

**REPORT ON THE IMPLEMENTATION OF THE
ICCAT REGIONAL OBSERVER PROGRAMME (ROP) FOR TRANSHIPMENT 2017/2018**

(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 2017/18 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-305/18**. Observer reports received by 1 October 2018 are available from the ICCAT web site:

Current year: 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, 223 requests for observer deployments have been received, although six of these 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 12 October 2018, a total of 352,635.5t 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 2017, 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 2017 by CPC, species and product type.

		Product Type											
Year	Fishing Flag	Species Code	Dressed weight	Gilled & gutted	Number	Fillet	Live weight	Shark fins	Rounded Weight	Belly meat	Other	Grand Total	
2017	Chinese Taipei	ALB		8191,74					1,98			1,98	
		BET										8191,74	
		MIX		774,13								774,13	
		MLS		0,24								0,24	
		SWO	178,48	23,91								202,39	
		TUN			0,03							0,03	
		YFT		372,02								372,02	
	China, P.R.	ALB	10,36	0,95					120,40				131,70
		BET		4719,96									4719,96
		BLM	0,45										0,45
		BSH	12,10										12,10
		BUM	21,60	12,16									33,76
		MAK	1,82										1,82
		MIX		1014,91									1014,91
		MLS		0,04									0,04
		OIL	8,06						6,23				14,29
		OTF									6,66		6,66
		PXX	0,34										0,34
		SAI	0,18	0,24									0,42
		SSM	0,92	1,25						0,22			2,39
		SWO	293,77	38,67									332,43
		TUN			0,73								0,73
	YFT		320,10									320,10	
	SKH	2,53										2,53	
	OPA	3,50	0,22									3,72	
	Korea, Republic of	ALB	0,10						0,19				0,29
		BET		221,31									221,31
		BUM	2,13	0,17									2,30
		MLS	0,13	0,02									0,15
		OIL	4,58										4,58
		OTF	0,08								4,93	1,40	6,40
		SAI	5,21										5,21
		SBF		152,51									152,51
SKJ			0,02						0,03			0,04	
SWO		8,95										8,95	
YFT			196,67									196,67	
OPA		1,18										1,18	
BRA									0,25			0,25	
DOL								1,71			1,71		
Japan	ALB	5,61	12,09				50,55		974,47			1042,72	

Year	Fishing Flag	Species Code	Dressed weight	Gilled & gutted	Number	Fillet	Live weight	Shark fins	Rounded Weight	Belly meat	Other	Grand Total	
		BET		5402,36		1,98						5404,34	
		BIL	7,90	7,19							9,41		24,50
		BLM	1,41	1,18									2,59
		BSH					2,11						2,11
		BUK	98,32										98,32
		BUM	143,93	45,44			3,77			0,70		0,12	193,95
		COM	0,38										0,38
		MAK	1,55				1,05		0,04				2,64
		MIX		1241,50			0,60					3,49	1245,58
		MLS	1,93	4,63									6,56
		OIL											0,18
		OTF	12,08							0,40	0,77	11,36	24,61
		SAI	2,30										2,30
		SBF		1072,55									1072,55
		SKJ								0,02			0,02
		SMA	0,83				0,77		0,03				1,62
		SSM	4,29							0,08			4,37
		SSP	0,05										0,05
		SWO	390,34	105,93			195,76			19,08			711,11
		TUN										1,52	1,52
		WAH	3,14										3,14
		YFT		1345,41									1345,41
		MAW	1,55										1,55
		SKH					0,55		0,18			11,27	12,00
		OPA	41,48	0,31									41,79
		DOL	0,33							0,85			1,18
KGX	0,51										0,51		
Belize	BET			328,58								328,58	
	SWO	20,60										20,60	
	YFT		16,03									16,03	
St. Vincent and Grenadines	BET		235,52									235,52	
	YFT		13,76									13,76	
Côte d'Ivoire	BET		237,25									237,25	
	SWO	10,81	5,73									16,55	
	TUN				0,10							0,10	
	YFT		8,13									8,13	
Senegal	ALB								3,07			3,07	
	BET		206,13									206,13	
	SWO	22,18										22,18	
	YFT		10,75									10,75	
2017 Total			1327,97	26341,70	0,86	206,59	50,55	0,24	1129,67	5,69	45,40	29108,6619	

In 2017, the number of LSPLVs and transhipments by CPC were:

CPC	No. of LSPLVs	Total No. of transhipments
Belize	2	8
China, P.R.	97	124
Chinese Taipei	53	222
Côte d'Ivoire	2	4
Japan	65	162
Korea, Republic of	6	9
Senegal	1	5
St. Vincent and Grenadines	3	5

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 16-15, are attached as **Annex 1** for transhipment at sea, and reports on transhipment in port as **Annex 2**.

A summary of the deployments since October 2017 is shown in **Table 2**.

For information on potential non-compliance issues detected under the ROP-transhipment, please see **COC-305/18**

Information sharing and Identification guides

The ICCAT Regional Observer Programme Manual (Transhipment) has been published on the ICCAT web site at: 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-202/2018**.

The level of financing required for 2019/2020 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 2017-October 2018).

