



CCSBT-CC/1810/10

## **Review of CCSBT's Minimum Standards for Inspection in Port Resolution (and consideration of options to effectively monitor seabird mitigation measures)**

### **1.0 INTRODUCTION**

This paper addresses two items from the Compliance Action Plan (CAP) and two closely related items from the Twelfth Meeting of the Compliance Committee's (CC12's) Work Plan that were tasked to Members and/or the Secretariat for the 2018 year.

The two relevant CAP action items are:

- Item 5a in Table 1 of the CAP:  
*“Review and revise the following CCSBT Resolutions as appropriate:  
a) the Resolution on Minimum Standards for Inspections in Port”; and*
- Item 6 in Table 1 of the CAP:  
*“Consider options to effectively monitor seabird mitigation measures, including during inspections in port (Members) and as part of the transshipment observation programme (Secretariat)”.*

The two closely related CC12 2018 WorkPlan activities are:

- that the Secretariat contact IOTC to determine whether IOTC is trialling the use of transshipment observers for collecting information on usage of seabird mitigation measures and to obtain information on the likely impact of this on the work of transshipment observers; and
- that Members provide the Secretariat with fields for monitoring of seabird mitigation measures to add to Annex B of the Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port<sup>1</sup>.

### **2.0 REVIEW OF THE PORT INSPECTION RESOLUTION (CAP action item 5a)**

Paragraph 31 of the Port Inspection Resolution specifies that:

*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.*

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

Currently the Port Inspection Resolution requires Members to inspect at least 5% of landing and transshipment operations by foreign fishing vessels (including carrier vessels other than container vessels<sup>2</sup>) in designated ports (refer to paragraph 15) annually. The Secretariat has interpreted this requirement to mean that the number of inspections required that need to be conducted to meet the ‘at least 5%’ requirement would be as outlined in Table 1 below.

**Table 1: Number of Required Inspections – Current Requirements (at least 5%)**

Number of landing/ transshipment operations occurring in designated ports	Number of inspections required by Members to meet the requirements of paragraph 15, “at least 5% of landing and transshipment operations in their designated ports as are made by foreign fishing vessels”
1 – 20	1 <sup>3</sup>
21 – 40	2
41 – 60	3
61 – 80	4
81 – 100	5

The Port Inspection Resolution also requires that:

*“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.”*

To date the Secretariat has noted several issues with the implementation of the Port Inspection Resolution as follows:

- Two Members (Indonesia<sup>4</sup> and Japan<sup>5</sup>) have not yet provided all the required initial information on designated ports, notice period and points of contact. This information was required to be provided by 30 January 2017;
- Since coming into effect<sup>6</sup>, the Secretariat has not received any port inspection reports for 2017 and only one for 2018<sup>7</sup>. Therefore, it appears that the requirement of inspecting at least 5% of qualifying landing/ transshipment events is not being met in all cases, and/or that port inspections are being conducted but the inspection reports are not being provided to the Secretariat within the required timeframe, *i.e.* they should be provided no later than 14 days following the date of completion of the inspection (nor is an explanation being provided for the delay in transmitting inspection reports to the CCSBT Secretariat within 14 days); and

<sup>2</sup> As noted in paragraph 2 of the Port Inspection Resolution

<sup>3</sup> Inspecting 0 landing and transshipment operations out of 1-20 operations, would mean that 0% were inspected and the minimum threshold of ‘at least 5%’ would not be met

<sup>4</sup> Indonesia has provided partial information (list of designated ports but not required notice or point of contact information). A letter received from Indonesia dated 16 May 2018 noted that Indonesia is currently conducting an internal process to implement the Port Inspection Resolution.

<sup>5</sup> Japan has not yet provided any of the initial information that was required to be submitted by 30 January 2017 for the Port Inspection Resolution

<sup>6</sup> The Resolution entered into force on 1 January 2017

<sup>7</sup> This was received from Korea for a Liberian-flagged Carrier Vessel and is dated 18 September 2018

- A third issue is that it seems as though non-Member flagged Carrier Vessels (such as Carrier vessels flagged to Liberia, Singapore and Vanuatu) are generally not being counted by Port Members as foreign vessels (in terms of the Port Inspection Resolution) when they land domestically caught SBT into Members' domestic ports<sup>8</sup>.

