



Serial No. N5708

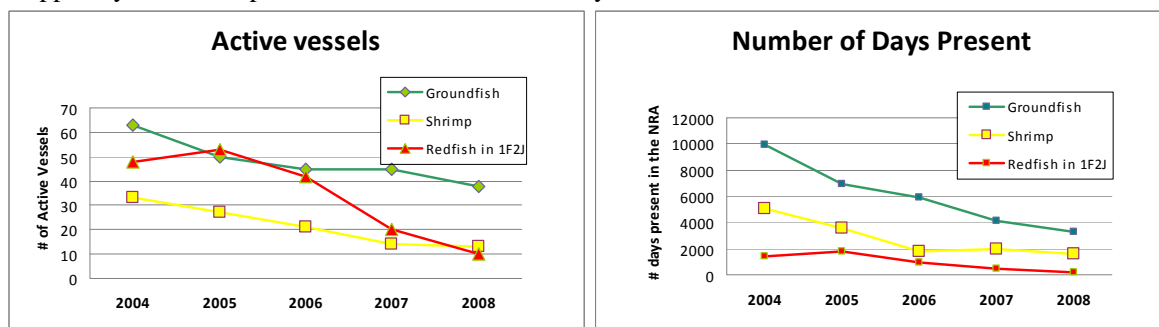
NAFO/FC Doc. 09/16  
(ADOPTED)**31<sup>st</sup> ANNUAL MEETING – SEPTEMBER 2009****ANNUAL COMPLIANCE REVIEW 2009**  
(Compliance Report for Calendar Year 2008)**1. Introduction**

In 2004, NAFO introduced its first compliance review (FC Doc. 04/13). This review uses information from diverse NAFO monitoring, control and surveillance activities to determine how well the international fisheries complied with the annually updated NAFO Conservation and Enforcement Measures (NCEM). The review also assesses the performance of NAFO Contracting Parties with regard to their reporting obligations.

The format of the compliance review is being continuously developed by the Standing Committee on International Control (STACTIC). The current 2009 NAFO compliance review compares information for the years 2004 to 2008 from the following sources: a) Vessel Monitoring System (VMS), b) Observer Reports, c) Port Inspection Reports, d) At-sea Inspection Reports and e) Reports on Dispositions of Apparent Infringements. More detailed data compilation tables were compiled by the NAFO Secretariat and circulated to the Contracting Parties in June 2009.

**2. Fishing Activities (effort) in the NAFO Regulatory Area**

In the years covered by this review, the fishery in the NAFO Regulatory Area (NRA) has continually diminished. In 2004, there were 134 active vessels operating in the NRA. However, by 2008 the number of active vessels had decreased to 60, representing a 55-percent decrease (Figure 1). This decrease is particularly pronounced in the pelagic redfish fishery where the number of vessels has dropped by almost 79 percent; from 48 in 2004 to only 10 in 2008.



**Figure 1.** Number of vessels and vessel days in the NAFO Regulatory Area by fishery type

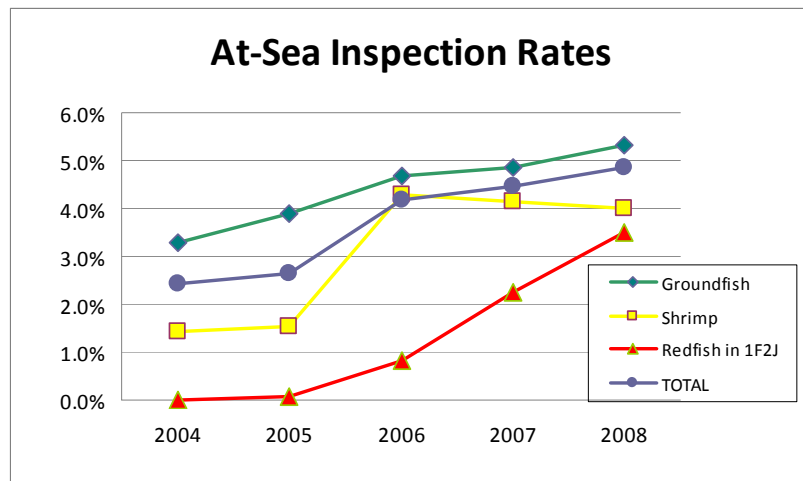
The fishing effort is measured in vessel-days per year in the NRA. Vessel-days are determined by the position reports transmitted by the vessels through their respective Fisheries Monitoring Centers via the vessel's VMS. Although the number of vessels decreased by 55 percent, from 2004 to 2008, total fishing effort diminished by 69 percent; from 16,480 days to 5,054 days (Figure 1, Table 5). The fact that fishing effort has declined more than the number of vessels per year suggests that the average

duration of the fishing trips has become shorter over time. NAFO identifies three main different fishery types; the groundfish, shrimp and pelagic redfish fisheries. Currently, almost two thirds of the fishing effort can be attributed to the groundfish fishery (65 percent) whereas the pelagic redfish fishery accounts for only 4 percent of current fishing effort. It should be noted that the number of vessel days in the NRA for the pelagic redfish fishery declined by 86 percent, from 1,414 days in 2004 to 201 days in 2008, as compared to a 70 percent decline in the shrimp fishery and a 67 percent decline in the groundfish fishery.

### 3. Compliance by Fishing Vessels

To ensure that vessels fishing in the NRA adhere to the NCEMs, NAFO monitors, surveys and controls the fishery. In this context NAFO conducts joint at-sea inspections by NAFO-certified inspectors as well as inspections in NAFO member ports. Through the random at-sea and obligatory port inspections, NAFO is able to uncover infringements of the NAFO regulations and collect evidence for the following prosecution within the legal system of each NAFO flag state. Prior to 2009, port state Contracting Parties were required to conduct port inspections on all vessels landing or transshipping fish species from the NRA. Under the recently implemented Port State Control measures, port state Contracting Parties are only required to carry out inspections on vessels from other Contracting Parties at a rate of 15 percent a year. However, the compulsory inspection of all vessels is still in force for landings of NAFO species under a recovery plan.

