

**REPORT ON THE IMPLEMENTATION OF THE  
ICCAT REGIONAL OBSERVER PROGRAMME (ROP) FOR TRANSHIPMENT 2016/2017**

*(ICCAT Secretariat)*

**Introduction**

According to the provisions of the *Recommendation by ICCAT on a Programme for Transshipment* [Rec. 12-06], all at-sea transshipments are prohibited, except for those from large-scale tuna longline vessels (LSPLVs), which may only tranship subject to a series of provisions, including the requirement to have an observer on board the carrier vessels receiving transshipment, to be placed on board by the Secretariat.

The ROP-transshipment is thus currently implemented by a consortium comprising Marine Resources Assessment Group Ltd (MRAG) and Capricorn Fisheries Monitoring, (CapFish), under a contract signed on 23 April 2007. This contract has been renewed annually on 23 April each year since then. The Programme is funded by the participating Contracting Parties and Cooperating non-Contracting Parties, Entities and Fishing Entities (CPCs). Belize, China, Côte d'Ivoire, Japan, Korea, Philippines, Senegal, St. Vincent and the Grenadines and Chinese Taipei participated in the ROP-transshipment during the 2016/17 period.

**Implementation and operation**

Details on the operational aspects of the programme are presented in the report submitted by the implementing consortium, contained in **Appendix 1**.

Potential issues of non-compliance are now sent by the consortium directly to the CPCs (with copy to the Secretariat). These, together with CPC responses, are contained in document **Appendix 1** of **COC-305/17**. Observer reports received by 1 October 2017 are available from the ICCAT web site:

Current year: [http://www.iccat.int/Documents/Comply/transshipmentreports\\_current.pdf](http://www.iccat.int/Documents/Comply/transshipmentreports_current.pdf)

Previous year: <http://www.iccat.int/Documents/Comply/transshipmentreports.pdf>

**Cooperation with other tuna RFMOs**

The Secretariat continues to implement the part of the observer programme corresponding to the Atlantic Ocean southern bluefin tuna on behalf of the CCSBT, given that southern bluefin tuna is also an ICCAT species and is already covered by the ICCAT Programme. A revised MoU was signed in 2015 with the CCSBT to reflect updates to the recommendation. The Memorandum of Understanding signed with the IOTC to set up a joint pool of observers which could remain on the carrier vessels which operated in both the Atlantic and Indian Oceans on the same voyage remains in force.

**Results to date**

Since the inception of the programme, 206 requests for observer deployments have been received, although five requests were cancelled. As required by Rec. 16-15, observer reports are now published on the ICCAT Web site with the relevant sections hidden for confidentiality purposes. At 1 October 2017, a total of 321,226 t of fish and fish products had been reported as transhipped at sea under the programme since its inception, but this figure includes some transshipment of non-ICCAT species.

**Table 1** shows the quantities transhipped in 2016, as reported through the ROP implementing consortium. Some discrepancies in breakdowns and/or totals exist between the CPC annual transshipment reports and the data base provided by the Consortium.

**Table 1.** Quantities transhipped in 2016 by CPC, species and product type.

Year	Fishing Flag	Species Code	Dressed weight	Gilled & gutted	Number	Fillet	Live weight	Shark fins	Rounded Weight	Belly meat	Other	Grand Total
2016	Chinese Taipei	ALB							100,6			100,6
		BET		11738,7								11738,7
		BUM	0,9									0,9
		OIL	0,3									0,3
		SAI		0,5								0,5
		SSP	0,1									0,1
		SWO	236,1	15,5	0,4							251,9
		WAH	0,1									0,1
		YFT		718,1								718,1
	China, P.R.	ALB							82,7			82,7
		BET	1,2	5256,9			0,2		0,1			5258,3
		BUM	24,2									24,2
		OIL	5,0									5,0
		OTF	3,5						0,4			3,9
		SAI	0,5									0,5
		SMA	1,8									1,8
		SSM	2,5									2,5
		SWO	531,6									531,6
		YFT		166,3								166,3
		SKH	4,3									4,3
		OPA	4,9									4,9
		BLZ	1,8									1,8
	Korea, Republic of	ALB		1,3					9,7			11,0
		BET		527,1								527,1
		BLM		2,4								2,4
		BSH							10,2			10,2
		BUK	35,2									35,2
		BUM		0,1								0,1
		MAK	4,1									4,1
		MLS	0,0	0,2								0,3
		OIL	1,2									1,2
		OTF									2,1	2,1
		SAI	2,1									2,1
		SBF		93,5								93,5
		SKJ	0,7									0,7
		SPF	0,8									0,8
		SWO	13,8	0,3								14,0
		WAH	3,6									3,6
		YFT		282,1								282,1
		SKH						0,3				0,3
		OPA	0,2									0,2
		BRA							4,1			4,1
		DOL							2,6			2,6
	Japan	ALB	7,8	27,0					686,2			721,0
		BET		5794,2								5794,2
		BIL	0,6	0,4								1,0
		BLM	3,1	0,1								3,1
		BUK	171,0		17,3						4,2	192,4
		BUM	77,3	31,8		0,6						109,8
		COM	3,6									3,6
		MAK	0,1			0,8						1,0
		MIX									1,1	1,1
		MLS	0,2	5,7								5,8
		OTF	2,5					0,0			0,4	2,9
		SAI	4,8									4,8
		SBF		946,2								946,2
		SKJ							0,2			0,2
		SMA				1,4						1,4
		SPF	0,2									0,2
		SSM	5,9									5,9
		SSP	3,3									3,3
		SWO	277,2	19,8		131,6						428,6
		TUN			1,3						1,5	2,8
		WAH	0,3									0,3
		YFT	4,7	1466,7								1471,5
		MAW	0,9									0,9
		SKH				3,7					0,1	3,9
		OPA	15,3			0,5						15,8

Year	Fishing Flag	Species Code	Dressed weight	Gilled & gutted	Number	Fillet	Live weight	Shark fins	Rounded Weight	Belly meat	Other	Grand Total
		DOL	0,5	0,2					2,1			2,8
		BLZ	3,9									3,9
		SFA	0,3									0,3
	Belize	ALB							112,0			112,0
		BET		402,1								402,1
		SWO	27,2									27,2
		YFT		12,2								12,2
	St. Vincent and Grenadines	BET		352,4								352,4
		SWO	14,0									14,0
		YFT		7,8								7,8
	Côte d'Ivoire	BET		378,2								378,2
		SWO	27,8									27,8
		YFT		46,0								46,0
	Senegal	BET		48,9								48,9
		YFT		3,7								3,7
2016 Total			1532,9	28346,3	18,9	138,7	0,2	0,3	1010,7		9,4	31057,3

In 2016, the number of LSPLVs and transshipments by CPC were:

CPC	No. of LSPLVs	Total No. of transshipments
Belize	2	12
China, P.R.	97	177
Chinese Taipei	58	384
Côte d'Ivoire	2	10
Japan	72	238
Korea, Republic of	12	19
Senegal	1	3
St. Vincent and Grenadines	3	11

The comprehensive reports received from ROP participants assessing the content and conclusions of observer reports are contained in **Appendix 2**. The reports received from the participants in the programme, as required by paragraph 22 of Recommendation 12-06 / 16-15, are attached as **Annex 1** for transshipment at sea, and reports on transshipment in port as **Annex 2**.

