

Northwest Atlantic



Fisheries Organization

Serial No. N1290

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NINTH ANNUAL MEETING - SEPTEMBER 1987

Final Report of the Working Group on Joint International
Enforcement in the Regulatory Area

1. Following the decision of the Fisheries Commission at the 8th Annual Meeting in September 1986 (NAFO/FC Doc. 86/13 (Rev.)) the Working Group was convened in Dartmouth from 2-6 March 1987 under the Chairmanship of the Executive Secretary to address the mandate established by the Commission. The Working Group had before it a proposal from the European Economic Community on amendments to the Scheme of Joint International Enforcement. This document dated 12 February 1987 had been circulated in advance to all Contracting Parties.
2. The Working Group has drawn up the attached proposed Scheme of Joint International Enforcement for the consideration of Contracting Parties.

Where agreement within the Working Group on the nature of certain provisions was not reached the relevant sections have been indicated by square brackets. In the view of the Working Group the decisions of the Fisheries Commission on certain key elements will be central to determining the nature of the revised Scheme. In this regard, the Working Group would wish to draw the attention of Contracting Parties to the following key elements:

Paragraph 1(ii) and 1(v)

These provisions relate to the assignment to the Scheme of dedicated inspection resources for a specified duration during which they may not exercise duties of control and enforcement related to the zone of fisheries jurisdiction of the Contracting Party which has assigned them. Contracting Parties considered that the separation of functions was a fundamental principle which needed to be incorporated in a revised Scheme in order to minimize the possibility of confusion in the identification of vessels operating within the framework of the control regime. Certain Contracting Parties believed that the resolution to this concern was the dedication of resources to the Scheme but noted that there was a need for further consideration on the practical arrangements to implement this proposal. Other Contracting Parties believed there were alternative approaches to address this concern such as clearer procedures for the identification of inspecting vessels when operating under the Scheme.

Paragraph 2(ii)

Certain Contracting Parties expressed doubt on the possibility of elaboration on the exact method of equitable distribution of inspections.

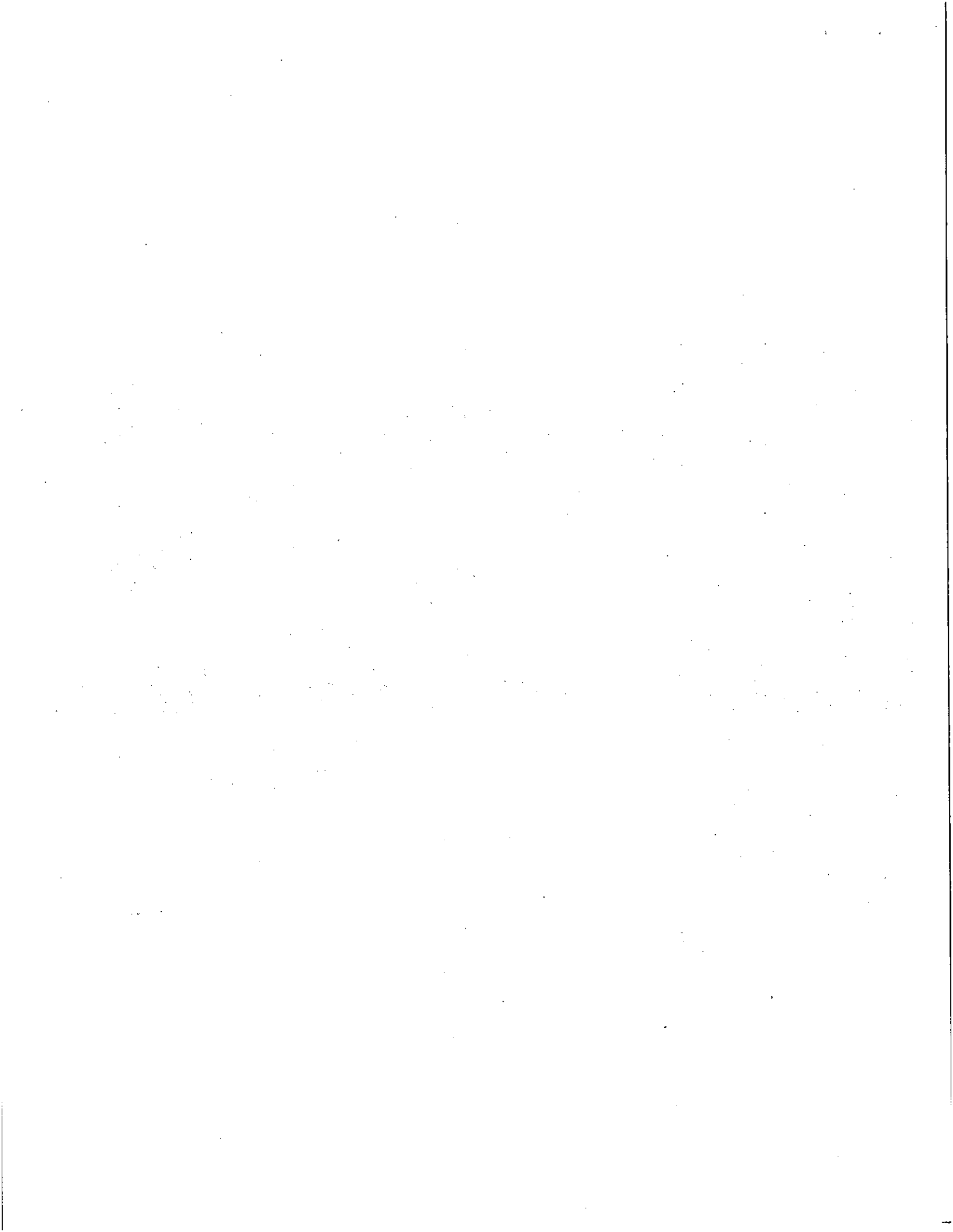
Paragraph 6(ii) and Point 15 of the Report of Inspection

