

ISSUES OF POTENTIAL NON-COMPLIANCE REPORTED BY
 OBSERVERS UNDER THE ICCAT REGIONAL OBSERVER PROGRAMMES

1. ICCAT Regional Observer Programme for Transhipment (ROP-Trans)

<i>Flag</i>	<i>LSTLV</i>	<i>Carrier</i>	<i>Deployment No.</i>	<i>PNC</i>	<i>PNC Confirmed</i>	<i>Response/Explanation/Action Taken</i>
Japan	AT000JPN00537; AT000JPN00482	FUTAGAMI	175	LSPLV's logbook was printed but the pages were unbound and not numbered		As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Japan	AT000JPN00450	IBUKI	174	Life rafts were not visible on the deck of the LSPLV; the logbook was printed and up to date but was not bound		- The Fisheries Agency of Japan (FAJ) confirmed that a life raft was appropriately equipped with (see an attached photo). - As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Chinese Taipei	AT000TAI00228	IBUKI	174	the LSPLV ICCAT Number given on the Authorisation to Tranship did not match the ICCAT Number for the LSPLV in the vessel database. No updated or corrected Authorisation to Tranship was provided to the observer		This case may be something wrong. According to our record, the said vessel had two ICCAT numbers (AT000TAI214 and of AT000TAI228) in the ICCAT database before November 2014. However, after ICCAT Secretariat cross-checked and confirmed with our authority, AT000TAI228 was deleted from and AT000TAI214 was remained in the database. (see attachment 1.1 and attachment 1.2) We confirm the ICCAT number given on the Authorization to Transship was correct.

Chinese Taipei	AT000TAI00181	IBUKI	174	LSPLV markings were not legible on some areas of the vessel, and the painted letters were damaged. Specifically, the observer was unable to read the callsign on the starboard side and the vessel name on the prow until the CV was directly alongside the LSPLV		We have already notified the vessel owner of such incident and have requested the fishing vessels to repaint their markings once the operation of repainting is possible.
Chinese Taipei	AT000TAI00189	IBUKI	174	The power lights on two VMS units (Argos and Thrane & Thrane models) carried by the LSPLV were both switched off. A third unidentified box was visible, but the observer could not be certain that this box was switched on		After checking our system, we can confirm that our vessel had normally reported its positions on the transshipment date. The VMS diagram is provided as attachment 2 (VMS track sent)
China	AT000CHN00022	IBUKI	174	the LSPLV on the Authorisation to Tranship did not match the name of the vessel in the observer's database.	yes	Mistake by administration in spelling of vessel name showed in the authorization letter, will do best to avoid such error.
Chinese Taipei	AT000TAI00207	IBUKI	174	the markings on the prow of the LSPLV were rusted and damaged, and the observer was unable to read the vessel's markings unless at a very close distance		We have already notified the vessel owner of such incident and have requested the fishing vessels to repaint their markings once the operation of repainting is possible. The vessel has repainted it. (photo, as attachment 3)

Japan	AT000JPN00514	IBUKI	174	the LSPLV's callsign was not visibly displayed anywhere on the vessel. Moreover the LSPLV's callsign was recorded incorrectly in the logbook, and the logbook was out of date with the most recent entry on the 20/11/2015. The observer was informed that the LSPLV had experienced engine trouble and therefore had not undertaken any fishing since the 20 th .	<ul style="list-style-type: none"> - A board on starboard side that showed a callsign was temporarily detached due to the heavy damages of iron pipes to which the board was fixed. Soon after the transshipment, the vessel entered into a port for maintenance and the FAJ confirmed that the board was fixed again and displayed appropriately (see an attached photo) - The LSPLV's callsign was recorded incorrectly in the logbook by mistake, and the FAJ instructed the vessel to record it correctly. - The FAJ confirmed that the vessel had experienced an engine trouble since November 13th and stopped fishing activities since 20th. Soon after the transshipment, the vessel entered into a port for maintenance.
Chinese Taipei	AT000TAI00277	IBUKI	174	The LSPLV's logbook appeared to have fallen apart, with the sheets stapled together in separate groups. In addition the observer also noted that a large number of log sheets were missing, with some other sheets present but blank and some dates written incorrectly.	After verifying with the owners and checking with our e-logbook database, we confirmed that the said vessel reported their catches everyday through the e-logbook system, which is satisfied with the requirements of [Rec. 03-13]. We also confirm that observations made by the observer were mostly because they tore the pages of copies from the logbook for delivering to the Fisheries Agency after the vessel enter into the ports or the transshipment activities are completed. As for some log sheets present blank and some dates written incorrectly, we have required the owner of the vessel to ask the captain of the vessel to accurately fill in the catch logbook daily.
SVG	AT000VCT00053	IBUKI	174	LSPLV's logbook was unbound. The fishing license shown to the observer had expired on the 09/12/2015, however it should be noted that a renewed license was provided to the observer on 14/12/2015.	no response as of 10/10/2016; a reminder sent on 11/10/2016