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 (€)*
202/17	CHIKUMA	Cape Town	Port Louis	12/10/2017	YES	08/08/2017	05/10/2017	59.5	1797.93	18,320.49	10.19
	AT000LBR00003	South Africa	Mauritius								
203/17	GENTA MARU	Cape Town	Cape Town	17/11/2017	YES	08/08/2017	19/09/2017	41.5	1279.29	11,320.37	8.85
	AT000LBR00006	South Africa	South Africa								
204/17	Cancelled	Cancelled									
205/17	VICTORIA II	Cape Town	Singapore	05/12/2017	YES	30/08/2017	18/10/2017	59.5	1215.16	13,755.39	11.32
	AT000LBR00008	South Africa	Singapore								
206/17	TAISEI MARU NO.24	Cape Town	Cape Town	31/01/2018	YES	05/10/2017	14/12/2017	75	2316.38	22,872.82	9.87
	AT000JPN00651	South Africa	South Africa								
207/17	FUTAGAMI	Cape Town	Port Louis	29/12/2017	YES	28/10/2017	20/12/2018	57	182.23	17,380.81	95.38
	AT000LBR00016	South Africa	Mauritius								
208/17	IBUKI	Cape Town	Walvis Bay	27/02/2018	YES	15/11/2017	19/01/2018	66	1992.52	18,003.48	9.04
	AT000PAN00163	South Africa	Namibia								
209/17	MEITA MARU	Cape Town	Port Louis	22/02/2018	YES	14/11/2017	21/12/2017	39	456.71	10,638.42	23.29
	AT000LBR00002	South Africa	Mauritius								
210/17	TAISEI MARU NO. 15	Cape Town	Durban	16/03/2018	YES	30/11/2017	10/02/2018	75	1737.33	22,993.68	13.24
	AT000JPN00651	South Africa	South Africa								
211/18	CHIKUMA	Panama	Walvis Bay	31/05/2018	YES	29/01/2018	07/05/2018	99	3086.63	28,902.35	9.36
	AT000LBR00003	Panama	Namibia								
212/18	GENTA MARU	Cape Town	Port Louis	12/04/2018	YES	14/01/2018	13/03/2018	60.5	1590.46	16,503.19	10.38
	AT000LBR00006	South Africa	Mauritius								
213/18	LADY TUNA	Cape Town	Walvis Bay	18/06/2018	YES	19/02/2018	01/06/2018	97	2469.62	27,095.23	10.97
	AT000PAN00199	South Africa	Namibia								
214/18	SHOTA MARU	Cape Town	Port Louis	17/05/2018	YES	08/03/2018	25/04/2018	47	1354.81	15,028.15	11.09
	AT000LBR00022	South Africa	Mauritius								
215/18	TAISEI MARU NO.24	Durban	Cape Town	25/06/2018	YES	26/03/2018	12/06/2018	76	2315.25	21,052.86	9.09
	AT000JPN00651	South Africa	South Africa								
216/18	MEITA MARU	Cape Town	Singapore	07/08/2018	YES	17/04/2018	09/06/2018	55	953.21	15,095.92	15.84
	AT000LBR00002	South Africa	Singapore								
217/18	VICTORIA II	Panama	Singapore	10/06/2018	YES	20/04/2018	09/06/2018	40	721.46	13,451.80	18.65
	AT000LBR00008	Panama	Singapore								
218/18	IBUKI	Cape Town	Port Louis	06/09/2018	YES	27/05/2018	02/08/2018	54	3042.38	14,730.12	4.84
	AT000PAN00163	South Africa	Mauritius								
219/18	TAISEI MARU NO. 15	Cape Town	Cape Town	03/09/2018	YES	04/06/2018	02/08/2018	61	2713.33	16,639.58	6.13

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 (€)*
	AT000JPN00651	South Africa	South Africa								
220/18	TAISEI MARU NO.24	Cape Town	Singapore	03/08/2018	YES	12/06/2018	23/07/2018	35	549.41	10,974.02	19.97
	AT000JPN00651	South Africa	Singapore								
221/18	GENTA MARU	Cape Town	Cape Town	28/09/2018	YES	02/07/2018	07/08/2018	37	1503.38	11,745.45	7.81
	AT000LBR00006	South Africa	South Africa								
222/18	CHIKUMA**	Cape Town	Walvis Bay		YES						
	AT000LBR00003	South Africa	Namibia								
223/18	TAISEI MARU NO. 15	Cape Town	Singapore	18/09/2018	YES	06/08/2018	11/09/2018	7	132.54	1,909.46	14.41
	AT000JPN00651	South Africa	Singapore								

* 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 12 October 2018*).

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 2017. Bold type indicates this was reported, but other reports indicate possible transshipment activity in port.

Received: Report was received from CPC.

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

**A summary of the ICCAT Regional Observer Programme during 2017/18
Annual contractors report**

Acronyms

AIS	Automatic Identification System
CCSBT	Commission for the Conservation of Southern Bluefin Tuna
CV	Carrier Vessel
EEZ	Exclusive Economic Zone
IATTC	Inter-American Tropical Tuna Commission
ICCAT	International Commission for the Conservation of Atlantic Tunas
IOTC	Indian Ocean Tuna Commission
IUU	Illegal, unreported and unregulated
LSPLV	Large-Scale Pelagic Longline Vessel
PNC	Potential Non-Compliance
RFMO	Regional Fisheries Management Organisation
ROP	Regional Observer Programme
VMS	Vessel Monitoring System

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 Member State 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 [16-15] 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 eleventh year, covering ICCAT deployments 202/17 to 223/18 (excluding the ongoing deployment 222/18 and the cancelled deployment 204/17) completed between September 2017 and August 2018.

2.1 Summary of deployments

A total of 584 transshipments have been monitored during 20 trips consisting of 1,176 sea days, with an average deployment length of 59 days. The total weight of fish observed being transhipped over the period was 31,409 tonnes. A summary of key figures from all deployments is given in **Table 1**. These figures are higher than the previous year, with a 30% increase in sea days and a 3.3% increase in the total amount transhipped by weight.

Of the 584 transshipments, 44% were from Chinese Taipei flagged vessels, 32% were from Japanese flagged vessels and 17% 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 202/17 – 221/18.

No	Vessel Name	Observer Name	Date On	Date Off	Port on	Port off	Sea Days	No T/shipmts	Fish Transhipped (t)
202	Chikuma	Daniel Droste	08-Aug-17	03-Oct-17	Cape Town	Gibraltar	56.18	38	1797.93
203	Genta Maru	Levent Ali Erkal	08-Aug-17	19-Sep-17	Cape Town	Port Louis	42.00	17	1279.29
205	Victoria II	Jo Newton	30-Aug-17	18-Nov-17	Cape Town	Singapore	80.17	24	1215.16
206	Taisei Maru No. 24	Anthony Donnelly	05-Oct-17	14-Dec-17	Cape Town	Cape Town	69.96	57	2316.38
207	Futagami	Maurice O'Malley	28-Oct-17	20-Dec-17	Cape Town	Port Louis	53.13	4	182.23
208	Ibuki	Zama Vilakazi	15-Nov-17	19-Jan-18	Cape Town	Walvis Bay	64.99	48	1992.52
209	Meita Maru	Tony Dimitrov	14-Nov-17	20-Dec-17	Cape Town	Cape Town	35.92	12	456.71
210	Taisei Maru No.15	Bruce Biffard	01-Dec-17	10-Feb-18	Cape Town	Durban	70.83	42	1737.33
211	Chikuma	Silvestre Natario	01-Feb-18	05-May-18	Cape Town	Singapore	92.69	44	3086.06
212	Genta Maru	Johann Beets	14-Jan-18	25-Mar-18	Cape Town	Port Louis	69.83	30	1590.46
213	Lady Tuna	Jo Newton	22-Feb-18	26-May-18	Cape Town	Singapore	93.22	47	2469.62
214	Shota Maru	Javier Vivo Guevara	12-Mar-18	23-Apr-18	Cape Town	Balboa	41.63	23	1354.81
215	Taisei Maru No.24	Tony Dimitrov	30-Mar-18	11-Jun-18	Durban	Cape Town	72.73	49	2315.25
216	Meita Maru	Johann Beets	18-Apr-18	14-Jun-18	Cape Town	Walvis Bay	56.73	26	953.21
217	Victoria II	Julio Ocon	30-Apr-18	03-Jun-18	Panama City	Panama City	34.04	7	721.46
218	Ibuki	James Woodruff	27-May-18	24-Jul-18	Cape Town	Port Louis	58.29	47	3042.38
219	Taisei Maru No.15	Rob Cooper	12-Jun-18	09-Aug-18	Cape Town	Cape Town	57.98	45	2713.33
220	Taisei Maru No.24	Peet Botes	15-Jun-18	16-Jul-18	Cape Town	Singapore	31.08	7	549.41
221	Genta Maru	Aikaterini Kamposi	06-Jul-18	14-Sep-18	Cape Town	Busan	70.06	15	1503.38
223	Taisei Maru No.15	Llewellyn Lewis	10-Aug-18	03-Sep-18	Cape Town	Singapore	24.17	2	132.54

