

Report on the implementation of the ICCAT Regional Observer Programme (ROP) for transshipment 2022/2023

(ICCAT Secretariat)

Introduction

According to the provisions of the [Recommendation by ICCAT on Transshipment \(Rec. 21-15\)](#), 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). China (P.R.), Japan, Korea, Namibia and Chinese Taipei currently participate in the ROP-transshipment,

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 continued into 2021 and 2022. Fortunately, observers could be deployed in all cases in the reporting period. In 2023, observers renewed their activities boarding longline vessels where feasible.

Potential issues of non-compliance are sent by the consortium directly to the CPCs (with copy to the Secretariat). These, together with CPC responses, are contained in Appendix 1 of "ICCAT Regional Observer Programme for at-sea transshipments (ROP-Trans)" [COC_305/2023]. Observer reports received by 7 October 2023 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, 285 requests for observer deployments have been received, (although seven of these were cancelled). As required by [Rec. 21-15](#), observer reports are now published on the ICCAT website with the relevant sections hidden for confidentiality purposes.

As of 2 October 2023, according to the data available, a total of 470,367 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_105/23.

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 2022 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 the SCRS. The guides will, as always, be made available to observers before deployment.

Since June 2022, following the entry into force of [Rec. 21-15](#), the ICCAT Transshipment declarations have been published on the password protected web site, as have the supply declarations. These latter are causing significant difficulties for the Secretariat, as despite the Commission approving the format published as [CP54-SupplyDec](#), many CPCs are not using this format and/or are not using the correct nomenclature. In addition, a considerable amount of documents which are not required by the Secretariat according to [Rec. 21-15](#) continue to be sent in volumes which seriously disrupt the work of the Secretariat. CPCs are once again requested to refrain from sending unnecessary documents (AREPS, in port pre-transshipment declarations etc to the Secretariat, and to use the correct formats and clearly label any declarations submitted in accordance with requirements.

Financing

Information on the budget, contributions and expenditure of this programme can be found in the Secretariat's financial report, STF_202/2023.

The level of financing required for 2024/2025 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 2022-October 2023).

| 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 t transhipped (€)* |
|----------------------|-------------------|----------------|----------------|------------------------|---|---------------------------------|-------------------------------|---|--------------------------|---------------------------------------|-------------------------------------|
| | AT000JPN00571 | South Africa | Cape Town | | | | | | | | |
| 270/22 | HARIMA | Port Louis | Panama | 06/10/2022 | 29 | 19/07/2022 | 13/09/2022 | 58.5 | 2022.069 | 17,932.76 | 8.87 |
| | AT000PAN00235 | Mauritius | Panama | | | | | | | | |
| 271/22 | Taisei Maru No.15 | Cape Town | IOTC area | 16/09/2022 | 32 | 01/07/2022 | 31/08/2022 | 62 | 2833.64 | 18,404.44 | 6.49 |
| | AT000JPN00651 | South Africa | | | | | | | | | |
| 272/22 | Ibuki | Cape Town | Valetta | 14/10/2022 | 23 | 31/07/2022 | 25/09/2022 | 58 | 1211.241 | 18,150.55 | 14.99 |
| | AT000PAN00163 | South Africa | EU-Malta | | | | | | | | |
| 273/22 | Meita Maru | Cape Town | Cape Town | 16/09/2022 | 8 | 01/08/2022 | 01/09/2022 | 31 | 645.27 | 8,456.18 | 13.10 |
| | AT000PAN00316 | South Africa | South Africa | | | | | | | | |
| 274/22 | Taisei Maru No.24 | Cape Town | Singapore | 31/01/2023 | 36 | 06/11/2022 | 30/01/2023 | 87 | 2586.781 | 26,560.68 | 10.27 |
| | AT000JPN00571 | South Africa | Singapore | | | | | | | | |
| 275/22 | CHITOSE | Cape Town | Port Cristobal | 13/02/2023 | 38 | 02/12/2022 | 31/01/2023 | 63 | 1749.815 | 18,508.85 | 10.58 |
| | AT000SGP00001 | South Africa | Panama | | | | | | | | |
| 276/22 | HARIMA | Cape Town | Balboa | 06/04/2023 | 51 | 04/01/2023 | 28/02/2023 | 57 | 2712.802 | 17,061.05 | 6.29 |
| | AT000PAN00235 | South Africa | Panama | | | | | | | | |
| 277/22 | Meita Maru | Walvis Bay | IOTC area | 09/02/2023 | 16 | 23/12/2022 | 31/01/2023 | 40 | 526.79 | 13,661.31 | 25.93 |
| | AT000PAN00316 | Namibia | | | | | | | | | |
| 278/22 | Taisei Maru No.15 | Cape Town | IOTC area | 13/03/2023 | 46 | 23/12/2022 | 15/02/2023 | 55 | 2623.313 | 15,288.64 | 5.83 |
| | AT000JPN00651 | South Africa | | | | | | | | | |
| 279/23 | Ibuki | Cape Town | Singapore | 31/05/2023 | 44 | 14/02/2023 | 06/05/2023 | 83 | 3418.589 | 23,665.45 | 6.92 |
| | AT000PAN00163 | South Africa | Singapore | | | | | | | | |
| 280/23 | Tuna Queen | Port Cristobal | Port Cristobal | 04/05/2023 | 23 | 09/03/2023 | 28/04/2023 | 53 | 2334.475 | 19,124.26 | 8.19 |
| | AT000PAN00336 | Panama | Panama | | | | | | | | |
| 281/23 | Yachiyo | Cape Town | Port Cristobal | 29/05/2023 | 48 | 23/03/2023 | 13/05/2023 | 54 | 3322.249 | 16,666.38 | 5.02 |
| | AT000PAN00240 | South Africa | Panama | | | | | | | | |
| 282/23 | Taisei Maru No.24 | Cape Town | Singapore | 23/08/2023 | 33 | 19/05/2023 | 07/08/2023 | 82.5 | 3077.104 | 24,149.07 | 7.85 |
| | AT000JPN00571 | South Africa | Singapore | | | | | | | | |
| 283/23 | Chikuma | Cape Town | Port Cristobal | 01/08/2023 | | | | | | | |
| | AT000PAN00320 | South Africa | Panama | | | | | | | | |
| 284/23 | Taisei Maru No.15 | Cape Town | Singapore | 23/07/2023 | | | | | | | |
| | AT000JPN00651 | South Africa | Singapore | | | | | | | | |
| 285/23 | Meita Maru | Cape Town | Singapore | 15/08/2023 | | | | | | | |
| | AT000PAN00316 | South Africa | Singapore | | | | | | | | |
| 286/23 | Genta Maru | Cape Town | Singapore | 08/09/2023 | | | | | | | |
| | AT000PAN00246 | South Africa | Singapore | | | | | | | | |

