

Annex A

In order for roe herring and salmon caught in British Columbia waters to be transported directly from the fishing grounds to the United States, the following conditions would have to be met:

- only licensed Canadian tender vessels, equipped as "sea-based landing stations," would be eligible to transport roe herring and salmon directly from the fishing grounds to the United States;
- in order to qualify as a "sea-based landing station" a tender vessel would be required to maintain on board: (1) adequate facilities for DFO inspectors to supervise counting, sorting and weighing and to permit on-board biological sampling; and (2) reasonable accommodations for DFO inspectors;
- a sufficient number of Canadian inspectors have to be on board of each buying station at all times that the station is in operation;
- all fish brought on board the buying station would be counted, weighed, sorted and made available for biological sampling by a DFO inspector; burdens placed on sea-based landing stations and station operators (for example, record keeping and reporting, and licensing fees) would be no greater than those imposed upon shore-based landing stations;
- all information relating to the catch would be recorded and given to the inspector(s) at the time of completion of the activity;
- the inspector(s) would determine if the fish were to be biologically sampled in accordance with the sampling plans developed for that fishery; there will be non-discrimination between sampling plans for sea-based landing stations and shore-based landing stations;
- the expense of such on-board facilities and accommodations would be borne by landing station operators (wage, transportation, and other costs associated with the inspectors' activities would be recovered on the same basis, if any, as applies to shore-based landing stations). Any cost recovery system shall be instituted only after consultation between the Parties and shall not represent an indirect protection to domestic processing.