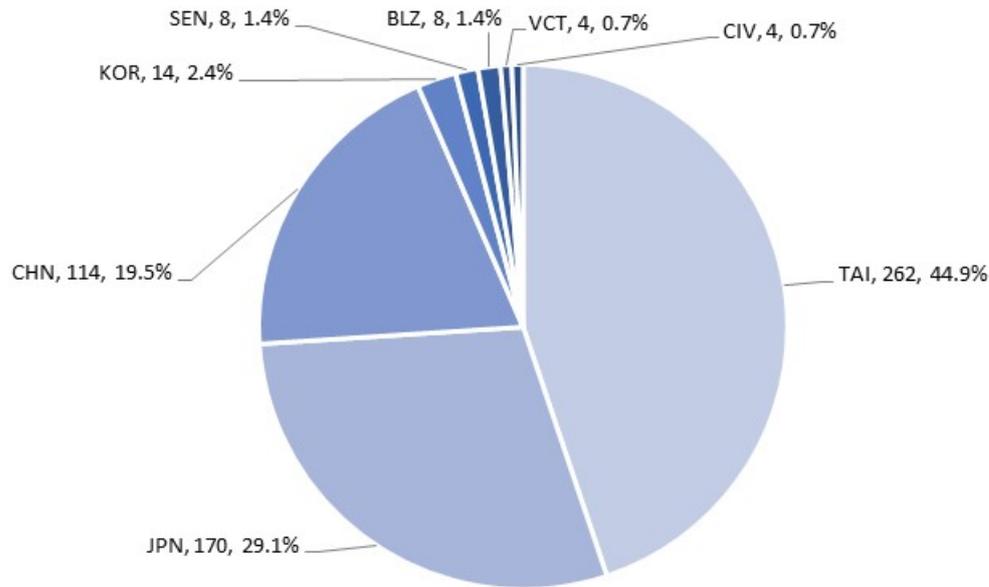


Figure 1. Transhipments by Flag State between September 2017 and August 2018 by number and percentage of total.

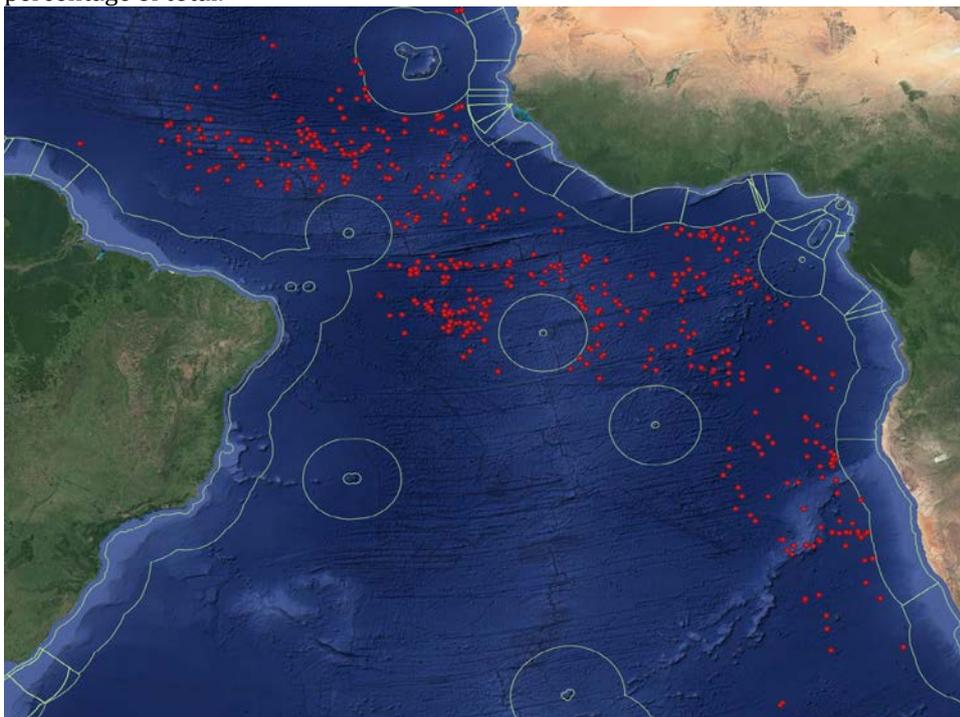


Figure 2. Locations of observed transhipments from deployments shown in **Table 1**.

A summary of the ROP deployments (observers actively at sea) from 202/17 to 223/118 is shown in **Figure 3**. There was no strong pattern throughout the year. **Figure 4** indicates the number of transhipments and the total weights transferred each month. Compared to the previous year, there was a less prominent peak, in both number of transhipments and weights transferred, in March and April, with a greater amount of transhipping activity being maintained throughout the summer months.

Figure 5 and **Figure 6** show the transfer rates and amount transferred per transhipment, respectively, and remain similar to previous years, although there were a small number of larger transhipments (>200 tonnes).

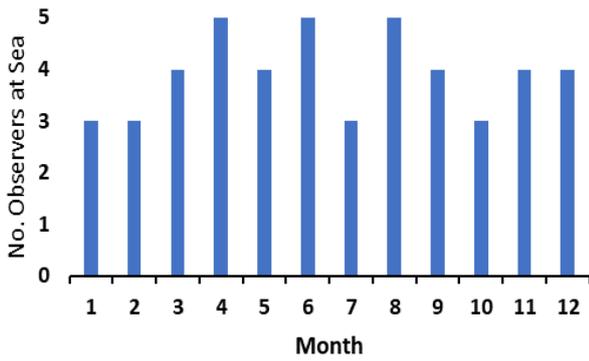


Figure 3. Number of observers deployed by month.

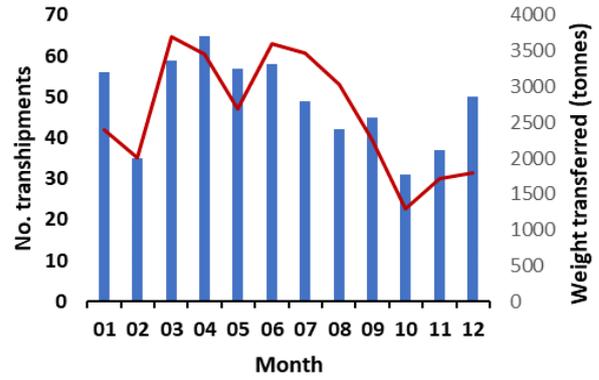


Figure 4. Number of transshipments and weights transferred (all fish, red line) by month.

