

Annual Report to the Compliance Committee and the Extended Commission

Contents	Page
1 Summary of Monitoring, Control and Surveillance (MCS) Improvements	2
1.1 Improvements achieved in the current fishing season	2
1.2 Future planned improvements	2
2 SBT Fishing and MCS	2
2.1 Fishing for Southern Bluefin Tuna	2
2.2 Monitoring catch of SBT	5
2.3 SBT Towing and transfer to and between farms (farms only)	7
2.4 SBT transshipment (in port and at sea)	8
2.5 Port Inspections of Foreign Fishing Vessels/Carrier Vessels (FVs/CVs) with SBT/ SBT Products on Board	9
2.6 Monitoring of trade of SBT	9
2.7 Coverage and Type of CDS Audit undertaken	10
3 Changes to sections in Annex 1	10
Annex 1. Standing items: details of MCS arrangements used to monitor SBT catch in the fishery	11
1 Monitoring catch of SBT	11
1.1 SBT Towing and transfer to and between farms (farms only)	15
1.2 SBT Transshipment (in port and at sea)	15
1.3 Port Inspections of Foreign FVs/CVs with SBT/ SBT Products on Board	17
1.4 Landings of Domestic Product (from both fishing vessels and farms)	17
1.5 Monitoring of trade of SBT	18
1.6 Other	20
2 Additional Reporting Requirements Ecologically Related Species	20
Appendix 1. CCSBT Authorised Vessel Resolution	24

1 Summary of Monitoring, Control and Surveillance (MCS) Improvements

1.1 Improvements achieved in the current fishing season

Provide details of MCS improvements achieved for the current fishing season.

Taiwan has commissioned third parties in Japan to conduct examinations of its SBT transhipped at sea and then directly exported to Japan. Starting in the 2021 fishing season, the officials of the Fisheries Agency of Taiwan validate the Catch Monitoring Form (CMF) of above SBT based on the examination report from Japan. Such arrangement has improved on the shortcoming that regional observers dispatched by regional fisheries management organizations (RFMOs) onboard cannot accurately estimate the amount of the weight and number of SBT transhipped at sea. In addition, all fishing vessels authorized to fish for SBT are requested to report catch and effort, and individual length and weight of SBT through an electronic logbook system (e-logbook) daily since 2016.

To straighten the fisheries management, Taiwan Government has adopted the Act for Distant Water Fisheries (DWFA) and 15 implementing regulations which entered into force on the 20th Jan 2017. The scope of the DWFA covers all Taiwan flagged fishing vessels operating in the area beyond national jurisdiction, as well as nationals who engage in distant water fisheries and related activities. Any fishing vessel or Taiwanese nationals that violate the DWFA will be subject to punishment which includes a huge amount of fine to deprive of their illegal profit, suspension or revocation of fishing license, or confiscation of catches, fishing gears, or even fishing vessels.

Starting from 30th June 2016, all Taiwan-flagged distant water fishing vessels shall land or tranship their catch in 32 designated foreign ports. The minimum inspection coverage is 5% of vessels and is carried out by the on-site authorized inspectors, missioned inspectors, the independent third party commissioned by the Taiwan authority, and inspectors of the port States.

To prevent, deter, and eliminating illegal, unreported, and unregulated (IUU) fishing activities, as well as to set principles and standards for the development and implementation of MCS policies and measures for fisheries, the competent authorities, through the effort made by the cross-ministerial Combating IUU Task Force, adopted the National Plan of Control and Inspection for Fisheries (NPCI) on 25 October 2016 and renewed in 2018. The goal of the NPCI is to improve the fisheries and other competent authorities' management capacity. It includes the principles and standards for developing MCS policies and measures, as well as the guidelines for risk assessment and control, with effective utilization of limited resources in mind.

1.2 Future planned improvements

Describe any MCS improvements that are being planned for future fishing seasons and the expected implementation date for such improvements.

N/A

2 SBT Fishing and MCS

2.1 Fishing for Southern Bluefin Tuna

2.1.1 Catch and allocation

Specify the Effective Catch Limit, carry-forward of quota, total available catch, and attributable catch for the three most recently completed fishing seasons in Table 1. All figures should be provided in tonnes.

Table 1. Effective catch limit, carry-forward, total available catch, and attributable catch.

A	B	C	D	E
Fishing Season	Effective Catch Limit ¹ (tonnes)	Quota Carried Forward to this Fishing Season (tonnes)	Total Available Catch ² (B+C) (tonnes)	Attributable catch ³ (tonnes)
March 2018 – February 2019	1,240.5	33.2	1,273.7	1,221
March 2019 – February 2020	1,240.5	34.726	1,275.226	1,240
March 2020 – February 2021	1,240.5	21.285	1,261.785	1,126

2.1.2 Allowances and SBT mortality for each sector

Specify the allowances and SBT mortality for each sector during the three most recently completed fishing seasons in Table 2. If information on SBT mortality is not available for a particular sector, use the best estimates of catch. All figures to be provided in tonnes.

Table 2. Allowances and SBT mortality for each sector.

Sector	Commercial fishing operations whether primarily targeting SBT or not			
	Sector 1: (Authorized commercial longline)		Sector 2: (Discards)	
Fishing season	National allowance	Mortalities (tonnes)	National allowance	Mortalities (tonnes)
March 2018 – February 2019	1,273.7	1,211	10	10
March 2019 – February 2020	1,275.226	1,229	10	10
March 2020 – February 2021	1,261.785	1,116	10	10

2.1.3 SBT Catch (retained and non-retained)

For the three most recently completed fishing seasons, specify the weight (in tonnes) and number of SBT for each sector (e.g. commercial longline, commercial purse seine, commercial charter fleet, commercial domestic fleet, recreational fishing, customary and/or traditional fishing and artisanal fishing) in Table 3. Provide the best estimate if reported data is not available. Figures should be provided for both retained SBT and non-retained SBT. For all non-farming sectors, “Retained SBT” includes SBT retained on vessel and “Non-Retained SBT” includes those returned to the water. For farming, “Retained SBT” includes SBT stocked to farming cages and towing mortalities. If possible, provide both the weight in tonnes and the number of individuals in square brackets (e.g. [250]) for each sector. Table cells should not be left empty. If the value is zero, enter “0”.

Table 3. SBT catch (retained and non-retained)

¹ Effective catch limit is the Member’s allocation plus any adjustments for agreed short term changes to the National Allocation. For example, see column 3 of Table 1 at paragraph 87 of the Report of CCSBT 24.

