

**REPORT ON THE IMPLEMENTATION OF THE
ICCAT REGIONAL OBSERVER PROGRAMME (ROP) FOR TRANSHIPMENT 2018/2019**

(ICCAT Secretariat)

Introduction

According to the provisions of the *Recommendation by ICCAT on Transshipment* [Rec. 16-15], 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, Namibia, Senegal, St. Vincent and the Grenadines and Chinese Taipei participated in the ROP-transshipment during the 2018/19 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_305/19**. Observer reports received by 1 October 2019 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, 239 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.

As of 1 October 2019, according to the data available, a total of 379,340 t of fish and fish products had been reported as transhipped at sea under the programme since its inception, but this figure is provisional and includes some transshipment of non-ICCAT species. A breakdown of this provisional data available by CPC is included in **PLE_105/19**. Given that some significant discrepancies exist between the CPC annual transshipment reports and the data base provided by the Consortium, the Secretariat is currently working with CPCs and the consortium to identify the sources of the differences. Questions in this regard have also been raised by an observer delegation under Rec. 08-09. Please see document **COC_312/19** for details. For this reason, 2018 statistics are not included in this document, in order to avoid any confusion. Once the final revision of the transshipment data base has been concluded, the data will be compared to CPC data in order to determine whether discrepancies remain.

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 transshipment at sea, and reports on transshipment in port as **Annex 2**. Please note that the Excel files contain one sheet for each CPC which reported.

A summary of the deployments since October 2018 is shown in **Table 1** below.

For information on potential non-compliance issues detected under the ROP-transshipment, please see **COC_305/19**.

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. 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_202/19**.

The level of financing required for 2020/2021 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 2018-October 2019).

<i>ICCAT Request No.</i>	<i>Carrier Vessel</i>	<i>Boarded</i>	<i>Disembarked</i>	<i>Report / Data received</i>	<i>Tranship- ment declarations received from vessel</i>	<i>Base departure date of observer</i>	<i>Base arrival date of observer</i>	<i>Total days (travel + at sea + debriefing)</i>	<i>Total tons transhipped</i>	<i>Total cost (Travel + deploy- ment) in €</i>	<i>Average cost per ton transhipped (€)*</i>
222/18	CHIKUMA	Cape Town	Walvis Bay,	19/11/2019	YES	10/08/2018	21/10/2018	69	2946.14	21049.49	7,14
	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	1909.46	14,41
	AT000JPN00651	South Africa	Singapore								
224/18	TAISEI MARU No.24	Cape Town	Cape Town	29/01/2019	YES	27/10/2018	03/01/2019	85	1895.9	19187.62	10,12
	AT000JPN00571	South Africa	South Africa								
225/18	MEITA MARU	Cape Town	Panama or	21/01/2019	YES	15/11/2018	09/01/2019	61	1200.77	17127.03	14,26
	AT000LBR00002	South Africa	Suez								
226/18	IBUKI	Cape Town	Panama	01/04/2019	YES	28/11/2018	31/01/2019	65	2048.9	21557.59	10,52
	AT000PAN00163	South Africa	Panama								
227/18	TAISEI MARU NO.15	Cape Town	Cape Town	22/02/2019	YES	03/12/2018	03/02/2019	70	1560.71	17730.7	11,36
	AT000JPN00651	South Africa	South Africa								
228/18	GENTA MARU	Walvis Bay	Port Louis	01/04/2019	YES	13/12/2018	21/01/2019	40	1064.83	13796.55	12,96
	AT000LBR00006	Namibia	Mauritius								
229/18	SHOTA MARU	Cape Town	Port Louis,	25/03/2019	YES	10/01/2019	10/03/2019	60	1430.39	16503.19	11,54
	AT000LBR00022	South Africa	Mauritius								
230/19	CHIKUMA	Panama	Port Louis	24/05/2019	YES	01/02/2019	23/04/2019	77,5	3857.45	29556.12	7,66

<i>ICCAT Request No.</i>	<i>Carrier Vessel</i>	<i>Boarded</i>	<i>Disembarked</i>	<i>Report / Data received</i>	<i>Tranship- ment declarations received from vessel</i>	<i>Base departure date of observer</i>	<i>Base arrival date of observer</i>	<i>Total days (travel + at sea + debriefing)</i>	<i>Total tons transhipped</i>	<i>Total cost (Travel + deploy- ment) in €</i>	<i>Average cost per ton transhipped (€)*</i>
	AT000LBR00003	Panama	Mauritius								
231/19	TUNA QUEEN	Cape Town	Panama	23/05/2019	Yes	26/03/2019	11/05/2019	46	1699.566	15261.39	8,98
	AT000PAN00145	South Africa	Panama								
232/19	YACHIYO	Cape Town	Panama	20/05/2019	Yes	20/03/2019	13/05/2019	55	3273.639	17894.55	5,47
	AT000PAN00240	South Africa	Panama								
233/19	MEITA MARU	Cape Town	Cape Town	08/08/2019	Yes	06/04/2019	27/07/2019	55	1527.23	15095.92	9,88
	AT000LBR00002	South Africa	South Africa								
234/19	IBUKI	Cape Town	Port Louis,	16/08/2019	Yes	09/05/2019	23/06/2019	40,5	2046.65	11047.59	5,40
	AT000PAN00163	South Africa	Mauritius								
235/19	TAISEI MARU NO.24	Cape Town	Cape Town	18/07/2019	Yes	20/05/2019	16/07/2019	57,5	2304.64	15684.85	6.81
	AT000JPN00571	South Africa	South Africa								
236/19	TAISEI MARU NO. 15	Cape Town	Cape Town	02/10/2019	Yes	12/07/2019	30/09/2019	70	2640.01	19094.6	7.23
	AT000JPN00651	South Africa	South Africa								
237/19	SHOTA MARU	Cape Town	Port Louis,	10/10/2019	Yes	21/08/2019	27/09/2019	29,5		9659.11	
	AT000LBR00022	South Africa	Mauritius								
238/19	HSIANG HAO	Las Palmas	Cape Town	**							
	AT000PAN00228	Canary Islands	South Africa								
239/19	CHIKUMA	Cape Town	Panama	**							

