A bird-scaring line attachment pole may be needed to increase the attachment height. The optimum aerial extent of the line, (the portion of the line that extends from the vessel to the sea surface astern of the vessel) should be at least 75 metres

4.10.3 The construction of the bird-scaring line is divided into four sections. The first three sections of the line should consist of a lightweight cord that is ultra-violet (UV) resistant and strong enough to withstand the tension of the drag on the line and maintain the optimum aerial extent. The fourth or drag section is the in-water section and should be made up of buoyant material. The use of a cone or float is not recommended as it creates uneven tension on the attachment point and may cause it to break.

The streamers, attached to the line are long and short, and should be made of light-weight UV resistant materials that does not easily become entangled. Long streamers need to be of a bright colour, ideally yellow and examples of materials are Sekiyama cord sheathed in clear tubing or UV resistant rubber tubing. Short streamers can be made up of white packaging straps.

4.10.4 Specifications for each section (Figure 1)

Section 1 (0 to 50 metres from the stern of the vessel): a total of 9 single long streamers, each cut to varying lengths in the following order from the stern: (1st) 2m, (2nd) 2.5m, (3rd) 3.0m, (4th and 5th) 4.0m, (6th) 2.5m, (7th) 3.0m, (8th and 9th) 1.5m. The first long streamer must be attached within 10m from the stern. Subsequent long streamers (2 to 9) shall be attached at a maximum of 5m intervals of each other after the first, with two short (1m) paired streamers fitted in between

Section 2 (51 to 80 meters from the stern of the vessel): attach double short streamers, a minimum of 50 centimetres in length, at a maximum of 2 meter apart.

Section 3 (81 to 88 meters in-water section): Break away swivel attached to Plain lightweight cord that is ultra-violet (UV) resistant with no streamers

Section 4 (89 to 90 meters, drag section section): A bundle of 12 x 2m rubber 6mm PVC clear tubing. Provides a mop effect with enough drag and tension to achieve a 75m areal section.

A "Break-off point or "weak link" should be built into the line between sections 3 and 4 to allow section four to break-off should it become entangled with the fishing line and prevent damage to the attachment point or fishing line.

4.10.5 The line must be deployed on the side to which hookline is deployed. To be effective the bird-scaring line should be over the point where the gear enters the water.

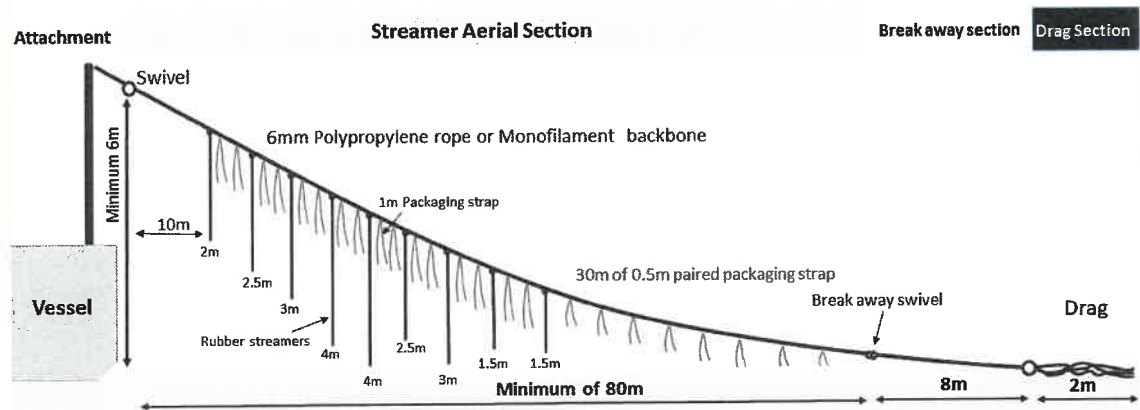


Figure 1. A schematic representation of bird-scaring line design for vessels UNDER 35m, with streamers and a drag

4.11 Other variations in the line weighting regime or in the design of streamer lines may be tested on vessels carrying observers, providing that approval is first obtained (in writing) from the Department.

