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Annual Fisheries and Compliance Review 2021 (Compliance Report for Fishing Year 2020)

1.0 Introduction

The scope of this review covers the fishing activities of NAFO-registered vessels which operated in the NAFO Regulatory Area in 2020¹ (see Figure 1.0).

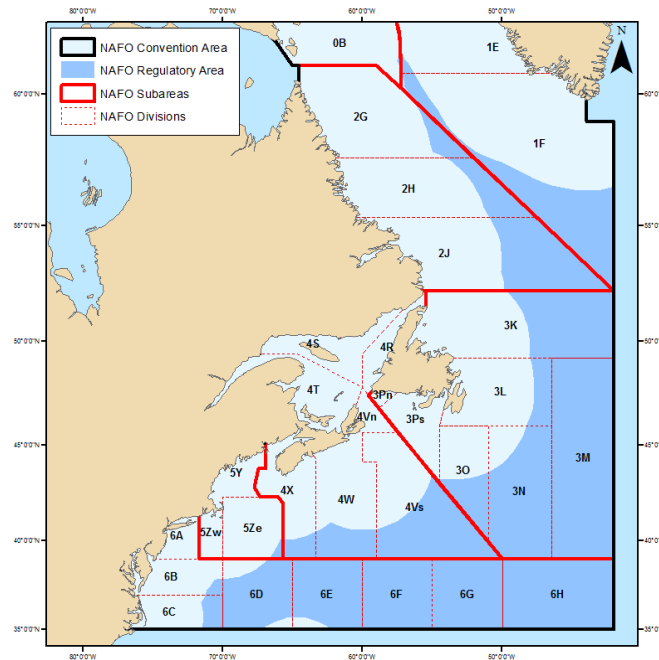


Figure 1.0. Divisions of the NAFO Convention Area and the Regulatory Area (dark blue).

¹ According to Article 1.7 of the 2020 NAFO Conservation and Enforcement Measures (NCEM), a fishing trip includes “the time from its entry into until its departure from the Regulatory Area and continues until all catch on board from the Regulatory Area is unloaded or transhipped”. All article and annex numbers mentioned in this report have reference to the 2020 NCEM. Quantitative information presented in this report are summarized according to 2020 calendar year, unless otherwise indicated.



This review is being undertaken in accordance with NAFO Rules of Procedure 5.1 and 5.2. As part of the review process, the Secretariat compiled 2020² information from the following sources: vessel monitoring system (VMS) and hail messages delivered by the vessels (Vessel Transmitted Information – VTI), electronic logbook (haul by haul) reports, Port Inspection Reports, At-sea Inspection Reports and Reports on Dispositions of Infringements provided by the Contracting Parties, and Trip Observer Reports sent to the Secretariat.

2.0 Fisheries in the NAFO Regulatory Area

2.1 Fishing effort by gear type

NAFO traditionally identifies three main fisheries in its Regulatory Area: the groundfish (GRO - primarily in Div. 3LMNO), shrimp (PRA - primarily in Div. 3L and Div. M) and pelagic redfish fisheries (REB - primarily in Div. 1F and Div. 2J).

In 2020, the shrimp fishery in Div. 3M was re-opened after nine years of moratorium. This stock has been managed through an effort (in terms of fishing days) allocation scheme. In the first year of the re-opened fishery, only 21 fishing days were utilized out of the total 2 640 days.

The pelagic redfish (*Sebastes mentella*) fishery in NAFO (REB in Subarea 2 and Divs. 1F+3K) has been under moratoria since 2012. Four (4) fishing vessels collectively spent 127 days fishing for this stock under the quota unilaterally declared by the Russian Federation.

Most of the effort comes from bottom trawlers (> 500 MT), accounting for 92% of fishing effort in terms of fishing days. The major species caught by the bottom trawlers are cod, Greenland halibut, yellowtail flounder, redfish, and thorny skate in Divisions 3LMNO (see Table 2.3.1).

² In March 2020 the World Health Organization declared Covid-19 a pandemic. The assessment of Covid-19 impact on the compliance of Contracting Parties (CPs) is presented as an Annex to this report.

Table 2.1.1. *Main fishing gears and fishing effort in the NAFO Regulatory Area in 2020.*

Fishing Gear	# Fishing vessels	# Fishing trips	Fishing days in NAFO RA	Main Species	Fishing Area
Longline	11	16	250	COD, HAL	Flemish Cap (for cod); Tail of the Grand Banks (for Atlantic halibut). Divs. 3LMNO
Bottom trawl	33	106	4224	COD, GHL, RED, SKA, YEL	Flemish Cap; Tail and Nose of the Grand Banks. Divs 3LMNO
Shrimp trawl	1	1	21	PRA	Flemish Cap. Div. 3M
Midwater trawl	4	5	127	REB	Div. 1F
Total	49	128	4622		

2.2 Effort Distribution by depth of groundfish vessel

Hourly positions of fishing vessels are required to be transmitted through the Vessel Monitoring System (VMS). However, activities whether steaming or fishing, are not indicated in the position reports. In this analysis, speeds between 0.5 and 5 knots were assumed to be fishing speeds. Figure 2.2.1 shows the distribution of fishing effort in hours of groundfish vessels is presented. About half of all groundfish effort is at depths 400 meters and shallower (longliners and trawlers catching skates, redfish and cod). Figure 2.2.1 also shows a concentration of fishing effort around 1000 meters and this can be attributed to the Greenland halibut fishery.

