



CCSBT-CC/1710/10

## A Comparison of CCSBT's Transshipment and Minimum Standards for Inspection in Port Resolutions

### 1.0 Introduction

The Secretariat examined CCSBT's Transshipment and Minimum Standards for Inspection in Port<sup>1</sup> Resolutions and found some areas where the two Resolutions overlap but the specifications/requirements differ. The Secretariat has proposed revisions to the Transshipment Resolution to try to make it more consistent with the Port Inspection Resolution in areas where this could be beneficial and appropriate.

The Secretariat has also taken this opportunity to propose revisions to two additional areas of the CCSBT's Transshipment Resolution.

### 2.0 Areas where Specifications/ Requirements Differ

For Members' information, the Secretariat has compiled a brief table (**Attachment A**) of its interpretation of:

- The different scenarios in which each of the two Resolutions apply, and
- Three areas of overlap/difference (a – c below) where it could be beneficial if the text of the two Resolutions is more consistent.

These three areas are:

- a) the way in which the type of SBT (product) covered by each Resolution is specified;
- b) the prior notification requirements for foreign fishing vessels (specifically LSTLVs<sup>2</sup>) wishing to request entry into designated Member/CNM port for the purpose of transshipping SBT; and
- c) the data and information submission requirements.

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<sup>1</sup> Hereafter referred to as the 'Inspection in Port' Resolution

<sup>2</sup> LSTLV means a tuna longline fishing vessel with Freezing Capacity; a vessel is deemed to have Freezing Capacity if it has a freezer which is capable of storing more than 500 kilograms of SBT at -30°C or below

### **3.0 Proposed Draft Revisions to Enhance Consistency**

The Secretariat has proposed some revisions to the CCSBT's Transshipment Resolution to try to improve the consistency between it and the Port Inspection Resolution with respect to items a) and b) above. These proposed revisions are discussed in more detail in section 3.1 below and are provided as tracked changes at **Attachment B** (paragraphs 1 and 23 respectively). The currently adopted Port Inspection Resolution is provided for reference at **Attachment C**.

The Secretariat has not proposed any revisions with respect to item c), but it is discussed in section 3.2 below.

#### ***3.1 Details of the Draft Proposed Revisions***

Details about the draft proposed revisions with respect to items a) and b) are as follows:

- The Port Inspection Resolution applies to specified vessels carrying “SBT or fish products originating from SBT”, whereas the Transshipment Resolution applies to “SBT” but does not specify the inclusion of, “fish products originating from SBT”.  
To provide consistency in this area, the Secretariat is proposing adding a definition of “Southern Bluefin Tuna” to paragraph 1 of the Transshipment Resolution that includes, “fish products originating from SBT”.
- Paragraph 23 specifies the prior notification required to be given for in-port transshipments by LSTLV masters in the Transshipment Resolution as, “at least 48 hours in advance or immediately after the end of fishing operations if the time to the port is less than 48 hours”.  
The Secretariat is proposing revising this timeframe to match that required by the Port Inspection Resolution - which is at least 72 hours before the estimated time of arrival at the port, or an alternative timeframe as specified by the Port State<sup>3</sup>.  
This would make the prior notification time-frames of the two Resolutions consistent, and allow the Port State sufficient time to prepare for any planned inspections.

#### ***3.2 Port Entry Data/Information Submission Requirements***

Currently both Resolutions' data submission requirements need to be fulfilled when foreign Member/CNM-flagged LSTLVs request entry to designated Member/CNM ports for the purpose of in-port transshipments of SBT. **Attachment A** (c) provides a comparison of how these differ and partially overlap.

There could be an opportunity to amalgamate these data submission requirements onto one common port entry request form attached to both Resolutions. The Secretariat has not included any specific proposal with regard to this possibility. However, Port State Members/CNMs may wish to consider making such a proposal if it might potentially simplify the information collection process required by these two Resolutions.

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<sup>3</sup> In cases where Members/CNMs have provided the required port entry notification timeframes in accordance with the Port Inspection Resolution, these are published on the [CCSBT's website](#).

#### **4.0 Additional Proposed Revisions**

The Secretariat also noticed an opportunity to propose revisions to an additional two areas of the current Transshipment Resolution, and details of these are provided in sections 4.1 and 4.2 below.

##### ***4.1 Proposed Revisions to References to CCSBT's VMS Resolutions***

Paragraphs 7 and 8 of the Transshipment Resolution currently refer to CCSBT's 2006 and 2008 VMS Resolutions. If the Extended Commission agrees a new consolidated CCSBT VMS Resolution (refer to paper CCSBT-CC/1710/09), then this would be a good opportunity to update the Transshipment Resolution to refer to the consolidated VMS Resolution rather than the 2006 and 2008 VMS Resolutions. While 'tidier', these revisions are not absolutely necessary because paragraphs 7 and 8 already refer to the current VMS Resolutions, "and any successor Resolution, including any future revisions thereto".

##### ***4.2 Proposed Revision to Annex II: Observer Tasks***

Annex II of CCSBT's Transshipment Resolution, paragraph 6c), specifies that observers shall:

*"issue a daily report of the Carrier Vessel's transshipping activities".*

The Secretariat has recently learned that daily reports of the Carrier Vessel's transshipping activities are produced by observers, but they are **not** issued/transmitted to the Observer Programme Consortium **daily** as specified in this paragraph. They are instead summarised by the observers and then issued/transmitted to the Observer Programme Consortium every five days. Therefore, the Secretariat is proposing a revision to Annex II - paragraph 6c) to reflect the practical 'every 5-day' arrangements that currently occur.

#### **5.0 Summary**

Members are invited to consider and decide whether to agree any of the proposed draft revisions presented in this paper.