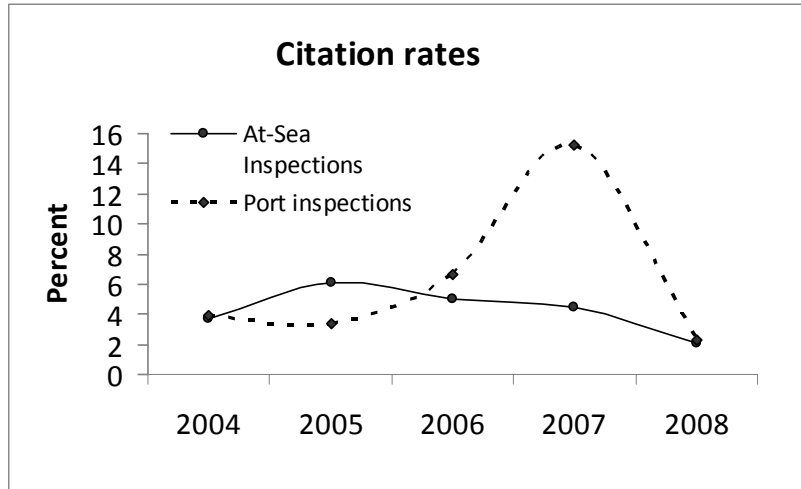
Although the total number of at-sea inspections decreased from 401 inspections in 2004 to 245 inspections in 2008, the frequency rate of at-sea inspections in relation to the effort (number of inspections per vessel-days per year) actually increased from 2.4 percent in 2004 to 4.8 percent in 2008 (Figure 2, Table 5). Inspection rates increased in all three fishery types since 2004. Since 2006, inspection rates have continued to increase for the redfish and groundfish fisheries, but have declined slightly for the shrimp fishery.



**Figure 2.** Inspection rates (number of at-sea inspection/vessel-days) in the NAFO Regulatory Area by fishery type.

NAFO inspectors cite a vessel if they have reason to suspect that the vessel breached one or more NAFO regulations. During the review period, at-sea inspectors issued a minimum of 5 citations in

2008, and a maximum of 20 citations in 2005<sup>1</sup> (Table 5). The annual citation rate (the number of citations issued in relation to the number of inspections conducted) for at-sea inspections has steadily declined since 2005 (Figure 3). In contrast, the citation rate for port inspections nearly doubled between 2006 and 2007, but declined dramatically in 2008 to the lowest in the time series. Specifically, only 3 citations were issued from port inspections in 2008 (Table 5).



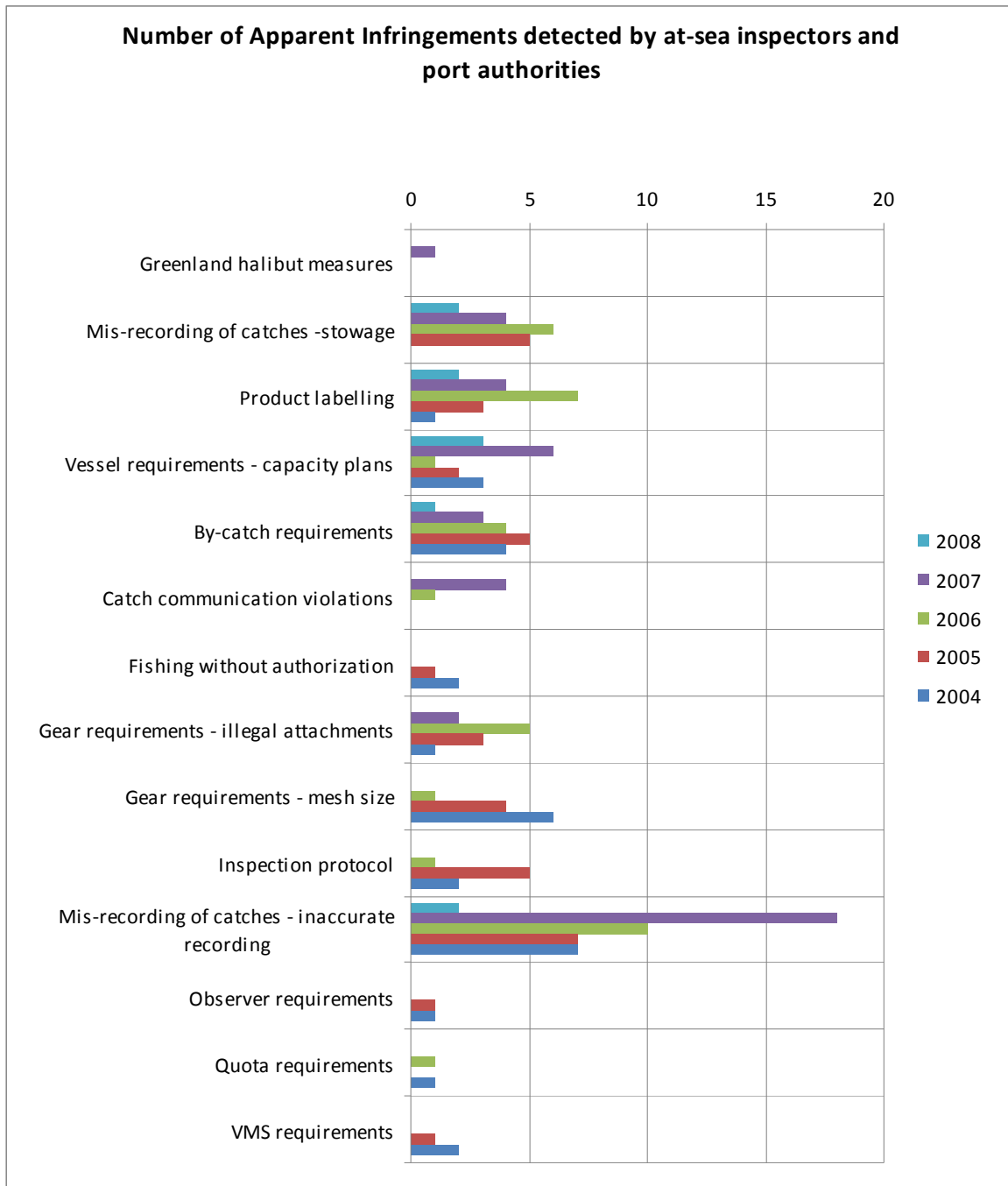
**Figure 3.** Percentage of inspections that resulted in a citation at sea and in port

