

**REPORT ON THE IMPLEMENTATION OF THE
ICCAT REGIONAL OBSERVER PROGRAMME (ROP) FOR TRANSHIPMENT 2020/2021**

(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 transship 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). China, Côte d'Ivoire, Japan, Korea, Namibia, Senegal, St. Vincent and the Grenadines and Chinese Taipei confirmed their participation in the ROP-transshipment during the 2020/21 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**.

In early 2020, due to the COVID pandemic, the Secretariat issued circular 1829/20 regarding the procedures under *force majeure*, which have continued into 2021. Fortunately, observers could be deployed in all cases and the Secretariat received report of only one case where, due to the current Covid-19 safety regulations, the observer was not permitted to visit the LSPLV.

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 "*ICCAT Regional Observer Programme for at-sea transshipments (ROP-Trans)*" [COC_305/21]. Observer reports received by 1 October 2021 are available by year from [the ICCAT web site](#).

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, 261 requests for observer deployments have been received, (although seven 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 2021, according to the data available, a total of 413,173 t 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. A breakdown of the data available by CPC is included in PLE_105/21. In 2019, some significant discrepancies were found to exist between the CPC annual transshipment reports and the data base provided by the Consortium, and some errors were subsequently found in the consortium data base import function. Through the Secretariat, the consortium has worked with the CPCs concerned to reconcile the differences, and the data sets are now in line.

The comprehensive reports received from ROP participants assessing the content and conclusions of observer reports have been published this year on the password protected web https://www.iccat.int/TransReports/TransReports_ENG.zip, together with the reports received from CPCs on at-sea and in-port transshipment.

A summary of the deployments since October 2020 is shown in **Table 1** below.

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_202/21.

The level of financing required for 2022/2023 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 1. Summary of deployments (from October 2020-October 2021).

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 (€)*
248/20	Ibuki	Cape Town	Shimizu	21/12/2020	Yes	02/09/2021	28/10/2020	56,5	2553,95	14215,07	5,57
	AT000PAN00163	South Africa	Japan								
249/20	Taisei Maru No.24	Cape Town	Cape Town	07/01/2021	Yes	01/10/2020	23/12/2020	70	1169,47	17846,15	15,26
	AT000JPN00571	South Africa	South Africa								
250/20	Feng Lu	Cape Town	Cape Town	21/01/2021	Yes	06/11/2020	18/12/2020	43	541,24	11775,31	21,76
	AT000PAN00225	South Africa	South Africa								
251/20	Chikuma	Panama City	Port Louis	19/03/2021	Yes	03/12/2020	11/03/2021	97	2632,39	28092,85	10,67
	AT000LBR00003	Panama	Mauritius								
252/20	Taisei Maru No.15	Cape Town	Cape Town	19/02/2021	Yes	12/11/2020	07/02/2021	88	784,83	22280,05	28,39
	AT000JPN00651	South Africa	South Africa								
253/20	Meita Maru	Cape Town	Walvis Bay,	26/02/2021	Yes	20/11/2020	12/12/2020	21	382,73	5864,37	15,32
	AT000PAN00316	South Africa	Namibia								
254/21	Ibuki	Cape Town	Shimizu	03/07/2021	Yes	10/02/2021	17/06/2021	128	3376,54	34554,43	10,23
	AT000PAN00163	South Africa	Japan								
255/21	Genta Maru	Cape Town	Crossed to IOTC	01/06/2021	Yes	01/03/2021	03/04/2021	26,5	46,27	4870,34	105,26
	AT000PAN00246	South Africa									
256/21	Taisei Maru No.24	Cape Town	Cape Town	04/07/2021	Yes	08/04/2021	23/06/2021	74	1340,63	17471,27	13,03
	AT000JPN00571	South Africa	South Africa								
257/21	Chikuma	Cape Town			Yes						
	AT000PAN00320	South Africa									
258/21	Taisei Maru No.15	Cape Town			Yes						
	AT000JPN00651	South Africa									
259/21	Genta Maru	Cape Town			Yes						
	AT000PAN00246	South Africa									
260/21	Ibuki	Cape Town			Yes						
	AT000PAN00163	South Africa									

* 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 **Appendix 1. Table 2** below shows a summary of information received.

Table 2. Reports on in-port transshipment received (information available at **1 October 2021**).

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 2020.

