

## **KOREA'S COMPLIANCE ACTION PLAN (2012)**

### **I. Summary of Improvements Implemented in the Compliance Action Plan**

*Compliance action plans are intended to ensure compliance with the CCSBT's conservation and management measures by requiring improvement in certain areas. This section of the template is intended to provide a brief summary of the improvements achieved in the current Compliance Action Plan (which is the plan described in this document) as well as summarising improvements that are planned for the future.*

#### **(1) Current improvements**

*Briefly list improvements achieved in this action plan, such as: designated foreign port of transshipment, 10% observer coverage, 10% monitoring of SBT transfer to farm cages by stereo video etc. There is no need to provide detailed descriptions of the improvements here because details of measures should be provided in the actual plan itself.*

In 2011, Korea did not place observers on the vessels fishing for SBT due to the lack of trained observers. However, to ensure that the catches of SBT stay within the national quota and all Korean SBT vessels comply with the relevant CCSBT regulations, a team was formed consisting of inspectors in charge of issuing CMFs and law enforcement officials. The team conducted three rounds of landing inspections on SBT landing in the 2011/2012 fishing season.

#### **(2) Future planned improvements**

*Describe any improvements that are being planned for the future (i.e. beyond the current Compliance Action Plan) and the expected implementation date for such improvements.*

The Korean fisheries authorities maintain a zero-tolerance stance toward any illegal activities of Korean-flagged SBT vessels. If and when there is any such case identified, a series of strong measures will be taken against the violators, including confiscation of illegal catches and products, financial penalties and deprivation of future SBT fishing opportunities. Also, whenever the authorities are informed of any SBT imports from other countries, inspections on the imported SBT will be undertaken through sampling.

## **II. Compliance Action Plan**

### **(1) Fishing for Southern Bluefin Tuna**

*(a) Specify the number of vessels expected to be in the SBT fishery together with the number that are expected to target SBT and the number that are expected to take SBT as a bycatch.*

Currently, 19 Korean-flagged large scale longliners are authorized by the Korean government to fish for SBT and duly registered in the CCSBT Vessel Register. The authorization is renewed every five years and the number of such authorization is commensurate with the fishing opportunity allocated to Korea. There is no vessel that catches SBT as bycatch. However, SBT vessels tend to move to the other areas of Indian Ocean to catch bigeyes and yellowfins after finishing their SBT operations. In any given year, the operation usually starts on April first and finishes at the end of December. In the 2011/2012 fishing season, however, this pattern slightly deviated from what had usually been observed and started in March, which was an unusual case.

*(b) Describe the system for controlling the level of SBT catch. For ITQ and IQ systems, this should include details on how the catch will be allocated to individual companies and/or vessels. For competitive catch systems this should include details of the process for authorising vessels to catch SBT and how the fishery will be monitored for determining when to close the fishery.:-*

For the fishing season 2011/2012, Korea's national allocation was 848,914 kilograms. This fishing opportunity was then allocated to individual companies based on their historical catches, and then

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subsequently allocated to individual vessels by the companies. The following table indicates the allocations and final catches by vessels in the fishing season 2011/2012.

Vessel name	Initial Quota Allocation (Kg)	Final catch (Kg)
NO.117 DONGWON	<b>116,919</b>	<b>96,560.90</b>
STD NO.,1	116,918	99,039.15
DONGWON NO.619	153,904	121,350.30
DONGWON NO.622	153,904	115,514.05
NO.353 ORYONG	102,423	150,936.35
NO.355 ORYONG	102,423	76,232.35
NO.373 ORYONG	102,423	77,519.20
<b>Total 7 vessels</b>	848,914	737,152.30

(c) Provide details of the methods used to monitor catching in the fishery by completing the table below.

Monitoring Methods	Description
Daily log book	<p><i>Specify:</i></p> <p>i. <i>Whether this is mandatory. If not, specify the % of SBT fishing to be covered:-</i> Keeping the daily log book is mandatory.</p> <p>ii. <i>The level of detail recorded (shot by shot, daily aggregate etc):-</i> The vessels fishing for SBT keep the log book on a daily basis. They record all the SBT-related information including the date and position of catch, amount of SBT caught and the number and combined weight of catches. They also keep accumulated catch figures every fishing day. The longline set is cast every day except when they travel to change fishing grounds.</p> <p>iii. <i>Whether the effort and catch information collected complies with that specified in the "Characterisation of the SBT Catch" section of the CCSBT Scientific Research Plan (Attachment D of the SC5 report). If not, describe the non-compliance:-</i> To collect the information related to characterization of the SBT catch, Korea has implemented and improved daily log book systems and observer programs. Through the these log book systems and observer programs, Korea will be able to collect more accurate effort and catch data, the biological data for SBT and ERS, and environmental data from Korean tuna longliners and on-boarded observers.</p> <p>iv. <i>Who the log books will be submitted to<sup>1</sup>:-</i> National Fisheries Research and Development Institute (NFRDI)</p> <p>v. <i>What the timeframe will be for submission:-</i> Currently, monthly logbook data are being submitted to the NFRDI, and fishing vessels are submitting their fishing logbooks to the government every month regardless of the administrative fishing seasons even when their trips take longer</p>

