



Serial No. N5840

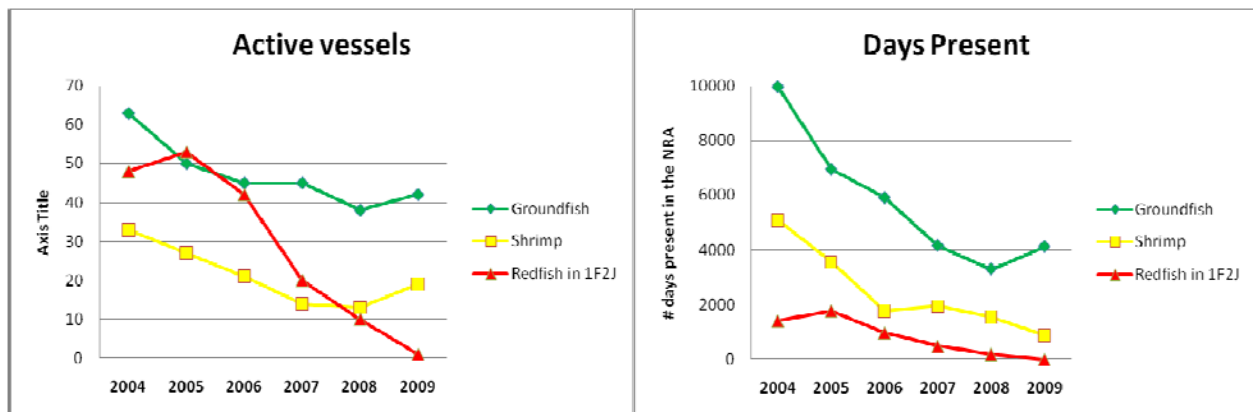
NAFO/FC Doc. 10/28  
(ADOPTED)32<sup>nd</sup> ANNUAL MEETING - SEPTEMBER 2010**ANNUAL COMPLIANCE REVIEW 2010**  
(Compliance Report for Calendar Year 2009)**1. Introduction**

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 2010 NAFO compliance review compares information for the years 2004 to 2009 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 2010.

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

In the years covered by this review, overall fishing activity in the NAFO Regulatory Area (NRA) has continually diminished, with the exception of the groundfish fishery in 2009. In 2004, there were 134 active vessels operating in the NRA. However, by 2009 the number of active vessels decreased to 51, representing a 62-percent decrease (Figure 1). This number increased slightly in 2009 to 62 active vessels, but that is due to an increase in the number of vessels participating in both the groundfish and shrimp fisheries. Conversely, for the pelagic redfish fishery, the number of vessels has dropped by almost 98 percent; from 48 in 2004 to only 1 in 2009.



**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 61 percent from 2004 to 2009, total fishing effort diminished by 70 percent; from 16,480 days to 5,016 days (Figure 1, Table 5). Although total fishing effort declined slightly between 2008 and 2009, effort in the groundfish fishery increased.

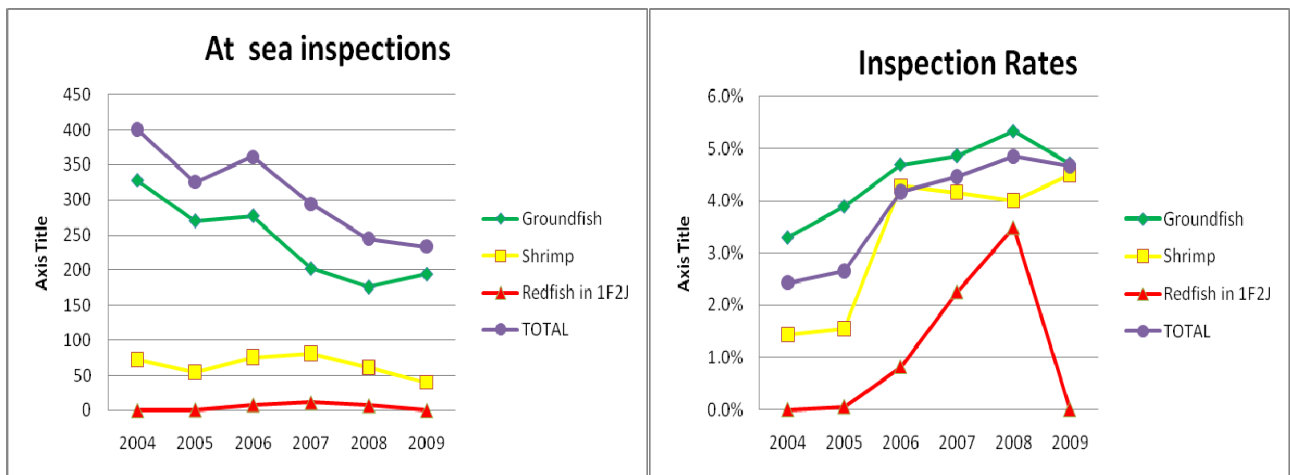
NAFO identifies three main different fishery types; the groundfish, shrimp and pelagic redfish fisheries (Sub-Areas 1F2J). Currently, over three-quarters of the fishing effort can be attributed to the groundfish fishery (82 percent), whereas the pelagic redfish fishery accounts for less than 1 percent of current fishing effort. It should be noted that the number of vessel days in the NRA for the pelagic redfish fishery declined by 99.7 percent, from 1,414 days in 2004 to 5 days in 2009, as compared to a 83 percent decline in the shrimp fishery and a 59 percent decline in the groundfish fishery during the same time period.