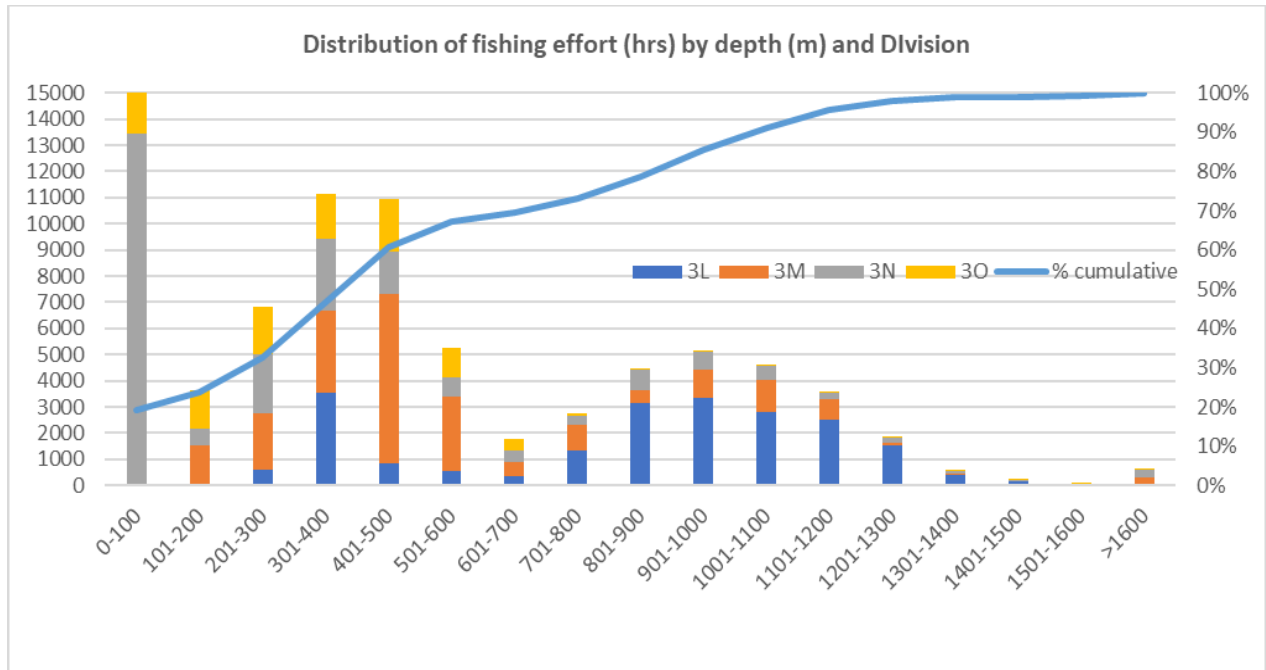


Figure 2.2.1. *Distribution of fishing effort (in hours) by depth (m) in the NRA in 2020. Vessels are assumed to be fishing at speed in the range of 0.5-5.0 knots.*

2.3 Catches in the NAFO Regulatory Area

A grand total of 73 473 t of fish (72 476.6 t retained + 996.2 t rejected) were caught by vessels authorized to fish in the Regulatory Area in 2020 (Tables 2.3.1 and 2.3.2). In terms of quantities caught, the stocks 3M Cod, 3LMNO Greenland halibut, 3M Redfish, 3LN Redfish, 3O Redfish, 3LNO Yellowtail flounder and 3NO Skates constitute the major groundfish fishery in the NRA.

Table 2.3.1 Total reported retained catches (in tonnes) of species (in FAO 3-alpha code) by Division in calendar 2020 (Source: CA field of CAT Reports).

Division	1F	3L	3M	3N	3O	Total
Species subject to catch limitations (as listed in the Quota Table)						
CAP						
COD		110.5	8720.9	348.0	218.8	9398.2
GHL		7887.3	1886.8	979.2	2.5	10755.8
HKW				85.0	164.1	249.1
PLA		78.7	187.1	775.8	225.9	1267.4
PRA			79.1			79.1
REB	3609.1					3609.1
RED		3978.6	8778.9	6830.6	6759.9	26348.0
SKA		23.7	26.2	2967.3	1130.5	4147.7
SQI				77.6	693.9	771.5
WIT		35.3	225.4	106.7	140.2	507.6
YEL		0.3	0.0	12264.5	192.3	12457.1
Subtotal	3609.1	12114.3	19904.4	24434.7	9528.2	69590.7
Selected species not listed in the Quota Table						
ANG				0.6	3.7	4.3
CAT		2.0	55.6	0.3	0.2	58.0
GDE		1.7	0.0			1.7
GPE		3.2	0.2			3.4
HAD				2.8	9.6	12.3
HAL		84.3	101.1	373.7	200.5	759.5
HKS				205.4	1580.9	1786.3
RHG		42.6	33.0	36.1	0.2	111.8
RNG		20.9	115.0	0.4		136.3
Subtotal		154.7	304.8	619.2	1795.0	2873.7
Sharks						
BSH			0.0	0.1		0.1
DGX				0.1		0.1
Subtotal			0.0	0.2		0.2
MZZ		0.4	10.5	1.0	0.0	12.0
Grand Total	3609.1	12269.4	20219.7	25055.1	11323.3	72476.6

Table 2.3.2 Total reported rejected catches (in tonnes) of species (in FAO 3-alpha code) by Division in calendar year 2020 (Source: RJ field of CAT Reports).

Division	3L	3M	3N	3O	Total
<i>Species subject to catch limitations (as listed in the Quota Table)</i>					
CAP			1.4	0.2	1.6
COD	2.9	0.8	4.5		8.2
GHL	0.1		0.0		0.1
HKW			0.2	0.6	0.8
PLA	1.6	5.5	14.1	0.6	21.8
PRA		0.1			0.1
REB	0.1	1.3			1.4
RED	0.3	2.5	0.3	1.3	4.3
SKA	2.4	1.5	233.5	0.6	238.0
SQI			0.0	0.5	0.5
WIT	0.5	0.4	1.9	1.1	3.9
YEL			12.7	0.1	12.8
Subtotal	7.8	12.2	268.5	5.0	293.5
<i>Selected species not listed in the Quota Table</i>					
ANG			0.0		0.0
CAT	27.9	10.7	8.0	1.3	48.0
GDE	14.0	8.9	1.8		24.7
HAL	0.0	0.2	0.1		0.3
HKR	0.6	0.4	0.4		1.4
HKS			1.9	29.9	31.8
RHG	152.6	65.7	17.9		236.3
RNG	49.1	27.3	6.5	0.1	82.9
Subtotal	244.3	113.2	36.6	31.3	425.4
<i>Sharks</i>					
BSH					
CAR		0.1			0.1
CFB			0.3		0.3
DGS			0.0		0.0
DGX	5.4	0.7	0.3		6.4
DUS	0.2		0.6		0.7
GSK	56.0	45.7	37.7	17.4	156.8
POR	0.7		6.4	3.1	10.2
SHX				0.5	0.5
SMA	0.5		2.4	1.0	3.9
Subtotal	62.7	46.5	47.6	22.1	178.9
MZZ	17.9	10.4	66.9	3.1	98.3
Grand Tot	332.7	182.3	419.6	61.5	996.2

3.0 Inspection and Surveillance

Chapter VI of the NCEM outlines the general provisions and protocol of the at-sea inspection and surveillance in the NRA. The CPs with inspection presence, Canada and the EU deploy their inspectors onboard of patrol vessels. The inspectors are tasked to carry out NAFO inspection duties at sea (see Section 3.2).