A summary of the deployments since October 2016 is shown in **Table 2**.

For information on potential non-compliance issues detected under the ROP-transshipment, please see **COC-305/17**

### Information sharing and Identification guides

The ICCAT Regional Observer Programme Manual (Transshipment) has been published on the ICCAT web site at: [http://iccat.int/Documents/ROP/ICCAT\\_Observer\\_Manual.pdf](http://iccat.int/Documents/ROP/ICCAT_Observer_Manual.pdf). The identification guides for frozen tuna and tuna-like species developed by the consortium were reviewed by SCRS. The guides will, as always, be made available to observers before deployment.

### Financing

Information on the budget, contributions and expenditure of this programme can be found in the Secretariat's financial report, **STF-202/2017**.

The level of financing required for 2018/2019 will depend on the number of deployments foreseen by the participating CPCs, the number of CPCs participating in the Programme, and on whether current prices charged by the consortium are maintained or increased. The final budget for the forthcoming period will be circulated to participants as far in advance of the renewal of the contract as possible.

**Table 2.** Summary of deployments (from October 2016-October 2017).

ICCAT Request Number	Carrier Vessel	Boarded	Disembarked	Report / Data received	Transshipment declarations received from vessel	Base departure date of observer	Base arrival date of observer	Total days (travel + at sea + debriefing)	Total tonnes transhipped	Total cost (Travel + deployment) in €	Average cost per tonne transhipped (€)*
187/16	SHOTA MARU	Cape Town	Singapore	03/10/2016	YES	10/08/2016	29/09/2016	52	1077,26	15.786,75	14,65
	AT000LBR00022	South Africa									
188/16	IBUKI	Cape Town	Dakar	03/11/2016	YES	03/09/2016	21/10/2016	51	1894,17	14.953,84	7,89
	AT000PAN00163	South Africa	Senegal								
189/16	TAISEI MARU NO.24	Cape Town	Cape Town	01/12/2016	YES	07/09/2016	16/11/2016	70	2876,00	20.638,77	7,18
	AT000JPN00571	South Africa									
190/16	FUTAGAMI	Cape Town	Port Louis	18/01/2017	YES	13/10/2016	12/12/2016	60,5	521,67	16.503,19	31,64
	AT000LBR00016	South Africa	Mauritius								
191/16	GENTA MARU	Cape Town	Cape Town	13/02/2017	YES	28/10/2016	19/12/2016	53	1596,90	15.595,11	9,77
	AT000LBR00006	South Africa									
192/16	CHITOSE	Cape Town	Port Luis	08/03/2016	YES	05/12/2016	22/02/2017	82	3386,60	24.583,40	7,26
	AT000SGP00001	South Africa									
193/16	TAISEI MARU NO.15	Cape Town	Cape Town	01/02/2017	YES	25/11/2016	28/01/2017	66	2022,75	18.003,48	8,90
	AT000JPN00651	South Africa									
194/16	SHOTA MARU	Walvis Bay	Cape Town	08/03/2017	YES	31/12/2016	27/02/2017	59	1613,21	16.574,06	10,27
	AT000LBR00022	Namibia	South Africa								
195/17	CHIKUMA	Panama City	Cristobal	26/05/2017	YES	16/02/2017	24/04/2017	71	3227,74	21.846,80	6,77
	AT000LBR00003		Panama								
196/17	LADY TUNA	Yalova,	Cristobal	26/05/2017	YES	03/03/2017	15/01/2017	55	2466,84	17.127,43	6,94
	AT000PAN00199	Turkey	Panama								
197/17	VICTORIA II	Balboa	Singapore	15/06/2017	YES	28/02/2017	25/05/2017	90	1742,40	27.065,17	15,53
	AT000LBR00008	Panama									
198/17	TAISEI MARU NO.24	Cape Town	Cape Town	31/05/2017	YES	24/03/2017	17/05/2017	57	2230,59	15.548,46	6,97
	AT000JPN00651	South Africa	South Africa								
199/17	FUTAGAMI	Cape Town	Cape Town	25/08/2017	YES	28/04/2017	29/06/2017	65	1458,87	18.386,80	12,60
	AT000LBR00016	South Africa	South Africa		(late)						
200/17	IBUKI	Cape Town	Singapore	28/08/2017	YES	10/05/2017	07/08/2017	58,5	2302,22	15.957,63	6,93
	AT000PAN00163	South Africa									
201/17	TAISEI MARU NO. 15	Cape Town	Singapore	05/09/2017	YES	30/05/2017	24/08/2017	65,5	1951,35	17.867,09	9,16
	AT000JPN00651	South Africa									
202/17	CHIKUMA	Cape Town	Port Louis		YES	08/08/2017					
	AT000LBR00003	South Africa	Mauritius								
203/17	GENTA MARU	Cape Town	Cape Town		YES	08/08/2017					

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Doc. No. PWG-402/2017

15 November 2017 (17:26)

ICCAT Request Number	Carrier Vessel	Boarded	Disembarked	Report / Data received	Transshipment declarations received from vessel	Base departure date of observer	Base arrival date of observer	Total days (travel + at sea + debriefing)	Total tonnes transhipped	Total cost (Travel + deployment) in €	Average cost per tonne transhipped (€)*
	AT000LBR00006	South Africa	South Africa								
204/17	Cancelled	Cancelled									
205/17	VICTORIA II	Cape Town	Singapore		YES	30/08/2017					
	AT000LBR00008	South Africa									
206/17	TAISEI MARU NO.24	Cape Town	Cape Town			29/09/2017					
	AT000JPN00651	South Africa	South Africa								

\* Exclusive of training, equipment and Secretariat overheads

\*\* No "Final Report" received at the date

## IN-PORT TRANSHIPMENT

Reports on in-port transshipment are contained in **Annex 1. Table 3** below shows a summary of information received.

**Table 3.** Reports on in-port transshipment received (*information available at 13 October 2017*).

No information – No report received, and the Secretariat does not know whether or not the requirement is applicable

Not received – CPC reported previously that the requirement was applicable, but the report was not received

Not applicable – CPC informed the Secretariat that this reporting requirement was not applicable, or that no such transshipments had taken place in 2016. Bold type indicates this was reported, but other reports indicate possible transshipment activity in port.

*Received:* Report was received from CPC.

