

**40<sup>th</sup> ANNUAL MEETING OF NAFO - SEPTEMBER 2018****Amendments to NAFO CEM Article 10 –  
Stowage Plan Requirement at Checkpoint****Preamble**

The 'checkpoint provisions' provide for prior notification of vessels entering the NAFO RA to fish for GHJ with catches > 50t LWT on board.

It has been identified that the stowage plan as presented by vessel masters is not usually detailed enough for catches caught in beyond the NAFO RA to be readily identified at the species level. In that sense, these stowage plans currently do not facilitate an effective inspection of the quantities on board on entry to NAFO.

Considering the likelihood of substantial catches of GHJ being taken from the adjoining NEAFC Regulatory Area, the risk exists that the fishing strategy of beginning a trip in NEAFC and then moving to NAFO (or indeed *vice versa*) can be used to conceal a mis-declaration of catches from NAFO.

It is suggested to add in CEM Article 10 a requirement for stowage plans of vessels entering NAFO to comply with NAFO CEM standards (in accordance with Article 28.5) for the catch already on board when entering the NAFO RA.

This is also a strong case for enhanced collaboration between NAFO and NEAFC in this regard, in particular to promote the sharing of information between RFMOs.

**Proposed Amendment**

In CEM Article 10 paragraph 5, the sub-paragraph (c) is modified as follows:

- c. A fishing vessel notified in accordance with paragraph (b) shall
  - i. proceed to the designated inspection point, **and**
  - ii. **ensure the stowage plan for catch on board on entry to the NAFO RA meets the requirements of Article 28 paragraph 5 and is made available to inspectors upon request.**