Certain Contracting Parties considered that, as the primary responsibility in regard to the recording of catch by vessels fishing in the Regulatory Area rested with the appropriate authorities of their Contracting Parties, the objective of inspections with regard to the quantitative assessment of catch should (i) relate solely to confirming that logbook entries are made with an acceptable degree of accuracy on the level of which a consensus could not be reached and (ii) should be limited to ascertaining the conformity between the catch on board and logbook entries in relation to the current voyage.

Other Contracting Parties considered the inspectors had the responsibility and authority to ascertain the conformity between the catch and logbook entries in relation to the quota period.

Paragraph 6(i) and Note to the Master, Report of Inspection, page 15

A difference of interpretation arose with regard to the appropriate scope and content of inspections where the Contracting Party of the inspected vessel has notified objections to measures adopted by the Fisheries Commission. Although this question was not within the mandate of the Working Group, it was considered necessary by the Group in view of its critical importance to draw the attention of the Fisheries Commission to this issue in advance of the 9th Annual Meeting.



Proposed Scheme of Joint International Enforcement

by the NAFO Working Group with Mandate

FC Doc. 86/13 (Rev.)

1. (i) Control shall be carried out by inspectors of the fishery control services of the Contracting Parties following their [appointment/assignment] to the Scheme of Joint International Enforcement, hereinafter referred to as "the Scheme".
 - (ii) The appropriate authorities of Contracting Parties shall notify the Executive Secretary by November 1 each year of the names of the inspectors, special inspection vessels (which term includes fishing vessels carrying inspectors) and the identity of the helicopters which they are [appointing/assigning] to the Scheme in accordance with paragraph 12 of the Scheme. [These assignments shall be for a minimum duration of _____.]
- Modifications by Contracting Parties to such notifications shall be communicated to the Executive Secretary with two months notice whenever possible.
- (iii) Following notification to the Executive Secretary, and in the case of mutual agreement between the respective Contracting Parties, inspectors [appointed/assigned] by one Party may be placed on board the special inspection vessels of another Party [appointed/assigned] to the Scheme.
 - (iv) On receipt of the notification of [appointment/assignment] to the Scheme from the Contracting Party, the Executive Secretary shall issue a document of identity as shown in Annex II to the respective authority for each inspector of that Party. This document shall be numbered. Each inspector shall carry and produce this document of identity upon boarding a vessel.
 - (v) [Inspectors, special inspection vessels and helicopters during their respective periods of assignment to the Scheme may not exercise duties of control and enforcement related to the zone of fisheries jurisdiction of the Contracting Party which has assigned them.]
 - (vi) The Executive Secretary shall circulate the substance of the notification received from any Contracting Party for the purposes of the Scheme, to all members of the Fisheries Commission, hereinafter referred to as "the Commission", within fifteen days of receipt.
2. (i) In its inspections a Contracting Party should aim at ensuring equal treatment between all Contracting Parties with vessels operating in the Regulatory Area through an equitable distribution of inspections.
 - (ii) To ensure objectivity in the realization and distribution of inspections between the Contracting Parties, the number of inspections carried out by the vessels of a Contracting Party on vessels of any other Contracting Party should, as far as possible, reflect the ratio of the inspected Party's fishing activity to the total fishing activity in the Regulatory Area, measured on the basis of, inter alia, the level of catches and days on ground.

3. Appropriate authorities of the Contracting Parties shall notify the Executive Secretary of the names of the authorities designated to receive immediate notice of apparent infringements and the means by which they may receive and respond to communications.

Where, at any time, more than 15 vessels of any one Contracting Party are engaged in fishing operations or in the processing or transferring of fish in the Regulatory Area, that Contracting Party shall, during that time, have an inspector or other designated authority present in the Regulatory Area, or other designated authority present in a country of a Contracting Party adjacent to the Convention Area, to receive and respond, without delay, to notice of apparent infringement.

4. Any vessel or helicopter [appointed/assigned] to the Scheme and carrying an inspector shall display the following signals to indicate that the inspector is carrying out an inspection under the Scheme:
 - (a) during daylight hours, in conditions of normal visibility, two inspection pennants as shown in Annex I, flown in a vertical line one above the other with the distance between the two not exceeding one metre;
 - (b) for any vessel, during the hours of darkness or in conditions of restricted visibility, a high intensity flashing blue light constructed and sited so as to be visible all round the horizon for a distance of at least two miles; the characteristics of this light shall be ninety flashes every minute;
 - (c) the boarding craft will display one inspection pennant as shown in Annex I.

NOTE - The Executive Secretary will clear with the proper international organizations, before the next Annual Meeting of NAFO, that the light prescribed in (b) above is acceptable internationally for the purpose.