IN-PORT TRANSHIPMENT			
<b>Albania</b>	<i>not applicable</i>	Mauritania	No information
<b>Algeria</b>	<i>not applicable</i>	<b>Mexico</b>	<i>not applicable</i>
<b>Angola</b>	<i>not applicable</i>	<b>Namibia</b>	<i>not applicable</i>
Barbados	No information	Nicaragua	No information
<b>Belize</b>	<i>Received</i>	<b>Nigeria</b>	<i>not applicable</i>
Brazil	No information	<b>Norway</b>	<i>not applicable</i>
<b>Canada</b>	<i>not applicable</i>	Panama	not received
Cape Verde	No information	Philippines	not received
<b>China</b>	<i>Received</i>	<b>Russia</b>	<i>not applicable</i>
<b>Cote d'Ivoire</b>	<i>Received</i>	<b>Sao Tome</b>	<i>No information</i>
<b>Curaçao</b>	<i>Received</i>	<b>Senegal</b>	<i>not applicable</i>
<b>Egypt</b>	<i>not applicable</i>	Sierra Leone	No information
Equatorial Guinea	No information	<b>South Africa</b>	<i>not applicable</i>
<b>El Salvador</b>	<i>Received</i>	<b>SVG</b>	<i>not applicable</i>
<b>EU</b>	<i>Received (Malta)*</i>	<b>Syria</b>	<i>not applicable</i>
<b>France (SPM)</b>	<i>not applicable</i>	<b>Trinidad &amp; Tobago</b>	<i>not applicable</i>
Gabon	No information	<b>Tunisie</b>	<i>not applicable</i>
<b>Ghana</b>	<i>Received</i>	<b>Turkey</b>	<i>not applicable**</i>
Guinea Bissau	No information	<b>Uruguay</b>	<i>not applicable</i>
Guinea Rep.	No information	<b>UKOT</b>	<i>not applicable</i>
Guatemala	No information	<b>USA</b>	<i>not applicable</i>
Honduras	No information	<b>Vanuatu</b>	<i>not applicable</i>
<b>Iceland</b>	<i>not applicable</i>	<b>Venezuela</b>	<i>not applicable</i>
<b>Japan</b>	<i>Received</i>	<b>Bolivia</b>	<i>not applicable</i>
<b>Korea</b>	<i>Received</i>	<b>Chinese Taipei</b>	<i>Received</i>
<b>Liberia</b>	<i>Received</i>	<b>Costa Rica</b>	<i>not applicable</i>
<b>Libya</b>	<i>not applicable</i>	Guyana	No information
<b>Maroc</b>	<i>not applicable</i>	<b>Suriname</b>	<i>not applicable</i>

\* for third party flagged vessels

\*\* one case of force majeure was reported, but normally in-port transshipment does not take place in Turkey. Both vessels involved were flagged to a third party.

**A summary of the ICCAT Regional Observer Programme during 2017  
Annual contractors report**

## **1. Introduction**

In 2006 ICCAT adopted Recommendation [06-11], most recently updated by Recommendation [16-15], to establish a Programme for Transshipment in response to concerns that at-sea transshipment operations constituted a gap in the enforcement scheme of the Commission. MRAG Ltd. and Capricorn Fisheries Monitoring cc (the Consortium) has been implementing the Regional Observer Program (ROP) since its inception in April 2007.

The ROP aims to address CPC concerns regarding laundering of Illegal, Unregulated and Unreported (IUU) tuna catches by monitoring transshipments at sea from large-scale pelagic longline fishing vessels (LSPLVs) operating in the Convention area. Recommendation [12-06] states that all tuna, tuna like species and other species caught in association with these species in the Convention area must be transhipped in port. However, at sea transshipments can be authorised by Contracting Parties provided the Carrier Vessel (CV) has VMS capabilities and a trained ICCAT observer is on board to monitor the process.

## **2. Deployments**

This report provides a summary of the ROP's tenth year, covering ICCAT deployments 186/16 to 201/17 completed between September 2016 and August 2017.

### ***2.1 Summary of deployments***

A total of 519 transshipments have been monitored during 15 trips consisting of 903 sea days, with an average deployment length of 60 days. The total weight of fish observed being transhipped over the period was 30,414 tonnes. A summary of key figures from all deployments is given in Table 1. These figures are higher than the previous year, with a 24% increase in sea days and a 5.4% increase in the total transshipment weight.

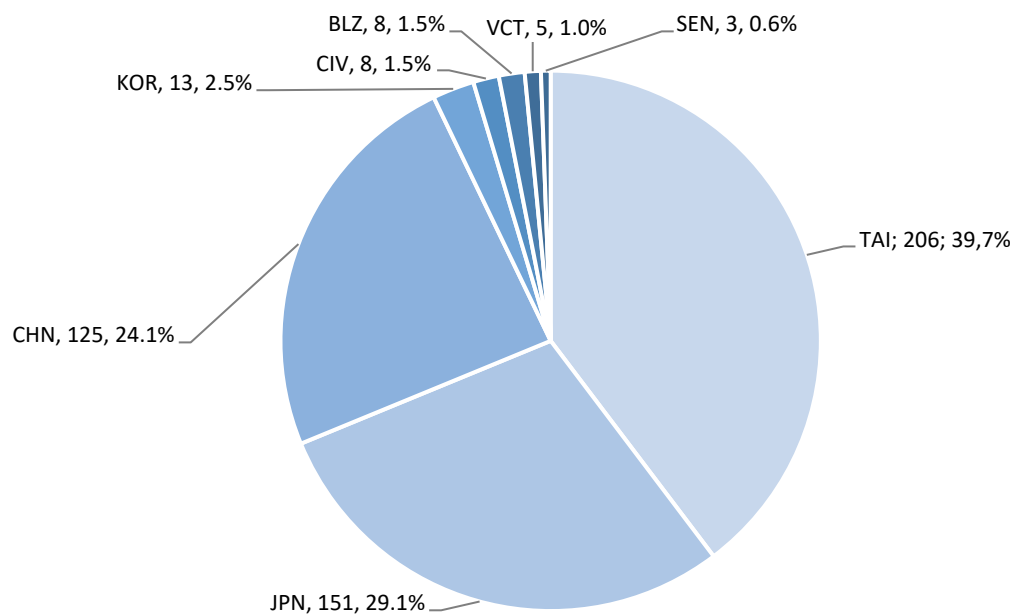
Of the 519 transshipments, 40% were from Chinese Taipei flagged vessels, 29% were from Japanese flagged vessels and 24% were from Chinese flagged vessels (**Figure 1**). Other flags that transhipped included Korea, St. Vincent and the Grenadines, Belize, Côte d'Ivoire and Senegal.

The locations of all transshipments are shown in **Figure 2**.

