

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

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

Nº	DATE REPORTED	FLAG	CARRIER	Deployment No.	PNC	Response/Explanation/Action Taken
1	23/03/2020	Chinese Taipei	Taisei Maru No.24	242/20	On 27/02/2020 the observer reported that the vessels bow markings were badly obscured by algal growth not readable from a distance at the time of inspection. The observer also reported that the vessels logbook was not consecutively recorded, with entries on the 24 February and 26 February recorded on consecutive pages, there was no entry recorded for the 25 th February.	Operating at sea for a very long period of time will inevitably result in vessel markings being eroded by severe sea weather conditions, or being bio-deteriorated by growing algae. After receiving the ROP report, we have notified the vessel owner and requested the repainting of markings as well as provision of photos showing the repainting once it is possible. As for the entry in the logbooks, 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 and daily report its data and information through the E-logbook system. It was actually sailing on 25 February. We have also instructed the owner and master to daily fill in the paper logbook.
2	23/03/2020	Chinese Taipei	Taisei Maru No.24	242/20	The vessels logbook was out of date at the time of inspection, last recorded entry was two days prior (14/03/20)	The data transmitted through the E-logbook system are the ones admitted this Agency. After checking our E-logbook system, the vessel did completely and daily report its data and information to us. It was sailing on

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						15th and 16th March. In any case, we still instructed the owner and master to daily fill in the paper logbook.
3	23/03/2020	Chinese Taipei	Taisei Maru No.24	242/20	The vessels bow markings were partially obscured by rust and not readable from a distance at the time of inspection.	Operating at sea for a very long period of time will inevitably result in vessel markings being eroded by severe sea weather conditions, or being bio-deteriorated by growing algae. After receiving the ROP report, we have notified the vessel owner and requested the repainting of markings once it is possible. The vessel markings have been repainted (photo was attached).
4	23/03/2020	Namibia	Taisei Maru No.24	242/20	The vessels starboard markings were partially badly weathered and not readable from a distance at the time of inspection. The observer also noted that the vessels logbook was not up to date, having been last completed two days before (12/03/20).	The captain was not aware that the vessel markings could not be read from far. We have however instructed the captain to ensure that the vessel markings are made clear to the best of their abilities at sea. The logbook was not completed during the two days which xxx navigated towards the reefer vessel. The logbook was not completed in the time of the vessel navigating from the fishing grounds to the location of the reefer. We have directed the Captain to ensure that the logbook is kept up to date every single day even if they are navigating.
5	03/04/2020	China	Futagami	244/20	The vessels bow and stern markings were partially faded and not readable from a distance at the time of inspection.	
6	03/04/2020	China	Futagami	244/20	The vessels logbook had not been sequentially numbered.	

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7	03/04/2020	China	Futagami	244/20	The vessels bow markings were almost completely faded and not readable from a distance at the time of inspection.	
8	27/05/2020	Japan	Hsiang Hao	245/20	The vessels logbook was two days out of date at the time of the inspection. During the transshipment the electronic logbook was printed and passed across on to the Hsiang Hao. The last printed entry was for the 10 th May 2020.	According to the fisherman, the ROP observer did not embark on the longline vessel, maybe because of the concern to the transmission of COVID-19 from the longline vessel to the carrier vessel. The observer requested the longline vessel to transfer its logbook to the carrier vessel for the review, however, the longline vessel introduces e-logbook. So, the captain printed out relevant part of the e-logbook and delivered it to the ROP observer. The captain thought that he was required to deliver those part of the logbook associated with catches being transhipped to the carrier (i.e. up to 9 May). As a result, the captain printed the pages containing up until 1-10 May (Japanese logbook has 10 days record in one page). The longline vessel did operate on 11 May and it was precisely recorded in the next page of the e-logbook. However, the catch was not transhipped to the carrier vessel. That is why the captain did not print out the part of the logbook recording catches of 11 May. We believe that the case was affected by the difficulty of communications between ROP observer and captain of the longline vessel, under constraints caused by COVID-19. We also guess that the ROP observer had no chance to talk to the captain because he did (could?) not embark on the longline

