

ISSUES OF POTENTIAL NON-COMPLIANCE ARISING FROM ICCAT REGIONAL OBSERVER PROGRAMMES AND RESPONSES

ICCAT Regional Observer Programme for At-Sea Transhipments (ROP-Trans)

<i>Date reported</i>	<i>Flag</i>	<i>Carrier</i>	<i>Deployment No.</i>	<i>PNC</i>	<i>Response/Explanation/Action Taken</i>
24/12/2018	China	Ibuki	226/18	The fishing vessel bow markings had been partially worn away	I wish to advise that it is caused by sea water corrosion due to fishing operation for a long time on the high seas. To rectify this PNC we have already asked the fishing vessel owner to re-paint its marking once these two fishing vessels call at port next time and paint it regularly to avoid this PNC as much as possible.
27/02/2019	China	Chikuma	230/19	The vessels markings were inconsistent with the ICCAT list of authorised vessels. For one vessel, the stern markings were partially obscured by fouling and were difficult to read clearly.	There is a little wrong regarding the vessel name registered on the ICCAT vessel record and we have communicated with Secretariat to correct and make it consistent with the vessel marking. As for the markings were partially obscured of vessel, I wish to advise that it is caused by sea water corrosion due to fishing operation for a long time on the high seas. To rectify this PNC we have already asked the fishing vessel owner to re-paint its marking once these two fishing vessels call at port next time and paint it regularly to avoid this PNC as much as possible.
11/03/2019	China	Chikuma	230/19	The vessels markings were inconsistent with the ICCAT list of authorised vessels.	There is a little wrong regarding the vessel name registered on the ICCAT vessel record and we have communicated with Secretariat to correct and make it consistent with the vessel marking as soon as possible.
11/03/2019	China	Chikuma	230/19	The vessels markings were unclear, the paint had been worn off.	I wish to advise that it is caused by sea water corrosion due to fishing operation for a long time on the high seas. To rectify this PNC we have already asked the fishing vessel owner to re-paint its marking to make it clear once this fishing vessel calls at port and paint it regularly afterward to avoid this PNC as much as possible. I was informed recently by the fishing vessel owner that the marking has been re-painted.

October 28, 2019 (12:37 PM)

<i>Date reported</i>	<i>Flag</i>	<i>Carrier</i>	<i>Deployment No.</i>	<i>PNC</i>	<i>Response/Explanation/Action Taken</i>
11/03/2019	China	Chikuma	230/19	At the time of inspection, there was no visibly working light on the vessels VMS unit. It also appeared to be disconnected.	I wish to advise that the VMS equipment on board this vessel is working well and our platform can poll its positions smoothly, consistently and automatically, we can provide its VMS data if needed. It is true that the VMS on board this vessel is too old that the vessel owner plan to replace with another new VMS equipment recently.
11/04/2019	China	Chikuma	230/19	The vessels markings were obscured by dirt and unable to be read clearly	I wish to advise that it is caused by sea water corrosion due to fishing operation for a long time on the high seas. To rectify this PNC we have already asked the fishing vessel owner to re-paint its marking once this fishing vessels call at port next time and paint it regularly afterward to avoid this PNC as much as possible.
08/08/2019	China	Meita Maru	233/19	At debriefing, the observer reported a vessel had transhipped with the Liberian registered reefer Meita Maru and that the vessels bow markings and vessels authorisation to fish (ATF) were not consistent with the record of authorised (RAV) vessels.	There is a little wrong regarding the vessel name registered on the ICCAT vessel record and we have communicated with Secretariat to correct and make it consistent with the vessel marking as soon as possible.
27/11/2018	Chinese Taipei	Taisei Maru No.24	224/18	The national registration number on the bow read differently from a second national registration	After investigation, we found out that such incident is due to the owner's hope to do more than being required. Bearing our reminder in mind that more attention should be paid to vessel markings so as to minimise the chance of being reported by ROP observers, the owner came up with the idea to paint the national registration number above the bridge, which is not required by international rules, so that the markings will not be eroded and become unidentifiable. However, his negligence to paint the numbers consistent with the

October 28, 2019 (12:37 PM)