**Prepared by the Secretariat**

### Differences between the Transshipment Resolution and the Port Inspection Resolution

ITEM No. <sup>1</sup>	TRANSHIPMENT RESOLUTION (with respect to in-port transhipments)	PORT INSPECTION RESOLUTION
	<b>Resolution applies to:</b>	<b>Resolution applies to:</b>
	Member/CNM-flagged <b>LSTLVs</b> <sup>2</sup> seeking to tranship SBT in any foreign ports designated for such transhipments by the Flag State of the LSTLV (refer to paragraph 21)	Member/CNM-Flagged <b>foreign fishing vessels</b> <sup>3</sup> seeking access to designated Member/CNM ports for the purpose of landing and/or transhipment, when carrying SBT or fish products originating from SBT that have not been previously landed or transhipped at port (refer to paragraph 2)
	<b>Type of product specified by Resolution:</b>	<b>Type of product specified by Resolution:</b>
a)	Southern Bluefin Tuna (SBT)	Southern Bluefin Tuna (SBT) or fish products originating from SBT
	<b>Paragraph 23 Notification requirements:</b>	<b>Paragraphs 11 &amp; 12 Notification requirements:</b>
b)	<p>Must notify the required information to the Port State authorities:</p> <ul style="list-style-type: none"> <li>- At least 48 hours in advance, or</li> <li>- Immediately after the end of fishing operations if the time to the port is less than 48 hours (and the Port State must have enough time to examine the information)</li> </ul>	<p>Must notify the required information to Port State Members/CNMs:</p> <ul style="list-style-type: none"> <li>- At least 72 hours before the estimated time of arrival at the port (para 11)</li> </ul> <p>OR</p> <ul style="list-style-type: none"> <li>- The port Member may prescribe a longer or shorter notification period than specified in paragraph 11, taking into account, <i>inter alia</i>, the type of fishery product, the distance between the fishing grounds and its ports. In such a case, the port Member shall inform the CCSBT Secretariat, which shall publish the information promptly on the CCSBT website (para 12)</li> </ul>
	<b>Paragraph 23 Data/ information requirements:<sup>4</sup></b>	<b>Paragraph 11 Data/ information requirements:</b>
c)	<p>Must provide:</p> <ul style="list-style-type: none"> <li>a) the name of the LSTLV and its number in the CCSBT record of fishing vessels;</li> <li>b) the name of the Carrier Vessel [to which the SBT will be transhipped] and its number in the CCSBT Record of Carrier Vessels authorised to receive transhipments,</li> <li>c) the product to be transhipped;</li> <li>d) the tonnage by product to be transhipped;</li> <li>e) the date and location of [the intended] transhipment;</li> <li>f) the major fishing grounds of the SBT catches.</li> </ul>	<p>Must provide:</p> <ul style="list-style-type: none"> <li>- As a minimum standard, the information set out in Annex A [of the Port Inspection Resolution]</li> </ul>

<sup>1</sup> 'Item Number' corresponds to the three areas (a – c) noted in section 2 of the paper

<sup>2</sup> LSTLV means a tuna longline fishing vessel with Freezing Capacity; a vessel is deemed to have Freezing Capacity if it has a freezer which is capable of storing more than 500 kilograms of SBT at -30°C or below

<sup>3</sup> The Minimum Standards for Inspection in Port Resolution applies to “foreign fishing vessels, including carrier vessels other than container vessels, carrying SBT or fish products originating from SBT that have not been previously landed or transhipped at port (hereinafter referred to as “foreign fishing vessels”)” – refer to paragraph 2

<sup>4</sup> The data items highlighted in grey appear to be data elements that are already collected on the Annex A form of the Port Inspection Resolution, and so submission of these items appears to be duplicated between the two Resolutions

**Resolution on Establishing a Program for Transshipment by Large-Scale Fishing Vessels**

(revised at the Twenty-~~Fourth~~<sup>Third</sup> Annual Meeting: - ~~10-12~~<sup>3</sup> October 2017~~6~~)

**The Commission for the Conservation of Southern Bluefin Tuna (CCSBT),**

TAKING ACCOUNT of the need to combat illegal, unregulated and unreported (IUU) fishing activities because they undermine the effectiveness of the conservation and management measures already adopted by the CCSBT;

EXPRESSING GRAVE CONCERN that organised tuna laundering operations have been conducted and a significant amount of catches by IUU fishing vessels have been transhipped under the names of duly licensed fishing vessels;

IN VIEW THEREFORE OF THE NEED to ensure the monitoring of the transshipment activities by large-scale longline fishing vessels, including the control of their landings;

TAKING ACCOUNT of the need to maintain the integrity of the CCSBT Catch Documentation Scheme (CDS), and recognising that transshipment operations represent an area of increased compliance risk;

TAKING ACCOUNT of the need to collect Southern Bluefin Tuna (SBT) data from such largescale long-line tuna fishing vessels to improve the scientific assessments of those SBT stocks and the tracking of SBT product in line with the Catch Documentation Scheme;

Agrees in accordance with paragraph 3(b) of Article 8 of the CCSBT Convention, that:

**SECTION 1. GENERAL RULE**

*Use of terms*

1. For the purpose of this Resolution:

- (a) “LSTLV” means a tuna longline fishing vessel with Freezing Capacity;
- (b) “Carrier Vessel” means any vessel, except a container vessel, that receives SBT transhipped from a LSTLV;
- (c) “Freezing Capacity”: A vessel is deemed to have Freezing Capacity if it has a freezer which is capable of storing more than 500 kilograms of SBT at -30°C or below””; and

(d) “Southern Bluefin Tuna” or “SBT” means Southern Bluefin Tuna or fish products originating from SBT.

2. Except under the programme to monitor transshipments at sea for “LSTLVs”, all LSTLV transshipment operations of SBT must take place in port. If the Member/CNM authorises at-sea transshipment by its flag LSTLVs, such transshipments shall be conducted in accordance with the procedures defined in Sections 2, 3 and 5, and **Annexes I and II** of this Resolution.

3. When transshipping SBT in port, Members and Cooperating Non-Members (CNMs) shall take the necessary measures to ensure that LSTLVs flying their flag comply with the obligations set out in Sections 2, 4 and 5 and **Annex I** of this Resolution.

## **SECTION 2. RECORD OF VESSELS AUTHORISED TO RECEIVE TRANSHIPMENTS INVOLVING SBT**

4. The Executive Secretary shall establish and maintain a CCSBT Record of Carrier Vessels authorised to receive SBT from LSTLVs at sea or in port. For the purposes of this Resolution, Carrier Vessels not entered on the record are deemed not to be authorised to receive SBT from LSTLVs in transshipment operations.

Members and CNMs shall ensure that they:

- a) do not authorise Carrier Vessels not already authorised by other RFMOs and,
- b) do not authorise Carrier Vessels included in other RFMOs’ IUU Vessel Lists.

5. Each Member and CNM shall submit, electronically where possible, to the CCSBT Executive Secretary the list of the Carrier Vessels that are authorised to receive transshipments from its LSTLVs without delay. Each Member shall promptly notify the Executive Secretary of any addition to, deletion from, and/or any modification to the list of Carrier Vessels at any time such changes occur without delay. This list shall include the following information:

- 1 The flag of the vessel
- 2 CCSBT Record Number (if any)
- 3 Lloyds/ IMO Number (if available)
- 4 Name of vessel, vessel registration number
- 5 Previous name (if any)
- 6 Previous flag (if any)
- 7 Previous details of deletion from other registries (if any)
- 8 International radio call sign
- 9 Type of vessels, length, gross tonnage (GT) and carrying capacity
- 10 Name and address of owner(s) and operator(s)
- 11 Time period authorised for transshipping.

6. The Executive Secretary shall maintain the CCSBT Record of Carrier Vessels and take measures to ensure publicity of the record and through electronic means, including placing it on the CCSBT website, in a manner consistent with confidentiality requirements notified by Members and CNMs for their vessels.

