



CCSBT-CC/1910/07

**The IMO Ship Identification Number Scheme and Proposed Revisions to CCSBT's
Authorised Vessel Resolution**
IMO 船舶識別番号及び CCSBT 許可船舶決議改正案

1. Introduction

序論

At the 30th session of the International Maritime Organisation (IMO) Assembly held in London, U.K. between 27th November and 6th December 2017, it was agreed to extend the IMO Ship Identification Number Scheme to include:

2017年11月27日から12月6日にロンドンにおいて第30回国際海事機関（IMO）総会が開催され、以下を含む形でIMO船舶識別番号スキームを拡大することが合意された。

- i) fishing vessels of steel and non-steel hull construction, and
船体構造が鋼鉄製及び非鋼鉄製である漁船
- ii) all motorised inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12m in length overall, that are authorised to operate outside waters under national jurisdiction of the flag State.
総トン数100トン未満かつ全長12メートルを下限とする全ての船内機船であって、旗国の管轄外の水域で操業する許可を有する漁船

The revised IMO Resolution A.1117 is provided for Members' information at **Attachment A** – refer to paragraph 2 of the Resolution's Annex.

参考として改正IMOナンバー決議A.1117を別紙Aに示した。決議付属書のパラグラフ2を参照されたい。

At CC13, in order to take advantage of the extended scope of the IMO's Ship Identification Number Scheme, to improve the CCSBT's ability to uniquely identify fishing vessels, and to help prevent fraud, the Secretariat proposed a set of corresponding revisions to paragraph 3 of the CCSBT's Authorised Vessel Resolution to reflect the IMO's updates (refer to paper CCSBT-CC/1810/07). CC13 discussed and agreed to defer consideration of these corresponding revisions to the CCSBT Authorised Vessel Resolution until CC14. Those revisions are now re-proposed in this paper.

IMO船舶識別番号スキームの対象が拡大された機会を活用し、CCSBTが漁船を独自に特定する能力を改善し、及び不正防止に資することができるよう、事務局はCC13において、CCSBT許可船舶決議のパラグラフ3にIMOのアップデートを反映するための一連の関連修正を提案した（文書CCSBT-CC/1810/07を参照）。CC13は、CCSBT許可船舶決議の改正案の検討をCC14まで先送りすることについて検討し、これに合意した。本文書では、これらの改正案について再提案する。

2. Background

背景

CC13 generally supported the concept of modifying the CCSBT's Authorised Vessel Resolution to take into account either some or all of the updates to the IMO's Ship

Identification Number Scheme. However, there was concern, particularly from Indonesia, that it might not be possible to receive IMO numbers for vessels in cases that IHS Markit considered that insufficient information was available for it to issue an IMO number.

CC 13 は、全体として、IMO 船舶識別番号スキームのアップデートの一部又は全部を考慮するための CCSBT 許可船舶決議改正のコンセプトを支持した。しかしながら、特にインドネシアは、IHS Markit が IMO ナンバーを発行するに十分な情報が利用可能になっていないと判断した場合に同国船舶が IMO ナンバーを受領できない可能性があるとの懸念を示した。

Following this discussion, CC13 agreed to defer consideration of revisions to the CCSBT Authorised Vessel Resolution until CC14. In the interim, Indonesia provided an undertaking to seek IMO numbers for all its Authorised CCSBT Vessels that meet the requirements of the updated IMO numbering scheme and this was noted in CC13's Workplan.

この議論を受けて、CC 13 は、CCSBT 許可船舶決議の改正にかかる検討を CC 14 に先送りした。当面の間、アップデートされた IMO ナンバースキームの要件を満たす同国の CCSBT 許可漁船に IMO ナンバー取得を求めるよう取り組むこととされ、このことは CC 13 の作業計画にも記載された。

Update from Indonesia

インドネシアからのアップデート

On 22 May 2019 Indonesia advised the Secretariat that:

インドネシアは、事務局に対して 2019 年 5 月 22 日に以下のとおり通知した。

“For your information, we have tried to registered some of our fishing vessel to IMO and success and now trying to all our vessel to IMO. Hoping we can gradually complete the registration process so during next CCSBT annual Meeting in Cape Town we can report it to the Commision.”