* Exclusive of training, equipment and Secretariat overheads.

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

In-port transshipment

Reports on in-port transshipment are published on the password protected web site. **Table 2** below shows a summary of information received.

Table 2. Reports on in-port transshipment received (information available at **2 October 2023**).

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 2022.

| IN-PORT TRANSHIPMENT | | | |
|--|-------------------------|------------------------------|-----------------------|
| Albania | not applicable | Mauritania*** | No information |
| Algeria | not applicable | Mexico | not applicable |
| Angola | No information | Namibia | not applicable |
| Barbados | not applicable | Nicaragua | not applicable |
| Belize | Received | Nigeria | No information |
| Brazil | not applicable | Norway | not applicable |
| Canada | not applicable | Panama | Received |
| Cabo Verde | No details received* | Philippines | not applicable |
| China | not applicable | Russia | not applicable |
| Cote d'Ivoire | No information | Sao Tome + P | No information |
| Curaçao | Received | Senegal | not applicable |
| Egypt | No information | Sierra Leone | No information |
| Equatorial Guinea | not applicable | South Africa | not applicable |
| El Salvador | Received | St. Vincent + Gren. | not applicable |
| EU | Received (Malta) | Syria | not applicable |
| France (SPM) | not applicable | Trinidad & Tobago | No information |
| Gabon | not applicable | Tunisia | not applicable |
| Gambia | No information | Turkey | not applicable |
| Ghana | Received | Uruguay | not applicable |
| Grenada | No information | UK | not applicable |
| Guinea Bissau | No information | USA | not applicable |
| Guinea Rep. | No information | Venezuela | No information |
| Guatemala | not applicable | Bolivia | not applicable |
| Honduras | No information | Chinese Taipei | not applicable |
| Iceland | not applicable | Costa Rica | not applicable |
| Japan | Received | Guyana | not applicable |
| Korea | Received | Suriname | not applicable |
| Liberia | not applicable | | |
| Libya | No information | | |
| Maroc | not applicable | | |
| *Response in Annual Report, but no CP37 or details submitted | | | |

A summary of the ICCAT Regional Observer Programme 2022 Report

(submitted by ROP-Transshipment implementing consortium)

1. Introduction

In 2006 ICCAT adopted [Rec. \[06-11\]](#), most recently updated by [Rec. \[21-15\]](#), 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. [Rec. \[21-15\]](#) 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 on board to monitor the process.

2. Deployments

This report provides a summary of the ROP's sixteenth year, covering transshipments that occurred between the 1 January 2022 and 31 December 2022. This spanned transshipments across deployments 262/21 to 278/22. 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 331 at-sea transshipments took place across 15 trips, all were monitored accounting for 897 sea days with an average deployment length of 60 days. The total observed weight of fish transhipped over the period was 29,124 tonnes. A summary of key figures from all deployments is given in **Table 1**.

