

International Commission for



the Northwest Atlantic Fisheries

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TENTH SPECIAL COMMISSION MEETING - MARCH 1979

Norwegian proposal for improvement of the Scheme of Joint International Enforcement

Referring to ICNAF Circular Letter 78/68 dated 4 October 1978 and 1978 Meeting Proceedings No. 2 with Appendices, I have the following remarks:

1. Re Polish proposal for an amendment of Paragraph 2 of the above Scheme (also ICNAF Com. Doc. 78/VI/16)

I share the views expressed by the Working Group and I cannot accept the proposal by Poland to withdraw the last sentence of Paragraph 2.

2. Re Paragraph 4 (i) a) of the Scheme of Joint International Enforcement (ICNAF Com. Doc. 78/VI/1, p. 43)

Norway has proposed that, within waters under its fishery jurisdiction, all fishing vessels shall use a pilot ladder enabling inspectors or other officials to embark and disembark safely. The ladder shall be used in accordance with our national rules which impose adequate handholds, necessary lighting, etc. Our national rules for the use of pilot ladders are in accordance with Regulation 17 of Chapter V in the International Convention for the Safety of Life at Sea (SOLAS) 1974.

Bearing in mind the concern expressed by Canada about the safety of inspection officers when boarding fishing vessels at sea, I propose that pilot ladders should be used as laid down in SOLAS and that Paragraph 4 (i) a) should read:

"A pilot ladder which shall be used in accordance with Regulation 17 of Chapter V in the International Convention for the Safety of Life at Sea (SOLAS) 1974;"

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