「ご参考まで、我が国の一部漁船が IMO への申請を行って受理されたので、現在、我が国の全漁船が IMO に対して申請しているところである。ケープタウンでの次回 CCSBT 年次会合中に我が国から委員会に対して報告することができるよう、徐々に申請プロセスを完了できることを期待している。」

3. Proposed Revised Resolution

決議改正案

A proposed revised Authorised Vessel Resolution that incorporates both the IMO's extended Ship Identification Number provisions and a proposal that “length” becomes “length overall” (paragraph 4) is provided for Members' consideration at **Attachment B**. This proposal is the same one previously presented in paper CCSBT-CC/1810/07 except that the years specified in paragraph 3 (dot-points 2 and 3) have been incremented by one.

メンバーによる検討のため、IMO の船舶識別ナンバーの拡大規定と、パラグラフ 4 の「長さ」を「全長」とする提案の両方を含む許可船舶決議改正案を別紙 B に示した。本提案は、パラグラフ 3 (2 ポツ及び 3 ポツ) で規定されている年が 1 年進んでいる点を除き、文書 CCSBT-CC/1810/07 に示したものと同様である。

The practicality of adopting the proposed revisions will likely depend on a further update from Indonesia and any other Members that have concerns as to whether IMO numbers can be obtained for their fleets.

改正案を採択できるかどうかは、インドネシアと、自国船団が IMO ナンバーを取得できるかどうか懸念を有するその他メンバーによるさらなるアップデート次第であると考えられる。

If CC14 is unable to support the proposed revisions at **Attachment B**, the Secretariat's alternative proposal is that the Authorised Vessel Resolution is updated to make it mandatory for Members to report each vessels' hull construction material. This would allow the Secretariat to more easily determine whether CCSBT's authorised fishing vessels are exempt from providing IMO numbers. To implement this alternative proposal, "hull construction material", would need to be added to the list of items required to be provided in paragraph 4 of the Authorised Vessel Resolution.

CC 14 が別紙 B の改正案を支持できなかった場合、事務局は代替案として、メンバーから事務局に対して各船舶の船体構造材を報告することを義務付ける形で許可船舶決議を改正することを提案する。このことにより、事務局は CCSBT 許可漁船が IMO ナンバー取得の例外に当たるのかどうかをより容易に判断することが可能となる。この代替案を実施するためには、許可船舶決議パラグラフ 4 に基づき提出が求められている事項のリストに「船体構造材」を追加する必要がある。

4. Recommendations

勧告

The Compliance Committee is requested to:

遵守委員会は以下を招請されている。

- Consider whether to recommend adopting the revisions to the CCSBT's Authorised Vessel Resolution proposed at **Attachment B**; or
別紙 B の CCSBT 許可船舶決議改正案の採択を勧告するかどうかについて検討すること。又は、
- Alternatively, consider adopting the Secretariat's proposal to add 'hull construction material' to the list of fields required to be provided in paragraph 4 of the Authorised Vessel Resolution.

代替案として、許可船舶決議パラグラフ 4 に基づき提出が求められている事項のリストに「船体構造材」を追加するとの事務局提案を採択するかどうかを検討すること

ASSEMBLY
30th session
Agenda item 9

A 30/Res.1117
18 December 2017
Original: ENGLISH

Resolution A.1117(30)

**Adopted on 6 December 2017
(Agenda item 9)**

IMO SHIP IDENTIFICATION NUMBER SCHEME

THE ASSEMBLY,

RECALLING Article 15(j) of the Convention on the International Maritime Organization concerning the functions of the Assembly in relation to regulations and guidelines concerning maritime safety and the prevention and control of marine pollution from ships,