3.1 Patrol Activity

Four (4) patrol vessels were deployed by the CPs with inspection presence. In all, 327 patrol-days were spent in the NRA. The length of time the patrol vessels exercised their duties in 2020 ranged between 27 days and 151 days. However, there were 121 days with no patrol vessel, 171 days when there was one patrol vessel, and 74 days when there was more than one patrol vessel present in the NRA. Figure 3.1 shows the time of the year the patrol vessels were present in the NRA.

During the 1st quarter leading to mid-April of 2020, there was only one (1) or no patrol vessel in the NRA.

In addition, in 2020, Canada deployed surveillance aircraft, collectively flying 367 hours with 1378 vessel sightings in the NRA. No non-Contracting Party vessel suspected of conducting IUU fishing activities was spotted.

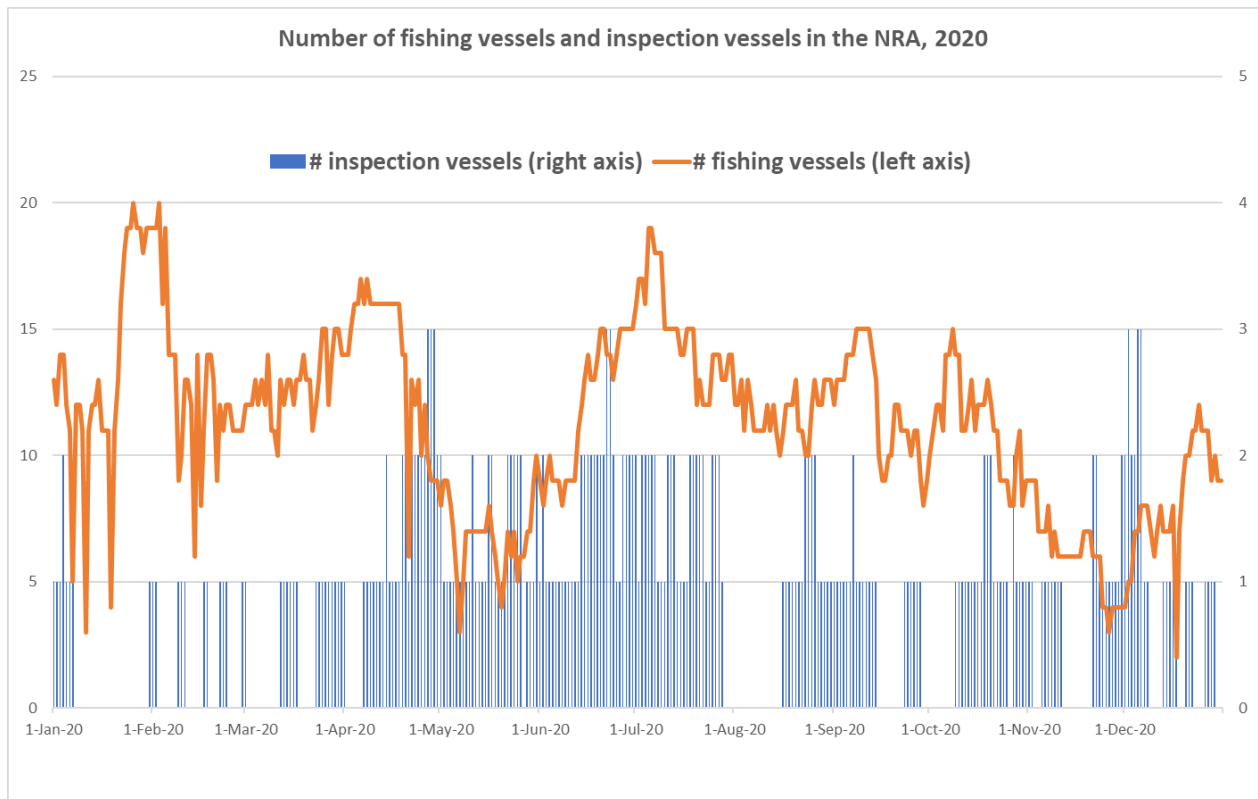


Figure 3.1 Fishing vessel and Inspection Vessel Presence in the NRA in 2020.

3.2 At-sea inspections

A total of 43 at-sea inspections were conducted. In four of these inspections at sea, five (5) Apparent Infringements (AI) were detected – three (3) serious as per Article 38 definition and two (2) non-serious AI. Details of the apparent infringements and their disposition can be found in Section 4.2.

3.3 Port Inspections

According to Article 43.10, the port State Contracting Party shall carry out inspections of at least 15% of all such landings or transshipments during each reporting year, unless otherwise required in a recovery plan in which case 100% coverage is required. Greenland halibut (GHL) is the only species where presence in the landing would require a port inspection (see Article 10). Port inspection reports are accomplished by port States using a PSC3 form (Annex IV.C).

In evaluating the compliance of port State authorities to Article 10, only trips with GHL onboard were considered. Table 3.3.1 shows the coverage levels (based on the number of trips) of port inspections for vessels that had GHL (caught either as directed fishery or bycatch) onboard.

Table 3.3.1 *Fishing trips with Greenland halibut (GHL) catches (based on Daily Catch Reports for the trip) and percent coverage of port inspections for the identified trips, by port State*

Port State CP	Number of identified trips by vessels larger than 24 m: trip with GHL catch > 0	Total amount of GHL from trips identified (t)	Number of identified trips with Port Inspection (PSC3)	Port Inspection Coverage (% based on identified trips with GHL catch)
CAN	8	1219.71	8	100%
DFG*	7	985.458	3	43%
EU**	56	8409.174	56	100%
FRA (St. Pierre et Miquelon)	1	0.378	1	100%
NOR*	1	488.584	0	0%
RUS	1	.378	0	0%
Overall	73	11103.3	68	69%

*Inspection not completed due to COVID-19

** One inspection did not include physical verification due to COVID-19

In evaluating compliance with Port State Control measures outlined in Chapter VII of the NCEM, a review of the submission of Port State Control Prior Request (PSC1) and Port Inspection reports (PSC3) is presented in Table 3.3.2. The minimum coverage is 15% (Article 43.10).