5. (i) Inspection and control under the Scheme applies in the Regulatory Area to the following vessels:
- (a) fishing vessels which are or have been engaged in fishing operations in the Regulatory Area;
 - (b) vessels, equipped for processing fish on board, which are or have been engaged in fish transferring operations in the Regulatory Area; and,
 - (c) transport vessels which are actually engaged in fish transferring operations.
- (ii) The master of a vessel to which the Scheme applies shall facilitate boarding when given the appropriate signal in the International Code of Signals by a vessel or helicopter carrying an inspector. The vessel to be boarded shall not be required to stop or manoeuvre when fishing, shooting, or hauling. The master shall nonetheless provide:
- (a) for vessels longer than 30 m overall, a boarding ladder constructed and used as described in Annex III;
 - (b) such assistance to boardings from helicopters as specified or as qualified in Annex IV.
- In either case, the master shall observe the ordinary practice of good seamanship to enable an inspection party to board as soon as practicable.
- (iii) The procedures established for personnel helicopter hoist transfers shall not place a higher duty of care upon the master of a fishing vessel than that required by international law.
- (iv) An inspection party shall consist of, at maximum, two inspectors [appointed/assigned] to the Scheme. The use of arms in relation to the inspections is prohibited and, in particular, the inspectors shall not carry arms. Notwithstanding the provisions of this section, the principle of not carrying or using arms shall not be deemed to limit the performance of inspections by a Contracting Party of vessels flying its own flag.
- (v) The vessel in charge of a pair trawling operation shall be required to identify itself by flying a pennant or flag on the approach of an inspector.
6. (i) Inspections shall be made so that the vessel, its activities and catch suffer the minimum interference and inconvenience. The duration of an inspection shall not exceed [2 hours/3 hours], except in the case of an apparent infringement, or until the net is hauled in, whichever is longer.

An inspector shall limit his inquiries to the ascertainment of the facts in relation to the observance of those Commission's measures to which the Contracting Party for the inspected vessel has not objected in accordance with Article XII of the Convention. The inspection shall be carried out using the report of inspection prescribed in Annex VI. In the case of a language difficulty, the inspector or the master shall use, in the appropriate language, the appropriate part of the questionnaire shown in Annex V.

In making his examination, the inspector may ask the master for any required assistance. The master shall facilitate the work of the inspector. The report of the inspection may be commented upon and shall be signed by all the persons that the form requires. A copy of the report shall be given to the master of the vessel.

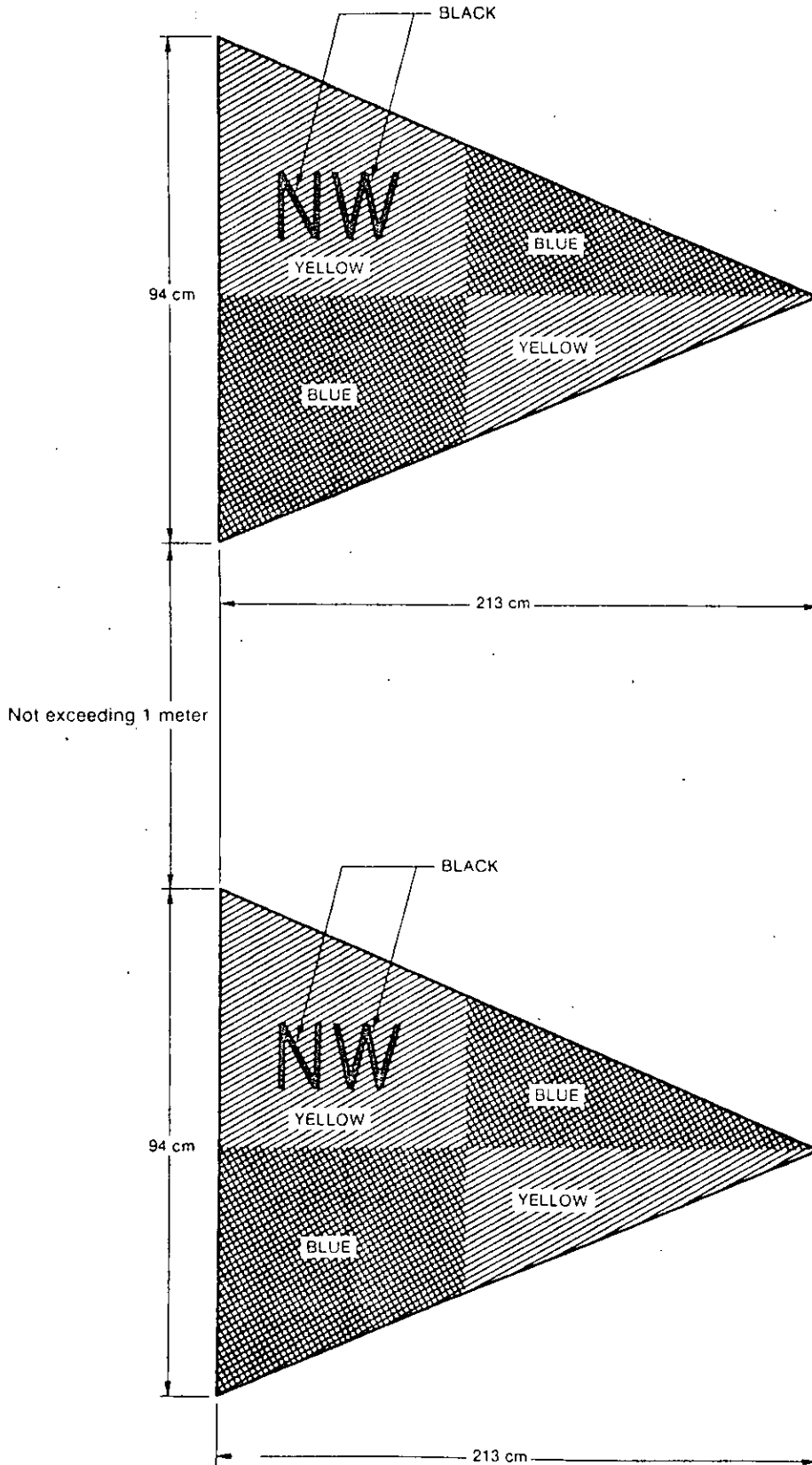
The Contracting Party inspecting a vessel will communicate in writing the details of an apparent infringement to the designated authorities of the Contracting Party for the inspected vessel within the working day following the inspection whenever possible. The Contracting Parties inspecting vessels will provide notification of a list of vessels inspected on a 10 day basis to the designated authorities of the Contracting Parties of the vessels inspected, via the office of the Executive Secretary.