BELIEVING that the enhancement of maritime safety and pollution prevention and the prevention of maritime fraud could be facilitated if a permanent identification number were assigned to a ship which would remain unchanged upon transfer of its flag and would be inserted on ships' certificates,

RECALLING that, by resolution 1, the Conference of Contracting Governments to the International Convention for the Safety of Life at Sea, 1974 (SOLAS Convention), held at IMO Headquarters in May 1994, adopted amendments to the SOLAS Convention, which included the addition of a mandatory regulation on the ship identification number scheme (current SOLAS regulation XI-1/3), which entered into force on 1 January 1996,

RECALLING ALSO that, by resolution MSC.202(81), the Maritime Safety Committee, at its eighty-first session, adopted amendments to the SOLAS Convention with regard to the long-range identification and tracking of ships (SOLAS regulation V/19-1), which entered into force on 1 January 2008,

RECALLING FURTHER that, by resolution A.600(15), it adopted the IMO Ship Identification Number Scheme, and by resolution A.1078(28), the revised IMO Ship Identification Number Scheme, which allows the voluntary application of the Scheme to ships of 100 gross tonnage and above, including fishing vessels,

RECOGNIZING the need for the IMO Ship Identification Number Scheme to be revised to allow its application to ships of 100 gross tonnage and above, including fishing vessels of steel and non-steel hull construction; passenger ships of less than 100 gross tonnage, high-speed passenger craft and mobile offshore drilling units covered by SOLAS regulation V/19-1; and all motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA), authorized to operate outside waters under the national jurisdiction of the flag State,

HAVING CONSIDERED the recommendation made by the Maritime Safety Committee at its ninety-eighth session,

- 1 ADOPTS the IMO Ship Identification Number Scheme, as set out in the annex to the present resolution for implementation on a voluntary basis;
- 2 INVITES Governments concerned to implement the Scheme as far as is practicable and to inform the Organization of measures taken in this respect;
- 3 REQUESTS the Maritime Safety Committee to keep the Scheme under review for further improvement as may be necessary;
- 4 REVOKES resolution A.1078(28).

Annex

IMO SHIP IDENTIFICATION NUMBER SCHEME**Introduction**

1 The purpose of the Scheme is to enhance maritime safety and pollution prevention and to facilitate the prevention of maritime fraud. It is not intended to prejudice matters of liability, civil law or other commercial considerations in the operation of a ship. Administrations should apply the Scheme to new and existing ships under their flag engaged in international voyages. Administrations may also wish to assign IMO Ship Identification Numbers (IMO numbers) to ships engaged solely on domestic voyages and to insert the number in the national certificates.

Application

2 The Scheme applies to ships of 100 gross tonnage and above, including fishing vessels of steel and non-steel hull construction; passenger ships of less than 100 gross tonnage, high-speed passenger craft and mobile offshore drilling units engaged on international voyages (SOLAS regulation V/19-1); and to all motorized inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA) authorized to operate outside waters under the national jurisdiction of the flag State, with the exception of the following:

- .1 ships without mechanical means of propulsion;
- .2 pleasure yachts;
- .3 ships engaged on special service;¹
- .4 hopper barges;
- .5 floating docks and structures classified in a similar manner;
- .6 ships of war and troop ships; and
- .7 wooden ships, other than fishing vessels.

Assignment of IMO ship identification number

3 The IMO number is made up of the three letters "IMO" in front of seven digits (e.g. IMO8712345), allocated by Information Handling Services Maritime & Trade (IHSM&T)² at the time of build or when a ship is first included in a register. Administrations which have decided to implement the Scheme are invited to assign, or cause to be assigned, IMO numbers to all appropriate ships flying their flags, and to insert those numbers on ships' certificates.

4 For new ships, the assignment of the IMO number should be made when the ship is registered. For existing ships, the assignment of the IMO number should be made at an early convenient date, such as when the renewal survey is completed or new certificates are issued.

¹ For example lightships, floating radio stations, search and rescue vessels.

² Formerly known as IHS-Fairplay (IHS-F) and IHS Maritime.