### **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.

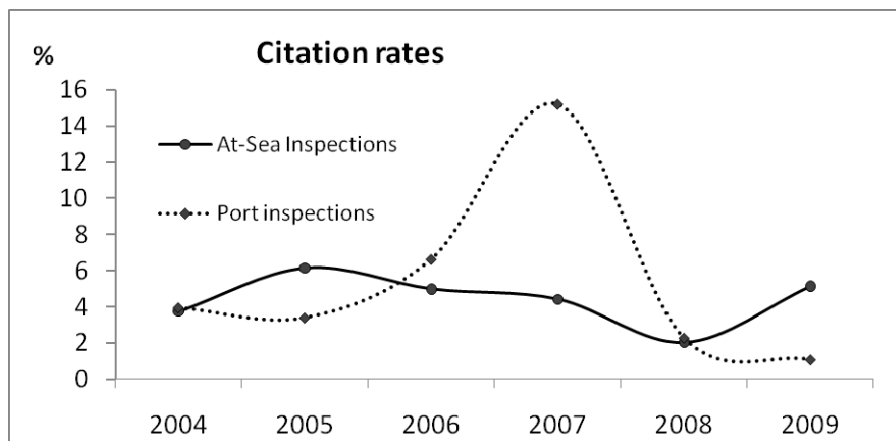
Although the total number of at-sea inspections decreased from 401 inspections in 2004 to 234 inspections in 2009, the frequency rate of at-sea inspections in relation to the effort (number of inspections per vessel-days per year) actually increased from 2.4 percent in 2004 to 4.7 percent in 2009, (Figure 2, Table 5). It should be noted, however, that the total at-sea inspection rate has remained fairly stable since 2006, ranging from 4.2 to 4.8 percent. At-sea inspection rates have generally increased in all three fisheries since 2004. However, in 2009, the inspection rate for the groundfish fishery dropped by 0.6 percent, and there were no at-sea inspections in the pelagic redfish fishery, likely because there was only 1 active vessel in this fishery with only 5 days present in the NRA. Conversely, the inspection rate for the shrimp fishery increased between 2008 and 2009 by 0.5 percent.

Inspections in port have also declined dramatically, from a 228 in 2004 to 94 in 2009, representing a 59 percent decline over the time period (Table 5). Although the number of port inspections increased slightly between 2007 and 2008 (6 percent), it declined by 29 percent between 2008 and 2009. This appears to be due to reductions in fishing effort in both the shrimp and pelagic redfish fisheries since the number of port inspections for the groundfish fishery actually increased slightly from 2008 to 2009 (4 percent) commensurate with of the slight increase in fishing effort in this fishery between these two years.



**Figure 2.** Number of At-Sea Inspections and 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 declined between 2005 and 2008, but increased in 2009 (Figure 3). In contrast, the citation rate for port inspections more than tripled between 2004 and 2007, but declined dramatically in 2008 and 2009, with 2009 being the lowest in the time series at 1.1 percent.