Of the 331 transshipments, 48.6% were from Chinese Taipei flagged vessels, 30.2% were from Japanese flagged vessels, and 15.4% were from Chinese flagged vessels; 2.4% were from Namibian flagged vessels, 1.8% were from St. Vincent flagged vessels, and 1.5% were from Korean flagged vessels (**Figure 1**). 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 262/21 – 278/22 and weight of fish transhipped in 2022.

| <i>No.</i> | <i>Vessel Name</i> | <i>Observer Name</i> | <i>On Date</i> | <i>Off Date</i> | <i>Port On</i> | <i>Port Off</i> | <i>Days</i> | <i>No. of T/S</i> | <i>Observed</i> | <i>Declared</i> |
|------------|--------------------|----------------------|----------------|-----------------|-----------------|-----------------|-------------|-------------------|-----------------|-----------------|
| 262 | Taisei Maru 24 | Martin Emanuel | 02/11/21 | 12/01/22 | Cape Town | Cape Town | 72 | 4 | 332.32 | 327.38 |
| 263 | Harima | Rauf Eryericer | 27/12/21 | 18/02/22 | Cape Town | Panama City | 54 | 1 | 87.98 | 89.88 |
| 264 | Taisei Maru 15 | Tony Dimitrov | 14/12/21 | 10/02/22 | Cape Town | Cape Town | 59 | 24 | 1692.33 | 1685.16 |
| 265 | Genta Maru | Anthony Donnelly | 21/01/22 | 25/02/22 | Marin, Spain | IOTC Cross Over | 36 | 1 | 80.40 | 80.00 |
| 266 | Chikuma | Ugur Kaplama | 17/01/22 | 13/05/22 | Cape Town | Balboa | 117 | 52 | 4450.76 | 4473.37 |
| 267 | No.1 Baron | Johan Beets | 16/01/22 | 11/03/22 | Cape Town | Cristobal | 55 | 19 | 3690.29 | 3722.55 |
| 268 | Ibuki | Aykut Koken | 23/02/22 | 21/04/22 | Cape Town | Cristobal | 58 | 51 | 3294.45 | 3385.25 |
| 269 | Taisei Maru 24 | Llewellyn Lewis | 25/05/22 | 10/07/22 | Cape Town | Cape Town | 47 | 29 | 2775.74 | 2824.76 |
| 270 | Harima | Tony Dimitrov | 19/07/22 | 11/09/22 | IOTC Cross Over | Cristobal | 55 | 22 | 2068.80 | 2022.07 |
| 271 | Taisei Maru 15 | Cevher Ozbek | 02/07/22 | 31/08/22 | Cape Town | IOTC Cross Over | 61 | 38 | 2785.62 | 2833.64 |
| 272 | Ibuki | Huseyin Cagil | 01/08/22 | 24/09/22 | Cape Town | Valleta | 55 | 24 | 1180.31 | 1211.24 |
| 273 | Meita Maru | Aykut Koken | 01/08/22 | 01/09/22 | Cape Town | IOTC Cross Over | 32 | 6 | 620.66 | 645.47 |
| 274 | Taisei Maru 24 | John McDonagh | 07/11/22 | 28/01/23 | Cape Town | Singapore | 83 | 37 | 2554.05 | 2586.78 |
| 275 | Chitose | Llewellyn Lewis | 02/12/22 | 29/01/23 | Cape Town | Cristobal | 59 | 21 | 1248.41 | 1231.79 |
| 278 | Taisei Maru 15 | Martin Emanuel | 24/12/22 | 15/02/23 | Cape Town | IOTC Cross Over | 54 | 2 | 193.43 | 187.71 |

*Some deployments started prior to, or ended after 2022, however the figures shown here are only representative of transhipments that took place during this reporting period.