In the case of an apparent infringement, a copy of the inspection report with supporting documentation, including second photographs taken, shall be transmitted as soon as possible to the responsible authorities of the Contracting Party for the inspected vessel, after the inspection vessel returns to port. In the case of other inspection reports, the original shall be transmitted within 30 days whenever possible, to a designated authority of the Contracting Party for the inspected vessel. A copy shall also be forwarded to the Executive Secretary.

- (ii) Inspectors shall have authority to inspect and measure all fishing gear on or near the working deck and readily available for use, and the catch on and below decks insofar as such inspection and measurement are necessary to establish whether the vessel is complying with the Commission's measures. Fishing gear shall be inspected in accordance with the Commission's measures and, with regard to catch, only the logbook entries relating to the [current voyage/quota period] may be inspected and these entries should be accurate within a tolerance of [1%/20%].
- (iii) An inspector has the authority to examine catch, nets or other gear, and any relevant documents which the inspector deems necessary to verify the observance of the Commission's measures. Where an apparent infringement of the measures is observed:
- the inspector shall note the apparent infringement in the report, sign the entry and obtain the countersignature of the master;
 - the inspector shall enter and sign a notation in the fishing logbook or other relevant document stating the date, location, and type of apparent infringement found. The inspector may make a copy of any relevant entry in such a document, and shall require the master of the vessel to certify in writing on each page of the copy that it is a true copy of such entry;
 - the inspector shall have full opportunity to document the apparent infringement with photographs of the relevant fishing vessel's gear; catch, and logbooks or other relevant documents, in which case a second photograph shall be given to the master of the vessel and attached to the report sent to an appropriate authority of the Contracting Party for the inspected vessel.
- (iv) Where an inspector finds an apparent infringement of measures prohibiting:
- (a) fishing in a closed area or with gear prohibited in a specific area;
 - (b) fishing for stocks or species after the date on which the Contracting Party for the inspected vessel has notified the Executive Secretary that vessels of that Party will cease a directed fishery for those stocks or species; and
 - (c) fishing on an "Others" quota without prior notification to the Executive Secretary, or more than 7 working days after the Contracting Party for the inspected vessel has been notified by the Executive Secretary that fishing under an "Others" quota for that stock or species should cease;
- the inspector, to facilitate Contracting Party action on the apparent infringement, shall immediately attempt to communicate with an inspector of the Contracting Party for the inspected vessel, known to be in the vicinity, or the authority designated in accordance with paragraph 3 above. The master of the inspected vessel shall provide the use of the vessel's radio equipment and operator for messages to be sent out and received for this purpose.
- At the request of the inspector, a master shall cease all fishing which appears to the inspector to contravene the measures referred to in (a) to (c) above. During this time, the inspector shall complete the inspection and, if unable within a reasonable period of time, to communicate with an inspector or designated authority of the Contracting Party for the inspected vessel, he shall leave the inspected vessel and communicate as soon as possible with one of them. However, if he succeeds in establishing communications while on board the inspected vessel, and provided that the inspector or designated authority of the Contracting Party for the inspected vessel agrees, the inspector may remain aboard. As long as the inspector remains aboard, the master may not resume fishing until the inspector is reasonably satisfied, as a result of either the action taken by the vessel's master or the inspector's communication with an inspector or designated authority of the Contracting Party for the inspected vessel, that the apparent infringement will not be repeated.
- (v) The inspector in charge may request that the master remove any part of the fishing gear which appears to the inspector to contravene the Commission's measures. An identification mark shall be affixed securely to any part of the fishing gear which appears to the inspector to have been in contravention, and the inspector shall record the fact on his report. The gear shall be preserved with the mark attached until examined by an inspector or designated authority of the Contracting Party for the inspected vessel who shall determine the subsequent disposition of the gear.
- (vi) An inspector may photograph the fishing gear in such a way that the identification mark and measurements of the fishing gear are visible and subjects photographed should be listed in the report. A second photograph shall be given to the master of the vessel.