<sup>1</sup> If the reports are not to be submitted to the Member's or CNM's government fisheries authority, then also specify whether the information will later be sent to the fisheries authority, including how and when that occurs.

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	<p>than a month.</p> <p>vi. <i>The type of checking and verification that will routinely be conducted for this information:-</i>          For the management of the catch allocation, every fishing vessel submits monthly catch reports to the Ministry for Food, Agriculture, Forestry and Fisheries (MIFAFF) until it uses up 90 % of its allocation. After that, each vessel’s catch data shall be reported in every 10 days from the day when 90% of each vessel’s allocation is exhausted. When 98% of the catch allocation is counted against, the vessel should report its catch amount to MIFAFF every day to closely monitor the catch so that the vessels can keep their catches within limits. Then MIFAFF declares a closure of the SBT fishery for the vessel at a proper time considering the fishing situation. For verification, the government compares and contrasts the submitted data with such information as the transhipped amount, the landed amount, observer data and other documentations stipulated in the CDS Resolution.</p> <p>vii. <i>Reference to applicable legislation and penalties:-</i>          In accordance with Article 16 of the Act of the Distant Sea Fisheries Development, fishing vessel owners or fishing companies shall report the monthly catch data of SBT and ERS (Ecosystem Related Species) to MIFAFF. MIFAFF has established the “Rules on the Reporting Fishing Activities Conducted on Coastal and Offshore waters and Distant waters”, MIFAFF Ministerial Ordinance No. 40. According to the Rules, tuna long line vessels have an obligation to report their fishing activities, including the catch and size data. In addition, NFRDI will distribute separate report forms to all vessels that have SBT fishing plans in order to collect ERS data, including turtles, sea birds and sharks. The NFRDI also provides vessels with the guideline leaflets to support identification of the species caught during the SBT fishing activities. The violation against this rule could be punished in accordance with the Act of the Distant Sea Fisheries Development. The punishments include sanction, fines, penalties, and imprisonment.</p> <p>i. <i>Other relevant information<sup>2</sup>:-</i></p>
<p><i>Additional reporting methods (such as real time monitoring programs)</i></p>	<p><i>If multiple reporting methods exists (e.g. daily, weekly and/or month SBT catch reporting, reporting of tags and SBT measurements, reporting of ERS interactions etc), create a separate row of in this table for each method. Then, for each method, specify:</i></p> <p>i. <i>Whether this is mandatory. If not, specify the % of SBT fishing to be covered:-</i>          It is mandatory for SBT fishing vessels to report the SBT catch, tags and SBT measurements and ERS interactions on the monthly basis. Refer to provisions vi and vii of Daily Logbook section.</p> <p>ii. <i>The information that will be recorded (including whether it relates to SBT or ERS):-</i>          Every vessel that fishes SBT shall keep recording logbooks and the catch tagging forms. They are required to submit the logbooks to NFRDI every month. The logbooks contain date of set, position of set, catch (retained and discarded) and effort, size data and the ERS interactions as well.</p> <p>iii. <i>Who the reports will be submitted to and by whom (e.g. Vessel Master, the Fishing Company etc)<sup>1</sup>:-</i>          Captains of vessels submit the logbook data to the companies, and then the companies submit them to NFRDI.</p> <p>iv. <i>What the timeframe will be for submission:-</i>          Refer to provision v and vi of the Daily Logbook section and provision i of this section.</p>

<sup>2</sup> Including comments on the effectiveness of the controls or monitoring tools and any plans for further improvement.