² Total available catch means a Member’s Effective Catch Limit allocation for that quota year plus any amount of unfished allocation carried forward to that quota year.

³ ‘A Member or CNM’s attributable catch against its national allocation is the total Southern Bluefin Tuna mortality resulting from fishing activities within its jurisdiction or control including, inter alia, mortality resulting from: commercial fishing operations whether primarily targeting SBT or not; releases and/or discards; recreational fishing; customary and/or traditional fishing; and artisanal fishing.’

Fishing Season	Retained and discarded SBT							
	Commercial sectors (all weights are in tonnes)				Sector 3: Recreational sector		Sector 4: Customary/artisanal sector	
	Sector 1 (Authorized commercial longline)		Sector 2 (N/A)		Retained SBT	Non-Retained SBT	Retained SBT	Non-Retained SBT
Retained SBT	Non-Retained SBT	Retained SBT	Non-Retained SBT					
March 2018 – February 2019	1,211	[559]	-	-	-	-	-	-
March 2019 – February 2020	1,229	[705]	-	-	-	-	-	-
March 2020 – February 2021	1,116	[434]	-	-	-	-	-	-

2.1.4 The number of vessels in each sector

Specify the fishing season and number of vessels that caught SBT in each sector during the three most recently completed fishing seasons in Table 4.

In cases where vessel numbers are not able to be provided, specify the best estimate.

Table 4. Vessels by Sector

Fishing season	Number of vessels			
	Commercial sectors		Sector 3: Recreational sector	Sector 4: Customary/artisanal sector
Sector 1 (Authorized commercial longline)	Sector 2 (N/A)			
March 2018 – February 2019	77	-	-	-
March 2019 – February 2020	72	-	-	-
March 2020 – February 2021	70	-	-	-

2.2 Monitoring catch of SBT

2.2.1 Daily logbooks

- i. *If daily logbooks are not mandatory, specify the % of SBT fishing where daily logbooks were required.*

Completion of daily log book is mandatory.

- ii. *Specify whether the effort and catch information collected complied with that specified in the “Characterisation of the SBT Catch” section of the CCSBT Scientific Research Plan (Attachment D of the SC5 report), including both retained and discarded catch. If not, describe the non-compliance.*

The effort and catch information collected complies with that specified in the “Characterisation of the SBT Catch” section of the CCSBT Scientific Research Plan, including both retained and discarded catch. Noting that sex, gonad, otolith and other biological information is mainly collected by scientific observers.

2.2.2 Additional reporting methods (such as real time monitoring programs)

- 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) then, for each reporting method, specify if it was mandatory, and if not, specify the % of SBT fishing the reporting method covered.*

The mandatory daily log book is submitted to the competed authority or a commissioned professional institution (Overseas Fisheries Development Council, OFDC) through electronic means, which consist of date of catch, vessel position, date and time of set, number of hooks set, target species, the related species including ERS (e.g., sharks, seabirds, sea turtles, etc.), individual measurements of SBT (length, weight, and product type), and discards/release of ERS.

2.2.3 Scientific Observers

- i. *Provide the percentage of the SBT catch and effort observed in the three most recently completed fishing seasons for each sector (e.g. longline, purse seine, commercial charter fleet, and domestic fleet) in Table 5. The unit of effort should be hooks for longline and sets for purse seine.*

Table 5. Observer coverage of SBT catch and effort

Fishing season	Sector 1		Sector 2	
	% effort obs.	% catch obs.	% effort obs.	% catch obs.
March 2018 – February 2019	16.0%	10.8%	-	-
March 2019 – February 2020	19.0%	14.0%	-	-
March 2020 – February 2021	10.7%	10.0%	-	-

- ii. *Specify whether the observer program complied with the CCSBT Scientific Observer Program Standards. If not, describe the non-compliance. Also indicate whether there was any exchange of observers between Members.*

The observer program of Taiwan has complied with the CCSBT Scientific Observer Program Standards.

2.2.4 Vessel Monitoring System (VMS)

For the most recently completed fishing season for Member-flagged authorised carrier vessels and fishing vessels fishing for or taking SBT specify:

- i. *Was a mandatory VMS that complies with CCSBT's VMS resolution in operation?*

VMS for SBT vessels that complies with CCSBT's VMS resolution is mandatory and in operation.

- ii. *If a mandatory VMS that complies with CCSBT's VMS resolution was not in operation, provide details of non-compliance and plans for further improvement.*

N/A

- iii. *The number of its flag 1) fishing vessels (FVs) and 2) carrier vessels (CVs) that were required to report to a National VMS system:-*

1) FVs:70

2) CVs:35

- iv. *The number of its flag 1) fishing vessels (FVs) and 2) carrier vessels (CVs) that actually reported to a National VMS system:-*

1) FVs:70

2) CVs:35

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

No VMS related non-compliance was found.

- vi. *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.*

If the ALC onboard is lost the signal connection or mal-functional, the vessel operator or captain are required to manually report the VMS information by facsimile to the competent authority or a commissioned professional institution (OFDC) at least every 4 hours until the VMS onboard is operational again. The vessel positions during the signal-lost or mal-functional period shall be recorded by an automatic recording satellite navigator and store onboard for inspection.

- vii. *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.*

There have been no investigations initiated in accordance with paragraph 3(b) of the CCSBT VMS resolution.

2.2.5 At-sea inspections

Specify the coverage level of at sea inspections of SBT authorised fishing vessels by Member's patrol vessels during the most recently completed fishing season (e.g. the percentage of SBT trips inspected).

Taiwan dispatched patrol vessels to inspect Taiwanese fishing vessels operating in three oceans. In 2009, 5 Taiwanese SBT vessels were boarded and inspected. It accounts for 7.5% of Taiwanese SBT fishing vessels. However Taiwan have stopped dispatching patrol vessels to Indian Ocean since 2010 due to cost consideration, and focusing our patrol effort in the Pacific Ocean.

2.2.6 Authorised vessel requirements

Report on the review of internal actions and measures taken in relation to the authorised vessel requirements provided at Appendix 1, including any punitive and sanction actions taken.

