



Phase 1 - Quality Assurance Review

On behalf of the Commission for the Conservation of Southern Bluefin Tuna



Undertaken by Global Trust Certification Ltd.

Member Report: Taiwan

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Executive Summary

This Quality Assurance Review (QAR) report provides an evidence-based review of Taiwan's southern bluefin tuna (SBT) fishery and associated fisheries management against selected sections, as determined by the CCSBT Secretariat, of CCSBT's Compliance Policy 1, "Minimum performance requirements to meet CCSBT Obligations". QAR's consist of two phases;

- Phase 1 which was a desk based consultation conducted between February and May 2014; including a face to face consultation meeting.
- Phase 2 which was an on-site inspection of the Member's MCS systems and processes documented in the Phase 1 QAR.

Member Phase 1 and 2 reviews can be conducted on separate occasions with a separate Phase 1 Report and a final combined Report to include Phase 2; or Phase 1 and 2 reviews can be conducted concurrently and reported in a combined Report. This report contains a Phase 1 Review of the Taiwan QAR.

Generally the Phase 1 review can describe that Taiwan's SBT fishery management systems meets the CCSBT minimum performance requirements. There is a clearly established fisheries legislation and documentation system for allocation of SBT. The CCSBT CDS is implemented with a strong fisheries management regulatory system and established fisheries reporting and sanctions, which appears to be functioning according to the requirements.

Taiwan's SBT fishery comprises only the commercial tuna longline fleet operating in the southern Indian, Atlantic, and Pacific Oceans. SBT was a bycatch of the Taiwanese tuna longline fishery targeting albacore in the past. Some vessels equipped with deep-frozen freezers have started to target SBT seasonally since the 1990s. No Taiwanese tuna longline vessels fish for SBT year-round and the vessels targeting SBT seasonally mainly operate in the southern Indian Ocean from April to September, or from November to next February in the south-western Indian Ocean. SBT is caught as bycatch for this fishery in the Pacific and Atlantic Oceans. Quota is distributed through a well-established individual quota system to each authorized fishing vessel before the start of fishing season. Unused quota is required to return to FA before August 31st, and re-allocated by FA to seasonal targeting fishing vessels that need the quota.

Taiwanese longline vessels authorized for fishing for SBT have been required to install vessel monitoring system (VMS) equipment for monitoring the geographical positions of the vessels. Weekly SBT catch reports are required for every individual vessel to submit to the Fisheries Agency (FA). Provision of such information, e.g., daily catch, fishing location, and discards, is required in weekly reports when fishermen or the owner of the fishing vessel apply for SBT statistical document. The CCSBT SBT statistical document has been implemented to be in accordance to the CCSBT CDS Since January 1st, 2010. The FA officials check all of the above information that should be consistent with the actual SBT catch, when fishermen apply for CDS for SBT.

Two foreign ports (Port Louis in Mauritius and Port Cape Town in South Africa) have been designated by FA for SBT landing or transshipment for the flagged fishing vessels since March, 2010. It is prohibited to land or tranship SBT at the other foreign ports. FA officials stationed at foreign

ports are responsible for inspection and supervising all of the SBT landing and transshipment. The fishing port of Cianjhen in Kaohsiung has been designated for domestic landing of SBT by carrier vessels or fishing vessels. FA has dispatched officials to inspect and supervise all domestic landing. In case of transshipment at sea, regional observers of IOTC or ICCAT boarding on carrier vessel supervise all of SBT transshipment, to ensure the quantities consistent with the reported catch. FA will only issue the catch documents of SBT to the fishermen or the owner of the fishing vessel when authorisation procedures were correctly followed and no deficiency or discrepancy was found with the CDS form.

Evidence received and discussions at the consultation meeting provide good verification that the Taiwan's SBT fisheries management systems are in place and are effective. The effectiveness of the system ensures the TAC allocation for SBT does not exceed the total allowable catch, which appears appropriate with further information provided by the FA of Taiwan during the consultation, as well as a review of the available documentation and a SWOT (strengths, weaknesses, opportunities and threats) analysis.

Recommendations for Taiwan's SBT management system identified in this report are provided. Data from the regional observer program (ROP) should be reviewed, evaluated, and cross-checked with daily logbooks and weekly catch reports routinely, but are not available currently.

The reporting rate of discard could be estimated and cross-checked with the data from scientific observers. Observers could be dispatched randomly among months during the fishing season to estimate the proportion of discard to retained catch by month, which then could be used to better infer the mortality from discards. The priority of dispatching an observer on board to a fishing vessel can be based on the accuracy of catch reporting of fishing vessels. Patrol boats to at-sea inspect fishing and carrier vessels that fish for or tranship SBT should be dispatched, under no safety concern about the Somalia piracy threat, as well as the increase of observer coverage.

Table 1 Summary of the Quality Assurance Review Implementation Information: TAIWAN

| QAR Phase | Dates | Key milestones |
|--|--------------------------------|---|
| Initiation | February 15 th 2014 | |
| Review | March to May 2014 | |
| Consultation Meeting (N.B. a physical meeting was possible due to proximity of review team to FA Offices) | May 13 th 2014 | In attendance: Shiu-Ling Lin, Lan-Long Yu, Chiu-Fen Chen, Ho-Hsin Kung, Dung-Chu Wei (FA of Taiwan), Nan-Jay Su, and Arthur Fu Received requested information on May 30 th |
| Site visit (Phase 2) | N/A | Phase 2 not initiated at this time. |
| Report to Member | May 30 th 2014 | Sent to FA with additional info clarifications. |
| Report returned | July 31 st 2014 | Received additional requested information on July 28 th |
| Draft Final Report | August 15 th 2014 | Draft for Internal Peer Review |
| Final Report | August 30 th 2014 | Submission for CCSBT |

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| 3.1.2 MPR 2a(i): [Operating systems and processes established to implement annual catching arrangements, including] Specification of allocations by company, quota holder or vessel | 27 |
| 3.1.3 MPR 2a(ii): [Operating systems and processes established to implement annual catching arrangements, including] Arrangements for daily recording of all catches..... | 28 |
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| 3.1.6 MPR 2c: Ensure accuracy of the “Attributable SBT Catch”, including (for fishing Members) a physical inspection regime of SBT caught by the Member’s fishing vessel, and (for farming Members) monitoring the accuracy of the stereo video monitoring and adjusting/ recalibrating where necessary..... | 30 |

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| 3.1.7 | MPR 3: All fishing-related SBT mortality is reported annually to the Extended Scientific Committee, for incorporation into stock assessment analysis, and to the Commission. | 31 |
| 3.1.8 | MPR 4: Operating systems and processes applied to monitor compliance with annual catching arrangements, and impose sanctions or remedies where necessary. | 32 |
| 3.2 | Compliance with National Allocations 2 (CCSBT Obligation 1.1(iii)) | 34 |
| 3.2.1 | MPR 1a: [Operating systems and processes must be in place to ensure that] An accurate, verified and robust figure for the final Attributable Catch is available before the notification to the Secretariat of the carry-forward, and a report on the adoption and use of the carry-forward procedure is included in each annual report to the Extended Commission. | 34 |
| 3.2.2 | MPR 1b: The Executive Secretary is formally notified of the catch for the concluded quota year together with the available catch limit (Catch Allocation + carry-forward) for the new quota year within 60 days of the start of the new quota year. | 35 |
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| 3.3.3 | MPR 1c: [Operating systems and processes to] Provide required information on authorised carrier vessels to the Executive Secretary within 1 month of the vessel being authorised, and before such vessels are actually used in transshipments..... | 38 |
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| 3.5.1 | MPR 1a: [Operating systems and processes established and implemented to ensure that] All owners and operators of authorised farms, fishing vessels, and carrier vessels, and all SBT processors, importers exporters and re-exporters, are aware of their CCSBT obligations. | 41 |

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| 3.5.2 | MPR 1b: [Operating systems and processes established and implemented to ensure that] CDS documents accompany SBT as relevant, including (i) a Catch Monitoring Form (CMF) for all transshipments, landings of domestic product, exports, imports and re-exports; (ii) a Re-export/Export After Landing of Domestic Product (REEF) for all exports of SBT landed as domestic product then exported, and for all re-exports of imported SBT (any REEF must also be accompanied by a copy of the associated CMF and copies of any previously issued REEFs for the SBT being exported); and (iii) a Farm Transfer Form (FTF) for all transfers of SBT between authorised farms within the Member’s jurisdiction; | 41 |
| 3.5.3 | MPR1c: [Operating systems and processes established and implemented to ensure that] All entities with CDS certification obligations have certification requirements, including that the certifier for the Catch Tagging Form (CTF) should be the Vessel Master or other appropriate authority for any wild harvested SBT, and the Farm Operator or other appropriate authority for any farmed SBT. | 42 |
| 3.5.4 | MPR 1d: [Operating systems and processes established and implemented to ensure that] All entities involved in towing and farming SBT have procedures to (i) record the daily mortality of SBT during catching and towing, and the quantity (number and weight in kilograms) of SBT transferred to each farm; and (ii) use these records to complete the Farm Stocking Form at the end of each fishing season and before the SBT are recorded on a CMF. | 42 |
| 3.5.5 | MPR 1e: [Operating systems and processes established and implemented to ensure that] Compliance with certification procedures is verified..... | 42 |
| 3.5.6 | MPR 2: Any use of specific exemptions to CDS documentation (allowed for under obligation 3.1 A (ii) for recreational catch) must be (a) explicitly allowed and this decision advised to the Executive Secretary; and (b) have associated documented risk-management strategies to ensure that associated mortalities are accounted for and that recreational catches do not enter the market. | 43 |
| 3.5.7 | MPR 3: Operating systems and processes established and implemented to ensure all CDS documents are uniquely numbered and completed fully and in accordance with the document’s instructions..... | 43 |
| 3.6 | Catch Documentation System 2 (CCSBT Obligation 3.1 (vi)) | 44 |
| 3.6.1 | MPR 1: Operating systems and processes established and implemented to ensure that at all times only carrier vessels authorised on the CCSBT Record of Carrier Vessels for the transshipment date are permitted to receive at-sea transshipments from the Member’s LSTLVs..... | 44 |
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| 3.7 | Catch Documentation System 3 (CCSBT Obligation 3.1 (vii) – (ix)) | 46 |
| 3.7.1 | MPR 1: The Executive Secretary shall, in consultation with Members, determine whether proposed modifications are minimal or significant with respect to this obligation. | 46 |