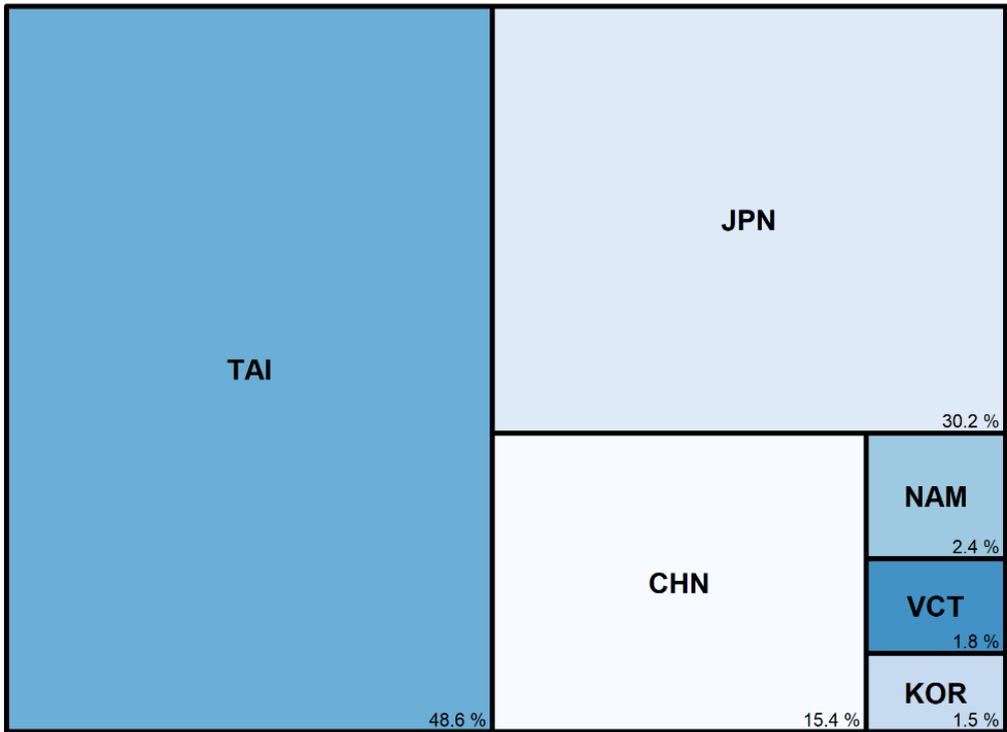


Figure 1. The number and percentage of transhipments during 2022 by Flag State.

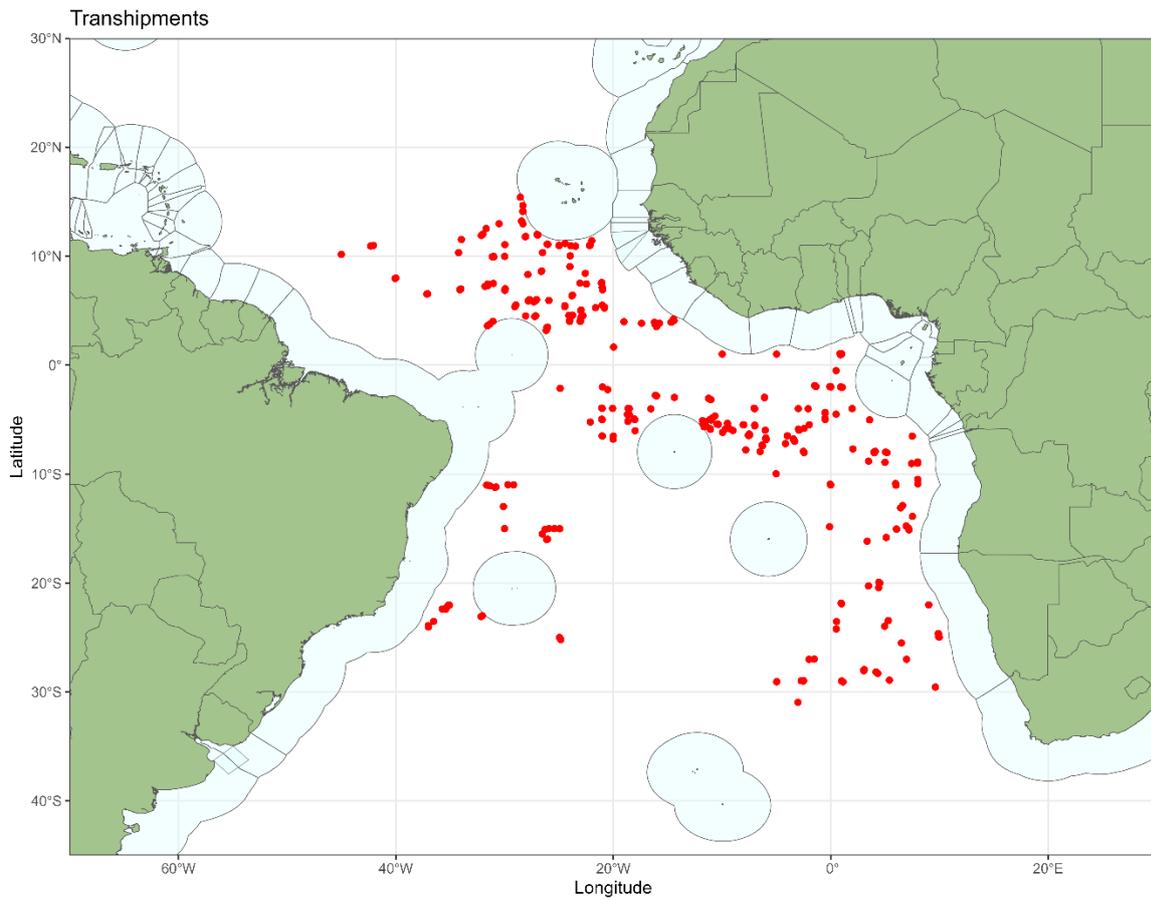


Figure 2. Locations of transhipments during 2022.