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	<p>v. <i>The type of checking and verification that will routinely be conducted for this information:-</i>  <i>Reference to applicable legislation and penalties:-</i>                      The fisheries authorities require all SBT vessels to submit their catch records and logbooks and then cross check the catch with the fishing opportunity allocated to individual vessels. The authorities also require the vessels to make a ten-day report from the time when 90 percent of the allocations have been exhausted and a daily report when 98 percent of the allocations have been used thereby monitoring the catches of Korean-flagged SBT vessels in a near real time.</p> <p>vi. <i>Other relevant information<sup>2</sup>:-</i></p>
<p>Scientific Observers</p>	<p><i>Specify:</i></p> <p>i. <i>The % of the SBT catch and effort to be observed:-</i>                      Due to some operational difficulties in Korea's observer programs including safety incidents, no observer was placed on board Korean-flagged SBT vessels in 2011. In 2012, three vessels will have an observer on board for a period of 60-70 days, thereby achieving 10 percent of observer coverage by fishing days.</p> <p>ii. <i>The system to be used for comparisons between observer data and other catch monitoring data in order to verify the catch data:-</i>                      To compare between observer data and other monitored catch data, NFRDI conducts debriefing works through its distant-water fisheries statistical system.</p> <p>iii. <i>Excluding the coverage, specify whether the observer program will comply with the CCSBT Scientific Observer Program Standards. If not, describe the non-compliance:-</i>                      Korea's observer programs are in line with CCSBT Scientific Observer program Standards.</p> <p>iv. <i>What information on ERS will be recorded by observers:-</i>                      The information recorded by observers is as follows: Species composition of by-catch and ERS, catch and discards/releases (in number and weight), mitigation measures, ERS interactions, length and weight, sex, maturity, stomach contents, tag release and recapture, marine mammals and ERS sightings, fin ratio of sharks, depredation, etc</p> <p>v. <i>Who the observer reports will be submitted to:-</i>                      National Fisheries Research and Development Institute (NFRDI)</p> <p>vi. <i>Timeframe for submission of observer reports:-</i>                      The observer report is submitted in one month from the point when observer activities are completed.</p> <p>vii. <i>Other relevant information (including plans for further improvement – in particular to reach coverage of 10% of the effort):-</i></p>
<p>VMS</p>	<p><i>Specify:</i></p> <p>i. <i>whether a mandatory VMS for SBT vessels that complies with CCSBT's VMS resolution will be in operation. If not, provide details of non-compliance and plans for further improvement:-</i>                      The operation of VMS is mandatory to all SBT fishing vessels.</p> <p>ii. <i>Reference to applicable legislation and penalties:-</i>                      The violation against this rule could be punished in accordance with the Act of the Distant Sea Fisheries Development. The punishments include sanction, fines, penalty, and prison services, etc.</p>

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<i>At-Sea Inspections</i>	<i>Specify:</i> i. <i>The coverage level of at sea inspections (e.g. % of SBT trips inspected):-</i> No at-sea inspection. The inspections are to be made by on-board observers and transshipment observers.  ii. <i>Other relevant information<sup>2</sup>:-</i>
<i>Other (use of masthead cameras etc.)</i>	Not Applicable to Korean SBT fishing vessels

### **(2) SBT Towing and transfer to and between farms (farms only) : Korea does not farm SBT.**

(a) *Specify the approximate percentage of the annual SBT catch that is expected to be caught for farming.*

(b) *Describe the system to be used for controlling and monitoring towing of SBT from the fishing ground to the farming area. This should include details of:*

- i. *Observation required for towing of SBT (include % coverage):-*
- ii. *Monitoring systems for recording losses of SBT (in particular, SBT mortality):-*

(c) *Describe the system to be used for controlling and monitoring transferring of SBT from tow cages into farms. This should include details of:*

- i. *Inspection/Observation required for transfer of SBT (include % coverage):-*
- ii. *Monitoring system to be used for recording the quantity of SBT transferred:-*
- iii. *Process to be implemented for commercial trials of stereo video systems for monitoring 10% of SBT transfers in the 2011 fishing season:-*
- iv. *Plans to allow adoption of the stereo video systems for ongoing monitoring in the following season if they prove successful:-*

(d) *For “b” and “c” above, describe the process to be used for completing, validating<sup>3</sup> and collecting CCSBT CDS documents:-*

(e) *Other relevant information<sup>2</sup>*

### **(3) SBT Transshipment (in port and at sea)**

(a) *Specify the approximate percentage of the annual SBT catch expected to be involved in transshipments each year. Provide separate figures for transshipments in port and at sea.*

Year	Transshipment in port	Transshipment at sea
2011	406,935kg(88%)	57,676kg(12%)
half of the year 2012	None	None

<sup>3</sup> *Including the class of person who conducts this work (e.g. government official, authorised third party)*

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*(b) Describe the system to be used for controlling and monitoring transhipments in port. This should include details of:*

*i. Rules for designated foreign ports of transhipment for SBT:*

Korea's authorized officials monitor the process of the landing or transhipment on the designated foreign ports to check the landing activities; or if necessary, Korean authority concerned dispatches a competent official or officials to the designated landing ports to inspect landing or transhipment activities of Korean vessels.