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| 3.7.2 | MPR 2: Modified documents remain compatible with approved forms to ensure data series remain continuous and so they can be uploaded by the Secretariat. | 46 |
| 3.7.3 | MPR 3: Modified documents are provided to the Executive Secretary in electronic format at least 4 weeks prior to the use of such documents and with proposed modifications clearly highlighted. | 46 |
| 3.8 | Catch Documentation System 4 (CCSBT Obligation 3.1 (x) - (xii)) | 47 |
| 3.8.1 | MPR 1(a): [Operating systems and processes established and implemented to ensure that CCSBT Catch Tagging Program requirements are met, including] Ensuring all SBT tags meet the minimum specifications in paragraph s of appendix 2 of the CDS Resolution. | 47 |
| 3.8.2 | MPR 1(b): [Operating systems and processes established and implemented to ensure that CCSBT Catch Tagging Program requirements are met, including] recording the distribution of SBT tags to (i) entities authorised to fish for, or farm, SBT; and (ii) where applicable, entities which received tags to cover exceptional circumstances. | 48 |
| 3.8.3 | MPR 1(c): [Operating systems and processes established and implemented to ensure that CCSBT Catch Tagging Program requirements are met, including] requiring a valid tag to be attached to each SBT brought on board a fishing vessel and killed (including SBT caught as incidental bycatch) or landed and killed from a farm. | 49 |
| 3.8.4 | MPR 1(d): [Operating systems and processes established and implemented to ensure that CCSBT Catch Tagging Program requirements are met, including] requiring tags to be attached to each fish as soon as practicable after the time of kill..... | 49 |
| 3.8.5 | MPR 1(e): [Operating systems and processes established and implemented to ensure that CCSBT Catch Tagging Program requirements are met, including] requiring details for each fish to be recorded as soon as practicable after the time of kill including month, area, method of capture, as well as weight and length measurements carried out before the SBT is frozen. | 50 |
| 3.9 | Catch Documentation System 5 (CCSBT Obligation 3.1 (xiii) - (xviii)) | 51 |
| 3.9.1 | MPR 1: Operating systems and processes established and implemented to (a) meet procedural and information standards set out in appendix 2 of the CDS resolution; (b) identify any unauthorised use of SBT tags; (c) identify any use of duplicate tag numbers; (d) identify any whole SBT landed, transhipped, exported, imported or re-exported without a tag; (e) ensure that tags are retained on whole SBT to at least the first point of sale for landings of domestic product; and (f) ensure a risk management strategy (including random or risk based sampling) is in place to minimise the opportunity of illegal SBT being marketed. | 51 |
| 3.9.2 | MPR 2 Operating systems and processes established and implemented to (a) monitor compliance by operators with control measures in section 3.9.1, above; (b) impose sanctions on operators where non-compliance is detected; and (c) report any cases of whole SBT being landed without tags to the Executive Secretary, and minimise their occurrence in future. | 52 |
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- 3.10.1 MPR 1a: [Operating systems and processes established and implemented to] Authorise validators to validate Farm Stocking, Catch Monitoring and Re-Export/Export after Landing of Domestic Product Forms; 53
- 3.10.2 MPR 1b: [Operating systems and processes established and implemented to] Demonstrate that all persons with authority to validate CDS documents are (i) government officials or other individuals who have been duly delegated authority to validate; (ii) are aware of their responsibilities, including inspection, monitoring and reporting requirements; and (iii) are aware of the penalties applicable should the authority be misused. 53
- 3.10.3 MPR 1c: [Operating systems and processes established and implemented to] Appropriate individuals certify each CDS form type by each signing and dating the required fields; 54
- 3.10.4 MPR 1d: [Operating systems and processes established and implemented to] The same individual does not both certify and validate information on the same CDS form 54
- 3.10.5 MPR 1e: [Operating systems and processes established and implemented to] Inform the Executive Secretary of (i) the details for all validators and keep this information up to date; and (ii) of any individuals removed from the list of validators no later than the end of the quarter in which the removal occurred; 54
- 3.10.6 MPR 1f: [Operating systems and processes established and implemented to] Ensure that no individual conducts validations (i) prior to the Executive Secretary being fully informed of his/her current validation details, or (ii) after that individual's authority to validate has been removed. 55
- 3.10.7 MPR 2 Operating systems and processes established and implemented to monitor performance (compliance and effectiveness) of validators..... 55
- 3.11 Catch Documentation System 7 (CCSBT Obligation 3.1 (xxii) - (xxv))..... 56
- 3.11.1 MPR 1a: [Operating systems and processes established to ensure] CDS forms are only validated (i) where all the SBT listed on the form are tagged (except in cases where tags are no longer required due to processing having occurred); (ii) in the case of farmed SBT, for SBT harvested from farms on a date that the farm was authorised on the CCSBT record of Authorised Farms; and (iii) in the case of Wild Harvest SBT, for SBT taken by FVs on a date when that FV was authorised by the flag Member. 56
- 3.11.2 MPR 1b: [Operating systems and processes established to ensure] validated documentation accompanies all SBT consignments whether transhipped, landed as domestic product, exported, imported or re-exported, and (MPR 1c) no SBT is accepted without validation documentation..... 57
- 3.11.3 MPR 1d: [Operating systems and processes established to ensure] Validation does not occur where (i) validator authorisation procedures were not correctly followed or (ii) any deficiency or discrepancy is found with the CDS form..... 58
- 3.11.4 MPR 2a: [Operating systems and processes established and implemented for a Member to validate SBT product against CDS documents, including] requirements to check accuracy of information by ensuring every CDS document is complete, valid and contains no obviously incorrect information by cross-checking data on the form being validated against (1) data

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| | on preceding CDS forms including the Catch Tagging Form; (2) relevant lists of authorised farms, vessels or carriers; and (3) result of any physical inspection by the authority. | 58 |
| 3.11.5 | MPR 2b: [Operating systems and processes established and implemented for a Member to validate SBT product against CDS documents, including] notification of any inconsistencies or inaccuracies to the Member’s enforcement authorities. | 59 |
| 3.12 | Catch Documentation System 8 (CCSBT Obligation 3.1 (xxvi)) | 60 |
| 3.12.1 | MPR 1: Documents and/or scanned electronic copies stored in a secure location for a minimum of three years under conditions that avoid damage to the legibility of the documents or the data files..... | 60 |
| 3.13 | Catch Documentation System 9 (CCSBT Obligation 3.1 (xxvii) + (xxviii)) | 61 |
| 3.13.1 | MPR1: Copies of all completed CDS documents issued by catching Members or received by importing or receiving Members, sent to Executive Secretary in accordance with timeframes specified in the CCSBT documentation..... | 61 |
| 3.13.2 | MPR2: Catch Tagging Form information shall be provided to the Executive Secretary using the electronic Data Provision Form developed by the Secretariat and in accordance with the Data Provision Form’s instructions. | 61 |
| 3.14 | Catch Documentation System 10 (CCSBT Obligation 3.1 (xxix) + (xxx)) | 62 |
| 3.14.1 | MPR 1: Operating systems and processes established and implemented to (a) assign unambiguous responsibility to individuals or institutions for implementing verification procedures; and (b) ensure no verification procedure is carried out for a CDS document by an individual who has validated or certified the same CDS document..... | 62 |
| 3.14.2 | MPR 2a: [Operating systems and processes established and implemented for verification, including] Selecting and inspecting, where appropriate, a targeted sample of vessels and export, import and market establishments based on risk. The intent of these inspections should be to provide confidence that the provisions of the CDS are being complied with.. | 63 |
| 3.14.3 | MPR 2b: [Operating systems and processes established and implemented for verification, including] Reviewing and analysing information from CDS documents at least once every 6 months, including (i) checking the completeness of data on CDS forms and cross-checking the consistency of the data on CDS forms received with other sources of information; (ii) cross-checking data from the Executive Secretary’s CDS six-monthly report; and(iii) analysing any discrepancies. | 64 |
| 3.14.4 | MPR 2c: [Operating systems and processes established and implemented for verification, including] investigating any irregularities suspected or detected and (MPR 2d) taking action to resolve any irregularities..... | 64 |
| 3.14.5 | MPR 2e: [Operating systems and processes established and implemented for verification, including] notifying the Executive Secretary and relevant Members/OSECs, of any consignments of SBT whose CDS documentation is considered doubtful, or incomplete or unvalidated..... | 65 |
| 3.14.6 | MPR 2f: [Operating systems and processes established and implemented for verification, including] notifying the Executive Secretary of any investigation into serious irregularities, in order to present these in an annual summary report to the Compliance Committee. | |