Each citation issued by NAFO inspectors can list one or more infringement. NAFO recognizes 10 serious infringements (NCEM Article 37.1). NAFO inspectors also detect other infringements that are not classified as serious, such as missing stowage plans or product labels. The frequency of infringements found by NAFO inspectors during the review period is presented in Figure 4. More detail on these infringements for the years 2004 through 2008 is provided in Table 5. The most frequent infringement is inaccurate recording of catches, a serious offence that was particularly pronounced in 2007 and 2008 by port inspectors (59 percent and 67 percent of total inspections, respectively). However, the actual number of infringements of this type declined dramatically between 2007 and 2008; from 16 to 2 infringements (Table 5).

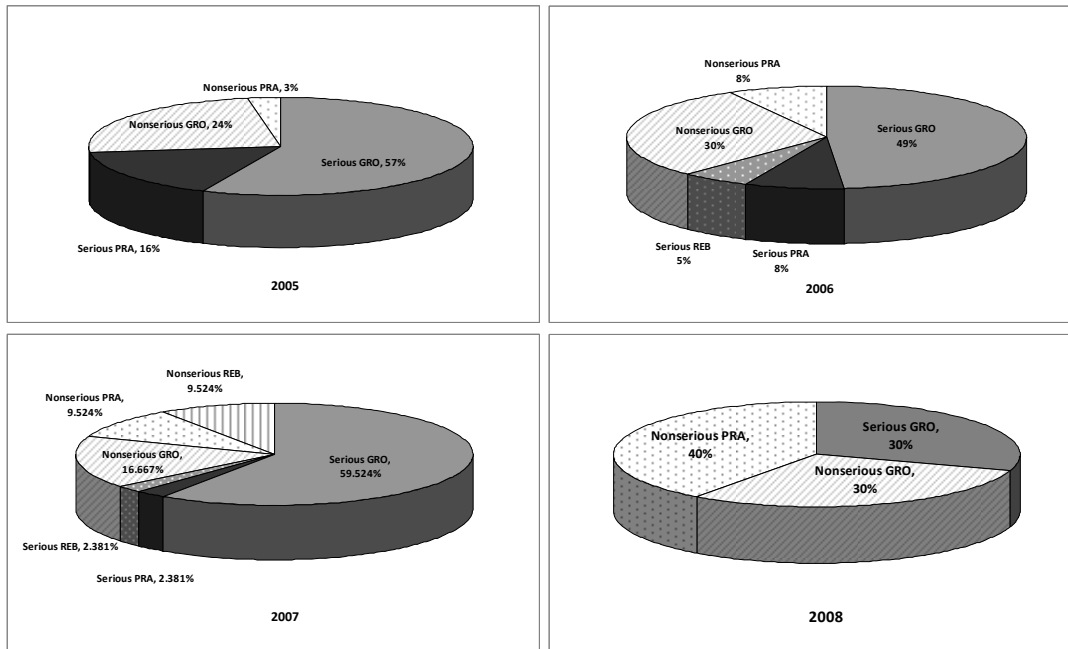
The percentage of infringements by fisheries type is displayed in Figure 5. More than half of all infringements come from groundfish vessels, and up until 2008, groundfish vessels accounted for at least half of all serious infringements. This can be attributed to the fact that groundfish fishery effort constitutes more than half of the total fishing effort in the NRA in terms of vessel-days (Table 5). It should be noted that the number of serious infringements from groundfish vessels decreased dramatically in 2008. It should be further noted that all infringements detected by port inspectors involved groundfish vessels (Table 5).

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<sup>1</sup>Inspections for the sole purpose of confirming a previous citation were not counted.



**Figure 4.** Apparent Infringements detected by NAFO at-sea and port inspectors. \*Please note that the first 4 are non-serious infringements and the remaining 10 are serious infringements.



**Figure 5.** Percentages of serious (dark areas) and non-serious (light areas) infringements (by fishery type) detected by at-sea and port inspectors.