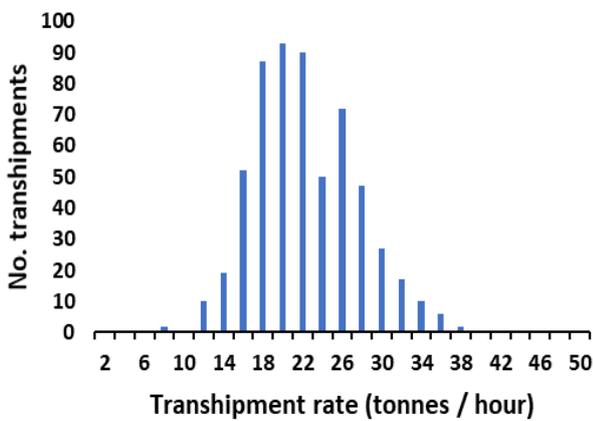


Figure 5. Transshipment rates (tonnes / hour).

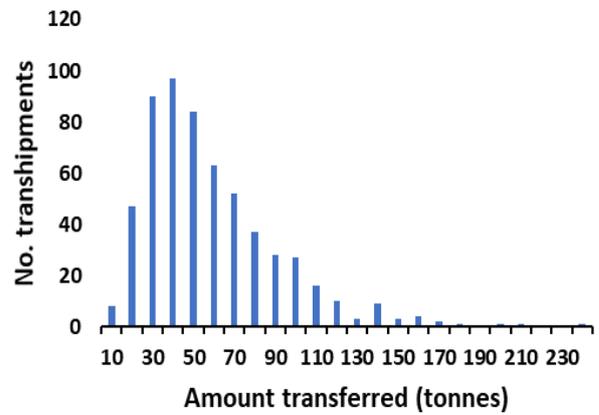


Figure 6. Quantities transferred per transshipment (tonnes).

2.2 Transhipments within EEZs

No transhipments 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 nine 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 1st 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 38 occasions over seven deployments, with a total of 2,408.27 tonnes declared (**Table 2**). Observers prepare a separate report for CCSBT on any trips where southern bluefin tuna are transhipped.

Table 2. Transhipments 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)
203	Genta Maru	AT000JPN00537	1	20-Aug-17	902	46.836
203	Genta Maru	AT000JPN00025	3	22-Aug-17	954	45.671
203	Genta Maru	AT000KOR00227	6	25-Aug-17	1478	78.033
203	Genta Maru	AT000KOR00072	7	26-Aug-17	1449	77.982
203	Genta Maru	AT000JPN00482	8	27-Aug-17	970	46.414
203	Genta Maru	AT000JPN00512	9	28-Aug-17	954	46.648
206	Taisei Maru No. 24	AT000JPN00284	4	13-Oct-17	110	6.1
215	Taisei Maru No.24	AT000JPN00454	47	05-Jun-18	1249	59.296
219	Taisei Maru No.15	AT000JPN00326	1	18-Jun-18	1135	59.398
219	Taisei Maru No.15	AT000JPN00509	4	20-Jun-18	1143	59.372
219	Taisei Maru No.15	AT000JPN00340	34	26-Jul-18	1687	83.368
219	Taisei Maru No.15	AT000JPN00394	36	29-Jul-18	1132	56.766
219	Taisei Maru No.15	AT000JPN00506	37	30-Jul-18	1142	56.959
219	Taisei Maru No.15	AT000JPN00168	38	31-Jul-18	1160	59.684
219	Taisei Maru No.15	AT000JPN00337	39	02-Aug-18	1091	59.977
219	Taisei Maru No.15	AT000JPN00041	40	02-Aug-18	1142	60.003
219	Taisei Maru No.15	AT000JPN00397	41	03-Aug-18	1185	60.09
219	Taisei Maru No.15	AT000JPN00540	42	04-Aug-18	1176	60.261
219	Taisei Maru No.15	AT000JPN00025	43	04-Aug-18	1229	60.041
219	Taisei Maru No.15	AT000JPN00389	44	05-Aug-18	1207	59.33
220	Taisei Maru No.24	AT000JPN00469	1	18-Jun-18	1276	60.235
220	Taisei Maru No.24	AT000JPN00273	2	19-Jun-18	1195	60.257
220	Taisei Maru No.24	AT000JPN00537	3	20-Jun-18	1140	59.99
220	Taisei Maru No.24	AT000JPN00046	4	20-Jun-18	1207	59.97

Request No.	Vessel Name	Carrier Vessel ICCAT#	TS No.	Date	No of fish	Declared weight (t)
220	Taisei Maru No.24	AT000JPN00482	5	21-Jun-18	1118	53.242
220	Taisei Maru No.24	AT000JPN00478	6	21-Jun-18	1122	58.777
220	Taisei Maru No.24	AT000JPN00450	7	22-Jun-18	1210	61.895
221	Genta Maru	AT000JPN00512	1	09-Jul-18	1164	59.874
221	Genta Maru	AT000JPN00369	2	09-Jul-18	1223	59.944
221	Genta Maru	AT000KOR00214	7	22-Jul-18	1693	92.045
221	Genta Maru	AT000KOR00198	8	24-Jul-18	2245	121.489
221	Genta Maru	AT000KOR00228	9	26-Jul-18	1557	89.842
221	Genta Maru	AT000KOR00215	10	27-Jul-18	2278	120.8
221	Genta Maru	AT000JPN00327	11	29-Jul-18	1266	64.66
221	Genta Maru	AT000JPN00521	12	30-Jul-18	1187	59.02
221	Genta Maru	AT000JPN00064	13	01-Aug-18	1270	64.692
221	Genta Maru	AT000JPN00462	14	02-Aug-18	1188	59.771
223	Taisei Maru No.15	AT000JPN00193	2	13-Aug-18	1157	59.542

5. Weight estimation

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

6. Observer Training

Currently there are 86 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 are 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 issued with a unique observer number and identification card, which is valid for all three RFMOs.

Table 3. ICCAT training conducted over the last year.

Observer name	Training location
Konstantinos Papadopoulos	London
Javier Guevarar Vivo	London
Hugo Dias	London
Craig Turley	London
James Woodruff	London
Peet Botes	Cape Town
Aikaterini Kamposi	Valencia
Beatriz Adriana Rodriguez Delgado	Valencia
Carolina Brito Santana	Valencia
Carlos Manuel Neves da Costa Serrano	Valencia
Daniel Flanet Gomes de Andrade	Valencia
Eva María Vidal Cejuela	Valencia
Felix Morales Hernandez	Valencia

Joao Pedro Pereira dos Reis	Valencia
Martin Bello Candamio	Valencia
Meadhbh Quinn	Valencia
Nuno Alexandre Figueiredo Carrilho	Valencia
Neda Matosevic	Valencia
Pablo Tourinan Bana	Valencia
Ruben Castineira Perez	Valencia
Stephen Brennan	Valencia
Ana Orts Perez	Valencia
Firat Hayta	Ankara
Rauf Berkay Eryericer	Ankara
Cansin Alkan	Ankara
Ugur Kaplama	Ankara
Koray Ilker Bilgen	Ankara

7. Observer programme databases

The database continues to be updated as required and currently contains data from 6,055 transhipments.