A summary of the number of ROP deployments by month for 2022 is shown in **Figure 3**. **Figure 4** indicates the number of transshipments and the total weight transhipped each month. **Figure 5**, **Figure 6** and **Figure 7** show the duration of transshipments, the quantity of products transferred and the rates of products transhipped per hour, respectively, and they remain similar to previous years.

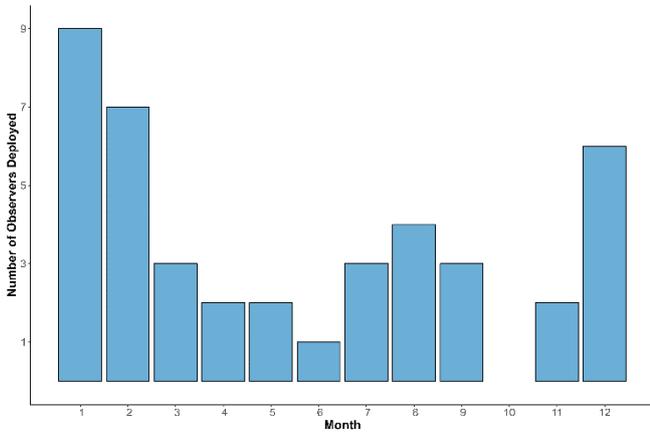


Figure 3. Number of observers deployed by month.

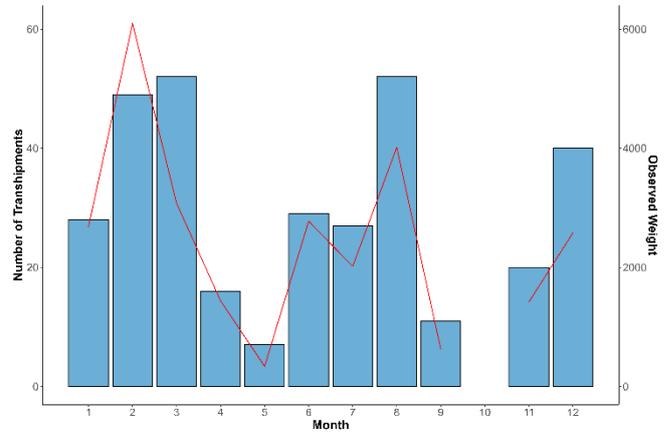


Figure 4. Number of transshipments and weights transferred (all fish, red line) by month.

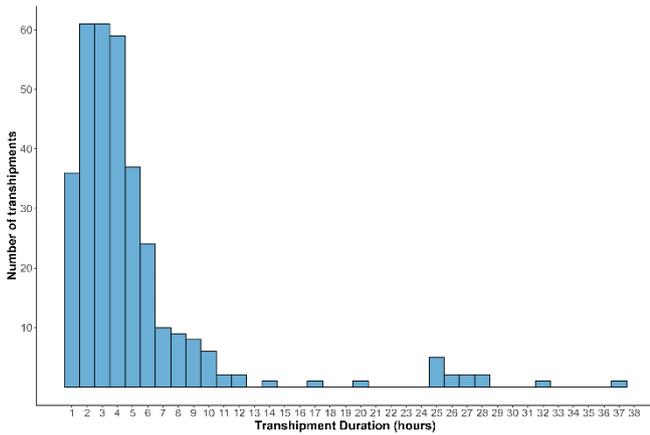


Figure 5. Duration of Transshipments (hours).

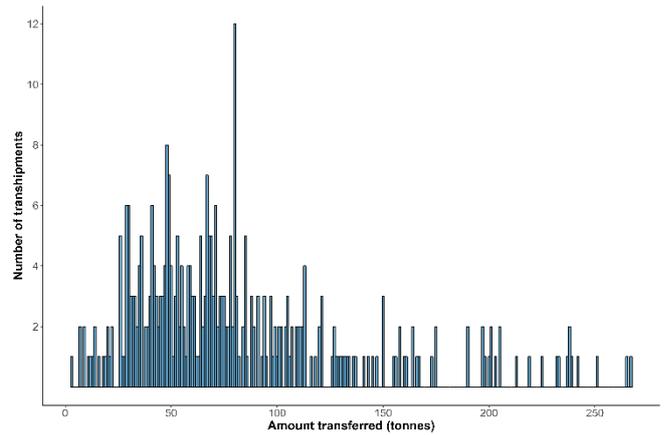


Figure 6. Quantities transferred per transshipment (tonnes).