All fishing vessels that retain SBT shall be authorized by the Fisheries Agency of Taiwan (FA) every year, ensuring compliance with all relevant CCSBT conservation and management measures under the DWFA and the related domestic fisheries regulations. Vessels fish for SBT are categorized into seasonal targeting group and bycatch group. The quota of each seasonal targeting vessels has been allocated based on a dynamic quota balancing mechanism, which has been established since 2002, and a small portion of the national quota be reserved for bycatch vessels.

2.2.7 Monitoring of catch of SBT from other sectors (e.g. recreational, customary, etc)

Provide details of monitoring methods used to monitor catches in other sectors.

All Taiwanese SBT catch is from commercial sector.

2.3 SBT Towing and transfer to and between farms (farms only)

- i. *Specify the percentage of the tows that were observed and the percentage of the transfers of the fish to the farms that were observed during the three most recently completed fishing seasons in Table 6.*

N/A

Table 6. Observer coverage of towing and transfer to and between farms

Fishing season	Observer coverage of tows (%)	Observer coverage of transfers (%)
-	-	-
-	-	-
-	-	-

- ii. *Provide updates on plans to allow adoption of the stereo video systems for ongoing monitoring.*

N/A

2.4 SBT transshipment (in port and at sea)

In accordance with the Resolution on Establishing a Program for Transshipment by Large-Scale Fishing Vessels, report:

- i. The quantities and percentage of SBT transhipped at sea and in port during the three most recently completed fishing seasons in Table 7.

Table 7. SBT transshipment (in port and at sea)

Fishing season	Kilograms of SBT transhipped at sea	Percentage of the annual SBT catch transhipped at sea	Kilograms of SBT transhipped in port	Percentage of the annual SBT catch transhipped in port
March 2018 – February 2019	597,918	50.11	357,328	29.95
March 2019 – February 2020	358,867	29.43	225,825	18.52
March 2020 – February 2021	789,544	80.35	3,858	0.39

- ii. The list of the tuna longline fishing vessel with Freezing Capacity (LSTLVs) registered in the CCSBT Authorised Vessel List which have transhipped at sea and in port during the most recently completed fishing season.

Vessel list of transshipment at sea	Vessel list of transshipment in port
SIN HUA FONG	FENG KUO NO.636
MAN AN	FENG KUO NO.888
SHIN SHUEN FAR NO.688	FENG KUO NO.669
SIN HUA FONG NO.16	FENG KUO NO.616
HO HSIN HSING NO.601	
WEII SHEN	
MENG FA NO.322	
WEI FA	
JUI DER NO.16	
HWA HUNG NO.202	
HUNG JUNG NO.68	
YING YONG HSIANG	
DE HAI NO.26	
HUNG JIE WEI NO.668	
JO WEN	
AN WEN FA NO.888	
SHUN FENG NO.18	
HUNG JIE WEI NO.669	
SHUN FENG NO.12	
SIN HUA FONG NO.168	
SHIN SHUEN FAR NO.889	
HUNG SHING NO.112	
SHUN HAO	
LI HSIANG	
REN HORNG DAR No.68	
REN HORNG WAY NO.368	
SHIN SHUEN FAR NO.699	
SHIN SHUEN FAR NO.388	
WEI DE NO.6	
DE YI NO.66	
LIAN YU CHYUAN NO. 6	

YUAN MAN	
CHIEN WEI NO.3	
SHENG FAN NO.119	
CHEN HSING NO.888	
CHEN HSING NO.188	
YING FA HSIANG NO.368	

- iii. *A comprehensive report assessing the content and conclusions of the reports of the observers assigned to carrier vessels which have received at-sea transshipments from their LSTLVs during the most recently completed fishing season.*

The 2020/221 fishing season started form 1 Mar. 2020 and ended in 28 Feb. 2021. During this season, there were 65 cases of transshipments at sea conducted by 37 Taiwanese LSTLVs.

The Transshipment activities have been greatly affected by the COVID-19 pandemic forcing the deployment of the observers under the IOTC regional observer program to be temporarily suspended since March 2020.

In this case of force majeure, the Fisheries Agency has required all Taiwanese fishing vessels and the carrier vessels conducting at-sea transshipment with Taiwanese fishing vessels to maintain all existing reporting procedure, which includes transshipment prior approval and declaration. In addition, catches of SBT are only allowed to be landed at the ports designated by the Fisheries Agency to ensure 100% supervision and 5% inspection.

2.5 Port Inspections of Foreign Fishing Vessels/Carrier Vessels (FVs/CVs) with SBT/SBT Products on Board

For the three most recently completed whole calendar years, provide information about the number of landing/ transshipment operations that foreign FVs/CVs carrying SBT or SBT product made in port, the number of those landing/ transshipment operations that were inspected, and the number of inspections where infringements of CCSBT's measures were detected in Table 8.

Table 8. Port inspections of foreign FVs and CVs with SBT/SBT products on board

Calendar year	Foreign Flag	No. of Landing/ Transshipment Operations (that occurred)	No. of Landing/ Transshipment Operations Inspected	No. of Landing/ Transshipment Operations where an Infringement of CCSBT's Measures was Detected
2018	CHITOSE	1	1	0
2019	CHIKUMA	1	1	0
	SEIBU	1	1	0
2020	CHITOSE	2	2	0
	HSIANG HAO	1	1	0
	CHITOSE	1	1	0
	TOTAL NUMBER	7	7	0

2.6 Monitoring of trade of SBT

For the most recently completed whole calendar year or fishing season:

- i. *Record the calendar year/ fishing season.*

The percentage of inspection with all supervision is at least 5%.

- ii. *Provide the percentage of landings of SBT that were inspected.*

100%

iii. *Provide the percentage of exports of SBT that were inspected.*

100%

iv. *Provide the percentage of imports of SBT that were inspected.*

100%

2.7 Coverage and Type of CDS Audit undertaken

As per paragraph 5.9 of the CDS Resolution, specify details on the level of coverage and type of audit undertaken, in accordance with 5.8⁴ of the Resolution, and the level of compliance.

FA exams each CDS document for whether information is incomplete at least on a quarterly basis.

3 Changes to sections in Annex 1

If this is not the first year of completing Annex 1, list any sections of Annex 1 that have changed since the previous year.

No major changes this year, mainly editorial edition.

⁴ Paragraph 5.8 of the CDS Resolution specifies that “Members and Cooperating Non-Members shall undertake an appropriate level of audit, including inspections of vessels, landings, and where possible markets, to the extent necessary to validate the information contained in the CDS documentation.”