Table 3.3.2 *The number of PSC1s and corresponding PSC3s received by the NAFO Secretariat.*

Port State	PSC1 (prior request made by flag State)	Number of PSC1's with intention to land/tranship catch	PSC3 (port inspection report from port State authority)	% Coverage (#PSC3 received /#PSC1 with intention to land/tranship catch received)
Canada	15	7	7	100%
DFG (Faroe Islands)	6	4	1	25%
EU	5	5	5	100%
FRA (St. Pierre et Miquelon)	1	1	1	100%
Iceland	5	5	0	0%*
Norway	1	1	0	0%*

*Inspection not completed due to COVID-19

4.0 Compliance

In this section, reporting obligations, including follow-up actions to apparent infringements (AIs) are examined.

4.1 Reporting Obligations

The NCEM requires fishing vessels and flag State Contracting Parties (through the Fisheries Monitoring Centre) and port State Contracting Parties to provide reports on the fisheries activity within a determined time frame. Compliance of port State Contracting Parties to reporting requirements is discussed in Section 3.3.

4.1.1 Vessel Activity Reporting

4.1.1.1 Vessel Transmitted Information (VTI) – Catch-on-Entry (COE), Daily Catch Reports (CAT), and Catch-on-Exit (COX)

The Fisheries Monitoring Centres (FMCs) of flag States are responsible for transmitting the VTI reports to the Secretariat. The COE and COX are transmitted identifying the catches on board when entering and leaving the NRA. COE-COX information is used to estimate the fishing-days effort in a fishing trip. The CATs are daily catch quantities reported by species and by Division while on a fishing trip. CATs are used to monitor the quota uptakes by the fleet of the Contracting Parties.

In Table 4.1.1.1, the number of COE, COX, and CAT, as well as of fishing trips and fishing effort-days in the NRA, is presented. All identified 2020 fishing trips had corresponding COE and COX.

Table 4.1.1.1 *Fishing effort and VTI statistics in the NRA, 2020.*

Number of fishing trips identified	128
Fishing Days	4622
Number of Daily Catch Reports (CATs)	4385
Number of Trips with Catch on Entry Reports (COEs)	128
Number of Trips with Catch on Exit Reports (COXs)	128

No major technical issue was encountered in transmission and receipt of the VTI reports. All expected reports, including the Daily Catch reports (CAT), were received by the Secretariat.

The timely receipt of the CATs allowed an effective monitoring of the quota uptakes, including the attribution of catches to the right Parties of quota transfer and charter arrangement transactions.

4.1.1.2. Catch reporting on sharks

Article 28.6.g requires that all shark catches be reported at the species level, to the extent possible. When species specific reporting is not possible shark species shall be recorded as either large sharks (SHX) or dogfishes (DGX).

Greenland shark constitutes the bulk of the total shark catches by weight (see table 4.1.1.2). Most shark catches are discarded.

Table 4.1.1.2. *Amount of shark catches (t) as reported in CATs in 2020.*

3-Alpha Code	Scientific name	Common Name	Retained (t)	Rejected (t)	Total (t)
BSH	<i>Prionace glauca</i>	Great blue shark	0.1		0.1
CAR	<i>Chondrichthyes</i>	Cartilaginous fishes		0.1	0.1
CFB	<i>Centroscyllium fabricii</i>	Black dogfish		0.3	0.3
DGS	<i>Squalus acantias</i>	Spiny dogfish		0.0	0.0
DGX	<i>Squalidae</i>	Dogfishes	0.1	6.4	6.5
DUS	<i>Carcharhinus obscurus</i>	Dusky shark		0.7	0.7
GSK	<i>Somniosus microcephalus</i>	Boreal (Greenland) shark		156.8	156.8
POR	<i>Lamna nasus</i>	Porbeagle		10.2	10.2
SHX	<i>Squaliformes</i>	Large sharks (NS)		0.5	0.5
SMA	<i>Isurus oxyrinchus</i>	Shortfin mako shark		3.9	3.9
Total			0.2	178.9	179.1

4.1.1.3 Electronic Fishing logbook (haul by haul) Reports

The submission of logbook data on a haul by haul basis became mandatory in 2015 (Article 28.8.b). The electronic fishing logbook information (haul by haul data) must be submitted to the Secretariat in the format prescribed in Annex II.N. for all hauls of the fishing trip (Article 28.8.c). The Secretariat has received haul by haul reports for all but four of the 128 trips that were completed in 2020. The Secretariat is coordinating with the CP concerned in locating the 4 missing reports.

4.1.1.4 Position reporting – Vessel Monitoring System (VMS)

According to Article 29, every fishing vessel operating in the NRA shall be equipped with a satellite monitoring device capable of continuous automatic transmission of position to its land-based Fisheries Monitoring Centre (FMC) of the flag States, which in turn is transmitted to the Secretariat in real time. The transmission of position reports (POS) shall be no less frequently than once an hour.

The Secretariat can confirm that the requirement is fully complied with. In 2020, a total of 140 690 POS reports were received. Occasionally, technical problems were encountered by the fishing vessels or FMCs. During these occasions, the POS's were transmitted manually. Technical issues were usually resolved within a few days through the coordination between the Secretariat and the FMC.

4.1.1.5 Closed Areas and Exploratory Fisheries

As of 2020, in total 20 areas in NAFO have been closed to bottom fishing including six seamounts and 14 areas with significant concentration of coral, sponges and sea pens, one coral protection zone, and six seamounts. The measures concerning the protection of Vulnerable Marine Ecosystems (VMEs) from bottom fishing are stipulated in Chapter II of the NCEM.

Based on the VMS positions, no bottom fishing was detected within the closed areas. The Secretariat did not receive a notification from a Contracting Party concerning its intention to conduct exploratory fisheries (as defined in Article 18) in 2020.

4.1.1.6 Chartering arrangement

Article 26 allows chartering arrangements between two CPs – the chartering CP (with quota or fishing days allocation in the case of 3M PRA) and the flag State CP (with fishing vessel). Catches by the vessel are counted against the quota of the chartering CP. In 2020, three (3) chartering arrangements were made --- two arrangements with the fishing possibility for shrimp (3M PRA), and one arrangement with a fishing possibility of yellowtail founder (3LNO YEL).

Monitoring of the implementation of the chartering arrangements are made possible through the notifications of commencement, suspension, resumption, and termination of chartered fishing and the daily catch reports of the vessel (CAT's) where chartering catches are identified. The two charter arrangements for shrimp were not implemented. With regards to the 3LNO YEL arrangement, reported catches of this stock were within the fishing possibility stipulated in the charter arrangement.

The submission of the required documentations (Article 26.7 and 26.8) and reporting of implementation dates (Article 26.9) were complied with by both parties of the fishing charter arrangements.

