

Northwest Atlantic



Fisheries Organization

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Operation of the NAFO Hail System

by

Canadian Delegation

1.0 Introduction

On July 27, 1991 the NAFO Hail System became binding on all Contracting Parties, exclusive of the USSR which lodged an objection.

Subsequent amendments respecting buffer zones for 3LN and 3NO transboundary fisheries and the recognition of air surveillance became binding on November 26, 1991 and January 6, 1992 respectively.

2.0 Hail System

The NAFO hail system requires fishing vessels to report, to competent authorities of their respective Contracting Parties, six (6) hours in advance of entry to or exit from the Regulatory Area and prior to each movement between NAFO Divisions while operating in the Regulatory Area. Additional reporting requirements are necessary for "transzonal" fisheries in Divisions 3LN and 3NO. All hail reports are, within 24 hours of receipt by competent authorities, forwarded to other Contracting Parties with an inspection presence in the Regulatory Area.

3.0 Assessment

Compliance with the NAFO Hail System by all Contracting Party fishing vessels is high. During 1992, Contracting Party vessels operated in the NAFO Regulatory Area for approximately 22,000 days, submitted approximately 1700 hail reports, and were issued only 12 citations of apparent infringements (hail requirements) by Canadian inspectors. A post analysis of aerial sightings and hail reports also confirmed the high level of compliance observed during at sea inspections.

During the January 1 - June 30, 1993 period, Contracting Party vessels operated in the NAFO Regulatory Area for approximately 10,000 days, submitted approximately 900 hail reports, and were not issued any citations of apparent infringements by Canadian inspectors. Again, post analysis of aerial sightings and hail reports confirmed the high level of compliance observed during at sea inspections. Notwithstanding this, a small number of vessels (<5) appeared to be operating in contravention of the measures, however, as Canadian air surveillance did not photograph the vessels at the time of sighting, follow-up action could not be pursued.