8. Potential Non-Compliances (PNCs)

Since 2012 ICCAT have required observers to board LSPLVs to carry out checks on vessels against various ICCAT Recommendations. Any potential non-compliances (PNCs) are then submitted to the Flag State by the observer through the Consortium. The Flag State then has the opportunity to respond. PNC codes and descriptions are summarised in Appendix 2. Since the Recommendation came into force, 893 PNCs have been reported by observers over 84 deployments, these are shown in **Figure 7**. Only 19 PNCs have been reported in the period covered by the current report (**Figure 8**). This is a significant reduction from previous years, for example in the 2017 report 96 PNCs were issued over the same time period. This appears to be a genuine reduction and reflects the fact that there has been an improvement in vessel compliance, especially with the format of their logbooks.

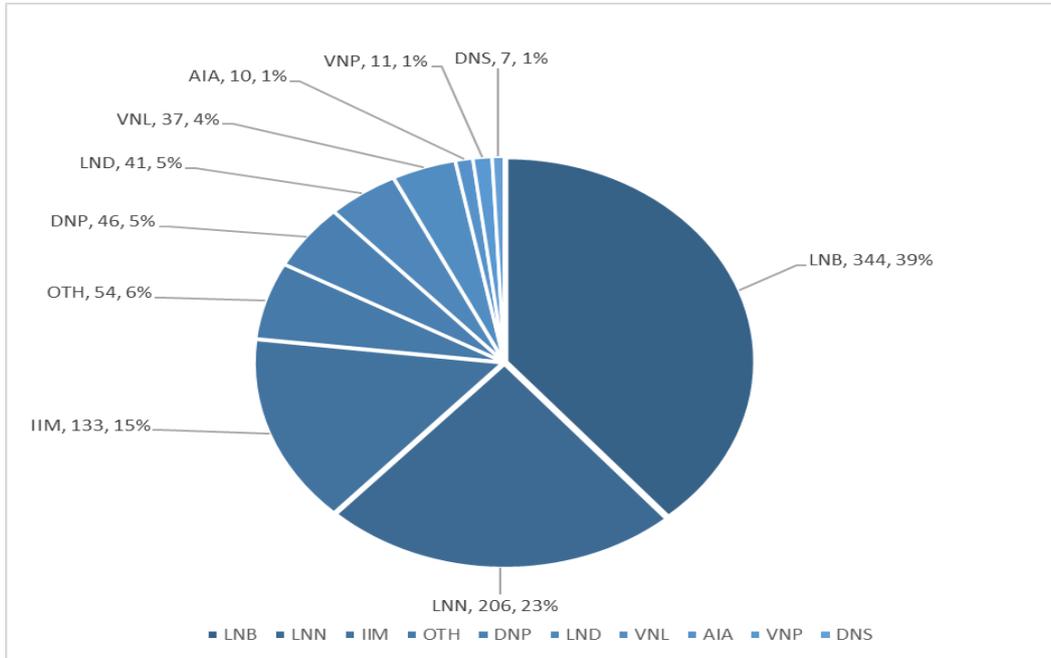


Figure 7. Number and proportion of PNCs issued since their introduction.

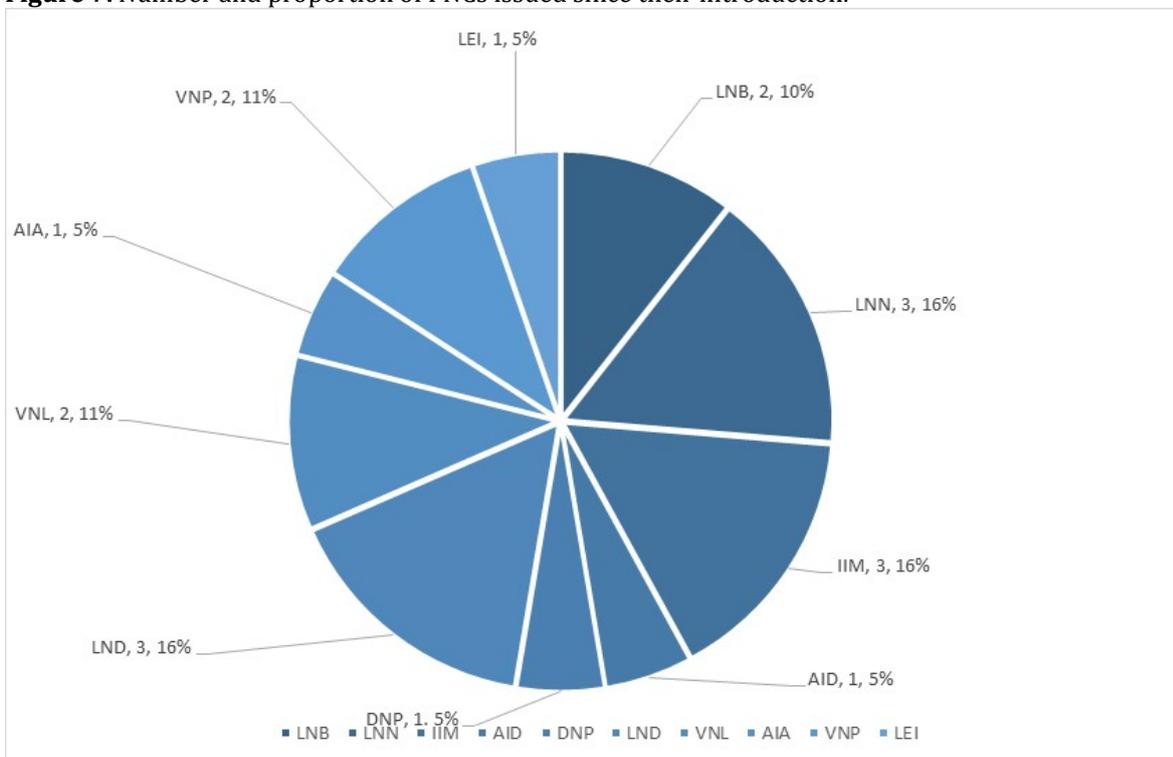


Figure 8. Number and proportion of PNCs issued during the period covered by this report.

9. Conclusions and Recommendations

The ICCAT ROP programme has been running for eleven years without any major problems. 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.