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| | Notifications should include reporting (i) the commencement of an investigation if doing so will not impede that investigation; (ii) progress, within 6 months of starting the investigation if doing so will not impede that investigation; and (iii) the final outcome within 3 months of completing the investigation. | 65 |
| 3.14.7 | MPR 3: Ensure that no SBT is accepted (for landing of domestic product, export, import or re-export) without validated documentation attached. | 66 |
| 3.15 | Transshipment (at sea) Monitoring Program 1 (CCSBT Obligation 3.3 (i) – (v)) | 67 |
| 3.15.1 | MPR1a: [Operating systems and processes to ensure] The authorisation document, including details of the intended transshipment provided by the master or owner of the LSTLV, is available on the LSTLV prior to the transshipment occurring. | 67 |
| 3.15.2 | MPR1b: [Operating systems and processes to ensure] Any carrier vessel receiving the transhipped SBT is meeting its obligations to provide access and accommodation to observers, and to cooperate with the observer in relation to the performance of his or her duties (see Carrier Vessel Authorisation minimum performance requirements, CCSBT documentation). | 67 |
| 3.15.3 | MPR2a-d: [Rules in place to ensure] (a) all SBT transshipments receive prior authorisation; (b) fishing vessels are authorised on the CCSBT authorised fishing vessel register on the date(s) the SBT are harvested and carrier vessels are authorised on the CCSBT authorised carrier vessel register on the date(s) any transshipments occur; (c) a named CCSBT observer is on board the carrier vessel; and (d) no SBT transshipment occurs without an observer onboard. | 68 |
| 3.15.4 | MPR2e: [Rules in place to ensure] Transshipment declarations are completed, signed and transmitted by the fishing vessel and the carrier vessel, in accordance with paragraphs 11-14 of the Transshipment Resolution, in particular that the LSTLV shall transmit its CCSBT Registration Number and a completed CCSBT Transshipment Declaration to its flag State / Fishing Entity, within 15 days of the transshipment. | 69 |
| 3.15.5 | MPR3a,b: [Operating systems and processes to] Issue transshipment authorisations and verify the date and location of transshipments. | 69 |
| 3.15.6 | MPR3c-f: [Operating systems and processes to] Request placement of observers on board carrier vessels; notify any cases of ‘force majeure’ (where transshipment occurs without an observer on the carrier vessel) to the Executive secretary as soon as possible; ensure observers can board the fishing vessel before transshipment takes place, and have access to personnel and areas necessary to monitor compliance; enable observers to report any concerns about inaccurate documentation or obstruction, intimidation, or influence in relation to carrying out their duties. | 70 |
| 3.15.7 | MPR3g,h: [Operating systems and processes to] monitor compliance with the control measures; and impose sanctions or corrective action programmes for any non-compliance detected. | 71 |
| 3.16 | Transshipment (at sea) Monitoring Program 2 (CCSBT Obligation 3.3 (vi)) | 72 |

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| 3.18.2 | MPR 2: The report for the previous calendar year must (a) include the quantities of SBT transhipped; (b) list the LSTLVs on the CCSBT Authorised Vessel List that transhipped; (c) analyse the observers reports received including assessing the content and conclusions of the reports of observers assigned to carrier vessels..... | 75 |
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ABBREVIATIONS

| | |
|-------|--|
| AC | Allocated Catch (Individual Member Quota) |
| ASBTC | Attributable Southern Bluefin Tuna Catch |
| CC | Compliance Committee |
| CCSBT | Commission for the Conservation of Southern Bluefin Tuna |
| CDS | Catch Documentation Scheme |
| CMF | Catch Monitoring Form |
| COA | Council of Agriculture |
| CTF | Catch Tagging Form |
| FA | Fisheries Agency |
| LSTLV | Large-Scale Tuna Longline Vessel |
| MCS | Monitoring, Control and Surveillance |
| MPR | Minimum Performance Requirement |
| OFDC | Overseas Fisheries Development Council |
| QAR | Quality Assurance Review |
| SBT | Southern Bluefin Tuna |
| SWOT | Strengths, Weaknesses, Opportunities and Threats |
| TAC | Total Allowable Catch |
| TTA | Taiwan Tuna Association |
| VMS | Vessel Monitoring System |

1 Introduction

This is an evidence based Quality Assurance Review (QAR) that forms the basis for the assessment of the Commission for the Conservation of Southern Bluefin Tuna (CCSBT) Members against specific obligations from CCSBT's Compliance Policy 1, "Minimum performance requirements to meet CCSBT Obligations". Members were requested to demonstrate, by providing supporting documentation, that they meet the obligation from CCSBT's Compliance Policy, with particular emphasis on the presence of documented procedures. The scope of the assessment was originally limited to obligations and associated Minimum Performance Requirements in sections 1.1, 2.3, 3.1, 3.3 and 6.5 of this policy and then up-dated for 2014 reviews (Including this review) as described below in Additional MPR's, which are aimed at ensuring Members and Co-operating Non-Members have implemented adequate measures to ensure they do not exceed their Allocation of the global Southern Bluefin Tuna (SBT) catch, are compliant with the Catch Documentation Scheme (CDS) and regulations associated with SBT transshipments. The obligations in this policy are derived from CCSBT Resolutions and Decisions, in particular:

- The "Resolution on the Allocation of the Global Total Allowable Catch";
- The "Resolution on Limited Carry-forward of Unfished Annual Total Allowable Catch of Southern Bluefin Tuna within Three Year Quota Blocks"; and
- The "Resolution on the Implementation of a CCSBT Catch Documentation Scheme".

Additional MPR's are included in 2014 which will extend the scope of both Phase 1 and Phase 2 reviews. Specifically, these are:

- 3.1 Catch Documentation System (A-F)
- 2.3 Record of Authorized Carrier Vessels (part of Transshipment Resolution)
- 3.3 Transshipment (At sea) Monitoring Program (Resolution)
- 6.5 Annual Reporting to the Compliance Committee (Suite of Decisions/Resolutions/Recommendations).

The main body of this report provides an overview of the management of fisheries of the Member participating in the QAR and the effectiveness of their fisheries management inline the Minimum Performance Requirements within the scoped of this report.

A step-by-step description of the processes and practices implemented by the Member is presented and the level of performance found against each Minimum Performance Requirement (MPR) based on the evidence collected and assessed through the QAR. A detailed Process Map is provided to support the analysis which illustrates the operating systems and processes implemented by the Member. Any areas where it was felt by the Reviewers, that the evidence reviewed did not fully substantiate full performance to the MPR are highlighted and Recommendations for improvement are provided.

In assessing the suitability of systems QARs will take into account the particular circumstances and characteristics of each Member being reviewed. QARs will also take into account any issues

identified by the Compliance Committee. All QARs will provide an overall review of the Members monitoring, control and surveillance (MCS) systems however some areas may need particular attention based on the Members involved, including:

i) **Market States** – emphasis will be placed on the systems and processes in place to support requirements for the importation of SBT products;

ii) **Farm States** – emphasis will be placed on the systems and processes required for accurate reporting of catch, monitoring the introduction of SBT into farms including the effectiveness of the 100 fish sampling methodology and the harvesting of farmed SBT product;

iii) **Developing States** – emphasis will be placed on the systems and processes in place required to monitor, manage and accurately report artisanal and industrial catch including to address Indonesia's request for consideration of its allocation; and

iv) **Distant Water Fishing States** – emphasis will be placed on the systems and processes in place for the accurate reporting of catch, recording/verifying of landing and/or transshipment and monitoring of direct exports of SBT.

1.1 Methodology

The standard format for the QAR is to conduct the review in two distinct phases, the first a desk based review with the second phase a site visit. The scope of the QAR has been extended since its inception in 2013 to encompass more CCSBT MPRs and include a phase two site visit. The methodology for each phased is shown below;

Phase 1 - an independent desk top review conducted by a review team through remote consultation stages with Member authorities to gain further evidence, seek clarification and verification of performance against the Minimum Performance Requirements of Section 1.1 of the CCSBT Compliance Policy. The review method was undertaken in four steps.

- i. Management System Review – the overall framework for management of SBT to ensure compliance with allocations.
- ii. Process and implementation review – the implementation of the fishery management system (description, features, specific measures, actions, rules/regulations that allow for implementation, catch recording, catch reporting and compliance). Evidence of implementation such as specimen records, reporting and recording documents will be requested to allow verification of the system's effectiveness to be assessed.
- iii. Management System Effectiveness - the outcome of the analysis documented using a SWOT analysis with regard to the extent that the management system implementation effectively demonstrates compliance to each of the MPR.

- iv. Recommendations for Improvement- areas identified through the review that may result in improved Member compliance (or improved reporting effectiveness for purposes of subsequent QAR activities). This is presented using the Opportunities component of the SWOT analysis.



Figure 1 Methodology for Phase 1 of the CCSBT Quality Assurance Review

Phase 2 site visit (Not conducted for Taiwan) - designed to verify the extent that systems and processes described in documentation and records provided in Phase 1 and the Phase 1 extension are fully implemented and consistent with the procedure described by the Member. During the site visit the reviewers will determine the extent to which the processes and activities are effective in ensuring that Members meet their obligations specific to the MPR's within the scope of the current QAR framework.