IN-PORT TRANSHIPMENT			
<i>Albania</i>	<i>not applicable</i>	<i>Mauritania</i>	<i>No information</i>
<i>Algeria</i>	<i>not applicable</i>	<i>Mexico</i>	<i>not applicable</i>
Angola	<i>No information</i>	<i>Namibia</i>	<i>not applicable</i>
<i>Barbados</i>	<i>not applicable</i>	Nicaragua	<i>No information</i>
<i>Belize</i>	<i>not applicable</i>	<i>Nigeria</i>	<i>not applicable</i>
<i>Brazil</i>	<i>not applicable</i>	<i>Norway</i>	<i>not applicable</i>
<i>Canada</i>	<i>not applicable</i>	Panama	<i>No information</i>
Cabo Verde	No details received*	<i>Philippines</i>	<i>not applicable</i>
<i>China</i>	<i>not applicable</i>	<i>Russia</i>	<i>not applicable</i>
Cote d'Ivoire	<i>No information</i>	Sao Tome	<i>No information</i>
<i>Curaçao</i>	<i>Received</i>	<i>Senegal</i>	<i>not applicable</i>
<i>Egypt</i>	<i>not applicable</i>	<i>Sierra Leone</i>	<i>No information</i>
<i>Equatorial Guinea</i>	<i>not applicable</i>	South Africa	Applicability unclear**
<i>El Salvador</i>	<i>Received</i>	<i>St. Vincent + Gren.</i>	<i>not applicable</i>
<i>EU</i>	<i>Received (Malta)</i>	<i>Syria</i>	<i>not applicable</i>
<i>France (SPM)</i>	<i>not applicable</i>	<i>Trinidad & Tobago</i>	<i>not applicable</i>
<i>Gabon</i>	<i>not applicable</i>	<i>Tunisia</i>	<i>not applicable</i>
Gambia	<i>No information</i>	<i>Turkey</i>	<i>not applicable</i>
<i>Ghana</i>	<i>Received</i>	<i>Uruguay</i>	<i>not applicable</i>
Grenada	<i>No information</i>	<i>UK</i>	<i>not applicable</i>
Guinea Bissau	<i>No information</i>	<i>USA</i>	<i>not applicable</i>
Guinea Rep.	<i>No information</i>	<i>Venezuela</i>	<i>not applicable</i>
<i>Guatemala</i>	<i>not applicable</i>	<i>Bolivia</i>	<i>not applicable</i>
<i>Honduras</i>	<i>not applicable</i>	<i>Chinese Taipei</i>	<i>not applicable</i>
<i>Iceland</i>	<i>not applicable</i>	<i>Costa Rica</i>	<i>not applicable</i>
<i>Japan</i>	<i>Received</i>	<i>Guyana</i>	<i>not applicable</i>
<i>Korea</i>	<i>Received</i>	<i>Suriname</i>	<i>not applicable</i>
<i>Liberia</i>	<i>Received</i>		
<i>Libya</i>	<i>not applicable</i>		
<i>Maroc</i>	<i>not applicable</i>		
* response in Annual Report, but no detailed information; no CP37 submitted		** Dates in annual report refer to submission of Port Inspection Reports. No CP37 on in-port transshipment submitted, applicability unknown	

A SUMMARY OF THE ICCAT REGIONAL OBSERVER PROGRAMME 2021 REPORT

Submitted by ROP-Transshipment implementing consortium

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 fourteenth year, covering transshipments that occurred between the 1st January 2020 and 31st December 2020. This spanned transshipments across deployments 240/19 to 253/20. In order to align better with CPC records, the reporting period covered is by calendar year, rather than the period between Commission meetings, as with previous reports pre-2019. The figures include all deployments, vessel transshipments, fish transhipped and PNCs reported over this time period.

2.1 Summary of deployments

A total of 338 at-sea transshipments took place across 13 trips. Of these, 304 transshipments were monitored by observers across 12 deployments consisting of 667 sea days. One deployment was unobserved during this reporting period, this included 34 transshipments. The average deployment length for 2020 was 54 days. One carrier vessel (247/20), deployed without an observer under force majeure due to the difficulties caused by the Coronavirus pandemic. The total weight of fish observed being transhipped over the period was 19,040.037 tonnes. Deployment 247/20 transhipped an additional 1,998.698 tonnes of product as recorded from the transshipment declarations provided. A summary of key figures from all deployments is given in **Table 1**.

Of the 338 transshipments, 46.4% were from Chinese Taipei flagged vessels, 28.7% were from Japanese flagged vessels and 19.5% were from Chinese flagged vessels (**Figure 1**). Other flags that transhipped totalling 5.3% of transshipments; included St. Vincent and the Grenadines, Senegal, Namibia, and The Republic of Korea. The location of transshipments conducted by vessels under the ROP are displayed in **Figure 2**. Transshipments were mainly located in the central Atlantic along the equator, with many around the EEZ of Ascension Island, and distributed along the length of the west coast of Africa.

Table 1. Summary of deployments 240/19 – 253/20 and weight of fish transhipped in 2020.

No	Vessel Name	Observer Name	Date On	Date Off	Port on	Port off	Sea Days in 2020	No T/shipmts in 2020	Observed Fish Transhipped (t) in 2020	Declared Fish Transhipped (t) in 2020
240	IBUKI	Martin Emanuel	26-Dec-19	29-Feb-20	Cape Town	Cristobal	61	59	3106.851	3109.391
241	KURIKOMA	Levent Ali Erkal	24-Dec-19	06-Feb-20	Cape Town	IOTC Cross Over	38	16	979.935	982.83
242	Taisei Maru No.24	Johan Beets	19-Feb-20	21-Apr-20	Cape Town	Cape Town	63	32	2096.275	2121.962
243	LADY TUNA	Miran Babic	11-Mar-20	29-May-20	Panama	Shimizu	80	39	2329.893	2329.388
244	FUTAGAMI	Llewellyn Lewis	25-Feb-20	27-Apr-20	Cape Town	ICCAT Transfer	63	20	1439.198	1497.329
245	HSIANG HAO	Llewellyn Lewis	27-Apr-20	04-Jul-20	Cape Town	Cape Town	69	36	2351.327	2427.963
246	TAISEI MARU No.15	Johan Beets	21-Apr-20	17-Jun-20	Cape Town	Cape Town	58	32	2137.311	2188.603
247	Chikuma	Unobserved	10-Jun-20	29-Jul-20	Cape Town	Panama City	44	34	0	1998.698
248	IBUKI	Tony Dimitrov	16-Sep-20	05-Dec-20	Cape Town	Shimizu	43	28	2553.015	2553.95
249	Taisei Maru No.24	Christian Louw	17-Oct-20	08-Dec-20	Cape Town	Cape Town	53	20	1169.963	1169.468
250	Feng Lu	Peet Botes	06-Nov-20	18-Dec-20	Cape Town	Cape Town	43	8	523.2165	541.235
252	TAISEI MARU	Taylan Koken	27-Nov-20	22-Jan-21	Cape Town	Cape Town	63	8	320.111	314.302
253	MEITA MARU	Martin Emanuel	23-Nov-20	12-Dec-20	Cape Town	IOTC Cross Over	23	6	383.445	382.734