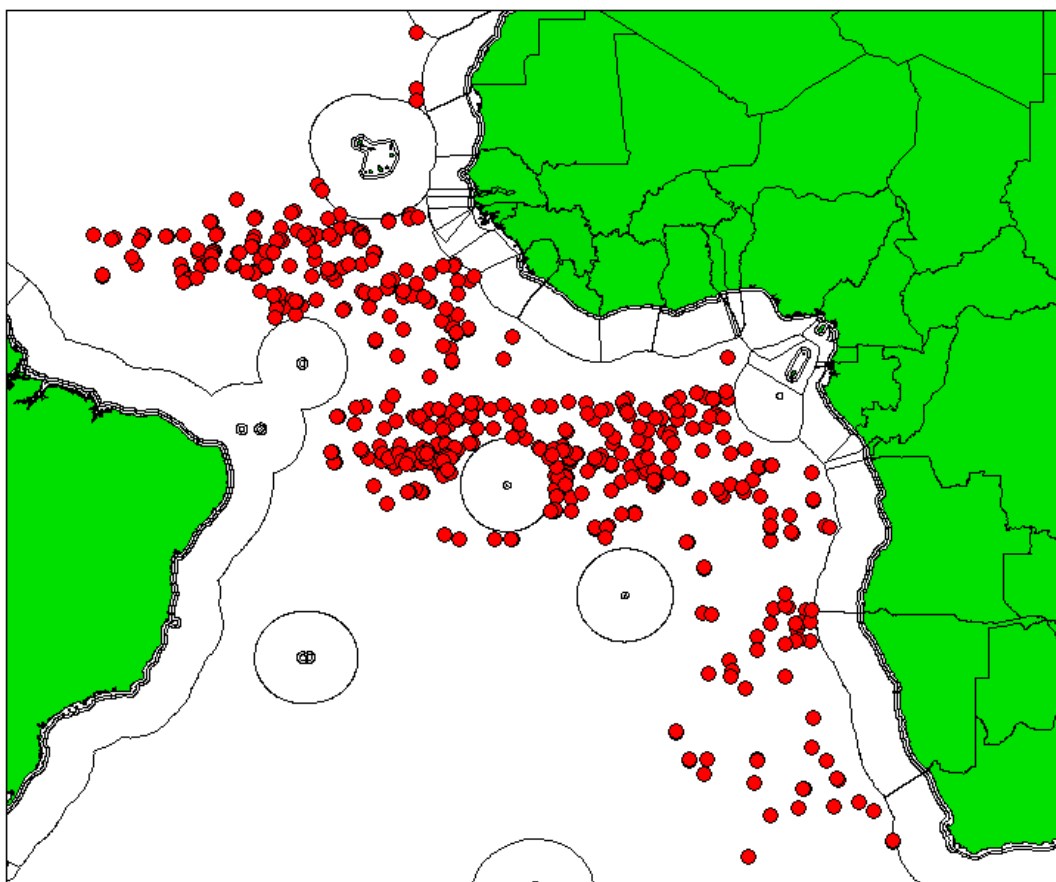
**Table 1.** Summary of deployments 186/16 – 201/17.

<i>No.</i>	<i>Vessel Name</i>	<i>Observer Name</i>	<i>Date On</i>	<i>Date Off</i>	<i>Port on</i>	<i>Port off</i>	<i>Sea Days</i>	<i>No T/shipmts</i>	<i>Fish Transhipped (t)</i>
186	Victoria II	Tony Dimitrov	29-Jul-16	16-Sep-16	Singapore	Cape Town	49.48	34	1658.67
187	Shota Maru	Belinda Moya	11-Aug-16	27-Sep-16	Cape Town	Singapore	46.77	9	1077.26
188	IbukiI	Mzwandile Silekwa	03-Sep-16	21-Oct-16	Cape Town	Dakar	48.69	36	1894.17
189	Taisei Maru No.24	Ricardo Silva	08-Sep-16	14-Nov-16	Cape Town	Cape Town	66.96	42	2876.00
190	Futagami	Eddie Higgins	13-Oct-16	12-Dec-16	Cape Town	Port Louis	60.38	12	521.67
191	Genta Maru	Bruce Biffard	28-Oct-16	19-Dec-16	Cape Town	Cape Town	51.79	28	1596.90
192	Chitose	Julio Ocon	06-Dec-16	21-Feb-17	Cape Town	Port Louis	76.67	64	3386.60
193	Taisei Maru No. 15	Hentie Heyns	25-Nov-16	28-Jan-17	Cape Town	Cape Town	63.98	43	2022.75
195	Chikuma	Maurice O'Malley	08-Feb-17	24-Apr-17	Panama City	Cristobal	74.62	43	3227.74
196	Lady Tuna	Pedro Costa	05-Mar-17	23-Apr-17	Panama City	Cristobal	49.21	31	2466.84
197	Victoria II	Erich Gericke	01-Mar-17	25-Mar-17	Panama City	Singapore	23.85	21	1742.40
198	Taisei Maru no.24	Zama Vilakazi	24-Mar-17	17-May-17	Cape Town	Cape Town	54.02	37	2230.59
199	Futagami	Joaquim Bonito	28-Apr-17	29-Jun-17	Cape Town	Singapore	61.95	28	1458.87
200	Ibuki	Brandon Scott	10-May-17	07-Aug-17	Cape Town	Singapore	89.34	53	2302.22
201	Taisei Maru No.15	Tony Dimitrov	30-May-17	23-Aug-17	Cape Town	Singapore	84.90	36	1951.35





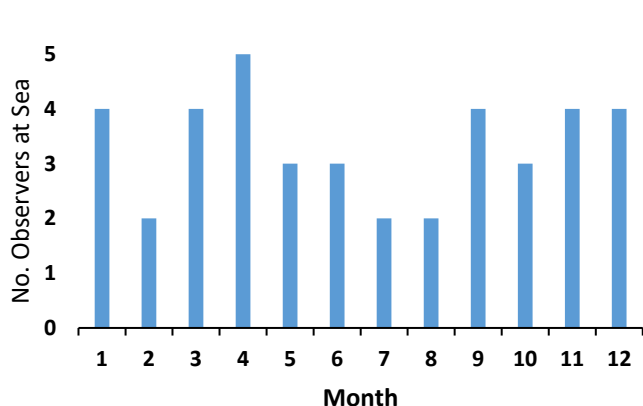
**Figure 1.** Transshipments by Flag State between August 2016 and August 2017 by number and percentage of total.



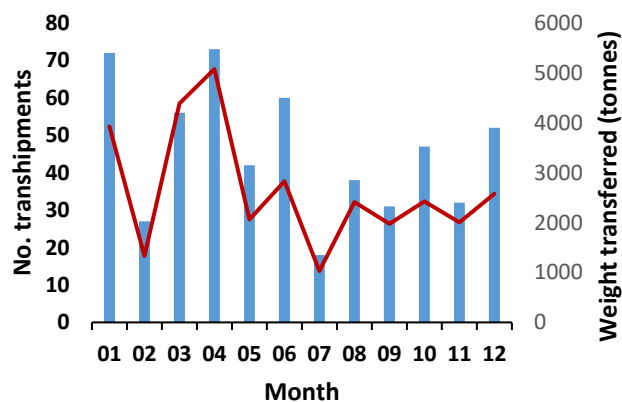
**Figure 2.** Locations of observed transshipments from deployments shown in Table 1.

A summary of the ROP deployments (observers actively at sea) from 186/16 to 201/17 is shown in **Figure 3**, **Figure 4**, **Figure 5** and **Figure 6**. There was no strong pattern throughout the year.

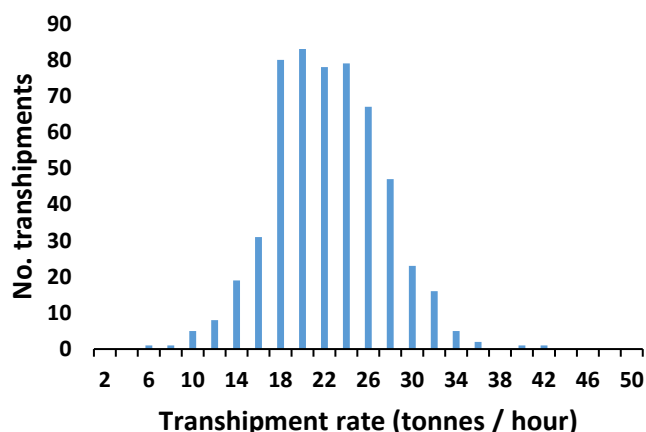
**Figure 5** and **Figure 6** show the transfer rates and amount transferred per transshipment, respectively and remain similar to previous years.