A detailed process flow map of each Member is developed to provide a 'visual' description of allocation and catch accounting systems. The process flow maps are documented initially from the desk based review and then finalized during the final reporting stage.

The report is presented in 7 Sections as follows:

- Section 1: This section, providing a short description of the process.
- Section 2: A background section that describes the fishery and the overall management system. This is supported with an organizational chart and table of identified agency roles specific to each MPR (where applicable).
- Section 3: Detailed description of the evidence that demonstrates conformity to the specific MPR requirement with a summary of outcome and key points (Phase 1)
- Section 5: Phase two findings and associated gap analysis of phase 1 and 2 outcomes.

- Section 4: A detailed flow chart to support the evaluation and provide specific details of the SBT Allocation, CDS and MCS in place.
- Section 5: Effectiveness of the Management Systems (SWOT analysis)
- Section 6: Opportunities/Recommendations for improvement
- Section 7: Appendices

N.B. A further report on the overall outcome and feasibility of the approach, method and conclusions has also been undertaken as part of the QAR work.

2 Southern Bluefin Fishery

2.1 Introduction

Southern bluefin tuna (SBT) is a highly migratory fish distributed with distribution in the southern Indian Ocean. The Taiwanese SBT fishery comprises only the commercial tuna longline fleets that operate in the southern Indian, Atlantic, and Pacific Oceans. There are no recreational and customary fishing sectors for SBT in Taiwan. In the past, SBT was a bycatch of the Taiwanese tuna longline fishery targeting albacore. However, some of these vessels were equipped with deep-frozen freezers in the 1990s, and have started to target SBT seasonally since then. No Taiwanese longline vessels fish for SBT year-round and the vessels that target SBT seasonally mainly operate in the Indian Ocean.

The major fishing ground for this fishery distributes in the southern Central Indian Ocean around 55°E-95°E and 30°S-40°S, and in waters off South Africa around 30°E-55°E and 35°S-45°S adjacent to the Atlantic Ocean. However, the fishing season differs between these two fishing grounds. The seasonally targeting vessels are operating from April to September in the southern Central Indian Ocean, while those in the south-western Indian Ocean are operating from November to next February. SBT is caught as bycatch of this fishery in the Pacific and Atlantic Oceans.

2.2 Management Authorities

The Fisheries Agency (FA) under the Council of Agriculture (COA), Executive Yuan, is responsible for all matters relating to fisheries in Taiwan. With a macroscopic outlook, the FA aims to establish and implement fisheries policies with a view of promoting efficient administrative work and solving fisheries related problems for maintaining sustainable fisheries development. The Deep Sea Fisheries Division of FA is the main division in charge of the compliance for the national allocation of SBT, and coordinates the national allocation of SBT to distribute to individual vessels. This division manages the fishery by conducting the daily fisheries catch monitoring, landing inspection of SBT with 100% coverage, and the implementation of the CCSBT Catch Documentation Scheme (CDS) with daily processing/permit issuance/validation of documents.

The Taiwan Tuna Association (TTA) supports the Taiwanese SBT management in terms of collection of weekly catch reports and submitting to the Fisheries agency (FA) of Taiwan. The Overseas Fisheries Development Council of the Republic of China (OFDC) is in charge of scientific data collection and analysis for distant-water fishery resources including SBT such as data from Vessel Monitoring System (VMS), and provides necessary management information to the FA of Taiwan. The management authorities and their responsibilities for Taiwanese SBT fishery is summarized in [Table 3](#) and [Fig. 5](#).

2.3 Management System

Taiwan has exerted intensive efforts to monitor the SBT fishery through the following measures. Vessels authorized for fishing for SBT have been required to install VMS equipment for monitoring the geographical positions of the vessels since April, 2002. A weekly report for SBT catch is required for each individual vessel to be submitted to the Fisheries Agency of Taiwan through the Taiwan Tuna Association (TTA) from 2002. Provision of such information as daily catch, daily fishing location

and daily discards is required in the weekly report when fishermen or the owner apply for SBT statistical document. The CCSBT SBT statistical document has been replaced to be in accordance to the CCSBT CDS Since January 1st, 2010. The FA officials at each of the designated ports check all of the above information to be consistent with the actual SBT catch in terms of weight and numbers when fishermen apply for CDS for SBT.

Two foreign ports have been designated by Taiwan for SBT landing and transshipment of its flagged vessels since March, 2010 (Port Louis in Mauritius and Port Cape Town in South Africa). It is prohibited to tranship SBT caught by Taiwanese vessels at other foreign ports. Government officials of FA stationed at Port Louis and Port Cape Town are responsible for inspection and supervising all of the SBT catch. Any catch without inspection by its officials shall not obtain validated SBT catch document. The fishing port of Cianjhen in Kaohsiung, Taiwan, has been designated for domestic landing of SBT by carrier vessels or fishing vessels. The Fisheries Agency of Taiwan has dispatched officials to supervise all of SBT catch since September, 2009. The officials of FA certify catch documents of SBT only for those with required documents and forms submitted. In case of transshipment at sea, regional observer of IOTC or ICCAT boarding on carrier vessel shall supervise all of SBT transshipment to ensure the quantities consistent with the reported catch in the documents since April 1st, 2009.

The scientific observers on board also collect fishery data including catch in weight, number, and the location and time when the fish was caught. Patrol boats were also dispatched to inspect Taiwanese fishing vessels operating in the three oceans. Two SBT fishing vessels were boarded and inspected by patrol boat, which accounts for 4.9% of the Taiwanese SBT fishing vessels in 2008. Five SBT fishing vessels were boarded and inspected accounting for 7.5% of the Taiwanese SBT fishing vessels in the following year (2009). However, no patrol boat was dispatched in the Indian Ocean from 2010 due to the threat of Somalia piracy for safety consideration. Penalties are made for the fishermen for over catch of SBT, illegal transshipment or unloading catch at non-designated foreign and domestic ports or any violation of the regulations.

2.4 History of Fishery

SBT was a bycatch of Taiwanese distant-water tuna longline fleet targeting albacore in the past. But some of fishing vessels operating in the Indian Ocean have started targeting SBT seasonally since 1990s with equipment of deep-frozen freezers in these vessels. Annual catches of SBT for Taiwan were less than 250 tons in early 1980s. With an increase of fishing fleet size and the expansion of fishing grounds, the catches of SBT by this fishery increased thereafter. From 1989 onwards, annual catches of SBT by the Taiwanese vessels were over 1,000 tons, of which the catches from drift net fishery accounted for about 25% of the total catches in 1989 and 1990. The catches of SBT maintain stable between 800 and 1,600 tons from 1991 to 2001. Since 2002, Taiwan has become the member of the Extend Commission of CCSBT with a national allocation at 1,140 tons. Annual catches of SBT fluctuated between 500 and 1,300 tons from 2002 to 2011.

The annual catch of SBT substantially decreased to 497 tons for the calendar year and 505 tons for the quota year in 2012. This is because most of the Taiwanese fishing vessels operating in the Indian Ocean shifted to target bigeye tuna for high catch-rates in tropical waters of the Indian Ocean, which leads to a decrease of active vessels that target SBT seasonally. According to the Resolution on Limited Carry-forward of Unfished Annual Total Allowable Catch of Southern Bluefin Tuna within Three Year Quota Blocks adopted in October 2011 by the CCSBT, a Member may carry forward its unfished quota to the next quota year if the member's annual TAC is under-caught. However, a condition is that the total quota carried forward from one year to the next year shall not

exceed 20% of a member's annual TAC. Therefore, an unfished quota of 182 tons was carried forward to 2013 quota year, given a SBT quota of 911 tons for 2012 quota year for Taiwan.

2.5 Location

The Taiwanese fishing vessels targeting SBT seasonally mainly operated in the waters of 20°S-40°S in the Indian Ocean and the area adjacent to the Atlantic Ocean (Fig. 2). There are two major fishing grounds for this fishery. One is in the southern central Indian Ocean around 50°E-105°E, 20°S-40°S, and the other one locates in the south-eastern waters off Africa around 20°E-50°E and 25°S-45°S. Most of Taiwanese SBT was caught in the southern and central Indian Ocean from April to September, and in the southern and western Indian Ocean extending to the western boundary from October to February of the following year. Based on the fishing season of Taiwanese fishing vessels and the catch distribution of SBT, the fishing ground of this fishery could be roughly divided into the waters of the southern central Indian Ocean (the area of 20°S-40°S and east of 50°E) and the waters around the south-eastern waters off South Africa (20°S-45°S and 20°E-50°E) (Fig. 2).

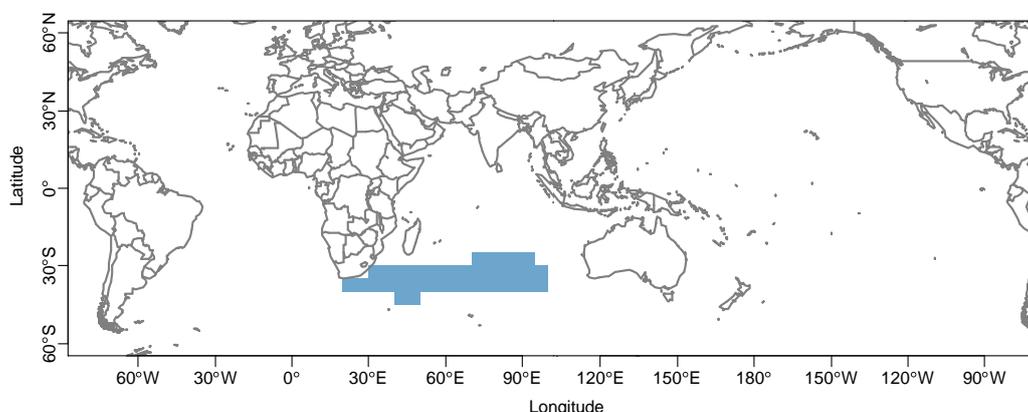


Figure 2 Main fishing ground of SBT for Taiwanese distant water tuna longline fishery

2.6 Fishery sectors

2.6.1 Farming Sector

Taiwan does not engage in live transfer of SBT for on-growing purposes and so this section is not applicable.