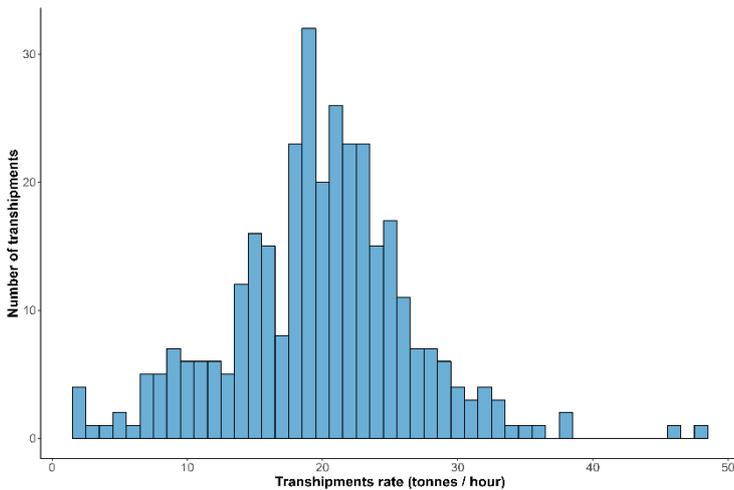


Figure 7. Rate of Products Transhipped.

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, four vessels crossed over from the Atlantic Ocean into the Indian Ocean on to an IOTC deployment without stopping at an Atlantic port first, one vessel crossed over from the IOTC area.

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 1 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 nine occasions over just three deployments, with a total of 626.93 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*) during 2022.

| No. | Carrier Vessel | Carrier Vessel ICCAT No. | T/S No | Date | Obs. Wt. | No. fish |
|-----|-------------------|--------------------------|--------|------------|----------|----------|
| 270 | Harima | AT000PAN00235 | 6 | 02/08/2022 | 128.70 | 2486 |
| 271 | Taisei Maru No.15 | AT000JPN00651 | 2 | 08/07/2022 | 68.79 | 1761 |
| 271 | Taisei Maru No.15 | AT000JPN00651 | 28 | 14/08/2022 | 67.36 | 1527 |
| 271 | Taisei Maru No.15 | AT000JPN00651 | 29 | 15/08/2022 | 71.39 | 1400 |
| 271 | Taisei Maru No.15 | AT000JPN00651 | 36 | 26/08/2022 | 63.69 | 1505 |
| 273 | Meita Maru | AT000PAN00316 | 1 | 22/08/2022 | 127.97 | 3767 |
| 273 | Meita Maru | AT000PAN00316 | 2 | 24/08/2022 | 7.38 | 152 |
| 273 | Meita Maru | AT000PAN00316 | 4 | 25/08/2022 | 37.75 | 1057 |
| 273 | Meita Maru | AT000PAN00316 | 5 | 26/08/2022 | 53.90 | 1268 |

5. In-Port Fish Transhipments

In 2022 it was requested by the ICCAT Secretariat that ROP observers begin monitoring in port fish transhipments as a part of the ROP, as specified in Recommendation 21-15, Appendix 2, Paragraph 6.2 i. Observers must:

'...observe and estimate quantities of product by species when offloaded in the port where the observer is disembarked to verify consistency with quantities received during at sea transhipment operations.'

It was agreed¹ that the observer would monitor in port offloadings if the vessel were to offload where they were scheduled to be disembarked anyway and the observer should not be delayed in disembarking and returning home to monitor the offloading. It was also accepted that this would not be a valid way to verify what the vessel received from transhipments at sea. It is also difficult to plan ahead as the location of offloading is not mentioned in the request, unlike at sea transhipments. As a result, only one offloading, consisting of 350 t of bait, has been monitored to date.

Observers have been monitoring transhipments in port between vessels, this is normally midway through the deployment, these are shown in **Table 3**. Transhipments occurring in port.

Table 3. Transhipments occurring in port.

| Port | CV Name | CV Flag | No. of T/S |
|-------------------------|-------------------|-----------|------------|
| Cape Town | Ibuki | Panama | 1 |
| Cape Town | Meita Maru | Panama | 9 |
| Porto Grande St Vincent | Chitose | Singapore | 13 |
| Porto Grande St Vincent | Taisei Maru No.15 | Japan | 3 |
| Porto Grande St Vincent | Taisei Maru No.24 | Japan | 6 |
| Sao Vicente | Genta Maru | Panama | 2 |
| Valleta | Ibuki | Panama | 1 |

6. Weight estimation

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

7. Observer Training

Currently there are 60 active ICCAT ROP observers, although not all are available all the time due to other commitments. Due to natural turnover of personnel, it is important to maintain training on a regular basis. 20 observers were trained in 2022 (**Table 4**).

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.

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

¹ See IMM_06B/i2022 – Requests for clarification on transhipment. Issued 10/06/2022.