Annex 1. Standing items: details of MCS arrangements used to monitor SBT catch in the fishery

1 Monitoring catch of SBT

Describe the system used for controlling the level of SBT catch. For ITQ and IQ systems, this should include details on how the catch is 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 is monitored for determining when to close the fishery. The description provided here should include any operational constraints on effort (both regulatory and voluntary).

The SBT fishery of Taiwan is managed through output controls in the form of an individual quotas system. Every fishing vessel that intends to retain SBT onboard shall be permitted by the Fisheries Agency in advance of the fishing season every year. For the purpose of management and control of vessel quota distribution, the FA categorize SBT fishing vessels into seasonal targeting group and bycatch group. The quota of each seasonal targeting vessel is allocated based on a dynamic quota balancing mechanism, and a small portion of the national quota be reserved for bycatch group vessels, 1.15 ton per bycatch group vessel to be exact.

The dynamic quota balancing mechanism has been established since Taiwan joined CCSBT in 2002. Any unused quota of a seasonal targeting vessel by a specific date, which may differ from year to year based on fishing status, would be reviewed and reallocated to those vessels still fishing in the SBT fishing area and applied for more quota. Any SBT vessels that changed their fishing schedule (ex: leave the SBT fishing area early) or failed to get to the SBT fishing area in time as our regulation required, their remaining quota will also be reallocated.

In terms of the bycatch group, each vessel would receive 1.15 tons of SBT quota.

Complete the table below to provide details of methods used to monitor catching in the fishery. Details should also be provided of monitoring conducted of fishing vessels when steaming away from the fishing grounds (this does not include towing vessels that are reported in Section 1.1 of this Annex).

Monitoring Methods	Description
Daily log book	<p><i>Specify:</i></p> <p>i. <i>Whether this was mandatory.</i></p> <p>Completion of daily log book is mandatory.</p> <p>ii. <i>The level of detail recorded (shot by shot, daily aggregate etc):-</i></p> <p>The detailed information recorded in the log book is on a shot-by-shot basis.</p> <p>iii. <i>What information on ERS is recorded in logbooks:-</i></p> <p>Information on interactions with ERS, such as seabird mitigation measures, interaction with seabirds, sea turtles, whale and dolphin, and catches of sharks shall be recorded in logbooks for each trip.</p> <p>iv. <i>Who are the logbooks submitted to⁵:-</i></p> <p>Information shall be submitted to Fisheries Agency of Taiwan.</p> <p>v. <i>What is the timeframe and method⁶ for submission:-</i></p>

⁵ *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.*

⁶ *In particular, whether the information is submitted electronically from the vessel.*

	<p>The mandatory daily log book shall be submitted to the competent authority or a commissioned professional institution (Overseas Fisheries Development Council, OFDC) through electronic means (e-logbook).</p> <p>The catch report for the length, weight, and tag information of individual SBT shall be submitted to the FA daily through upper mentioned e-logbook system.</p> <p>vi. <i>The type of checking and verification that is routinely conducted for this information:-</i></p> <p>Verification of e-logbook data is carried out by comparing VMS data, observer data (if available), landing declaration, port inspection data, and customs clearance data since 2016.</p> <p>vii. <i>Reference to applicable legislation and penalties:-</i></p> <p>The applicable legislations are the DWFA Subparagraph (5) Article 10, Subparagraph (12) Paragraph 1 Article 13, Article 36, and Subparagraph (1) paragraph 1 Article 41, and Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery Article 27 to 30.</p> <p>Penalties:</p> <p>(1) General infringement (except for those belonging to the serious infringement):</p> <ul style="list-style-type: none"> ● For fisheries operator: a fine between NT \$ 500 thousand and 2.5 million, and the fishing license may be suspended for 2 years and under or be revoked. In case of committing the same violation as stipulated in the preceding paragraph for 2 times within 1 year or commits different violations as stipulated in the preceding paragraph for 3 times within 1 year, the amount of the fine shall be imposed up to 1.5 times and the fishing license of the distant water fisheries operator may be suspended for 2 years and under, or be revoked. ● For master of fishing vessel: a fine between NT \$ 100 thousand and 500 thousand and the Fishing Crew Identification and the Certificate of Fishing Vessel Officers may be suspended for 2 years and under, or be revoked. In case of committing the same violation, the amount of the fine shall be imposed up to 1.5 times and the Fishing Crew Identification and the Certificate of Fishing Vessel Officers may be suspended for 2 years and under, or be revoked. <p>(2) Serious infringement:</p> <ul style="list-style-type: none"> ● For fisheries operator: a fine between NT 1 million to 30 million depends on vessel's size and the fishing license may be suspended for 2 years and under, or be revoked. In case of committing the same provision of serious infringement as stipulated in Article 13, paragraph 1, for 2 times within 3 years, or different serious infringements as stipulated in Article 13, paragraph 1 for 3 times within 3 years, the amount of the fine shall be imposed up to 1.5 times and the fishing license shall be suspended between 2 and 3 years, or be revoked. ● For master of fishing vessel: a fine between NT \$ 200 thousand to 6 million depend on vessel's size and the Fishing Crew Identifications and the Certificate of Fishing Vessel Officers may be suspended for 2 years and under, or be revoked. Also, in case of committing the same provision, the amount of the fine shall be imposed up to 1.5 times and the Fishing Crew Identifications and the Certificate of Fishing Vessel Officers shall be revoked. <p>viii. <i>Other relevant information⁷:-</i></p>
--	--

⁷ Including information on ERS, and comments on the effectiveness of the controls or monitoring tools and any plans for further improvement.