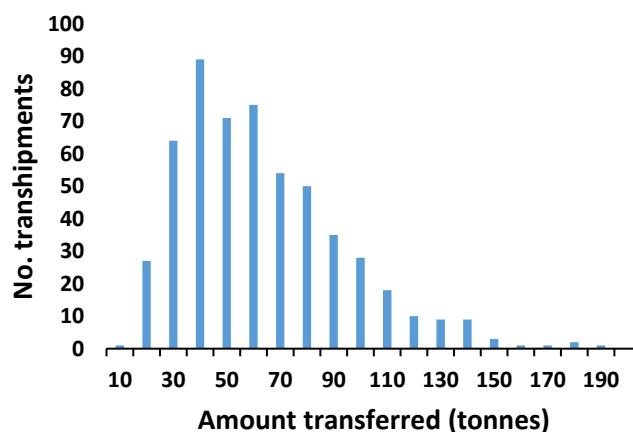
**Figure 3.** Number of observers deployed by month.



**Figure 4.** Number of transshipments and weights transferred (all fish, red line) by month.



**Figure 5.** Transshipment rates (tonnes/hour).



**Figure 6.** Quantities transferred per transshipment (tonnes).

## 2.2 Transshipments within EEZs

No transshipments were made within EEZs.

## 2.3 Procedures and logistics

The deployment request procedure has remained the same as previously described by the Consortium in annual reviews of the ICCAT ROP.

During the period covered by this report, vessels have moved between IOTC and ICCAT areas on five occasions where the observer stayed on board the vessel.

## 3. Species identification

The methods used by observers for species identification and reporting procedures have remained the same and are detailed in previous reports (ICCAT 2011).

#### 4. Southern bluefin tuna

Since the adoption of the Resolution on the Implementation of a CCSBT Catch Documentation Scheme on 1<sup>st</sup> January 2010, any southern bluefin tuna (*Thunnus maccoyii*) transferred must be accompanied by a catch monitoring form (CMF) which should be countersigned by the observer. During the period covered by this report southern bluefin tuna was transhipped on 32 occasions over four deployments, with a total of 1,470.87 tonnes declared (**Table 2**). Observers prepare a separate report for CCSBT on any trips where southern bluefin tuna are transhipped.

**Table 2.** Transshipments of southern bluefin tuna (*Thunnus maccoyii*) over the last year.

Request No.	Vessel Name	Carrier Vessel ICCAT #	TS No.	Date	No. of fish	Declared weight (t)
187	Shota Maru	AT000LBR00022	1	22/08/2016	1900	93.501
187	Shota Maru	AT000LBR00022	2	25/08/2016	1036	53.246
187	Shota Maru	AT000LBR00022	3	26/08/2016	968	47.025
187	Shota Maru	AT000LBR00022	4	28/08/2016	1012	51.577
187	Shota Maru	AT000LBR00022	5	29/08/2016	612	30.065
187	Shota Maru	AT000LBR00022	6	30/08/2016	747	45.011
187	Shota Maru	AT000LBR00022	7	31/08/2016	800	42.024
187	Shota Maru	AT000LBR00022	8	03/09/2016	1474	43.802
187	Shota Maru	AT000LBR00022	9	05/09/2016	712	36.746
189	Taisei Maru No.24	AT000JPN00571	1	15/09/2016	850	47.213
189	Taisei Maru No.24	AT000JPN00571	2	18/09/2016	975	48.013
189	Taisei Maru No.24	AT000JPN00571	35	01/11/2016	505	49.329
199	Futagami	AT000LBR00016	20	16/06/2017	894	42.787
199	Futagami	AT000LBR00016	21	19/06/2017	994	44.512
199	Futagami	AT000LBR00016	22	19/06/2017	1012	46.26
199	Futagami	AT000LBR00016	23	19/06/2017	919	43.257
199	Futagami	AT000LBR00016	24	20/06/2017	941	44.106
199	Futagami	AT000LBR00016	25	21/06/2017	949	44.048
199	Futagami	AT000LBR00016	26	23/06/2017	925	44.491
199	Futagami	AT000LBR00016	27	24/06/2017	772	28.257
199	Futagami	AT000LBR00016	28	26/06/2017	888	45.583
201	Taisei Maru No.15	AT000JPN00651	1	01/06/2017	1021	46.966
201	Taisei Maru No.15	AT000JPN00651	2	02/06/2017	802	37.694
201	Taisei Maru No.15	AT000JPN00651	28	12/07/2017	1187	51.041
201	Taisei Maru No.15	AT000JPN00651	29	13/07/2017	1015	45.675
201	Taisei Maru No.15	AT000JPN00651	30	14/07/2017	945	47.25
201	Taisei Maru No.15	AT000JPN00651	31	14/07/2017	912	47.424
201	Taisei Maru No.15	AT000JPN00651	32	17/07/2017	886	46.958
201	Taisei Maru No.15	AT000JPN00651	33	29/07/2017	799	45.543
201	Taisei Maru No.15	AT000JPN00651	34	29/07/2017	794	35.73
201	Taisei Maru No.15	AT000JPN00651	35	30/07/2017	1017	48.816
201	Taisei Maru No.15	AT000JPN00651	36	31/07/2017	920	46.92

#### 5. Weight estimation

The methodology used by observers for estimating transhipment weights remains the same as those previously described by the Consortium (ICCAT 2011).

## 6. Observer Training

Currently there are 87 registered ICCAT observers (**Appendix 1**), although some are not active in the programme. Due to natural turnover of personnel it is important to maintain training on a regular basis, and the observers who have completed ICCAT training since the last annual report are shown in **Table 3**.

With prior agreement from ICCAT, IOTC and CCSBT, observers trained under any of the programmes will be available as observers for all three. This reduces costs and ensures a high standard of data integrity between RFMOs. It also allows observers to remain on the vessel if it crosses between RFMO areas in order to save on deployment costs (Section 2.3).

To reflect this arrangement, observers are now issued with a unique observer number and identification card, which are valid for all three RFMOs.

**Table 3.** ICCAT training conducted over the last year.

<i>Observer name</i>	<i>Training location</i>
Nick French	London
Ivan Barac	London
Joao Nuno Sousa De Mendonca Goncalves	London
Joaquim Bonito	London
Silvestre Ramos Natario	London
Rob Cooper	Cape Town
Sami Yildiz	Alanya
Levent Ali Erkal	Alanya
Alice Clement	London
Manuel Garcia Polo	London
Gema Maria Canal Perez	London
Johan Beets	Cape Town

## 7. Observer programme databases

The database continues to be updated as required and currently contains data from 5,471 transhipments.