Table 4. ROP transshipment training conducted in 2022.

| Observer name | Training location |
|----------------------------------|-------------------|
| Mariangela De Giorgio | Remote |
| Aykut Koken | Remote |
| Cevher Ozbek | Remote |
| Goncalo Alvares | Remote |
| Huseyin Batuhan Cagil | Remote |
| Moris Gojanovic | Remote |
| Abdullah Gezimisoglu | Remote |
| Daniel De Sartei Barros Teixeira | Remote |
| Mustafa Isoglu | Remote |
| Orestes Hidalgo Huertas | Remote |
| Casey De Geir | Remote |
| Ines Quilez Hueso | Remote |
| Mariano Peruzzo | Remote |
| Samet Can Soylemez | Remote |
| Sophie Ellerton | Remote |
| Andoni Larruscain Garcia | Remote |
| Viktoria Kiralyova | Remote |
| Lauro David Silva De Brito | Remote |
| Oguzhan Ayaz | Remote |
| Shaun Malcolm Lee Engelbrecht | Cape Town |
| Devon Clive Hunt | Cape Town |

8. Observer programme databases

The database continues to be updated as required and up to the end of 2022 contains data on 7,215 transshipments.

On request from ICCAT, continued developments in the database over the last year have included the capture of data pertaining to additional monitoring tasks outlined in [Rec. 21-15](#).

9. 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 1**.

Since the Recommendation came into force, 1028 PNCs have been reported by observers over 139 deployments, these are shown in **Figure 8**. It shows a steep decline in PNCs since 2014, although this will have been skewed in recent years to COVID. Twenty-seven PNCs have been issued during 2022 (**Figure 9**), although due to an internal error 5 PNCs reported in deployment 275 were not passed on to the CPCs for comment.

While LSPLV boardings have not yet resumed in the ROP, although most participating CPCs have lifted restrictions provided a few basic measures are put in place and full boardings will likely resume shortly. As in 2021, observers have been able to perform inspections by passing a camera to the LSPLV in order to photograph the vessels logbook & VMS, as well as having the vessel pass over necessary paperwork such as ATF, ATT & TDs.

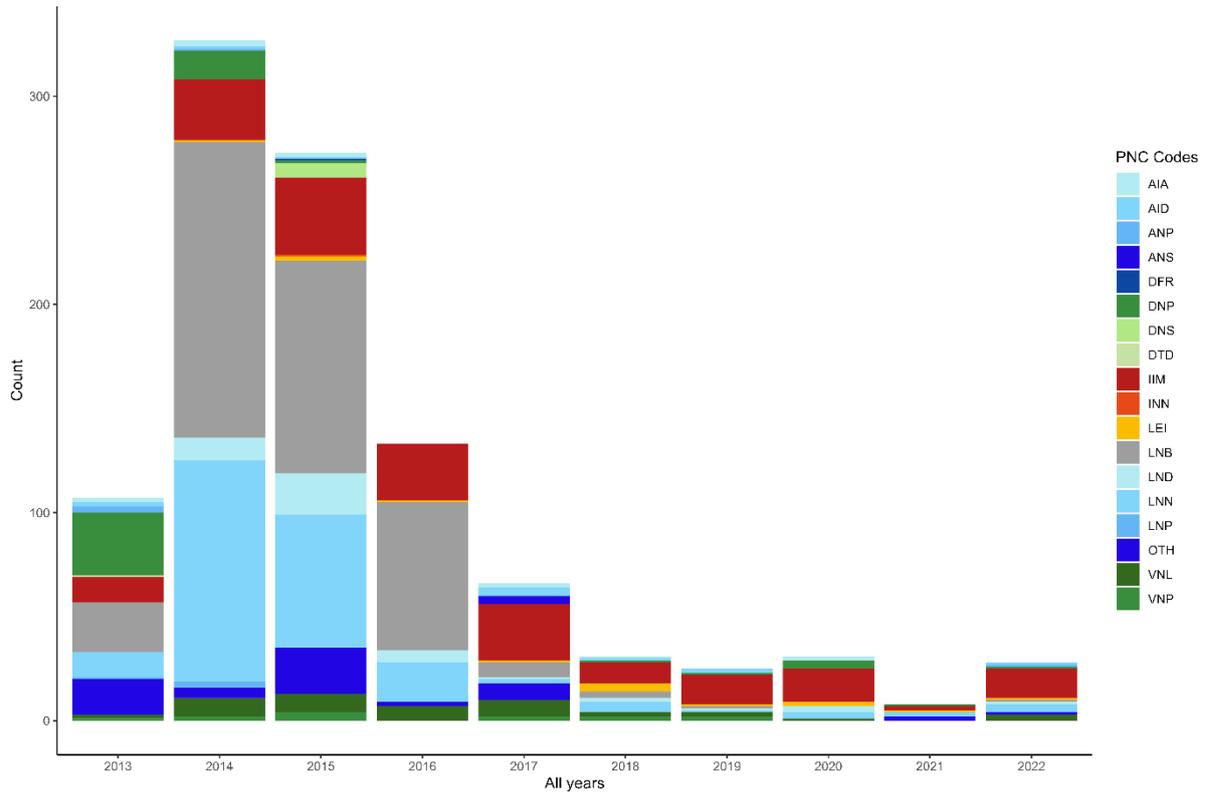


Figure 8. Number and proportion of PNCs issued since their introduction.