***Lack of Inspection Reports Received for 2017***

No inspection reports have to date been received by the CCSBT Secretariat for the 2017 calendar year. However, cross-checking information in National Reports and the CDS indicates that some inspection reports should have been provided to the CCSBT Secretariat for this period.

For example, in its National Report Japan has indicated that in the 2017 calendar year 4 foreign-flagged (Korean) CVs entered its ports which were not inspected. In addition, South Africa has indicated that a total of 34 foreign flagged FVs and CVs were inspected. However, the Secretariat has not yet received any reports for these inspections which means that the requirement to transmit these to the Secretariat no later than 14 days following completion of the inspections has not been adhered to.

Table 2 presents the number of landing or transshipment operations involving SBT made by foreign *longliners* into ports (whether designated or not), based on the transshipment and/or point of export information provided on Catch Monitoring Forms (CMFs) that were validated in 2017. It is clear from this summary that the majority of these operations occurred in one Member Port State (South Africa), and one Non-Member Port State (Mauritius).

**Table 2: The number of Landings/Transshipments in Foreign Ports by Member Longliners-2017**

Member	Place of Landing/ Transshipment	Number of Landings/Transshipments in Port
Korea	South Africa	6
Taiwan	Mauritius	30
Taiwan	South Africa	9

If the number of landings/transshipments by foreign *longliners* into designated ports remains similar to current levels, and the inspection rate of at least 5% is retained, then Members and the Secretariat should generally not expect to receive more than one to two inspection reports of longliners annually unless Port Members voluntarily conduct a higher number of inspections than are required or non-Members voluntarily choose to conduct port inspections for the CCSBT.

Table 3 provides a list of *foreign carrier vessels* which transported domestically landed SBT, and therefore it can be implied that these vessels landed SBT into Members' own ports.

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<sup>8</sup> The number of landing/transshipment operations noted in Members' annual reports to the CC/EC only seem to provide information on landing/transshipment operations by foreign-flagged FVs/CVs if these foreign-flagged vessels are not transporting domestically caught product, e.g. if a Vanuatu-flagged carrier vessel lands domestically caught SBT into Japan or Taiwan this doesn't seem to have been counted as a landing in port by a foreign vessel in terms of the Port Inspection Resolution

**Table 3: Foreign Carrier Vessels Transporting SBT Catch Landed Domestically (2017)**

Member	Number of Foreign Carrier Vessels that Transported Members' Domestically Caught SBT for Domestic Landing <sup>9</sup>	Carrier Vessel Flag
Japan	1	Liberia
Japan	1	Singapore
Japan	5	Vanuatu
Korea	1	Singapore
Taiwan	1	Korea
Taiwan	1	Singapore
Taiwan	2	Vanuatu

***Proposed Increase to the Minimum Level of Inspection Coverage***

Given the current low number of inspections of foreign vessels that need to be completed to meet the 'at least 5%' threshold, the Secretariat proposes increasing the required minimum inspection level to at least 20% of all qualifying landing/ transshipment operations.

The Secretariat interprets that an increase to an 'at least 20%' inspection requirement would mean that the number of inspections (for fishing and carrier vessels combined) that needed to be conducted would be as outlined in Table 4 below.

However, note that if both foreign-flagged fishing and carrier vessels are landing/transporting SBT into ports of one Member, and there is no specific requirement about how vessel inspections need to be apportioned between fishing and carrier vessels, then port inspections could occur on only one vessel type, *e.g.* only on carrier vessels.

**Table 4: Number of Required Inspections: Potential Future Requirement (at least 20%)**

Number of landing/ transshipment operations occurring in designated ports	Number of inspections that would be required by Members to meet a proposed minimum level of inspection coverage of, " <i>at least 20% of landing and transshipment operations in their designated ports as are made by foreign fishing vessels</i> "
1 – 5	1
6 – 10	2
11 – 15	3
16 – 20	4
21 – 25	5
26 – 30	6

Changes to the Resolution to achieve the proposed revised inspection level of 'at least 20%', as well as to review the Resolution's effectiveness again in the future are listed in section 4 of this paper.