7. Carrier vessels authorised by Members and CNMs to conduct at-sea or in-port transhipments shall be required to have an operational Vessel Monitoring System (VMS) that is operating in accordance with all applicable CCSBT Resolutions and decisions, including the *Resolution on ~~establishing~~ the CCSBT Vessel Monitoring System (201708)*, and any successor Resolution, including any future revisions thereto.

8. LSTLVs which tranship at sea or in-port shall be required to install and operate a VMS in accordance with ~~paragraph 3 of~~ CCSBT's *Resolution on the ~~development and implementation of a~~ CCSBT Vessel Monitoring System (201706)*, and any successor Resolution, including any future revisions thereto.

### **SECTION 3. PROGRAM TO MONITOR TRANSHIPMENTS AT SEA INVOLVING SBT**

9. The Commission hereby establishes a program to monitor transhipments at sea involving SBT which applies only to LSTLVs and to Carrier Vessels authorised to receive transhipments from these vessels at sea. The Commission shall review and, as appropriate, revise this Resolution.

10. Members and CNMs shall determine whether or not to authorise their LSTLVs to tranship at sea.

11. Transhipments by LSTLVs in waters under the jurisdiction of Members and CNMs are subject to prior authorisation from the Coastal State / Fishing Entity concerned. An original or copy of the documentation of Coastal State/ Fishing Entity prior authorisation must be retained on the LSTLV and made available to the CCSBT observer when requested.

12. Members and CNMs shall take the necessary measures to ensure that LSTLVs flying their flag comply with the conditions in paragraphs 13 to 20 below:

#### **Flag State / Fishing Entity Authorisation**

13. LSTLVs are not authorised to tranship at sea, unless they have obtained prior authorisation from their Flag State / Fishing Entity. An original or copy of the documentation of prior authorisation must be retained on the LSTLV and made available to the CCSBT observer when requested.

## Notification obligations

### *Fishing vessel:*

14. To receive the prior authorisation mentioned in paragraph 13 above, the master and/or owner of the LSTLV must notify the following information to its Flag State / Fishing Entity authorities at least 24 hours in advance of an intended transshipment:

- a) the name of the LSTLV and its number in the CCSBT Authorised Vessel List,
- b) the name of the Carrier Vessel and its number in the CCSBT Record of Carrier Vessels  
authorised to receive transshipments at sea,
- c) the product to be transhipped,
- d) the tonnage by product to be transhipped,
- e) the date and location of transshipment,
- f) the geographic location of the SBT catches.

15. The LSTLV concerned shall complete and transmit to its Flag State / Fishing Entity, and, where applicable, the Coastal State / Fishing Entity, not later than 15 days after the transshipment, the CCSBT transshipment declaration, in accordance with the format set out in **Annex I**.

### *Receiving Carrier Vessel:*

16. Before starting transshipment, the master of the receiving Carrier Vessel shall confirm that the LSTLV concerned is participating in the CCSBT programme to monitor transshipment at sea (which includes payment of the fee in paragraph 14 of **Annex II**), and has obtained the prior authorisation from their Flag State / Fishing Entity referred to in paragraph 13. The master of the receiving Carrier Vessel shall not start such transshipment without such confirmation.

17. The master of the receiving Carrier Vessel shall complete and transmit the CCSBT transshipment declaration to the CCSBT Secretariat and the Flag Member/ CNM of the LSTLV, along with its number in the CCSBT Record of Carrier Vessels authorised to receive transshipment at sea, within 24 hours of the completion of the transshipment. The Secretariat will forward all received Transshipment Declarations to the Flag Member/ CNM of LSTLVs on a quarterly basis, and the Flag Member / CNM will reconcile these against Transshipment Declarations they have received.

18. The master of the receiving Carrier Vessel shall, no later than 48 hours before landing, transmit a CCSBT transshipment declaration, along with its number in the CCSBT Record of Carrier Vessels authorised to receive transshipment at sea, to the competent authorities of the State / Fishing Entity where the landing takes place.

***Regional Observer Program***

19. Each Member and CNM shall ensure that all Carrier Vessels transshipping at sea have on board a CCSBT observer, in accordance with the CCSBT Regional Observer Program in **Annex II**. The CCSBT observer shall observe the compliance with this Resolution, and notably that the transhipped quantities of SBT are reasonably consistent with the reported catch in the CCSBT transshipment declaration and, as recorded in the fishing vessel logbook and CDS documents.

20. Vessels shall be prohibited from commencing or continuing transshipping at sea without a CCSBT regional observer on board, except in cases of 'force majeure' duly notified to the Executive Secretary.

**SECTION 4. PROGRAM TO MONITOR LSTLV TRANSHIPMENTS IN PORT INVOLVING SBT**

21. For effective in-port inspections, Flag States of fishing vessels shall designate foreign ports of transshipment of southern bluefin tuna for their vessels, prohibit such transshipment at other foreign ports and communicate with those designated port states to share relevant information required for effective monitoring.

22. In-port transshipments shall only be undertaken in accordance with the procedures set out in paragraphs 23 to 29 below:

**Notification obligations****Fishing vessel:**

23. Prior to transshipping, the Captain of the LSTLV must notify the following information to the Port State authorities, at least 4872 hours in advance, or as specified by Members/CNMs according to the CCSBT's Minimum Standards for Inspection in Port Resolution as published on the CCSBT's website~~immediately after the end of fishing operations if the time to the port is less than 48 hours; for the latter, the Port State must have enough time to examine the information:~~

- a) the name of the LSTLV and its number in the CCSBT record of fishing vessels;
- b) the name of the Carrier Vessel and its number in the CCSBT Record of Carrier Vessels authorised to receive transshipments,
- c) the product to be transhipped;
- d) the tonnage by product to be transhipped;
- e) the date and location of transshipment;
- f) the major fishing grounds of the SBT catches.

24. The Captain of a LSTLV shall, at the time of the transshipment, inform its Flag State/ Fishing Entity of the following;

- a) the products and quantities involved;
- b) the date and place of the transshipment;
- c) the name, registration number and flag of the receiving Carrier Vessel, and its number in the CCSBT Record of Carrier Vessels authorised to receive transshipments;

d) the geographic location of the SBT catches.

25. The Captain of the LSTLV concerned shall complete and transmit to its Flag State/ Fishing Entity the CCSBT transshipment declaration, along with its number in the CCSBT Record of Fishing Vessels, in accordance with the format set out in **Annex I** not later than 15 days after the transshipment<sup>1</sup>.

**Receiving vessel:**

26. Not later than 24 hours before the beginning of the transshipment, the master of the receiving Carrier Vessel shall inform the Port State authorities of the quantities of SBT to be transhipped to the receiving Carrier Vessel.

27. Within 24 hours of the completion of the transshipment, the master of the receiving Carrier Vessel shall complete and transmit the CCSBT transshipment declaration to the Port State authorities, the Flag Member/ CNM of the LSTLV, and the CCSBT Secretariat. A copy of this transshipment declaration shall be retained on board the receiving Carrier Vessel.