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- 4.12 Plastic packaging bands (e.g., on bait boxes) shall be cut so as not to form a hoop and all plastics to be stored and returned to shore. The Department shall prohibit such packaging bands onboard vessels in future.

5 CATCH CONTROLS AND LIMITATIONS

- 5.1 Whilst the vessel is operating in terms of the provisions of this permit, it shall only harvest the hake allocations of Hake Longline Right Holders issued with a valid permit in terms of section 13 of the Marine Living Resources Act No. 18 of 1998 ("the MLRA").
- 5.2 The Permit Holder shall immediately cease fishing once the full allocation as indicated in this permit has been caught.
- 5.3 The Permit Holder shall only target hake, if the catch of kingklip taken on any one set is more than 20% by weight of the hake catch the vessel shall not set further lines within 5 nautical miles of that position. The kingklip catch (processed mass) shall not exceed 20% of the hake catch (processed mass) on anyone landing.
- 5.4 Accumulatively, the total mass (pre-processed) of kingklip caught as incidental by-catch by the end of the fishing season, or once the annual hake quantum allocated to the Right Holder has been caught, shall not exceed 5.27% of the Right Holder's hake (pre-processed) allocation for that season. Fishing over these limits shall result in, but not limited to, the initiation of proceedings under Section 28 of the MLRA.
- 5.5 If the Permit holder's by-catch of kingklip taken during the validity period of this permit exceeds the limit set of paragraph 5.4, the Permit Holder shall stop further fishing activities in terms of this permit

unless written approval has been obtained from the Department to continue fishing in terms of this permit.

- 5.6 In the event that a vessel has been catching for more than one right holder on a single fishing trip; the by-catch caught shall be divided amongst right holders proportionate to their share of catch (e.g., 30% Hake = 30% By-catch).
- 5.7 Every effort should be made to ensure that sharks captured alive during longlining are released alive and that wherever possible hooks are removed without jeopardising the life of the animal concerned.
- 5.8 If a permit holder has exceeded 20% of Kingklip to Hake catches on anyone landing, the Fishery Control Officer (FCO) shall confiscate the excess by-catch.
- 5.9 The kingklip by-catch for the line hake-directed fisheries should not exceed a Precautionary Upper Catch Limit of **359.100** tons in the 2025 fishing season.

6 HANDLING OF OVER/UNDER CATCHES AND PROHIBITED SPECIES

- 6.1 In the event that the allocation of the Permit Holder is discovered to have been under caught, the Department will not consider any application for rollovers.