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<i>ICCAT Request No.</i>	<i>Carrier Vessel</i>	<i>Boarded</i>	<i>Disembarked</i>	<i>Report / Data received</i>	<i>Tranship- ment declarations received from vessel</i>	<i>Base departure date of observer</i>	<i>Base arrival date of observer</i>	<i>Total days (travel + at sea + debriefing)</i>	<i>Total tons transhipped</i>	<i>Total cost (Travel + deploy- ment) in €</i>	<i>Average cost per ton transhipped (€)*</i>
	AT000LBR00003	South Africa	Panama								

* Exclusive of training, equipment and Secretariat overheads.

** No "Final Report" received at the time of writing.

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 18 October 2019*).

Received: Report was received from CPC.

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

Not applicable – CPC informed the Secretariat that this reporting requirement was not applicable, or that no such transshipments had taken place in 2018.

IN-PORT TRANSHIPMENT			
Albania	<i>not applicable</i>	Mauritania	<i>not applicable</i>
Algeria	<i>not applicable</i>	Mexico	<i>not applicable</i>
Angola	No information	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>not applicable</i>	Philippines	No information
China	No information	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	<i>not applicable</i>	South Africa	No information *
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	No information
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	<i>not applicable</i>	Venezuela	No information
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>	*South Africa indicates dates in Annual report which correspond to receipt of inspection reports	

**A summary of the ICCAT regional observer programme 2019 report
Annual contractors report (MRAG and CAPFISH)**

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.

1. Deployments

This report provides a summary of the ROP's twelfth year, covering transshipments that occurred on ICCAT deployments 222/18 to 235/19 (it excludes the ongoing deployments 236/19, 237/19, 238/19 and 239/19) completed between 1 September 2018 and 31 August 2019.

1.1 Summary of deployments

A total of 467 transshipments have been monitored during 14 trips consisting of 761 sea days, with an average deployment length of 57 days. The total weight of fish observed being transhipped over the period was 25,985 tonnes. A summary of key figures from all deployments is given in **Table 1**. These figures are lower than the previous year, with a 35% decrease in sea days and a 17% decrease in the total amount transhipped by weight.

Of the 567 transshipments, 47% were from Chinese Taipei flagged vessels, 25% were from Japanese flagged vessels and 21% were from Chinese flagged vessels (**Figure 1**). Other flags that transhipped included St. Vincent and the Grenadines, Côte d'Ivoire, Korea, Namibia, Belize and Senegal. The locations of all transshipments are shown in **Figure 2**.

Table 1. Summary of deployments 222/18 – 235/19.

<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>
222*	Chikuma	Carlos Serrano	18-Aug-18	22-Oct-18	Cape Town	Singapore	65	60	2933.21
223*	Taisei Maru No.15	Llewellyn Lewis	10-Aug-18	03-Sep-18	Cape Town	Singapore	24	2	132.54
224	Taisei Maru No.24	Johann Beets	27-Oct-18	04-Jan-19	Cape Town	Cape Town	69	31	1885.45
225	Meita Maru	Bruce Biffard	15-Nov-18	09-Jan-19	Cape Town	Port Louis	55	18	1193.81
226	Ibuki	Eva Vidal Cejuela	28-Nov-18	31-Jan-19	Cape Town	Port Louis	64	41	2014.92
227	Taisei Maru No.15	Llewellyn Lewis	03-Dec-18	03-Feb-19	Cape Town	Cape Town	62	43	1542.43
228	Genta Maru	Daniel Andrade	12-Dec-18	21-Jan-19	Walvis Bay	Cape Town	40	23	1041.04
229	Shota Maru	Tony Dimitrov	10-Jan-19	10-Mar-19	Cape Town	Cape Town	59	29	1430.36
230	Chikuma	Ricardo Silva	08-Feb-19	21-Apr-19	Panama	Cristobal	71	60	3857.45
231	Tuna Queen	Julio Ocon	27-Mar-19	09-May-19	Cape Town	Panama	43	18	1699.57
232	Yachiyo	Rebeca Ocon	20-Mar-19	13-May-19	Cape Town	Panama	54	51	3273.64
233	Meita Maru	Cansin Alkan	06-Apr-19	28-May-19	Cape Town	Cape Town	53	32	1493.91
234	Ibuki	Jo Newton	15-May-19	05-Aug-19	Cape Town	Singapore	82	36	2034.05
235	Taisei Maru No.24	Tony Dimitrov	21-May-19	15-Jul-19	Cape Town	Cape Town	55	38	2304.64

*Some transshipments for deployments 222 and 223 occurred prior 1st September 2018, however the figures here represent the entire deployment.