28. Following receipt of a transshipment including SBT, and after leaving the transshipment port, the master of the receiving Carrier Vessel shall, at least 48 hours before landing its transhipped SBT, complete and transmit a copy of the CCSBT transshipment declaration referred to in paragraph 27, to the competent authorities of the landing State/ Fishing Entity where the landing will take place.

**Port and Landing State Cooperation**

29. The Port State and the landing State referred to in the above paragraphs shall make an effort to take the appropriate measures to verify the accuracy of the information received and shall cooperate with the work of the Flag Member or CNM of the LSTLV to ensure that reported catches, transshipments and landings are consistent with the reported catch amounts of each vessel. This verification shall be carried out so that the vessel suffers the minimum interference and inconvenience, and so that degradation of the fish is avoided.

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<sup>1</sup> In the case where the SBT are being transferred temporarily to bonded cold storage before being transferred to the receiving Carrier Vessel, then the LSTLV shall complete and transmit the transshipment declaration to its Flag State/ Fishing Entity, and where applicable, the Coastal State/ Fishing Entity, not later than 15 days from the date from which the SBT is transferred into the bonded cold storage facility. In such cases, the receiving Carrier Vessel agent shall sign the transshipment declaration on behalf of the Carrier Vessel master.

**SECTION 5. GENERAL PROVISIONS (all transhipments)**

30. To ensure the effectiveness of the CCSBT conservation and management measures pertaining to the Catch Documentation System (CDS):

- a) In validating the necessary CCSBT CDS documentation, as required by the CDS, Flag Members and CNMs of LSTLVs shall ensure that transhipments are consistent with the reported catch amount by each LSTLV.
- b) The Flag Member or CNM of LSTLVs shall validate the necessary CCSBT CDS documentation for the transhipped fish, as required by the CDS, after confirming that the transhipment was conducted in accordance with this Resolution. If transhipped at sea this confirmation shall be based on the information obtained through the CCSBT Regional Observer Program.
- c) Members and CNMs shall require that SBT caught by LSTLVs, when imported into the territory of a Member or CNM, be accompanied by the necessary CCSBT CDS documentation validated for the vessels on the CCSBT Authorised Vessel List and a copy of the CCSBT transhipment declaration.

31. The Members and CNMs shall include in their annual report 4 weeks prior to the Annual Meeting of the Commission:

- a) The quantities and percentage of SBT transhipped at sea and in port during the previous fishing season,
- b) The list of the LSTLVs registered in the CCSBT Authorised Vessel List which have transhipped at sea and in port during the previous fishing season, and
- c) A comprehensive report assessing the content and conclusions of the reports of the observers assigned to Carrier Vessels which have received at-sea transhipments from their LSTLVs during the previous fishing season.

These reports shall be made available to the Extended Commission and relevant subsidiary bodies for review and consideration.

32. All SBT landed or imported by Members and CNMs, either unprocessed or after having been processed on board and which are transhipped, shall be accompanied by the CCSBT transhipment declaration until the first sale has taken place.

33. Each year, the Executive Secretary shall present a report on the implementation of this Resolution to the Compliance Committee meeting which shall review compliance with this Resolution.

34. Nothing in this Resolution affects the rights of a Member or CNM to exercise its authority over ports located in areas under its jurisdiction in accordance with its domestic laws and international law.

35. These provisions shall be applicable from 1 January 2015.

36. The transshipment resolution adopted by CCSBT15 (2008) is superseded by this Resolution.

37. To avoid the duplication of the same measures, ICCAT, IOTC, or WCPFC observers who are on board vessels on the CCSBT Record of Carrier Vessels, may be deemed to be participating in the CCSBT transshipment program, provided these observers meet the standards established in this Resolution and the CCSBT Secretariat is informed. The CCSBT Secretariat shall liaise with the ICCAT, IOTC and WCPFC with respect to any information submitted to those organisations regarding SBT. The CCSBT Secretariat shall also exchange information on transshipment and observer standards with other RFMO Secretariats.

**ANNEX I - CCSBT TRANSHIPMENT DECLARATION**

Carrier Vessel	Fishing Vessel
Name of the Vessel and Radio Call Sign:	Name of the Vessel and Radio Call Sign:
Flag:	Flag:
Flag State / Fishing Entity license number:	Flag State / Fishing Entity license number:
National Register Number, if available:	National Register Number, if available:
CCSBT Register Number, if available:	CCSBT Register Number, if available:

Departure	Day <input type="text"/> <input type="text"/>	Month <input type="text"/> <input type="text"/>	Hour <input type="text"/> <input type="text"/>	Year <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	Agent's name:	Master's name of LSTLV:	Master's name of Carrier:
Return	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>		From (Port name): _____	Signature: _____	Signature: _____
Transshipment	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>		to (Port name): _____	Signature: _____	Signature: _____

Indicate the weight in kilograms or the unit used (e.g. box, basket) and the landed weight in kilograms of this unit: |\_\_\_\_\_| kilograms

**LOCATION OF TRANSHIPMENT**

Species	Port	Sea	Type of product											
			RD <sup>1</sup>	GGO <sup>1</sup> (kg)	GGT <sup>1</sup> (kg)	DRO <sup>1</sup> (kg)	DRT <sup>1</sup> (kg)	Filleted <sup>1</sup>	Other <sup>1</sup> (kg)					

If transshipment effected at sea, CCSBT Observer Name and Signature:

<sup>1</sup> The type of product should be indicated as Round (RD), Gilled and gutted – tail on (GGO), Gilled and gutted - tail off, (GGT), Dressed – tail on (DRO), Dressed – tail off (DRT), Fillet (FL), or Other (OT).

If filling out an ICCAT, IOTC or WCPFC Transshipment Declaration (TD), record the SBT weight (kg) against the product type that most closely matches the appropriate CCSBT SBT product type (as listed above).

## **ANNEX II - CCSBT REGIONAL OBSERVER PROGRAM**

1. Each Member and CNM shall require Carrier Vessels included in the CCSBT Record of Carrier Vessels authorised to receive transshipments at sea and which tranship at sea, to carry a CCSBT observer during each transshipment operation at sea.
2. Between approximately 15 days to 2 months before the Carrier Vessel will sail for a trip that will include a SBT transshipment, the Flag State/ Fishing Entity shall complete and transmit a CCSBT observer deployment request to the CCSBT Secretariat.
3. The Executive Secretary shall appoint the observers and shall place them on board the Carrier Vessels authorised to receive transshipments at sea from LSTLVs flying the flag of Members and Cooperating Non-Members that implement the CCSBT Regional Observer Program.