*Some deployments started prior to or ended after 2019, however the figures shown here are only representative of transhipments that took place during this reporting period.

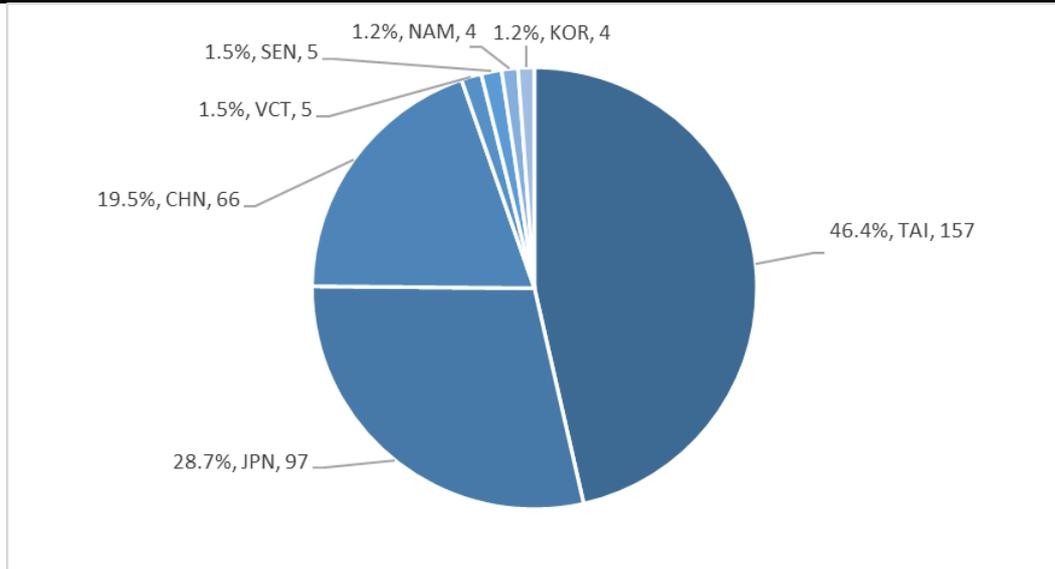


Figure 1. The number and percentage of transhipments during 2020 by Flag State.