7. An appropriate authority of a Contracting Party notified of an apparent infringement committed by a vessel of that Party shall take prompt action to receive and consider the evidence of the apparent infringement, conduct any further investigation necessary for disposition of the apparent infringement and, whenever possible, board the vessel involved. An appropriate authority of the Contracting Party for the vessel concerned shall cooperate fully with the appropriate authority of the Contracting Party that designated the inspector to ensure that the evidence of the apparent infringement is prepared and preserved in a form which facilitates judicial action.
8. An inspector observing a failure of a vessel to enable an inspection party to board after being properly signalled shall:
 - (i) report the apparent infringement as soon as possible to any inspector of the Contracting Party for the vessel concerned known to be in the vicinity or a designated authority of that Contracting Party; and,
 - (ii) prepare a report giving as much information as possible, including the nature of the signal, the distance from which the signal was given, the visibility at the time, sea state, wind and icing conditions.
9. Resistance to an inspector or failure to comply with his directions shall be treated by the Flag State of the vessel as if the inspector were an inspector of that State.
10. Inspectors shall carry out their duties in accordance with the rules set out in the Scheme, but they shall remain under the operational control of the authorities of their Contracting Parties and shall be responsible to them.
11. Appropriate authorities of a Contracting Party shall consider and act on reports from inspectors of other Contracting Parties under the Scheme on the same basis as reports from its own inspectors. The provisions of this paragraph shall not impose any obligation on the appropriate authorities of a Contracting Party to give the report from a foreign inspector a higher evidentiary value than it would possess in the inspector's own country. Appropriate authorities of Contracting Parties shall collaborate in order to facilitate judicial or other proceedings arising from a report submitted by an inspector under the Scheme.
12. Appropriate authorities of a Contracting Party shall inform the Executive Secretary by 1 November each year of the provisional plans for participation by its inspectors, vessels and helicopters in the Scheme for the succeeding calendar year, and the Executive Secretary may make suggestions to the appropriate authorities of the Contracting Parties for the coordination of their operations in this field including the number of inspectors and the number of vessels and helicopters carrying inspectors.
13. Appropriate authorities of each Contracting Party shall report to the Executive Secretary by 1 March each year for the previous calendar year:
 - (i) the number of inspections under the Scheme specifying the number of inspections on the vessels of each Contracting Party and, in the case of an apparent infringement, the date and position of the inspection of the named vessel and the nature of the apparent infringement;
 - (ii) the disposition of apparent infringements notified to it by a Contracting Party. The apparent infringements shall be listed annually until the action is concluded under the laws of the Flag State, and any punishment imposed shall be described in specific terms.

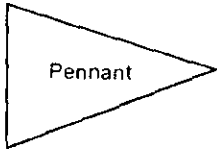

PART IV — SCHEME OF JOINT INTERNATIONAL ENFORCEMENT
ANNEX I — INSPECTION PENNANT



PART IV - SCHEME OF JOINT INTERNATIONAL ENFORCEMENT

ANNEX II - INSPECTOR'S DOCUMENT OF IDENTITY

(not smaller than 8.5 cm x 5.5 cm)

 <p>Pennant</p>	 <p>Photograph</p>	<p>FISHERIES COMMISSION OF THE NORTHWEST ATLANTIC FISHERIES ORGANIZATION</p>	<p>The bearer of this document (NAME IN CAPITALS)</p>	<p>is an inspector duly appointed under the terms of the Scheme of Joint International Enforcement of the Fisheries Commission of the Northwest Atlantic Fisheries Organization, and has authority to act under the arrangements approved by the Commission.</p>	<p>Issued by</p>	<p>Signature (Executive Secretary)</p>	<p>(CONTRATING PARTY IN CAPITALS)</p>	<p>[DURATION OF ASSIGNMENT:]</p>	<p>No.</p>
<p>Signature of Bearer</p>									

PART IV - SCHEME OF JOINT INTERNATIONAL ENFORCEMENT

ANNEX III - CONSTRUCTION AND USE OF BOARDING LADDERS

1. The boarding ladders shall be efficient for the purpose of enabling inspectors to embark and disembark at sea safely. The boarding ladders are to be kept clean and in good order.
2. The ladder shall be secured in a position so that it is clear of any possible discharge from the ship, that each step rests firmly against the ship's side, that it is clear so far as practicable of the finer lines of the ship and that the inspector can gain safe and convenient access to the ship.
3. The steps of the boarding ladder shall be:
 - (a) of hardwood or other material of equivalent properties, made in one piece free of knots, having an efficient non-slip surface; the four lowest steps may be made of rubber of sufficient strength and stiffness or of other suitable material of equivalent characteristics;
 - (b) not less than 480 mm long, 115 mm wide, and 25 mm in depth, excluding any non-slip device; and
 - (c) equally spaced not less than 300 mm nor more than 380 mm apart and may be secured in a manner that they will remain horizontal.
4. No boarding ladder shall have more than two replacement steps which are secured in position by a method different from that used in the original construction of the ladder and any steps so secured shall be replaced, as soon as reasonably practicable, by steps secured in position by the method used in the original construction of the ladder.
5. The side ropes of the ladder shall consist of two uncovered manila or equivalent ropes not less than 60 mm in circumference on each side; each rope shall be continuous with no joints below the top step; two man ropes properly secured to the ship and not less than 65 mm in circumference and a safety line shall be kept at hand ready for use if required.
6. Battens made of hardwood, or other material of equivalent properties, in one piece and not less than 1.80 m long, shall be provided at such intervals as will prevent the boarding ladder from twisting. The lowest batten shall be on the fifth step from the bottom of the ladder and the interval between any batten and the next shall not exceed 9 steps.
7. Means shall be provided to ensure safe and convenient passage onto or into and off the ship between the head of the pilot ladder or of any accommodation ladder or other appliance provided. Where such passage is by means of a gateway in the rails or bulwark, adequate handholds shall be provided. Where such passage is by means of a bulwark ladder, such ladder shall be securely attached to the bulwark rail or platform and two handhold stanchions shall be fitted at the point of boarding or leaving the ship not less than 0.70 m nor more than 0.80 m apart. Each stanchion shall be rigidly secured to the