5 Administrations implementing the Scheme beyond its mandatory scope are invited to inform the Organization accordingly, for circulation of information to other Governments.

6 Official publications and other information from IHS M&T are sources for referencing the IMO number. If the particulars of a ship do not correspond to those shown in the Register of Ships and its supplement because, for example, the ship has changed its name, or the port State control officer has doubts as to whether the IMO numbers given on the certificates are genuine, further clarification may be sought from IHS M&T, the IMO Secretariat or the flag State.

Certificates on which the IMO number is to be inserted and marking

7 The IMO number should be inserted on a ship's Certificate of Registry which includes the particulars identifying the ship, and on all certificates issued under IMO conventions when and where appropriate. It is recommended that the IMO number also be inserted on other certificates, such as classification certificates, when and where appropriate. The IMO number should preferably be included in the box headed "Distinctive number or letters" in addition to the call sign. The IMO number should also be permanently marked on the hull structure of the ship when and where appropriate.

How to obtain the IMO number

8 To obtain an IMO number for both new and existing ships and to make ad hoc enquiries, please contact the following website <http://imonumbers.ihs.com>, or requests can be sent to IHS M&T, this being the quickest route for issuance of a number, at the following address:

IHS Maritime & Trade
Sentinel House
163 Brighton Road
Coulston, Surrey CR5 2YH
United Kingdom
Email: ship.imo@ihs.com
Tel: +44 (0)1334 328300 (General Contact)
+44 (0) 20 3253 2404 (IMO Ship Team)
Fax: +44 (0)20 3253 2102

New ships (on order and under construction)

9 The IMO number can be obtained by one of the following methods:

- .1 Inquiries should be addressed to IHS M&T by telephone, email or facsimile. When making an inquiry, particulars of the ships should be presented.³

Based on the above information, IHS M&T will provide the necessary IMO number free of charge. If there is no data in the IHS M&T new construction file on the ship concerned, a new record on that ship will be created and the IHS M&T number will be assigned.

- .2 Online access to the new construction file through Sea-web (the IMO Secretariat has access to this system).

³ A list of particulars can be found in the form annexed to circular letters on the IMO Ship Identification Number Scheme (e.g. Circular Letter No.1886/Rev.6, as may be amended).

- .3 Application through IHS M&T, which will provide a service of regular listings of the order book with selected data items, produced for a client's specification.

Existing ships

10 For existing ships, IHS M&T is prepared to answer ad hoc requests free of charge up to a reasonable point of acceptability.

11 IHS M&T is able to both validate and issue IMO numbers to Administrations through regular fleet data exchanges with the Administration, as set out in Circular Letter No.1886/Rev.6, as may be amended.

Fishing vessels of less than 100 gross tonnage

12 In order to issue IMO numbers accurately to new and existing fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres LOA authorized to operate outside waters under the national jurisdiction of the flag State, IHSM&T will need to have prior confirmation by the Administration that the vessels meet the criteria in paragraph 2 of this annex.

Inquiry to the IMO Secretariat

13 Assigned identification numbers are available in the IMO Global Integrated Shipping Information System (GISIS) module on "Ship and Company Particulars" at <https://gisis.imo.org/Public/SHIPS/Default.aspx>, and may also be obtained free of charge from the IMO Secretariat (IMONumbers@imo.org), which has access to the Sea-web system, and from IHS M&T directly, at the address given in paragraph 8.

**Resolution on a CCSBT Record of Vessels Authorised to Fish for
Southern Bluefin Tuna**

みなみまぐろ漁業許可船の CCSBT の記録に関する決議
(revised at the Twenty-~~Sixth~~~~Second~~ Annual Meeting: ~~17~~5~~~~ October 201~~9~~5~~~~)
(第~~26~~2~~~~回委員会年次会合 (201~~9~~5~~~~年10月17~~5~~-日)において改正)

The Extended Commission for the Conservation of Southern Bluefin Tuna,
みなみまぐろの保存のための拡大委員会は、