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

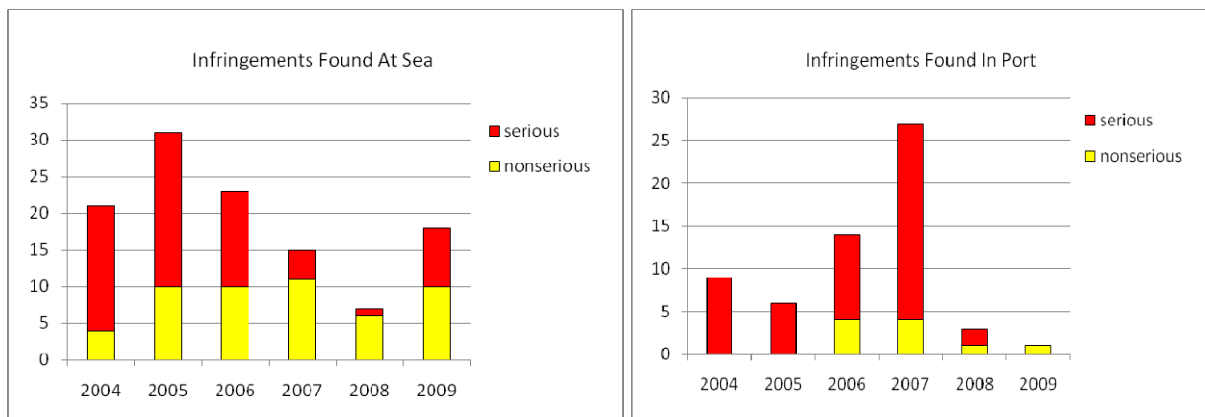
Each citation issued by NAFO inspectors can list one or more infringement. NAFO recognizes 10 serious infringements (NCEM Article 37.1). NAFO inspectors also detect other infringements that are not classified as serious, such as missing stowage plans or product labels. The number of infringements that have been issued at-sea or in port during the review period is presented in Figure 4. Although the total number of infringements increased slightly from 30 in 2004 to 42 in 2007, it declined by 76 percent

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

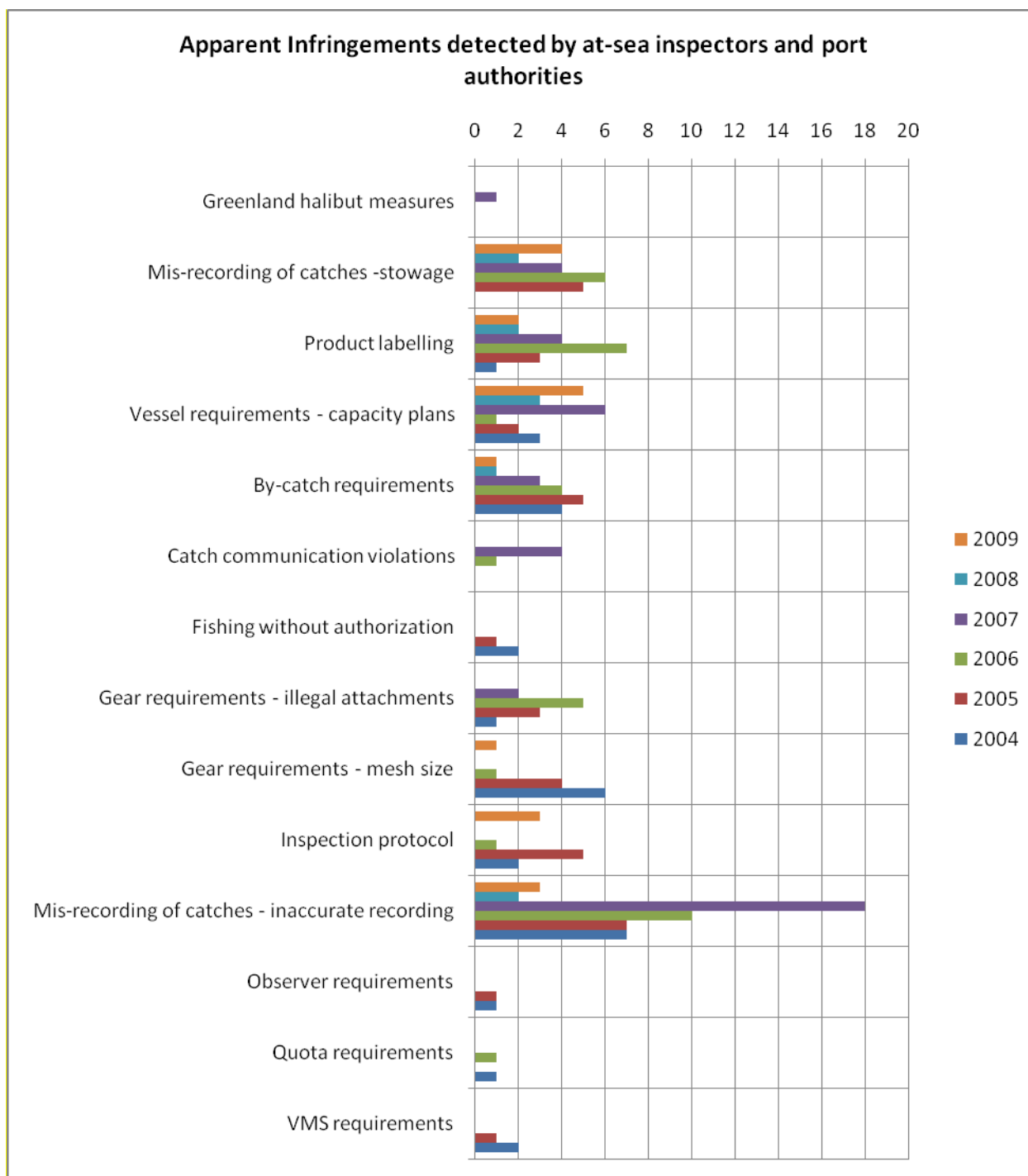
between 2007 and 2008. In contrast, there was a 90 percent increase in 2009 in comparison to 2008. This increase in infringements is likely the result of increased effort in the groundfish fishery in 2009, as discussed further below.