#### 4. Reporting obligations by fishing vessels and NAFO Contracting Parties

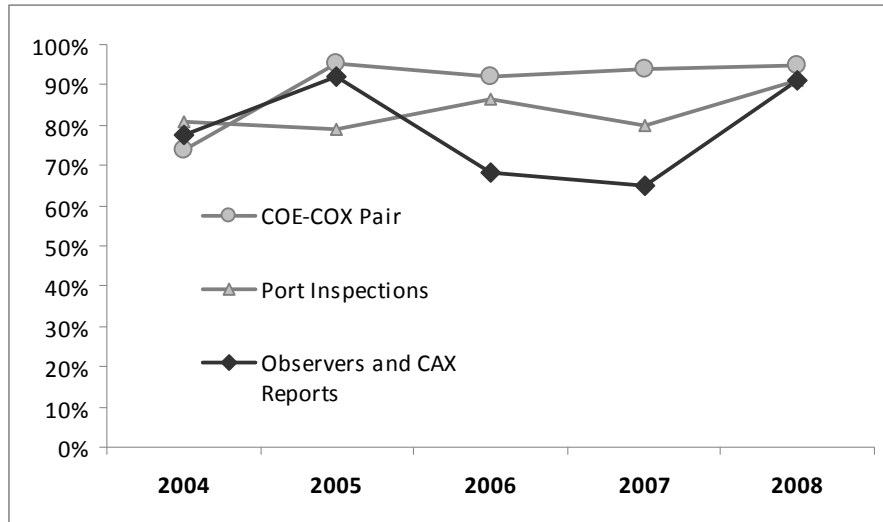
Monitoring the NAFO fisheries includes submission of reports on catch and effort by vessels from different sources: VMS reports such as Catch-on-Entry (COE) and Catch-on-Exit (COX) are submitted by the fishing vessels through their respective Fisheries Monitoring Centers; port inspection reports by the port authorities; and observer reports<sup>2</sup> by the flag state members. These reports from different sources allow a comparative analysis of catches, should ideally cover 100 percent of the fishing trips, and should account for all the days the fishing vessels are present in the NRA. Figure 6 shows the relative coverage of fishing trips from the reports received; deviations from 100 percent are caused by missing reports.<sup>3</sup> Since 2005, catch reports received by NAFO VMS have become the most complete source on catch-by-vessel information, although the submission of port inspection and observer reports improved in 2008.

Submission of observer reports decreased in 2006 and 2007, but increased again in 2008. The drop in observer reporting rate in 2006 and 2007 is not due to a decline in the actual number of observer reports received by NAFO resulting from implementation of the electronic reporting scheme, which

<sup>2</sup> Vessels fishing in the NRA are required to have 100% observer coverage, i.e. presence of an independent observer on board at all times. Since 2007, Contracting Parties can alternatively opt for a daily electronic catch reporting scheme (see CEM, Chapter VII) which allows them to reduce the observer coverage on their vessels by up to 25%.

<sup>3</sup> The percentage coverage for VMS catch reports (COE-COX) shown in Figure 6 was calculated from the number of days as indicated in each report and the total effort (vessel-days) as validated from the VMS position reports. Port reports included transshipments at sea (particularly important for the pelagic redfish fishery).

allows vessels to reduce their observer coverage by 25 percent in if they submit daily electronic catch reports. Rather, the reporting compliance of vessels participating in that scheme has been accounted for in Figure 6 and Table 1 (i.e., if daily catch reports are 4 times the number of observer reports, the vessel is considered compliant). However, factors relating to implementation of this electronic reporting scheme may have impacted observer compliance rates during these two years. The electronic reporting scheme was originally a pilot project in 2006, and was fully implemented in 2007. In 2008, only two Contracting Parties participated in this scheme (Norway and the Faroe Islands).



**Figure 6.** *Percentage coverage of fishing effort by VMS, Port Inspection and Observer Reports.*

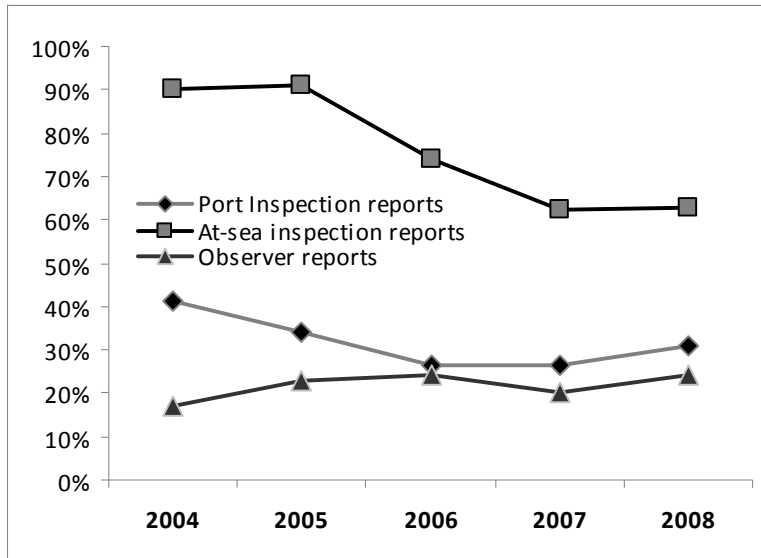
Another issue is the timeliness of reports submitted by Contracting Parties to the NAFO Secretariat. Articles 28 and 35 of the NCEMs require that at-sea and observer reports be submitted within 30 days (of completion of assignment for observer reports). Under the Port State Control measures implemented in 2009, port State Contracting Parties are required to transmit the Port State Control inspection form (form PSC 3) to the Executive Secretary “without delay.” However, this provision was not in effect for 2008. Thus, the 30-day requirement in force for port inspection reports in 2008 is considered in this analysis. In comparison to port inspection and observer reports, at-sea inspection reports are submitted in a more timely fashion. However, the timeliness of the at-sea inspection reports has declined since 2005, from an on time rate of 91 percent in 2005, to 63 percent in 2008. It should be noted that timeliness of submission does not necessarily equate to a failure to submit the required reports.

During the course of the 2009 Annual NAFO Meeting, concerns were raised by Contracting Parties regarding the quality of the reports received. As such, the Secretariat was asked to provide a summary of their experience with these reports. This is as follows:

The lack of uniformity in format of the submitted observer reports may compromise the quality of the reports in general. However total catch information by species contained in the observer reports were compared to other sources (e.g., VMS hail reports and Port Inspection reports), where possible, and the comparison shows that there is a general agreement of the catch information among various sources.