<sup>9</sup> The number of actual domestic landings made by these Carrier Vessels into Member ports is not known

### **3.0 OPTIONS TO EFFECTIVELY MONITOR SEABIRD MITIGATION MEASURES (CAP action item 6)**

#### **3.1 Background**

The Twelfth Meeting of the Ecologically Related Species Working Group (ERSWG12) requested that the CC consider ways to effectively monitor seabird mitigation measures. ERSWG12 suggested that modifications to CCSBT's Port Inspection and Transshipment Resolutions to provide for the collection of appropriate information was one option. This could include the examination of fishing gear for evidence of tori lines and tori poles, the presence of line weights, and the inspection of log books for evidence of night setting.

In addition, Birdlife International presented a paper to CC12 (CCSBT-CC/1710/Info01), regarding options for monitoring usage of seabird mitigation measures using transshipment observers at sea and in-port inspections. Members discussed the practicality of collecting the additional information. It was noted that there was a similar recommendation to IOTC in 2016, and it was agreed that the Secretariat would contact IOTC to see what is being done at IOTC, and to consider the likely impact of such work on transshipment observers.

For inspections in port, CC12 noted that Annex B of the Inspection in Port Resolution could be modified to include the additional information fields necessary for monitoring usage of seabird mitigation measures.

#### **3.2 Potential Use of Transshipment at-sea Observers/ Advice from IOTC**

As requested by CC12, the Secretariat contacted IOTC to determine if its at-sea transshipment observers are trialling the collection of information on seabird mitigation measures.

The IOTC advised that:

- IOTC transshipment observers are not currently collecting information on the usage of seabird mitigation measures;
- IOTC does not currently plan to ask the contractor/observers to conduct inspection/observation for bird mitigation devices as this is not included in their responsibilities as defined under the current contract/Resolution; and
- Birdlife International has been given access to all existing IOTC transshipment observer photos so that it can analyse these to determine if any conclusions can be drawn from them regarding compliance with some seabird mitigation measure requirements.

Birdlife International has recently submitted paper CCSBT-CC/1810/Info 01 summarising the results of a pilot study examining the use of IOTC transshipment observer photographs to determine compliance with respect to two aspects of IOTC's Resolution 12/06 – in particular the use of bird scaring lines (BSL) and night setting<sup>10</sup>.

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<sup>10</sup> Only vessels actively fishing in waters south of 25°S were evaluated

### **3.3 Port Inspection Resolution (Annex B – proposed additions)**

As requested by CC12, the Secretariat asked Members to provide the Secretariat with fields for monitoring of seabird mitigation measures to add to Annex B of the Resolution – refer to Circular #2018/003 dated 31 January 2018.

The Secretariat subsequently also provided advice to Members that an editorial error had been identified at item 35 of Annex B and proposed a correction for that.

The Secretariat received responses from only three Members – Australia, the EU and New Zealand. The Australian and EU proposals are provided at **Attachments A and B** of this paper respectively. New Zealand did not provide a proposal but commented that: “*We agree with your suggested change to, ‘Gear examined,’*”, i.e. New Zealand agreed with the Secretariat’s proposed editorial correction to item 35.

Birdlife International also provided a proposal to add six port inspection data fields to Annex B of the Resolution – refer to paper CCSBT-CC/1810/Info 02.

#### **Secretariat Observations on WCPFC’s and CCAMLR’s Measures**

While considering how to combine the Australian and EU proposals into one set of additional fields for Annex B, the Secretariat briefly reviewed the relevant WCPFC<sup>11</sup> and CCAMLR<sup>12</sup> seabird mitigation measures and has included a few comments about them immediately below.

##### ***WCPFC’s Conservation and Management Measure (CMM) 2015-03***

WCPFC’s CMM 2015-03<sup>13</sup> came into effect on 1 January 2017. This measure outlines different mitigation measures requirements for each of three defined sub-areas within the WCPFC Convention Area, those sub-areas being, i) South of 30S, ii) between 30S and 23N, and iii) North of 23N. To reflect this, the Secretariat has proposed recording whether the vessel’s activities occurred in sub-area i) and/or ii), even though almost no SBT would be expected to be caught in sub-area ii).

##### ***CCAMLR’s Conservation Measure 25-02 (2015)***

CCAMLR’s Conservation Measure 25-02 (2015) requires bird exclusion devices to be employed to the extent possible in CCAMLR statistical sub-areas which are defined as being average-to-high or high in terms of risk of seabird by-catch<sup>14</sup>. Because there is the possibility that vessels might fish for SBT within CCAMLR sub-areas in the future, and because Australia proposed including CCAMLR within the SBT fishing areas listed in Annex B, the Secretariat has proposed adding bird exclusion devices to the list of mitigation measures monitored in Annex B.