SVG	AT000VCT00052	IBUKI	174	The markings on the bow of the vessel were incorrect		no response as of 10/10/2016; a reminder sent on 11/10/2016
Japan	AT000JPN000509; AT000JPN000611; AT000JPN000469	CHIKUMA	176	LSPLV's logbooks were not bound and the pages were not numbered correctly		As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
China	AT000CHN00096	IBUKI	174	The LSPLV on the Authorisation to Tranship did not match the name of the vessel	yes	Mistake by administration in spelling of vessel name showed in the authorization letter, will do best to avoid such error.
China	AT000CHN00023	IBUKI	174	The LSPLV on the Authorisation to Tranship did not match the name of the vessel.	yes	Mistake by administration in spelling of vessel name showed in the authorization letter, will do best to avoid such error.
China	AT000CHN00063	IBUKI	174	The LSPLV on the Authorisation to Tranship did not match the name of the vessel	yes	Mistake by administration in spelling of vessel name showed in the authorization letter, will do best to avoid such error.
China	AT000CHN00019	IBUKI	174	The LSPLV on the Authorisation to Tranship did not match the name of the vessel	yes	Mistake by administration in spelling of vessel name showed in the authorization letter, will do best to avoid such error.
China	AT000CHN00097	IBUKI	174	On 22/12/2015, the authorisation to Tranship incorrectly stated the name of the LSPLV as Jin Feng, rather than Jin Sheng.	yes	Mistake by administration in spelling of vessel name showed in the authorization letter, will do best to avoid such error.
China	AT000CHN00087	IBUKI	174	On 16/12/2015, the LSPLV's national registration documents did not match the vessel details in the ICCAT database	yes	Mistake by administration in spelling of vessel name showed in the authorization letter, will do best to avoid such error.

China	AT000CHN00023	IBUKI	174	The name on the bow was worn and difficult to read	yes	We have asked the fishing vessel owner to re-print and decorate its vessel including all the marking displayed on the vessel hull as soon as its call at next port
China	AT000CHN00088	IBUKI	174	Observer unsure of VMS, although the antennae for a Thrane & Thrane Sailor VMS was seen on top of the bridge.	No	We checked our VMS platform and it is confirmed that the VMS is in good standing all the time, we can provide the exact positions of this vessel if necessary
China	AT000CHN00089	IBUKI	174	At least 1 SWO was transhipped by accident from LSPLV. Later, upon the CV captain discovering this, he had the SWO returned to the SWO and searched for any others. During inspection of the LSPLV, the LSPLV captain told the observer that all on board was to be transhipped.	No	The SWO was not transhipped this time, only BET and YFT transhipped to IBUKI this time, the SWO is arranged to transship next time.
China	AT000CHN00024	IBUKI	174	The VMS unit was contained within a casing which concealed the unit itself, although the casing was labelled as a Thrane & Thrane TT3026	No	As for the VMS unit, the captain was afraid that the VMS unit was broken so it was concealed in a case, but the VMS unit itself is functioning very well according to our platform.
Chinese Taipei	AT000TAI00141	IBUKI	174	On 23/11/2015, the markings on the bow of the LSPLV were badly washed away, and could only be read at a very close distance.		We have already notified the vessel owner of such incident and have requested the fishing vessels to repaint their markings once the operation of repainting is possible