Upon further discussion with the Secretariat it was noted that lack of uniformity with these reports is also an issue, making it time consuming to compile the annual compilation tables provided to

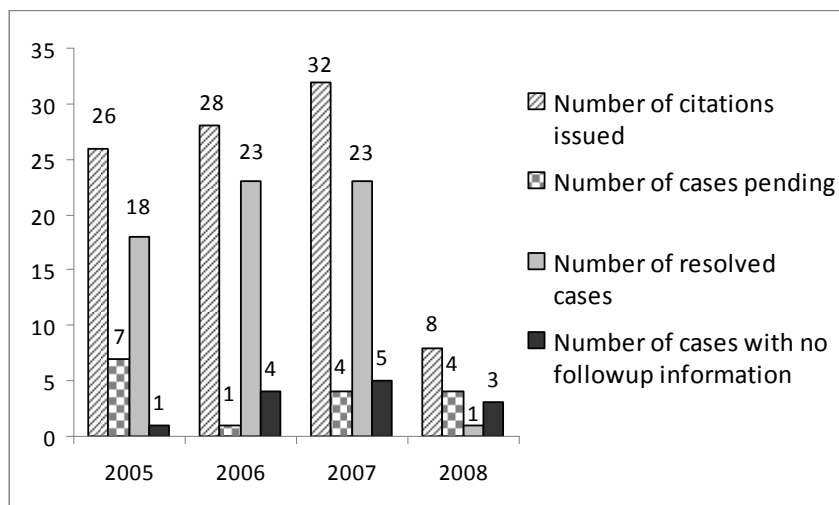
Contracting Parties. It was also noted that corrections to individual reports must be handled on an individual basis, further complicating the compilation of annual information to assess compliance. Finally, one of the Contracting Parties noted that malformed reports, such as COE and COX reports. These malformed reports cannot be processed, and, therefore, cannot be forwarded to the systems that provide information to patrol platforms on a real-time basis impacting monitoring and surveillance activities.



**Figure 7.** *Timeliness of submission of reports.*

### **5. Follow-up to infringements**

Flags states are obligated to follow-up with further investigations and legal prosecution when NAFO inspectors issue a citation against a Contracting Party vessel. The Secretariat receives information on the status of each case. The legal procedure can take longer than one year and it is, therefore, not expected that by 2008 all cases originating during the previous years could be resolved. This information is reflected in Figure 8 and also in Table 6.



**Figure 8.** Legal resolution of citations against vessels fishing in the NAFO Regulatory Area by year in which the citations were issued (as of March 2009). A citation is an inspection report (from at-sea or port inspectors) that lists one or more infringements. Inspections carried out for confirming a previous citation are not counted.

#### 6. Observed trends (period 2004 to 2008)

- The total fishing effort in the NAFO area continues to decline both in terms of number of vessels and fishing days in the NRA since 2004. Between 2007 and 2008, the number of vessels declined by 21 percent and effort declined by 23 percent. In the groundfish fisheries, the number of active vessels has steadily declined since 2004, remained stable between 2006 and 2007, and declined again in 2008. Conversely, there has been a marked decline in the number of active vessels in the pelagic redfish and shrimp fisheries, particularly in the redfish fishery where the number of vessels has declined by 76 percent since 2006. In terms of vessel days, a decline in total fishing effort was observed across all 3 fishing types (groundfish, shrimp, and pelagic redfish) in 2008, with pelagic redfish showing the largest decline of 59 percent (in comparison to 2007).
- The number of at-sea inspections has declined overall since 2004, despite a slight increase in 2006. This is likely due to the reduced number of active vessels fishing in the NRA. Conversely, the rate of at-sea inspections per vessel fishing day has increased since 2004 across all three fishery types, from 2.4 percent in 2004 to 4.8 percent in 2008.
- The number of citations resulting from at-sea inspections varied from 5 to 20 during the 5-year period. The citation rate decreased slightly since 2005, but has remained generally stable over the time period.
- There was a 45 percent decline in port inspections from 2004 to 2007, but a slight increase between 2007 and 2008 (6 percent). The number of vessels cited by port authorities per year varied from a high of 16 in 2007 to a low of 2 in 2008. The number of apparent infringements issued ranged from 27 (2007) to 3 (2008), demonstrating a 89 percent decline in 2008 in comparison to 2007.
- During the 5 year period, a total of 97 apparent infringements resulted from at-sea inspections and 59 from port inspections. The apparent infringement category “Mis-recording of Catches” (Both Stowage and Inaccurate recording related) accounted for 30 of the apparent infringements issued at sea (31 percent) and 29 in port (52 percent). These infringements were issued more frequently in relation to groundfish fisheries.



- The follow-up on apparent infringements is of concern, with an increasing percentage of cases having no follow-up information from the Contracting Party. For example, although the total number of citations declined in 2008 by 75 percent, the number of cases with no follow-up information only declined by 40 percent. The Contracting Party may be following up on the apparent infringement, but may not have reported the status back to the NAFO Secretariat.
- Delayed submission of inspection (at sea and in port) and observer reports by Contracting Parties remains an issue. The general trend in timeliness of reporting is static for both observer and port inspection reports. However, there is a notable decrease in the timeliness of at-sea inspection reports.