The revisions proposed to Annex B of the Resolution to reflect Members’ suggestions, as well as Birdlife International’s and the Secretariat’s observations are listed in section 4 below.

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<sup>11</sup> Western and Central Pacific Fisheries Commission

<sup>12</sup> Commission for the Conservation of Antarctic Marine Living Resources

<sup>13</sup> CMM 2015-03: [Conservation and Management Measure to mitigate the impact of fishing for highly migratory fishstocks on seabirds](#)

<sup>14</sup> Refer to paragraph 9 of [CCAMLR Conservation Measure 25-02 \(2015\)](#). Minimisation of the incidental mortality of seabirds in the course of longline fishing or longline fishing research in the Convention Area which applies, “except for waters adjacent to the Kerguelen and Crozet Islands”, and “except for waters adjacent to the Prince Edward Islands”.

#### 4.0 PROPOSED REVISIONS TO THE PORT INSPECTION RESOLUTION

Each of the items discussed in sections 2 and 3 of this paper have been taken into account and incorporated into the proposed revised Port Inspection Resolution provided for Members' consideration at **Attachment C**.

The proposed revisions to the main Port Inspection Resolution text are:

- An increased inspection rate of, “at least 20%” (paragraph 15)<sup>15</sup>;
- To review this Resolution again in 2021 (paragraph 31); and
- Some very minor editorial updates.

The proposed revisions to Annex B are:

- the Secretariat's proposed editorial correction to item 35 – removal of the text, “*in accordance with paragraph g) of Annex B*”<sup>16</sup>;
- the insertion of additional fields to monitor seabird mitigation measures that were proposed by Australia and the EU (item 35bis);
- the Secretariat's proposal to list WCPFC sub-areas ‘South of 30S’ and ‘between 30S and 23N’ separately (item 35bis a & b);
- the Secretariat's proposal to add ‘bird exclusion advice’ to the list of mitigation devices to monitor in case the vessel concerned is fishing for SBT in the CCAMLR Convention Area (item 35bis c); and
- Birdlife International's proposal to check that tori/bird-scaring lines and weighted lines are compliant with the relevant technical specifications (the Secretariat has expanded this suggestion to apply to each mitigation device).

#### 5.0 FULL PORT STATE MEASURES AGREEMENT (PSMA)

The European Union noted that, at this stage, it may be important for Members to consider if they support transitioning from CCSBT's current Port Inspection Resolution to the full UN FAO<sup>17</sup> Port State Measures Agreement (PSMA). The EU advised that NAFO<sup>18</sup> and NEAFC<sup>19</sup> have convened dedicated working groups that are working towards such a transition, and that this year ICCAT has started its transition from minimum standards for port inspection towards the adoption of the full PSMA.

#### 6.0 SUMMARY

Members are invited to:

- Consider whether to agree the proposed draft revisions to the Port Inspection Resolution presented at **Attachment C** of this paper (including increasing the level of port inspections to ‘at least 20%’);

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<sup>15</sup> While not proposed here, requiring inspections to be apportioned between fishing and carrier vessels could also be considered

<sup>16</sup> Notice of this proposed editorial correction was mentioned in an email to Members on 21 March 2018. It was noted that there is no ‘paragraph g) of Annex B’ in CCSBT's Port Inspection Resolution and that the corresponding Japanese translation of item 35 is simply, “gear examined”, and does not include the additional reference to paragraph g. The paragraph g reference appears to be a simple copy and paste error that likely originated from Annex B, item 36 of FAO's Port State Measures Agreement (PSMA), and so should be ignored.

<sup>17</sup> United Nations Food and Agriculture Organisation

<sup>18</sup> Northwest Atlantic Fisheries Organisation

<sup>19</sup> North East Atlantic Fisheries Commission

- Clarify whether foreign carrier vessels landing SBT domestic product into Member ports should be included within the scope of this Resolution; and
- Consider whether to start transitioning towards the adoption of the full PSMA.

**Prepared by the Secretariat**

## ANNEX B

## 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>1</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>2</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>3</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>4</sup> 船舶監視システム		No 無		Yes:National 有:国		Yes:RFMO s	
						Type: 種類	

<sup>1</sup> Provide a unique reference number for this inspection report.