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						vessel. So, Japan hopes that this will not be treated as non-compliance case.
9	27/05/2020	Chinese Taipei	Hsiang Hao	245/20	The observer reported that the vessels bow markings were partially faded at the time of inspection. The observer also reported that no Authorisation to Tranship (ATT) was present at the time of transhipment.	We confirm that the vessel xxx and yyy were both authorized to transship before transshipment [the attachment about Authorization Letter on transshipment at sea was attached]. This Agency has already notified the vessel owner of such a situation and ask the industry to show the authorization letter when transshipping next time. As for the vessels bow markings partially faded, we will request the vessel xxx to improve when it enters into the port
10	02/06/2020	Senegal	Hsiang Hao	245/20	The vessels bow and side markings were partially faded at the time of inspection. The observer also reported that the Authorisation to Tranship (ATT) present to the observer at the time of transhipment did not meet the requirements indicating Flag CPC Authorisation to tranship. It appeared to be a document stipulating the conditions for the fishing licence. Specifically, omitting information on Fishing Vessel and Carrier Vessel ICCAT number, quantities of tuna and tuna-like species to being transhipped, date and location of transhipments and catches. Furthermore, the vessels Authorisation to Fish (ATF) did not appear consistent and in keeping with the requirements of a fishing licence. The period of validity has been stapled	<ol style="list-style-type: none"> 1.The model of our ATF does not mention detailed information indicated by the Consortium in their correspondence. 2. Vessels fish in the EEZ and in high seas with the same fishing licence. 3. For longliners the reference 25/30/50 indicates the zones where these vessels cannot fish (cannot set their gear in these coastal areas).

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					as a single sheet on to the existing expired licences for 2017 and 2019. Information on the vessel details, licence number, authorisation to fish in the ICCAT convention area and authorisation signatures were not included on the stapled sheet.	
11	10/06/2020	Chinese Taipei	Lady Tuna	243/20	The vessels bow markings were partially obscured by dirt and algal growth at the time of inspection.	Operating at sea for a very long period of time will inevitably result in vessel markings being eroded by severe sea weather conditions, or being bio-deteriorated by growing algae. After receiving the ROP report, we have notified the vessel owner and requested the repainting of markings as well as provision of photos showing the repainting once it is possible.
12	15/06/220	China	Hsiang Hao	245/20	The vessels logbook pages were not numbered consecutively	
13	15/06/220	Chinese Taipei	Hsiang Hao	245/20	The vessels bow markings were partially padded	Operating at sea for a very long period of time will inevitably result in vessel markings being eroded by severe sea weather conditions, or being bio-deteriorated by growing algae. After receiving the ROP report, we have notified the vessel owner and requested the repainting of markings once it is possible. The vessel markings have been repainted (photos as attachment 4).

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14	22/06/2020	Japan	Hsiang Hao	245/20	<p>The vessels callsign was not displayed at the start of the transshipment. The callsign had been painted on to a wooden board which was removed and had not been reattached by the time the two vessels tied together. This was pointed out to the LSTLV master who promptly reattached the wooden board to the side of the vessel. This is being issued as a PNC for 'markings not displayed correctly' as the vessel was operating without its call sign displayed up to the point of transshipment.</p>	<p>The captain of the vessel heard that the captain of the carrier did not steer the vessel well and that the rendezvous with the carrier vessel could be dangerous. So, the captain of the longline vessel decided to get rid of the wooden board showing the call sign from the side of the vessel before the transshipment, in order to avoid damages to the wooden board by crash between the carrier vessel and the longline vessel. After the at-sea transshipment with the carrier, the crew members reattached the wooden board on the side of the longliner. After the transshipment, the carrier crashed against another longline vessel and the wooden board of the call sign was damaged. If the wooden board is severely damaged and cannot show call sign anymore, the longline vessel has to stop the operation and to go back to a port for the replacement of the wooden board, which means serious financial damage for the fishing company. The decision by the captain seems to be reasonable for the prevention of the damage on the call sign board. Japan would like the consortium to consider the situation and hopes that this will not be treated as non-compliance case.</p>
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