4.1.2 Observer Reports

Flag State Contracting Parties are required to have 100% observer coverage under Article 30.5. However, they may allow their vessels to carry an observer for less than 100%, but not less than 25% of the fishing trips conducted by its fleet (Article 30.6) upon of observer withdrawal.

In evaluating the compliance to observer trip report submission (see Article 30.14.a), trips were grouped according to the implementation of Article 30.5 or 30.6 which requires 100% or >25% coverage, respectively.

In 2020, there were 84 fishing trips identified under Article 30.5, all of which have corresponding observer reports.

Three CPs invoked Article 30.6 which allows their vessels to carry an observer for less than 100% but not less than 25% of the fishing trips. All but one CP exceeded the minimum coverage requirement (see table below).

CP under Art. 30.6	# of identified trips	# of trips with Observer Trip Reports	%-coverage
CAN	33	28	85%
DFG	9	2	22%
NOR	2	2	100%*

** The Secretariat was advised that during the two trips, the vessels were carrying an observer for 66% and 70% of the days present in the NRA.*

4.2 Apparent Infringements detected at-sea and at-port

In 2020, a total of nine (9) vessels were cited with AI by inspectors at sea and port authorities. Details on the nature of the AIs and their disposition are provided in Table 4.2.

Table 4.2 *Details of Apparent Infringements (AI) detected by inspectors at-sea and by port authorities in 2020 and their disposition. AIs presented in bold were considered “serious” by the inspectors as per Article 38 definition.*

CP	Vessel code	Start Date of Inspection	AI's detected at-sea (Art. 37). Serious AIs in bold (Art.38)	AI's detected in port (PSC3: Section E.1.B. c). Serious AIs in bold (Art. 38)	Follow-up to AI, as reported by CP (Art 40)
EU	11	15-Jan-20		-Art 28.2.a,b, Art 28.3.a - Fishing and Production logbook Art 38.1.i - Mis-recording of catches Art. 38.1.n - Concealing, tampering evidence Art. 38.1.j - Interfering with inspectors and observers	Case pending Case under criminal investigation
EU	24	04-Mar-20		-Art. 27 - Product labelling	Case pending Precautionary order (seizure of relevant catches)
EU	11	04-Jun-20		- Art. 27.1.b - Product labelling '- Art. 28.3.a.(i), (iv) - Production logbook	Case pending Precautionary order (seizure of relevant catches)
EU	49	11-Jul-20	Boxes of catches not labelled according to Division (Art. 27.1.d)	NAFO CEM Art. 38.1.n -- Area sealed by inspector had been entered.	Case pending Mis-labelling sanctioned with 520€. Prosecution is ongoing with regard to the infringement on gaining access to a sealed area
EU	164	24-Jun-20	Failure to maintain an accurate fishing logbook consistent with Annex II.A (Art. 28.2.a and Art. 38.1.i)	Fishing logbook (Art. 28.2 and 38.1.i) Production logbook (Art. 28.3) Interference with inspectors (Art. 38.1.i)	Case pending Precautionary order (rerouting to port + seizure of relevant catches)
EU	1	26-Aug-20		- Art.6.3.b - 3NO Cod bycatch threshold	Case Pending Precautionary order (seizure of relevant catches)
EU	41	04-Sep-20		-Art. 27 - Product labelling	Case Pending Precautionary order (seizure of relevant catches)
DFG	81	05-Sep-20	1) Directed fishing for Cod in 3N which is under moratorium (Art. 6.6.a and Art. 38.1.c) 2) Failure to carry out observer (Art. 30.5 and Art. 38.1.r)		Case closed. Vessel given warning.
EU	159	18-Oct-20	Use of inappropriate product code as listed in Annex II.K (art.27.1 (e))		Case closed Case dropped. Labelling considered correct.
EU	43	24-Nov-20		-Art. 10.4.d.- Greenland halibut control measure -Art. 28.2, Annex II.A - Fishing logbook, recording of catch - Art. 13.2.d - Gear requirements mesh size for ground fish.	Case pending

4.3 Follow-up to apparent infringements

NCEM Article 39 spells out obligations of a flag State Contracting Party that has been notified of an apparent infringement. It includes taking immediate judicial or administrative action in conformity with the national legislation of the flag State Contracting Party and ensuring that sanctions applicable in respect of infringements are adequate in severity.

Article 40 requires Contracting Parties to report on the disposition of the AIs. The legal resolution of AIs may take more than a year. Contracting Parties shall continue to list such infringements on each subsequent report until it reports the final disposition of the infringement. In Table 4.3, a summary of status of AI cases in the last five years (2016-2020) and their resolution are presented.

Table 4.3 *Resolution of citations (by at-sea inspectors and port authorities) against vessels fishing in the NAFO Regulatory Area by year in which the citations were issued (as of May 2021). A citation is an inspection report that lists one or more apparent infringement. Inspections carried out for confirming a previous citation are not included.*

Year	Number of Inspection Reports with AI citation/s	Number of Resolved Cases	Number of Pending Cases*	% Resolved
2016	11	8	3	73%
2017	7	7	0	100%
2018	6	5	1	83%
2019	5	3	2	60%
2020	10	2	8	20%

* still under investigation, litigation, or appeal.

5.0 Trends and Analysis

Five-year trends (2016-2020) on effort and catch, reporting obligations of CPs and observers, compliance by fishing vessels, and at-sea inspections and AIs are presented in this section.

5.1 Effort and Catch

Table 5.1. *Fishing days, as defined by Article 1.6, by fishing gear.*

	Longline	Midwater-trawl	Bottom-Trawl	TOTAL
2016	260	181	3873	4314
2017	314	0	3558	3872
2018	304	82	3719	4105
2019	321	56	4297	4674
2020	250	127	4245*	4622

*21 days TBS + 4224 days OTB

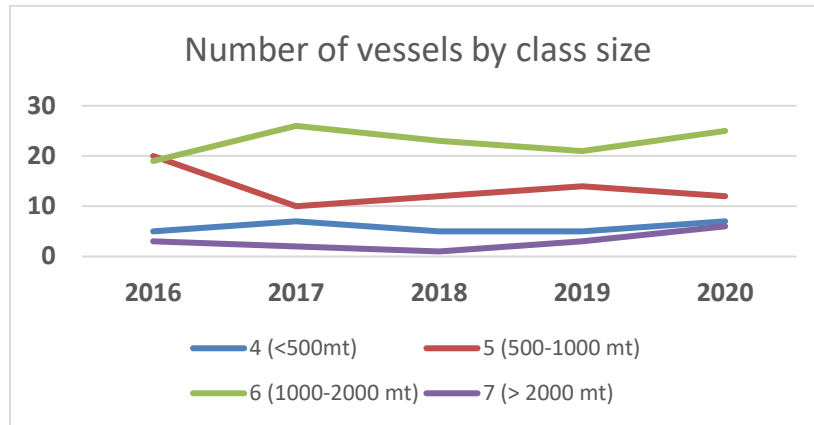


Figure 5.1.1 Number of fishing vessels in Divisions 3LMNO by class size, 2016-2020. The class sizes are based on the STATLANT classification.