## 8. Additional requirements introduced under Recommendation 12-06

In 2012 ICCAT adopted a number of changes to the ROP which mainly involved observers boarding the LSPLV prior to transhipment in order to verify and check a number of compliance related issues. These are outlined in Recommendation 12-06 and the changes were summarised in the 2013 Annual ROP report (ICCAT 2013). For reference a list of infractions and the codes used by observers to report them is given in **Table 4**.

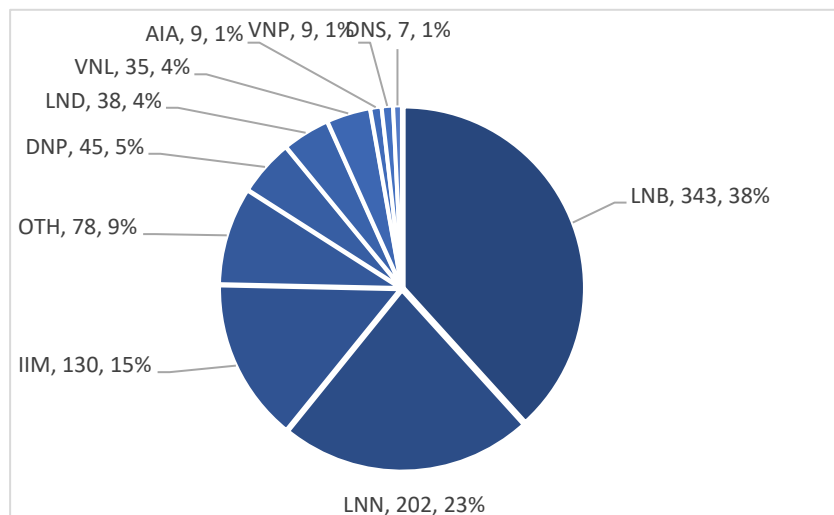
**Table 4.** Potential Non Compliance event description and code.

PNC Event	Code
<b>General</b>	
Observer prevented from carrying out duties on board the LSPLV	GLV
<b>Document / Verification</b>	
Transshipment Declaration not completed	DTD
Transshipment within EEZ without authorisation from coastal state	DEZ
Undocumented transshipments of fish received by the LSPLV	DFR
Prior authorisation to tranship not presented to the observer by the LSPLV	DNP
Prior authorisation to tranship not standard with Flag State	DNS
<b>VMS</b>	
No VMS shown to the observer on board the LSPLV	VNP
No power light visible on the VMS unit	VNL
<b>ATF</b>	
No Authorisation to fish presented to the observer by the LSPLV	ANP
Authorisation to fish not standard with Flag State	ANS
Authorisation to fish dates not valid	AID
Authorisation to fish not valid for ICCAT area	AIA
<b>Logbook</b>	
No logbook presented to the observer by the LSPLV	LNP
Logbook entries incorrect	LEI
Logbook not bound	LNB
Logbook sheets not numbered	LNN
<b>Identification</b>	
Vessel without an ICCAT number involved in transshipment operations	INN
LSPLV markings not displayed correctly	IIM
<b>CCSBT</b>	
No CCSBT Catch document presented for SBT	CND
SBT not individually tagged	CNT
<b>Other</b>	
Other event not elsewhere covered	OTH

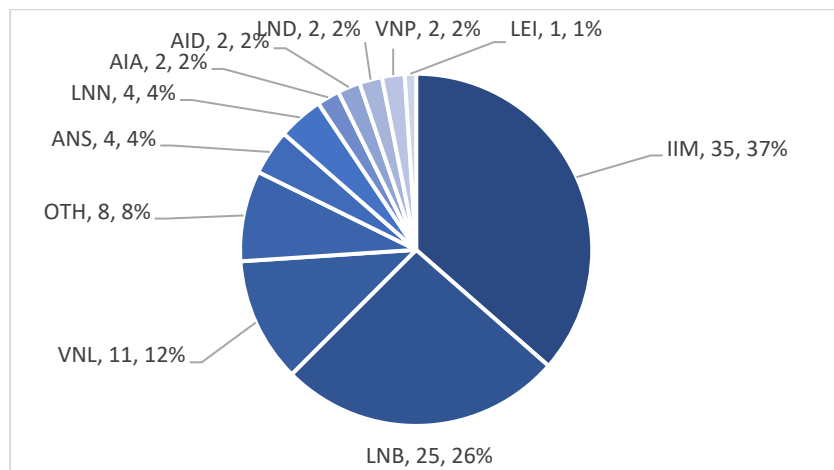
Since the Recommendation came into force, 718 PNCs have been reported by observers over 70 deployments, of which 96 occurred within the period covered by this report, a reduction compared to the 133 PNCs reported in the previous year despite the increased number of transshipments. Since the last annual report, not all PNCs have been sent out to CPCs. The more common PNCs (for example, logbook not bound) were not sent if the LSPLV has been reported for the same PNC within the previous 12 months, however the PNC was still logged in the Consortium's records.

In contrast to previous years, the most commonly reported PNCs in the current reporting period related to vessel markings (37%), although logbook related issues were also prominent (33% across all logbook-related categories). Whilst there was a small increase in the number of PNCs related to vessel markings in the current year compared to the previous year, much of this difference was driven by a large reduction in the number of logbook-related PNCs issued. The majority of vessel marking related PNCs were issued due to markings being either worn away or obscured by, for example, rust or algal growth. There were also a number of vessels whose VMS unit did not have a visible power light.

Numbers and proportions of PNCs are shown in **Figure 7** and **Figure 8**. These indicate all PNCs issued in the programme since their introduction (**Figure 7**) and those issued in the period covered by this report (**Figure 8**).



**Figure 7.** Number and proportion of PNCs issued since the introduction of PNCs to the programme.



**Figure 8.** Number and proportion of PNCs issued during the period covered by this report.

## 9. Conclusions and recommendations

The ICCAT LSPLVs (transshipment) programme has now been running for nine years. The programme is operating smoothly with no specific problem areas. The Consortium remains committed to the programme and both partners continue to collaborate closely to effect the necessary observer deployments whilst maintaining observer standards and quality. Every effort is made to optimise the efficiency of deployments and minimise costs.

As the requirements for vessel inspections under Recommendation 16-15 have now been in place for five years, the Consortium would repeat its recommendation from the last couple of years that the criteria for reporting a PNC event are reviewed, particularly for the more minor non-compliances such not having a bound logbook. These could still be reported in the final report, but not reported by the observer during their deployment.

Observer safety continues to be a priority for the Consortium and all observers are issued with satellite phones and personal location beacons.