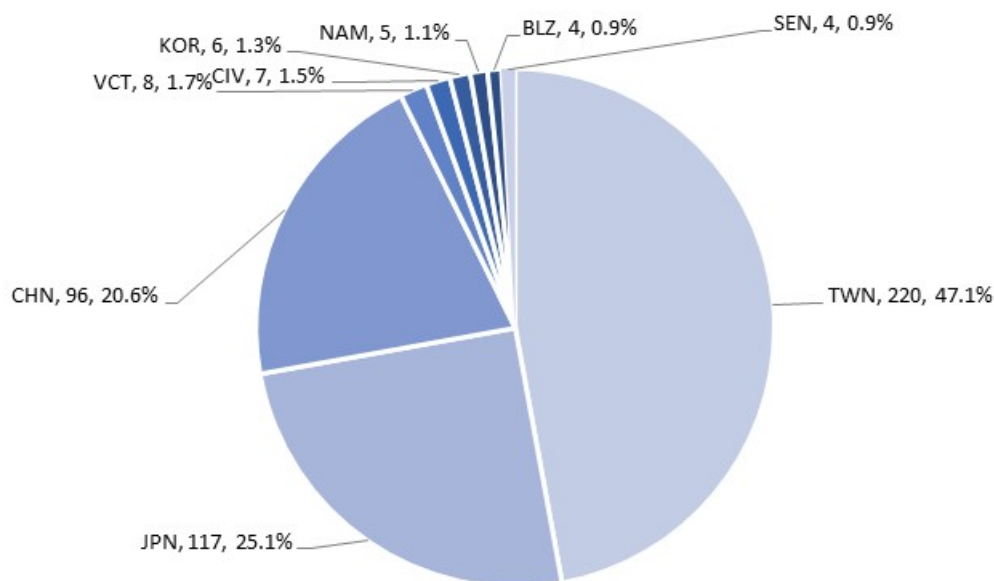


Figure 1. Transshipments by Flag State between September 2018 and August 2019 by number and percentage of total.

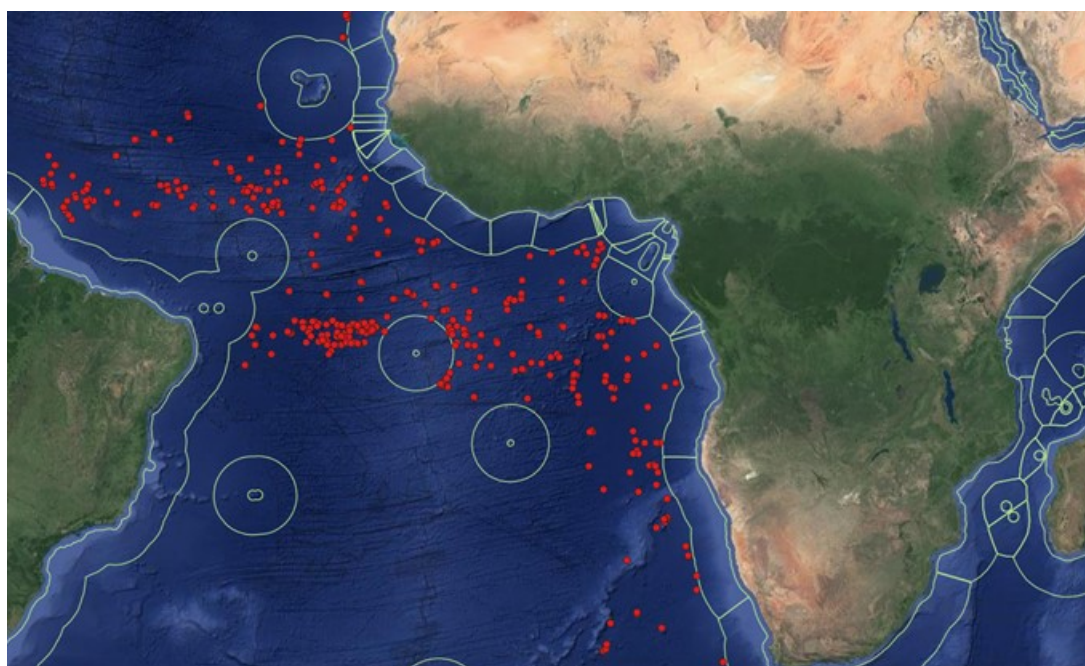


Figure 2. Locations of observed transshipments from deployments shown in **Table 1**.

A summary of the ROP deployments (observers actively at sea) from 222/18 to 235/19 is shown in **Figure 3**. Transshipments were mainly located in the central Atlantic, with many close around the EEZ of Ascension Island, the other main area is around off the west coast of Africa. **Figure 4** indicates the number of transshipments and the total weights transferred each month. As with previous years the majority of transshipments and weight being transhipped took place in March, however there was a drop off during June and July and throughout the year there has been more variation between months.

Figure 5, Figure 6 and Figure 7 show the transfer rates, amount transferred and transshipment time per transshipment, respectively, and they remain similar to previous years.

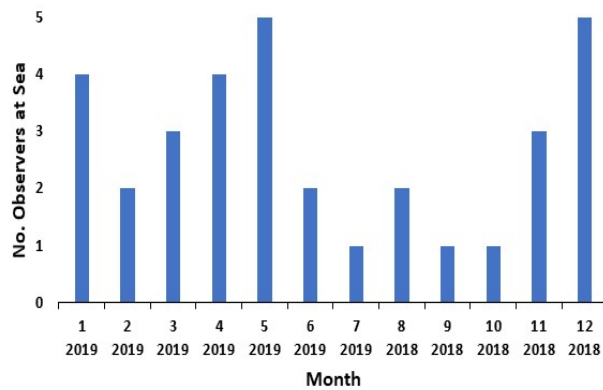


Figure 3. Number of observers deployed by month.

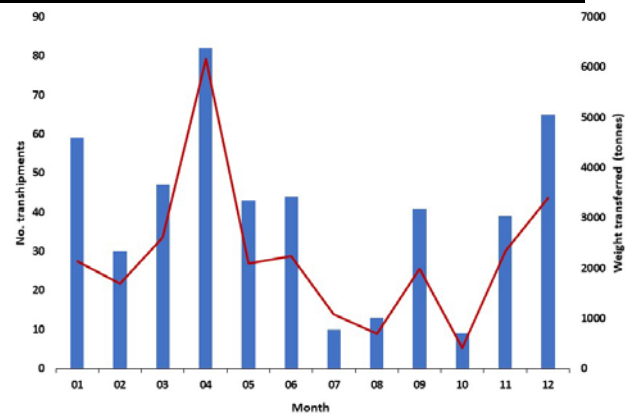


Figure 4. Number of transshipments and weights transferred (all fish, red line) by month.