ship's structure at or near its base and also at a higher point, shall be not less than 40 mm in diameter and shall extend not less than 1.20 m above the stop of the bulwark.

8. Lighting shall be provided at night such that both the boarding ladder overside and also the position where the inspector boards the ship shall be adequately lit. A lifebuoy equipped with a self-igniting light shall be kept at hand ready for use. A heaving line shall be kept at hand ready for use if required.
9. Means shall be provided to enable the boarding ladder to be used on either side of the ship.
10. The rigging of the ladder and the embarkation and disembarkation of an inspector shall be supervised by a responsible officer of the ship.
11. Where on any ship constructional features such as rubbing bands would prevent the implementation of any of these provisions, special arrangements shall be made to the satisfaction of the Commission to ensure that persons are able to embark and disembark safely.

PART IV - SCHEME OF JOINT INTERNATIONAL ENFORCEMENT

ANNEX IV - HELICOPTER HOIST PROCEDURE

1. The captain of the helicopter shall be in charge of and shall ensure the safety of personnel who are being transferred between a vessel and the helicopter during the entire time such personnel are attached to the helicopter via the hoist cable and the lifting device.
2. The master of the vessel shall follow the procedures described below to assist the helicopter:
 - (i) Attempt to communicate by radio in a common language;
 - (ii) Alter course and speed if requested and if free to do so;
 - (iii) Maintain a steady course and speed throughout the transfer operation unless the safety of the vessel is in jeopardy;
 - (iv) Provide a visual indication of relative wind by means of a pennant or other suitable device;
 - (v) Clear the transfer area of objects which could be blown loose;
 - (vi) Shall not make radio transmission on standing wire antennae (high frequency) in the immediate vicinity of the transfer area during the transfer. If such transmissions become necessary, the helicopter shall be advised in order that the transfer could be delayed; if a guide line is lowered first, crew members should be available to man this line to assist in the transfer of the inspection party. The inspection party, other lines and wires should not be touched by the crew of the vessel until the inspection party has grounded those lines and wires on the vessel;
 - (vii) TAKE APPROPRIATE MEASURES TO ENSURE TO THE EXTENT PRACTICABLE THAT NONE OF THE LINES OR FITTINGS LOWERED FROM THE HELICOPTER ARE ATTACHED TO OR PERMITTED TO FOUL IN THE VESSEL.
3. The helicopter displaying its inspection pennant shall communicate to the vessel the intention to conduct a boarding:
 - (i) by radio communications on 2182 KHZ, VHF-FM Channel 16 or other agreed frequencies;
 - (ii) by visual or aural indication of an appropriate signal extracted from the International Code of Signals as shown in paragraph 7;
 - (iii) by hovering over or near the intended boarding position in conjunction with hand signals, adopted from the International Code of Signals, as indicated in paragraph 4.
4. (i) Signal: Pointing movement by arm or hand

<u>Used by:</u>	<u>Meaning:</u>
Helicopter	Wish to conduct transfer or boarding in the indicated location
- (ii) Signal: Vertical motion with arm or flag, or "Thumbs-Up" indication

<u>Used by:</u>	<u>Situation</u>	<u>Meaning:</u>
Either	Before transfer	Ready to conduct transfer;
Vessel	Before transfer	Desire transfer from this position;
Helicopter	After dropping the guide line	Take up the slack on the guide line;
	After taking up the slack on the guide line	Pull in gently on the guide line;
Either	At any time	Affirmative response.
(iii) <u>Signal:</u>	Horizontal motion with arm or flag, or "Thumbs-Down" indication	
<u>Used by:</u>	<u>Situation:</u>	<u>Meaning:</u>
Vessel	Before transfer	Transfer not recommended from this position - recommend alternative (and point towards desired position);
Either	Before transfer	Not ready to conduct transfer;
Vessel	During transfer	Request you stop the transfer;
Helicopter	After dropping the guide line	Ease the tension on the guide line;
	After easing the tension on the guide line	Release the guide line;
Either	At any time	Negative response.

5. A visual display of the symbol YU by the helicopter or the radio transmission of YANKEE UNIFORM to the fishing vessel indicates the signals in paragraph 7 are to be used for inspection communications.

6. The following situations are representative of conditions under which a personnel helicopter hoist transfer shall NOT be attempted:

- (i) In the opinion of the captain of the helicopter or the master of the vessel, there is inadequate clear space for a transfer or there are too many obstructions;
- (ii) There is significant vessel motion such that, in the opinion of the captain of the helicopter or the master of the vessel, a hazard exists;
- (iii) The helicopter cannot position itself with an acceptable relative wind; and
- (iv) Other hazards exist which prejudice the safety of the helicopter or the vessel or of personnel being transferred.

