



CCSBT-CC/1710/06

Operation of CCSBT MCS Measures

1. INTRODUCTION

This document provides a summary of the operation of some of CCSBT's main Monitoring, Control and Surveillance (MCS) measures which have either not already been discussed in other papers, or for which additional supplementary information is available.

The measures discussed here are:

- 1) The Catch Documentation Scheme (CDS),
- 2) The Transshipment Monitoring Program,
- 3) Records of Authorised Vessels and Farms, and
- 4) The Vessel Monitoring System (VMS).

2. CATCH DOCUMENTATION SCHEME (CDS)

Compliance issues with the CDS have already been summarised in the Secretariat's Compliance with Measures report¹, and are not discussed further here. This section of the report only includes information on Non-Cooperating Non-Members (NCNMs) that are voluntarily cooperating with the CDS.

Cooperation with NCNMs: USA

The USA is continuing to cooperate voluntarily with the CDS. The Secretariat received its first import submission from the USA in late April 2016 (for the 2015 year). Subsequent CDS submissions from the USA have been received quarterly commencing from 1 July 2016 onwards, and have been provided at approximately the same time as Member submissions.

In addition, in January 2017, the Secretariat provided the USA with a summary of CMF² and REEF³ numbers that it expected to receive import copies of (from the USA) for the 2015 and 2016 calendar years, but had not yet done so. This was in order to assist the USA to identify potential gaps in importer submissions to its National Oceanic and Atmospheric Administration (NOAA). One exporter also assisted by providing the USA with a list of intended import company names.

The USA is continuing its efforts to improve document submission by its SBT importers.

¹ Paper CCSBT-CC/1710/04

² Catch Monitoring Form

³ Re-export/ Export after Landing of Domestic Product Form

3. TRANSHIPMENT MONITORING PROGRAMME

The CCSBT has a transshipment monitoring programme for monitoring the at-sea and in-port transshipment of SBT by its Members. The programme requires the CCSBT Secretariat to maintain an up-to-date Record of Authorised Carrier Vessels (CVs), as well as manage the supporting documentation such as deployment requests, transshipment declarations and observer reports.

Operational Issues

The Secretariat has observed the same main issues with operation of the Transshipment Resolution as in previous years which are difficulties with regard to:

- identifying SBT during multi-species transshipments, and
- ascertaining the species of tuna concerned (specifically SBT) based on transshipment observer photographs. While it is essential to have these observer photographs on record, it appears almost impossible to positively identify frozen, gilled and gutted SBT with absolute certainty based on photographs alone.

To address these operational issues it continues to be recommended that:

- SBT should be transhipped separate to other tuna-like species, in order to assist observers with identification, and
- Members and the Secretariat should monitor developments in the effectiveness and availability of practical on-site genetic testing kits (for tuna species identification) so that any such tools developed can be considered for use by transshipment observers in the future.

Authorised Carrier Vessels: IMO Number Requirement

Effective from 1 January 2015, CCSBT 21 agreed a modified Transshipment Resolution that included a requirement to provide Lloyds/ IMO Number (if available) as part of Members'/CNMs' CCSBT authorised Carrier Vessel (CV) submissions. The provision of IMO numbers has steadily improved. At the time of writing this paper, IMO numbers had been provided for all currently authorised CVs.

Signing of a Transshipment MoC with the WCPFC

In late 2016, CCSBT and the Western and Central Pacific Fisheries Commission (WCPFC) agreed a transshipment Memorandum of Cooperation (MoC) for at-sea transshipments involving SBT within the High Seas of WCPFC's Convention Area. This MoC was signed by both Commission Chairs during the first half of 2017. Updates on this item are provided in paper CCSBT-CC/1610/16.

Summary of Transshipment Data Received

A summary of transshipment data provided to the Secretariat on transshipment declarations and/or observer reports/CDS information for 2016 and the first half of 2017 (aggregated by flag and product type) is provided at **Attachment A** (Tables 1 - 5).

Tables 1, 2 and 3 provide information for all *at-sea* transshipment declarations and observer reports received. Tables 4 and 5 provide the same information for *in-port* transshipment/ CDS information received.

In many cases Tables 1 and 2 indicate apparently large discrepancies between transshipment declaration weights of SBT versus observer reported weights. The reason for these discrepancies is because, to date, many observer reports have often not included the weight of SBT transhipped for each individual vessel (it has been requested they do so), but only the overall weight of all SBT over a series of transshipments. This area of uncertainty is still being addressed.

The following summarises the information received by the Secretariat:

- Observer deployment requests specifying that SBT were to be transhipped were received for 96% of all known SBT transshipments at sea during 2016.
- Observer deployment requests specifying that SBT were to be transhipped have so far been received for 95% of all known SBT transshipments at sea during the first half of 2017.
- The Secretariat received 75 transshipment declarations for transshipments at sea totalling 2,079.1t during 2016, and has so far received 21 transshipment declarations totalling 542.6t for the first half of 2017.
- The Secretariat received 28 transshipment declarations for in-port transshipments totalling 1,212.1t during 2016, and to date has received 1 transshipment declaration for an in-port transshipment of 44.6t that occurred during the first half of 2017. It is not yet possible to check whether any additional in-port transshipments occurred, because CMFs for the 2nd quarter of 2017 are not due to be submitted to the Secretariat until 30 September 2017.
- Observer reports have been received for 100% of all known 2016 transshipments. Of the observer reports received, 37.3% contained observer estimates of the weights of SBT transhipped, while the remaining 62.7% did not provide specific information on SBT weights.
- Table 3 of **Attachment A** provides a summary of transshipment weights according to transshipment declarations, observer reports, and CDS information. To enable valid comparisons to be made, this table presents data for only those transshipments for which the Secretariat has received both transshipment declarations and observer reports, and has been able to match these transshipments with CDS documents. When summed, the weights of transhipped SBT reported on transshipment declarations versus CDS documents differed from each other by 0.24%.