Noting that the Resolution on “Illegal, Unregulated and Unreported Fishing (IUU) and Establishment of a CCSBT Record of Vessels over 24 meters Authorised to Fish for Southern Bluefin Tuna (hereinafter referred to as “the original Resolution”) ” was adopted at its 10th annual meeting in 2003;

“違法、無規制、無報告漁業 (IUU) 及び 24 メートル以上のみなみまぐろ漁業許可船の CCSBT の記録の設定に関する決議” (以下“原決議文”と言う) が、2003 年の第 10 回年次会合で採択されたことに留意し、

Further Noting that substantial amount of Southern Bluefin Tuna has been and are harvested by vessels less than 24 meters operating under flags of non-members to the CCSBT which are not covered by the original Resolution;

CCSBT のこの原決議文では対象とならない非加盟国の 24 メートル未満の漁船によるみなみまぐろの漁獲が相当量あることにさらに留意し、

Considering the urgent need to take further comprehensive approach to deter IUU fishing activities; and

IUU 漁業活動を阻止するために早急に包括的な対策をとる必要性を考慮し、

Taking Account that the Extended Commission adopted a “Resolution on Establishing a List of Vessels Presumed to have Carried Out Illegal, Unreported and Unregulated Fishing Activities for Southern Bluefin Tuna (SBT) in 2013;

拡大委員会が、2013 年に「みなみまぐろ (SBT) に関する違法、無報告、無規制漁業活動への関与が推測される船舶のリストの設立に関する決議」を採択したことを考慮し、

Recognising technical difficulties for import States to establish effective inspection schemes on import of fresh tuna products.

輸入国にとって生鮮まぐろ製品の効果的な検査体制の確立の技術的な困難性を認識し、

Agrees, in accordance with paragraph 3(b) of Article 8 of the CCSBT Convention, that:
CCSBT 条約第 8 条 3 (b) に従い、次のとおり合意する。

1. The Contracting Parties, Member of the Extended Commission and Cooperating Non-Members shall:

締約国、拡大委員会のメンバー及び協力的非加盟国は、次を行わなければならない。

- a. ensure that all vessels under their registry do not carry out IUU fishing activities for southern bluefin tuna;
自国の登録下にあるすべての船舶がみなみまぐろの IUU 漁業活動を行わないよう確保する。
- b. take every possible action, consistent with relevant law, to prevent, deter and eliminate IUU fishing; and
関連の法律と合致したかたちで、IUU 漁獲を防止、抑止、根絶するためのあらゆる可能な行動をとる。
- c. review progress on the issue of IUU fishing for SBT and the implementation of its IUU measures including adopting further measures as required on a regular basis.
みなみまぐろに関する IUU 漁業の問題の進捗状況、及び定期的に必要とされるさらなる措置の採択を含めた、自国の IUU 措置の実施状況をレビューする。

2. The Extended Commission shall establish and maintain an CCSBT Record of fishing vessels (hereinafter referred to as "fishing vessels" or "FVs") authorised to fish for SBT. For the purpose of this recommendation, FVs not entered into the Record are deemed not to be authorised to fish for, retain on board, tranship or land SBT regardless of their size.

拡大委員会は、みなみまぐろを漁獲する許可を受けた漁船（以下“漁船”又は“FVs”という）の CCSBT の記録を設立し、保持する。この勧告の目的のために、この記録に記載されない漁船は、漁船の大きさに関わらず、みなみまぐろを漁獲し、船上に保持し、転載し、又は水揚げする許可を有していないものと見なされる。

3. ~~Effective from 1 January 2017,~~ Members and Cooperating Non-members shall ensure that the following categories of fishing vessels have IMO numbers issued to them:

~~2017 年 1 月 1 日より、~~メンバー及び協力的非加盟国は、以下の区分 SBT を漁

獲することを許可された当該国の旗を掲げる全ての漁船(ただし木造船及びファイバーグラス船を除く)であって、かつその大きさが総トン数/総登録トン数で ~~100 トン以上~~の漁船に対して、IMO ナンバーの発行を受けさせるよう確保するものとする。