<u>IMCO Signal</u>	<u>IMCO Meaning</u>	<u>Remarks</u>
SQ 3	You should stop, or heave to, I am going to board you	The display of the inspection pennant indicates the presence of an authorized inspection team in the helicopter

<u>IMCO Signal</u>	<u>IMCO Meaning</u>	<u>Remarks</u>
MG	You should steer course _____	Course is true
IK-RQ	Request you proceed at _____ knots	
AZ	I cannot alight but I can lift crew	Indication of intentions to conduct helicopter hoist trans- fer (used with BB signal)
BB1-RQ	May I alight on your deck; are you ready to receive me foward?	Used in conjunction with signal AZ to indicate heli- copter will not alight but will conduct a hoist transfer in the area indicated
BB2-RQ	May I alight on your deck; are you ready to receive me amidships?	
BB3-RQ	May I alight on your deck; are you ready to receive me aft?	
K	I wish to communicate with you by (extracts from IMCO Table 1) 6... International Code Flags. 8... Radiotelephony 2182 KHZ 9... VHF Radiotelephony Channel 16	
YX	I wish to communicate by radiotelephony on frequency indicated	
C	YES (affirmative)	
N	NO (negative)	November Oscar by voice or radio transmission
YU	I am going to communicate with your station by means of the International Code of Signals	
BT	Helicopter is coming to you now (or at time indicated)	

PART IV - SCHEME OF JOINT INTERNATIONAL ENFORCEMENT

ANNEX V

FISHERIES COMMISSION

OF THE

NORTHWEST ATLANTIC FISHERIES ORGANIZATION

SCHEME OF JOINT INTERNATIONAL ENFORCEMENT

INSPECTION QUESTIONNAIRE

1. I am an inspector under the Scheme. Here is my document of identity. I would like to inspect your/ nets/other fishing gear/catch/documents.
2. I should like to see the master of this vessel
3. Please give me your name.
4. Please cooperate with me in the examination of your/catch/equipment/documents in accordance with the Commission's measures.
5. Please check your position and time now.
6. I am reporting your position as° lat° long at GMT. Do you agree?
7. Would you like to check your position with my instruments on board the inspection vessel?
8. Do you now agree?
9. Please show me/the documents establishing the nationality of your vessel/the registration documents/ the bridge logbook/the fishing logbook(s).
10. Please write down the name and address of the owners of this vessel in the space I am indicating on the Report Form.
11. What principal species are you fishing for?
12. Are you fishing for reduction purposes?
13. I agree.
14. Yes.
15. I do not agree.
16. No.
17. Please take me to/the bridge/the working deck/the processing area/fish holds.
18. Do you use any net attachment? If so, what type? Please write it down in the space I am indicating.
19. Please switch on these lights.
20. I wish to examine that net/chafing gear.
21. Show me the other fishing gear you have on or near the fishing deck.
22. Show me your net gauge, if any.
23. Ask your men to hold that net so that I can measure it.
24. Please put that net underwater for ten minutes.
25. I have inspected meshes in this net.
26. Check that I have recorded accurately on the Report Form in the space I am indicating the width of the meshes I have measured.

27. I wish to inspect your catch. Have you finished sorting the fish?
28. Will you please lay out those fish?
29. I wish to estimate the proportion of regulated species in your catch.
30. Please turn to the copy of the Inspection Form in your language and supply me with the necessary information to complete it. I will indicate which sections.
31. If you do not give your cooperation as I have requested, I will report your refusal to your Contracting Party.
32. I have found the average width of the meshes I have measured in that net is mm. This appears to be below the minimum applicable mesh size, and will be reported to your Contracting Party.
33. I have found net attachments/other fishing gear/which appear to be illegal. This will be reported to your Contracting Party.
34. I shall now affix the identification mark to this piece of fishing gear which is to be preserved with the mark attached until viewed by a fisheries inspector of your Contracting Party at his demand.
35. I have found undersized fish. I shall report this to your Contracting Party.
36. I find that you are apparently fishing in this area/during a closed season/with gear not permitted/for stocks or species not permitted. This will be reported to your Contracting Party.
37. I have found a by-catch of regulated species which appears to be above the permitted amounts. I shall report this to your Contracting Party.
38. I have made copies of the following entry/entries/in this document. Please sign them to certify that they are true copies.
39. I would like to communicate with a designated authority of your Contracting Party. Please arrange for this message to be sent and for any answer to be received.
40. Do you wish to make any observations concerning this inspection including its conduct and that of the inspector(s)? If so, please do so in the space I am indicating on the Report Form on which I have set out my findings. Please sign the observations. Do you have any witnesses who wish to make observations? If so, they may do so in the space I am indicating on the Report Form.
41. I am leaving. Thank you.