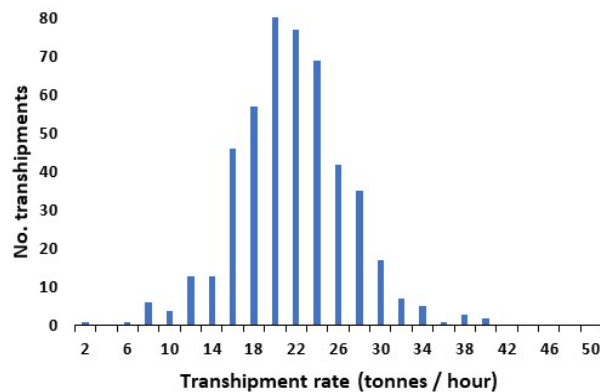


Figure 5. Transshipment rates (tonnes / hour).

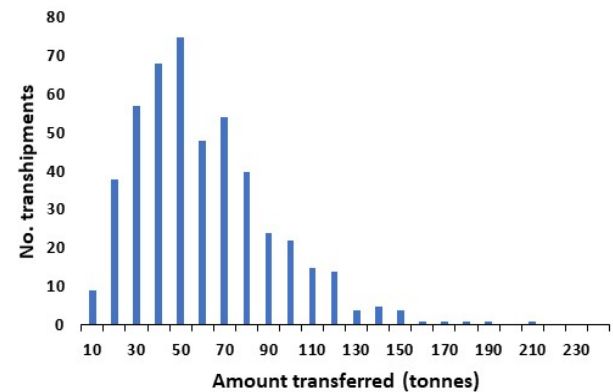


Figure 6. Quantities transferred per transshipment (tonnes).

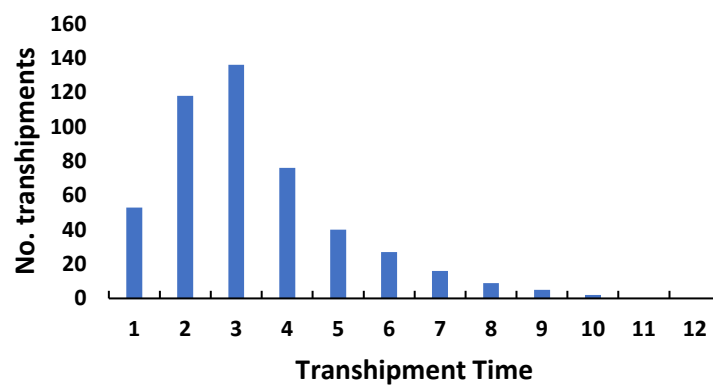


Figure 7. Transshipment Time.

1.2 Transhipments within EEZs

No transhipments were made within EEZs.

1.3 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 seventeen occasions where the observer remained on board the vessel for a continued deployment. On a number of occasions, carrier vessels would cross back and forth between the Indian and Atlantic Ocean multiple times on a single voyage. Observers are given the opportunity to disembark the vessel at the first port of call between each crossing, however, on most occasions the observer would choose to remain onboard. As a result, the programme has benefited from greater consistency and cost saving efficiencies from supplying observers covering both the IOTC and ICCAT operating areas.

2. 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).

3. 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 were transhipped on 12 occasions over just three deployments, with a total of 599.65 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)
225	Meita Maru	AT000JPN00574	18	26/12/2018	1	0.085
233	Meita Maru	AT000JPN00574	31	24/05/2019	635	29.163
233	Meita Maru	AT000JPN00574	32	24/05/2019	1203	53.644
235	Taisei Maru No.24	AT000JPN00571	1	23/05/2019	1310	57.116
235	Taisei Maru No.24	AT000JPN00571	31	04/07/2019	1586	62.171
235	Taisei Maru No.24	AT000JPN00571	32	07/07/2019	1427	64.215
235	Taisei Maru No.24	AT000JPN00571	33	07/07/2019	1439	64.755
235	Taisei Maru No.24	AT000JPN00571	34	10/07/2019	1558	62.32
235	Taisei Maru No.24	AT000JPN00571	35	11/07/2019	1421	61.103
235	Taisei Maru No.24	AT000JPN00571	36	11/07/2019	1604	65.764
235	Taisei Maru No.24	AT000JPN00571	37	12/07/2019	335	15.075
235	Taisei Maru No.24	AT000JPN00571	38	12/07/2019	1311	64.239

4. Weight estimation

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

5. Observer Training

Currently there are 96 registered ICCAT observers (**Attachment 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 ROP transshipment 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 1.3).

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

Table 3. ROP transshipment training conducted over the last year.

<i>Observer name</i>	<i>Training location</i>
Liam Fergusson	Cape Town
Chuma Sijaj	Cape Town
Toni Lakos	Croatia
Lena Vulic	Croatia
Miran Babic	Croatia
Matea Haggia	Croatia
Mario Latkovic	Croatia
Luka Glamuzina	Croatia
Martin Emanuel	Cape Town

6. Observer programme databases

The database continues to be updated as required and currently contains data from 6,535 transshipments.

7. 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 descriptions are summarised in **Attachment 2**.

Since the Recommendation came into force, 951 PNCs have been reported by observers over 98 deployments, these are shown in **Figure 8**. Only 25 PNCs have been reported in the period covered by the current report (**Figure 9**). This is a significant reduction from previous years, for example in the 2017 report 96 PNCs were issued over the same time period.

Vessel markings, has been the highest reported PNCs for the last three calendar years and despite the improvements to other compliance issues, has remained relatively high at 27, 10 and 11 reports across the 2017/18/9 calendar years. Overall however, there has been a genuine reduction in PNCs reported and reflects the fact that there has been an improvement in vessel compliance since the height of reporting in 2014 (324 PNCs in the Calendar Year). Logbooks have seen the most significant improvements with issues over numbering, incompleteness and binding having fallen from 261 in 2014 and 186 in 2015 to 27 since 1 January 2017. (Figure 10 and Figure 11).