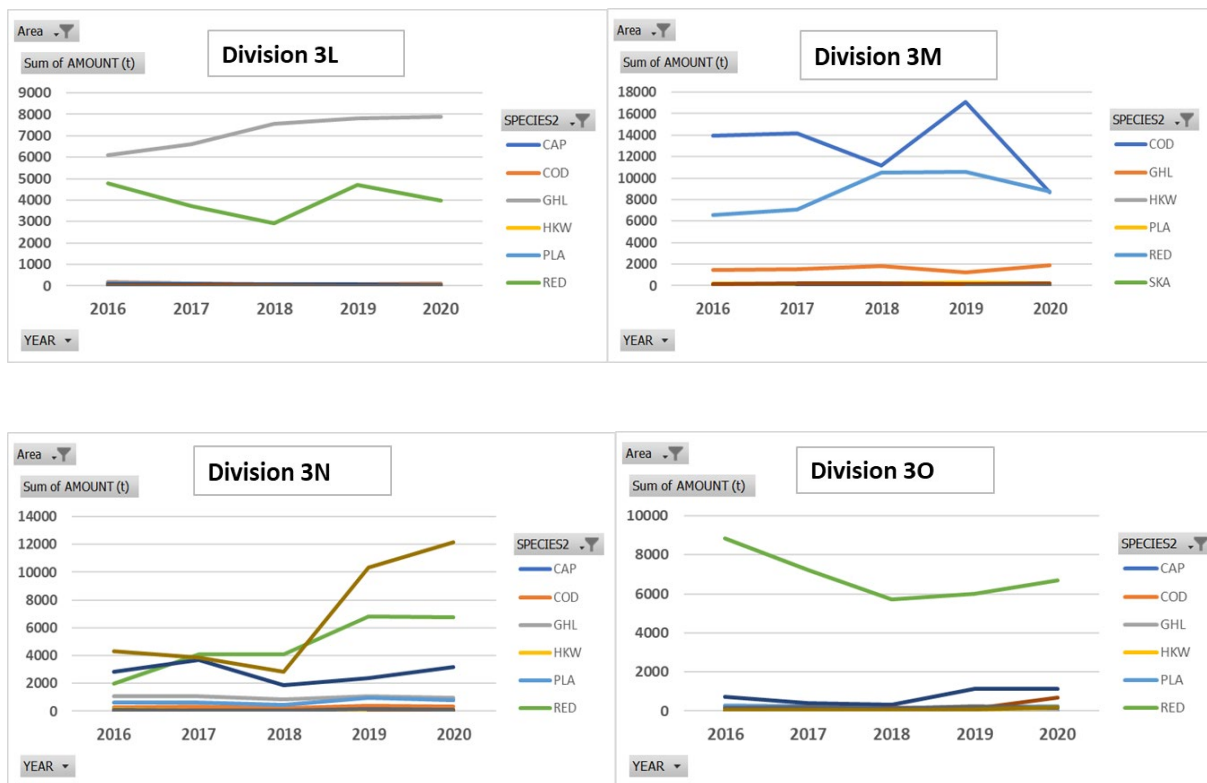


Figure 5.1.2 Catches (in tonnes) by Division of selected species managed by TAC, 2015-2020 (Source: CATs).



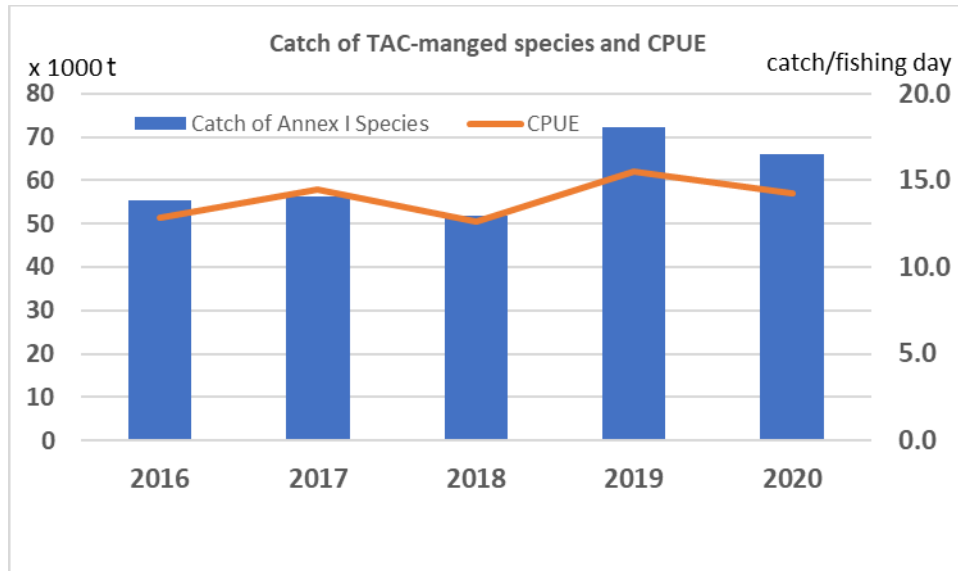


Figure 5.1.3 Catch of TAC-managed species and CPUE in 2016 -2020, expressed in total catch of TAC-managed species per fishing day. Data Source: CATs and VMS reports.

5.2 Reporting Obligations by Contracting Parties

Compliance to reporting obligations is quantified as a percentage coverage – the ratio of the fishing trips accounted for by the reports and of the total number of relevant fishing trips. A 100% coverage would mean that all expected reports were transmitted to the Secretariat. Figure 5.2 presents the percentage coverage of port inspections reports on vessels with Greenland halibut landings (in accordance with Article 10.4), observer reports from vessels operating under Article 30.5, and electronic fishing logbook (Haul by Haul) reports in accordance with Article 28.8.b.

Figure 5.2 shows the submission rates in the period of 2016-2020. In 2020, the submission rates of electronic logbook reports (Article 28.8.b), trip observer reports (Article 30.5), and port inspections reports (Article 10.4) are 96.9%, 100%, and 93.2%, respectively.