MIFAFF designated five foreign ports as SBT landing or transhipment ports as of April 1, 2010 as follows;

- Shimizu, Japan
- Cape-town and Durban, South Africa
- Port Louis, Mauritius and
- Bali, Indonesia

In principle, transhipment of SBT in a port, which is not designated, is prohibited. However, transhipment or landing beyond designated ports may be allowed in case of the unavoidable circumstances (force majeure) such as bad weather, accident involved in crew or vessel, or changed sailing plan if it is permitted in advance by the Authority concerned. In this case, MIFAFF will inform the changes of the transhipment ports to the CCSBT Secretariat and relevant country's competent authorities.

*ii. Port State inspections required for transhipments of SBT (include % coverage):-*

Currently, no transhipment of SBT takes place in Korean port. If SBT caught by Korean flag vessel is to be transhipped in foreign ports, Korean government will cooperate with the port states for the effective inspections including participations of Korean Authorities in the inspection procedure. All the transhipments indicated in paragraph (a) took place in designated ports under the monitoring of registered inspectors of the port states (Cape town, South Africa; Port Louis, Mauritius)

*iii. Information sharing with designated port states:-*

The Korean government will consult with relevant authorities of the designated ports to explore effective ways in sharing and exchanging information needed for the inspection methods and results.

*iv. Monitoring systems for recording the quantity of SBT transhipped:-*

Vessels are obliged to complete daily log books of SBT before submitting them to the Korean government which will compare the amount of SBT on the daily log book with the amount transhipped when transhipments occur to verify the accuracy of the record. The amount transhipped is verified by relevant authorities at ports and observers at sea.

*v. Process for validating<sup>3</sup> and collecting CCSBT CDS documents:-*

Those who wish to have catch documents issued should submit the application form with required information (the captain's catch confirmation document, invoices, tagging forms, etc) to the Quarantine and Inspection Agency of MIFAFF (QIA) for verification. When the information is verified, the catch document with document numbers will be issued to the applicants. The NFIS keeps the copies of the documents.

*vi. Reference to applicable legislation and penalties:-*

The violation against this rule could be punished in accordance with the Act of the Distant Sea Fisheries Development. The punishments include confiscation, sanction, fines, penalties, and imprisonment.

*vii. Other relevant information<sup>2</sup>:-*

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(c) Describe the system to be used for controlling and monitoring transshipments at sea. This should include details of:

- i. The rules and processes for authorising transshipments of SBT at sea and methods (in addition to the presence of CCSBT transshipment observers) for checking and verifying the quantities of SBT transhipped:-

Pursuant to the *Resolution on Establishing a Program for Transshipment by Large-Scale fishing Vessels*, Korea gave transshipment authorization to 22 foreign-flagged carrier vessels and submitted the list of such vessels to the CCSBT Secretariat.

At-sea transshipment takes place following the process described below:

1. The company of an SBT vessel submits their transshipment plan to the Ministry for Food, Agriculture, Forestry and Fisheries (MIFAFF).
2. MIFAFF reviews the plan and determines whether to authorize it or not.
3. When the company's plan is authorized by MIFAFF, the Korea Overseas Fisheries Association (KOFA) notifies this plan to the IOTC Secretariat and request to place a transshipment observer. If necessary, the company and KOFA directly contact the carrier vessel operator or the MRAG, a transshipment program agency commissioned by the IOTC, to request to accompany the transshipment observer to monitor the transshipment.
4. The IOTC Secretariat designates a transshipment observer and sets the date and time of placing the observer through a consultation with the carrier vessel operator.
5. The carrier vessel and the fishing vessel contact each other to arrange the transshipment. The transshipment observer monitors the quantity transhipped and then signs the catch monitoring form and transshipment declaration form. The observer provides the signed forms to the masters of the carrier vessel and the fishing vessel and then travels back home on the carrier vessels.
6. The master of the fishing vessel signs the catch monitoring form and sends it back to his company via fax, and then the company provides this form with export declaration forms to the QIA when exporting transhipped consignments. The QIA validates the consignments correspond to the amount allocated to the fishing vessel and then sends the validation form back to the exporting company.
7. The QIA maintains transshipment records.

