

Annual VMS Summary to the CCSBT Compliance Committee – New Zealand

Item 1 – Implementation

The following types of vessels are required, under New Zealand legislation, to fit and continuously operate Automatic Location Communicators and report to the New Zealand VMS:

- all New Zealand vessels over 28m in length;
- all foreign charter vessels registered to fish in New Zealand waters;
- all New Zealand flagged and registered vessels operating outside of New Zealand waters;
- all vessels issued with a foreign licence to fish in New Zealand waters; and
- vessels in some specific high risk fisheries

The Ministry of Fisheries is currently reviewing the potential application of VMS to a wider range of domestic vessels. The work is still in its early stages with some preliminary trials already conducted amongst small inshore vessels. Any potential extension to New Zealand's current VMS will, in accord with government direction, need to be conscious of the operating costs on industry, the increased administrative burden on the Ministry, the level of non-compliance risk in the fishery and the benefit from this source of positional information.

General Note:

The following information is based on VMS coverage that may reflect fishing operations not relevant to SBT. The nature of the tuna fleet and, at times, its shift to differing tuna species or to other [non-tuna] fisheries means it is difficult to isolate specific SBT related information.

Item 2 – Number of vessels required to report

92 VMS Registered Vessels

Item 3 – Number of vessels reporting

80 vessels active in the fishery

Two active vessels are laid up in port and currently not reporting to VMS. Both vessels have notified the Ministry of Fisheries as required under current regulations.

There are twelve inactive vessels currently laid up in port not reporting to VMS. All vessels have notified and been confirmed by the Ministry of Fisheries as required under current regulations.

Item 4 – Reasons for non-reporting

There have been 32 instances of vessels not reporting to VMS system, only one of which relates to a vessel fishing for tuna. All issues have been resolved. Of those vessels:

- 3 instances related to the vessel shifting between ocean coverage areas. ALCs were re-programmed for the appropriate area.
- 5 vessels were ordered to port to repair the ALC units.
 - a. Two were allowed to sail with observer coverage and two hourly manual reporting. One of these two incidents involved the **only vessel fishing for tuna to report an ALC failure**.
 - b. One was allowed to sail with one hourly manual reporting.
 - c. The other two were repaired in port.

The remaining vessels were able to repair the ALC at sea within a reasonable time frame.

Item 5 – Last position and length of failure

The lone failure reported on a tuna vessel was detected as the vessel left port to begin fishing. The vessel was ordered back into port and a new ALC unit was used. This new ALC also failed to report correctly and the vessel was allowed to continue fishing with the presence of two observers on-board for approximately six weeks.

Item 6 – Failure procedures

The vessel is given a reasonable period of time to repair the ALC, usually 12 hours to one day depending on the fishery risk. After that period the vessel is required to return to port if repairs are unsuccessful. A limited exception may occur when the vessel already has observers on board. In this situation, the vessel is asked to start manual position reporting, usually using two hour intervals. The vessel may be allowed further time to repair the ALC, or in some circumstances may be allowed to sail without a working ALC, provided it carries observers and manually reports.

Item 7 – Paragraph 3(b) investigations

No investigations have been initiated in accordance with paragraph 3b of the Resolution on establishing the CCSBT Vessel Monitoring System.