Chinese Taipei	AT000TAI00129	CHITOSE	179	On 14/02/2016, there was no power light visible on the LSPLV's VMS unit. It should be noted that the LSPLV captain informed the observer that the light was turned off but the VMS was still working		This fishing vessel had normally reported its positions on the transshipment date and the VMS diagram is provided as attachment 4 (VMS track sent)
Chinese Taipei	AT000TAI00095	VICTORIA II	180	On 09/03/2016, the vessel's bow and stern markings were significantly obscured by rust, with the vessel name and callsign both illegible		We have already notified the vessel owner of such incident and have requested the fishing vessels to repaint their markings once the operation of repainting is possible.
Chinese Taipei	AT000TAI00269	Taisei Maru No.24	181	On 01/04/2016, the LSPLV was carrying two VMS units and both of them were switched off when the observer boarded. However one unit was left switched on when the observer disembarked		This fishing vessel had normally reported its positions on the transshipment date and the VMS diagram is provided as attachment 5 (VMS track sent)
Japan	AT000JPN00397	TAISEI MARU No.15	178	On 22/12/2015, the LSPLV's logbook was printed but unbound.		As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Korea	AT000KOR00215	VICTORIA II	180	On 04/03/2016, the vessel name written on the bow of the LSPLV did not match the ICCAT record. It should be noted however that all other vessel details were correct and matched the ICCAT record	No	Name of the vessel (Oryong No.801) listed in the ICCAT Record does not match the name written on the bow of the vessel on 04/03/2016

SVG	AT000VCT00052	CHITOSE	179	On 12/03/2016, the observer reported that the LSPLV's logbook was not bound and the pages were not numbered	no response as of 10/10/2016; a reminder sent on 11/10/2016
Japan	AT000JPN00514; AT000JPN00494	CHIKUMA	184	On 13/06/2016 and 11/07/2016, respectively, the observer was presented with unbound paper logbook sheets, and the observer was informed that the LPSLV did not have a functioning electronic logbook onboard	As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Japan	AT000JPN00478	FUTAGAMI	182	On 15/04/2016, the LSPLV's printed logbook was unbound and the pages were not numbered. The observer also asked to be shown an electronic logbook on a computer screen but this was not provided	As we reported last year, an electronic logbook system had already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Japan	AT000JPN00536	FUTAGAMI	182	On 30/04/2016, the observer reported that the observer was not shown an electronic logbook because the computer onboard the LSPLV was not working. The printed logbook shown was not bound and not numbered	As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Chinese Taipei	AT000TAI00255	TAISEI MARU No. 15	185	On 15/07/2016 the logbook of the LSPLV was out of date, with the most recent entry dated 02/06/2016	After verifying with the owners and checking with our e-logbook database, we confirmed that the said vessel reported their catches everyday through the e-logbook system, which is satisfied with the requirements of [Rec. 03-13]. However, we also required the owner of the vessel to ask the captain of the vessel to fill in the paper logbook simultaneously with e-logbook.

Japan	AT000JPN00079	CHIKUMA	184	On 20/07/2016, the observer was presented with printed, numbered but unbound logbook sheets. The observer was informed that the vessel did not have an electronic logbook onboard.	As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Japan	AT000JPN00131	TAISEI MARU No. 15	185	On 24/07/2016, the LSPLV's logbook was not up to date, with the last record dated on the 20/07/2016	The Master of the vessel did not copy catch data between 21/07/2016 and 23/07/2016 from his own notebook to a logbook. The FAJ instructed that a logbook must be filled in every day.
China	AT000CHN00101	GENTA MARU	183	On 07/06/2016, the English name of the LSPLV was not displayed on either the bow or the stern	Actually, the English name did display on both the bow and stern, but it disappeared due to the wild winds and rough waves during the long period time at sea, we have already ordered the fishing vessels owner to re-paint the vessel hull and marks as soon as this vessel call at next port and print the vessel name periodically.
Japan	AT000JPN00429	TAISEI MARU No. 15	185	On 14/06/2016, the observer was shown a printed, unbound paper logbook. The observer requested to be shown an electronic logbook on a computer, but this was not provided.	As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Japan	AT000JPN00485	TAISEI MARU No. 15	185	On 17/06/2016, the observer was shown a printed, unbound paper logbook. The observer requested to be shown an electronic logbook on a computer, but this was not provided.	As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)