PNCs continue to be reported under the same criteria as in previous years and it is encouraging to see that there has been a significant reduction in the number of PNCs issued over the period of this report. This shows an increased level of compliance across the fleets with improvements in logbooks used and all vessels having the required paperwork.

Observer safety is a priority for the Consortium and all observers have been issued with satellite communication devices and personal location beacons for a number of years, pre-empting the NOAA recommendation in their recent Observer Safety Programme Review (NOAA, December 2017).

A number of observers have noted that vessels have not conducted any emergency drills during their deployment. This is a requirement under SOLAS, outlined in Regulation III/19 on emergency training and drills:

Every crew member shall participate in at least one abandon ship drill and one fire drill every month. The drills of the crew shall take place within 24 h of the ship leaving a port if more than 25% of the crew have not participated in abandon ship and fire drills on board that particular ship in the previous month.

The Consortium recommend that Contracting Parties ensure that their vessels undertake these drills, as outlined by SOLAS, and keep a record of when they are conducted. We consider that this is vital the officers, crew and the observer know what to do should there be an emergency. It is the intention of the Consortium to introduce a provision specifying this be done in the next update to the MoU between the Consortium and vessel operators.

Appendix 1. ICCAT trained observers (active).

Observer Name	ICCAT #
Jano Van Heerden	3
Johannes Visagie	12
Jonathan Newton	13
Hentie Heyns	15
Schalk Visagie	25
Gary Breedt	27
Peter Lafite	28
Nick Wren	32
Victor Ngcongo	35
Elcimo Pool	44
Keith Patterson	46
Marius Kapp	50
Taylan Koken	101
Julio Ocon Rodriguez	102
Zamokwakhe Vilakazi	104
Jeffrey Heinecken	105
Mzwandile Silekwa	106
Edmund Higgins	110
Filipe Miguel de Sousa Rodrigues	112
John McDonagh	113
Ricardo da Silva	114
Anton Dimitriov	117

Observer Name	ICCAT #
Llewellyn Lewis	119
Alistair Burls	121
Stewart Norman	122
Anthony Donnelly	123
Rebeca Ocon Rodriguez	124
Maurice O' Malley	128
Phillip Robyn	130
Brandon Scott	131
Bruce Biffard	133
Jose Garcia Rebollo	135
Belinda Moya Martínez	137
Erich Gericke	141
Ivan Barac	142
Joaquim Bonito	144
Silvestre Natario	145
Robert Cooper	146
Sami Yildiz	147
Levent Ali Erkal	148
Manuel Garcia Polo	150
Johann Beets	152
Konstantinos Papadopoulos	153
Javier Guevarar Vivo	154
Hugo Dias	155
Rudian Baily	157
Michael Basson	158
James Woodruff	160
Peet Botes	161
Aikaterini Kamposi	162
Beatriz Adriana Rodriguez Delgado	163
Carolina Brito Santana	164
Carlos Manuel Neves da Costa Serrano	165
Daniel Flanet Gomes de Andrade	166
Eva María Vidal Cejuela	167
Felix Morales Hernandez	168
Joao Pedro Pereira dos Reis	169
Martin Bello Candamio	170
Meadhbh Quinn	171
Nuno Alexandre Figueiredo Carrilho	172
Neda Matosevic	173
Pablo Tourinan Bana	174
Ruben Castineira Perez	175
Stephen Brennan	176
Ana Orts Perez	177
Firat Hayta	180
Rauf Berkay Eryericer	181
Cansin Alkan	182
Ugur Kaplama	183
Koray Ilker Bilgen	184

* 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.

Appendix 2. Potential non-compliance descriptions and codes.

PNC Event	Code
General	
Observer prevented from carrying out duties on board the LSPLV	GLV
Document / Verification	
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
VMS	
No VMS shown to the observer on board the LSPLV	VNP
No power light visible on the VMS unit	VNL
ATF	
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
Logbook	
No logbook presented to the observer by the LSPLV	LNP
Logbook entries incorrect	LEI
Logbook not bound	LNB
Logbook sheets not numbered	LNN
Identification	
Vessel without an ICCAT number involved in transshipment operations	INN
LSPLV markings not displayed correctly	IIM
CCSBT	
No CCSBT Catch document presented for SBT	CND
SBT not individually tagged	CNT
Other	
Other event not elsewhere covered	OTH

**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, Côte d’Ivoire, Japan, Korea, Senegal, St. Vincent and the Grenadines and Chinese Taipei currently participate in the ROP-transshipment. Transshipment reports were submitted by all except St. Vincent and the Grenadines, but the submissions by Belize and Côte d’Ivoire did not include the comprehensive reports assessing the content and conclusions of the observer reports.

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-402/18. The comprehensive reports submitted to date are shown below.

**Comprehensive report assessing the content and conclusions of the reports of the observers
assigned to carrier vessels which have received transshipment from LSTLVs in 2017**

BELIZE

1. Quality of the summary of the transshipment

The summary reports of the transshipments conducted in 2017, furnished by the observers of the Regional Observer Programme, are detailed and succinct. They encompass all the data required under the ROP to ensure full transparency and accountability of transshipments at sea.

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

The data reported by the observers regarding the quantities and species transhipped closely correlates to the quantities and species reported by the vessels in their pre-transshipment request for authorization. The species and quantities are reported thoroughly and accurately.

3. Quality of verification of marking of fishing vessel

The report on marking of fishing vessels clearly indicates the vessels’ compliance with these requirements. Furthermore, the comments provide additional details about the extent of any irregularities observed thus allowing the relevant CPC to take remedial action to rectify any potential non-compliance issues identified.

4. Quality of verification of the Authorization to Fish

The verification of the authorization to fish is thorough and guarantees that fishing vessels are fishing in accordance with their respective authorizations.

5. Quality of verification of the VMS

The observer report simply confirms that the VMS is powered on and functioning normally. Nonetheless, Belize's Fisheries Monitoring Center (FMC) closely tracks its fishing vessels based on reports received via its VMS.

6. Conclusion(s)

The summary reports prepared by observer under the purview of the Regional Observer Programme adequately highlights the transfer of fish from fishing vessel to carrier vessel. They also provide greater insight into the condition of fishing vessels after being at sea for an extended period of time and flags issues of potential non-compliance that might require remedial actions of the relevant CPC.

CHINA

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 transshipped 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.

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.

Others comments

In general China has done well the transshipment work in 2017. 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

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.

3. Other comments

There were 163 cases of transshipments at sea by 62 Japanese LSTLVs in 2017. 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

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

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

The vessel participates in the ICCAT ROP-transshipment programme.

The vessel carried out five (05) transshipments on 26 March 2017, and 18 May 2017, 30/09/2018, 09/11/2017, 30/11/2017 with 100% observer supervision. The quantities reported to have been transhipped by the vessel total 231 950 kg, as detailed below.

