ADDENDUM 1 to COC-303-Appendix 4

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This addendum to COC-303/2026 Appendix 4 contains the response to JIS with possible infringements received after the first publication from: European Union.

Le présent addendum au COC-303/2026 Appendice 4 contient la réponse à JIS contenant des infractions présumées reçue après la première publication de : Union Européen.

Esta adenda al COC-303/2026 Apéndice 4 contiene respuestas a JIS con posibles infracciones recibidas después de la primera publicación de: Union Europea.

Inspection reports received in 2026 under the Joint Scheme of International Inspection with possible infractions and responses received

CPC inspecting	*Report No.*	*Vessel name*	*CPC inspected*	*Day of inspection*	*Infringement findings*	*Inspection findings*	*CPC Response/Measures Taken (if applicable)*
EU-Portugal	6754	ARCHANGELOS MICHAEL	EU-Cyprus	30/07/2026	Yes	The inspectors confirmed that the vessel was not authorized to actively fish M-SWO using traplines, in contravention of the ICCAT rec. 25-09 par 4 a).	An administrative fine has been imposed by the Deparrtment of Fisheries and Marine Research, Cyprus.
EU-France	2789	ALDO	EU-Italy	03/06/2026	Yes	On transfer declaration No. TUN-2026/003/ITD dated 25/05/2026, the captain of the fishing vessel "JAWHAR" estimated that 3,635 bluefin tuna were transferred. After reviewing the video footage of the transfer between the fishing vessel "JAWHAR" and the cage number "EU-MLT-016-MB" of the tugboat "ALDO," fisheries inspectors estimated that 4,173 bluefin tuna were transferred. Since the difference in estimates exceeds 10%, the transfer video is therefore not compliant with paragraph 137 of ICCAT Recommendation 25-04.	The transfer declaration No. TUN-2026/003/ITD, dated 25 May 2026, indicated that 3,635 bluefin tuna were transferred from the fishing vessel "JAWHAR". Following an analysis of the video footage of the transfer to transport cage No. "EU-MLT-016-MB", towed by the Italian-flagged tugboat "ALDO", the French inspectors estimated that 4,173 individuals had been transferred. The difference between the declared and estimated quantities amounts to approximately 14.81%. Italy, as the flag CPC of the tugboat "ALDO", has taken note of the inspection findings and is examining the information reported by the French inspectors. Pursuant to paragraphs 134 to 138 of ICCAT Recommendation 25-04, the investigation into the discrepancy and the determination of any potential non-compliance concerning the donor operator fall within the competence of the CPC of the donor operator, namely Tunisia. Any determination under paragraph 137, as well as any corresponding amendment of the eBCD under paragraph 138, therefore rests with the competent Tunisian authority. Italy will cooperate with the competent authorities concerned and provide any relevant follow-up information available to it.
EU-Italy	13123	HANNIBALI I	EU-Malta	25/06/2026	Yes	VIDEO ANALYSIS OF TRANSFERS (1) Analysis of the first video relating to the voluntary transfer authorized with fra-2026-aut-0012, in fact, highlights a transfer from cage mlt-027-ajd (TV budafell) to cage mlt-031-ajd (TV hannibal I). On the itd n.ue-fra-2026-171-itd, the authorization number fra-2026-aut-009 appears (authorization from PS jean marie christiane 6 to TV budafell), instead of the authorization number fra-2026-aut-0012 (authorization from PS jean marie christiane 6 to TV hannibal I). the video was not of sufficient quality, due to poor visibility, to determinate the number of BFT's. VIDEO ANALYSIS OF TRANSFERS (3) After the analysis of the videorecording related to the transfer of BFT's carried out on the 22.05.2026 from MT TV HANNIBAL I – ICCAT n. AT0007621 cage n° EU.MLT-031-AJD to TV IT BALDASSARRE – ICCAT n. AT0006791 cage n° EU.MLT-032-AJD authorised by MLT-2026-AUT-002, declared that the video file was damaged and cannot be open to estimate the BFT's.	**VIDEO ANALYSIS OF TRANSFERS (1):** The Maltese authorities reviewed the observations raised by the Italian inspectors concerning the discrepancy between Transfer Authorisation No. **FRA-2026-AUT-009**, recorded on ITD No. **UE-FRA-2026-171-ITD**, and Transfer Authorisation No. **FRA-2026-AUT-0012**. The review established that **FRA-2026-AUT-009** related to the original first transfer from the purse seiner Jean Marie Christiane 6 to the towing vessel Budafell, while **FRA-2026-AUT-0012** concerned the subsequent voluntary transfer from cage **MLT-027-AJD (Budafell)** to cage **MLT-031-AJD (Hannibal I)**. The difference in authorisation numbers arose from the administrative procedure applied by the French fisheries authorities, whereby a separate authorisation number was issued for the voluntary transfer. As voluntary transfers following the first transfer are treated as repeated first transfers for reporting purposes and are recorded in the first-transfer section of the ITD, the Maltese authorities consider that the reference to **FRA-2026-AUT-009** in that section does not constitute an infringement. Consequently, based on the documentation reviewed, no non-compliance with the applicable ICCAT requirements has been identified in relation to this operation. **VIDEO ANALYSIS OF TRANSFERS (3):** The Maltese Authorities have managed to open the subject footage and have also managed to analyze the same video footage. The latter issue was considered as a computer software glitch between the program in use by the Inspectors and the recording software. The analysis have provided a number of BFT transferred are well within the allowed parameters of the Recommendation. In this regard. No further actions are deemed necessary.
EU-Portugal	7864	LELI	EU-Malta	30/06/2026	Yes	4 suspected infringements detected: Mortalities are not properly recorded according to p.139 and Annex 11 of ICCAT Recommendation 25-04 The video related to the first transfer from DZA PS BENI LOUMA to MLT TOW LELI from 18/06/2026 is not compliant with the minimum standards for video recording procedures set in Annex 8 of ICCAT Recommendation 25-04. The video related to the further transfer from MLT TOW LELI to TUN TOW	**Mortalities are not properly recorded according to p.139 and Annex 11 of ICCAT Recommendation 25-04.** The Maltese authorities have evaluated the circumstances and have fined the master of the vessel with administrative fines and penalty points in line with National legislation. **Transfer from DZA PS BENI LOUMA** - The Maltese authorities conducted a thorough analysis of the video footage referred to in the inspection report. The examination established that, while the recording was saved as multiple video