- all fishing vessels (except wooden and fibreglass vessels) flying their flag that are authorised to catch SBT, and that are at least 100 gross tonnage/GT/GRT in size, and

SBT を漁獲することを許可された当該国の旗を掲げる全ての漁船(ただし木造船及びファイバーグラス船を除く)であって、かつその大きさが総トン数 100 トン以上である全ての漁船

- effective from 1 January 2021, wooden and fibreglass fishing vessels flying their flag that are authorised to catch SBT, and that are at least 100 gross tonnage in size, and

2021 年 1 月 1 日以降にあつては、SBT を漁獲することを許可された当該国の旗を掲げる木造船及びファイバーグラス船であつて、かつその大きさが総トン数 100 トン以上である漁船

- effective from 1 January 2022, all motorised inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA) authorised to operate outside waters under the national jurisdiction of the flag State.

2022 年 1 月 1 日以降にあつては、総トン数 100 トン未満かつ全長 (LOA) 12 メートルを下限とする全ての船内機船であつて、旗国の管轄外の水域において操業することを許可された漁船

~~have IMO numbers issued to them.~~

4. Each Member of the Extended Commission (hereinafter referred to as “Member”), and Co-operating Non-member shall submit electronically, where possible, to the Executive Secretary, the list of FVs flying its flag that are authorised to fish for SBT. This list shall include the following information:

拡大委員会のメンバー（以下“メンバー”という）及び協力的非加盟国は、みなみぐるの漁獲を許可された自国旗を掲げる漁船のリストを、可能な場合には電子的手段により、事務局長に提出しなければならない。このリストには、次の情報を含まなければならない。

- Lloyds/ IMO Number (if available);
ロイド/IMO ナンバー（該当する場合）
- Name of vessel(s), register number(s);
船舶の名称、登録番号
- Previous name(s) (if any);

- 以前の名称（該当する場合）
- Previous flag(s) (if any);
以前の船籍国（該当する場合）
- Previous details of deletion from other registries (if any);
他の登録からの抹消に関する過去の詳細（該当する場合）
- International radio call sign(s) (if any);
国際無線信号符字（該当する場合）
- Type of vessel(s), length overall and gross registered tonnage (GRT);
船舶の形態、船体の全長長さ、登録総トン数（GRT）
- Name and address of owner(s);
所有者の氏名、住所
- Name and address of operator(s);
操業者の指名、住所
- Gear(s) used; and
使用漁具
- Time period authorised for fishing and /or transhipping.
漁獲ないし転載が認められた許可期間

The Members and Co-operating Non-members shall indicate, when initially submitting their list of vessels according to this paragraph, which vessels are newly added or meant to replace vessels currently on their list submitted to the Executive Secretary. The initial CCSBT record shall consist of all the lists submitted under this paragraph.

メンバー及び協力的非加盟国は、このパラグラフに基づき、船舶のリストを初めに提出する場合、どの船舶が新規に追加されたか、また、事務局長に提出されたリストに現在掲載されている船舶の代船を意味するかを示さなければならない。当初の CCSBT の記録は、このパラグラフに従い提出されたすべてのリストからなる。

5. Each Member and Co-operating Non-member shall promptly notify, after the establishment of the initial CCSBT Record, the Executive Secretary of any addition to, any deletion from and/or any modification of the CCSBT Record at any time such changes occur.

メンバー及び協力的非加盟国は、当初の CCSBT 記録の設立の後には、当該記録への追加、削除、修正については、このような変更が生じた際に速やかに事務局長に通知しなければならない。

6. The Executive Secretary shall maintain the CCSBT Record, and take any measure to ensure publicity of the Record and through electronic means, including placing it on

Commented [Sec1]: An alternative option to the proposed revisions is to add, "Hull construction material", to the list of vessel information required to be submitted to the Executive Secretary. 改正案の代替オプションは、事務局長への提出が求められてる船舶情報のリストに「船体構造材」を追加することである。

the CCSBT website, in a manner consistent with confidentiality requirements noted by the Members and Co-operating Non-members.