## 7. Annexes (the “Report tables)

**Table 1. Submission of Fishing Reports\***

Year	Days at the Regulatory Area (Effort)	Number of Days accounted by COE-COX pairs	Percentage of Effort accounted by COE-COX pairs	Number of Days accounted by Port Inspection and TRA reports	Percentage of Effort accounted by Port Inspection and TRA reports	Number of Days accounted by Observer and CAX reports	Percentage of Effort accounted by Observer and CAX reports
2004	16480	12156	74%	13327	81%	12779	78%
2005	12290	11706	95%	9679	79%	11326	92%
2006	8663	7991	92%	7488	86%	5921	68%
2007	6598	6210	94%	5269	80%	4276	65%
2008	5054	4785	95%	4613	91%	4596	91%

\*COE = Catch on entry, COX = Catch on exit, TRA = transshipment, CAX = Daily catch report

**Table 2. Timely submission of Port Inspection Reports**

Year	2004	2005	2006	2007	2008
Total Number of Port Inspection Reports received	228	177	151	125	133
Total Number of Port Inspection Reports received late	134	117	111	92	92
Percentage % of late Port Inspection Reports	59%	66%	74%	74%	69%

NB: Article 45 (2008 NECMs) stipulates the transmission of port inspection reports to the Secretariat within 30 days on which the landing was completed.

Port Inspection Reports are submitted by the CP of the Port Inspection Authority.

**Table 3. Timely submission of At-Sea Inspection Reports**

Year	2004	2005	2006	2007	2008
Total Number of at-sea Inspections	401	326	361	296	263
Number of at-sea Inspections received late	40	30	95	112	96
Percentage % of late at-sea Inspection Reports	10%	9%	26%	38%	37%

NB: Timely submission means transmission of the report with 30 days.

At-sea Inspection Reports are submitted by the CP with inspection presence at NAFO Regulatory Area.

**Table 4. Timely submission of Observer Reports**

Year	2004	2005	2006	2007	2008
Total Number of Observers Reports	211	170	114	84	126
Number of Observers Reports received late	176	131	87	67	96
Percentage % of late Observers Reports	83%	77%	76%	80%	76%

NB: Article 24 stipulates the transmission of the observer reports to the Secretariat within 30 days after the completion of the observer's assignment.

Observer Reports are submitted by the Flag State of the vessels.

**Table 5-2004, part 1. Effort, at-sea inspections and AIs by fisheries type**

<b>Fisheries*</b>	<b>GRO</b>	<b>PRA</b>	<b>REB</b>	<b>Total</b>
Number of vessels	63	33	48	134**
Days Present in NRA	9966	5100	1414	16480
Number of at-sea inspections	328	73	0	401
Number of at-sea inspection report containing citation of one or more AIs	13	2	0	15
Number of vessels cited with AIs at sea	10	2	0	12
<b>AIs issued by category - from at-sea inspections***</b>				
Greenland halibut measures	0	0	0	0
Mis-recording of catches -stowage	0	0	0	0
Product labeling	0	1	0	1
Vessel requirements - capacity plans	3	0	0	3
<b>By-catch requirements</b>	3	0	0	3
<b>Catch communication violations</b>	0	0	0	0
<b>Fishing without authorization</b>	0	1	0	1
<b>Gear requirements - illegal attachments</b>	1	0	0	1
<b>Gear requirements - mesh size</b>	5	0	0	5
<b>Inspection protocol</b>	2	0	0	2
<b>Mis-recording of catches - inaccurate recording</b>	1	0	0	1
<b>Observer requirements</b>	0	1	0	1
<b>Quota requirements</b>	1	0	0	1
<b>VMS requirements</b>	0	2	0	2
<b>TOTAL</b>	16	5	0	21
* GRO = groundfish primarily in Divs. 3KLMNO; PRA = shrimp fisheries in Divs. 3LM; REB = redfish in Divs. 1F2J				
** Some vessels switched directed species within the year.				
*** AIs from citation reports serving to confirm an incident are not counted. AI categories in bold are considered serious.				

**Table 5-2004, part 2. Effort, port inspections and AIs by fisheries type**

<b>FISHERIES*</b>	<b>GRO</b>	<b>PRA</b>	<b>REB</b>	<b>Total</b>
Number of vessels	63	33	48	134**
Days Present in NRA	9966	5100	1414	16480
Number of port inspections	85	138	5	228
Number of port inspection report containing citation of one or more AIs	9	0	0	9
Number of vessels cited with AIs by port authorities	9	0	0	9
<b>AIs issued by category - from port inspections***</b>				
Greenland halibut measures	0	0	0	0
Mis-recording of catches -stowage	0	0	0	0
Product labeling	0	0	0	0
Vessel requirements - capacity plans	0	0	0	0
<b>By-catch requirements</b>	1	0	0	1
<b>Catch communication violations</b>	0	0	0	0
<b>Fishing without authorization</b>	1	0	0	1
<b>Gear requirements - illegal attachments</b>	0	0	0	0
<b>Gear requirements - mesh size</b>	1	0	0	1
<b>Inspection protocol</b>	0	0	0	0
<b>Mis-recording of catches - inaccurate recording</b>	6	0	0	6
<b>Observer requirements</b>	0	0	0	0
<b>Quota requirements</b>	0	0	0	0
<b>VMS requirements</b>	0	0	0	0
<b>TOTAL</b>	9	0	0	9

**Table 5-2005, part 1. Effort, at-sea inspections and AIs by fisheries type**

FISHERIES*	GRO	PRA	REB	Total
Number of vessels	50	27	53	116**
Days Present in NRA	6948	3558	1784	12290
Number of at-sea inspections	270	55	1	326
Number of at-sea inspection report containing citation of one or more AIs	16	4	0	20
Number of vessels cited with AIs at sea	14	3	0	17
AIs issued by category - from at-sea inspections***				
Greenland halibut measures	0	0	0	0
Mis-recording of catches -stowage	5	0	0	5
Product labeling	2	1	0	3
Vessel requirements - capacity plans	2	0	0	2
<b>By-catch requirements</b>	2	0	0	2
<b>Catch communication violations</b>	0	0	0	0
<b>Fishing without authorization</b>	0	1	0	1
<b>Gear requirements - illegal attachments</b>	2	1	0	3
<b>Gear requirements - mesh size</b>	3	0	0	3
<b>Inspection protocol</b>	3	1	0	4
<b>Mis-recording of catches - inaccurate recording</b>	5	1	0	6
<b>Observer requirements</b>	0	1	0	1
<b>Quota requirements</b>	0	0	0	0
<b>VMS requirements</b>	0	1	0	1
<b>TOTAL</b>	24	7	0	31
* GRO = groundfish primarily in Divs. 3KLMNO; PRA = shrimp fisheries in Divs. 3LM; REB = redfish in Divs. 1F2J				
** Some vessels switched directed species within the year.				
*** AIs from citation reports serving to confirm an incident are not counted. AI categories in bold are considered serious.				

