



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:

- The Catch Documentation Scheme (CDS),
- The Transshipment Monitoring Program,
- Records of Authorised Vessels and Farms,
- The Vessel Monitoring System (VMS),
- CCSBT IUU Vessel List, and
- 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.

3. TRANSHIPMENT MONITORING PROGRAM

The CCSBT has a transshipment monitoring program for monitoring the at-sea and in-port transshipment of SBT by its Members. The program 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.

¹ Paper CCSBT-CC/2110/04

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 2020 and the first half of 2021 (aggregated by flag and product type) is provided at **Attachment A** (Tables 1 - 5).

Tables 1a/b, 2a²/b and 3 of **Attachment A** provide information from all *at-sea* transshipment declarations and observer reports received. Tables 4³ and 5 provide the same information for *in-port* transshipment/ CDS information received. Due to the COVID-19 pandemic during 2020 and 2021, not all deployments of transshipment observers that would usually be required under the Transshipment Resolution could occur due to port and travel restrictions. Where observers were unable to be deployed, the Secretariat still received deployment requests and transshipment declarations, as well as ‘unobserved’ observer reports that summarised the transshipment at-sea activity involving SBT, including the dates, locations, vessels involved, declared weights and associated CDS documentation.

Due to not all at-sea transshipments being observed, both Tables 1 and 2 are presented in two parts for 2020 and 2021:

- Part a – for those Carrier Vessels which did have a transshipment observer on board, and
- Part b – for those Carrier Vessels that didn’t have a transshipment observer on board due to COVID-19 issues.

In Table 1a of **Attachment A** there appear to be 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

² Table 2a is blank because no observed transshipments at sea have been recorded yet for the first half of the 2021 calendar year

³ Table 4 is blank because no in-port transshipments of SBT are known to have occurred during 2020

transhipped for each individual vessel (it has been requested they do so), but only the overall weight of all SBT over a series of transhipments.

The following summarises the information received by the Secretariat:

- Observer deployment requests specifying that SBT were to be transhipped were received for 98% of all known SBT transhipments at sea during 2020;
- Observer deployment requests specifying that SBT were to be transhipped have been received for 94% of all known SBT transhipments at sea during the first half of 2021;
- The Secretariat received 88 transhipment declarations for transhipments at sea totalling 2,566t during 2020 and has received 13 transhipment declarations totalling 106t for the first half of 2021;
- The Secretariat received no transhipment declarations for in-port transhipments during 2020, and to date has received 4 transhipment declarations for in-port transhipments totalling approximately 4t that occurred during the first half of 2021. It is not yet possible to check whether any additional in-port transhipments occurred, because CMFs for the 2nd quarter of 2021 are not due to be submitted to the Secretariat until 30 September 2021;
- Observer reports⁴ have been received for 100% of all known 2020 at-sea transhipments. During 2020, the Secretariat received some ‘unobserved’ observer reports for declared at-sea transhipments of SBT where it was not possible to deploy a transhipment observer onto the receiving Carrier vessel. This resulted in there being only a low percentage of observer estimates of the weights of transhipped SBT available, *i.e.* of the observer reports received, 16% contained observer estimates of the weights of SBT transhipped, while the remaining 84% did not provide specific information on estimated SBT weights;
- To date there is no record of observers having observed any at-sea transhipments that occurred during the first half of 2021 due to COVID-19 issues in deploying transhipment observers to Carrier Vessels; and
- Table 3 of **Attachment A** provides a summary of transhipment weights recorded on transhipment declarations, observer reports, and CDS information for the 2020 calendar year. To enable valid comparisons to be made, this table presents data for only those transhipments for which the Secretariat has received both transhipment declarations and observer reports and has been able to match these transhipments with CDS documents. When summed, the weights of transhipped SBT reported on transhipment declarations versus CDS documents differed from each other by 0.7%.

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.

⁴ Both observed and ‘unobserved’ observer reports

However, no maintenance of the CLAV has been conducted since funding ceased in October 2019.

It is expected that the quality of the data in the CLAV and its usability will continue to decline in the absence of ongoing maintenance. The CCSBT Secretariat will continue to maintain the quality of its own data and will cooperate in any discussions that may take place between the tuna RFMOs and FAO to find an effective solution for ongoing CLAV maintenance.