	N/A
<i>Additional reporting methods (such as real time monitoring programs)</i>	<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.</i></p> <p>Completion of the Daily e-logbook is mandatory in conjunction of the paper logbook.</p> <p><i>ii. The information that is recorded (including whether it relates to SBT or ERS):-</i></p> <p>Date of catch, vessel position, date and time of set, number of hooks set, target species, the related species including ERS (e.g., sharks, seabirds, sea turtles, etc.), individual measurements of SBT (length, weight, and product type), and discards/release by species.</p> <p><i>iii. Who the reports are submitted to and by whom (e.g. Vessel Master, the Fishing Company etc)⁵:-</i></p> <p>The captain shall submit the mandatory daily log book to the FA and OFDC through electronic means (e-logbook).</p> <p><i>iv. What is the timeframe and method⁶ for submission:-</i></p> <p>E-logbook shall be sent by satellite communication on a daily basis.</p> <p><i>v. The type of checking and verification that is routinely conducted for this information:-</i></p> <p>Verification of e-logbook data is carried out by comparison with transshipment declaration when catch is transhipped at sea, inspection of transshipment or landing at foreign port or landing inspection at domestic port by FA officials. Staffs of FA also verify the location of SBT fishing vessels via VMS routinely.</p> <p><i>vi. Reference to applicable legislation and penalties:-</i></p> <p>The applicable legislation and penalties are the same as the above mentioned logbook.</p> <p><i>vii. Other relevant information⁷:-</i></p> <p>N/A</p>
<i>Scientific Observers</i>	<p><i>Specify:</i></p> <p><i>i. The system used for comparisons between observer data and other catch monitoring data in order to verify the catch data:-</i></p> <p>Discrepancy analysis between observer data and information reported by commercial fishers is done routinely. Observers are required to conduct the debriefing after each observed trip under the supervision of a senior observer.</p> <p><i>ii. What information on ERS is recorded by observers:-</i></p> <p>ERS information of sharks, seabirds, sea turtles, and marine mammals are required to be collected and recorded by observers, which includes length, weight, sex, life status, photo and biological sampling as well as information on the mitigation methods in use and sighting information (seabird presence during operation).</p>

	<p>iii. <i>Who are the observer reports submitted to:-</i></p> <p>Observer reports shall be submitted to the FA.</p> <p>iv. <i>Timeframe for submission of observer reports:-</i></p> <p>Observer reports are submitted to FA every week during observation on board. The complete observer reports are required to be submitted to FA within one week after completion of observed trip.</p> <p>v. <i>Other relevant information (including plans for further improvement – in particular to reach coverage of 10% of the effort):-</i></p> <p>N/A</p>
VMS	<p>i. <i>For Member-flagged authorised carrier vessels and fishing vessels fishing for or taking SBT provide references to applicable legislation and penalties:-</i></p> <p>The applicable legislations are the DWFA Article 9, Subparagraph (6) paragraph 2 Article 10, Subparagraph (2) and (6) paragraph 1 Article 13, Article 36, and Article 41, and Regulations for Tuna Longline Fishing Vessels Proceeding to the Indian Ocean for Fishing Operation Article 33 to 37-1, Regulations for Tuna Longline Fishing Vessels Proceeding to the Atlantic Ocean for Fishing Operation Article 33 to 37-1, Regulations for Tuna Longline or Purse Seine Fishing Vessels Proceeding to the Pacific Ocean for Fishing Operation Article 43 to 48.</p> <p>Penalties of VMS violation are identical to the penalties in Description vii of the Daily Logbook section of this form.</p>
<i>Other (for example, use of electronic monitoring etc.)</i>	N/A

1.1 SBT Towing and transfer to and between farms (farms only)

(a) Describe the system 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

N/A

- ii. Monitoring systems for recording losses of SBT (in particular, SBT mortality).

N/A

(b) Describe the system 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

N/A

- ii. Monitoring system used for recording the quantity of SBT transferred:-

N/A

(c) For “a” and “b” above, describe the process used for completing, validating⁸ and collecting the relevant CCSBT CDS documents (Farm Stocking Form, Farm Transfer Form):-

N/A

(d) Other relevant information⁷

N/A

1.2 SBT Transshipment (in port and at sea)

(a) Describe the system used for controlling and monitoring transshipments in port. This should include details of:

- i. Flag State rules for and names of:

- designated foreign ports where SBT may be transhipped, and
- foreign ports where in-port transshipments of SBT are prohibited:-

According to “Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery”, two foreign ports (Port Louis in Mauritius and Port Cape Town in South Africa) have been designated by the FA for SBT landing or transshipment for Taiwanese fishing vessels since March, 2010.

- ii. Flag State inspection requirements for in-port transshipments of SBT (include % coverage):-

All SBT catch shall be supervised and inspected for at least 5% during in-port transshipments by the officials of FA.

- iii. Information sharing with designated Port States:-

Mauritius (Port Louis): fishing vessel’s information and records of the catch by species and quantities on board.

South Africa(Cape Town): fishing vessel’s information and catch monitoring form (CMF) /catch tagging form (CTF).

⁸ Including the class of person who conducts this work (e.g. government official, authorised third party)

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

Fishers are required prior approval by FA in advance of 7 days before transhipment in port. When fishers apply for permission, they shall submit the record of SBT to be transhipped to FA. FA will cross check the record with e-logbook data of the vessel. After the data checks out, FA will approve the transhipment in port.

FA officials stationed at Port Louis and Cape Town are responsible for supervising all SBT transhipment/landing and sampling inspection for at least 5% of the catch.

v. *Process for validating⁸ and collecting the relevant CCSBT CDS documents (Catch Monitoring Form, Catch Tagging Form):-*

After supervision and sampling inspection, the FA officials will validate the CMF/CTF.

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

The applicable legislations are the DWFA Subparagraph (8) paragraph 2 Article 10, Article 11, Subparagraph (3) paragraph 1 Article 13, Article 36, and paragraph 1(2), paragraph 2-4 Article 41, and Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery Article 31 to 33.

Penalties are identical with Description vii of the Daily Logbook section of the Monitoring method form in Section 1 of this Annex.

vii. *Other relevant information⁷:-*

N/A

(b) *Describe the system used for controlling and monitoring transhipments at sea. This should include details of:*

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

The operator of the carrier vessel intending to conduct transhipment at sea shall apply for approval to the FA with transhipment plan and relevant information at least 15 days prior to the transhipment. The carrier vessel receiving the transhipment shall have a RFMO regional observer onboard to supervise the SBT transhipping at sea. Fishing vessels and carrier vessels shall submit the transhipment notification to the FA respectively for approval at least 3 days prior to the estimated date of transhipment. Carrier vessels are not allowed to receive transhipments from any fishing vessels that are not registered in the RFMO (CCSBT) authorized vessel list. Fishing vessels transhipping SBT at sea shall cooperate with the observers assigned by IOTC or ICCAT.

For vessels that tranship SBT at sea, the masters of fishing vessels and carrier vessels and the RFMO regional observer shall sign jointly in the required field of the CMF to certify the transhipment. Within 24 hours after the completion of a transhipment, the transhipment declaration of ICCAT or IOTC that contains SBT catch shall be submitted to the Secretariat of CCSBT and the FA.

