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28, 2011 كم•4

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January 28, 2011

The Honourable Gail Shea
Minister of Fisheries and Oceans
15th Floor, Centennial Towers
200 Kent Street
Ottawa, Ontario
K1A 0E6

DATE:

Re: NWMB decisions with respect to non- quota limitations for vessel monitoring system transponders in use on vessels fishing within the Nunavut Settlement Area

Dear Minister Shea,

At Regular Meeting 66 of the Nunavut Wildlife Management Board (NWMB or Board) held between December 8th and 9th of 2010, the NWMB considered a request from the Department of Fisheries and Oceans for a decision regarding non-quota limitations (NQL) for vessel monitoring system (VMS) transponders in use on vessels fishing within the Nunavut Settlement Area (NSA).

Background to the Decision

Cumberland Sound is located entirely with the Nunavut Settlement Area (NSA) marine waters. Within Cumberland Sound, the NWMB has approved a separate inshore stock management area, the Cumberland Sound Turbot Management Area (CSTMA)¹.

DFO officials indicated that vessels fishing in Cumberland Sound in 2010, both within the CSTMA and the outer portion of the Sound within the NAFO 0B management zone, experienced problems with their Vessel Monitoring System (VMS) transponders. DFO Fishery Officers have investigated what happened, and found that some of the VMS transponders do not work very well when vessels are north of 50-60°N. This is because they use satellites that are located at the equator, and thus do not have good coverage in the north. However, there are VMS transponders – those that operate on the Iridium satellite system – that provide good coverage in the north.

¹ February 2, 2005 NWMB letter to DFO Minister Geoff Regan, Four decisions by the Nunavut Wildlife Management Board regarding a new total allowable harvest for turbot in Cumberland Sound, and related matters.

It is a licence condition that vessels have an approved VMS transponder installed on all vessels with unobstructed signal transmission at all times. The licence conditions state that if the VMS transponder becomes inoperative, the vessel is required to stop fishing until the unit is repaired. Vessels with an inoperative VMS transponder are required to return to port to have the unit fixed if it cannot be repaired onboard; this may take days for a vessel to steam to port, further reducing an already limited fishing season, and lost fishing days are a serious industry concern. VMS transponders cost in the range of \$500-\$1000 and purchasing a second unit is much less expensive that expending fuel to steam to port to fix an inoperative VMS unit.

After carefully reviewing all of the information presented, the NWMB made the following decision:

"RESOLVED that, pursuant to S 5.6.48 of the Nunavut Land Claims Agreement, the NWMB approve, subject to industry consultations, the following modifications to existing non-quota limitations previously approved by the Board for vessel monitoring system (VMS) transponders in use on vessels fishing within the Nunavut Settlement Area (NSA):

- (a) Vessels operating within the NSA shall be outfitted with VMS transponders that operate on the iridium satellite system, providing the greatest satellite coverage in the north.
- (b) Vessels operating within the NSA shall carry two VMS transponders operating on the iridium satellite system in the event that one should fail to transmit."

The NWMB hereby forwards you, pursuant to section 5.3.8 of the Nunavut Land Claims Agreement, its decision with respect its approval of NQLs for VMS transponders in use on vessels fishing within the NSA.

As stated in the resolution, the two NQL decisions are subject to satisfactory consultation with all industry involved in this fishery. In the briefing note presented at Regular Meeting 66, your staff indicated that DFO plans to initiate an annual post-season review meeting with industry (PFL) and Comanagement partners (GN, NWMB) to discuss successes and challenges with regards to turbot fishery in the CSTMA. The expectation of the NWMB is that DFO will conduct industry consultations with regards to the NQL modifications at this and any other meetings with industry, and report any concerns back to the NWMB.

Should you have any questions or concerns with respect to this decision or the rationale provided by the NWMB, please do not hesitate to contact the Board.

Sincerely.

Mikidjuk Ākavak Chairperson of the

Nunavut Wildlife Management Board



Ottawa, Canada K1A 0E6

MAR (= 2011

Mr. Mikidjuk Akavak Chairperson Nunavut Wildlife Management Board P.O. Box 1379 Iqaluit, Nunavut X0A 0H0



Dear Mr. Akavak:

Thank you for your letter dated January 28, 2011, providing the Nunavut Wildlife Management Board's decision with respect to non-quota limitations for vessel monitoring system transponders in use on vessels fishing within the Nunavut Settlement Area.

This is to confirm that I accept the modifications to your previous decision on non-quota limitations for vessel monitoring system transponders in use on vessels fishing within the Nunavut Settlement Area as follows:

- a) Vessels operating within the Nunavut Settlement Area shall be outfitted with vessel monitoring system transponders that operate on the iridium satellite system, providing the greatest satellite coverage in the north.
- b) Vessels operating within the Nunavut Settlement Area shall carry two vessel monitoring system transponders operating on the iridium satellite system in the event that one should fail to transmit.

It is my understanding that officials from the Eastern Arctic Area office will be conducting their Cumberland Sound turbot fishery post season review meeting with stakeholders, in March 2011. An invitation will also be extended to the Qikiqtaaluk Wildlife Board to thoroughly consult on the non-quota limitations respecting vessel monitoring system transponders for vessels fishing within the Nunavut Settlement Area.

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I appreciate the Nunavut Wildlife Management Board's collaboration in the management of important Arctic resources and look forward to continued dialogue with the Nunavut Wildlife Management Board on fisheries matters in the future.

Sincerely,

Gail Shéa, P.C., M.P.