The frequency of infringements by type is presented in Figure 5. More detail on these infringements for the years 2004 through 2009 is provided in Table 5. The most frequent infringement is inaccurate recording of catches, a serious offence that was particularly pronounced in 2006 and 2007 (27 and 43 percent of total infringements, respectively). However, the actual number of infringements of this type declined dramatically between 2007 and 2008, from 16 to 2 infringements (Table 5), with a slight increase to 3 infringements in 2009.

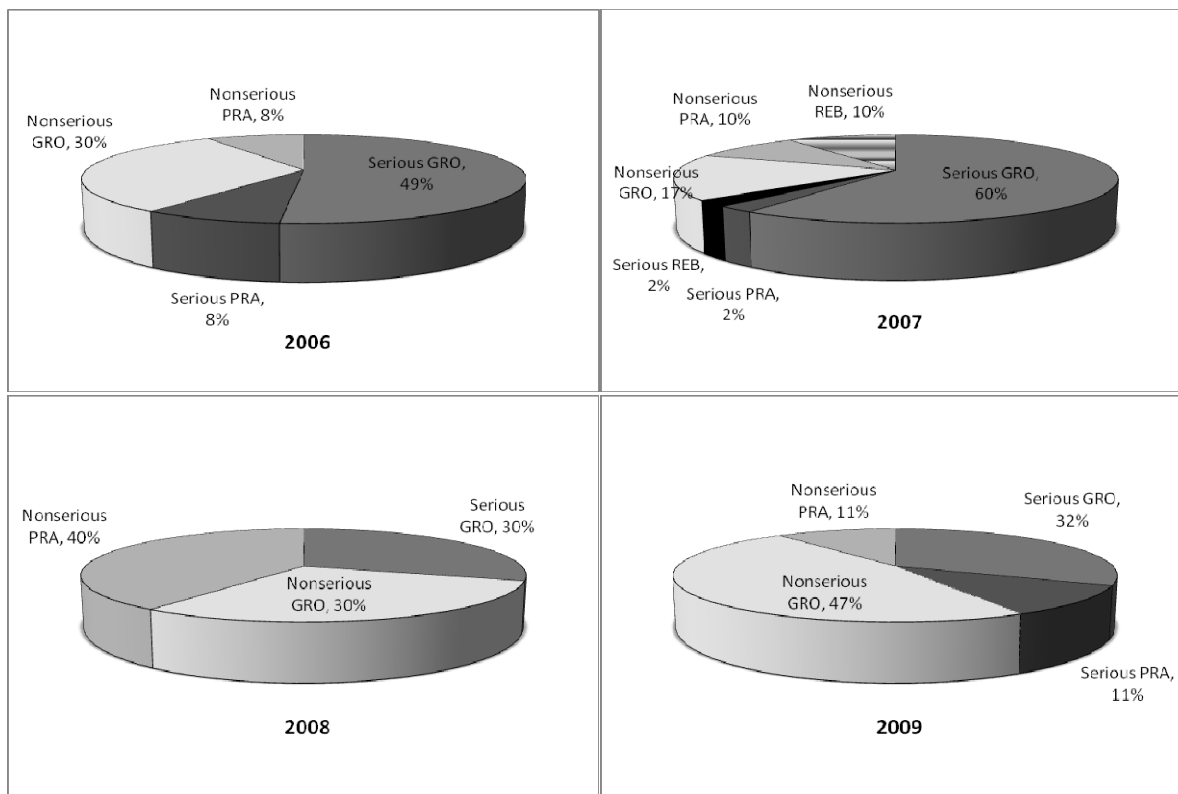
The percentage of infringements by fisheries type is displayed in Figure 6 for 2006 through 2009. However, detailed infringement information for 2004 through 2009 is provided in Table 5. More than half of all infringements come from groundfish vessels, and up until 2008, groundfish vessels accounted for at least half of all serious infringements. In 2008, groundfish vessels accounted for 100 percent of serious infringements, although there were only 3 issued. The high level of infringements, including serious infringements, in the ground fish fishery 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. It should be noted that the number of serious infringements from groundfish vessels decreased dramatically in 2008 with a commensurate decline in fishing effort. However, fishing effort and number of infringements increased for the groundfish fishery in 2009. It should be further noted that all infringements detected by port inspectors during the review period involved groundfish vessels.