### **Designation of the observers**

4. The designated observers shall have the following qualifications to accomplish their tasks:
  - a) sufficient experience to identify species and fishing gear;
  - b) satisfactory knowledge of the CCSBT conservation and management measures;
  - c) the ability to observe and record information accurately;
  - d) a satisfactory knowledge of the language of the flag of the vessel observed.

### **Obligations of the observer**

5. Observers shall:
  - a) have completed the technical training required by the guidelines established by CCSBT, or the guidelines established by IOTC or ICCAT providing that the observers have also been trained in relation to paragraphs 4(a) – (c);
  - b) to the extent possible, not be nationals of the Flag State / Fishing Entity of the receiving Carrier Vessel;
  - c) be capable of performing the duties set forth in point 6 below;
  - d) be included in the list of observers maintained by the Secretariat of the Commission;
  - e) not be a crew member of an LSTLV or an employee of an LSTLV company.

6. The observer tasks shall be in particular to:

a) while on the Fishing Vessel intending to tranship to the Carrier Vessel and before the transhipment takes place:

- i) check the validity of the fishing vessel's authorisation or licence to fish for SBT;
- ii) check and note the total quantity of catch on board, and the quantity to be transferred to the Carrier Vessel;
- iii) check that the VMS is functioning and examine the logbook;
- iv) verify whether any of the catch on board resulted from transfers from other vessels, and check documentation on such transfers;
- v) in the case of an indication that there are any violations involving the fishing vessel, immediately report the violations to the Carrier Vessel master; and
- vi) report the results of these duties on the fishing vessel in the observer's report.

b) monitor the Carrier Vessel's compliance with the relevant conservation and management measures adopted by the Commission. In particular the observers shall:

- i. record and report upon the transhipment activities carried out;
- ii. verify the position of the vessel when engaged in transshipping;
- iii. observe and estimate products transhipped;
- iv. verify and record the name of the LSTLV concerned and its CCSBT Authorised Vessel List number;
- v. verify the data contained in the transhipment declaration;
- vi. certify the data contained in the transhipment declaration;
- vii. countersign the transhipment declaration;

c) issue/produce a daily report of the Carrier Vessel's transshipping activities and transmit a summary of these daily reports to the Secretariat every 5 days;

d) establish general reports compiling the information collected in accordance with this paragraph and provide the captain the opportunity to include therein any relevant information;

e) submit to the Secretariat the aforementioned general report within 20 days from the end of the period of observation; and

f) exercise any other functions as defined by the Commission.

7. Observers shall treat as confidential all information with respect to the fishing operations of the LSTLVs and of the LSTLVs owners and accept this requirement in writing as a condition of appointment as an observer.

8. Observers shall comply with requirements established in the laws and regulations of the Flag State / Fishing Entity which exercises jurisdiction over the vessel to which the observer is assigned.

9. Observers shall respect the hierarchy and general rules of behavior which apply to all vessel personnel, provided such rules do not interfere with the duties of the observer under this program, and with the obligations of vessel personnel set forth in paragraph 10 of this program.

**Obligations of the Flag State / Fishing Entities of Carrier Vessels**

10. The responsibilities regarding observers of the Flag State / Fishing Entities of the Carrier Vessels and their captains shall include the following, notably:

- a) Observers shall be allowed access to the vessel personnel and to the gear and equipment;
- b) Upon request, observers shall also be allowed access to the following equipment, if present on the vessels to which they are assigned, in order to facilitate the carrying out of their duties set forth in paragraph 6:
  - i) satellite navigation equipment;
  - ii) radar display viewing screens when in use;
  - iii) electronic means of communication;
- c) Observers shall be provided accommodation, including lodging, food and adequate sanitary facilities, equal to those of officers;
- d) Observers shall be provided with adequate space on the bridge or pilot house for clerical work, as well as space on deck adequate for carrying out observer duties; and
- e) The Flag State / Fishing Entities shall ensure that captains, crew and vessel owners do not obstruct, intimidate, interfere with, influence, bribe or attempt to bribe an observer in the performance of his/her duties.

11. The Executive Secretary, in a manner consistent with any applicable confidentiality requirements, is requested to provide to the Flag State / Fishing Entity of the Carrier Vessel under whose jurisdiction the vessel transhipped and to the Flag Member or Cooperating Non-Member of the LSTLV, copies of all available raw data, summaries, and reports pertaining to the trip four months prior to the CCSBT Compliance Committee meeting.

**Obligations of LSTLV during transhipment**

12. Observers shall be allowed to visit the fishing vessel if the observer's safety can be reasonably assured given the weather and sea conditions, and access shall be granted to personnel and areas of the vessel necessary to carry out their duties set forth in paragraph 6.

13. The Executive Secretary shall submit the observer reports to the Compliance Committee and to the Scientific Committee.

**Observer fees**

14. The costs of implementing this program shall be financed by the flag Members and Cooperating Non-Members of LSTLVs wishing to engage in transshipment operations. The fee shall be calculated on the basis of the total costs of the program. This fee shall be paid into a special account of the CCSBT Secretariat and the CCSBT Executive Secretary shall manage the account for implementing the program.

15. No LSTLV may participate in the at-sea transshipment program unless the fees, as required under paragraph 14, have been paid.

**Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port**

*(adopted at the Twenty-Second Annual Meeting: 15 October 2015)*

The Extended Commission for the Conservation of Southern Bluefin Tuna (CCSBT),

*TAKING ACCOUNT* of the pressing need to combat illegal, unreported and unregulated (IUU) fishing activities because they undermine the effectiveness of the conservation and management measures already adopted by the CCSBT;

*RECOGNIZING* that port inspection measures provide a powerful and cost-effective means of preventing, deterring and eliminating IUU fishing;

*RECOGNIZING* that many Members and Cooperating Non-Members of the Extended Commission (hereinafter referred to as “Members”) currently have port inspection schemes in place;

*RECALLING* the CCSBT Catch Documentation Scheme and the Resolution on Establishing a Program for Transshipment by Large-Scale Fishing Vessels;

*ALSO RECALLING* the CCSBT has established a list of fishing vessels and a list of carrier vessels which are authorized to fish for or carry southern bluefin tuna (SBT);

*RECALLING* the relevant international laws, including the United Nations Convention on the Law of the Sea of 10 December 1982 and;

*RECOGNIZING* the need for assistance to developing countries to adopt and implement port inspection measures,

Agrees in accordance with paragraph 3(b) of Article 8 of the CCSBT Convention, that:

**Section 1. Scope**

1. Nothing in this Resolution shall prejudice the rights, jurisdiction and duties of Members under international law. In particular, nothing in this Resolution shall be construed to affect the exercise by Members of their authority over their ports in accordance with international law, including their right to deny entry thereto as well as to adopt more stringent measures than those provided for in this Resolution.

This Resolution shall be interpreted and applied in conformity with international law, taking into account applicable international rules and standards, including those established through the International Maritime Organization, as well as other international instruments.