ICCAT trained observers

<i>Observer Name</i>	<i>ICCAT #</i>
Jonathon Roe	002
Jano Van Heerden	003
Ramon Benedet	004
Elcimo Pool	005
Ebol Rojas	006
Ethan Brown	007
Raymond Manning	008
Hendrik Crous	009
Peter Lafite	010
Andy Williams	011
Rob Gater	134
Keith Patterson	014
Gary Breedt	015
David Hughes	016
Ross James	017
Schalk Visagie	018
Bruce Biffard	019
Nick Wren	020
Chris Stump	022
Clinton Grobblers	023
Fredrick Swan	025
Barrie Rose	026
Andrew Deary	027
Tom Gerrard	028
Jonathon Newton	029
Jane Le Lec	031
Zama Vilakazi	033
Jacques Combrinck	034
Thomas Franklin	037
Robert Clark	038
Henry John Heyns	041
Stephen Westcott	042
Tudor David Smith	043
Aaron Derek Mair	045
Martin Ward	046



<i>Observer Name</i>	<i>ICCAT #</i>
Sam Rush	047
Neil Davidson	048
Taylan Koken	101*
Julio Ocon	102
Pedro Costa	103
Basil Vilakazi	104
Jeffrey Heineken	105
Mzwandile Silekwa	106
David Virgo	107
Dwight Rees Dryer	108
Steven Young	109
Eddie Higgins	110
Alex Zalewski	111
Filipe Miguel de Sousa Rodrigues	112
John McDonagh	113
Ricardo Jorge Monteiro da Silva	114
Lindsay Jones	115
Carla Soler Carreras	116
Anton Tonchev Dimitrov	117
Pedro de Jesus	118
Llewellyn Lewis	119
Samantha Clifton	120
Alistair Burls	121
Stewart Norman	122
Anthony Donnelly	123
Rebeca Ocon	124
John Caddle	125
Zara Cleere	126
Hakan Yilmazyerli	127
Maurice O'Malley	128
Philip Augustyn	129
Philip Robyn	130
Brandon Scott	131
Daniel Droste	132
Jose Miguel Garcia Rebollo	135

<i>Observer Name</i>	<i>ICCAT #</i>
Israel Ribeiro	136
Belinda Moya	137
Toni Trevizan	138
Juan Pablo Melguizo	139
Nick French	140
Erich Gericke	141
Ivan Barac	142
Joao Nuno Sousa De Mendonca Goncalves	143
Joaquim Bonito	144
Silvestre Ramos Natario	145
Rob Cooper	146
Sami Yildiz	147
Levent Ali Erkal	148
Alice Clement	149
Manuel Garcia Polo	150
Gema Maria Canal Perez	151
Johan Beets	152

\* New identification card numbers are now starting from 101 since the introduction of a single identification card for the ICCAT, IOTC and CCSBT transshipment observer programmes so that observers will all have the same identification number across the programmes.

**Comprehensive reports  
Assessing the content and conclusions of observer reports**

Rec. 16-15, Paragraph 22 stipulates that: “The flag CPCs of LSPLVs which have transhipped during the previous year and the flag CPCs of carrier vessels accepting transshipments shall report annually before 15 September to the Executive Secretary:

- The quantities of tuna and tuna like catches by species (and, if possible, by stock) transhipped during the previous year.
- The quantities of other species caught in association with tuna and tuna like species by species, where known, transhipped during the previous year.
- The list of the LSPLVs which have transhipped during the previous year.
- A comprehensive report assessing the content and conclusions of the reports of the observers assigned to carrier vessels which have received transshipment from their LSPLVs. These reports shall be made available to the Commission and relevant subsidiary bodies for review and consideration. The Secretariat shall post these reports to a password protected website”

Belize, China, Chinese Taipei, Côte d’Ivoire, Japan, Korea, Senegal and St. Vincent and the Grenadines currently participate in the ROP-transshipment. Reports were received from all except St. Vincent and the Grenadines. The submissions by Belize and Côte d’Ivoire included the lists of transshipment and vessels, but no comprehensive reports assessing the content and conclusions of the observer reports. It should be noted that the quantities transhipped by both these parties are very small, and no potential non-compliance issues were raised for Belize for 2016/17.

The quantities of tuna and tuna like catches by species, as well as the lists of vessels, are contained in Annex 1 to document PWG-402/17. The comprehensive reports submitted to date are shown below:

**CHINA: Comprehensive report assessing the content and conclusions of the reports of the observers assigned to carrier vessels which have received transshipment from Chinese LSTLVs in 2016**

***Quality of the summary of the transshipment***

The observer report is of high quality and rich content and very informative and detailed, especially highlights possible infractions observed during the transshipments, which facilitates us to self-check transshipment activities in accordance with ICCAT Recommendations and improve our fleet’s performance.

***Quality of data related to quantities observed and recorded by the observer***

It is clear that the observers well finished the work checking, noting and estimating products transhipped in detail, which also benefit us to verify the catch data and learn the detailed distribution of catch.

***Quality of verification of marking of fishing vessel***

Well done the work for verification of marking of fishing vessels by the observer.

Vessel marking is an important aspect and all the Chinese LSTLVs must mark the IRCS and vessel name as well as home port in accordance with FAO Standard Specifications for the Marking and Identification of Fishing Vessels and ICCAT recommendations.

Some potential non-compliance detected by observers that the markings, like vessel name are not clear and identifiable, that is mainly caused by the wild winds, rough waves and bio-deterioration of growing alga during the long period at sea, we all asked the related vessel owner to re-print immediately once the vessel calls a port.

However, As for NRN, Chinese vessels were repeatedly accused that the NRN was not marked in the vessel hull, I wish to advised that China vessel inspection regulation does not require such marking on the vessel hull.

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***Quality of verification of the Authorization to Transshipment***

Well done the work for identifying vessel's authorization transshipment in ICCAT.

Usually we will report the transshipment application together with the authorization letter for transshipment to ICCAT before the transshipment and asked the fishing vessel captain to show the observer the authorization letter for transshipment beforehand.

Please be kindly advised that each Chinese fishing vessel operating on waters outside the jurisdiction of China must hold high seas fishing license which all necessary information is indicated such as basic vessel characteristic, call sign, registration number and so on.

**Quality of verification of the Fishing logbook**

Well done the work for examining logbooks.

All the Chinese LSTLVs must keep the logbook on board each vessel and record fishing activities including drifting timely and accurately, the recording include target tuna and incidental catch and by-catch, please note that a new version of logbook has put into use from 2015 which include more information like more shark species and fishing effort information.

**Quality of verification of the VMS**

Well done the verification work and it is an important means to check the VMS unit and reporting status on board in accordance with ICCAT recommendation. All Chinese vessels are equipped with VMS units on board each vessel and keep reporting six times per day according to ICCAT recommendation.

If there are any accusations from the observer report that the VMS unit on board Chinese fishing vessels is default we will immediately check and track down the concerned vessel position through our VMS platform. In fact, all the Chinese fishing vessels VMS are in good standing.

**Other comments**

In general China has done well the transshipment work in 2016. Some of Chinese vessels were accused of some potential non-compliance, we all carefully investigated and submitted our outcome as soon as possible, and asked our fishing vessel owner take concrete actions to rectify the non-compliance, Meanwhile, because of the language issue, Chinese vessel masters are not able to understand some requests and queries by the observers and thus failed to provide right certificates or explanations, which results in some unnecessary infractions by Chinese vessels during the inspection.

**Conclusion(s)**

The reports of transshipments summarize transshipment activities in details from various aspects covering related ICCAT measures and are forwarded to our concerned fleet timely, which plays an important role in implementing the Program for transshipment by Large-scale fishing vessels and benefits Secretariat and each CPC to check the transshipments activities and improve each fleet's performance on concerned management and measures as well. China will continue cooperate closely with ICCAT to implement at-sea transshipment program.

