



Operation of CCSBT MCS Measures

1. INTRODUCTION

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

The measures discussed here are:

- 1) The Catch Documentation Scheme (CDS),
- 2) The Transshipment Monitoring Program,
- 3) Records of Authorised Vessels and Farms,
- 4) The Vessel Monitoring System (VMS), and
- 5) Minimum Standards for Inspections in Port.

2. CATCH DOCUMENTATION SCHEME (CDS)

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

Cooperation with NCNMs: USA

The USA is not a Member of the CCSBT but continues to cooperate voluntarily with the CDS. The Secretariat received its first import submission from the USA in late April 2016 (for the 2015 year). CDS submissions from the USA continue to be received quarterly. Note that during 2017 the USA transitioned to a fully electronic trade data system and so expects that its trade reporting will have improved from 2018 onwards.

For the 2017 and 2018 calendar years the USA was not able to locate and therefore voluntarily submit all expected importer copies of CDS forms, particularly those for Indonesian and South African exports. During 2019, to assist the USA with locating these outstanding forms and to help it identify all intended USA-based importers of SBT, the Secretariat sought the cooperation of relevant exporting CCSBT Members. This exercise resulted in approximately 30% of missing USA importer copies of CDS forms being located by the USA. Where there remain difficulties in identifying USA-based intended importers, the USA intends to follow-up further bilaterally.

¹ Paper CCSBT-CC/1910/04

3. TRANSHIPMENT MONITORING PROGRAMME

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

Operational Issues

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

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

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

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

Authorised Carrier Vessels: IMO Number Requirement

IMO numbers have been provided for all currently authorised Carrier Vessels.

Summary of Transshipment Data Received

A summary of transshipment data provided to the Secretariat on transshipment declarations and/or observer reports/CDS forms for 2018 and the first half of 2019 (aggregated by flag and product type) is provided at **Attachment A** (Tables 1 - 5).

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

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

The following summarises the information received by the Secretariat:

- Observer deployment requests specifying that SBT were to be transhipped were received for 99% of all known SBT transshipments at sea during 2018;
- Observer deployment requests specifying that SBT were to be transhipped have been received for 88% of all known SBT transshipments at sea during the first half of 2019;

- The Secretariat received 95 transshipment declarations for transshipments at sea totalling 3,503t during 2018 and has received 16 transshipment declarations totalling 514t for the first half of 2019;
- The Secretariat received 7 transshipment declarations for in-port transshipments totalling 107t during 2018, and to date has received 5 transshipment declarations for in-port transshipments of 59t that occurred during the first half of 2019. It is not yet possible to check whether any additional in-port transshipments occurred, because CMFs for the 2nd quarter of 2019 are not due to be submitted to the Secretariat until 30 September 2019; and
- Observer reports have been received for 100% of all known 2018 transshipments at sea. Of the observer reports received, 29% contained observer estimates of the weights of SBT transhipped, while the remaining 71% did not provide specific information on SBT weights.
- Table 3 of **Attachment A** provides a summary of transshipment weights recorded on transshipment declarations, observer reports, and CDS information for the 2018 calendar year. To enable valid comparisons to be made, this table presents data for only those transshipments for which the Secretariat has received both transshipment declarations and observer reports and has been able to match these transshipments with CDS documents. When summed, the weights of transhipped SBT reported on transshipment declarations versus CDS documents differed from each other by 0.06%.

4. RECORDS OF AUTHORISED VESSELS AND FARMS

Authorised Farm and Vessel Records/ CLAV

The Secretariat continues to receive authorised farm and vessel updates approximately twice a week, with vessel updates containing up to one hundred vessels. Upon receipt of this information, the Secretariat updates its authorised vessels/farms database as well as the CCSBT web site.

Updated vessel information continues to be shared with the joint tuna Regional Fisheries Management Organisations' (RFMOs') Consolidated List of Authorised Vessels (CLAV) through automated updates between the CCSBT and the CLAV which occur daily. Funding of CLAV maintenance by the Common Oceans ABNJ² Tuna Project was scheduled to cease in September 2019, although there are now indications that the United Nations Food and Agriculture Organisation (UN-FAO) may be able to fund the CLAV until February 2020 - refer to paper CCSBT-EC/1910/04. New funding sources will need to be found if the CLAV is to continue to be maintained beyond this timeframe.

Authorised Fishing Vessels: IMO Number Requirement

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

Currently there is 100% compliance with this requirement. All fishing vessels that were authorised between 1 July 2018 to 30 June 2019 either had IMO numbers or alternatively the

² Areas Beyond National Jurisdiction

Secretariat was advised that vessels were exempt from having IMO numbers because they were either less than 100 GT/GRT in size or had a wooden/fibreglass hull construction.

In December 2017 the IMO numbering scheme was revised to allow for IMO numbers to be issued for a wider range of vessel types. Proposed changes to the CCSBT's Authorised Vessel Resolution to take into account those revisions are discussed in paper CCSBT-CC/1910/07.

5. VESSEL MONITORING SYSTEM (VMS)

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

6. MINIMUM STANDARDS FOR INSPECTIONS IN PORT

This Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port was adopted in 2015 and came into effect from 1 January 2017 and includes a number of obligations for Port State Members.

Designated Points of Contact and Ports

The Resolution requires that each Member wishing to grant port access to 'foreign fishing vessels' (including carrier vessels other than container vessels) carrying SBT or fish products originating from SBT submits to the CCSBT Secretariat:

- A designated point of contact for receiving inspection reports, and
- A list of designated ports to which 'foreign fishing vessels' may request entry.