PART IV - SCHEME OF JOINT INTERNATIONAL ENFORCEMENT

ANNEX VI

FISHERIES COMMISSION OF THE
NORTHWEST ATLANTIC FISHERIES ORGANIZATION

REPORT OF INSPECTION

1. The forms for the Report of Inspection shall be collated in a booklet with each page having an original and two self-carbon copies (preferably coloured and preferably 1 yellow and 1 green).
2. Page packets are to be perforated at the top and bottom of the page for easy removal.
3. Items 1 through 8 and item 18 of the Report are to be highlighted with red ink.
4. Booklets should be bound preferably with 20 complete sets of the 3-page report.
5. The size of every page, after removal from the packet, should be 355.5 mm (14") in length by 216 mm (8 1/2") in width.

FISHERIES COMMISSION OF THE NORTHWEST ATLANTIC FISHERIES ORGANIZATION

REPORT OF INSPECTION

(Inspector: Please use CAPITAL BLOCK LETTERS)

Note to master of fishing vessel

The NAFO inspector will produce his NAFO document of identity on boarding. He is then entitled to inspect and measure all fishing gear on or near the working deck and readily available for use and the catch on and/or below decks and any relevant documents. This inspection will be to check your compliance with NAFO's measures to which your Contracting Party has not objected. The inspector will not ask you to haul your nets; however, he may remain on board until the net is hauled in.

AUTHORIZED INSPECTOR(s)

1. NAME(s) CONTRACTING PARTY
2. Name and Identifying letters and/or Number of Vessel Carrying Him

INFORMATION ON VESSEL INSPECTED

3. Contracting Party and Port of Register
4. Vessel's Name and Registration Number
5. Master's Name
6. Owner's Name and Address
7. Position as determined by inspecting vessel's master atGMT; Lat Long
 - a) Equipment used in determining position
8. Position as determined by fishing vessel's master atGMT; Lat Long
 - a) Equipment used in determining position

DATE AND TIMES THE INSPECTION COMMENCED AND FINISHED

9. Date Time arrived onboard GMT - Time of Departure GMT

GEAR ON OR NEAR THE WORKING DECK INSPECTED

10.	1st net	2nd net	3rd net
Type of Net (trawl net, seine net, etc.)			
Material (chemical category, if possible)			
Single or double twine			
Net (measured wet) - on or near trawl deck			
Type of net attachments inspected			
Remarks			

14. Result of Inspection of fish in hold(s)

Fish Species with 3-Alpha Code	How Processed	How Stored	Cubic Capacity/ No. of Units, Blocks, etc.	Conversion Factor	Inspectors Estimate (tonnes)

15. Summary of catch from logbooks as per existing Inspection Form Section 14 or as follows:

If the estimate(s) differ(s) by more than [1%/20%] from the entries in the logbook for the current voyage, the NAFO inspector will write below the entries in the logbook:

Date	Fish species with 3-Alpha code	Quota region	Daily total	Disposition	Cumulative weight
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16. Intended Date of Departure from Regulatory Area

17. Date and Place of Start of Fishing

Note to master of fishing vessel:

At this stage the inspection will finish unless an apparent infringement has been found. If no apparent infringement is found go to item 22. If an apparent infringement has been found the inspector will write the infringement here and sign at this point. You must countersign to show that you have been informed of the infringement. Your signature does not constitute acceptance of the apparent infringement.

18. Nature of infringement:

Signature of inspector:

Signature of master:

If an apparent infringement has been found, the inspector may:

- 1) examine and photograph the fishing vessel's gear, catch, logbooks or other relevant documents;
- 2) ask you to cease fishing if the apparent infringement consists of
 - (a) fishing in a closed area or with gear prohibited in a specific area;
 - (b) fishing for stocks or species after the date on which the Contracting Party for the inspected vessel has notified the Executive Secretary that vessels of that Party will cease a directed fishery for those stocks or species; and
 - (c) fishing in an "Others" quota without prior notification to the Executive Secretary, or more than 7 working days after the Contracting Party for the inspected vessel has been notified by the Executive Secretary that fishing under an "Others" quota for that stock or species should cease;

Before asking you to cease fishing, the inspector must immediately attempt to communicate with an inspector of your Contracting Party in the vicinity or a designated authority of your Contracting Party. You must allow the inspector to use your radio equipment or operator for this purpose. If the inspector cannot contact an inspector of your Contracting Party or a designated authority, he will complete his inspection and leave your vessel. While he is on board you should not recommence fishing unless you have satisfied the inspector that you will not repeat the apparent infringement e.g. because you have changed zone or cut off the illegal gear.

COMMENTS AND OBSERVATIONS

19. Documents inspected following an apparent infringement

20. Comments

21. Subjects of photographs taken relating to an apparent infringement

22. Other comments, statements and/or observations by Inspector(s)

23. Statements of Second Inspector or Witness

24. Name and Signature of Second Inspector or Witness

25. Signature of Inspector in charge

26. Statement of Master's Witness(es)

27. Name and Signature of Master's Witness(es)

28. Acknowledgement and receipt of report:

I, the undersigned, Master of the vessel, hereby confirm that a copy of this report and second photographs taken have been delivered to me on this date. My signature does not constitute acceptance of any part of the contents of the report.

Date Signature

29. Comments and signature by the Master of vessel

COPY TO MASTER, ORIGINAL TO BE RETAINED BY INSPECTOR FOR REQUIRED DISTRIBUTION

Measurement of fish for scientific purposes - Fish size (length) in millimeters

Species name	3-Alpha Code	No. of Individual samples	Average Size (length)

NOTE: Only acceptable if these data have been requested by the Scientific Council.