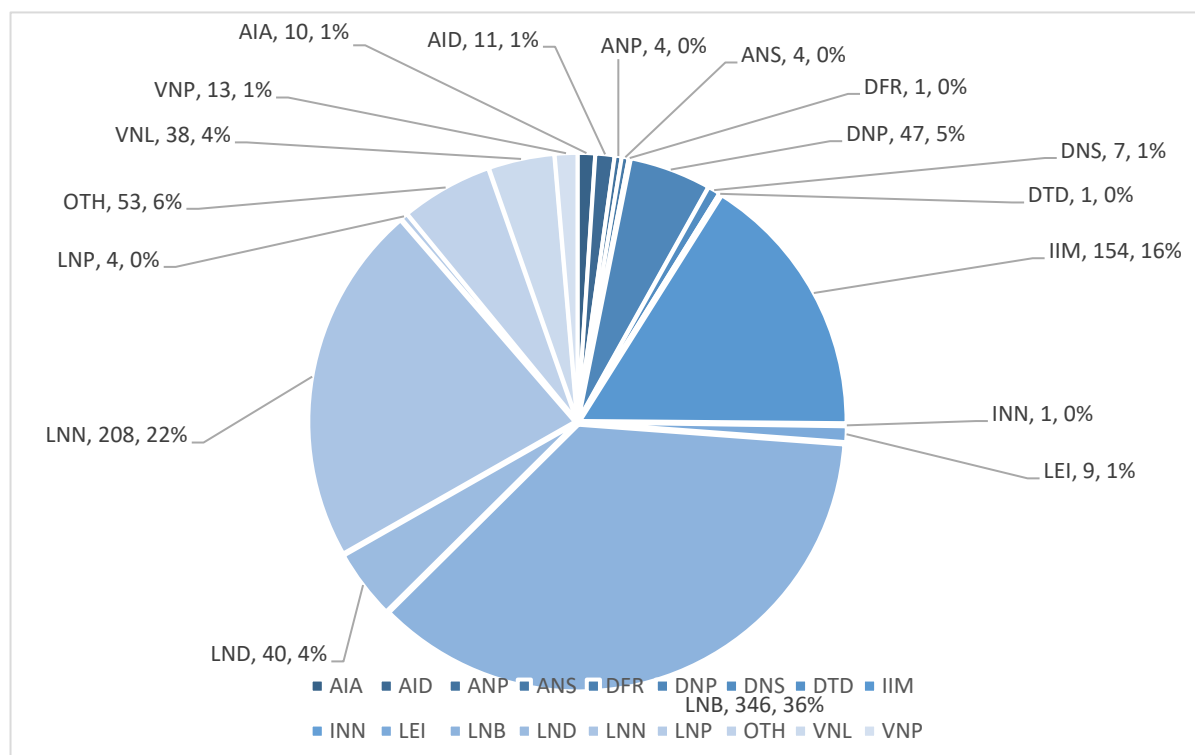


Figure 8. Number and proportion of PNCs issued since their introduction.

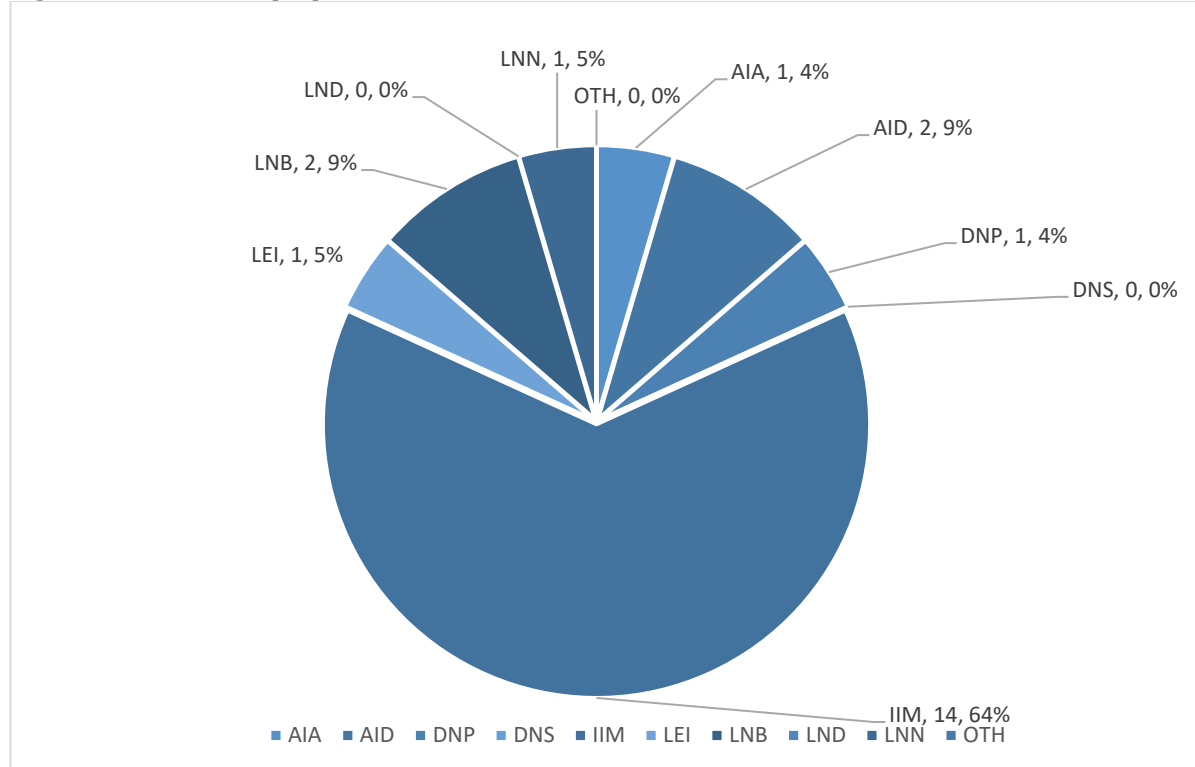


Figure 9. Number and proportion of PNCs issued during the period covered by this report.