2.6.2 Direct Landings Sector

There were more than 100 longline vessels capturing at least one SBT during 1998-2001. After becoming a member of the Extended Commission of CCSBT in 2002, Taiwan has agreed on its national quota and imposed regulations to allocate individual quota to each vessel authorized for fishing SBT since then. This includes the longline vessels that target SBT seasonally or capture SBT as bycatch. The total number of active authorized vessels ranges from 30 to 100 during 2002-2012.

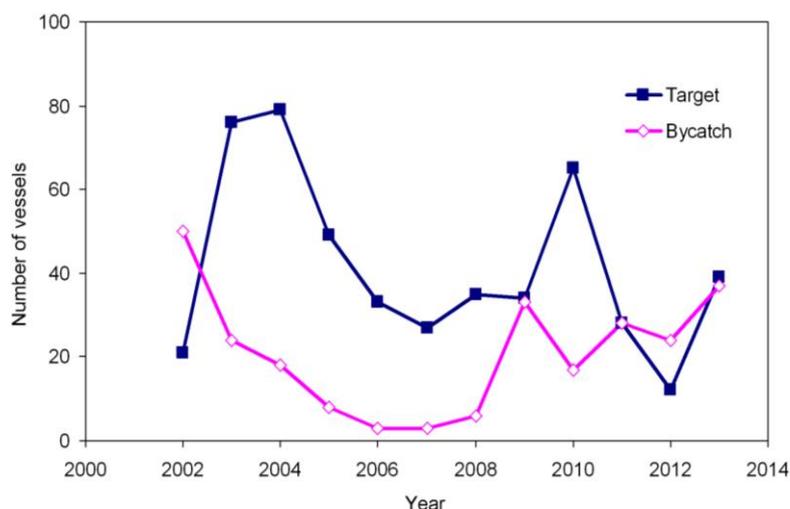


Figure 3 Numbers of authorized vessels that target SBT seasonally or take SBT as bycatch

The Taiwanese SBT fishery removed less than 250 tons annually during the early 1980s. However, the removals have increased gradually to over 1000 tons in the late 1980s due to the enhancement of fleet size and expansion of fishing ground. About 20% of total SBT catch was taken by the drift net fishery during the period of 1988 to 1991. This fishery comprised only commercial longline fleets from 1993, with the catch of SBT ranging from 872 to 1,580 tons from 1993 to 2001. On a national allocation of 1,140 tons since Taiwan has become a member of the Extend Commission of CCSBT, the catches of SBT from this fishery were stabilized between 841 and 1,298 tons during 2002 to 2010. SBT catch for this fishery was high in 2010 (1,140 mt) because many fishing vessels shifted to the southern Indian Ocean to catch SBT due to the threat of Somalia pirate. Because most of the Taiwanese fishing vessels operating in the Indian Ocean shifted back to target bigeye tuna for a good catch rate in tropical waters, the annual catch of SBT was substantially decreased to 578 and 497 tons for calendar years of 2011 and 2012, respectively. The SBT removal by the Taiwanese SBT fishery was 1,045 tons for 2013. According to the resolution on limited carry-forward of unfished annual total allowable catch of SBT, an unfished quota of 182 tons was therefore carried forward to 2013 quota year when there was a SBT quota of 911 tons for Taiwan for 2012.

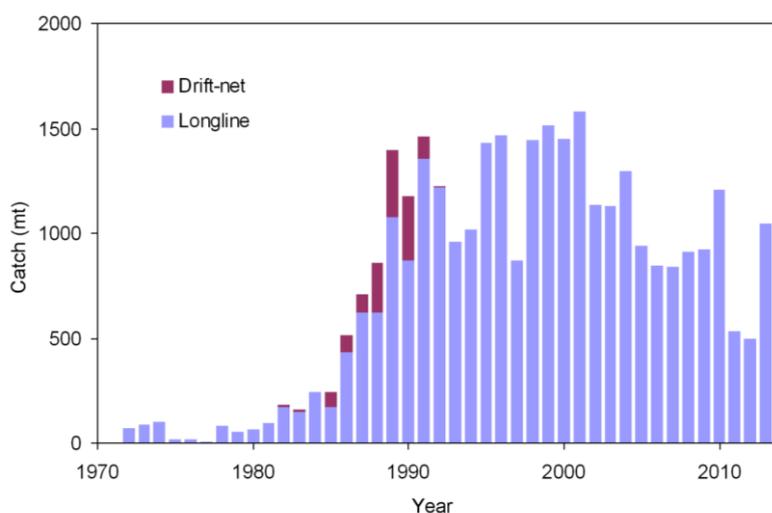


Figure 4 Annual catches of SBT by the Taiwanese longline and drift-net fisheries

2.6.3 Recreational fishery

There is no recreational fishing of SBT conducted by Taiwan.

2.6.4 Economic Aspects

SBT has higher economic values than other tunas. For example, the bidding value of SBT could be up to NT\$300 per kilogram in Tsukiji fish market of Japan. With an annual catch of 1,000 tons, SBT could contribute more than NT\$600,000,000 for Taiwan. For 2012, 497 tons of SBT were caught by Taiwanese fishing vessels, which contribute to more than NT\$300,000,000 (Fisheries Statistical Yearbook of Taiwan, Kinmen, and Matsu Area, 2013).

2.7 Key Markets

SBT caught by Taiwanese vessels are landed at designated domestic ports (e.g., Kaohsiung harbor) or transhipped with inspection at one of designated foreign ports (e.g., Port of Cape Town, South Africa and Port Louis, Mauritius) for export. Physical landing inspections are performed to check the tags and ensure the consistency between reported documents (CMF) and actual weight of individual SBT. Taiwanese SBT can be transhipped at-sea for export to foreign markets with on-site inspection by observers sent by RFMOs (e.g., IOTC and CCSBT). SBT landed domestically for Taiwan varied from 103.3 to 222.8 tons for 2010-2012. During the same period, Taiwan exported a total of 1677.6 tons of SBT to foreign markets. Of this, 1663.2 tons of SBT (around 99%) were transported to Japan. In compliance of requirements and inspections, the export of SBT through direct transshipment at sea accounts for 53% of total SBT export in Taiwan, while 22% of SBT export was transhipped at foreign designated ports. Some of SBT were landed domestically with required inspections and exported to Japanese markets or domestic sale, which accounts for 25% of total SBT export in Taiwan. Only a very small amount of SBT export (less than 1%) was made to other foreign markets outside Japan (e.g., those in South Africa and Mauritius).

Table 2 Domestic landings of SBT and export to foreign markets for Taiwan for 2010-2012.

| Fishing season | Domestic landing | Export to | | |
|----------------|------------------|-----------|--------------|-----------|
| | | Japan | South Africa | Mauritius |
| 2010/2011 | 222.8 | 911.0 | 3.0 | 3.3 |
| 2011/2012 | 103.3 | 394.7 | 4.7 | |
| 2012/2013 | 134.3 | 357.5 | 3.4 | |

2.8 Key regulations for manage SBT fishery

Taiwan enacted key regulations for manage the SBT fishery, as follows:

- 1) "Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans"
- 2) "Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans"
- 3) "Operation Directions for Application and Issuance of CCSBT SBT Catch Document"

Table 3 Management Authority responsibilities for Minimum Performance requirements

| Management Authority | Responsibilities |
|---|--|
| Council of Agriculture, Fishery Agency, Deep Sea Fisheries Division -International Fisheries Affairs Section -Deep Sea Fisheries Management Section -Research and Development Section -Application and Public Service Center -Deep Sea Fishery Research and Development Center | <ul style="list-style-type: none"> • Allocate SBT quota to individual vessels and policy making for SBT fishery management • Supervise and inspect landing and transshipment of SBT at ports • Submit SBT fishery data and reports • Check weekly catch reports and VMS data • Collecting logbooks and so on • Scientific observer program • Submitting scientific data and in charge of scientific research for each year • Inspect and supervise SBT domestic landing • Inspect and issue catch documents for SBT • Fishery training vessel (Yu-Shiun NO.2) inspect SBT fishing vessels at sea |
| Coast Guard Administration | <ul style="list-style-type: none"> • Cooperate fishery training vessel (Yu-Shiun NO.2) to inspect SBT fishing vessels |
| Ministry of Foreign Affairs, Taipei Liaison Office in the Republic of South Africa -Taipei Liaison Office In Cape Town -Office of Fisheries Representative in Mauritius | <ul style="list-style-type: none"> • Support the FA officials for inspection of SBT landing and transshipment at foreign ports • Check and issue SBT catch documents • Inspect and supervise SBT landing and transshipment at designated foreign ports |
| Taiwan Tuna Association | <ul style="list-style-type: none"> • Coordinate quota allocation for individual fishing vessel • Collect weekly catch reports and submit to the FA of Taiwan |
| Overseas Fisheries Development Council | <ul style="list-style-type: none"> • Collect and analyze SBT fishery information including logbook and observer data • Collect, check, and submit VMS data of the SBT fishing vessels to the FA |
| Organization for the Promotion of Responsible Tuna Fisheries (Japan) New Japan Surveyors & Sworn Measure Association | <ul style="list-style-type: none"> • Provide trading information of SBT for Japanese fish markets to FA |
| IOTC/ICCAT observers | <ul style="list-style-type: none"> • At sea inspection for SBT transshipment |