CPC inspecting	Report No.	Vessel name	CPC inspected	Day of inspection	Infringement findings	Inspection findings	CPC Response/Measures Taken (if applicable)
						WAEL from 19/06/2026 is not compliant with the minimum standards for video recording procedures set in Annex 8 of ICCAT Recommendation 25-04. The video related to the first transfer from LBY PS AL-FATAYEH to MLT TOW LELI from 21/06/2026 is not compliant with the minimum standards for video recording procedures set in Annex 8 of ICCAT Recommendation 25-04.	files, which is standard practice for many recording devices, the footage maintains a continuous sequence with uninterrupted timestamps. The segmentation of the recording into separate files is therefore a technical characteristic of the recording system and does not indicate any interruption, omission, or discontinuity in the footage of the transfer operation. The responsibility for ensuring that the video footage complies with ICCAT requirements lies exclusively with the catching vessel, DZA PS BENI LOUMA, which produced and supplied the recording of the transfer operation conducted on 18/06/2026. Consequently, any suspected non-compliance concerning the quality, integrity, continuity, or format of the video footage should have been reported to the competent authorities of the catching vessel's flag State. MLT TOW LELI acted solely as the recipient of the transfer and cannot reasonably be held accountable for deficiencies in documentation or recordings generated by another vessel. As such, the alleged non-compliance should not have been directed at the towing vessel. **Transfer from MLT TOW LELI to TUN TOW WAEL** - The Maltese authorities conducted a thorough analysis of the video footage referred to in the inspection report. The examination established that, while the recording was saved as multiple video files, which is standard practice for many recording devices, the footage maintains a continuous sequence with uninterrupted timestamps. The segmentation of the recording into separate files is therefore a technical characteristic of the recording system and does not indicate any interruption, omission, or discontinuity in the footage of the transfer operation. **Transfer from LBY PS AL-FATAYEH to MLT TOW LELI** - The Maltese authorities conducted a thorough analysis of the video footage referred to in the inspection report. The examination established that, while the recording was saved as multiple video files, which is standard practice for many recording devices, the footage maintains a continuous sequence with uninterrupted timestamps. The segmentation of the recording into separate files is therefore a technical characteristic of the recording system and does not indicate any interruption, omission, or discontinuity in the footage of the transfer operation.
EU-Portugal	7860	SAN GORG III	EU-Malta	01/07/2026	Yes	After analysing the videos, the inspection team considers that the video recording is interrupted and does not provide continuous coverage of the entire transfer operation. This constitutes a suspected non-compliance with paragraph 1(c) of Annex 8 of ICCAT Recommendation 25-04. Due to the interruptions and deficiencies identified in the video material, the available evidence does not allow the inspection team to establish, with sufficient reliability, any difference between the number of tuna estimated during the transfer and the quantity declared in TUN/2026/064/ITD. It is confirmed that the video related to the first transfer from TUN PS SALLEM to TUN TOW KAMEL BOUCHEMA and MLT TOW NILE on 24/06/2026 is not compliant with the minimum standards for video recording procedures set out in Annex 8 of ICCAT Recommendation 25-04.	The Maltese authorities conducted a thorough analysis of the video footage referred to in the inspection report. The examination established that, while the recording was saved as multiple video files, which is standard practice for many recording devices, the footage maintains a continuous sequence with uninterrupted timestamps. The segmentation of the recording into separate files is therefore a technical characteristic of the recording system and does not indicate any interruption, omission, or discontinuity in the footage of the transfer operation. No infringements were identified; thus, no further actions are deemed necessary.
EU-Portugal	11369	KRISTU RE II	EU-Malta	21/07/2026	Yes	The inspectors on board the Ocean Sentinel observed that the vessel Kristu Re II, with five (5) persons on board, was engaged in fishing activities using nets. From a close position, they verbally informed the master, in English, of their intention to carry out an on-board inspection once the fishing activity had been completed. They identified themselves as European Union and ICCAT inspectors. The master of the fishing vessel responded in English, in an agitated and intimidating manner, stating that he would not allow the inspection team to board the fishing vessel because they did not speak Maltese. The master also refused to continue communicating with them because they were not Maltese nationals. They informed the master that they were acting as EU and ICCAT inspectors, and that obstructing, refusing, or unduly delaying an inspection constitutes an infringement. Despite being informed accordingly, the master continued to deny access to the fishing vessel and did not allow the inspection to be carried out. A few minutes later, the fishing vessel ceased fishing activity and immediately moved away from the position of the inspection team. The identification markings on the fishing gear, a gillnet, which had been deployed by the fishing	The Maltese authorities have reviewed the circumstances giving rise to this PNC and determined that the master's conduct warranted enforcement action. Accordingly, the master was fined and assigned penalty points in accordance with the applicable National Legislation.

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						vessel before leaving the area, were verified. Later, the fishing vessel approached the port side of the EFCA patrol vessel and informed by radio that it was available for an on-board inspection. Through the radio station, we replied to the master of the fishing vessel that the inspection had been considered completed at the moment when he, as master of the fishing vessel, refused the inspection and left the inspection site.	