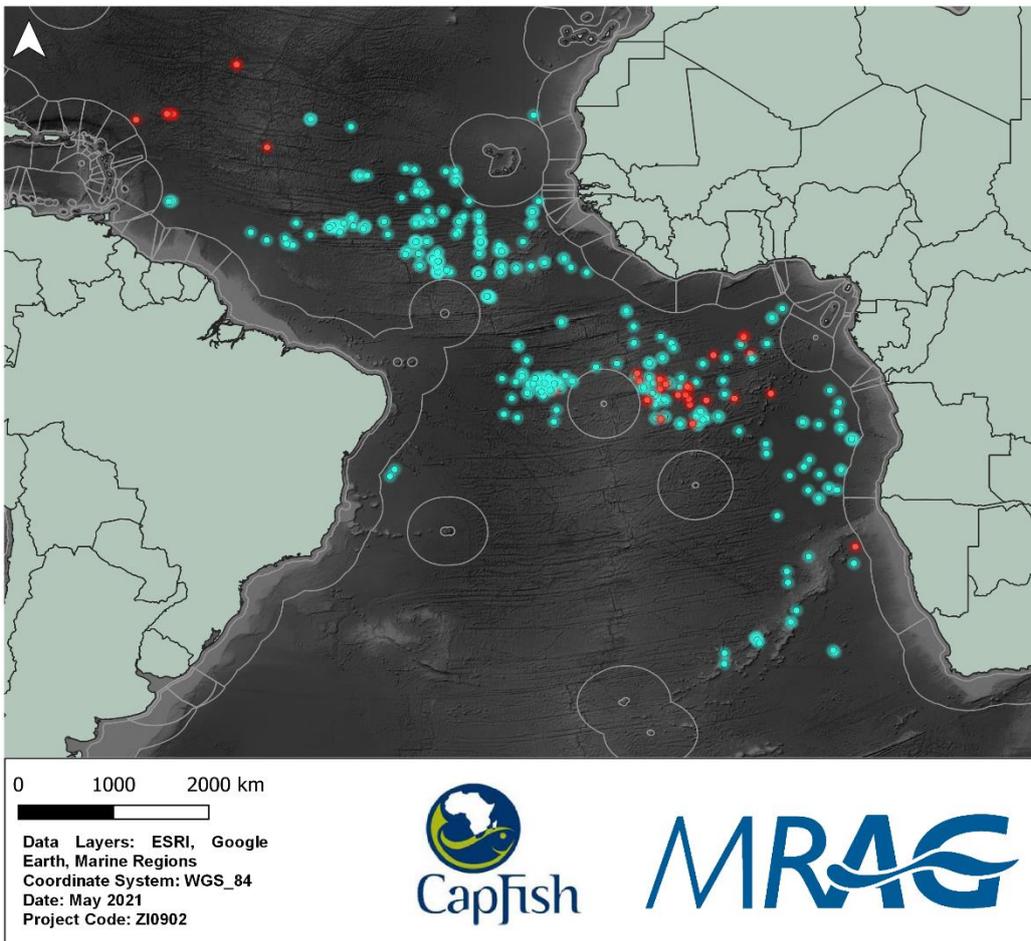


Figure 2. Locations of transhipments during 2020, observed transhipments are given in blue and unobserved transhipments given in red.

¹ Countries listed by their respective three letter codes in the order of most transhipped. Chinese Taipei, Japan, China, St. Vincent and Grenadines, Senegal, Namibia and the Republic of Korea.

A summary of the number of ROP deployments by month for 2020 is shown in

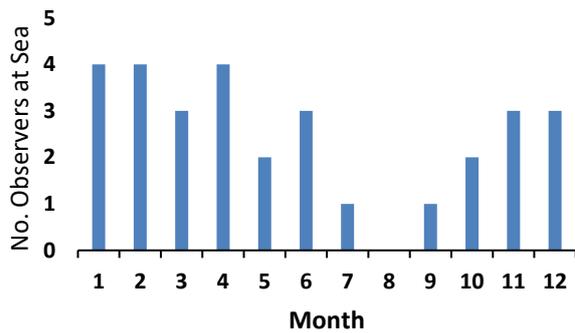


Figure 3. **Figure 4** indicates the number of transhipments and the total weight transhipped each month. The majority of transhipments and total quantity transhipped occurred during March, gradually declining toward December. Most notably, no observers were deployed, nor transhipments took place during the month of August. This is evident of a declining trend in transhipment activity in the Atlantic on previous years.

Figure 5, Figure 6 and Figure 7 show the duration of transhipments, the quantity of products transferred and the rates of products transhipped per hour, respectively, and they remain similar to previous years.

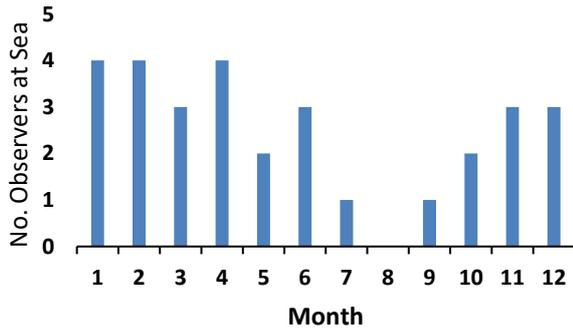


Figure 3. Number of observers deployed by month.

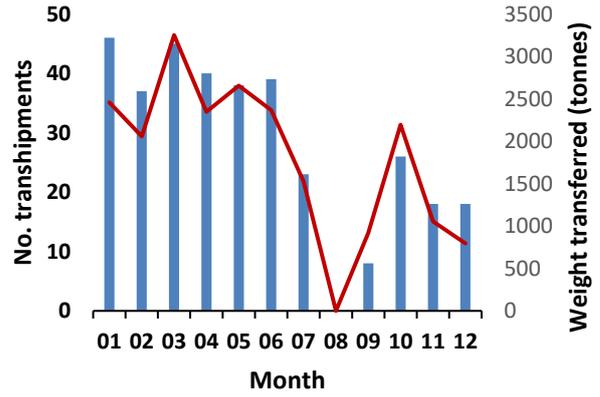


Figure 4 Number of transshipments and weights transferred (all fish, red line) by month.

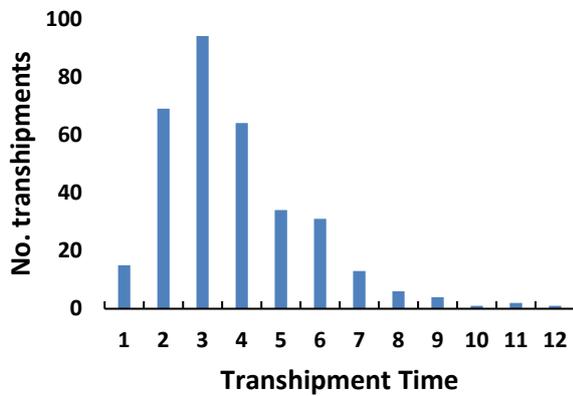


Figure 5. Duration of Transshipments (hours).