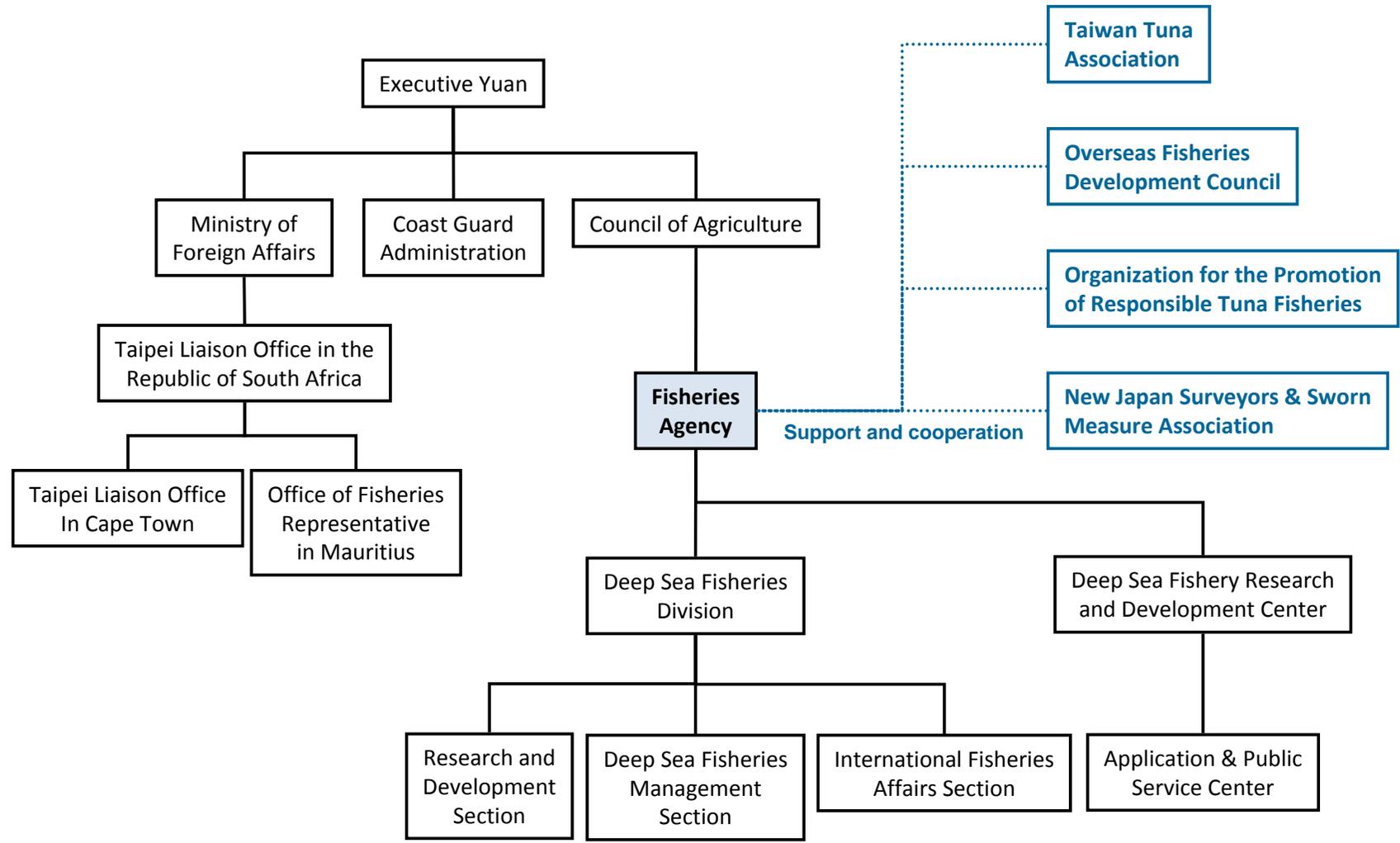


Figure 5 Taiwan’s fisheries management organization. Note: some division branches not directly related to fisheries have been truncated for clarity

3 Phase 1 Member Management System Implementation

This section is based on a review of information on management system processes, historical Member Compliance Action Plans against the 2012 quota allocation; data that demonstrates performance of compliance to date against the 2013 quota and including reference to 2014 allocation and direct consultation with Member through conference call and e-mail exchange.

3.1 Compliance with National Allocations 1 (CCSBT section 1.1(i))

The aim of this obligation is to ensure that Members do not exceed their allocated catch. MPR1 represents the over-arching requirement, with MPRs 2-4 describing subsidiary requirements.

3.1.1 MPR 1 – “Rules in place to ensure that the total ‘Attributable SBT Catch’ of each Member does not exceed the Member’s Allocated Catch for the relevant period.”

Summary – FA announces the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*” one month before the start of the fishing season for that year¹. Fishermen shall apply for the fishing license based on their operation type and fishing season. FA allocates SBT catch quota to each fishing vessel. Only authorized fishing vessels are allowed to enter the fishing ground for fishing for SBT². Fishermen shall stop operations and leave SBT fishing grounds when reaching its annual quota of SBT. Accidental catch of SBT shall be lice released or discarded, and reported as non-retained SBT catch in weekly catch reports^{3,4}.

Key points

- Taiwan defines the Attributable SBT Catch as “retained commercial catch”; SBT that is live released or discarded is reported as non-retained catch
- There are specific regulations for fishing SBT that sets out the rules of authorization for Taiwan’s SBT fishery
- Fishermen apply for the fishing license based on their operation type and fishing season
- FA allocates national SBT catch quota to each fishing vessel; however, the over-catch will be subtracted from the subsequent season’s AC (see contents of 3.1.8)
- The rules also specify that vessels shall stop fishing and leave fishing grounds once they reach their annual quota
- ASBTC for Taiwan has been below than national TAC (including carry-forward catch) since 2007, except for the fishing season 2010/2011

¹ “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

² Articles 4 and 5 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

³ Article 11 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

⁴ Report to the Compliance Committee and the Extended Commission. CCSBT-CC/1310/SBT Fisheries – Taiwan.

Table 4 Taiwanese Allocated Catch, National TAC, and ASBTC for each fishing season.

| Year | Fishing Season | Allocated Catch | National TAC + Carry Forward | ASBTC |
|-------------|-----------------------|------------------------|-------------------------------------|--------------|
| 2007* | 2007/2008 | 1,140 | 1,140 | 823 |
| 2008 | 2008/2009 | 1,140 | 1,140 | 926 |
| 2009 | 2009/2010 | 1,140 | 1,140 | 949 |
| 2010 | 2010/2011 | 859 | 1,026 ^{&} | 1,140 |
| 2011 | 2011/2012 | 859 | 692 ^{&} | 502 |
| 2012 | 2012/2013 | 911 | 911 | 505 |
| 2013 | 2013/2014 | 948 | 948 + 182 =1,130 | 1,032 |
| 2014 | 2014/2015 | 1,036 | | |

*Taiwan changed its quota year from "January 1st – December 31st" to "April 1st – March 31st"

[&]TAC for 2010-2011 was set at 1,026 and 692 mt respectively, which makes the National TAC equal to Allocated Catch for 2010-2011 (i.e., 1,718 mt). However, given that the catch was 1,140 mt in 2010, the remaining quota for 2011 was 578 mt (Report of the Extended Scientific Committee for the Sixteenth Meeting of the Scientific Committee, 19-28 July 2011, Bali, Indonesia).

3.1.2 MPR 2a(i): [Operating systems and processes established to implement annual catching arrangements, including] **Specification of allocations by company, quota holder or vessel**

Summary – Vessels fishing for SBT are separated into seasonal targeting and bycatch vessels. Seasonal targeting vessels shall apply for one of the two fishing season groups: the April-September or the November to next February groups. Bycatch vessels are the vessels targeting albacore or bigeye tuna in the three oceans, or targeting bigeye and albacore or yellowfin tunas in the Indian Ocean¹. FA determines the quota for each individual vessel (the April-September, November to next February, and bycatch groups) based on the number of applications, which ensures the catch not exceeding the allocated annual quota. The individual quota for each vessel announced for 2014 are as follows, 18 tons for each vessel of the April-September group; 10 tons for each vessels of the November to next February group; 50 tons for all bycatch vessels and separated equally to each vessel with a minimum of 1 ton. The vessels in the April-September group shall return unused quotas to FA before August 31st. FA then re-allocates unused quotas to targeting vessels that need more quota of SBT (both groups of targeting vessels). Unused quotas of the year are in principal not re-allocated to bycatch vessels¹.