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

When SBT are transhipped at sea and directly exported to Japan, independent third-party institution in Japan commissioned by Taiwan shall conduct landing examination. The official of the FA shall validate CMF based on the examination report made by the independent third-party. When SBT are sent back by the fishing vessel or carrier to Taiwan for domestic market, the FA shall dispatch inspectors to conduct landing inspection.

iii. *Process for collecting the relevant CCSBT CDS documents (Catch Monitoring Form, Catch Tagging Form):-*

Whether SBT transhipped at sea or in port, any SBT domestic/foreign landing or export shall accompany by the CTF and CMF that validated by the FA. The FA shall cross-check all information including logbook data, transshipment reports, and supervision or sampling inspection result, and validate CMF/CTF once all the information are verified.

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

The applicable legislations are the DWFA Article 11, Subparagraph (3) Paragraph 1 Article 13, Article 36, and Subparagraph (2) Paragraph 1 and paragraph 2-4 Article 41, and Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery Article 31 to 33, Regulations for Tuna Longline Fishing Vessels Proceeding to the Indian Ocean for Fishing Operation Article 52 to 60, and Regulations for Tuna Longline Fishing Vessels Proceeding to the Atlantic Ocean for Fishing Operation Article 51 to 61.

Penalties are identical with Description vii of the Daily Logbook section of the Monitoring method form in Section 1 of this Annex.

v. *Other relevant information⁷:-*

N/A

1.3 Port Inspections of Foreign FVs/CVs with SBT/SBT Products on Board

This section provides for reporting with respect to the CCSBT's Scheme for Minimum Standards for Inspection in Port. It should be filled out by Port State Members that have authorised foreign Fishing Vessels/Carrier Vessels carrying SBT or SBT products to enter their designated ports for the purpose of landing and/or transshipment. Only information for landings/transshipments of SBT or SBT products that have NOT been previously landed or transhipped at port should be included in the table below.

(a) *Provide a list of designated ports into which foreign FVs/ CVs carrying SBT or SBT product may request entry:-*

According to the Regulations on the Management and Approval of Foreign Flag Fishing Vessels Entering into Ports of the Republic of China, port entry of any foreign flag fishing vessel (including carrier vessel) in Taiwan shall be limited to Keelung Port, Kaohsiung Port, Chen-Pin Fishing Harbor and Chien-Chen Fishing Harbor.

(b) *Provide the minimum number of hours of notice required for foreign FVs/CVs carrying SBT or SBT product to request authorisation to enter these designated ports:-*

According to Regulations on the Management and Approval of Foreign Flag Fishing Vessels Entering into Ports of the Republic of China, for any foreign flag fishing vessel intending to enter into a port of Taiwan, the agent of such vessel shall apply to the competent authority 5 working days prior to arrival for the port entry approval; for any foreign flag fishing vessel whose last port of departure is less than 1,600 nautical miles from the designated port and that navigates in direct route for port entry after port departure, the application may be filed 3 working days prior to port arrival.

1.4 Landings of Domestic Product (from both fishing vessels and farms)

Describe the system used for controlling and monitoring domestic landings of SBT. This should include details of:

(a) *Rules for designated ports of landing of SBT:-*

Chien-Chen fishing port in Kaohsiung is the only designated domestic landing port of SBT according to Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery Article 34.

(b) *Inspections required for landings of SBT.*

All SBT catch landings shall be supervised and at least 5% shall be inspected by officials of the FA.

(c) *Details of genetic testing conducted and any other techniques that are used to verify that SBT are not being landed as a different species:-*

Taiwanese inspectors have no difficulty to distinguish SBT from other species.

(d) *Monitoring systems for recording the quantity of SBT landed:-*

Fisheries operators shall provide its SBT landing notification to the FA at least 7 days prior to landing. Officials of FA shall supervise all SBT landing and cross-check the number and the weight of SBT landed in consistent with the e-logbook records and landing declaration.

(e) *Process for validating⁸ and collecting the relevant CCSBT CDS documents (Catch Monitoring Form, and depending on circumstances, Catch Tagging Form):-*

Whether brought back to the domestic port by the fishing vessel or carrier, the operator of the fishing vessel shall apply for landing approval to the FA at least 7 days before arriving at the domestic port. The FA shall dispatch inspectors for supervision/inspection of said landing. After verification, the FA shall validate the CMF/CTF.

(f) *Reference to applicable legislation and penalties:-*

The DWFA Subparagraph (8) paragraph 2 Article 10, Article 11, Subparagraph (3) paragraph 1 Article 13, Article 36, and Subparagraph (2) paragraph 1 and paragraph 2-4 Article 41, and Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery Article 34 to 36. Penalties are identical with Description vii of the Daily Logbook section of the Monitoring method form in Section 1 of this Annex.

(g) *Other relevant information⁷:-*

N/A

1.5 Monitoring of trade of SBT

1.5.1 SBT Exports

Describe the system used for controlling and monitoring exports of SBT (including of landings directly from the vessel to the foreign importing port). This should include details of:

(a) *Inspections required for export of SBT -*

For SBT export after transshipment/landing in foreign port, the inspection requirement is stated in subparagraph ii paragraph (a) section 1.2 of this annex. The minimum inspection coverage requirement is 5%.

For SBT export after transshipment at sea, the inspections required are stated in subparagraph ii paragraph (b) section 1.2 of this annex. All products exported to Japan were examined by an independent third-party institution in Japan.

For SBT landing at domestic port, the inspections required are stated in paragraph (b) section 1.4 of this annex. The minimum inspection coverage requirement is 5%. According to paragraph 35 of Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery, all domestic landed SBT shall not be re-exported.

(b) *Details of genetic testing conducted and any other techniques that are used to verify that SBT are not being exported as a different species:-*

N/A

(c) *Monitoring systems for recording the quantity of SBT exported:-*

For SBT export after transshipment/landing in foreign port, the monitoring requirement are stated in subparagraph iv paragraph (a) section 1.2 of this annex.

For SBT export after transshipment at sea, the monitoring requirements are stated in subparagraph ii paragraph (b) section 1.2 of this annex.

For SBT landing at domestic port, the monitoring requirements are stated in paragraph (d) section 1.4 of this annex. According to paragraph 35 of Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery, all domestic landed SBT shall not be re-exported.

