

MPI Fishery Officers conducted an at sea RNZN patrol covering the West Coast South Island Hoki fishery in 2018. During the HOK at sea phase, 10 deep water vessels and one inshore vessel were inspected. The Fishery Officers were briefed to examine previous risks identified in the Hoki fishery:

- Adherence to state for HGT and DRE product (for HOK, HAK and LIN)
- Quantification and reporting of whole and processed fish to meal
- Quantification and reporting of all product resulting from the production of fillet states (VSCF vs non-VSCF)

Further monitoring also occurred in the form of in-port inspection and sampling across the three species of HOK, HAK and LIN. During this phase, inspections were conducted on 22 vessels. Areas covered in these inspections included:

- Adherence to state for HGT and DRE product (for HOK, HAK and LIN)
- Carton/unit weights

Some minor non-compliance was detected during the at sea and in-port inspections. This included adherence to product state definitions on ling trunks such as tail cuts, some fish may have been going to the meal plant without it being weighed and recorded, some hoki tail cuts greater than 60mm were detected, small amounts of HOK DRE had pectoral fins attached and there was a small proportion of under weighing of carton weights. These issues were followed up by Fisheries Compliance staff with each company the post inspections being conducted.

For the SBW fishery commencing September 2018, all vessels operating in that fishery carried MPI observers to ensure compliance. Further to this, a number of in-port inspections and aerial patrols have been conducted in this fishery.

Introduced in January 2019, all New Zealand vessels are transitioning in a staged implementation programme to new Electronic Reporting and Geospatial Position Reporting (replaces VMS) regulations. All New Zealand vessels now report catch daily on an event by event basis. These reports are validated against positional data allowing for timely interventions and compliance oversight in near real time.

MPI maintains a comprehensive compliance programme, which includes both encouraging compliance through support and creating effective deterrents. This strategy is underpinned by the VADE model, which focuses on all elements of the compliance spectrum as follows:

1. Voluntary compliance – outcomes are achieved through education, engagement and communicating expectations and obligations
2. Assisted compliance – reinforces obligations and provides confidence that these are being achieved through monitoring, inspection, responsive actions and feedback loops
3. Directed compliance – directs behavioural change and may include official sanctions and warnings
4. Enforced compliance – uses the full extent of the law and recognises that some individuals may deliberately choose to break the law and require formal investigation and prosecution.

Since 1994, all vessels over 28 m have been required by law to be part of the Vessel Monitoring System (VMS) which, through satellite telemetry, enables MPI to monitor all deep water vessel locations at all times. This system is now being replaced by Geospatial Position Reporting. MPI still combines this functionality with at-sea and aerial surveillance, supported by the New Zealand Defence Force. This independently provides surveillance of activities of deep water vessels through inspection and visual capability to ensure these vessels ensuring are fully monitored and verified to ensure compliance with both regulations and with industry-agreed operating procedures.

All commercial catches from QMS stocks must be reported and balanced against ACE at the end of the month. It is illegal to discard or not to report catches of QMS species. Catches may only be landed at designated ports and sold to Licensed Fish Receivers (LFRs). Reporting requirements for deep water trawl vessels include logging the location, depth, main species caught for each tow, and total landed catch for each trip.

MPI audits commercial vessel catch-effort and landing reports, reconciles these against multiple sources including GPR records, electronic catch data, data collected by on board MPI observers, and catch landing records from LFRs to ensure that all catches are reported correctly.

Commercial fishermen face prosecution and risk severe penalties, which include automatic forfeiture of vessel and quota upon conviction of breaches of the fisheries regulations (unless the court rules otherwise). Financial penalties are also imposed in the form of deemed values to discourage fishermen from over-catching their ACE holdings.

The extensive regulations governing these fisheries are complemented by additional industry-agreed non-regulatory measures, known as the New Zealand Deepwater Fisheries Operational Procedures. The Minister for Fisheries relies on the effectiveness of both regulatory and non-regulatory measures to ensure the sustainable management of these fisheries.

As part of DWG's Operational Procedures, DWG has an Environmental Liaison Officer whose role is to liaise with vessel operators, skippers and MPI to assist with the effective implementation of these Operational Procedures.