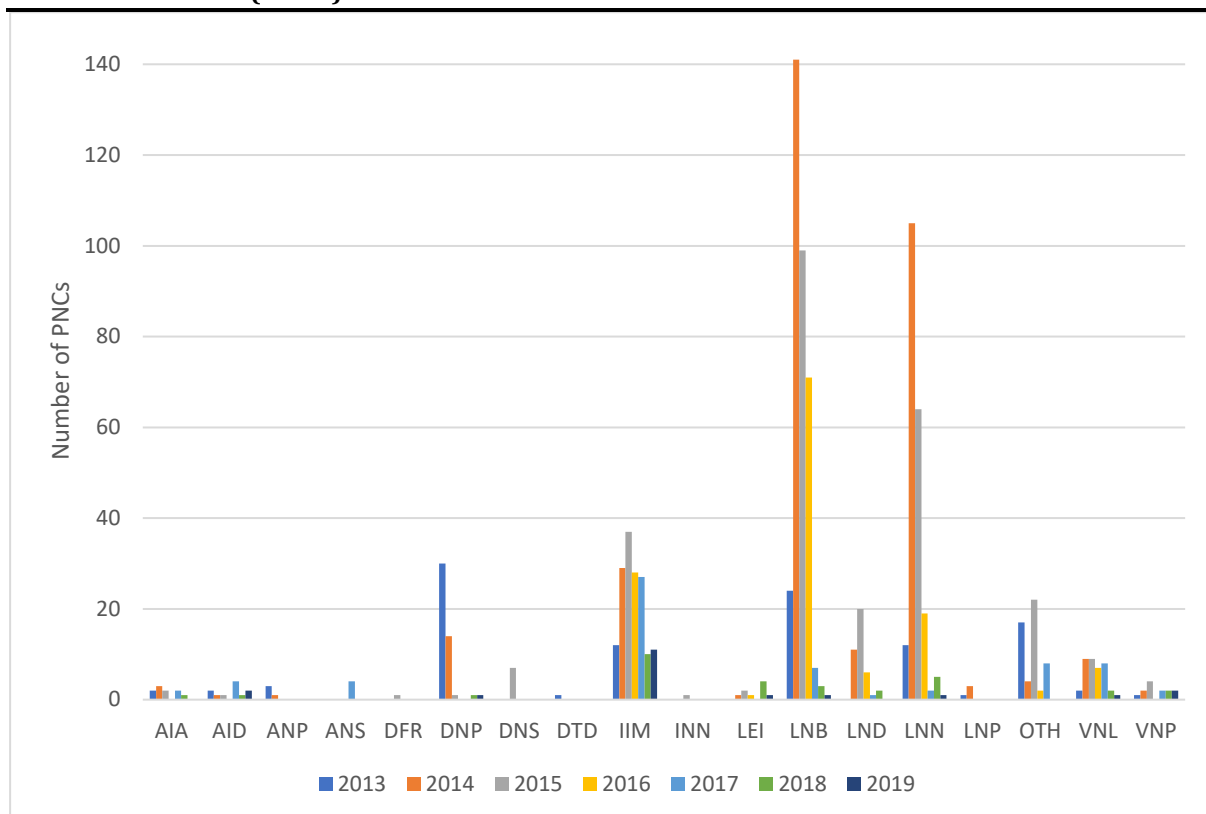


Figure 10. Reporting of PNCs by calendar year since the introduction of vessel inspections (Series focus: Calendar Year).