- (d) *Process for validating⁸ and collecting the relevant CCSBT CDS documents (Catch Monitoring Form and depending on circumstances, Catch Tagging Form or Re-export/Export after landing of domestic product Form):-*

As described in subparagraph v paragraph (a) section 1.2, subparagraph iii paragraph (b) section 1.2, and paragraph (e) section 1.4 of this report, for SBT transhipped at sea then exported to Japan, the CMF shall be signed by the master of the fishing vessel, the master of the carrier and the regional observer of RFMO. After landing inspection done by competent authorities or an independent third-party institution in Japan, the FA official shall validate the CDS; for SBT transhipped in port then exported, the catch shall be inspected and the CMF shall be validated by the FA official station in the designated ports (Port Louis and Cape Town).

After exportation/distribution of catches or fisheries products is completed, fisheries operator shall submit relevant document on customs clearance and copies of commercial information to the FA for writing-off those sales.

- (e) *Reference to applicable legislation and penalties:-*

According to Act for Distant Water Fisheries and Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery, for any violation, the FA shall not validate the CMF/CTF unless penalty has been imposed.

- (f) *Other relevant information⁷:-*

N/A

1.5.2 SBT Imports

Describe the system used for controlling and monitoring imports of SBT. This should include details of:

- (a) *Rules for designating specific ports for the import of SBT:-*

According to “Directions on Application of Southern Bluefin Tuna Exports and Re-exports,” when importing SBT from other countries, a prior permit is required as well as provide the CMF and other related documents.

- (b) *Inspections required for imports of SBT*

On a case-by-case basis if necessary.

- (c) *Details of genetic testing conducted and any other techniques that are used to verify that SBT are not being imported as a different species:-*

N/A

- (d) *Process for checking and collecting CCSBT CDS documents (Catch Monitoring Form and depending on circumstances, Re-export/Export after landing of domestic product Form):-*

The SBT or SBT products shall be accompanied by the CMF. The importer is required to provide the CMF validated by exporting countries or a copy of the documentation validated by the country of the last re-export if the catch or product is not imported from the country of origin.

- (e) *Reference to applicable legislation and penalties:-*

According to the paragraph 1(6) Article 65 of Fisheries Act, any violation shall be liable to a fine of between 30,000 and 150,000 NTD.

(f) *Other relevant information*⁷:-

N/A

1.5.3 SBT Markets

(a) *Describe any activities targeted at points in the supply chain between landing and the market:-*

In compliance with the CCSBT CDS resolution, the receiver or buyer at the first point of sale on domestic or export markets shall sign the amount of SBT traded on the CDS document.

(b) *Describe the system 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):-*

Considering the cost effectiveness, all measures adopted for SBT monitoring focus on the moment of catching to the first point of sale on domestic or export markets. Due to the constraint of current human resources, controlling and monitoring of SBT at market after the first point of sale has not yet established.

(c) *Other relevant information*⁷

N/A

1.6 Other

Description of any other MCS systems of relevance.

N/A

2 Additional Reporting Requirements Ecologically Related Species

(a) *Reporting requirements in relation to implementation of the 2008 ERS Recommendation:*

i. *Specify whether each of the following plans/guidelines have been implemented, and if not, specify the action that has been taken towards implementing each of these plans/guidelines:-*

- *International Plan of Action for Reducing Incidental Catches of Seabirds in Longline Fisheries:*

In line with the “International Plan of Action for Reducing Incidental Catch of Seabirds in Longline Fisheries” of FAO, Taiwan has adopted the “National Plan of Action for Reducing Incidental Catch of Seabirds in Longline Fisheries (NPOA-Seabirds)” in October 2006 and revised in 2014, acting as a basis for establishing seabird conservation policy for longline fishing vessels.

- *International Plan of Action for the Conservation and Management of Sharks:*

In line with “International Plan of Action for the Conservation and Management of Sharks” of FAO, Taiwan has adopted NPOA-sharks in May 2006, to encourage full usage of shark caught and reduce of waste.

- *FAO Guidelines to reduce sea turtle mortality in fishing operations:*

Taiwan has taken actions in accordance with the FAO Guidelines on sea turtle by-catch, including strengthen data collection and training for fisherman on handling sea turtle on entanglement and incidental interaction.

ii. *Specify whether all current binding and recommendatory measures⁹ aimed at the protection of ecologically related species¹⁰ from fishing of the following tuna RFMOs are being complied with. If not, specify which measures are not being complied with and the progress that is being made towards compliance:-*

- *IOTC, when fishing within IOTC's Convention Area:*

Taiwanese SBT seasonal targeting vessels only operate in the IOTC area, bycatch vessels operate in the IOTC, ICCAT and WCPFC area. It is mandatory for fishers to comply with the resolutions/recommendations adopted by all prementioned RFMOs.

- *WCPFC, when fishing within WCPFC's Convention Area:*

As described above.

- *ICCAT, when fishing within ICCAT's Convention Area:*

As described above.

iii. *Specify whether data is being collected and reported on ecologically related species in accordance with the requirements of the following tuna RFMOs. If data are not being collected and reported in accordance with these requirements, specify which measures are not being complied with and the progress that is being made towards compliance:-*

- *CCSBT¹¹:*

Taiwan collect data on interactions with ERS according to the Recommendation to mitigate the Impact on Ecologically Related Species of Fishing for Southern Bluefin Tuna and Resolution to Align CCSBT's Ecologically Related Species measures with those of other tuna RFMOs.

- *IOTC, for fishing within IOTC's Convention Area:*

Taiwanese SBT seasonal targeting vessels only operate in the IOTC area, bycatch vessels operate in the IOTC, ICCAT and WCPFC area. It is mandatory for fishers to collect and report ecologically related species data in accordance with the resolutions / recommendations adopted by these organizations.

- *WCPFC, for fishing within WCPFC's Convention Area:*

As described above.

- *ICCAT, for fishing within ICCAT's Convention Area:*

As described above.

(b) Mitigation – describe the current mitigation requirements:

➤ **Sea birds**

All Taiwanese SBT seasonal targeting vessels operate in the southern Indian Ocean, and some SBT may be caught incidentally by vessels targeting other species in southern Pacific, Indian or Atlantic Ocean. In accordance with the Resolution to Align CCSBT's Ecologically Related Species measures with those of other tuna RFMOs, all Taiwanese SBT fishing vessels shall comply with the relevant RFMOs' seabird mitigation measures. Those measures are as follows:

- According to IOTC resolution 12/06 on reducing the incidental bycatch of seabirds in longline fisheries, Taiwan imposed regulation requiring all Taiwanese longline vessels fishing south of 25°S in Indian ocean shall use at least two different mitigation measures among tori lines, night setting

⁹ Relevant measures of these RFMOs can be found at: http://www.ccsbt.org/site/bycatch_mitigation.php.