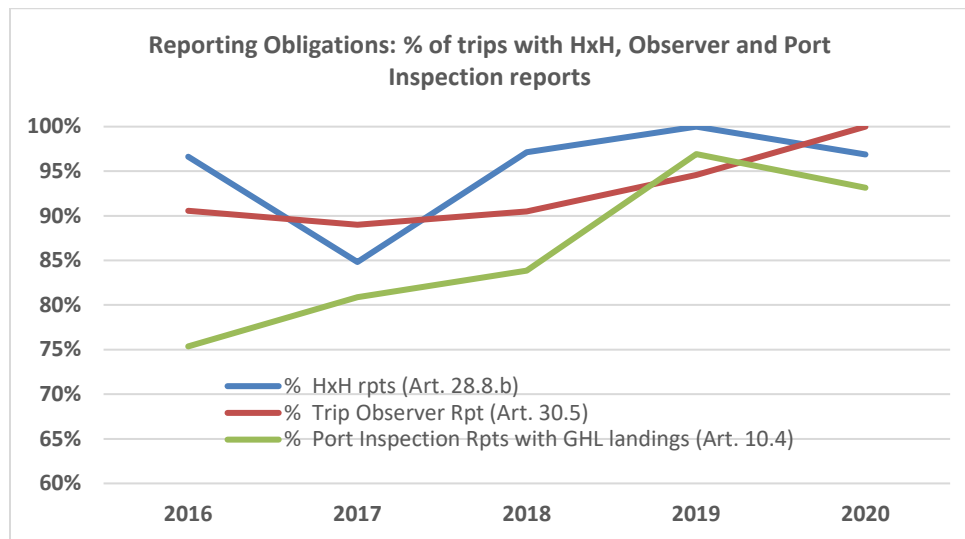


Figure 5.2 *Percentage coverage of Port Inspections reports with Greenland halibut landings reports (Arts. 10.4 and 42.10), Observer Trips Reports on fishing vessels operating under Article 30.5 (flag State CPs did not apply Article 30.6), and Haul by Haul reports (Article 28.8.b and Annex II.N), 2016-2020.*

5.3 Compliance by Fishing vessels

In the 5-year review period of 2016-2020, VMS and VTI requirements (Article 28 and 29) have been fully complied with.

Hourly position reports (POS), as well as the Daily Catch Reports by Division (CATs), were transmitted to the Secretariat while the vessels were in the NRA. The Catch-on-Entry (COE) and Catch-on-Exit (COX) reports for each fishing trip were also transmitted.

5.4 Inspections and Apparent Infringements

At-sea inspection rates, computed as a ratio of the number of at-sea inspections and the total fishing effort (fishing days), in the period 2016-2020 are presented in Figure 5.4.1. In 2020, inspection rate dipped to its lowest level (at 0.9% compared to 2.27% in 2019). Inspection rates of the 4 previous years had remained steady with less than 1% inter-annual difference. Frequency of AI cases in the same period is presented in Figure 5.4.2.

With regards to AIs detected at sea and at port, mis-reporting of catches remains the most common AI (Figure 5.4.2). There is no other discernable trend with regards to the nature and frequency of the AIs.

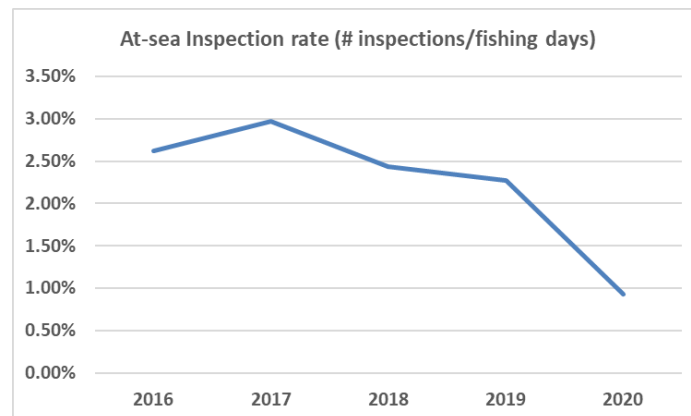


Figure 5.4.1 *Inspection rates (number of at-sea inspections/fishing days) in the NAFO Regulatory Area, 2016-2020.*

	2016	2017	2018	2019	2020
By-catch requirements	••••	••			•
Catch communication violations	•				
Directed fishing of moratorium stock	•	•			•
Directed fishing of stock without quota allocation			•		
Evidence tampering	•				••
Fishing after date of closure	•				
Gear requirements - mesh size, illegal attachments		•			•
Greenland halibut control measures (Art. 10.4.d)					•
Inspection protocol	•				••
Observer requirements					•
Mis-recording of catches - inaccurate recording	••••••••	••••	••••	••	•••
Mis-recording of catches -stowage	•	•••	•	••••••	
Product labelling		•	••	••	••••
Quota requirements	••				
Vessel requirements - capacity plans	•		••	•	
Production logbook requirements					••
Other non-serious infringement					•

Figure 5.4.2 *Frequency of apparent infringement cases detected by at-sea inspectors and port authorities in 2016-2020. Black and blue dots represent apparent infringement issued at sea and at port, respectively.*

6.0 Conclusions

In NAFO, there are three main fisheries conducted mainly with trawl gear and a limited presence of longline gear. The total catches increased slightly from around 72,000 tonnes in 2019 to approximately 73,000 tonnes in 2020, including 3,609 tonnes of pelagic redfish under moratorium.

The at-sea inspection rate is lower in 2020 due to COVID-19. (Fig 5.4.1).

COVID-related impacts on control activities required the adoption of protective protocols both at-sea and in port and to some extent changes in inspection practices.

Contracting Parties have reported a certain impact on their ability to carry out control elements which are mandatory under the NAFO CEM, in particular for port inspection benchmarks.

Three CPs invoked Article 30.6 NAFO CEM which allows their vessels to carry an observer for less than 100% but not less than 25% of the fishing trips. All but one CP exceeded the minimum coverage requirement.

The 2020 CPUE is consistent with trends remaining steady (Fig 5.1.3)

2020 saw the reopening of the 3M PRA fishery with a limited activity consisting only on 79 tonnes of catches in 21 fishing days.

The timely receipt of the CATs allowed an effective monitoring of the quota uptakes, including the attribution of catches to the right Parties of quota transfer and charter arrangement transactions.