Authorised Fishing Vessels: IMO Number Requirement

Paragraph 3 of the CCSBT's 'Resolution on a CCSBT Record of Vessels Authorised to Fish for Southern Bluefin Tuna', includes the following IMO numbering requirements:

3. Members and Cooperating Non-members shall ensure that the following categories of fishing vessels in the CCSBT Record of Authorised Vessels have IMO numbers issued to them:

- *all fishing vessels (except wooden and fibreglass vessels) flying their flag that are authorised to catch SBT, and that are at least 100 gross tonnage in size, and*
- *effective from 1 January 2021, wooden and fiberglass fishing vessels flying their flag that are authorised to catch SBT, and that are at least 100 gross tonnage in size, and*
- *effective from 1 January 2022, all motorised inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA) authorised to operate outside waters under the national jurisdiction of the flag State.*

Currently there is almost 100% compliance with this requirement. All fishing vessels (except for one Australian vessel⁵) that were authorised between 1 July 2020 to 30 June 2021 and were at least 100 GT/GRT in size had IMO numbers.

Members should note that CCSBT's agreed IMO numbering requirements will cover an even broader range of vessels from 1 January 2022 onwards (refer to paragraph 3 above).

5. VESSEL MONITORING SYSTEM (VMS)

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

6. CCSBT IUU VESSEL LIST

In October 2019, CCSBT's IUU Vessel List was revised to include a provision to cross-list vessels from the IUU Lists of eight other organisations onto the CCSBT's IUU Vessel List, but only in cases where the RFMO concerned was the original IUU listing organisation.

The eight organisations the CCSBT agreed to cross-list vessels from are the Inter-American Tropical Tuna Commission (IATTC), the International Commission for the Conservation of Atlantic Tunas (ICCAT), the Indian Ocean Tuna Commission (IOTC), the Western and Central Pacific Fisheries Commission (WCPFC), the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR), the South East Atlantic Fisheries Organisation (SEAFO), the Southern Indian Ocean Fisheries Agreement (SIOFA) and the South Pacific Regional Fisheries Management Organisation (SPRFMO).

⁵ The Secretariat is advised that this Australian vessel is currently in the process of registering for an IMO number

In late 2019 and early 2020, the Secretariat collated a CCSBT IUU List consisting of all appropriate cross-listed vessels from the eight nominated organisations above. This initial CCSBT IUU List included 116 cross-listed vessels and was first posted on the CCSBT's website in February 2020.

Since February 2020 the cross-listing process has been running relatively smoothly, with clarifications sometimes needing to be sought from the original source-listing organisations, and numerous updates have been made. As at early September 2021, CCSBT's IUU List included 123 cross-listed vessels only.

7. MINIMUM STANDARDS FOR INSPECTIONS IN PORT

The 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.

This information has been provided by all Members.

Port Inspection Reports

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.*

Table 1 outlines the Secretariat's interpretation of the number of inspections that need to be conducted to meet the 'at least 5%' port inspection requirement.

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 ⁶
21 – 40	2
41 – 60	3
61 – 80	4
81 – 100	5

For the 2020 calendar year Japan, Korea, South Africa and Taiwan submitted relevant port inspection reports to the Secretariat. Table 2 provides a summary of the port inspection reports that were submitted for vessels carrying SBT/SBT products, how many reports were submitted within the required 14-day period, whether appropriate notifications were received for any reports that were submitted late or have not yet been submitted and whether the inspection target appears to have been met.

Table 2: Number of 2020 Port Inspection Reports Submitted to the Secretariat

Member	Total No. of Landing/ Transshipment Operations by ‘Foreign Fishing Vessels’ ⁷	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	Was the ‘at least 5%’ inspection requirement met? ⁸
Japan	5	1	100%	Not applicable	Yes
Korea	1	1	100%	Not applicable	Yes
South Africa	23	23 ⁹	0%	0	Yes
Taiwan	2	2	100%	Not applicable	Yes

In summary:

- From the data available, Japan, Korea, South Africa and Taiwan all exceeded the ‘at least 5%’ port inspection target in 2020;
- Compliance with the 14-day timeframe for submitting port inspection reports to the Secretariat improved in 2020 – it was achieved by Japan, Korea and Taiwan but not by South Africa. South Africa provided all of its 2020 port inspection reports late and also did not provide any notifications regarding the reason(s) for the delay(s) and when to expect the delayed reports.