**Figure 4.** *Number of Apparent Infringements detected by NAFO at-sea and port inspectors for 2004-2009*



**Figure 5.** *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 6.** Percentages of serious (dark areas) and non-serious (light areas) infringements (by fishery type) detected by at-sea and port inspectors for 2006-2009

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

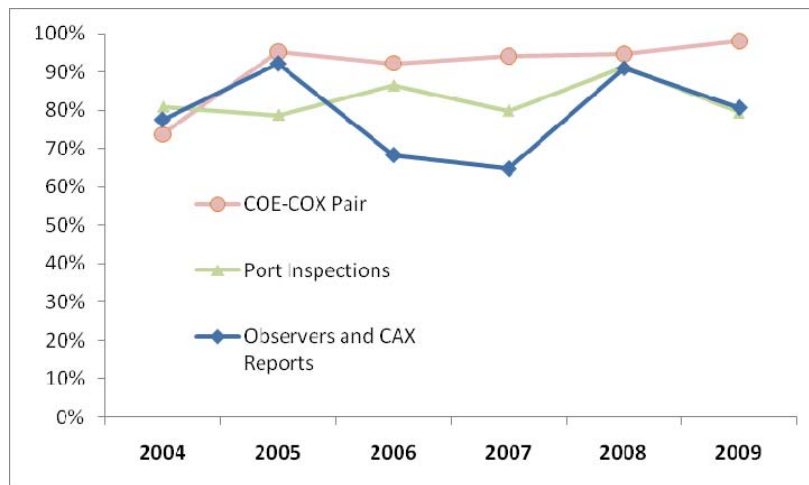
Monitoring the NAFO fisheries includes submission of reports on catch and effort by vessels from different sources: VMS reports such as Catch-on-Entry (COE) and Catch-on-Exit (COX) are submitted by the fishing vessels through their respective Fisheries Monitoring Centers; port inspection reports by the 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 7 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. The submission of port inspection and observer reports improved in 2008, but declined in 2009.

<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 7 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).

Submission of observer reports decreased in 2006 and 2007, increased in 2008, but declined again in 2009. 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 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 7 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 2007, only two Contracting Parties participated in this scheme (Norway, the Faroe Islands), but Estonia became the third to participate in 2008 and 2009 (see STACTIC WP 10/22).

Similar to the observer reports, the submission of port inspection reports also decreased in 2009. This is likely due to the implementation of NAFO’s Port State Control Scheme in 2009. As noted above, under this scheme 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, with the exception of vessels fishing for NAFO species under a recovery plan.