7.0 Recommendations

STACTIC recommends that all Contracting Parties continue to strive for coordination and collaboration.

STACTIC recommends that all Contracting Parties maintain and continue efforts to protect stocks that are subject to moratorium.

STACTIC recommends Contracting Parties to continue to urge masters to improve recording of sharks at species level (Section 4.1.1.2).

STACTIC recommends Contracting Parties continue to strive towards 100% submission of Observer Trip reports, the electronic logbook data reports (haul by haul) and Port Inspection reports, as the catch information contained in these reports are utilized by the Scientific Council and other working groups (e.g. CESAG, WG-BDS) in their fish stock assessment work (Section 5.2 and Figure 5.2).

STACTIC recommends Contracting Parties continue to strive towards 100% submission of reports on the partial withdrawal of observers and continue efforts to standardize the information in those reports.

STACTIC encourages Contracting Parties to continue to maintain inspection presence in the NRA (Section 3.1) and to continue to cooperate among them for at-sea deployments.

STACTIC recommends Contracting Parties to continue cooperation and discussions on best practices for both at sea and port inspections.

STACTIC recommends Contracting Parties ensure the application of the follow-up procedures in cases of serious infringements.

STACTIC recommends Contracting Parties ensure that research activities are conducted in a manner consistent with research plans and notification requirements.

STACTIC recommends Contracting Parties continue to ensure the protection of Vulnerable Marine Ecosystems.

STACTIC recommends Contracting Parties continue to ensure safe working procedures related to COVID-19 and to report the on the difficulties to comply with obligation on control directly linked to the COVID pandemic.

STACTIC recommends Contracting Parties continue to support at-sea observers during deployments in the NRA.

Annex. Impact of Covid-19 on Contracting Parties Compliance to NAFO Conservation and Management Measures

The global pandemic caused by COVID-19 has brought significant focus on essential industries, such as fisheries, to confirm that no effort is being spared to contain the spread of the virus. As all aspects of fisheries are being scrutinized, many Contracting Parties have determined that certain activities associated with fishing can continue with modified procedures and protocols in place to ensure the health and safety of all persons involved. However, a number of countries have also determined that certain obligations could not be met in accordance with acceptable hygiene and distancing protocols, given that persons can sometimes frequent numerous vessels and ports over relatively short periods.

Since the declaration of the global pandemic on 11 March 2020, correspondence from many Contracting Parties has been circulated regarding potential means of addressing difficulties complying with the NAFO CEMs due to COVID-19.

At the 2020 Annual meeting (COM Doc. 20-14), “the Commission agreed that STACTIC should compile, make a first review of, including appropriate recommendations, and report for decision-making to the Commission on the measures undertaken by Contracting Parties via the compliance review. The Annual Compliance Report for 2020 (to be produced in 2021), when indicating non-compliances by a CP with a given obligation on control, should identify as well any difficulties directly linked to the COVID pandemic to be differentiated from any other non-compliances. This first assessment role for STACTIC does not aim at revising the decision of CP to suspend a control measure, but to differentiate the reasons for the non-compliance of a measure between COVID and non-COVID-related ones.”

At the May 2021 Intersessional Meeting (COM Doc. 11-02), STACTIC developed a questionnaire-survey for the purpose of evaluating COVID-19’s impact on compliance (STACTIC WP 21-12 Rev). As of September 2021, four Contracting Parties (CPs) responded to the survey. The control measures impacted were the requirements pertaining to deployment of on-board observers (Article 30.5 and 30.6), Greenland halibut port inspection (Article 10.4 (e)), and port state measures (Article 43.10).

One Contracting Party did not report the details of the difficulties directly linked to the COVID-19 pandemic relating to the non-compliances with obligations on control in the agreed format and no preliminary STACTIC assessment is provided for this Contracting Party on whether the reasons for the non-compliance with control obligations relates to COVID-19.

All other Contracting Parties reported no instances of non-compliance with the obligations on control.

These are the summaries of the four reporting Contracting Parties:

One Contracting Party reported that due to safety concerns related to COVID-19, it suspended its national observer program, also applicable to the NRA, between 3 April and 5 August 2020. This relates to the obligation to deploy observers under Article 30 NCEM. Subsequently, the CP used the derogation on the observer coverage in NAFO. The FMC and the NAFO inspectors of the CP concerned closely monitored the activity of its derogated fishing vessels to ensure adherence to the CEM. By the end of 2020, vessels from the one CP concerned had completed sufficient observed trips that the year’s derogated trips were in compliance with the percentage outlined in Article 30.6 NCEM.

One Contracting Party reported difficulties on complying with the 100% port inspection benchmarks for landings/transshipments of Greenland halibut set out in Article 10.4.(e) NCEM and with the

obligation to inspect at least 15% of third-country landings under Article 43.10 NCEM. Based on risk and vulnerability assessments, the Contracting Party implemented strict disease control measures, including the non-inspection of foreign vessels between 12 March and June 2020. Port inspections were gradually resumed from June, although between June and September 2020, port inspectors were not allowed to go on board foreign vessels and only landed quantities were inspected during that period. Electronic and on-site surveillance presence as well as document controls of PSC1 including flag State confirmation were used as alternative actions mitigate the impact of those measures.

Another Contracting Party reported similar difficulties relating to the port inspection benchmarks for landings/transhipments of Greenland halibut set out in Article 10.4.(e) NCEM and the obligation to inspect at least 15% of third-country landings under Article 43.10 NCEM, between 12 March and February 2021. This was also due to the strict disease control measures, including the non-inspection of foreign vessels between. Electronic and on-site surveillance presence as well as document controls of PSC1 including flag State confirmation were used as alternative actions to mitigate the impact of those measures.

One Contracting Party reported that one mandatory port inspection under Article 10.4.(e) NCEM was carried without physical verification between 24 and 30 March 2020. This took place during the lockdown and under a temporal prohibition of physical inspections due to the risk of spreading the infection in the absence of protective equipment for inspectors and protective protocols allowing physical verification of the cargo. Alternative actions to mitigate the impact of this restriction included a thoughtful documental verification and cross-check of available fisheries data, but without physical verification. Protective protocols for port (and at-sea) inspections and protective equipment were soon adopted afterwards, including procedures for the verification of landing operations. In addition, remote monitoring based on cross-check and automatic validation systems of fisheries data have been improved.

The first assessment by STACTIC on the difficulties reported by these four Contracting Parties to comply with control obligations under the NAFO CEM is that the reported non-compliances are directly linked to the measures adopted in relation to the COVID-19 pandemic.