<sup>2</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>3</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>4</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.

<b>26. CCSBT Authorised Vessel list</b>						
CCSBT Registration Number:						
<b>27. Relevant fishing authorization(s)</b> 関係する漁業の当局						
<i>Identifier</i> <sup>5</sup> 確認者	<i>Issued by</i> 発行者	<i>Validity</i> <sup>6</sup> 効力	<i>Fishing area(s)</i> 操業海域	<i>Species (FAO 3-Alpha code)</i> 魚種	<i>Gear</i> 漁具	
				SBT(SBF)		
<b>28. Relevant transshipment authorization(s)/Transshipment declaration(s)</b> 関係する転載の当局						
<i>Identifier</i> <sup>7</sup> 確認者		<i>Issued by</i> 発行者		<i>Validity</i> <sup>8</sup> 効力		
<i>Identifier</i> <sup>13</sup> 確認者		<i>Issued by</i> 発行者		<i>Validity</i> <sup>14</sup> 効力		
<b>29. Transshipment information concerning donor vessels</b> 提供船舶に関する転載情報						
<i>Name</i> 船名	<i>Flag State</i> 旗国	<i>ID no</i> 登録番号	<i>Species (FAO 3-Alpha code)</i> 魚種	<i>Type of Product</i> 製品形態	<i>Catch area(s)</i> 漁獲海域	<i>Quantity (in kg)</i> 数量
			SBT(SBF)			
			SBT(SBF)			
<b>30. Evaluation of offloaded catch (quantity)</b> 荷卸された漁獲物の推定 (数量)						
<i>Species (FAO 3-Alpha code)</i> 魚種	<i>Type of Product</i> 製品形態	<i>Catch area(s)</i> 漁獲海域	<i>Quantity declared (in kg)</i> 申告数量	<i>Quantity retained (in kg)</i> 保持数量	<i>Difference between quantity declared and quantity determined, if any (in kg)</i> 申告数量と確定数量の差 (もし、あれば)	
SBT(SBF)						
<b>31. Catch retained onboard (quantity)</b> 船上保持漁獲物 (数量)						
<i>Species (FAO 3-Alpha code)</i> 魚種	<i>Type of Product</i> 製品形態	<i>Catch area(s)</i> 漁獲海域	<i>Quantity declared (in kg)</i> 申告数量	<i>Quantity retained (in kg)</i> 保持数量	<i>Difference between quantity declared and quantity determined, if any (in kg)</i> 申告数量と確定数量の差 (もし、あれば)	
SBT(SBF)						
<b>32. Examination of logbook(s) and other documentation</b> 操業日誌及びその他の文書の調査				<i>Yes</i> 有	<i>No</i> 無	<i>Comments</i> コメント
<b>33. Compliance with applicable catch documentation scheme(s)</b> 漁獲証明制度の遵守				<i>Yes</i> 有	<i>No</i> 無	<i>Comments</i> コメント
<b>34. Type of gear used</b>		使用された漁具の種類				
<b>35. Gear examined in accordance with paragraph g) of Annex B</b> 調査された漁具				<i>Yes</i> 有	<i>No</i> 無	<i>Comments</i> コメント
<b>Seabird bycatch mitigation—relevant RFMO Convention Area(s)</b>		<b>IOTC</b>	<b>WCPFC</b>	<b>ICCAT</b>	<b>CCAMLR</b>	
<b>Nominated seabird mitigation measure</b>		<b>Night setting</b>	<b>Weighted branch lines</b>		<b>Tori lines</b>	
			<b>Presence of gear</b>		<b>Presence of gear</b>	
			<i>Yes</i> 有 <i>No</i> 無		<i>Yes</i> 有 <i>No</i> 無	
		<b>Evidence of use</b>	<b>Evidence of recent use</b>		<b>Evidence of recent use</b>	
		<i>Yes</i> 有 <i>No</i> 無	<i>Yes</i> 有 <i>No</i> 無		<i>Yes</i> 有 <i>No</i> 無	
		<b>Comment:</b>	<b>Comment:</b>		<b>Comment:</b>	

<sup>5</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>6</sup> Record the dates for which the CCSBT fishing authorisation(s) is/are valid (if applicable)

<sup>7</sup> For transshipment authorisations record “Authorisation” and the authorisation reference number(s) if available; for transshipment declarations record “TD”

<sup>8</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.