Members shall fulfill in good faith the obligations assumed pursuant to this Resolution and shall exercise the rights recognized herein in a manner that would not constitute an abuse of right.

2. With a view to monitoring compliance with CCSBT conservation and management measures, each Member, in its capacity as a port Member, shall apply this Resolution for an effective scheme of port inspections in respect of foreign fishing vessels, including carrier vessels other than container vessels,

carrying SBT or fish products originating from SBT that have not been previously landed or transshipped at port (hereinafter referred to as "foreign fishing vessels").

3. A Member may, in its capacity as a port Member, decide not to apply this Resolution to foreign fishing vessels chartered by its nationals operating under its authority and returning to its port. Such chartered fishing vessels shall be subject to measures by the chartering Member which are as effective as measures applied in relation to vessels entitled to fly its flag.
4. Without prejudice to specifically applicable provisions of other CCSBT conservation and management measures, and except as otherwise provided in this Resolution, this Resolution shall apply to foreign fishing vessels equal to or greater than 12 meters in length overall.
5. Each Member shall subject foreign fishing vessels below 12 meters length overall, foreign fishing vessels operating under charter as referred to under paragraph 3, and fishing vessels entitled to fly its flag to measures that are at least as effective in combating IUU fishing as measures applied to vessels referred to in paragraph 4.
6. Members shall take necessary action to inform fishing vessels entitled to fly their flag of this and other relevant CCSBT conservation and management measures.

## **Section 2. Points of Contact**

7. Each Member wishing to grant access to its ports to foreign fishing vessels shall designate a point of contact for the purposes of receiving notifications pursuant to paragraph 11 of this Resolution. Each Member shall designate a point of contact for the purpose of receiving inspection reports pursuant to paragraph 22(b) of this Resolution. It shall transmit the name and contact information for its points of contact to the CCSBT Secretariat no later than 30 days following the entry into force of this Resolution. Any subsequent changes shall be notified to the CCSBT Secretariat at least 14 days before such changes take effect. The CCSBT Secretariat shall promptly notify Members of any such change.
8. The CCSBT Secretariat shall establish and maintain a register of points of contact based on the lists submitted by the Members. The register and any subsequent changes shall be published promptly on the CCSBT website.

## **Section 3. Designated Ports**

9. Each Member wishing to grant access to its ports to foreign fishing vessels shall:

- a) designate its ports to which foreign fishing vessels may request entry pursuant to this Resolution;
  - b) ensure that it has sufficient capacity to conduct inspections in every designated port pursuant to this Resolution;
  - c) provide to the CCSBT Secretariat within 30 days from the date of entry into force of this Resolution a list of designated ports. Any subsequent changes to this list shall be notified to the CCSBT Secretariat at least 14 days before the change takes effect.
10. The CCSBT Secretariat shall establish and maintain a register of designated ports based on the lists submitted by the port Members. The register and any subsequent change shall be published promptly on the CCSBT website.

#### **Section 4. Prior Notification**

11. Each port Member wishing to grant access to its ports to foreign fishing vessels shall require foreign fishing vessels seeking to use its ports for the purpose of landing and/or transshipment to provide, at least 72 hours before the estimated time of arrival at the port, as a minimum standard, the information set out in Annex A.

The port Member may also request other information as it may require to determine whether the vessel has engaged in IUU fishing, or related activities.

12. The port Member may prescribe a longer or shorter notification period than specified in paragraph 11, taking into account, *inter alia*, the type of fishery product, the distance between the fishing grounds and its ports. In such a case, the port Member shall inform the CCSBT Secretariat, which shall publish the information promptly on the CCSBT website.
13. After receiving the relevant information pursuant to paragraph 11, as well as such other information as it may require to determine whether the foreign fishing vessel requesting entry into its port has engaged in IUU fishing, the port Member shall decide whether to authorize or deny the entry of the vessel into its port. In case the port Member decides to authorize the entry of the vessel into its port, the following provisions on port inspection shall apply.

#### **Section 5. Port Inspections**

14. Inspections shall be carried out by a competent authority of the port Member.
15. Each year Members shall inspect at least 5 % of landing and transshipment operations in their designated ports as are made by foreign fishing vessels.

16. In determining which foreign fishing vessel to inspect, the port Member shall, in accordance with its domestic law, take into account, *inter alia*:
- a) Whether a vessel has failed to provide complete information as required in paragraph 11;
  - b) requests from other Members or relevant regional fisheries management organizations (RFMOs) that a particular vessel be inspected, particularly where such requests are supported by evidence of IUU fishing by the vessel in question;
  - c) whether clear grounds exist for suspecting that a vessel has engaged in IUU fishing, including information derived from RFMOs

### **Section 6. Inspection Procedure**

17. Each inspector shall carry a document of identity issued by the port Member. In accordance with domestic laws, port Member inspectors may examine all relevant areas, decks and rooms of the fishing vessel, catches processed or otherwise, nets or other fishing gears, equipment both technical and electronic, records of transmissions and any relevant documents, including fishing logbooks, Cargo Manifests and Mates Receipts and landing declarations in case of transshipment, which they deem necessary to ensure compliance with the CCSBT conservation and management measures. They may also question the Master, crew members, or any other person on the vessel being inspected. They may take copies of any documents considered to be evidence of a possible infringement. The Port member shall ensure the operational confidentiality of such documents.
18. Inspections shall involve the monitoring of the landing or transshipment and include a cross-check between the quantities of SBT notified in the prior notification message in paragraph 11 above and held on board. Inspections shall be carried out in such a way that the fishing vessel suffers the minimum interference and inconvenience, and that degradation of the quality of the catch is avoided, to the extent practicable.
19. On completion of the inspection, the port Member inspector shall provide the Master of the foreign fishing vessel with the inspection report including, as a minimum standard, the information set out in Annex B. The Master shall be given the opportunity to add any comments or objection to the report and to contact the flag Member. The inspector and the Master shall sign the report and a copy of the report shall be provided to the Master. The Master's signature shall serve only as acknowledgement of the receipt of a copy of the report.
20. The port Member shall transmit a copy of the inspection report to the CCSBT Secretariat no later than 14 days following the date of completion of the inspection. If the inspection report cannot be transmitted within 14 days, the port Member should notify the CCSBT Secretariat within the 14 day time period the reasons for

the delay and when the report will be submitted.

21. Flag Members shall take necessary action to ensure that Masters facilitate safe access to the fishing vessel, cooperate with the competent authorities of the port Member, facilitate the inspection and communication and not obstruct, intimidate or interfere, or cause other persons to obstruct, intimidate or interfere with port Member inspectors in the execution of their duties.