- ii. *Monitoring systems for recording the quantity of SBT transhipped:-*

Please refer to (i).

Also all documents related to the transshipment at sea are cross-checked with the data in catch and effort log sheets, landed quantities at port or all other information available.

- iii. *Process for collecting CCSBT CDS documents:-*

Those who wish to have catch documents issued should submit the application form with required information (the captain's catch confirmation document, invoices, tagging forms, etc) to the Quarantine and Inspection Agency of MIFAFF (QIA) for verification. When the information is verified, the catch document with document numbers will be issued to the applicants.

- iv. *Reference to applicable legislation and penalties:-*

The violation against this rule could be punished in accordance with the Distant Water Fisheries Development Act. The punishments include sanction, fines, penalties, and imprisonment.

- v. *Other relevant information<sup>2</sup>:-*

### **(4) Landings of Domestic Products (from both fishing vessels and farms)**

(a) Specify the approximate percentage of the annual SBT catch that is expected to be landed as domestic product each year.

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Fifty-seven percent of SBT caught by Korean-flagged vessels in 2011 were landed in designated ports in Korea and other countries. In the home port of Busan, 379 kilograms of SBT (0.5%) were landed for domestic consumption. Most catches, including those transhipped at sea or in designated foreign ports, were landed in the Shimizu port in Japan for export to the country.

*(b) Describe the system to be used for controlling and monitoring domestic landings of SBT. This should include details of:*

*i. Rules for designated ports of landing of SBT:-*

(Landing in home ports)

MIFAFF has designated the Busan port as the port of landing of SBT. Those who wish to land SBT in the Busan port are required to submit a landing plan to MIFAFF no later than 30 days prior to the estimated date of port entry. A team of law enforcement officials, judicial police officers and QIA officials conduct physical inspections on the landing in the landing port. CMFs are issued only after all lading has been fully inspected.

(Landing in foreign ports)

MIFAFF has designated four foreign ports (i.e. Shimizu (Japan), Cape-town and Durban (South Africa), Port Louis (Mauritius) and Bali (Indonesia) for SBT landing. Those who are planning to land SBT in one of the foreign ports are required to make landing declarations no later than 30 days prior to the estimated date of port entry. A team of law enforcement officials, judicial police officers and QIA officials conduct physical inspections on the landing in the landing port. The required physical inspection coverage in foreign ports is at least 10 percent.

*ii. Inspections required for landings of SBT (including % coverage):-*

Please refer to (i) above.

*iii. Monitoring systems for recording the quantity of SBT landed:-*

When fishing vessels or carrier vessels with SBT on board enter a domestic port or a foreign port and submit the landing report in accordance with the related regulation, MIFAFF dispatches inspectors from the Quarantine and Inspection Agency of MIFAFF to the designated ports to verify the SBT-related information. The inspectors check the actual SBT weight landed with the filed CCSBT CDS documents. For more information, refer the provision i

*iv. Process for validating<sup>3</sup> and collecting CCSBT CDS documents:-*

Those who want catch documents issued should submit the application form with required information (the captain's catch confirmation document, invoices, tags, etc) to the Quarantine and Inspection Agency of MIFAFF for verification. When the information is verified, the catch document with document numbers will be issued to the applicants. Some verifications are made based on the physical inspection results.

*v. Reference to applicable legislation and penalties:-*

The violation against this rule could be punished in accordance with the Act of the Distant Sea Fisheries Development. The punishments include sanction, fines, penalties, and imprisonment, etc.

*vi. Other relevant information<sup>2</sup>:-*

### **(5) SBT Exports**

*(a) Specify the approximate percentage of the annual catch that is expected to be exported each year.*

Approximately 99% of the annual catch of SBT by Korean vessels is exported.



*(b) Describe the system to be used for controlling and monitoring exports of SBT. This should include details of:*

*i. Inspections required for export of SBT (including % coverage):-*

In Korea, the companies that catch SBT also export them to other countries. Those who are authorized and wish to catch and export SBT are required to complete CMFs and CTFs and submit them to the Quarantine and Inspection Agency (QIA) under MIFAFF for validation. Virtually all SBT caught by Korean-flagged vessels are either directly landed in the ports of an importing country or transhipped at sea or in the 3<sup>rd</sup> country's ports and then landed in the ports of an importing country. Those who wish to export SBT are required to submit their landing plan a month prior to the estimated date of landing. When the landing or transshipment take place in ports, officials in charge of issuing CMFs conduct monitoring and inspection of as many consignments as possible. When the catches are transhipped at sea, CMFs are issued based on the information provided by transshipment observers, since it is difficult for inspectors to be there to monitor the transshipment. In latter cases, logbook information and individual vessel quotas are thoroughly cross-checked before issuing CMFs. Korean-flagged SBT vessels usually land in ports. In 2011, an official in charge of issuing CMFs travelled to a designated foreign port (Shimizu port) to conduct a hands-on inspection of 263,718 kilograms (45%) of SBT out of 583,594 kilograms exported to the country.