<b>36. Findings by inspector(s)<sup>9</sup></b> 検査による所見			
<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>10</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			

<sup>9</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.

<sup>10</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.

### 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>1</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>2</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>3</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>4</sup> 船舶監視システム		No 無	Yes:National 有:国	Yes:RFMO s		Type: 種類	

<sup>1</sup> Provide a unique reference number for this inspection report.

<sup>2</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>3</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>4</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.

<b>26. CCSBT Authorised Vessel list</b>						
CCSBT Registration Number:						
<b>27. Relevant fishing authorization(s)</b> 関係する漁業の当局						
<i>Identifier</i> <sup>5</sup> 確認者	<i>Issued by</i> 発行者	<i>Validity</i> <sup>6</sup> 効力	<i>Fishing area(s)</i> 操業海域	<i>Species (FAO 3-Alpha code)</i> 魚種	<i>Gear</i> 漁具	
				SBT(SBF)		
<b>28. Relevant transshipment authorization(s)/Transshipment declaration(s)</b> 関係する転載の当局						
<i>Identifier</i> <sup>7</sup> 確認者		<i>Issued by</i> 発行者		<i>Validity</i> <sup>8</sup> 効力		
<i>Identifier</i> <sup>13</sup> 確認者		<i>Issued by</i> 発行者		<i>Validity</i> <sup>14</sup> 効力		
<b>29. Transshipment information concerning donor vessels</b> 提供船舶に関する転載情報						
<i>Name</i> 船名	<i>Flag State</i> 旗国	<i>ID no</i> 登録番号	<i>Species (FAO 3-Alpha code)</i> 魚種	<i>Type of Product</i> 製品形態	<i>Catch area(s)</i> 漁獲海域	<i>Quantity (in kg)</i> 数量
			SBT(SBF)			
			SBT(SBF)			
<b>30. Evaluation of offloaded catch (quantity)</b> 荷卸された漁獲物の推定 (数量)						
<i>Species (FAO 3-Alpha code)</i> 魚種	<i>Type of Product</i> 製品形態	<i>Catch area(s)</i> 漁獲海域	<i>Quantity declared (in kg)</i> 申告数量	<i>Quantity retained (in kg)</i> 保持数量	<i>Difference between quantity declared and quantity determined, if any (in kg)</i> 申告数量と確定数量の差 (もし、あれば)	
SBT(SBF)						
<b>31. Catch retained onboard (quantity)</b> 船上保持漁獲物 (数量)						
<i>Species (FAO 3-Alpha code)</i> 魚種	<i>Type of Product</i> 製品形態	<i>Catch area(s)</i> 漁獲海域	<i>Quantity declared (in kg)</i> 申告数量	<i>Quantity retained (in kg)</i> 保持数量	<i>Difference between quantity declared and quantity determined, if any (in kg)</i> 申告数量と確定数量の差 (もし、あれば)	
SBT(SBF)						
<b>32. Examination of logbook(s) and other documentation</b> 操業日誌及びその他の文書の調査				<i>Yes</i> 有	<i>No</i> 無	<i>Comments</i> コメント
<b>33. Compliance with applicable catch documentation scheme(s)</b> 漁獲証明制度の遵守				<i>Yes</i> 有	<i>No</i> 無	<i>Comments</i> コメント
<b>34. Type of gear used</b>		使用された漁具の種類				
<b>34 bis. Seabird mitigation measures (Longline vessels only)</b>						
<u>1. Vessel fishing in the IOTC area of competence</u>		<u>2. Vessel fishing in the WCPFC Convention area</u>		<u>3. Vessel fishing in the ICCAT Convention area</u>		
<u>Yes</u> 有	<u>No</u> 無	<u>Yes</u> 有	<u>No</u> 無	<u>Yes</u> 有	<u>No</u> 無	
<u>4. Presence of bird-scaring lines onboard (Tori lines/Tori poles)</u>				<u>Yes</u> 有	<u>No</u> 無	<u>Comments</u> コメント
<u>5. Presence of line weights onboard</u>				<u>Yes</u> 有	<u>No</u> 無	<u>Comments</u> コメント
<u>6. Presence of blue dye onboard (WCPFC vessels only)</u>				<u>Yes</u> 有	<u>No</u> 無	<u>Comments</u> コメント
<u>7. Presence of deep setting line shooter onboard (WCPFC vessels only)</u>				<u>Yes</u> 有	<u>No</u> 無	<u>Comments</u> コメント
<b>35. Gear examined in accordance with paragraph g) of Annex B</b> 調査された漁具				<i>Yes</i> 有	<i>No</i> 無	<i>Comments</i> コメント

<sup>5</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>6</sup> Record the dates for which the CCSBT fishing authorisation(s) is/are valid (if applicable)

<sup>7</sup> For transshipment authorisations record "Authorisation" and the authorisation reference number(s) if available; for transshipment declarations record "TD"

<sup>8</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.