### **Section 7. Procedure in the Event of Apparent Infringements**

22. If the information collected during the inspection provides evidence that a foreign fishing vessel has committed an infringement of the CCSBT conservation and management measures, the inspector shall:
  - a) record the infringement in the inspection report;
  - b) transmit the inspection report to the port Member competent authority, which shall promptly forward a copy to the CCSBT Secretariat and to the flag Member point of contact and, as appropriate, the relevant coastal Member;
  - c) to the extent practicable, ensure safekeeping of the evidence pertaining to such infringement. If the infringement is to be referred to the flag Member for further action, the port Member shall promptly provide the evidence collected to the flag Member.
23. If the infringement falls within the legal jurisdiction of the port Member, the port Member may take action in accordance with its domestic laws. The port Member shall promptly notify the action taken to the flag Member, the relevant coastal Member, as applicable, and the CCSBT Secretariat.
24. Infringements that do not fall within the jurisdiction of the port Member, and infringements referred to in paragraph 23 for which the port Member has not taken action, shall be referred to the flag Member and, as appropriate, the relevant coastal Member. Upon receiving the copy of the inspection report and evidence, the flag Member shall promptly investigate the infringement and notify the CCSBT Secretariat of the status of the investigation and of any enforcement action that may have been taken within 6 months of such receipt. If the flag Member cannot notify the CCSBT Secretariat this status report within 6 months of such receipt, the flag Member should notify the CCSBT Secretariat within the 6 month time period the reasons for the delay and when the status report will be submitted.
25. Should the inspection provide evidence that the inspected vessel has engaged in IUU activities of fishing SBT, the port Member shall promptly report the case to the flag Member, and the relevant coastal Members, as applicable, and notify as soon as possible the CCSBT Secretariat, along with its supporting evidence, for the purpose of inclusion of the vessel in the draft IUU list.

**Section 8. Requirements of Developing Members**

26. Members are encouraged to assess the special requirements of developing Members concerning the implementation of this Resolution.

**Section 9. General Provisions**

27. Members are encouraged to enter into bilateral agreements/arrangements that allow for an inspector exchange program designed to promote cooperation, share information, and educate each Member's inspectors on inspection strategies and methodologies which promote compliance with CCSBT conservation and management measures.
28. Without prejudice to domestic laws of the port Member, the flag Member may, in the case of appropriate bilateral agreements or arrangements with the port Member or at the invitation of that Member, send its own officials to accompany the inspectors of the port Member and observe or take part in the inspection of its vessel.
29. Flag Members shall consider and act on reports of infringements from inspectors of a port Member on a similar basis as the reports from their own inspectors, in accordance with their domestic laws. Members shall cooperate, in accordance with their domestic laws, in order to facilitate judicial or other proceedings arising from inspection reports as set out in this Resolution.
30. The Executive Secretary shall compile the inspection information into an electronic database. The Executive Secretary shall ensure the confidentiality of the raw data in its database. If a Member requests information relating to another Member's inspection records, the Executive Secretary may release that information only with the latter's consent.
31. The Commission shall review this Resolution no later than its 2018 Annual Meeting and consider revisions to improve its effectiveness including the minimum level of inspection coverage under paragraph 15.
32. This Resolution shall enter into force on January 1, 2017.

## Information to be provided in advance by vessels requesting port entry

入港を要請する船舶により事前に提供されるべき情報

<b>1. Intended port of call</b> 寄港しようとする港					
<b>2. Port State</b> 寄港国					
<b>3. Estimated date and time of arrival</b> 到着予定日時					
<b>4. Purpose(s)</b> 目的					
<b>5. Port and date of last port call</b> 最終寄港地及び寄港日					
<b>6. Name of the vessel</b> 船名					
<b>7. Flag State</b> 船籍国					
<b>8. Type of vessel</b> 船舶の種類					
<b>9. International Radio Call Sign</b> 国際無線呼出符号					
<b>10. Vessel contact information</b> 船舶の連絡先					
<b>11. Vessel owner(s)</b> 船主					
<b>12. Certificate of registry ID</b> 登録番号					
<b>13. Lloyd's / IMO ship ID, if available</b> 船舶識別番号、もしあれば					
<b>14. External ID, if available<sup>1</sup></b> 外部識別番号、もしあれば					
<b>15. RFMO ID</b> RFMO識別番号					
<b>16. VMS<sup>2</sup></b> 船舶監視システム	No 無	Yes:National 有:国	Yes:RFMO(s) 有:RFMO(s)	Type <sup>2</sup> :種類	
<b>17. Vessel dimensions</b> 船舶の寸法	Length Overall and Beam 全長及び船幅			Draft 喫水	
<b>18. Vessel master name and nationality</b> 船長の名前及び国籍					
<b>19. Relevant fishing authorization(s)</b> 関連する漁業許可					
<i>Identifier<sup>3</sup></i> (確認者)	<i>Issued by</i> (発行者)	<i>Validity<sup>4</sup></i> (効力)	<i>Fishing area(s)</i> (操業海域)	<i>Species</i> (FAO 3-Alpha code) (魚種)	<i>Gear</i> (漁具)
				SBT(SBF)	
				SBT(SBF)	
<b>20. Relevant transshipment authorization(s)/transshipment declaration(s)</b> 関連する転載許可					
<i>Identifier<sup>5</sup></i> 確認者		<i>Issued by</i> 発行者		<i>Validity<sup>6</sup></i> 効力	
<i>Identifier<sup>5</sup></i> 確認者		<i>Issued by</i> 発行者		<i>Validity<sup>6</sup></i> 効力	

<sup>1</sup> Provide details of any external vessel markings e.g. registration and identification numbers, that are additional to the information already provided on this form.

<sup>2</sup> Circle the correct option(s) to indicate what type of VMS is on board the vessel: Circle 'No' if no VMS unit on board, 'Yes: National' if the vessel has a VMS that transmits to a Flag State, and/or 'Yes: RFMO(s)' if the vessel has a VMS that transmits to RFMO(s); for 'Type': Provide the type and model of any VMS unit(s) on board.

<sup>3</sup> Provide the Flag State CCSBT fishing authorisation reference number(s), e.g. fishing licence number, and the CCSBT Registration Number for this vessel (if applicable).

<sup>4</sup> Provide the dates for which the CCSBT fishing authorisation(s) is/are valid (if applicable)

<sup>5</sup> For transshipment authorisations record "Authorisation" and the authorization reference number(s) if available; for transshipment declarations record "TD".

<sup>6</sup> For transshipment authorisations, provide the dates for which the CCSBT authorisation(s) is/are valid (if applicable); for transshipment declarations, record the transshipment date.

21. Transshipment information concerning donor vessels 提供船舶に関する転載情報								
Date 日時	Location 位置	Name 船名	Flag State 船籍国	ID num- ID番号	Species (FAO 3-Alpha code) 魚種	Type of Product 製品	Catch area 漁獲海域	Quantity (in Kg) 数量
					SBT(SBF)			
					SBT(SBF)			
22. Total southern Bluefin tuna on board 漁獲総積載量						23. SBT(SBF) to be off Loaded 漁獲荷下ろし量		
Species (FAO 3-Alpha code) 魚種	Type of Product 製品形態	Catch area 漁獲海域	Quantity (in Kg) 数量	Quantity (in Kg) 数量				
SBT(SBF)								
SBT(SBF)								

### Report of the results of the inspection

Where applicable, verify to the extent possible, that the details noted during the inspection, e.g. vessel identifiers/other vessel details, authorisations and SBT quantities are true, complete, correct and consistent with the information provided in accordance with the port entry request form (Annex A).