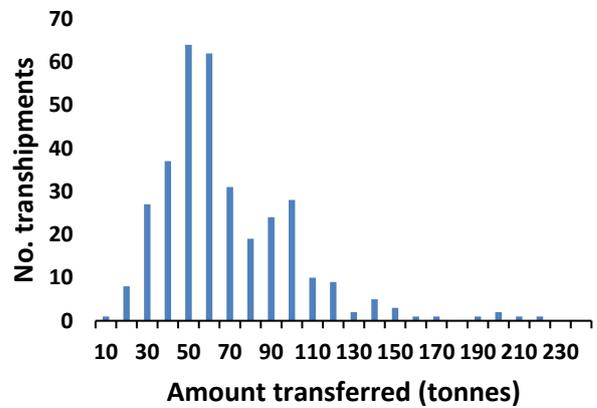


Figure 6. Quantities transferred per transhipment (tonnes).

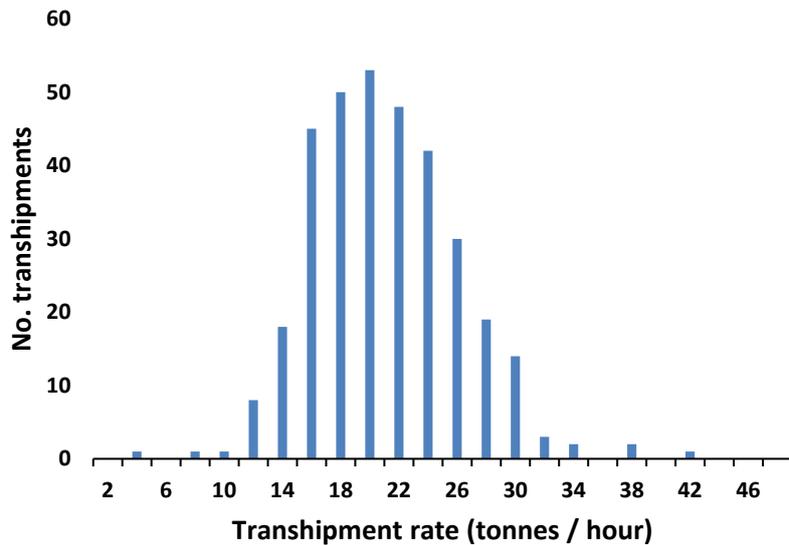


Figure 7. Rate of Products Transhipped.

2.2 Transshipments within EEZs

No transshipments were observed to be 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, two vessels crossed over from the Atlantic Ocean into the Indian Ocean on to an IOTC deployment without stopping at an Atlantic port first. One observer transferred between carriers at sea, while remaining active on deployments in ICCAT. A further two observers remained onboard their vessel on the return journey to Japan (not deploying in IOTC), this was a result of restrictions in place due to the Coronavirus, the suspension of IOTC at-sea observer deployments and the vessels wish to skip a port-call to Cape Town in order to avoid port delays through quarantining in Mauritius. Observers are usually given the opportunity to disembark the vessel at the first port of call between each crossing, however, due to the Coronavirus pandemic, this wasn't always possible.

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 were transhipped on 14 occasions over just five deployments, with a total of 630.323 tonnes observed (Table 2). Observers prepare a separate report for CCSBT on any trips where southern bluefin tuna are transhipped.

Table 2. Transshipments of southern bluefin tuna (*Thunnus maccoyii*) over the last year.

Request No.	Vessel Name	Carrier Vessel ICCAT#	TS No.	Date	No of fish	Observed weight (t)
245	HSIANG HAO	AT000PAN00228	32	29/06/2020	1346	69.723
245	HSIANG HAO	AT000PAN00228	33	29/06/2020	805	39.606
245	HSIANG HAO	AT000PAN00228	34	30/06/2020	576	29.779
245	HSIANG HAO	AT000PAN00228	35	30/06/2020	713	37.504
245	HSIANG HAO	AT000PAN00228	36	01/07/2020	809	40.046
246	TAISEI MARU No.15	AT000JPN00651	31	14/06/2020	1119	55.269
246	TAISEI MARU No.15	AT000JPN00651	32	14/06/2020	1155	58.868
248	IBUKI	AT000PAN00163	2	20/09/2020	2119	119.512
248	IBUKI	AT000PAN00163	3	21/09/2020	2207	119.178
248	IBUKI	AT000PAN00163	24	14/10/2020	164	7.380
249	TAISEI MARU NO.24	AT000JPN00571	2	25/10/2020	251	13.602
249	TAISEI MARU NO.24	AT000JPN00571	3	26/10/2020	553	25.977
253	MEITA MARU	AT000PAN00316	1	28/11/2020	32	1.157
253	MEITA MARU	AT000PAN00316	2	30/11/2020	249	12.722

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 49 active ICCAT ROP observers (

Appendix 1). Due to natural turnover of personnel, it is important to maintain training on a regular basis, however, due to the Coronavirus pandemic and the reduced demand for observers across the ICCAT and IOTC RFMOs, no additional observers were trained in 2020.

With prior agreement from ICCAT, IOTC and CCSBT, observers trained under any of the programmes are available as observers for all three RFMOs. 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 **Error! Reference source not found.**).

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

Table 3. No additional ROP transshipment training was conducted over the last year.

Observer name	Training location
NA	NA

7. Observer programme databases

The database continues to be updated as required and up to the end of 2020 contains data on 7,018 transshipments.

On request from ICCAT, continued developments in the database over the last year have included the capture of data pertaining to key species sightings, such as marine mammals; the capture of CCSBT Catch Monitoring Form data in a dedicated table; and, the inclusion of in-port transshipment data. In port data was captured where an observer has remained on the vessel and monitored in-port transshipments in the absence of local port authorities due to the Coronavirus pandemic.