Key points

- Seasonal targeting vessels shall apply for the April-September or the November to next February groups before the start of the fishing season
- Bycatch vessels are the vessels targeting albacore in the three oceans or albacore and bigeye tuna in the Indian Ocean
- Quota for bycatch vessels are allocated equally to each vessel with a minimum of 1 ton
- FA determines the quota for each individual vessel based on the number of applications, which ensures the catch not exceeding the allocated annual quota
- The vessels in the April-September group shall return unused quotas to FA before August 31st. FA then re-allocates unused quotas to targeting vessels that need more quota

¹ Article 5 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.1.3 MPR 2a(ii): [Operating systems and processes established to implement annual catching arrangements, including] **Arrangements for daily recording of all catches**

Summary - Captains of the fishing vessels shall report the processed weight (in kg; bleeding, tailing, gilled and gutted), length (fork length, in cm) and unique tag number for the SBT caught by fax or through the catch reporting system to their owners on a daily basis¹. The owners shall submit above information for last week in writing to FA through Taiwan Tuna Association (TTA) every Monday (postponed in the case of holidays) for future reference¹.

Key points

- Captains of the fishing vessels shall report SBT catch on a daily basis
- Catch reports include weight, length, and unique tag number of the SBT caught
- The owners shall submit above information for the last week to FA every Monday

¹ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.1.4 MPR 2a(iii): [Operating systems and processes established to implement annual catching arrangements, including] **Weekly reporting of catches by large scale tuna longliners and monthly reporting of catches by coastal fishing vessels.**

Summary – Captains of the fishing vessels shall report the processed weight (in kg), length (fork length, in cm) and unique tag number for the SBT caught sent by fax or through the catch reporting system to their owners on a daily basis¹. The owners shall submit above information for last week in writing to FA through Taiwan Tuna Association (TTA) every Monday (postponed in the case of holidays) for future reference¹. Coastal fishing vessels are not authorized by FA to fish for SBT².

Key points

- Captains of the fishing vessels shall report SBT catch on a daily basis
- SBT catch reports include weight, length, and tag number of the SBT caught
- Vessel owners shall submit above information for last week to FA every Monday
- Coastal fishing vessels are not authorized by FA to fish for SBT

¹ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 3 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.1.5 MPR 2b: [Operating systems and processes established to], in accordance with the CCSBT timeline, monitor all fishing-related mortality of SBT.

Summary - FA reports that it has undertaken intensive efforts to monitor the fishery-related mortality of SBT through following measures. Vessels authorized for fishing for SBT are required to install vessel monitoring system (VMS) to report the geographical position of the vessel since April, 2002¹. Fishermen shall send the catch report for last week in writing to FA through TTA for future reference². Vessels that tranship STB at sea shall have the regional observer assigned by IOTC or ICCAT on board to monitor the transshipment since April, 2009³. Fishing or carrier vessels can only use designated domestic fishing port of Cianjhen in Kaohsiung for landing SBT since September, 2009². Fishing vessels can only use designated foreign ports (Port Cape Town in South Africa and Port Louis in Mauritius), and are not allowed to use other foreign ports for transshipping SBT since March, 2010². The FA of Taiwan has dispatched officials at designated ports to supervise all the SBT landing and transshipment with sampling inspection¹. Captains must report discards in the logbook and also in weekly reports to FA. There is some uncertainty of the accuracy of the estimating weights in these reports. Observer reports are used as a cross reference comparison of observed v unobserved discard volumes.

Key points

- Vessels authorized for fishing for SBT are required to install vessel monitoring system (VMS) to report the geographical position of the vessel since 2002
- Vessels that tranship STB at sea shall have the regional observer assigned by IOTC or ICCAT on board to monitor the transshipment since 2009
- Fishing or carrier vessels can only use designated domestic fishing port of Cianjhen in Kaohsiung for landing SBT since 2009
- Fishing vessels can only use designated foreign ports (Port Cape Town in South Africa and Port Louis in Mauritius), and are not allowed to use other foreign ports for transshipping SBT since 2010
- Fishermen are mandated to report discards in weekly catch report and logbooks. FA officials check the reported discards by fishermen with the data from observers
- There is no recreational SBT fishery for Taiwan, i.e., no non-commercial discards

¹ National Report of Taiwan: Ecologically Related Species in the Taiwanese Southern Bluefin Tuna Fishery 2011-2012. CCSBT-ERS/1308/SBT Fisheries – Taiwan.

² Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

³ Article 13 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.1.6 MPR 2c: Ensure accuracy of the “Attributable SBT Catch”, including (for fishing Members) a physical inspection regime of SBT caught by the Member’s fishing vessel, and (for farming Members) monitoring the accuracy of the stereo video monitoring and adjusting/ re-calibrating where necessary.

Summary - Captains of the fishing vessels shall report the processed weight (in kg; bleeding, tailing, gilled and gutted), length (fork length, in cm) and unique tag number for the SBT caught by fax or through the catch reporting system to their owners on a daily basis¹. A coefficient of 1.15 is used to convert the processed weight to whole weight (from the consultation meeting). The owners shall submit above information for last week in writing to FA through TTA every Monday (postponed in the case of holidays) for future reference². Fishing and carrier vessels can use only the designated fishing port of Cianjhen in Kaohsiung for domestic landing and report the arrival date for inspection by the officials of FA¹. Seasonal targeting and bycatch vessels can use only two designated foreign ports (Port Cape Town of South Africa and Port Louis of Mauritius) for transhipments, and shall report the arrival date for inspection by the officials of FA¹.

Key points

- Taiwan does not farm SBT
- Captains shall report catch information to their owners on a daily basis
- The owners shall submit above information for last week to FA on every Monday
- Fishermen can only use designated fishing port of Cianjhen for domestic landing, and shall report the arrival date for inspection by FA officials
- Seasonal targeting and bycatch vessels can use only two designated foreign ports for transhipments, and shall report the arrival date for inspection by FA officials

¹ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 12 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

Key points of regional observer program for SBT at-sea transhipments

- Both the International Commission for the Conservation of Atlantic Tuna (ICCAT) and Indian Ocean Tuna Commission (IOTC) observers are trained and managed by the contracting consortium - MRAG (London) and Capfish (Cape Town).
- All transhipment vessels must have an observer onboard to be able to conduct transhipments on the high seas.
- Vessels can conduct transhipments in port. These are outside the observer programme’s scope but are observed by port state authorities.
- ICCAT & IOTC observers go through crossover training for CCSBT. This training includes covering the CDS documentation requirements and the observer’s role in signing these forms.
- For transhipments that contain SBT the ICCAT & IOTC observers are used. CCSBT utilises these observers. Observers are registered with CCSBT given they sign the CDS.

- Observers now tend to be trained in both ICCAT and IOTC so can remain on vessels that cross between areas.
- Vessels tend to tranship one area and then move to another i.e. IOTC then travel to ICCAT and then return to home port via IOTC or via the Panama Canal.
- At-sea transhipment (including SBT) is prohibited in the WCPFC area in the Pacific Ocean.

3.1.7 MPR 3: All fishing-related SBT mortality is reported annually to the Extended Scientific Committee, for incorporation into stock assessment analysis, and to the Commission.

Summary – The Deep Sea Fisheries Division of FA collects catch data of SBT from weekly reports and cross-checks the data with logbooks, observer data, and trading information from Japanese fish markets for estimating attributable SBT catch for Taiwan¹. When fishermen apply for catch documents, the Deep Sea Fisheries Division checks all available information (weekly reports, logbooks, and trading information), and issues catch documents if data are correct. FA submits catch data of SBT to the CCSBT secretariat before April 30th every year for data exchange and the Extended Scientific Committee for incorporation into stock assessment analysis in September, as well as the National Report before the Commission meeting in October².

Key points

- FA collects catch data of SBT from weekly reports and cross-checks the data with logbooks and trading information
- FA checks all available information including weekly reports, logbooks, and trading information, and then issues catch documents of SBT if data are correct.
- FA submits SBT catch data to the Extended Scientific Committee before April 30th and the National Report before the annual meeting in October

¹ National Report of Taiwan: Ecologically Related Species in the Taiwanese Southern Bluefin Tuna Fishery 2011-2012. CCSBT-ERS/1308/SBT Fisheries – Taiwan.

² Consultation Meeting with Member, May 13th, 2014

3.1.8 MPR 4: Operating systems and processes applied to monitor compliance with annual catching arrangements, and impose sanctions or remedies where necessary.

Summary – Vessels authorized for fishing for SBT are required to install vessel monitoring system (VMS) to report the geographical position of the vessel¹. It is prohibited to operate without VMS, so longline fishing vessels of Taiwan usually install 1 or 2 spare VMS. Due to the difficulty of weighting SBT at sea, it allows that the actual catch can exceed the quota by less than 5% for seasonal targeting vessels and less than 10% for bycatch vessels less. However, the exceeding quota shall be deducted by FA from the next year’s quota. The fishing license of the captain and owner, the certificate of fishing vessel officers, or the fishermen shall be decertified for not more than one year when reporting the catch of SBT incorrectly, exceeding by 5% of the annual quota for seasonal targeting vessels, or by 10% for bycatch vessels, or misreport the species caught². The fishing vessel or others owned by the same fishermen are prohibited to apply for any fishing license and quota for SBT in three years since the date of punishment if its actual landing of SBT exceeds by 10% of the annual quota for seasonal targeting vessels or by 30% for bycatch vessels³. FA mandates the fishing vessel to stop operations and return directly to the designated ports for inspection when the vessel is suspected of illegal fishing or reporting catch abnormally. Vessels are not allowed to leave the port for fishing without approval by FA⁴.