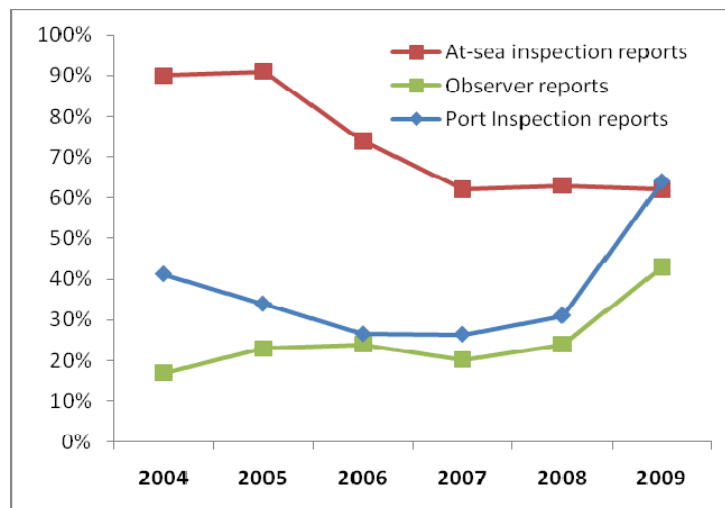
**Figure 7.** *Percentage coverage of fishing effort by VMS, Port Inspection and Observer Reports*

Another issue is the timeliness of reports submitted by Contracting Parties to the NAFO Secretariat. Articles 28 and 35 of the NCEMs require that observer reports and at-sea inspection 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 (Figure 8). However, the timeliness of the at-sea inspection reports has declined since 2005, from an on-time rate of 91 percent in 2005, to 62 percent in 2009. In fact, the timeliness of at-sea inspection reports has been fairly consistent since 2007, while the timeliness of observer and port inspection reports has increased, with dramatic improvement in 2009. 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 highlighted problems caused by “malformed” VMS reports, such as COE and COX reports. These “malformed” (or erroneous) 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. As a result, the Secretariat proved a presentation at the 2010 STACTIC Intersessional Meeting to help explain the potential causes of “malformed” reports and how they are excluded from the data used to prepare the annual compliance review. Potential causes include technical issues at the Contracting Party level (e.g., duplicates, mis-typed hail reports, etc.) and lack of clarity regarding the hail reporting requirements in NCEMs (e.g., unnecessary reports, mis-directed reports, etc.).



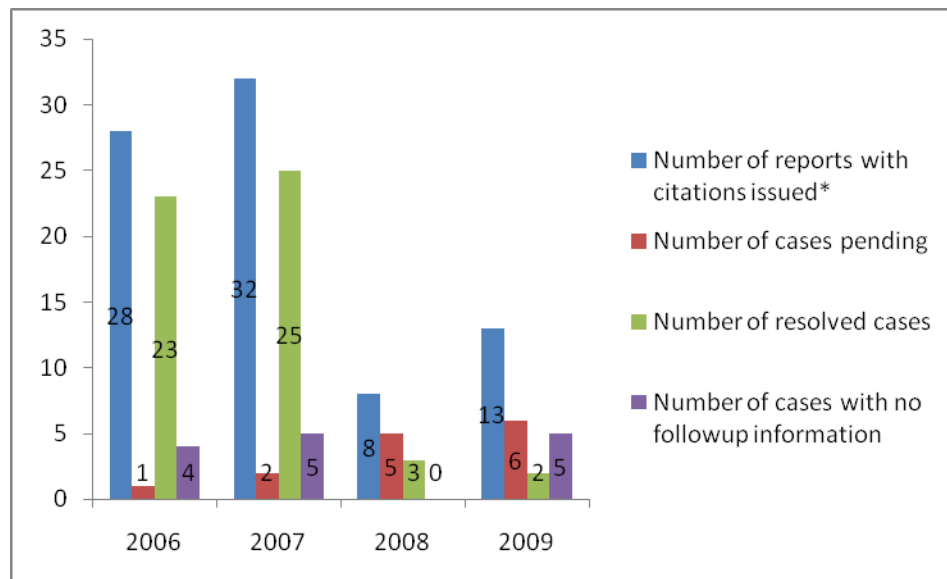
**Figure 8.** *Timeliness of submission of reports*

### **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 2009 (for example) all cases originating during the previous years could be resolved. This information is reflected in Figure 9 and also in Table 6.