1. Inspection report no <sup>7</sup> 検査報告番号				2. Port State 寄港国			
3. Inspecting authority 検査当局							
4. Name of principal inspector 主任検査官の名前			ID 身分証明書				
5. Port of inspection 検査港							
6. Commencement of inspection 検査の開始日時		YYYY 年	MM 月	DD 日	HH 時		
7. Completion of inspection 検査の終了日時		YYYY 年	MM 月	DD 日	HH 時		
8. Advanced notification received 事前通報の受領			Yes 有		No 無		
9. Purpose(s) <sup>8</sup> 目的		LAN 陸揚げ	TRX 転載	PRO 加工	OTH (specify) その他 (特定)		
10. Port and State and date of last port call 最終寄港地、国及び日付		YYYY 年	MM 月	DD 日			
11. Vessel name 船名							
12. Flag State 船籍国							
13. Type of vessel 船舶の種類							
14. International Radio Call Sign 国際無線呼出符号							
15. Certificate of registry ID 登録番号							
16. Lloyd's IMO ship ID, if available IMO船舶番号 あれば							
17. External ID, if available <sup>9</sup> IMO船舶番号 あれば							
18. Port of registry 登録港							
19. Vessel owner(s) 船主							
20. Vessel beneficial owner(s), if known and different from vessel owner 船舶実質所有者 (船主と異なり、わかる場合)							
21. Vessel operator(s), if different from vessel owner 船舶の運航者 (船主と異なる場合)							
22. Vessel master name and nationality 船長の名前及び国籍							
23. Fishing master name and nationality 漁労長の名前及び国籍							
24. Vessel agent 船舶の代理人							
25. VMS <sup>10</sup> 船舶監視システム		No 無	Yes: National 有: 国		Yes: RFMO s		Type: 種類

<sup>7</sup> Provide a unique reference number for this inspection report.

<sup>8</sup> Record the purpose of entry into Port by circling the relevant option(s): LAN – landing, TRX – transshipment, PRO – processing, OTH - other. For ‘OTH’, specify what this signifies, for example re-fuelling, re-supplying, maintenance, and/or dry-docking, etc.

<sup>9</sup> Record details of any external vessel markings e.g. registration and identification numbers that are additional to the information already provided on this form.

<sup>10</sup> Circle the correct option(s) to indicate what type of VMS is on board the vessel: Circle ‘No’ if no VMS unit on board, ‘Yes: National’ if the vessel has a VMS that transmits to a Flag State, and/or ‘Yes: RFMO(s)’ if the vessel has a VMS that transmits to RFMO(s); for ‘Type’: Provide the type and model of any VMS unit(s) on board.

26. CCSBT Authorised Vessel list						
CCSBT Registration Number:						
27. Relevant fishing authorization(s) 関係する漁業の当局						
Identifier <sup>11</sup> 確認者	Issued by 発行者	Validity <sup>12</sup> 効力	Fishing area(s) 操業海域	Species (FAO 3-Alpha code) 魚種	Gear 漁具	
				SBT(SBF)		
28. Relevant transshipment authorization(s)/Transshipment declaration(s) 関係する転載の当局						
Identifier <sup>13</sup> 確認者		Issued by 発行者		Validity <sup>14</sup> 効力		
Identifier <sup>13</sup> 確認者		Issued by 発行者		Validity <sup>14</sup> 効力		
29. Transshipment information concerning donor vessels 提供船舶に関する転載情報						
Name 船名	Flag State 旗国	ID no 登録番号	Species (FAO 3-Alpha code) 魚種	Type of Product 製品形態	Catch area(s) 漁獲海域	Quantity (in kg) 数量
			SBT(SBF)			
			SBT(SBF)			
30. Evaluation of offloaded catch (quantity) 荷卸された漁獲物の推定 (数量)						
Species (FAO 3-Alpha code) 魚種	Type of Product 製品形態	Catch area(s) 漁獲海域	Quantity declared (in kg) 申告数量	Quantity retained(in kg) 保持数量	Difference between quantity declared and quantity determined, if any(in kg) 申告数量と確定数量の差 (もし、 あれば)	
SBT(SBF)						
31. Catch retained onboard (quantity) 船上保持漁獲物 (数量)						
Species(FAO 3-Alpha code) 魚種	Type of Product 製品形態	Catch area(s) 漁獲海域	Quantity declared(in kg) 申告数量	Quantity retained(in kg) 保持数量	Difference between quantity declared and quantity determined, if any(in kg) 申告数量と確定数量の差 (もし、 あれば)	
SBT(SBF)						
32. Examination of logbook(s) and other documentation 操業日誌及びその他の文書の調査				Yes 有	No 無	Comments コメント
33. Compliance with applicable catch documentation scheme(s) 漁獲証明制度の遵守				Yes 有	No 無	Comments コメント
34. Type of gear used		使用された漁具の種類				
35. Gear examined in accordance with paragraph g) of Annex B 調査された漁具				Yes 有	No 無	Comments コメント
36. Findings by inspector(s) <sup>15</sup> 検査による所見						

<sup>11</sup> Note the Flag State CCSBT fishing authorization reference number(s), e.g. fishing licence number, and the CCSBT Registration Number for this vessel (if applicable).

<sup>12</sup> Record the dates for which the CCSBT fishing authorisation(s) is/are valid (if applicable)

<sup>13</sup> For transshipment authorisations record "Authorisation" and the authorisation reference number(s) if available; for transshipment declarations record "TD"

<sup>14</sup> For transshipment authorisations, provide the dates for which the CCSBT authorisation(s) is/are valid (if applicable); for transshipment declarations, record the transshipment date.

<sup>15</sup> Record whether there is any evidence to indicate that this vessel is/was involved in any SBT IUU fishing and/or fishing-related activities.

<b>37. Apparent infringement(s) noted including reference to relevant legal instrument(s)</b> 関連する法律文書に明記されている明白な違反
<b>38. Comments by the master</b> 船長のコメント
<b>39. Action taken<sup>16</sup></b> とられた措置
<b>40. Master signature</b> 船長の署名
<b>41. Inspector signature</b> 検査官の署名

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<sup>16</sup> Record any evidence collected and/or seized in relation to suspected SBT IUU fishing or fishing-related activities, for example any photos or samples taken, and any seizure of gear, materials or documents. In addition, record measures that could potentially be taken to address any apparent infringements detected, as well as any relevant authorities/officials contacted.