4. RECORDS OF AUTHORISED VESSELS AND FARMS

Authorised Farm and Vessel Records/ CLAV

The Secretariat continues to receive authorised farm and vessel updates approximately twice a week, with vessel updates containing up to one hundred vessels. Upon receipt of this information, the Secretariat updates its authorised vessels/farms database as well as the CCSBT web site. Updated information continues to be shared with the joint tuna RFMOs' Consolidated List of Authorised Vessels (CLAV), and automated updates from the CCSBT to the CLAV occur daily.

Authorised Fishing Vessels: IMO Number Requirement

In October 2015, CCSBT 22 revised its 'Resolution on a CCSBT Record of Vessels Authorised to Fish for Southern Bluefin Tuna', to require that all CCSBT-authorized fishing vessels (except wooden and fibreglass vessels) of at least 100GT/GRT in size have IMO numbers issued to them effective from 1 January 2017.

Currently there appears to be 100% compliance with this requirement. As at September 2017, there were 572 CCSBT authorised fishing vessels. Of these, the Secretariat was advised that 235 of these vessels were exempt from having IMO numbers due to being either less than 100 GT/GRT in size or having a wooden/fibreglass hull construction. The remaining 337 CCSBT authorised fishing vessels all have IMO Numbers as required.

UVI/ IMO Numbers for Non-Steel Hulled/ Smaller Vessels

As noted last year, it is now possible for Unique Vessel Identification (UVI) Numbers to be formally issued for vessels greater than 100GT of non-steel construction, for example wooden and fibreglass vessels, by making a request to IHS Maritime and Trade (IHSM&T). In addition, IHSM&T may be able to provide UVIs for all motorised inboard fishing vessels of less than 100GT down to a size limit of 12m length overall (LOA) that are authorised to operate outside areas under national jurisdiction upon request.

The possibility that IMO Numbers might be issued for non-steel and/or small vessels which operate outside areas under national jurisdiction is being considered for formal inclusion within the International Maritime Organisation's (IMO) Resolution A.1078(28) in November this year. If included, IMO numbers should be available for issue to a much wider range of vessel sizes/types in future.

5. VESSEL MONITORING SYSTEM (VMS)

There is no new information to consider in relation to VMS this year.

Prepared by the Secretariat

Attachment A

Table 1: Summary of Transhipments at sea during the 2016 Calendar Year

Fishing Vessel Flag	From Transhipment Declarations			From Observer Reports	
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT
Japan	31	1,299,526	GG	31	1,016,395
Korea	4	278,078	GG	4	170,340
Taiwan	40	501,539	GG	40	13,100
TOTAL	75	2,079,143		75	1,199,835

Table 2: Summary of Transhipments at sea during the first half of the 2017 Calendar Year

Fishing Vessel Flag	From Transhipment Declarations			From Observer Reports	
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT
Japan	10	409,890	GG	10	395,411
	2	77,034	GGT	2	73,840
Taiwan	9	55,684	GG	9	Weight not provided
TOTAL	21	542,608		21	469,251

Table 3: Summary of Transhipments at sea versus CDS Forms versus Observer Reports for the 2016 Calendar Year⁴

Fishing Vessel Flag	Comment	Number of Transhipments	Total Net Weight (kg) from Transhipment Declaration	Total Net Weight (kg) from CDS	Total Net Weight (kg) from Observer Report
Japan	Observer provided SBT weights	23	997,586	997,590	1,016,395
Korea	Observer provided SBT weights	3	174,076	174,076	170,340
Taiwan	Observer provided SBT weights	2	13,095	13,095	13,100
Japan	Observer provided no SBT weights	8	301,940	301,954	Weight not provided
Korea	Observer provided no SBT weights	1	104,002	104,002	Weight not provided
Taiwan	Observer provided no SBT weights	38	488,444	493,466	Weight not provided
TOTAL		75	2,079,143	2,084,183	1,199,835

⁴ This report is limited to transhipments where observer reports have been provided, and where the Secretariat has been able to match CDS information

Attachment A

Table 4: Summary of Transhipments that occurred in port during the 2016 Calendar Year⁵

Fishing Vessel Flag	From Transhipment Declarations			From CDS		
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type
Japan	11	291,881	GG	11	291,694	GGT
Korea	9	688,400	GG	9	688,400	GGT
Taiwan	8	231,796	GG	8	231,796	GGT
TOTAL	28	1,212,077		28	1,211,890	

Table 5: Summary of Transhipments that occurred in port during the first half of the 2017 Calendar Year⁵

Fishing Vessel Flag	From Transhipment Declarations			From CDS		
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type
Japan	1	44,613	GG	Not due to be submitted to the Secretariat until 30/09/17		

⁵ Transhipments conducted in port are not part of the CCSBT Transhipment Regional Observer Program, and therefore no observer deployment requests nor observer reports are required to be submitted for these transhipments. Only Transhipment Declarations are required to be submitted.