

Original: English

JAPAN'S LETTER TO COMPLIANCE COMMITTEE CHAIR

[ICCAT Salida #7922, dated 30 October 2018]



FISHERIES AGENCY

MINISTRY OF AGRICULTURE, FORESTRY AND FISHERIES, GOVERNMENT OF JAPAN

1-2-1, Kasumigaseki, Chiyoda-ku, Tokyo 100-8907, Japan

TEL: *81-3-3502-8460 FAX: *81-3-3504-2649



October 12, 2018

Mr. Derek Campbell
Chairman
Compliance Committee of the ICCAT

Dear Mr. Campbell,

Thank you for your letter circulated on 11 October 2018, which provides helpful guidance for the coming COC sessions.

In response to your invitation for CPCs to register areas of COC's priority, Japan would like to suggest that COC review and renew the compliance status of CPCs with Rec. 13-13 on ICCAT record of vessels, in relation to IMO number.

IMO numbers have been used as a unique vessel identifier of fishing vessels under vessel registration of RFMOs including ICCAT, to track fishing vessels moving between different owners and/or flag states and ultimately prevent IUU fisheries.

Last December, the IMO adopted Resolution A.1117 (30), which amends the IMO number scheme to expand fishing vessels' eligibility for IMO numbers from vessels 100 GT and above to motorized inboard fishing vessels below 100 GT down to 12 meters in length overall authorized to operate outside waters under national jurisdiction of the flag State.

Turning to ICCAT's requirement on IMO number, paragraph 2 of Rec. 13-13 requires CPCs to register fishing vessels 20 meters in length overall or greater ("LSFVs" hereinafter) authorized to operate in the convention area with detailed information of the vessels including IMO or LR number (if assigned). In addition, 5 bis requires as follows:

Effective January 1, 2016, flag CPCs shall authorize their commercial LSFVs to operate in the Convention area only if the vessel has an IMO number or a number in the seven-digit numbering sequence allocated by IHS-Fairplay (LR number), as applicable. Vessels without such a number shall not be included in the ICCAT record. [emphasis added]

With these taken into account, Japan is of the view that the applicability of paragraph 5bis of Rec. 13-13 has been already expanded to include motorized inboard LSFVs below 100 GT (down to 12 meters in length overall, of course) authorized to operate in the Convention area and outside waters under national jurisdiction of the flag State.

I would appreciate it if you could make it possible for COC to review and discuss whether CPCs are complying with this requirement.

Sincerely,

A handwritten signature in black ink, appearing to read 'Shingo Ota', is positioned above the printed name.

Shingo Ota
Japan's Commissioner to the ICCAT