**Table 5-2005, part 2. Effort, port inspections and AIs by fisheries type**

FISHERIES*	GRO	PRA	REB	Total
Number of vessels	50	27	53	116**
Days Present in NRA	6948	3558	1784	12290
Number of port inspections	80	87	10	177
Number of port inspection report containing citation of one or more AIs	6	0	0	6
Number of vessels cited with AIs by port authorities	6	0	0	6
AIs issued by category - from port inspections***				
Greenland halibut measures	0	0	0	0
Mis-recording of catches -stowage	0	0	0	0
Product labeling	0	0	0	0
Vessel requirements - capacity plans	0	0	0	0
<b>By-catch requirements</b>	3	0	0	3
<b>Catch communication violations</b>	0	0	0	0
<b>Fishing without authorization</b>	0	0	0	0
<b>Gear requirements - illegal attachments</b>	0	0	0	0
<b>Gear requirements - mesh size</b>	1	0	0	1
<b>Inspection protocol</b>	1	0	0	1
<b>Mis-recording of catches - inaccurate recording</b>	1	0	0	1
<b>Observer requirements</b>	0	0	0	0
<b>Quota requirements</b>	0	0	0	0
<b>VMS requirements</b>	0	0	0	0
<b>TOTAL</b>	6	0	0	6

**Table 5-2006, part 1. Effort, at-sea inspections and AIs by fisheries type**

FISHERIES*	GRO	PRA	REB	Total
Number of vessels	45	21	42	92**
Days Present in NRA	5908	1776	979	8663
Number of at-sea inspections	277	76	8	361
Number of at-sea inspection report containing citation of one or more AIs	11	5	2	18
Number of vessels cited with AIs at sea	10	4	2	16
AIs issued by category - from at-sea inspections***				
Greenland halibut measures	0	0	0	0
Mis-recording of catches -stowage	5	1	0	6
Product labeling	1	2	0	3
Vessel requirements - capacity plans	1	0	0	1
<b>By-catch requirements</b>	2	0	0	2
<b>Catch communication violations</b>	0	0	0	0
<b>Fishing without authorization</b>	0	0	0	0
<b>Gear requirements - illegal attachments</b>	2	2	1	5
<b>Gear requirements - mesh size</b>	0	0	1	1
<b>Inspection protocol</b>	0	1	0	1
<b>Mis-recording of catches - inaccurate recording</b>	4	0	0	4
<b>Observer requirements</b>	0	0	0	0
<b>Quota requirements</b>	0	0	0	0
<b>VMS requirements</b>	0	0	0	0
<b>TOTAL</b>	15	6	2	23

\* GRO = groundfish primarily in Divs. 3KLMNO; PRA = shrimp fisheries in Divs. 3LM; REB = redfish in Divs. 1F2J

\*\* Some vessels switched directed species within the year.

\*\*\* AIs from citation reports serving to confirm an incident are not counted. AI categories in bold are considered serious.

**Table 5-2006, part 2. Effort, port inspections and AIs by fisheries type**

FISHERIES*	GRO	PRA	REB	Total
Number of vessels	45	21	42	92**
Days Present in NRA	5908	1776	979	8663
Number of port inspections	76	56	19	151
Number of port inspection report containing citation of one or more AIs	10	0	0	10
Number of vessels cited with AIs by port authorities	10	0	0	10
AIs issued by category - from port inspections***				
Greenland halibut measures	0	0	0	0
Mis-recording of catches -stowage	0	0	0	0
Product labeling	4	0	0	4
Vessel requirements - capacity plans	0	0	0	0
<b>By-catch requirements</b>	2	0	0	2
<b>Catch communication violations</b>	1	0	0	1
<b>Fishing without authorization</b>	0	0	0	0
<b>Gear requirements - illegal attachments</b>	0	0	0	0
<b>Gear requirements - mesh size</b>	0	0	0	0
<b>Inspection protocol</b>	0	0	0	0
<b>Mis-recording of catches - inaccurate recording</b>	6	0	0	6
<b>Observer requirements</b>	0	0	0	0
<b>Quota requirements</b>	1	0	0	1
<b>VMS requirements</b>	0	0	0	0
<b>TOTAL</b>	14	0	0	14

**Table 5-2007, part 1. Effort, at-sea inspections and AIs by fisheries type**

FISHERIES*	GRO	PRA	REB	Total
Number of vessels	45	14	20	76**
Days Present in NRA	4158	1948	488	6594
Number of at-sea inspections	202	81	11	294
Number of at-sea inspection report containing citation of one or more AIs	4	5	4	13
Number of vessels cited with AIs at sea	4	5	4	13
AIs issued by category - from at-sea inspections***				
Greenland halibut measures	0	0	0	0
Mis-recording of catches -stowage	3	1	0	4
Product labeling	0	1	0	1
Vessel requirements - capacity plans	0	2	4	6
<b>By-catch requirements</b>	0	0	0	0
<b>Catch communication violations</b>	0	0	0	0
<b>Fishing without authorization</b>	0	0	0	0
<b>Gear requirements - illegal attachments</b>	0	1	1	2
<b>Gear requirements - mesh size</b>	0	0	0	0
<b>Inspection protocol</b>	0	0	0	0
<b>Mis-recording of catches - inaccurate recording</b>	2	0	0	2
<b>Observer requirements</b>	0	0	0	0
<b>Quota requirements</b>	0	0	0	0
<b>VMS requirements</b>	0	0	0	0
<b>TOTAL</b>	5	5	5	15

\* GRO = groundfish primarily in Divs. 3KLMNO; PRA = shrimp fisheries in Divs. 3LM; REB = redfish in Divs. 1F2J

\*\* Some vessels switched directed species within the year.