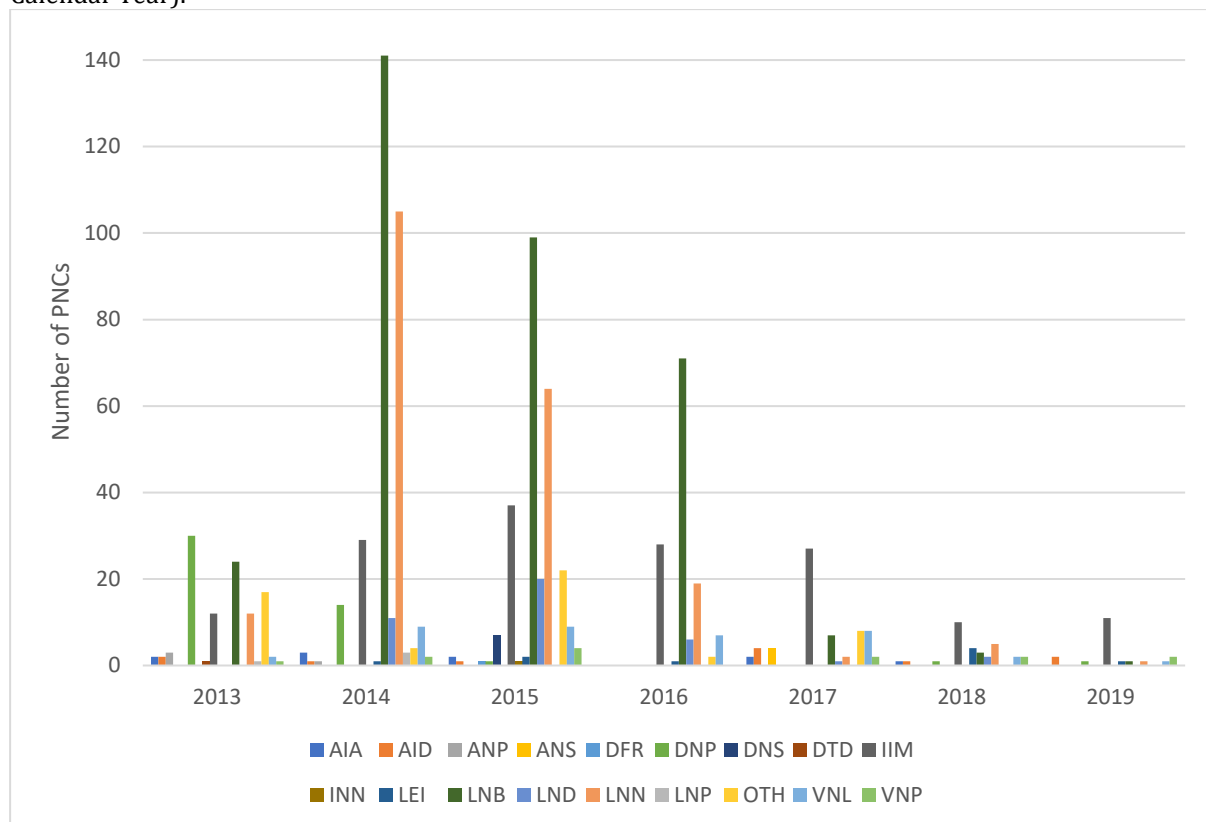


Figure 11. Reporting of PNCs by calendar year since the introduction of vessel inspections (Series focus: PNC Type).

8. Conclusions and recommendations

The ICCAT ROP programme has been running for twelve years without any major problems. The Consortium remains committed to the programme and both partners continue to collaborate closely to affect 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.

Over the 12 years the programme has built up a large amount of data on species, weights locations and flags of vessels transshipping which is currently used to give a verify transshipment declarations and give a very general summary of transshipment operations. The Consortium recommends that a more detailed analysis is undertaken as it may provide an informative overview of trends in transshipment operations over the years and the behaviour of various fleets with regards to their fishing operations.

As a recommendation on PNC development, on a number of occasions, header information has been missing and reported as other. For clarity, the consortium recommends extending the LEI (Logbook entries incorrect) category PNC to include header information missing. LEI – Logbook Entries Incorrect or Header Information Missing.

As a qualitative note, Observers generally provide positive feedback regarding working in ICCAT ROP, although the observations can be intense and run for long hours they enjoy and value working in the programme.

ICCAT trained observers (active)

Observer Name	ICCAT #
Jano Van Heerden	3
Johannes Visagie	12
Jonathan Newton	13
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* 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.

Potential non-compliance descriptions

<i>PNC Event</i>
Observer prevented from carrying out duties on board the LSPLV
Transshipment Declaration not completed
Transshipment within EEZ without authorisation from coastal state
Undocumented transshipments of fish received by the LSPLV
Prior authorisation to tranship not presented to the observer by the LSPLV
Prior authorisation to tranship not standard with Flag State
No VMS shown to the observer on board the LSPLV
No power light visible on the VMS unit
No Authorisation to fish presented to the observer by the LSPLV
Authorisation to fish not standard with Flag State
Authorisation to fish dates not valid
Authorisation to fish not valid for ICCAT area
No logbook presented to the observer by the LSPLV
Logbook entries incorrect
Logbook not bound
Logbook sheets not numbered
Vessel without an ICCAT number involved in transshipment operations
LSPLV markings not displayed correctly
No CCSBT Catch document presented for SBT
SBT not individually tagged
Other event not elsewhere covered

Comprehensive Report Assessing the Content and Conclusions of the Reports of the Observers

BELIZE

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.

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

The data reported by the observers regarding the quantities and species transshipped 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.

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.

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.

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.

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.

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 2018. 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 to 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

Japan's comprehensive report assessing the content and conclusions of the reports of the observers assigned to carrier vessels which have received transshipments from their LSTLVs(2018).

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.

Verifying vessel name / ICCAT number.

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

Other comments

There were 173 cases of transshipments at sea by 67 Japanese LSTLVs in 2018. 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. The system has been improved for the ease of use by fisherman, however, 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

Quality of the summary of the transshipment

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

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.

Quality of verification of marking of fishing vessel

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

Quality of verification of the Authorization to Fish

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

Quality of verification of the VMS

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

Conclusion(s)

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

NAMIBIA

Quality of the summary of the transshipment:

The transshipment reports contain detailed summaries and are well prepared by the observers in charge of the transshipments at sea.

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

We confirm that transhipped quantities declared by each LSTLV were equivalent to those recorded by the observer.

Quality of verification of marking of fishing vessel:

Namibia finds the verification of the observers satisfactory and we verified all vessel names / ICCAT numbers of the vessels relevant to transshipments that took place.

Quality of verification of the Authorization to Fish:

Namibia is satisfied with the verification of the Authorization to fish.

Quality of verification of the VMS:

The observer report confirmed that the VMS is powered on and functioning normally. We track its fishing vessels 24 hours a day with the vessel monitoring program via VMS.

Conclusion:

Namibia has only recently joined the transshipment at sea program and we recognize the important role of the transshipment observers and are satisfied with the quality of their reports. 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. There were 7 cases of transshipments at sea by two Namibian LSTLVs. No in port transshipment took place during the reporting period. The observer program provides 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. This information helps us and the vessel owners to ensure vessels to be maintained properly and for us to enforce the LSTVs to comply with the ICCAT conservation and management measures.

SENEGAL

In the first semester of 2018, Senegal authorised the vessel Diamalaye 1909, holder of ICCAT No. AT000SEN00023, to carry out transshipments at sea. The vessel participates in the ICCAT ROP-transshipment programme.

The vessel carried out (05) transshipments between 15/02/2018 and 07/12/2018, with 100% observer supervision.