*ii. Monitoring systems for recording the quantity of SBT exported:-*

The Quarantine and Inspection Agency of MIFAFF maintains and checks the quota register which shows the allocations and exhaustions of quota of individual companies and each vessel. Initially, the MIFAFF allocates quota to individual companies (same as exporters). Then the Quarantine and Inspection Agency monitors whether the companies have exceeded their quota allocations or not. If a company which wants to be issued with Catch Document has exceeded its quota, the request gets rejected.

*iii. Process for validating<sup>3</sup> and collecting CCSBT CDS documents:-*

Those who want catch documents issued should submit the application form with required information (the captain's catch confirmation document, invoices, tags, etc) to the Quarantine and Inspection Agency of MIFAFF for verification. When the information is verified, the catch document with document numbers will be issued to the applicants.

*iv. Reference to applicable legislation and penalties:-*

The violation against this rule could be punished in accordance with the Act of the Distant Sea Fisheries Development. The punishments include sanction, fines, penalty, and imprisonment.

*v. Other relevant information<sup>2</sup>:-*

## **(6) SBT Imports**

*(a) Specify the approximate tonnage of SBT that is expected to be imported each year.*

An amount of SBT import in 2011 was 146,052 kilograms and the estimated amount of SBT import in 2012 is 40,524 kilograms as of the late June of the year 2012 (76 cases of imports). The exporting countries to Korea are Indonesia, Australia and Japan. For more detailed information, please refer to the "import" table in item (7) *SBT Markets*.

*(b) Describe the system to be used for controlling and monitoring imports of SBT. This should include details of Rules for designated ports for import of SBT:-*

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The amount of import is showing an increase recently. To control and monitor the SBT import, the Quarantine and Inspection Agency of MIFAFF conducts sampling inspections in addition to the CDS documents. To strengthen the current measures, the Korean government will develop more stringent mechanisms, including increased physical inspections.

*i. Inspections required for import of SBT (including % coverage):-*

Companies which import SBT should apply for imported food product quality inspection and relevant documentations including Catch Document. After the application is submitted, the official in charge conducts an inspection. Four percent of the total amount of imported product is drawn as a sample for an analysis. (for harmful agents such as mercury, lead, cadmium, methyl mercury). For processed products such as fillets, the inspection includes the examination for Carbon Monoxide. The rest of 96 percent also goes through a sensory test by the inspector and if it meets the hygienic standard, it can clear the custom. The Quarantine and Inspection Agency of MIFAFF conducts a DNA analysis test for identification of species when necessary. The re-import of SBT goes through the same processes as the import.

*ii. Process for checking and collecting CCSBT CDS documents:-*

Refer to above question *i*

*iii. Reference to applicable legislation and penalties:-*

The violation against this rule could be punished in accordance with the Act of the Distant Sea Fisheries Development. The punishments include sanction, fines, penalties, and imprisonment.

*iv. Other relevant information<sup>2</sup>:-*

### **(7) SBT Markets**

*(a) Describe the system to be used for controlling and monitoring of SBT at markets (e.g. voluntary or mandatory requirements for certain documentation and/or presence of tags, and monitoring or audit of compliance with such requirements):-*

In Korea, SBT consumptions are on the gradual rise, and these SBT are mainly imported from Indonesia and Australia. Ninety-nine percent of SBT caught by Korean-flagged vessels are exported to Japan. This is assumed to be due to the price differences between imported SBT and SBT caught by Korean-flagged vessels. Those who wish to import SBT to Korea are required to submit SBT import declaration forms to the Quarantine and Inspection Agency of MIFAFF, which should be accompanied with CMFs and CTFs validated by the competent authorities of the exporting country. The import of SBT must be in compliance with relevant CCSBT resolutions. There have been some cases where exporters submitted CTFs signed by the vessel master. In those cases, the consignments could never clear the customs to be imported to Korea. Figures on SBT import and export are indicated as follows:

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(Import)