7 LANDING OF FISH

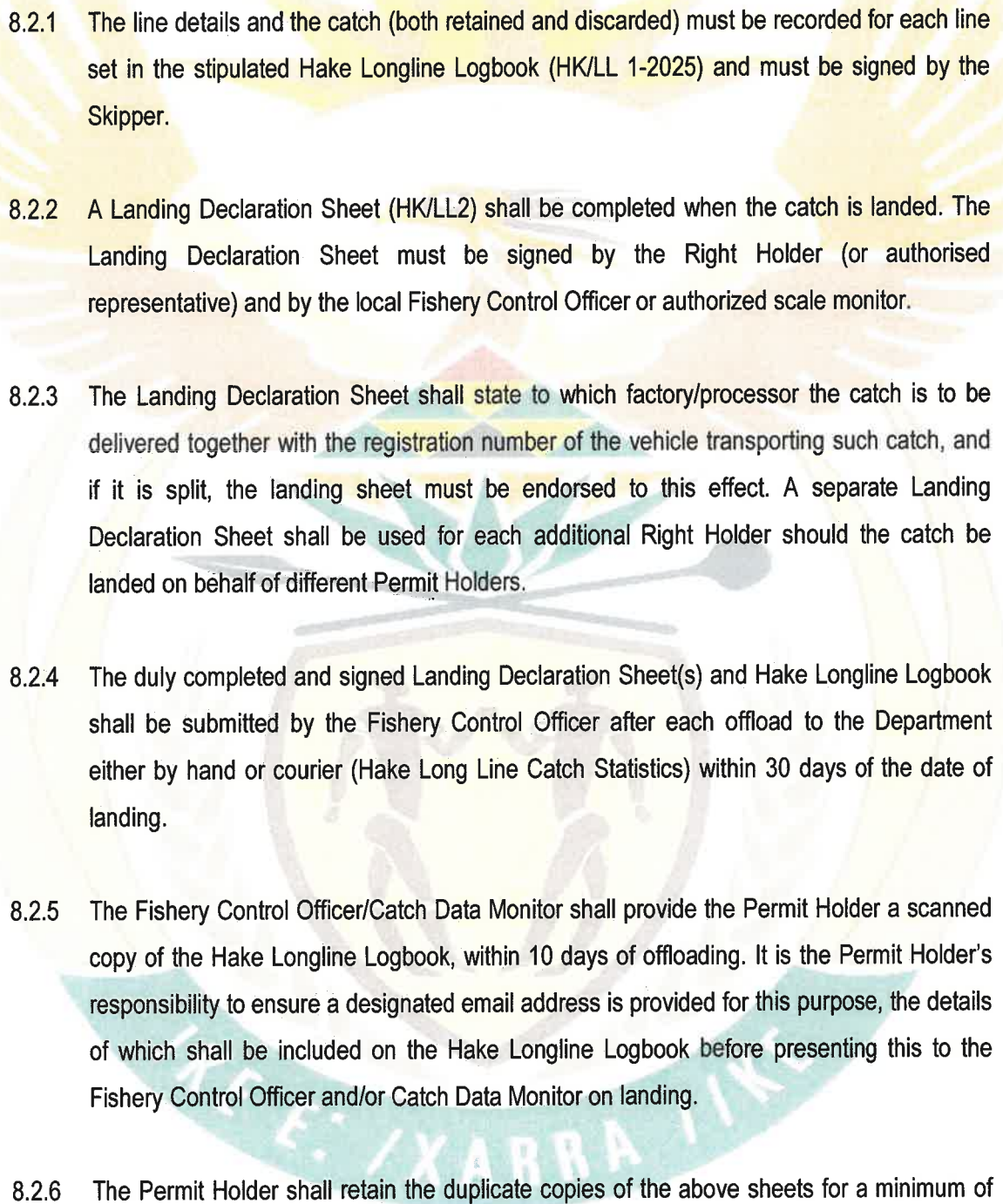
- 7.1 The Permit Holder shall ensure that all fish (including by-catch) is discharged from the vessel in accordance with the reasonable instructions of the Fishery Control Officer (FCO) or Marine Resources Monitor (MRM) (see Table 1 for FCOs and Annexure A for Marine Resources Monitors

contact details as stipulated in the 2025 Section B General Permit Conditions) in writing (by email and/or by phone, WhatsApp or send a short message service (SMS) at the landing/launching sites.

- 7.2 The fish and/or fish products must be weighed by species within 24 hours of discharge.
- 7.3 No fish (including by-catch) or fish products shall be discharged without a Fishery Control Officer (FCO) or Marine Resources Monitor (MRM) being present. During the offloading fish should be weighed by species. Any deviations should be reported to the applicable station manager.
- 7.4 Permit Holders whose vessel docks between 00h00 on the 15th of December of one year (the current year) and 00h00 on the 15th of January of the following year, may elect to have their entire catch (or part thereof) deducted from their allocation for either year, provided that the quantum transferred between allocation years is less than 10% of the Right Holders entire allocation in that year provided that an Right Holder has a valid (not expired) Catch permit.
- 7.5 Any Right Holder whose fishing trip starts from 00h00 on the 1st of January 2025 must deduct all the fish landed at the end of the trip from their 2025 allocation and must have a valid Catch permit.