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, 996 PNCs have been reported by observers over 117 deployments, these are shown in Figure 8. 34 PNCs have been reported in the period covered by the current report (**Figure 9**).

Vessel markings have been the highest reported PNC in the previous three annual reports and despite the improvements to other compliance issues have remained a greater proportion of the PNCs submitted across each year at 27, 11, 13 and 16 (2017/18/19/20 respectively).

PNC figures are less comparable to previous years due to the suspension of vessel boardings, taken as a mitigative measure during the Coronavirus pandemic. Observers continued to submit PNCs for all observable non-compliances identified from the carrier vessel. This included for example; issues with vessel markings and errors in the vessel paperwork passed across to the observer.

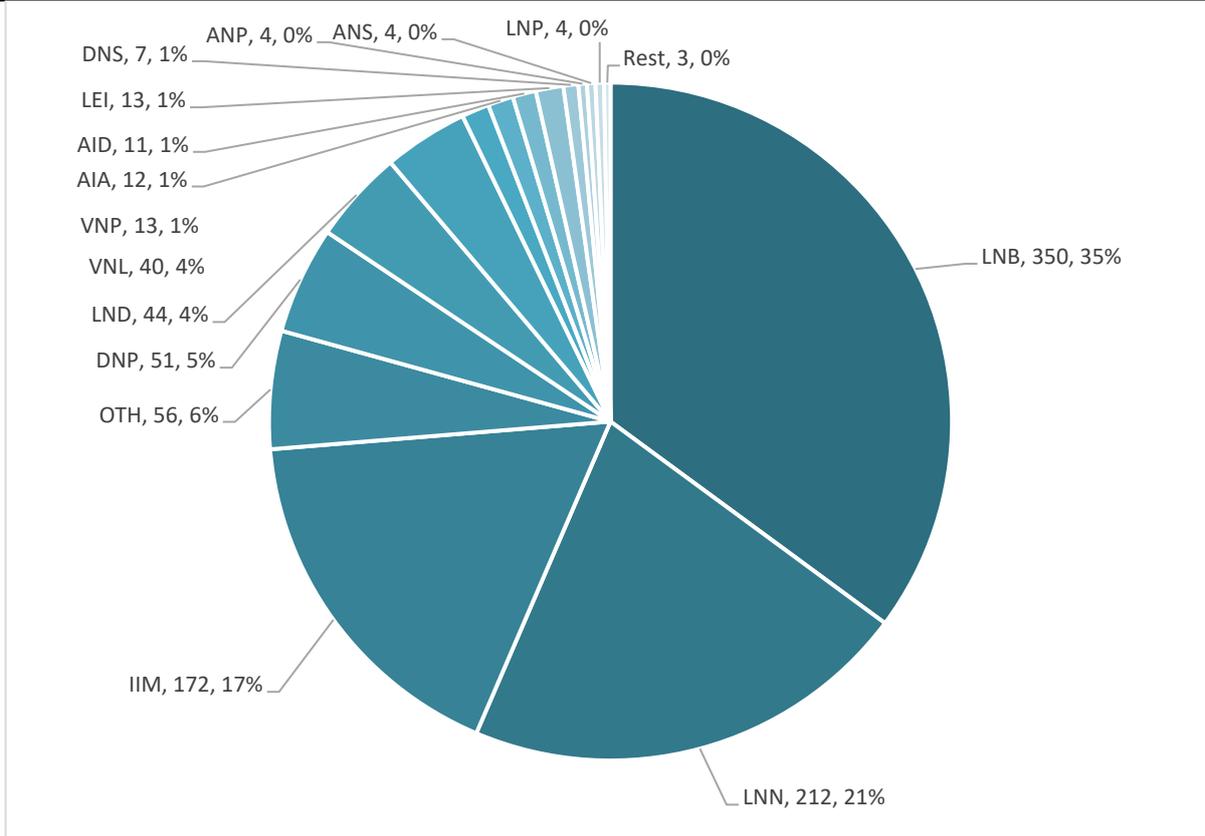


Figure 8. Number and proportion of PNCs issued since their introduction.