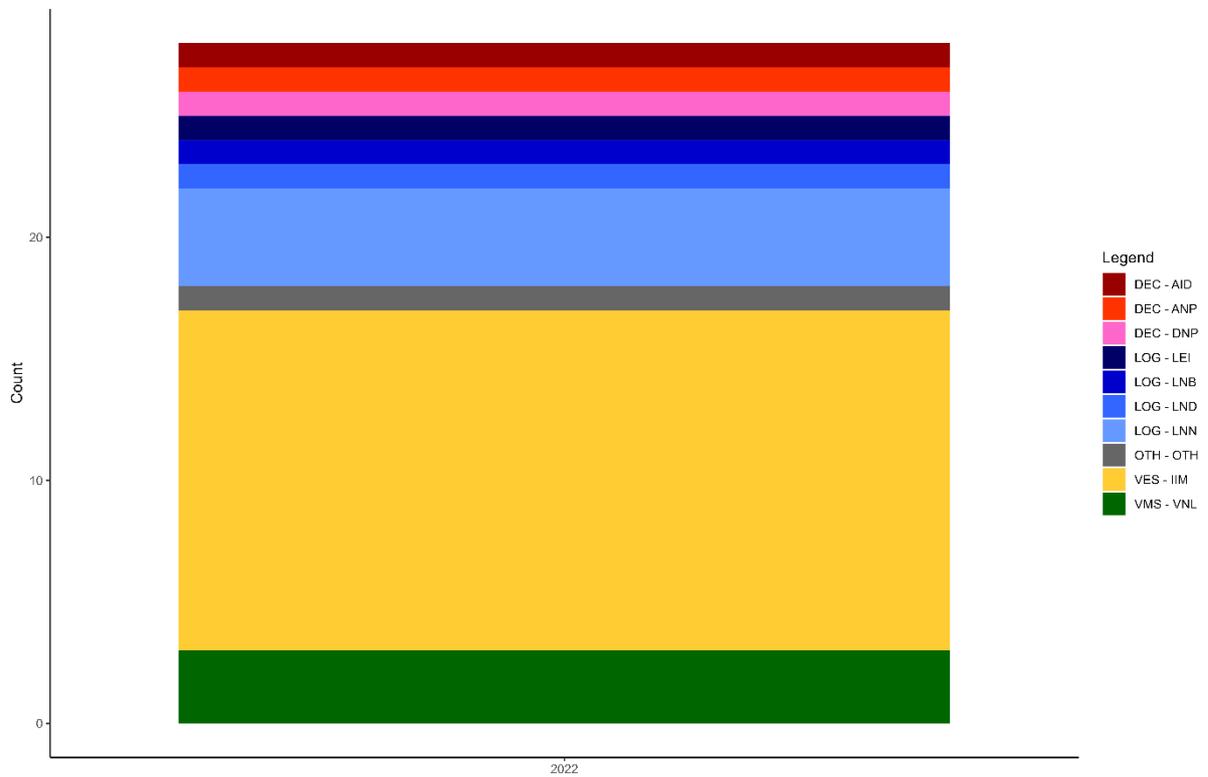


Figure 9. Number and proportion of PNCs issued during 2022.

10. Impact of the Coronavirus pandemic on the programme

While the Coronavirus pandemic continued to present a number of challenges to the Consortium, operations have largely returned to normal. As of the end of 2022 quarantine requirements and most covid related travel restrictions have now been lifted. There is still a requirement in place that all ROP observers are fully vaccinated before deploying and full boardings will commence again in 2023.

11. Conclusions and Recommendations

The requirement for observers to monitor offloadings at the end of a deployment has been difficult to implement effectively. For logistical reasons flights for observers are normally booked when the return date is known and currently the Consortium is not notified in advance when or where the CV is planning to offload, as a result there have been no offloadings monitored. In order to more effectively implement this prior notice could be given to the Consortium, perhaps including this as a field in the original request. While the exact date need not be given, a field indication if the vessel will be offloading at the observer's disembarkation port could be included, the exact date would be determined towards the end of the trip.

With the lifting of restrictions the Consortium are looking to commence boardings again in 2023, to date we are aware of three CPCs who have responded to the circular (China, Chinese Taipei and Korea), the Consortium will follow up with the remaining CPCs to confirm if any remaining restrictions are in place.

It is encouraging to see that the number of PNCs issued has decreased, with the largest decrease related to improvements in logbooks. The overall decrease in numbers will also be related to the restrictions on boardings since 2020.

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 |