8 **SUBMISSION OF INFORMATION**

- 8.1 At any time during the course of the fishing trip or discharging, a Fishery Control Officer can request the skipper of the vessel to provide the cargo manifest or any other documents relating to fishing operations. The skipper must comply with this request.
- 8.2 Catch Statistics required to be submitted are as follows:

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- 8.2.1 The line details and the catch (both retained and discarded) must be recorded for each line set in the stipulated Hake Longline Logbook (HK/LL 1-2025) and must be signed by the Skipper.
- 8.2.2 A Landing Declaration Sheet (HK/LL2) shall be completed when the catch is landed. The Landing Declaration Sheet must be signed by the Right Holder (or authorised representative) and by the local Fishery Control Officer or authorized scale monitor.
- 8.2.3 The Landing Declaration Sheet shall state to which factory/processor the catch is to be delivered together with the registration number of the vehicle transporting such catch, and if it is split, the landing sheet must be endorsed to this effect. A separate Landing Declaration Sheet shall be used for each additional Right Holder should the catch be landed on behalf of different Permit Holders.
- 8.2.4 The duly completed and signed Landing Declaration Sheet(s) and Hake Longline Logbook shall be submitted by the Fishery Control Officer after each offload to the Department either by hand or courier (Hake Long Line Catch Statistics) within 30 days of the date of landing.
- 8.2.5 The Fishery Control Officer/Catch Data Monitor shall provide the Permit Holder a scanned copy of the Hake Longline Logbook, within 10 days of offloading. It is the Permit Holder's responsibility to ensure a designated email address is provided for this purpose, the details of which shall be included on the Hake Longline Logbook before presenting this to the Fishery Control Officer and/or Catch Data Monitor on landing.
- 8.2.6 The Permit Holder shall retain the duplicate copies of the above sheets for a minimum of 12 months.

8.2.7 When the Longline Logbook is full, the completed logbook shall be returned by the Permit Holder to the Department either by hand or by courier (*Hake Long Line Catch Statistics*).

SIGNATURE:

DIRECTOR: OFFSHORE AND HIGH SEAS FISHERIES MANAGEMENT

DATE: 2024-12-11

M. MQOQI

Department of Forestry
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D. Offshore and High Seas Fisheries Management

Annexure 1

PROCEDURES FOR CHARTERING OF SOUTH AFRICAN VESSEL BY OTHER COUNTRIES

The following procedures shall apply:

1. It is the Right Holder's responsibility to return the original catch permit to the Department (Attention: Assistant: Demersal Fisheries Management) for cancellation. Upon cancellation of the permit the Department will provide written authorization for the vessel to be chartered. It should be noted that the fish hold is to be cleared before departure and no fishing may take place on route to the chartering country (fishing gear to be stowed). Similarly, before returning to South African all fish caught under charter agreement must be discharged in the ports of the chartering country. No fishing is to take place while vessel is on route to South African ports (all fishing gear to be stowed).
2. Should the charter period straddle two fishing seasons then the Right Holder shall notify the Department of the vessel's intention to fish in the South African fishery later in the new fishing season by submitting relevant permit applications prior to 1 January of the new season. (On the application the right should inform the Department that the vessel is currently chartered in a foreign country and will only collect the permit upon the vessel's return to South Africa).
3. Prior the issuing of the South African catch permit, the Permit Holder would need to demonstrate that the vessel's VMS is reporting to Department's base. In addition, a FCO has to inspect the vessel on docking to ensure that no fish is on board. Lastly, the Right Holder shall provide an electronic overall catch summary by species in an Excel format to the Department of catches made under charter.
4. Catches made while chartering for another country will not be accepted by the Department when conducting the sector-specific performance reviews. Moreover, permit holders who primarily fish for other countries may have their South African fishing rights revoked.