

PART I

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**Report of the STACTIC Working Group on
Improvements to Inspection and Control in the
NAFO Regulatory Area, 17–19 October 1990**

Report of the STACTIC Working Group on Improvements to Inspection and Control in the NAFO Regulatory Area

Brussels, Belgium, 17-19 October 1990

1. Opening Remarks

A. Laurec, Director DG XIV, Commission of the European Communities opened the Working Group meeting at 1030 hours on 17 October 1990 by welcoming all delegations to Brussels. He stated that one of the major issues presently facing NAFO Contracting Parties is the proper management of stocks in the Regulatory Area and that the keystone of proper management is effective inspection and control of fishing activity.

The Working Group was composed of delegations from Canada, Denmark (in respect of the Faroe Islands and Greenland), European Economic Community (EEC), Japan, Norway and the Union of Soviet Socialist Republics (USSR). J. C. E. Cardoso represented the NAFO Secretariat. A complete list of delegates is attached as Annex 1.

2. Appointment of Chairman and Rapporteur

P. Ogden (EEC) was appointed Chairman and L. Strowbridge (Canada) was appointed Rapporteur.

3. Adoption of Agenda

The Chairman suggested that FC Doc. 90/9 titled, "Terms of Reference for the Working Group on Improvements to Inspection and Control in the Regulatory Area", form the basis for the agenda. This suggestion was adopted. The Agenda is attached as Annex 2.

4. Summary of Conclusions and Recommendations to the Fisheries Commission

The following is a summary of recommendations formulated by the Working Group.

- 4.1 The Working Group concluded that the optimization of inspection resources and their effective coordination could be advanced through exchanges of surveillance information (inspections, sightings and apparent infringements) between Contracting Parties that operate inspection vessels in the Regulatory Area. Guidelines for the coordination and optimization of inspection and control in the Regulatory Area follow:

Guidelines for the Coordination and Optimization of Inspection and Control in the Regulatory Area

1. Contracting Parties engaged in surveillance or inspection activities in the Regulatory Area shall, where possible, co-ordinate their efforts through an exchange of information.
 - a) Inspection vessels shall provide notification to Executive Secretary and competent authorities/inspection vessels of Contracting Parties with an inspection presence in the Regulatory Area of their arrival in the Regulatory Area. This notification should be completed as far in advance as is practicable and include the inspection vessel's name, radio call sign, communication capability, name(s) of NAFO inspectors and ETA/ETD Regulatory Area.

- b) In response to the notification outlined in (a), inspection vessels operating in the Area at the time, or, where appropriate, the competent authorities of those Contracting Parties which have an inspection/surveillance presence in the Area, shall provide to the inspection vessel which is entering the Area a list of sightings/boardings (including dates/positions) which have been conducted in the previous ten-day period and other relevant information, as appropriate.
 - c) Inspection vessels operating in the Regulatory Area, once the exchange of information described in (a) and (b) has taken place and means of communication established, shall maintain contact, as far as possible on a daily basis, and with due regard to radio security, in order to exchange information on boardings/sightings or other relevant information and to co-ordinate their activities.
2. Contracting Parties engaged in inspection or surveillance activities in the Regulatory Area shall undertake to prepare reports of inspection activity, based on a calendar year, outlining details of boardings, sightings and apparent infringements (including disposition).
 3. Contracting Parties shall, where possible, exchange inspectors to develop a consistent approach to inspection and control in the Regulatory Area.

The STACTIC Working Group recommends that the Guidelines for the Coordination and Optimization of Inspection and Control in the Regulatory Area be adopted by the Fisheries Commission and implemented by all Contracting Parties in 1991.

- 4.2 The Working Group concluded that an effective hail system would improve inspection and control in the Regulatory Area. A consensus was reached on amendments to the NAFO Conservation and Enforcement Measures to provide for implementation of a hail system, as follows:

Proposed Amendment to the NAFO Conservation and Enforcement Measures

PART III – Section C

1. A Contracting Party shall ensure that vessels of that Party to which the Scheme of Joint International Inspection applies shall report to their competent authorities:
 - a) each entry into the Regulatory Area. This report shall be made at least six (6) hours in advance of the vessel's entry and shall include the date, the time and geographical position of the vessel.
 - b) each exit from the Regulatory Area and each movement from one NAFO division to another NAFO division. This report shall be made prior to the vessel's exit from the Regulatory Area or entry into a NAFO division and shall include the date, time and geographical position of the vessel.

Without prejudice to Schedule II of Part V of the NAFO Conservation and Enforcement Measures, after each radio or fax transmission of information to the competent authorities of Contracting Parties the following details are to be immediately entered in the logbook:

- ◊ Date and time of transmission
 - ◊ In cases of radio transmissions, name of radio station through which the transmission is made
2. Within twenty-four (24) hours of receipt of these reports, whenever possible, competent authorities of each Contracting Party shall transmit the information contained therein to other Contracting Parties with an inspection presence in the Regulatory Area. The information shall also be forwarded to the Executive Secretary as soon as possible.

It was agreed by the Working Group that, following implementation of the hail system, an evaluation of its operation and an assessment of its effectiveness would be conducted at the next meeting of the Working Group in July 1991 and a report prepared for submission to STACTIC and the Fisheries Commission at the 1991 Annual Meeting.