In general, it appears that most cases are resolved within a 2-year time period. However, the number of cases with no follow-up information has remained relatively stable since 2006 despite a decline in the total number of citations issues.



**Figure 9.** *Legal resolution of citations against vessels fishing in the NAFO Regulatory Area by year in which the citations were issued (as of July 2010). 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 2009)

- 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. There was an increase in the number of vessels participating in the groundfish and shrimp fisheries in 2009, but this increase was offset by a decline in the number of vessels participating in the redfish fishery. Further, the change in number of vessels participating in individual fisheries (61 in 2008 and 62 in 2009) in relation to the change in the total number of active vessels (60 in 2008 and 51 in 2009) indicates that more vessels participated in multiple fisheries in 2009 than in 2008. Although, there was a slight drop in total fishing effort in 2009 in comparison to 2008 (0.8 percent), there was a 25 percent increase in effort in the groundfish fishery. Conversely, total fishing effort declined substantially in both the shrimp and redfish fisheries (43 percent and 98 percent, respectively).
- 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. Overall, the rate of at-sea inspections per vessel fishing day has increased since 2004, from 2.4 percent in 2004 to 4.8 percent in 2008, with a slight decline to 4.7 percent in 2009. However, the at-sea inspection rate declined dramatically for the redfish fishery in 2009 (to 0 percent) since there was hardly any activity in this fishery. The at-sea inspection rate also declined by 11 percent for the groundfish fishery (from 5.3 to 4.7 percent), but increased by 13 percent (from 4.0 to 4.5 percent) for the shrimp fishery. This may indicate more compliance concerns involving the shrimp fishery in 2009 in comparison to the groundfish fishery.

- The number of citations resulting from at-sea inspections varied from 5 to 20 during the 5-year period. The at-sea citation rate decreased slightly since 2005, with an increase in 2009, but has remained generally stable over the time period.
- The number of citations resulting from port inspections increased to a peak of 19 between 2004 and 2007, but has declined dramatically since with only 1 citation in 2009.
- There was a 45 percent decline in port inspections from 2004 to 2007, but a slight increase in 2008 (6 percent), then a subsequent decline again in 2009 (29 percent). The number of vessels cited by port authorities per year varied from a high of 16 in 2007 to a low of 1 in 2009. The number of apparent infringements issued ranged from 27 in 2007 to 1 in 2009, demonstrating a 96 percent decline since 2007.
- During the 6 year period, a total of 115 apparent infringements resulted from at-sea inspections and 60 from port inspections. The apparent infringement category “Mis-recording of Catches” (Both Stowage and Inaccurate recording related) accounted for 37 of the apparent infringements issued at sea (33 percent) and 32 in port (53 percent). These infringements were issued more frequently in relation to groundfish fisheries.
- The number of cases having no follow-up information from the Contracting Party has been relatively stable since 2006 despite an overall decline in the number of citations issued. Thus, lack of follow-up on apparent infringements remains a concern. For example, the percentage of citations with no follow-up relative to total citations issued was 14 percent in 2006 and 38 percent in 2009. The Contracting Party may be following up on the apparent infringement, but may not have reported the status back to the NAFO Secretariat.
- Timeliness of submission of port inspection and observer reports by Contracting Parties has greatly improved, but has remained steady for 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%
2009	5016	4920	98%	3981	79%	4047	81%

\*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	2009
Total Number of Port Inspection Reports received	228	177	151	125	133	94
Total Number of Port Inspection Reports received late	134	117	111	92	92	34
Percentage % of late Port Inspection Reports	59%	66%	74%	74%	69%	36%

NB: Timeliness based upon Article 45 in 2008 NECMs which stipulated 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	2009
Total Number of at-sea Inspections	401	326	361	296	263	324
Number of at-sea Inspections received late	40	30	95	112	96	124
Percentage % of late at-sea Inspection Reports	10%	9%	26%	38%	37%	38%

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	2009
Total Number of Observers Reports	211	170	114	84	126	86
Number of Observers Reports received late	176	131	87	67	96	49
Percentage % of late Observers Reports	83%	77%	76%	80%	76%	57%

NB: Article 28 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**

Fisheries*	GRO	PRA	REB	Total
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**