Category	Country	2010		2011		end of June, 2012	
		No. of cases	Quantity(kg)	No. of cases	Quantity(kg)	No. of cases	Quantity (kg)
<b>aggregated total (import + re-import)</b>		<b>102</b>	<b>104,715</b>	<b>117</b>	<b>146,052.2</b>	<b>76</b>	<b>40,524.2</b>
<b>Import</b>	<b>total</b>	<b>101</b>	<b>99,866</b>	<b>36</b>	<b>64,959.4</b>	<b>21</b>	<b>7,466.4</b>
	Japan	20	37,283	1	120	-	-
	Australia	64	33,101	2	49,705.4	-	-
	Indonesia	17	29,482	33	15,134	21	7,466.4
<b>Re-import</b>	<b>total</b>	<b>1</b>	<b>4,849</b>	<b>81</b>	<b>81,092.8</b>	<b>55</b>	<b>33,057.8</b>
	Japan	-	-	81	81,092.8	55	33,057.8
	Chinese Taipei	1	4,849				

(Export)

Category	Country	2010		2011		end of June, 2012	
		No. of cases	Quantity(kg)	No. of cases	Quantity(kg)	No. of cases	Quantity (kg)
<b>(aggregated total export+re-export)</b>		<b>29</b>	<b>973,969.2</b>	<b>12</b>	<b>583,594.4</b>	<b>6</b>	<b>379,783</b>
<b>Export</b>	<b>total</b>	<b>25</b>	<b>957,591</b>	<b>10</b>	<b>563,044.4</b>	<b>6</b>	<b>378,378</b>
	Japan	25	957,591	10	563,044.4	6	378,378
<b>Re-export</b>	<b>total</b>	<b>4</b>	<b>16,378.2</b>	<b>2</b>	<b>20,550</b>	<b>1</b>	<b>1,405</b>
	Japan	4	16,378.2	2	20,550	-	-
	China	-	-	-	-	1	1,405

(b) Other relevant information<sup>2</sup>

**(7) Other**

The Catch monitoring Form, Catch Tagging Form and Farm Stocking Form will help to monitor the compliance of the catch limit and the SBT amount caught. In addition, transshipment at sea can be checked through each RFMO's transshipment observer programs and reports.

**III. Additional Reporting Requirements for the Compliance Committee**

*The following reports are required to be provided to the Compliance Committee or Secretariat on an annual basis. It is suggested that for 2010, these reports be included in this section of the Compliance Action Plan template.*

**(1) Annual VMS Summary Report**

*The Resolution on establishing the CCSBT Vessel Monitoring System requires the following information to be reported by each Member and CNM. However, depending on the information provided in the Compliance Action Plan (chapter II), it may be possible to satisfy the requirements of item "a" by referencing the VMS part of Section "1c" of the Compliance Action Plan.*

- a. A description of the progress and implementation of its VMS program in accordance with the CCSBT VMS resolution.

Korea operates VMS programs to comply with the "Resolution on establishing the CCSBT vessel Monitoring System" adopted at the Fifteenth Annual Meeting. All Korean vessels registered in the CCSBT vessel registry always equip the VMS and remain it active.

- b. The number of its flag vessels on the CCSBT Authorised Vessel List that were required to report to a National VMS system.

19 vessels

- c. The number of its flag vessels on the CCSBT Authorised Vessel List that actually reported to a National VMS system.

19 vessels

- d. Reasons for any non-compliance with VMS requirements and action taken by the Member.

No such case happened.

- e. In the event of a technical failure of a vessel's VMS, the vessel's geographical position (latitude and longitude) at the time of failure and the length of time the VMS was inactive should be reported.

No such case happened

- f. Describe the procedures used for manual reporting in the event of a VMS failure (e.g. "manual position reporting on a 4 hourly basis").

The vessel should report its position manually every 8 hours.

- g. A description of any investigations initiated in accordance with paragraph 3(b) of the CCSBT VMS resolution including progress to date and any actions taken.

No such case happened.

## CCSBT-CC/1209/Compliance Action Plan - Korea

### (2) Annual Transshipment Summary Report

The CCSBT's resolution on Establishing a Program for Transshipment by Large-Scale Fishing Vessels requires the following information to be reported to the Secretariat by each Member and CNM six weeks prior to the Annual meeting of the Commission. It would be appropriate for the same information to be provided in this report to the Compliance Committee.

- a. The quantities of SBT transhipped during the previous year.

The quantities of SBT transhipped of catch for 2011/2012 fishing season were 464,611 kilograms and the cases are nine. For more detailed information, refer to the table below.