Transshipment operations:

Transshipment operations were carried out on 15/02/2018, 29/04/2018, 25/05/2018, and 31/05/2018 corresponding to the following amounts: 228 262 kg of bigeye tuna, 12 055 kg of yellowfin tuna, 7 936 kg of yellowfin tuna and 31 290 kg of billfish.

The differences between the quantities observed and the reported amounts are not very significant.

The five observer reports referred to transshipment operations.

Vessel inspections and points of non-compliance:

A PNC was mentioned by the observer onboard the cargo vessel Ibuki regarding a lack of logbook numbering and an ATF in French by the observer onboard the cargo vessel MEITA MARU.

Other observations:

The five reports were given to the masters onboard the longline vessel.

ST. VINCENT AND THE GRENADINES

St. Vincent and the Grenadines, for the year 2018, carried out seven (7) transshipments at sea. **Table 1** shows the carrier vessels and the dates of transshipments.

Table 1.

<i>Vessel</i>	<i>Carrier Vessel</i>	<i>Date of Transshipment</i>
Dae Young 112	IBUKI	01/01/2018
Dae Sung 226	IBUKI	02/01/2018
Dae Sung 216	IBUKI	04/01/2018
Dae Young 112	Lady Tuna	05/04/2018
Dae Young 112	IBUKI	26/12/2018
Dae Sung 216	IBUKI	27/12/2018
Dae Sung 226	IBUKI	27/12/2018

As shown in the **Table 2**, 90% of the transhipped fish species for 2018 was Big Eye tuna. When comparing the weights observed by the regional observer and those reported by the vessels, there was little difference noted.

Table 2.

Vessels	ICCAT Vessel Number	Big Eye Tuna (mt)	Yellowfin Tuna (mt)	North Swordfish (mt)
Dae Sung 226	AT000VCT00052	73.08	18.061	5.064
Dae Sung 216	AT000VCT00053	87.049	3.691	1.73
Dae Young 112	AT000VCT00055	142.368	4.022	0
TOTAL		302.497	25.774	6.794

The Regional Observer noted several instances of Potential Non-Compliance listed in **Table 3**. below. The Fisheries Division however noted that the vessels were reporting on the dates in question. [*Secretariat note: Tables showing VMS data were submitted with the report*].

Table 3.

<i>Vessel</i>	<i>Date of Potential Non-Compliance</i>
Dae Young 112	01/01/2018
Dae Young 112	05/04/2018
Dae Sung 226	02/01/2018
Dae Sung 216	05/04/2018

CHINESE TAIPEI

Report on at-sea Transshipments of Chinese Taipei in 2018

In 2018, there were 251 at-sea transshipments conducted by 52 Chinese Taipei-flagged Large-Scale Tuna Longline Vessels (LSTLVs). Noting that observers from the Regional Observer Programme (ROP) identified some potential non-compliances in the Observer Reports, Chinese Taipei looked into the issues raised therein, and found that those were mostly relating to vessel markings, VMS devices, and authorization to fish (ATF). We hereby provide explanations, improvement approaches, and relevant feedbacks on the aforementioned issues as follows.

Explanations for potential non-compliance

Vessel markings

Even though problems related to vessel markings would be identified as potential non-compliances by observers, we suggest that specific characteristics of fishing operations by each CPC should be taken into account as well. Since our distant water fishing vessels usually operate at sea for a very long period of time, paintings of vessel markings might be eroded by severe sea weather conditions, or be bio-deteriorated by growing algae over time. Upon receiving the Observer Reports which pointed out such an issue, we immediately required our vessel owners and captains to rectify once the concerned vessels called at ports. In addition, we have also frequently reminded our vessel owners and captains that more attentions should be paid to their vessel markings so as to minimise the chance of being repeatedly reported by ROP observers.

On the other hand, vessel owners of our LSTLVs hope that ROP observers could inform the captains on the spot if they detect problems related to vessel markings, so that these problems can be fixed as soon as possible. Arguments of repeated reporting in previous years would thus be reduced to the minimum level.

VMS devices

As regards to issues related to VMS devices, we have confirmed that those fishing vessels concerned did regularly transmit their vessel positions throughout the trip. Our distant water fishing vessels are required to install at least one spare set of VMS device on board, which is powered off in normal circumstance until the original functioning device is malfunctioned and that spare one will be turned on as a backup solution. It is highly likely that ROP observers mistook the spare powered-off VMS device 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.

Furthermore, noting that the presence of a VMS switch was originally indicated by an observer as a possible non-compliance but eventually withdrawn later, we would like align ourselves with the observer that a fishing vessel carrying a VMS unit fitted with a switch does not constitute a non-compliance.

Authorization to fish (ATF)

We have looked into the cases with ATF issues, and confirmed that those fishing vessels concerned were duly authorized by this Fisheries Agency to operate in the Atlantic Ocean. The captains simply failed to present the ROP observers the most up to date ATF format, and thus resulted in misunderstanding. We have continued educating our captains and fishermen in order to decrease the chance of repeated occurrence of this issue.

Feedback on the Observer Reports

Summary of vessel/observer estimated figures

Referring to the summary table of vessel/observer estimated figures in at least four Observer Reports, the observers mixed up the estimated weight of bigeye tuna and yellowfin tuna, and recorded as the accumulated weight instead. We therefore suggest that it would be more appropriate to record the estimated weight separately, as we often use Observer Reports to verify catch of our fishing vessels.

Wrong PNC report issued

In one Observer Report, the observer issued a PNC to one of our fishing vessels. Nonetheless, the concerned fishing vessel was not identified with any problem related to vessel markings, ATF, logbook, or VMS. Hence, it was confusing for us, and we would like to suggest that the Observer Reports should be double checked to reduce oversights.

In sum, having been participating in the ICCAT ROP for years, we highly recognize the importance of ROP regarding the conservation and management of ICCAT species, 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.