Japan	AT000JPN00525	TAISEI MARU No. 15	185	On 02/07/2016, the observer was shown a printed, unbound paper logbook. The observer requested to be shown an electronic logbook on a computer, but this was not provided.	As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Japan	AT000JPN00158	TAISEI MARU No. 15	185	On 22/07/2016, the observer was shown a printed, unbound paper logbook. The observer requested to be shown an electronic logbook on a computer, but this was not provided.	As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Japan	AT000JPN00337	TAISEI MARU No. 15	185	On 24/07/2016, the observer was shown a printed, unbound paper logbook. The observer requested to be shown an electronic logbook on a computer, but this was not provided.	As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Japan	AT000JPN00506	TAISEI MARU No. 15	185	On 25/07/2016, the observer was shown a printed, unbound paper logbook. The observer requested to be shown an electronic logbook on a computer, but this was not provided.	As we reported last year, an electronic logbook system had already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)

Japan	AT000JPN00394	TAISEI MARU No. 15	185	On 26/07/2016, the observer was shown a printed, unbound paper logbook. The observer requested to be shown an electronic logbook on a computer, but this was not provided. it should also be noted that the logbook shown to the observer was not in the correct format for the Atlantic Ocean.		- As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016) - The Master of the vessel did not copy catch data from his own notebook to a logbook for the past several days, and showed its notebook to observer. The FAJ instructed that a logbook must be filled in every day.
Japan	AT000JPN00333	TAISEI MARU No. 15	185	On 31/07/2016, the observer reported that the LSPLV did not have a computer electronic logbook onboard, and the paper logbook shown to the observer was unbound.		As we reported last year, an electronic logbook system has already been introduced for some vessels. For other vessels, bound and numbered logbooks started to be used from this fishing season (August 2016)
Korea	AT000KOR00057	SHOTA MARU	187	On 22/08/2016, the observer reported that the bow marking of the LSPLV was partially worn away and could not be read.	No	The bow marking (No.117 Dongwon) of the vessel was very partially obscure but it is possible to read it correctly. However, our Ministry has instructed this fishing vessel to repaint the name on the bow so that the name of vessel can be clearly identified in a distance.

Japan	AT000JPN00327	SHOTA MARU	187	On 25/08/2016, the observer was not shown an authorisation to tranship for the LSPLV. The observer was informed that the LSPLV had not been sent the necessary documents.	No	<p>1. Summary: a) both vessels had obtained prior authorizations from the FAJ on August 3rd, more than three (3) weeks in advance of the transhipment. b) Also, both vessels retained the copies of prior authorization documents on board and presented them to the observer. c) However, the observer did not accept their validity, but requested to present a different form of the prior authorization document, by showing a transhipment authorization letter used by other CPC.</p> <p>2. Details: a) On August 3rd, 2016, the FAJ issued prior authorizations of transhipment for both vessels. b) The copies of the documentations of prior authorization were sent to both vessels on August 4th by email. c) Both vessels retained the copies of the documents on board and certainly presented them to the observer when requested, on August 25th and August 26th, respectively. d) However, the observer did not accept their validity, but requested to present a different form of the prior authorization document, by showing a transhipment authorization letter used by other CPC. e) The Masters of both vessels replied that they did not have such form of transhipment authorization letter, simply because it was for other CPC-flagged vessels only.</p>
Japan	AT000JPN00462	SHOTA MARU	187	On 26/08/2016, the observer was not shown an authorisation to tranship for the LSPLV. The observer was informed that the LSPLV had not been sent the necessary documents.	No	