¹⁰ Including seabirds, sea turtles and sharks.

¹¹ Current CCSBT requirements are those in the Scientific Observer Program Standards and those necessary for completing the template for the annual report to the ERSWG.

with minimum deck lighting, and line weighting since 1 July, 2014. Government officials stationed in Port Louis and Cape Town shall examine the tori lines by random and request fishermen to comply with upper mentioned measures.

- In accordance with ICCAT recommendation 2011-09, Taiwan has imposed regulation requiring all Taiwanese longline vessels operating south of 25°S in the Atlantic Ocean to use tori lines and line weighting as the mitigation measure. Vessels operate between 20°S to 25°S are required to use tori lines.
- Taiwan has fully incorporate WCPFC CMM 2018-03 (Conservation and Management Measure to mitigate the impact of fishing for highly migratory fish stocks on seabirds) into domestic regulations. It is mandatory for Taiwanese longline vessels fishing south of 30°S in Pacific Ocean shall to use at least two different mitigation measures, one of which shall be tori lines, and the other shall be weighted branch lines or night setting.

➤ **Sharks**

According to the Resolution adopted by ICCAT and IOTC, Taiwan has applied mandatory regulations requiring its authorized vessels fishing in the Atlantic Ocean and the Indian Ocean not to have onboard fins that total more than 5% of the weight of sharks onboard, up to the first point of landing since 2005. The regulation has subsequently applied to the fleets operating in the Pacific Ocean since 2006. Besides, Taiwan has imposed regulation to prohibit *Rhincodon typus* (whale shark) to be captured, possessed and sold since 2008.

In line with IOTC resolution 12/09, Taiwan has required that fishers operating in the Indian Ocean are prohibited from retaining on board, transshipping, landing, storing, selling or offering for sale any part or whole carcass of thresher sharks of all the species of the family Alopiidae since 2011. In addition, according to the IOTC resolution 13/06, Taiwan has prohibited that fisher to retain onboard, transship, land or store any part or whole carcass of oceanic whitetip sharks since 2013. In 2019, the FA has included all mobulid rays into the Indian Ocean prohibited species list of DWFA according to IOTC Resolution 19/03.

Based on the ICCAT recommendations 2009-07, 2010-07, 2010-08 and 2011-08 on sharks, Taiwan have enacted and revised various domestic regulations, including prohibiting vessels operating in the Atlantic Ocean from retaining on board, transshipping, landing, storing, selling thresher sharks (family Alopiidae), hammerhead sharks (family Sphyrnidae), oceanic whitetip sharks, silky sharks.

Also, in accordance with IOTC resolution 13/06, WCPFC resolution 11/04 and IATTC resolution 11/10, Taiwan has required that fishermen shall prohibit from retaining onboard, transshipping, landing, storing, selling, or offering for sale any part or whole carcass of oceanic whitetip sharks. Besides, in compliance with WCPFC resolution 13/08, fishers are prohibited retaining on board, transshipping, storing on a fishing vessel, or landing any silky shark caught in the WCPFC Convention Area, in whole or in part, in the fisheries covered by the WCPFC Convention.

To further ensure the sustainable use of shark resources, Taiwan promulgated the Regulations on the Disposal of the Fins of the Shark Catches of Fishing Vessels in 2012, for implementing the measure of shark fins naturally attached.

➤ **Sea turtles**

To conserve sea turtles, Taiwan has publicized domestic management regulations since 2006, requiring fishing vessels to carry necessary devices on board, such as dip nets, de-hookers and line cutters, during voyage or operation periods, for appropriate release of incidentally caught sea turtles. The incidental catch individuals shall be released alive or discarded dead, and the captains shall record in their logbooks all incidents involving marine turtles during fishing operations.

In addition to the above-mentioned regulations, Taiwan government has imposed “Wild Life Protection Act”, forbidding fishers to capture or possess the following kinds of sea turtles, which include green turtle, loggerhead turtle, olive ridley turtle, leatherback turtle and hawksbill turtle.

(c) Monitoring usage of bycatch mitigation measures:

- i. Describe the methods being used to monitor compliance with bycatch mitigation measures (e.g. types of port inspections conducted and other monitoring and surveillance programs used to monitor compliance). Include details of the level of coverage (e.g. proportion of vessels inspected each year):*

We dispatch observer to monitor compliance with bycatch mitigation measures. The observer coverage rate is about 19% (efforts) by vessel in 2019/2020 fishing season. Besides, all SBT authorized vessels operating at south of 25°S shall report the usage of bycatch mitigation measures by fishers by logbook and e-logbook since 2017/18 fishing season. For alternative way, fishers shall report their seabirds-mitigation measure every week through Taiwan Tuna Association (TTA). Any conditions for not

compliance identified during review by the FA officials shall trigger further investigations and enforcement of sanctions.

- ii. *Describe the type of information that is collected on mitigation measures as part of compliance programmes for SBT vessels:*

Fishers shall report the measures adopted by its vessels to the FA every day by E-logbook. Besides, observers shall record the mitigation measures adopted by the vessel on the observer's logbook since 2014.

Appendix 1. CCSBT Authorised Vessel Resolution

The flag Members and Co-operating Non-members of the vessels on the record shall:

- a) authorize their FVs to fish for SBT only if they are able to fulfil in respect of these vessels the requirements and responsibilities under the CCSBT Convention and its conservation and management measures;
- b) take necessary measures to ensure that their FVs comply with all the relevant CCSBT conservation and management measures;
- c) take necessary measures to ensure that their FVs on the CCSBT Record keep on board valid certificates of vessel registration and valid authorization to fish and/or tranship;
- d) affirm that if those vessels have record of IUU fishing activities, the owners have provided sufficient evidence demonstrating that they will not conduct such activities anymore;
- e) ensure, to the extent possible under domestic law, that the owners and operators of their FVs on the CCSBT Record are not engaged in or associated with fishing activities for SBT conducted by FVs not entered into the CCSBT Record;
- f) take necessary measures to ensure, to the extent possible under domestic law, that the owners of the FVs on the CCSBT Record are citizens or legal entities within the flag Members and Co-operating Non-members so that any control or punitive actions can be effectively taken against them.