事務局長は、CCSBT の記録を保持し、メンバー及び協力的非加盟国が留意した機密性の要件と合致したかたちで、CCSBT のウェブサイトへの掲載を含めた電子的手段を通じて、記録の広報を行うためのあらゆる措置を講じなければならない。

7. The Flag Members and Co-operating Non-members of the vessels on the record shall: 記録に記載された船舶の旗国であるメンバー及び協力的非加盟国は、次を行わなければならない。

a) authorise their FVs to fish for SBT only if they are able to fulfill in respect of these vessels the requirements and responsibilities under the CCSBT Convention and its conservation and management measures;

自国の漁船が CCSBT 条約及びその保存・管理措置に基づく要件と責任を遂行できる場合にのみ、自国の漁船にみなみまぐろを漁獲する許可を与える。

b) take necessary measures to ensure that their FVs comply with all the relevant CCSBT conservation and management measures;

自国の漁船が関連するすべての CCSBT の保存・管理措置を遵守することを確保するために必要な措置を講ずる。

c) take necessary measures to ensure that their FVs on the CCSBT Record keep on board valid certificates of vessel registration and valid authorisation to fish and/or tranship;

CCSBT の記録に掲載されている自国の漁船が、有効な船舶登録証書並びに漁獲及び又は転載のための有効な許可証を船上に保持することを確保するために必要な措置を講ずる。

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 any more;

当該船舶が IUU 漁業活動の経歴を有する場合、船主は当該船舶が二度とそのような活動に従事しないことを示す十分な証拠を提供したことを確認する。

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;

CCSBT の記録に掲載されている漁船の所有者及び操業者が、CCSBT の記録に掲載されていない漁船によるみなみまぐろの漁業活動に従事又は関与していないことを、国内法で可能な範囲で確保する。

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.

規制又は懲罰的措置が効果的にとられるように、CCSBT の記録に掲載されている漁船の所有者が、旗国であるメンバー及び協力的非加盟国内の市民又は法人であることを確保するために、国内法で可能な範囲で必要な措置を講ずる。

8. The Members and Co-operating Non-members shall review their own internal actions and measures taken pursuant to paragraph 7, including punitive and sanction actions and in a manner consistent with domestic law as regards disclosure, report the results of the review to each meeting of the Compliance Committee. In consideration of the results of such review, the Compliance Committee shall, if appropriate, request the flag Members and Co-operating Non-members of FVs on the CCSBT Record to take further action to enhance compliance by those vessels to CCSBT conservation and management measures.

メンバー及び協力的非加盟国は、懲罰的及び制裁的行動を含めパラグラフ 7 に従ってとられた自国内の行動及び措置を検討し、情報開示に関する国内法と合致したかたちで、遵守委員会の各会合に対して、検討の結果を報告する。遵守委員会はそのような検討の結果を考慮し、適切な場合には、CCSBT の記録に掲載されている漁船の旗国であるメンバー及び協力的非加盟国に、当該船舶による CCSBT の保存・管理措置の遵守を向上させるさらなる行動を行うよう要請する。

9. a) The Members and Co-operating Non-members shall take measures, under their applicable legislation, to prohibit the fishing for, the retaining on board, the transshipment and landing of SBT by the FVs which are not entered into the CCSBT Record.