1. Development of transshipments:

The first transshipment operation was carried out on 26 March 2017 on the cargo vessel M/V VICTORIA II DK5D3 AT000LBR00008 and involved 80 000 kg of bigeye tuna and 1000 kg of yellowfin tuna according to the transshipment declaration received by Senegal.

However, the observer report indicates 88 700 kg of mixed tuna against 81 000 kg reported by the vessel.

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

The vessel reported 36 352 kg, comprised of 25 000 kg of bigeye tuna, 3 500 kg of yellowfin tuna and 6 000 kg of billfish.

The onboard observer of the longline vessel Futagami with ICCAT number AT000LBR00016 reported the following quantities: 26 918 kg of bigeye, 3 722 kg of yellowfin tuna, and 5 712 of billfish.

The third transshipment operation was carried out on 30 September 2017 on the vessel Victoria II with ICCAT number AT000LBR0008. The vessel declared a transshipment of 61 205 kg comprising 52 690 kg of bigeye tuna, 2 107 kg of yellowfin tuna, 5 132 kg of billfish and 1 276 of various fish. The observer reported 52 530 kg of bigeye tuna and 1 733 kg of yellowfin tuna, 5 131 kg of billfish and 1 230 kg of various fish.

The fourth and fifth transshipments were carried out on 09/11/2017 and 30/11/2017 on the cargo ship Futagami with ICCAT number AT000LBR00016.

The transhipped amounts declared on 09/11/2017 total 35 000 kg comprising 25 850 kg of bigeye tuna, 1 450 kg of yellowfin tuna, 6 500 kg of billfish and 1 200 kg of various fish.

The declared amounts transhipped on 30/11/2017 total 20 200 kg, comprising 13 950 kg of bigeye tuna, 700 kg of yellowfin tuna, 5 120 kg of billfish and 430 kg of various fish.

The five observer reports referred to transshipment operations.

2. Vessel inspections:

The observers carried out vessel inspections and indicated that the vessel names, marks, authorisations and VMS are correct.

The onboard observer of the Victoria II has indicated that during the vessel inspection, the logbook is typed but not bound or numbered.

Specifically regarding the inspection of the Futagami on 18 May 2017, the observer indicated that the logbook was not bound or numbered, that fishing activities had not been recorded and that the license and transshipment authorisation which were sent by fax to the cargo vessel were not produced onboard.

The observer who observed the transshipment of the Victoria II on 30/09/2017 made no indication in his report following the inspection.

The observer who observed the transshipments on 09/11/2017 and 20/11/2017 indicated that it was not possible to establish whether the vessel had authorization to fish in ICCAT waters.

3. Points of non-compliance:

Nevertheless, the three reports signal potential points of non-compliance which essentially relate to:

- 1) Unbound logbook;
- 2) Logbook pages not numbered.

Other observations:

The three reports were submitted to the masters of the longline vessel.

ST VINCENT AND THE GRENADINES

The Fisheries Division is in receipt of one (1) Regional Observer report for the year 2017, one for the period 06/12/2016 – 21/02/2017, while there are only two (2) transshipment declaration forms which are for the April 11th transshipments. The Observer report covering the transshipments for the Carrier Vessel (CV) Chikuma however was not received. A list of all the transshipments for St. Vincent and the Grenadines in the year 2017 are shown below in **Table 1**. The list was compiled using the Regional Observer report for the CV Chitose and the transshipment declarations from CV Chikuma.

Table 1.

Vessel	Carrier Vessel	Date of Transshipment
Dae Sung 216	Chikuma	11/04/2017
Dae Young 112	Chikuma	11/04/2017
Dae Sung 226	Chitose	06/01/2017
Dae Sung 216	Chitose	19/01/2017

As shown in the **Table 2**, 93% of the transhipped fish species for 2017 was Big Eye tuna. It is not possible to give comparisons between the Observer estimates and the vessel figures due to the absence of the report for the period encompassing April 2017.

Table 2.

Vessels	ICCAT Vessel Number	Big Eye Tuna (mt)	Yellowfin Tuna (mt)
Dae Sung 226	AT000VCT00052	40.066	5.025
Dae Sung 216	AT000VCT00053	117.203	6.628
Dae Young 112	AT000VCT00055	48.267	3.3
TOTAL		205.536	14.953

The Regional Observer noted for Dae Sung 216, on the 19th January 2017 that the vessels' VMS was not shown during inspection, just the aerial extension. However, the vessel was reporting on the day in question as can be seen in the VMS logs in Appendix 1.

CHINESE TAIPEI

In 2017, there were 223 at-sea transshipments conducted by 50 Chinese Taipei-flagged Large-Scale Tuna Longline Vessels (LSTLVs). Noting that observers from the Regional Observer Programme (ROP) identified some potential non-compliances therein, Chinese Taipei looked into the issues raised in these Observer Reports, and found that those were mostly relating to erosion of vessel markings and unlit power indicator issues of VMS devices. We hereby provide explanations, improvement approaches and relevant feedbacks on the aforementioned issues as follows.

1. Explanations for potential non-compliances

(1) Vessel marking

Even though unclear or unidentifiable vessel markings would be identified as potential non-compliances by observers, we suggest that characteristics of fishing operation that could lead to the erosion of vessel markings should be taken into account as well. Our distant water fishing vessels usually operate at sea for a very long period of time, hence paintings of vessel names might be eroded by severe sea weather conditions, or be bio-deteriorated by growing algae over time. We have frequently reminded our vessel owners and captains of attention to this problem, and required them to re-paint vessel markings as soon as their vessels call at port.

In addition, vessel owners of our LSTLVs hope that observers from ROP could inform their captains on the spot once they detect marking erosion problems so that these problems can be fixed as soon as possible. Arguments of repeated reporting in previous years thus would be reduced to the minimum level.

(2) Unlit power indicator of VMS device

As regards to issues related to unlit power indicator of VMS devices, we have confirmed that those fishing vessels of concern by observers regularly transmitted their vessel positions throughout the trip. A possible explanation for this situation is that our distant water fishing vessels are required to install at least one additional set of VMS device on board as a spare device, which will be always powered off until the original functioning device is malfunctioned and that spare one will be turned on as a backup system.

It is highly likely that observers from the ROP misunderstood the spare VMS device which was normally powered off as the original one. We suggest that observers should confirm with the captains on the spot about which one is the functioning VMS device so as to reduce such misunderstandings.

2. Feedback on the Observer Reports

(1) Species categorization

In contrast to most Observer Reports within which target species are usually categorized into four groups, namely bigeye tuna, yellowfin tuna, swordfish and others, one specific Observer Report was found adopting distinct species categorization. As referred to its summary table of vessel/observer estimated figures, target species were categorized into mixed tunas, swordfish, albacore, blue marlin and others in this Observer Report. Considering some CPCs would probably verify the catch of their fishing vessels with reference to Observer Reports like we do, we suggest that the Observer Report should remain consistent regarding its species categorization.