**JAPAN: Comprehensive report assessing the content and conclusions of the reports of the observers assigned to carrier vessels which have received transshipments from their LSTLVs(2016).**

**1. Quality of data related to quantities observed and recorded by the observer.**

We confirm that, in almost all cases, transshipped quantities declared by each LSTLV were equivalent to those recorded by the observer.

**2. Verifying vessel name / ICCAT number**

We verify all vessel names / ICCAT numbers of the vessels relevant to transshipment.

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**3. Other comments**

There were 128 cases of transshipments at sea by 60 Japanese LSTLVs in 2016. Transshipped products were subjected to inspection by Japanese government officials in Japanese ports where those were landed.

An electronic logbook system has been developed in cooperation with relevant industries, and its trial use has already been started. As the number of vessels which introduce electronic logbooks is limited for the time being, for other vessels, bound logbook has been introduced since 2016 fishing season in order to ensure the compliance with ICCAT logbook requirements.

**KOREA: Comprehensive Report Assessing the Content and Conclusions of the Reports of the Observers**

**1. Quality of the summary of the transshipment**

The transshipment reports generally well summarized the observations made by relevant transshipment observers.

**2. Quality of data related to quantities observed and recorded by the observer**

Generally, Korea finds that the data related to quantities observed and recorded by the observer were well reflected.

**3. Quality of verification of marking of fishing vessel**

Korea finds that the quality of verification of marking of fishing vessels was generally fine.

**4. Quality of verification of the Authorization to Fish**

Korea finds the quality of verification of the Authorization to fish was generally satisfactory.

**5. Quality of verification of the VMS**

Korea finds the quality of verification of the VMS was generally satisfactory.

**6. Conclusion(s)**

Korea recognizes the important role of transshipment observers and is generally satisfied with the quality of their reports.

**SENEGAL - 2017 comprehensive report on transshipment**

Throughout 2016 and 2017, Senegal authorised the Diamalaye 1909 vessel, with ICCAT No. AT000SEN00023, to carry out transshipments at sea.

The vessel carried out three transshipments on 8 December 2016, 26 March 2017 and 18 May 2017 supervised 100% by observers.

**1. Development of transshipments**

The first transshipment operation was carried out on the carrier vessel GENTA MARU with number AT000LBR00006, on 8 December 2016 for 48,000 kg of bigeye and 3,500 kg of yellowfin according to the transshipment declaration received by Senegal.

The observer notified 48,950 kg of bigeye and 3,612 kg of yellowfin.

The second transshipment operation was carried out on 26 March 2017 on the carrier vessel M/V VICTORIA II DK5D3 AT000LBR00008 for a quantity of 80,000 kg of bigeye tuna and 1,000 kg of yellowfin according to the transshipment declaration received by Senegal.

However, the observers report referred to 88,700 kg of mixed tuna against 81,000 kg reported by the vessel.

The third transshipment operation was carried out on 18 May 2017 on the carrier vessel Futagami with ICCAT number AT000LBR00016.

The observer of Futagami who embarked on the longline vessel observed the following quantities: 26.918 kg of bigeye, 3.722 kg of yellowfin, 5.712 of billfish, while the vessel reported 36,352 kg, including 25,000 kg of bigeye, 3,500 kg of yellowfin and 6,000 kg of billfish.

The three observer reports indicated the transshipment operations and the quantities of tunas transshipped on the carrier vessels.

## ***2. Vessel inspections***

The observers proceeded with vessel inspections and notified that the vessel names, XXX, authorisations and VMS are correct.

The observer onboard Genta Maru mentioned that the logbook was not binded, not numbered and that fishing activities were not registered.

The observer onboard Victoria observed that during the vessel inspection the fishing logbook was typed but was not bound or numbered.

As regards the particular inspection of Futagami on 18 May 2017, the observer mentioned that the logbook was typed but not bound and that it had no page numbers. The observer informed in its report that the transshipment license and authorisation which were sent by fax to the carrier vessel were not observed on board.

## ***3. Issues of non compliance***

The three reports notifying however the issues of potential non compliance refer mainly to:

1. the absence of logbook binding;
2. the absence of logbook page numbering

The non reporting of fishing activities in the logbook (transshipment on 8 December 2016).

The observers mentioned that these issues of non compliance were indicated in the reports except for the transshipment on 8 December 2016.

## ***Other observations***

No INN activity was observed during the three transshipment operations.

An association including marine mammals was observed during the transshipment on 18 May 2017.

The three reports were submitted to the captains on board the longline vessel.

## **CHINESE TAIPEI: Report on at-sea Transshipment in 2016**

The following is Chinese Taipei's report assessing the content and conclusions of the reports of the observers assigned to carrier vessels which have received transshipments from Chinese Taipei's LSTLVs in 2016.

There were 251 cases of at-sea transshipments conducted by 52 Chinese Taipei's LSTLVs in 2016. Among which, there were some potential non-compliances detected by the observers; and after reviewing the observers' reports, most of the issues were erosion of vessel marking and malfunction of power light of VMS device. The explanations, improvement approaches and recommendations of the aforementioned issues are stated as the follows.

### **Marking of Fishing Vessel**

According to the observers' reports, some potential non-compliances detected by the observers were vessel markings such as the name of vessels are unclear and unidentifiable. In terms of operating characteristics, Chinese Taipei's distant water fishing vessels usually operate long period of time at seas, and the painting of vessel name may be eroded by the wild winds, rough waves and bio-deterioration of growing alga during the long time at sea. As a result, the competent authority of Chinese Taipei has kept reminding vessel owners and captains of the problem of marking erosion and asked the vessel owners to re-paint immediately once the vessel calls at port.

In addition, the vessel owners of Chinese Taipei's LSTLVs hope that the observers could inform the captains on the spot once they have detected the marking erosion problem, so that the problem can be fixed as earlier as possible, and the repeated reporting of such kind of problem can be reduced to the minimum level.

### **Power Light of VMS Device**

As for VMS devices, some potential non-compliances detected by the observers are malfunction of power light of VMS device, which further raised the question regarding whether the VMS device was capable of transmitting vessel position or not. With regard to such potential non-compliances about malfunction of power light of VMS device, it was confirmed by the competent authority of Chinese Taipei that those related fishing vessels had regularly transmitted their vessel positions during whole operating period. Therefore, it should be noted that whether the VMS device was functional and capable of transmitting vessel position could not be judged merely by whether the power light was on or not because malfunction of power light may not interrupt transmission of vessel position.

In addition, for the purpose of ensuring the VMS functional, Chinese Taipei's distant water fishing vessels are required to install at least one spare set of VMS device on board. Hence, it may be possible that the observers may observe the spare one instead of the functioning VMS device. It is recommended that the observers can confirm with the captains on the spot about which one is the functioning VMS device, so as to reduce such misunderstanding.

### **Other comments**

Chinese Taipei has been participating in the operation of Regional Observer Programme since the beginning of the Programme, and Chinese Taipei highly recognizes and commends for the contribution and achievements made by the Secretariat and the MRAG. Chinese Taipei would like to reiterate its support for the works of the observers and believe that the Programme will function more smoothly if the aforementioned recommendations are taken into account.