⁶ 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

⁷ As provided in Members’ annual reports to the CC/EC

⁸ Based on the port inspection data received by the Secretariat

⁹ South Africa’s annual report to CC/EC records that 23 relevant port inspections were conducted during 2020 but the Secretariat has only received copies of 21 relevant port inspection reports from South Africa for the 2020 calendar year. The Secretariat is following up with S. Africa regarding this discrepancy.

8. SUMMARY

It is recommended that CC16 notes:

- The information presented in this paper including:
 - the transshipment summary information provided at **Attachment A**, and
 - a brief update on the cross-listing process and the current status of the CCSBT's IUU Vessel List;
- The USA's continued voluntary cooperation with respect to providing quarterly CDS submissions to the Secretariat;
- That there is currently one Australian fishing vessel greater than 100 GT/GRT in size that does not have an IMO number but is in the process of registering for one;
- That CCSBT's agreed IMO numbering requirements will cover an even broader range of vessels from 1 January 2022 onwards, *i.e.* it will also include all motorised inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA) authorised to operate outside waters under the national jurisdiction of the flag State; and
- South Africa's continued late submission of port inspection reports without the required notification of delay or the reasons for the delays being provided within the required 14 day time period (refer to paragraph 20 of the, '*Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port*').

Prepared by the Secretariat

Attachment A

**Table 1a: Summary of Transhipments at sea during the 2020 Calendar Year
(transhipment observer on board)**

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	15	526,527	GG	15	392,656 ¹⁰
Korea	3	350,664	GG	3	238,690 ¹⁰
Taiwan	6	34,165	GG	6	0 ¹⁰
TOTAL	24	911,356		24	631,346¹⁰

**Table 1b: Summary of Transhipments at sea during the 2020 Calendar Year
(no transhipment observer aboard due to COVID-19 circumstances)**

Fishing Vessel Flag	From Transhipment Declarations			From 'Unobserved' Observer Reports	
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT ¹¹
Japan	9	535,515	GG	9	NA
Korea	4	374,732	GG	4	NA
Taiwan	37	562,918	GG	37	NA
Taiwan	14	181,655	GGT	14	NA
TOTAL	64	1,654,820		64	NA

**Table 2a: Summary of Transhipments at sea during the first half of the 2021 Calendar Year
(transhipment observer on board)**

None: No observed transhipments at sea have been recorded yet for the first half of the 2021 calendar year.

**Table 2b: Summary of Transhipments at sea during the first half of the 2021 Calendar Year
(no transhipment observer aboard due to COVID-19 circumstances)**

Fishing Vessel Flag	From Transhipment Declarations			From 'Unobserved' Observer Reports	
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT ¹¹
Taiwan	13	105,088	GG	13	NA
TOTAL	13	105,088		13	NA

¹⁰ The reason for the large discrepancies between the Transhipment Declaration and observed weights is because not all observer reports include the estimated weight of SBT for each transhipment

¹¹ NA (Not Applicable) - these transhipments were unobserved and so no observer estimated weight of SBT is available

Attachment A

Table 3: Summary of Transhipments at sea versus CDS Forms versus Observer Reports for the 2020 Calendar Year¹²

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	12	398,328	398,328	392,656
Korea	Observer provided SBT weights	2	237,509	237,509	238,690
Japan	Observer provided no SBT weights	12	663,714	663,094	0
Korea	Observer provided no SBT weights	5	487,887	487,887	0
Taiwan	Observer provided no SBT weights	56 ¹³	771,838	755,455	0
TOTAL		87	2,559,276	2,542,273	631,346

Table 4: Summary of Transhipments that occurred in port during the 2020 Calendar Year¹⁴

None: No in-port transhipments were recorded during the 2020 calendar year.

Table 5: Summary of Transhipments that occurred in port during the first half of the 2021 Calendar Year¹⁴

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
Taiwan	4	3,858	GGT	4	3,858	GGT
TOTAL	4	3,858		4	3,858	

¹² This report is limited to transhipments where observer reports have been provided, and where the Secretariat has been able to match CDS information

¹³ One Transhipment Declaration received for a Taiwanese transhipment has not yet been matched to its corresponding CMF, therefore there is 1 less transhipment for Taiwan (56) recorded in this Table 3 versus in Tables 1a and b combined (57)

¹⁴ 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.