<i>Date reported</i>	<i>Flag</i>	<i>Carrier</i>	<i>Deployment No.</i>	<i>PNC</i>	<i>Response/Explanation/Action Taken</i>
				number which was displayed above the bridge. The potential non-compliance is due to the inconsistency between the two numbers displayed.	numbers painted on the bow led to this incident. Despite the good intention, we still warned the owner and requested the painting of correct number once it is possible. The national registration number has been repainted (photo was attached).
11/04/2019	Chinese Taipei	Chikuma	230/19	The vessels markings were obscured by dirt and unable to be read clearly.	We have already notified the vessel owner of such incident and requested the repainting of markings once it is possible. The vessel markings have been repainted (photos were attached).
11/04/2019	Chinese Taipei	Chikuma	230/19	At the time of the boarding inspection the authorisation to tranship was not presented to the observer by the LSPLV. And not faxed or e-mailed to the CV until the reporting time of this PNC. (16/03/2019 12:00). The fishing logbook presented to the observer by the LSPLV was incomplete with information missing.	After receiving the ROP report, we looked into such case at once. It was found out that the vessel was duly authorized to tranship at-sea with CV Chikuma (copy provided). It was probably due to language barrier that the captain did not present the authorization to the ROP observer. In addition, although we implement dual logbook system (paper logbooks and E-logbook), the data transmitted through the E-logbook system are the ones admitted by this Agency. The vessel did completely report its data and information through the E-logbook system. We have also instructed the owner to rectify immediately.

October 28, 2019 (12:37 PM)

<i>Date reported</i>	<i>Flag</i>	<i>Carrier</i>	<i>Deployment No.</i>	<i>PNC</i>	<i>Response/Explanation/Action Taken</i>
14/01/2019	Côte d'Ivoire	Ibuki	226/18	The fishing vessel Authorisation to Fish (ATF) had expired on the 31 st December 2018. The observer was informed that a new valid ATF would be provided when the Everrich 1 tranships with the Chikuma in February.	(14/01/2019) Please find attached vessel fishing licences for 2019 signed on 28 December 2018.
11/03/2019	Japan	Chikuma	230/19	The vessel markings on the bow had been partially worn away at the time of inspection.	Due to physical contact with ocean waves etc., the marking was partially worn away at the time of transshipment. After receiving the report from the observer, the Government of Japan instructed the fisherman to fix it as soon as possible. The fisherman has already repainted the markings (photo was attached).
17/10/2018	Namibia	Chikuma	222/18	The fishing vessel provided the observer with a non-flag state authorisation to fish (ATF) issued by Sao Tome and Principe.	These vessels were previously chartered to São Tomé as was reported to the Secretariat. At that time when the observer boarded these vessels they had already changed back to Namibian licenses, but still had the old licenses from São Tomé on board. At the moment the vessels are fishing under a Namibian fishing license and these licenses are onboard.
17/10/2018	Namibia	Ibuki	226/18	The fishing vessel provided the observer with a non-flag state authorisation to fish (ATF) issued by Sao Tome and Principe.	These vessels were previously chartered to São Tomé as was reported to the Secretariat. At that time when the observer boarded these vessels they had already changed back to Namibian licenses, but still had the old licenses from São Tomé on board. At the moment the vessels are fishing under a Namibian fishing license and these licenses are onboard.

October 28, 2019 (12:37 PM)

<i>Date reported</i>	<i>Flag</i>	<i>Carrier</i>	<i>Deployment No.</i>	<i>PNC</i>	<i>Response/Explanation/Action Taken</i>
11/04/2019	Namibia	Yachiyo	232/19	The observer reported that the vessels logbook was not bound nor were the individual pages numbered.	Namibia has had some difficulties with the supplier of our bound and numbered large pelagic logbooks which are used by our LSTLVs. It is therefore that these LSTLVs had to use non-bound copies of these Logbooks. We can however verify that these copies are received by the relevant LSTLVs after each trip and the catches are verified by comparing these log sheets with the ICCAT transshipment at sea reports and the offloading reports from the fisheries inspectors attending each offloading in port. These vessels were provided with bound and numbered large pelagic logbooks onboard.
11/03/2019	SVG	Chikuma	230/19	No VMS unit was identified to the observer at the time of inspection. There was however a Pole Star antennae present on the roof of the bridge.	The St. Vincent and the Grenadines High Seas vessels are being monitored independently by both the St. Vincent and the Grenadines Maritime Administration and the Fisheries Division using different monitoring systems. The Fisheries Division is not in receipt of any non-compliance complaints by the Maritime Administration and the Division's own Monitoring Control and Surveillance Unit has indicated that all of the High seas vessels have been reporting from their vessel monitoring systems (VMS) within the required time. Further Investigations made by the Division indicate that on the days and time of the transshipments, the vessels were always transmitting signals from their VMS units and that they were where they should have been given differences in time and satellite accuracy. Information from the vessels indicates that the observer was shown the VMS equipment by both captains and that he even took photographs. The Fisheries Division hopes that we have provided some clarity and that the information provided can be utilized in making further assessments of the situation moving forward.