2011/2012 Season ('11.4.1~'12.3.31) SBT Transshipment Report

Transshipment Day	Fishing Vessel name	Carrier Vessel Name	Kg	Transshipment Place		Observer Name
			G-G	Name of the port	At sea	(in case of Sea Transshipment)
June 22-23, 2011	373 Oryong	HOUTA MARU	10,973		S32-06 E107-22	KAPP MARIUS
June 24-25, 2011	355 Oryong	HOUTA MARU	5,304		S31-00 E105-42	KAPP MARIUS
June 29, 2011	622 Dongwon	YOMA	41,399		S30-00 E43-00	NEWTON JONATHAN STEWART
July 28, 2011	353 Oryong	HOUTA MARU	80,570	CAPE TOWN S. AFRICA		
December 17, 2011	355 Oryong	VICTORIA	57,287	PORT LOUIS, MAURITIUS		
December 19, 2011	373 Oryong	VICTORIA	52,231	PORT LOUIS, MAURITIUS		
December 25, 2011	117 Dongwon	HATSUKARI	72,838	PORT LOUIS, MAURITIUS		
December 25, 2011	STD 1	HATSUKARI	81,266	PORT LOUIS, MAURITIUS		
December 27, 2011	622 Dongwon	VICTORIA	62,743	PORT LOUIS, MAURITIUS		
TATOL	9		464,611			

- b. The list of the LSTLVs registered in the CCSBT Authorised Vessel List which have transhipped during the previous year.

Vessels that engaged in SBT transshipment in 2011 (administrative fishing season-April, 2011-March 31, 2012) are as follows;

Fishing vessels	Carries vessels
373 Oryong	HOUTA MARU
355 Oryong	HOUTA MARU
622 Dongwon	RYOMA
353 Oryong	HOUTA MARU
355 Oryong	VICTORIA
373 Oryong	VICTORIA
117 Dongwon	HATSUKARI
STD 1	HATSUKARI
622 Dongwon	VICTORIA

- c. A comprehensive report assessing the content and conclusions of the reports from the observers assigned to carrier vessels which have received transshipment from their LSTLVs.

The authority in charge of issuing CDS issued the documents based on the transshipment observers' verification. There was no serious problem found related to false information.

### **(3) Annual Report on Implementation of the 2008 ERS Recommendation**

*The CCSBT's Recommendation to Mitigate the Impact on Ecologically Related Species of Fishing for Southern Bluefin Tuna includes an annual reporting requirement to the Compliance Committee.*

Members and CNMs are required to report on the action they have taken pursuant to the following paragraphs of the 2008 ERS Recommendation:

1. Members and Cooperating Non-Members will, to the extent possible, implement the International Plan of Action for Reducing Incidental Catches of Seabirds in Longline Fisheries (IPOA-Seabirds), the International Plan of Action for the Conservation and Management of Sharks (IPOA-Sharks), and the FAO Guidelines to reduce sea turtle mortality in fishing operations (FAO-Sea turtles), if they have not already done so.

Korea developed and approved its National Action Plan for the Conservation and Management of Sharks in August, 2011. The contents of the NPOA-Sharks are generally in line with the IPOA-Sharks.

2. Members and Cooperating Non-Members will comply with all current binding and recommendatory measures aimed at the protection of ecologically related species, including seabirds, sea turtles and sharks, from fishing, which are adopted from time to time:
  - a) by the Indian Ocean Tuna Commission, when fishing in its Convention area, and
  - b) by the Western and Central Pacific Fisheries Commission, when fishing in its Convention area,

irrespective of whether the Member or Cooperating Non-Member concerned is a member of the relevant Commission or otherwise cooperates with it.

Korea has been complying with the WCPFC and IOTC conservation and management measures and resolutions in terms of shark, sea bird and sea turtle bycatches.

3. Members and Cooperating Non-Members will collect and report data on ecologically related species to the Extended Commission and/or its subsidiary bodies as appropriate, including the Ecologically Related Species Working Group. Further, the undertaking described in paragraph 2 will include a commitment to comply with measures adopted by the Indian Ocean Tuna Commission and the Western and Central Pacific Fisheries Commission on the collection and reporting of data in relation to ecologically related species. Data confidentiality shall be protected under the rules that apply in those Commissions.

As a member of both the IOTC and the WCPFC, Korea has complied with all current binding and recommendatory measures taken by relevant RFMOs concerning the ERS by collecting and reporting data.

Summary of observed ERS mortality for longline fisheries

No particular information to be provided on ERS mortality for longline fisheries.