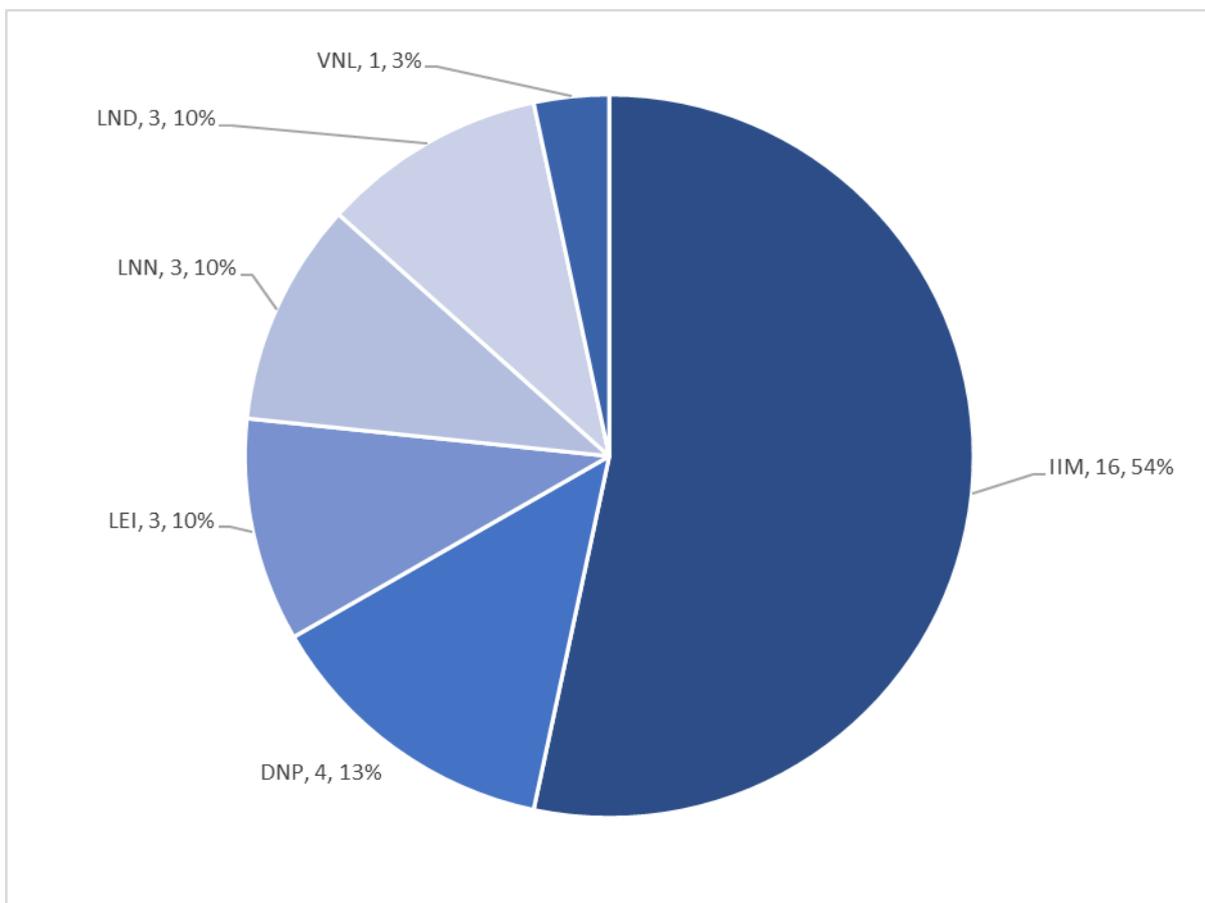


Figure 9. Number and proportion of PNCs issued during the period covered by this report.

8.1 Impact of the Coronavirus pandemic on the programme

The Coronavirus pandemic, and subsequent rapid border and port closures that followed presented a number of challenges to the Consortium, both in terms of deploying observers but also in recovering those already out at sea in a safe and cost-effective manner. Due to the location of a Consortium headquarters in Cape Town, most deployments were still able to successfully go ahead through embarkation and repatriation of observers at this core ROP port. Only one deployment proceeded under force majeure, where due to port closures, it was impossible to embark an observer.

The Coronavirus pandemic created a significant concern for the welfare of observers and vessel crew during 2020. All vessels transshipping with observers onboard took steps to increase the level of hygiene, in response to the Coronavirus pandemic. The Consortium put in place a number of measures for mitigating the risk to the observer and vessel crews, including the suspension of at-sea boardings, minimised contact on boarding, PCR testing and quarantine periods.

On request from the ICCAT Secretariat, the observer’s role was also temporarily expanded to cover the observation of in-port transshipments where local port authorities were unable to board due to steps taken against the spread of the Coronavirus pandemic. All in-port transshipment data captured by the observers were reported on in the observer deployment report and the observers’ database provided to the Secretariat.

8.2 Implementation of the ROP, a 10-year review.

Up to 2020 all Contractor’s annual reports were submitted reporting on the intervening periods between ICCAT Commission Meetings (October to September). In light of the ROP data review carried out by the ICCAT Secretariat, Contractor and CPCs, in 2020 the decision was made to amend the Contractor’s annual reports to be reflected by a calendar year reporting period. While a sensible adjustment, this does make it impossible to accurately compare transshipment activity of the current Contractor’s annual reports with the years preceding 2020. Therefore, the below figure has been provided summarising the contents of Table 1, on a per-calendar year basis.

In general, this demonstrates a declining trend in at-sea transshipment activity of vessels operating with an ROP observer onboard, with activity generally declining since 2011, and falling sharply after 2018.