With respect to the role of aerial surveillance in monitoring compliance by fishing vessels with this hail system, all Parties agree that aerial surveillance is an important tool to ensure compliance. The Working Group agreed that proposals for amendment of the Conservation and Enforcement Measures to provide for this surveillance tool should be submitted to the Executive Secretary by 31 March 1991.

4.3 The Working Group concluded that the requirement for fishing vessels and gear to be marked for easy identification would improve inspection and control in the Regulatory Area.

The requirement for fishing vessels and gear to be marked for easy identification would require amendments to the NAFO Conservation and Enforcement Measures as follows:

**Proposed Amendment to the NAFO Conservation
and Enforcement Measures**

PART II – GEAR

- a) A new paragraph "D", "Marking" to be added to Part II, "Gear" and to consist of the following:
 - 1. Small boats carried on board fishing vessels shall be marked with the letter(s) and/or number(s) of the vessel to which they belong.
 - 2. Marker buoys and similar objects floating on the surface and intended to indicate the location of fixed fishing gear shall be clearly marked at all times with the letter(s) and/or number(s) of the vessel to which they belong.
- b) Part III "Notification" to be amended to "Vessel Requirements".
- c) A new paragraph "A" entitled "**Marking of Fishing Vessels**" to be inserted and to consist of the following:

"Each Contracting Party shall ensure that each of its fishing vessels operating in the Regulatory Area be marked as follows:
- d) A new paragraph "B" entitled "**Documentation**" to be inserted and to consist of the following:

1. Each Contracting Party shall ensure that each of its fishing vessels over ten (10) metres in length shall carry on board documents issued by the competent authority of the State in which it is registered showing at least the following elements:
 - ◊ its name, if any
 - ◊ the letter(s) of the port or district in which it is registered, and the number(s) under which it is registered
 - ◊ its international radio call sign, if any
 - ◊ the names and addresses of the owner(s) and, where applicable, the charterers
 - ◊ its length and engine power
2. Each Contracting Party shall ensure that each of its fishing vessels over seventeen (17) metres in length which freeze or salt fish shall keep on board up-to-date drawings or descriptions of their fish rooms, including an indication of their storage capacity in cubic metres.
3. The documents referred to in paragraphs 1 and 2 above shall be certified by the competent authority of the State in which the vessel is registered.

Any modification of the characteristics contained in the documents referred to in paragraphs 1 and 2 shall be certified by a competent authority and the method by which any modification of engine power has been carried out and clearly explained.

The documents referred to in this Section shall be produced for the purposes of control upon request of an assigned NAFO inspector.

- e) Present paragraphs "A" "Notification of Research Vessels" and "B" "Notification of Fishing and Processing Vessels" to become new paragraphs "C" and "D".

The STACTIC Working Group recommends that this amendment be adopted by the Fisheries Commission.

- 4.4 The Working Group discussed other measures that may be appropriate to improve inspection and control in the Regulatory Area. It was agreed that the Working Group should keep short term measures (ie: improved cooperation, marking of fishing vessels and gear, and the hail system) under review and report findings to the next NAFO meeting. Recognizing that consideration of long-term measures would depend, to a large extent, on the success of these short-term measures, it was agreed that long-term measures should be discussed in detail at the next STACTIC Working Group meeting.

Working Group activities with respect to long-term measures would include the following:

- a) the preparation of papers on the logistical/feasibility of adopting in the Regulatory Area the following:
 - i) an international observer scheme,
 - ii) an electronic tracking system, or
 - iii) a licensing system for the Regulatory Area.

With respect to a comprehensive review of the Conservation and Enforcement Measures and the Scheme of Joint International Inspection, each STACTIC Working Group delegation agreed to submit comments and possible revisions to the Executive Secretary not later than 31 March 1991. Upon receipt of these submissions, the Executive Secretary agreed to review and consolidate all possible revisions of an editorial nature and if necessary, convene a drafting group meeting to assist in this task. Revisions of a substantive nature would be referred directly to the next STACTIC Working Group meeting. The Executive Secretary will undertake to prepare revisions and circulate them to STACTIC Working Group members by 1 June 1991.

5. Time and Place of Next Meeting

It was agreed that the next STACTIC Working Group meeting would be held in Dartmouth, Nova Scotia during the 3-5 July 1991 period. Drafting group meetings, if required, would also be held in Dartmouth, Nova Scotia, at the convenience of the Executive Secretary

6. Adjournment

The Chairman adjourned the STACTIC Working Group meeting at 1500 hours on 19 October 1990.

Annex 1. List of Participants

STACTIC Working Group on Improvements to Inspection and Control in the NAFO Regulatory Area

17-19 October 1990, Brussels Belgium

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Annex 2. Agenda

STACTIC Working Group on Improvements to Inspection and Control in the NAFO Regulatory Area

Brussels, Belgium, 17-19 October 1990

1. Appointment of Chairman
2. Appointment of Rapporteur
3. Adoption of Agenda
4. The optimization of inspection resources and their effective coordination, including the exchange of inspectors between Contracting Parties.
5. The development of a hail system
6. The requirement for vessels and gear to be marked for easy identification
7. Any other measures which might be appropriate
8. Any other business
9. Time and Place of Next Meeting
10. Adjournment