

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 than 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):

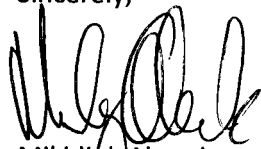
- (a) Vessels operating within the NSA shall be outfitted with VMS transponders that operate on the iridium satellite system, providing the greatest satellite coverage in the north.*
- (b) Vessels operating within the NSA shall carry two VMS transponders operating on the iridium satellite system in the 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 to 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 Co-management 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 Akavak

Chairperson of the

Nunavut Wildlife Management Board



ᓄᓇᑐᓕᑦ ᑖᑦ ᑕᓕᓕᓐᑦᓂᓐ ᑖᓕᓕᓐᑦᓂᓐ
Nunavunmi Anngutighatigut Aulapkaijitkut Katimajiat
Nunavut Wildlife Management Board

ᐱᓗᓂᑦᑕᓕᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
Tammaqtailinahuarniriit anngutighat atuqhugit Inuit qaujimajatuqangillu ilihimaniillu ilitquhiannin
Conserving wildlife through the application of Inuit Qaujimajatuqangit and scientific knowledge

ᓂᓐᓂᓐ 28, 2011

ᓂᓐᓂᓐ ᓂᓐᓂᓐ
ᑕᓕᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
15th Floor, Centennial Towers
200 Kent Street
ᓂᓐᓂᓐ, ᓂᓐᓂᓐ
K1A 0E6

ᐱᓗᓂᑦ: ᓄᓇᑐᓕ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
ᓄᓇᑐᓕ ᓂᓐᓂᓐ

ᑕᓕᓂᓐ ᓂᓐᓂᓐ,

ᑖᓕᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
8 ᓂᓐᓂᓐ 9, 2010-ᓂᓐᓂᓐ, ᓄᓇᑐᓕ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ

ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ

ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ

ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
2010-ᓂᓐᓂᓐ, ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ

¹ ᓂᓐᓂᓐ 2, 2005-ᓂᓐᓂᓐ ᓄᓇᑐᓕ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ
ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ ᓂᓐᓂᓐ