The Secretariat has received designated points of contact and a list of designated ports from all Members except Indonesia. Indonesia advised that the Resolution is not currently applicable to it since:

"..... for the time being there is no foreign fishing fleet is allowed to enter Indonesian port to tranship SBT.

Indonesia is on the progress to finalize relevant regulations on PSM Implementation after we ratified the PSM agreement in 2016 and will inform CCSBT once the said regulation is issued including the new designated fishing ports for PSM Implementation in Indonesia".

Port Inspection Reports

In addition, paragraph 15 of the Resolution requires that:

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.

Further, paragraph 20 specifies 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.

In 2018, paper CCSBT-CC/1810/10 presented a table that outlined the Secretariat's interpretation of the number of inspections that need to be conducted to meet the 'at least 5%' port inspection requirement. That table is re-presented below as Table 1.

Table 1: Number of Required Inspections (to meet the ‘at least 5%’ inspection requirement)

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 ³
21 – 40	2
41 – 60	3
61 – 80	4
81 – 100	5

Note that the Secretariat only receives information on the total number of landings/ transshipment operations made by ‘foreign fishing vessels’⁴ into designated ports for the previous calendar year in Members’ annual reports to the Compliance Committee (CC) and Extended Commission (EC).

For the 2018 calendar year, only Korea and South Africa submitted port inspection reports to the Secretariat. Table 2 provides a summary of the port inspection reports that were (or were not) submitted for vessels carrying SBT/SBT products, how many reports were submitted within the required 14-day period, and whether appropriate notifications were received for any reports that were submitted late or have not yet been submitted.

Table 2: Number of 2018 Inspection Reports Submitted to the Secretariat

Member	Total No. of Landing/ Transshipment Operations by ‘Foreign Fishing Vessels’ ⁵	Number of Inspection Reports Received for ‘Foreign Fishing Vessels’ (carrying SBT/SBT products)	Percentage of Inspection Reports Received within the Required 14-Day Timeframe	Number of Notifications Received that Inspection Reports would be Submitted Late
Korea	1	1	100%	Not applicable
South Africa	26	20	0%	None
Taiwan	4	0	0%	None

In summary:

- Korea met the ‘at least 5%’ port inspection requirement and submitted its inspection report within the required timeframe;
- South Africa exceeded the ‘at least 5%’ port inspection requirements, but as discussed in paper CCSBT-CC/1910/04 did not submit any of the inspection reports within the required timeframe nor provide any notifications regarding the reasons for delays in submissions or when to expect late reports; and

³ Inspecting no (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

⁴ And carrying SBT/fish product originating from SBT

⁵ As provided in Members’ annual reports to the CC/EC

- According to Taiwan's annual report to the CC/EC it inspected 4 out of 4 landing/transshipment operations made by 'foreign fishing vessels' and so exceeded the 'at least 5%' port inspection requirement. However, Taiwan has not provided any port inspection reports to the Secretariat nor any notifications concerning the reasons why those reports have not yet been submitted.

Prepared by the Secretariat

Attachment A

Table 1: Summary of Transhipments at sea during the 2018 Calendar Year

Fishing Vessel Flag	From Transhipment Declarations			From Observer Reports	
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT
Japan	37	1,979,965	GG	37	871,819
Korea	9	1,003,157	GG	9	392,209
Taiwan	49	519,929	GG	49	28,061
TOTAL	95	3,503,051		95	1,292,089

Table 2: Summary of Transhipments at sea during the first half of the 2019 Calendar Year

Fishing Vessel Flag	From Transhipment Declarations			From Observer Reports ⁶	
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT
Japan	9	457,385	GG	7	200,817
Taiwan	7	56,242	GG	1	-
TOTAL	16	513,627		8	200,817

Table 3: Summary of Transhipments at sea versus CDS Forms versus Observer Reports for the 2018 Calendar Year⁷

Fishing Vessel Flag	Comment	Number of Transhipments	Total Net Weight (kg) from Transhipment Declaration	Total Net Weight (kg) from CDS	Total Net Weight (kg) from Observer Report
Japan	Observer provided SBT weights	18	941,637	939,529	871,734
Korea	Observer provided SBT weights	4	424,176	424,176	392,209
Taiwan	Observer provided SBT weights	5	27,829	27,829	28,061
Japan	Observer provided no SBT weights	18	1,038,243	1,038,230	Weight not provided
Korea	Observer provided no SBT weights	5	578,981	578,981	Weight not provided
Taiwan	Observer provided no SBT weights	44	492,100	492,100	Weight not provided
TOTAL		94	3,502,966	3,500,845	1,292,004

⁶ Not all observer reports for the first half of 2019 are available yet as they are not received until some time after the Observer has disembarked from the Carrier Vessel

⁷ This report is limited to transhipments where observer reports have been provided, and where the Secretariat has been able to match CDS information

Attachment A

Table 4: Summary of Transhipments that occurred in port during the 2018 Calendar Year⁸

Fishing Vessel Flag	From Transhipment Declarations			From CDS		
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type
Japan	3	103,012	GG	3	102,919	GGT
Taiwan	3	2,756	GG	3	2,756	GGT
Taiwan	1	950	GGT	1	950	GGT
TOTAL	7	106,718		7	106,625	

Table 5: Summary of Transhipments that occurred in port during the first half of the 2019 Calendar Year⁸

Fishing Vessel Flag	From Transhipment Declarations			From CDS		
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type
Japan	1	57,033	GG	Not due to be submitted to the Secretariat until 30/09/19		
Taiwan	4	2,299	GG			
TOTAL	5	59,332				

⁸ Transhipments conducted in port are not part of the CCSBT Transhipment Regional Observer Program, and therefore no observer deployment requests nor observer reports are required to be submitted for these transhipments. Only Transhipment Declarations are required to be submitted.