(2) Species identification

As referred to the summary table of vessel/observer estimated figures in one specific Observer Report, it appears that the observer had difficulty in distinguishing any bigeye tuna or yellowfin tuna from the catch throughout all transshipments during the trip. The observer consequently mixed up the estimated weight of bigeye tuna and yellowfin tuna and recorded the accumulated weight instead. In order to improve species identification and ensure reliability of the Observer Reports, we therefore suggest that the ROP operating procedures should be reviewed thoroughly and figure out its difficulties and challenges in practice.

(3) Basic information of the fishing vessels

Through cross-checking of our domestic data (including transshipment notifications received from carrier vessels and transshipment declarations received from both carrier vessels and fishing vessels) against one specific Observer Report, we found several substantial mistakes in the Report. As referred to its summary table of transshipments, the observer confused the names of fishing vessels conducting transshipments with our other fishing vessels whose vessel names are similar. For example, a vessel named "XXX No.123" can be mistakenly marked as "XXX No.223," which also results in mistaking its ICCAT numbers as well. For the purpose of having effective management on vessels conducting transshipment, we therefore suggest that basic information of vessels indicating in Observer Reports should be double-checked to reduce the oversights.

In sum, having been participating in the ICCAT ROP for years, we highly recognize and commend great contributions and achievements made by the Secretariat and the MRAG. We would like to reiterate our support for the works of the ROP observers and believe that the Programme will function more effectively and smoothly if the aforementioned suggestions are able to be taken into account by the Commission and CPCs.

LIBERIA [original language only – received late]

The purpose of this report is to assess the contents and conclusions of reports of observers assigned to Liberian flagged carrier vessels (FUTAGAMI, GENTA MARU, and SHOTA MARU), which received transshipments from large-scale pelagic longline vessels (LSPLVs) in the ICCAT Convention Area.

1. FUTAGAMI

The vessel FUTAGAMI (IMO No. 9105293; ICCAT No. AT000LBR00016) is a refrigerated cargo vessel. It was registered to Liberia on 24 February 2016 and stricken from the Registry on or about 26 April 2018. The vessel was authorized by Liberia to engage in transshipment activities during the period 1 January 2017 through 31 December 2017 in the ICCAT and other regional fisheries Areas. During aforementioned period, the vessel received transshipment of various species from LSPLVs in the ICCAT zone, some of which were observed by ICCAT regional observers.

The Liberian Administration has reviewed the report by Observer Maurice O'Malley for the FUTAGAMI, Trip No. 207, from **10/28/2017 – 12/20/2017** and comment as follows:

- All transshipments were 100% observed;
- The difference observed between the vessel and observers did not exceed 10%;
- The Observer prepared two potential non-compliance reports; he reported at the time of transshipments; however, he re-evaluated and considered the potential non-compliance not substantive enough.

Based on the foregoing, the vessel FUTAGAMI was in compliance with the relevant rules and procedure of the Observer Program. Moreover, the report has been shared with the vessel Operator for reference for other vessels flagged to Liberia.

2. MEITA MARU

The vessel MEITA MARU (IMO No. 9071583; ICCAT No. AT000LBR00002) is a refrigerated cargo vessel. It has been registered to Liberia on September 2015 and was authorized by Liberia to engage in transshipment activities during the period 1 January 2017 through 31 December 2017 in the ICCAT and other regional fisheries Areas. During aforementioned period, the vessel received transshipment of various species from LSPLVs in the ICCAT zone, some of which were observed by ICCAT regional observers.

The Liberian Administration has reviewed the report by Observer A.T. Dimitrov for the MEITA MARU, Trip No. 209, from **11/14/2017 – 12/20/2017** and comment as follows:

- The vessel made a total of 12 transshipments at sea;
- Also conducted transshipment of cargo to three LSPLVs;
- All transshipments were 100% observed;
- No difference greater than 10% of the declared fish was observed or recorded during the operations;
- No non-compliance issues.

Based on the foregoing, the vessel MEITA MARU was in compliance with the relevant rules and procedure of the ICCAT Observer Program. Moreover, the report has been shared with the vessel Operator for reference for other vessels flagged to Liberia.

3. GENTA MARU

The vessel GENTA MARU (IMO No. 9620384; ICCAT No. AT000LBR00006) is a refrigerated cargo vessel. It has been registered to Liberia since 28 October 2015. The vessel was authorized by Liberia to engage in transshipment activities during the period 1 January 2017 through 31 December 2017 and for the 2018 period in the ICCAT and other regional fisheries Areas. During aforementioned period, the vessel received transshipment of various species from LSPLVs in the ICCAT zone, some of which were observed by ICCAT regional observers.

The Liberian Administration has reviewed the report by Observer Peter Johann Beets for the GENTA MARU, Trip No. 212/18, from 1/14/2018 – 3/25/2018 and comment as follows:

- As per Observer: "The strings toward the end of transshipment No. 2 were significantly larger and more mixed..." and was "significantly harder to estimate these strings and this may have accounted for the difference between reported volumes and observer estimates exceeding the 10% threshold." Additionally, the "strings were very mixed and bundled throughout transshipment No. 8. This may have contributed to the observer's estimate exceeding a 10% difference from the reported tonnage."
- The most dominant species transshipped was bigeye tuna and yellowfin tuna, comprising more than 97% of fish transshipped. Due to the mixed and often bundled nature of strings throughout the voyage, true tuna species were treated as one group and recorded as mixed tuna for the observer's estimations."

Based on the foregoing, the vessel GENTA MARU stands to carry out corrective action in order to rectify the non-compliance. The report has been shared with the vessel's Operator and the corrective action report will be provided to the ICCAT Secretariat in due course.

4. SHOTA MARU

The vessel SHOTA MARU (IMO No. 9194892; ICCAT No. AT000LBR00022) is a refrigerated cargo vessel. It has been registered to Liberia since 15 June 2016. The vessel was authorized by Liberia to engage in transshipment activities during the period 1 January 2017 through 31 December 2017 and for the 2018 period in the ICCAT and other regional fisheries Areas. During aforementioned period, the vessel received transshipment of various species from LSPLVs in the ICCAT zone, some of which were observed by ICCAT regional observers.

The Liberian Administration has reviewed the report by Observer Javier Vivo Guevara for the SHOTA MARU, Trip No. 214, from 3/12/2018 – 4/23/2018 and comment as follows:

- All transshipments were 100% observed;
- As per the Observer: "transshipment 23 the difference between observations and vessel's declared amount is more than 10%. However, the observer is confident in his own estimates as the transshipment was carried out very slowly. The estimated total amount of fish transshipped by carrier vessel's captain was based on the remaining hold volume."

Based on the foregoing, the vessel SHOTA MARU stands to carry out corrective action in order to rectify some common errors. The report has been shared with the vessel's Operator and the corrective action report will be provided to the ICCAT Secretariat in due course.