\*\*\* AIs from citation reports serving to confirm an incident are not counted. AI categories in bold are considered serious.

**Table 5-2007, part 2. Effort, port inspections and AIs by fisheries type**

FISHERIES*	GRO	PRA	REB	Total
Number of vessels	45	14	20	76**
Days Present in NRA	4158	1948	488	6594
Number of port inspections	67	51	7	125
Number of port inspection report containing citation of one or more AIs	19	0	0	19
Number of vessels cited with AIs by port authorities	16	0	0	16
AIs issued by category - from port inspections***				
Greenland halibut measures	1	0	0	1
Mis-recording of catches -stowage	0	0	0	0
Product labeling	3	0	0	3
Vessel requirements - capacity plans	0	0	0	0
<b>By-catch requirements</b>	3	0	0	3
<b>Catch communication violations</b>	4	0	0	4
<b>Fishing without authorization</b>	0	0	0	0
<b>Gear requirements - illegal attachments</b>	0	0	0	0
<b>Gear requirements - mesh size</b>	0	0	0	0
<b>Inspection protocol</b>	0	0	0	0
<b>Mis-recording of catches - inaccurate recording</b>	16	0	0	16
<b>Observer requirements</b>	0	0	0	0
<b>Quota requirements</b>	0	0	0	0
<b>VMS requirements</b>	0	0	0	0
<b>TOTAL</b>	27	0	0	27

**Table 5-2008, part 1. Effort, at-sea inspections and AIs by fisheries type**

FISHERIES*	GRO	PRA	REB	Total
Number of vessels	38	13	10	60**
Days Present in NRA	3302	1551	201	5054
Number of at-sea inspections	176	62	7	245
Number of at-sea inspection report containing citation of one or more AIs	2	3	0	5
Number of vessels cited with AIs at sea	2	3	0	5
AIs issued by category - from at-sea inspections***				
Greenland halibut measures	0	0	0	0
Mis-recording of catches -stowage	1	1	0	2
Product labelling	1	0	0	1
Vessel requirements - capacity plans	0	3	0	3
<b>By-catch requirements</b>	1	0	0	1
<b>Catch communication violations</b>	0	0	0	0
<b>Fishing without authorization</b>	0	0	0	0
<b>Gear requirements - illegal attachments</b>	0	0	0	0
<b>Gear requirements - mesh size</b>	0	0	0	0
<b>Inspection protocol</b>	0	0	0	0
<b>Mis-recording of catches - inaccurate recording</b>	0	0	0	0
<b>Observer requirements</b>	0	0	0	0
<b>Quota requirements</b>	0	0	0	0
<b>VMS requirements</b>	0	0	0	0
<b>TOTAL</b>	3	4	0	7

\* GRO = groundfish primarily in Divs. 3KLMNO; PRA = shrimp fisheries in Divs. 3LM; REB = redfish in Divs. 1F2J

\*\* Some vessels switched directed species within the year.

\*\*\* AIs from citation reports serving to confirm an incident are not counted.

AI categories in bold are considered serious.

**Table 5-2008, part 2. Effort, port inspections and AIs by fisheries type**

FISHERIES*	GRO	PRA	REB	Total
Number of vessels	38	13	10	60**
Days Present in NRA	3302	1551	201	5054
Number of port inspections	70	60	2	132
Number of port inspection report containing citation of one or more AIs	3	0	0	3
Number of vessels cited with AIs by port authorities	2	0	0	2
AIs issued by category - from port inspections***				
Greenland halibut measures	0	0	0	0
Mis-recording of catches -stowage	0	0	0	0
Product labelling	1	0	0	1
Vessel requirements - capacity plans	0	0	0	0
<b>By-catch requirements</b>	0	0	0	0
<b>Catch communication violations</b>	0	0	0	0
<b>Fishing without authorization</b>	0	0	0	0
<b>Gear requirements - illegal attachments</b>	0	0	0	0
<b>Gear requirements - mesh size</b>	0	0	0	0
<b>Inspection protocol</b>	0	0	0	0
<b>Mis-recording of catches - inaccurate recording</b>	2	0	0	2
<b>Observer requirements</b>	0	0	0	0
<b>Quota requirements</b>	0	0	0	0
<b>VMS requirements</b>	0	0	0	0
<b>TOTAL</b>	3	0	0	3

\* GRO = groundfish primarily in Divs. 3KLMNO; PRA = shrimp fisheries in Divs. 3LM; REB = redfish in Divs. 1F2J

\*\* Some vessels switched directed species within the year.

\*\*\* AIs from citation reports serving to confirm an incident are not counted.

AI categories in bold are considered serious.

**Table 6. Resolution of Apparent Infringement (AI) Cases (as of March 2009)**

	<b>2005</b>	<b>2006</b>	<b>2007</b>	<b>2008</b>
Number of citations issued*	26	28	32	8
Number of cases pending	7	1	4	4
Number of resolved cases	18	23	23	1
Number of cases with no followup information	1	4	5	3

\* Number of at-sea and port inspection reports issuing serious and non-serious AIs.

A report may contain one or more AI.

Reports serving to confirm identical cases are not counted.