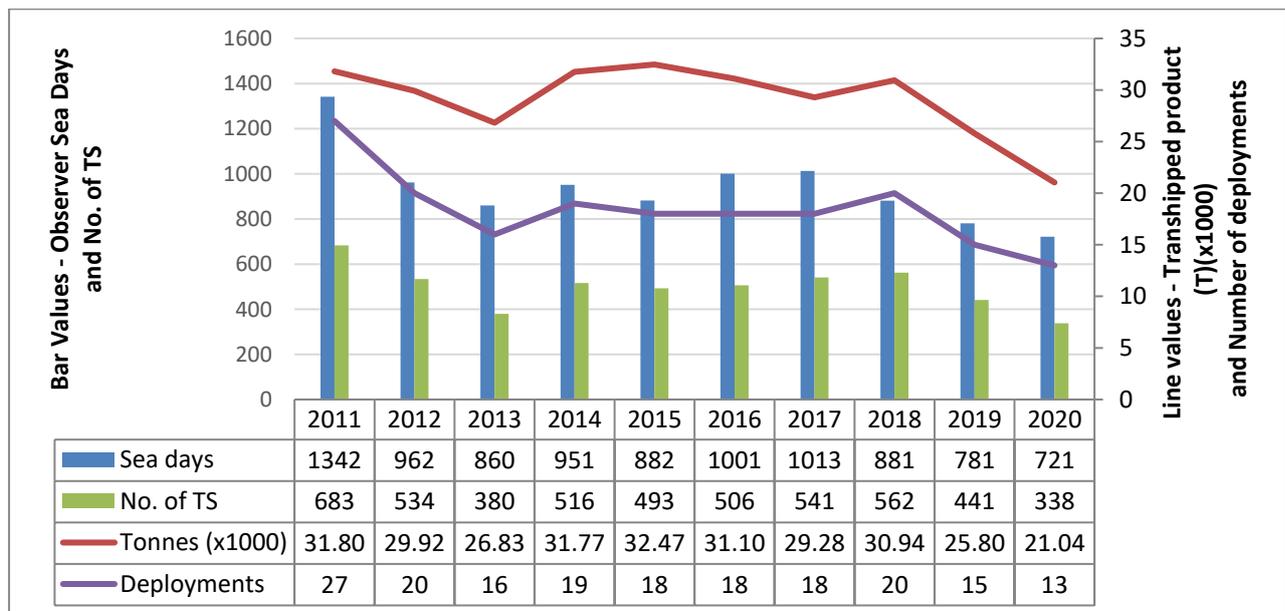


Figure 10. Ten-year review of transshipment activity in ICCAT. A by calendar year summary of: the number of observer sea days (bar-blue), number of at sea transshipments (bar-grey), quantity of product transhipped (per thousand tonnes) (line-orange) and the number of observer deployments (line-yellow).

Conclusions and Recommendations

The ICCAT ROP programme had previously run for the past thirteen years without any major problems. The Coronavirus pandemic of 2020 presented unprecedented challenges with the deployment and recovery of observers. With this taken into account, the overall impact was limited to one force majeure deployment without an observer, and greater costs attributed to extended transit periods for observer recovery, and associated quarantining and testing requirements.

The Consortium remains committed to the programme and both partners continue to collaborate closely, while delivering high programme efficacy, maintaining observer standards and reporting quality. Every effort is made to optimise the efficiency of deployments and minimise costs.

As mentioned in last year's report, over the fourteen 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 verify transshipment declarations and give a summary of transshipment operations. The Consortium would encourage the development of a detailed analysis and summary report made available to the CPCs covering trends in transshipment operations over the years, changes in catch quantity, value and behavioural patterns of fleets with regards to their fishing operations.

The Consortium is always looking to improve and innovate the programme to ensure it fulfils the operational and reporting requirements in the most effective way possible. The Consortium believes there is significant potential for developing the programme further, and has the commitment and experience to deliver on this. Such innovations can include: exploring the potential for electronic monitoring to holistically complement and strengthen the role of physical observing, random DNA sampling and biological sampling of transshipped product; and, the potential to working closely with organisations reporting on remote sensing data to monitor at sea transshipments.

As a qualitative note, Observers provide positive feedback regarding working in ICCAT ROP, although the observations can be intense and run for long hours over several days at a time, they enjoy and value working in the programme. Many observers are keen to remain available for deployment, and in light of the current Coronavirus pandemic continue their valued role in strengthening the MCS within this fishery.

ICCAT trained observers (currently active)

Observer Name	ICCAT #
Jaco Visagie	012
Henry John Heyns	015
Schalk Visagie	025
Gary Breedt	027
Peter Lafite	028
Elcimo Pool	044
Marius Kapp	050
Taylan Koken	101
Julio Ocon	102
Pedro Costa	103
Basil Vilakazi	104
Mzwandile Silekwa	106
Dwight Reed Dryer	108
Eddie Higgins	110
Ricardo Jorge Monteiro Silva	114
Tony Dimitrov	117
Llewelyn Lewis	119
Alistair Burls	121
Anthony Donnelly	123
Rebeca Ocon	124
Maurice O'Malley	128
Philip Robyn	130
Bruce Biffard	133
Belinda Moya	137
Silvestre Ramos Natario	145
Sami Yildiz	147
Levent Ali Erkal	148
Johann Beets	152
Konstantinos Papadopoulos	153
Javier Guevara Vivo	154
Hugo Dias	155
Peet Botes	161
Beatriz Adriana Rodriguez Delgado	163
Daniel Flanet Gomes de Andrade	166
Felix Morales Hernandez	168
Ana Orts Perez	177
Rauf Berkay Eryericer	181
Cansin Alkan	182
Ugur Kaplama	183
Liam Fergusson	185
Chuma Sijaj	186
Lena Vulic	189
Miran Babic	190
Matea Haggia	191

Observer Name	ICCAT #
Mario Latkovic	192
Luka Glamuzina	193
Martin Emanuel	194
James Mason	195
Christian Louw	196

* 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 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