<b>36. Findings by inspector(s)<sup>9</sup></b> 検査による所見
<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>10</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

<sup>9</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.

<sup>10</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.

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

*(~~adopted~~ revised at the Twenty-~~Fifth~~~~Second~~ Annual Meeting: ~~185~~ October 201~~85~~)*

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 transhipped 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 520 % 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 ~~2021~~<sup>2018</sup> 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. Fishing 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			
35 bis. Compliance with Seabird Bycatch Mitigation Measures (longline vessels only) 海鳥混獲緩和措置の遵守状況 (はえ縄漁船のみ)									
a) Tick which Convention Areas this vessel fished for SBT in: 当該船舶がSBTを漁獲した条約水域をチェックすること。									
ICCAT	<input type="checkbox"/>	IOTC	<input type="checkbox"/>	WCPFC (south of 30S) (南緯30度以南)	<input type="checkbox"/>	WCPFC (between 30S and 23N) (南緯30度から北緯23度の間)	<input type="checkbox"/>	CCAMLR	<input type="checkbox"/>
b) Tick any Convention Areas where there is evidence that some setting occurred during the day when fishing for SBT (logbook entries should be checked to determine this): SBTを漁獲した際の投縄の一部が日中に行われた証拠がある全ての条約水域をチェックすること (要ログブックの確認)。									
ICCAT	<input type="checkbox"/>	IOTC	<input type="checkbox"/>	WCPFC (south of 30S) (南緯30度以南)	<input type="checkbox"/>	WCPFC (between 30S and 23N) (南緯30度から北緯23度の間)	<input type="checkbox"/>	CCAMLR	<input type="checkbox"/>

<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.

<b>c) Provide information on which mitigation devices were present and recently used, and any comments</b> 混獲緩和装置の存在及び直近の使用の有無に関する情報及びコメントを示すこと。				
<u>Seabird mitigation devices:</u> <u>海鳥混獲緩和装置</u>	<u>Mitigation device present:</u> <u>混獲緩和装置の存在 :</u>	<u>Mitigation device compliant with RFMOs' technical specifications:</u> <u>混獲緩和装置がRFMOの技術要件を遵守しているか</u>	<u>Evidence of recent use:</u> <u>直近の使用の証拠 :</u>	<u>Comments</u> <u>コメント:</u>
<u>Bird-scaring (tori) lines/ poles</u> <u>トリライン/トリポール</u>	<u>Yes 有 No 無</u>	<u>Yes 有 No 無</u>	<u>Yes 有 No 無</u>	
<u>Weighted (branch) lines</u> <u>荷重枝縄</u>	<u>Yes 有 No 無</u>	<u>Yes 有 No 無</u>	<u>Yes 有 No 無</u>	
<u>Deep setting line shooter (WCPFC- between 30°S &amp; 23°N – not mandatory)</u> <u>投縄機 (WCPFC-南緯30度から北緯23度の間。義務ではない)</u>	<u>Yes 有 No 無</u>	<u>Yes 有 No 無</u>	<u>Yes 有 No 無</u>	
<u>Blue dye (WCPFC- between 30°S &amp; 23°N – not mandatory)</u> <u>着色餌 (WCPFC-南緯30度から北緯23度の間。義務ではない)</u>	<u>Yes 有 No 無</u>	<u>Yes 有 No 無</u>	<u>Yes 有 No 無</u>	
<u>Bird exclusion device (CCAMLR Area only)</u> <u>海鳥回避装置 (CCAMLR海域のみ)</u>	<u>Yes 有 No 無</u>	<u>Yes 有 No 無</u>	<u>Yes 有 No 無</u>	
<b>36. Findings by inspector(s)<sup>15</sup></b> 検査による所見				
<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				

<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.

<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.