メンバー及び協力的非加盟国は、適用可能な国内法に基づき、CCSBT の記録に掲載されていない漁船によるみなみまぐろの漁獲、船上保持、転載及び水揚げを禁止するための措置を講じる。

b) To ensure the effectiveness of the CCSBT conservation and management measures pertaining to CCSBT Catch Documentation Scheme:

CCSBT の漁獲証明制度に関する CCSBT の保存管理措置の効果を次により確保する。

i) flag Members and Co-operating Non-members shall validate CDS documents only for the FVs on the CCSBT Record,

旗国であるメンバー及び協力的非加盟国は、CCSBT の記録に掲載され

ている漁船についてのみ、CDS 文書を確認しなければならない。

- ii) the Members and Co-operating Non-members shall require that SBT caught by FVs, when transhipped, landed as domestic product, exported, imported or re-exported within their jurisdictions, shall be accompanied by CDS documents validated for the vessels on the CCSBT Record and,

メンバー及び協力的非加盟国は、漁船によって漁獲されたみなまぐろが、その管轄内で転載、国産品としての水揚げ、輸出、輸入又は再輸出される際、CCSBT の記録に掲載された船舶について確認された CDS 文書を伴うことを求めなければならない。

- iii) the Members and Co-operating Non-members shall co-operate to ensure that CDS documents are not forged or do not contain misinformation.

メンバー及び協力的非加盟国は、CDS 文書の偽造又は誤記載が発生しないよう協力しなければならない。

10. Each Member and Co-operating Non-member shall notify the Executive Secretary of any factual information showing that there are reasonable grounds for suspecting FVs not on the CCSBT record to be engaged in fishing for and/or transhipment of SBT.

メンバー及び協力的非加盟国は、CCSBT の記録に掲載されていない漁船がみなまぐろの漁獲及び/又は転載に従事していると疑うに足る合理的な根拠がある場合は、事実関係を事務局長に通知しなければならない。

11. If a vessel mentioned in paragraph 9 is flying the flag of a Member and Co-operating Non-member, the Executive Secretary shall request that Member and Co-operating Non-member to take measures necessary to prevent the vessel from fishing for SBT.

パラグラフ 9 で言及された船舶がメンバー及び協力的非加盟国の旗を掲げている場合、事務局長は、当該メンバー及び協力的非加盟国に対し当該船舶がみなまぐろを漁獲することを防ぐために必要な措置を講ずるよう要請する。

12. The Extended Commission and the Members and Co-operating Non-members concerned shall communicate with each other, and make the best effort with FAO and other relevant regional fishery management bodies to develop and implement appropriate measures, where feasible, including the establishment of records of a similar nature in a timely manner so as to avoid adverse effects upon other tuna resources in other oceans. Such adverse effects might consist of excessive fishing pressure resulting from a shift of the IUU FVs from fishing for SBT to other fisheries.

拡大委員会及び関係するメンバー及び協力的非加盟国は、相互に連絡し、FAO 及びその他関連する地域漁業管理機関とともに、他の海域における他のまぐろ資源に対する悪影響を避けるために、適宜同様の性格の記録の設定を含め、実

行可能な場合には、適切な措置を策定し実施する上で最善の努力を尽くす。そのような悪影響とは、IUU 漁船のみなみまぐろ漁獲から他の漁業へのシフトから生ずる過剰漁獲の圧力も含まれる。

13. Before the Extended Commission decides to implement measures specified in paragraph 9, the Extended Commission and the Members shall contact all the relevant countries to inform of this resolution and consult with them, and give them sufficient time to adopt themselves to this resolution. They shall continue to encourage non-Contracting Parties to become Members or Co-operating Non-members.

拡大委員会がパラグラフ 9 に記された措置の実施を決定する前に、拡大委員会及びメンバーは、この決議について通知し協議を行うためすべての関連国と連絡をとり、この決議に適応するための十分な時間を与える。また、拡大委員会及びメンバーは、非締約国がメンバー又は協力的非加盟国となるよう引き続き奨励する。

14. This Resolution revises the Resolution on “Illegal, Unregulated and Unreported Fishing (IUU) and Establishment of a CCSBT Record of Vessels over 24 meters Authorised to Fish for Southern Bluefin Tuna” revised at the Twenty-first Annual Meeting on 16 October 2014.

本決議によって、2014 年 10 月 16 日の第 21 回年次会合において採択された、“違法、無規制、無報告漁業 (IUU) 及び 24 メートル以上のみなみまぐろ漁業許可船の CCSBT の記録の設定に関する決議”は改正される。