FISHERIES*	GRO	PRA	REB	Total
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
<b>AIs issued by category - from at-sea inspections***</b>				
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
<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>	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
<b>AIs issued by category - from at-sea inspections***</b>				
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
<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	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
<b>AIs issued by category - from at-sea inspections***</b>				
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
<b>AIs issued by category - from port inspections***</b>				
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**

<b>FISHERIES*</b>	<b>GRO</b>	<b>PRA</b>	<b>REB</b>	<b>Total</b>
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
<b>AIs issued by category - from at-sea inspections***</b>				
Greenland halibut measures				0
Mis-recording of catches -stowage	1	1		2
Product labelling	1			1
Vessel requirements - capacity plans		3		3
<b>By-catch requirements</b>	1			1
<b>Catch communication violations</b>				0
<b>Fishing without authorization</b>				0
<b>Gear requirements - illegal attachments</b>				0
<b>Gear requirements - mesh size</b>				0
<b>Inspection protocol</b>				0
<b>Mis-recording of catches - inaccurate recording</b>				0
<b>Observer requirements</b>				0
<b>Quota requirements</b>				0
<b>VMS requirements</b>				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**

<b>FISHERIES*</b>	<b>GRO</b>	<b>PRA</b>	<b>REB</b>	<b>Total</b>
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			
<b>AIs issued by category - from port inspections***</b>				
Greenland halibut measures				0
Mis-recording of catches -stowage				0
Product labelling	1			1
Vessel requirements - capacity plans				0
<b>By-catch requirements</b>				0
<b>Catch communication violations</b>				0
<b>Fishing without authorization</b>				0
<b>Gear requirements - illegal attachments</b>				0
<b>Gear requirements - mesh size</b>				0
<b>Inspection protocol</b>				0
<b>Mis-recording of catches - inaccurate recording</b>	2			2
<b>Observer requirements</b>				0
<b>Quota requirements</b>				0
<b>VMS requirements</b>				0
<b>TOTAL</b>	3	0	0	3



**Table 5-2009, part 1. Effort, at-sea inspections and AIs by fisheries type**

FISHERIES*	GRO	PRA	REB	Total
Number of vessels	41	20	1	51**
Days Present in NRA	4122	889	5	5016
Number of at-sea inspections	194	40	0	234
Number of at-sea inspection report containing citation of one or more AIs	8	4	0	12
Number of vessels cited with AIs at sea	6	4	0	10
<b>AIs issued by category - from at-sea inspections***</b>				
Greenland halibut measures				0
Mis-recording of catches -stowage	4			4
Product labelling	1			1
Vessel requirements - capacity plans	3	2		5
<b>By-catch requirements</b>	1			1
<b>Catch communication violations</b>				0
<b>Fishing without authorization</b>				0
<b>Gear requirements - illegal attachments</b>				0
Gear requirements - mesh size	1			1
Inspection protocol	2	1		3
<b>Mis-recording of catches - inaccurate recording</b>	2	1		3
<b>Observer requirements</b>				0
<b>Quota requirements</b>				0
<b>VMS requirements</b>				0
<b>TOTAL</b>	14	4	0	18

\* 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 5-2009, part 2. Effort, port inspections and AIs by fisheries type**

FISHERIES*	GRO	PRA	REB	Total
Number of vessels	41	20	1	51**
Days Present in NRA	4122	889	5	5016
Number of port inspections	73	21	0	94
Number of port inspection report containing citation of one or more AIs	1	0	0	1
Number of vessels cited with AIs by port authorities	1			
<b>AIs issued by category - from port inspections***</b>				
Greenland halibut measures				0
Mis-recording of catches -stowage				0
Product labelling	1			1
Vessel requirements - capacity plans				0
<b>By-catch requirements</b>				0
<b>Catch communication violations</b>				0
<b>Fishing without authorization</b>				0
<b>Gear requirements - illegal attachments</b>				0
Gear requirements - mesh size				0
Inspection protocol				0
<b>Mis-recording of catches - inaccurate recording</b>				0
<b>Observer requirements</b>				0
<b>Quota requirements</b>				0
<b>VMS requirements</b>				0
<b>TOTAL</b>	1	0	0	1

**Table 6. Resolution of Apparent Infringement (AI) Cases (as of July 2010)**

	<b>2006</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>
Number of reports with citations issued*	28	32	8	13
Number of cases pending	1	2	5	6
Number of resolved cases	23	25	3	2
Number of cases with no followup information	4	5	0	5

\* 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.