Key points

- Vessels authorized for fishing for SBT are required to install vessel monitoring system (VMS) to report the geographical position of the vessel
- Fishing license, certificate, or the crew identification shall be decertified for not more than one year when reporting the catch of SBT incorrectly
- Fishing vessels are prohibited to apply for any fishing license and quota for SBT in three years if their actual landing exceeds the quota
- FA mandates the fishing vessel to stop operations and return directly to the designated ports for inspection when the vessel is suspected of illegal fishing

¹ National Report of Taiwan: Ecologically Related Species in the Taiwanese Southern Bluefin Tuna Fishery 2011-2012. CCSBT-ERS/1308/SBT Fisheries – Taiwan.

² Article 23 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

³ Article 19 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

⁴ Article 21 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.1.8.1 Recent infringements and sanctions (for SBT fishery only)

| Inspection type | Year | Outcome |
|---|-----------|---|
| Actual landing exceeds allowed range for the reported catch | 2011/2012 | Two separate cases were made by FA for penalties to be applied. |

3.2 Compliance with National Allocations 2 (CCSBT Obligation 1.1(iii))

The aim of this obligation is to ensure that Members have processes in place to effectively and accurately manage the carry-forward of quota from one year to the next, within the restrictions agreed by the CCSBT.

NOTE: MPR 1 applies only to Members which have decided to adopt the carry-forward procedure.

3.2.1 **MPR 1a:** [Operating systems and processes must be in place to ensure that] **An accurate, verified and robust figure for the final Attributable Catch is available before the notification to the Secretariat of the carry-forward, and a report on the adoption and use of the carry-forward procedure is included in each annual report to the Extended Commission.**

Summary – Fishing vessels authorized for fishing for SBT are required to submit, in addition to logbooks, weekly catch reports of SBT with weight, length, time and location of capture, and the tag number for each individual fish to FA for future reference¹. FA officials inspect and supervise SBT landing and transshipment at designated ports for checking the reported fishery data. The trading information of SBT product has been collected through the third parties, i.e. Organization for the Promotion of Responsible Tuna Fisheries (OPRT) in Japan (<http://oprt.or.jp/eng/>) since 2004², and through the subscription of certified weight reports of Shin Nippon Kentai Kaisha (the New Japan Surveyors and Sworn Measures Association, NJSSMA) since 2014³. The Deep-Sea Fisheries Division of FA checks and validates all the information, and then issues catch documents if all the data are correct. The weekly reports of SBT catch are cross-checked with the logbooks and trading information to accurately estimate the catch of SBT attributable to Taiwan⁴. Taiwan submitted the use of carry-forward of 2012 to 2013 in the National Report for 2013⁴. Taiwan has submitted the use of carry-forward of 2012 to 2013 to CCSTB on May 27th, 2013. See **Appendices 9.3.1 & 9.3.2**.

Key points

- SBT fishing vessels are required to submit logbooks and weekly reports to FA
- Trading information of SBT has been collected through the third parties since 2004
- FA checks all the information and issues catch documents if all the data are correct

¹ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Annual Report to the Compliance Committee and the Extended Commission. CCSBT–CC/1310/SBT Fisheries – Taiwan.

³ Article 14 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

⁴ Review of Taiwan SBT Fishery of 2011/2012. CCSBT–ESC/1309/SBT Fisheries – Taiwan.

3.2.2 MPR 1b: The Executive Secretary is formally notified of the catch for the concluded quota year together with the available catch limit (Catch Allocation + carry-forward) for the new quota year within 60 days of the start of the new quota year.

Summary - Taiwan carried forward unused quota of 182 tons of 2012 to 2013, and sent the Executive Secretary a revised new quota of 1,127 tons (including annual quota of 948 tons and carry-forward quota of 182 tons) for new quota year (2013)^{1,2}. The Deep Sea Fisheries Division of FA allocates the revised quota of 1,127 tons to each individual vessel before the fishing season commencing on April 1st, 2013. This has been sent to the Executive Secretary on May 27th, 2013. See **Appendices 9.3.1 & 9.3.2**.

Key points

- Taiwan sent the revised quota for 2013 to CCSBT Executive Secretary on May 27th, 2013
- Revised quota of 1,127 tons includes annual quota of 945 tons and carry-forward quota of 182 tons for the new quota year 2013
- Taiwan's SBT national quota for 2013 was 945 tons, but changed to 948 tons due to that South Africa cannot become one of the CCSBT members before May 31st, 2013

¹ Review of Taiwan SBT Fishery of 2011/2012. CCSBT-ESC/1309/SBT Fisheries – Taiwan.

² Consultation Meeting with Member, May 13th, 2014

3.3 Record of Authorised Carrier Vessels 1 (CCSBT Obligation 2.3(i) + (ii))

The aim of this obligation is to ensure that Members have processes in place to effectively and accurately manage a record of authorised carrier vessels to receive transhipments-at-sea in areas beyond national jurisdiction.

NOTE: This obligation applies only to Members which have carrier vessels conducting transhipments in the high seas

3.3.1 **MPR 1a: [Operating systems and processes to] Authorise specific carrier vessels to receive at-sea transhipments from its authorised Fishing Vessels (LSTLVs).**

Summary – Fishing vessels authorized by FA can only tranship SBT at sea with required fee for the observer program paid and the regional observer assigned by IOTC or ICCAT on board, in accordance to the Regional Observer Program (ROP)¹. Fishing vessels and carrier vessels shall inform FA and obtain approval before the transhipment takes place. Carrier vessels are not allowed to receive transhipments from the fishing vessels that are not registered in the RFMO list². Fishing vessels transhipping SBT at sea shall cooperate with the observers assigned by IOTC or ICCAT for inspection. For vessels that tranship SBT at sea, the captains of fishing and carrier vessels, and the observer, shall sign jointly in the required field of the catch monitoring form (CMF) for verifying the transhipment^{1,3,4}.

Key points

- SBT transhipment vessels must submit application forms for transhipment, and have to obtain authorization documents by FA prior to the transhipment occurring
- Fishing vessels can only tranship SBT at sea with regional observers assigned by IOTC or ICCAT on board for inspection
- Fishing vessels and carrier vessels shall inform FA and obtain approval before the transhipment takes place
- The captains of fishing and carrier vessels, and the observer, shall sign jointly in the required field of the catch monitoring form (CMF) for verifying the transhipment

¹ Articles 13 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 3 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transhipments in the Three Oceans”

³ Articles 14 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

⁴ Article 6 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

3.3.2 MPR 1b: [Operating systems and processes to] Ensure authorised carrier vessels will meet their obligations to provide access and accommodation to observers, cooperate with observers in relation to carrying out their duties, and not interfere with, or seek to influence, observers in any way.

Summary – Carrier vessels shall provide regional observers with required space, facility and documents for working and living on the vessel, and necessary and adequate assistances in relation to carrying out their duties¹. Fishermen are not allowed to prevent, threaten, hamper, interfere or bribe the regional observers to carry out their duties, and shall ask the crews not to do so¹. The fishing license of the captain and owner, the certificate of fishing vessel officers, or the crew identification of fishermen shall be decertified for not more than one year, and FA does not issue SBT catch documents when fishermen violate relevant regulations². The landing and transshipment of SBT for Taiwanese fishing vessels are 100% supervised by either the FA officials at foreign and domestic ports or the regional observers on board for at-sea transshipment.

Key points

- There is a regulation for carrier vessels to provide regional observers with required and necessary assistances in relation to carrying out their duties
- Fishermen are not allowed to prevent, threaten, hamper, interfere or bribe the regional observers to carry out their duties, and shall ask the crews not to do so
- FA does not issue SBT catch documents when fishermen violate relevant regulations

¹ Article 7 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

² Article 13 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

Note: the scientific observer coverage rate

Taiwan stopped dispatching observer on board in the Indian Ocean until at the end of December to ensure the safety of the observers in 2011 because of increasing threat of Somalia piracy. For 2011 fishing season (from April 1st, 2010 to March 31st, 2011), the scientific observer coverage rate was 3.56% by effort and 0.05% by SBT catch.

In 2012, however, most of the observers deployed in the southern Indian Ocean for safety of the observers because the threat of Somalia piracy still existed in the tropical Indian Ocean. This led to the observer coverage rate for SBT fishing vessels increasing substantially. In 2012 fishing season, 8 observers were deployed on 8 fishing vessels authorized to target SBT seasonally, which contributes to 717 fishing days and 1,462,845 hooks observed by observers. The observer coverage rates were therefore 31.34% by hooks, and 34.89% by catch, respectively.

3.3.3 MPR 1c: [Operating systems and processes to] Provide required information on authorised carrier vessels to the Executive Secretary within 1 month of the vessel being authorised, and before such vessels are actually used in transhipments.

Summary – Fishing vessels transshipping SBT at sea or in ports shall comply with the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transhipments in the Three Oceans”¹. Captains of the fishing or carrier vessels or the owners of the vessel shall submit required documents including a transshipment proposal to obtain approval from FA for the transshipment prior to the transshipment occurring. Fishing vessels transshipping SBT in port shall submit the application one week prior the transshipment occurring, or one month before the carrier vessel arrives at the port for picking up the regional observer for the vessels transshipping SBT at sea². FA submitted the list of authorized carrier vessels to the Commission in the start of the fishing season³. See **Appendix 9.3.3** for an example.

Key points

- Lately, FA has provided up-dated information on authorised carrier vessels to the Executive Secretary on May 28th, 2014

¹ Articles 13 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 5 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transhipments in the Three Oceans”

³ Consultation Meeting with Member, May 13th, 2014

3.3.4 MPR 1d: [Operating systems and processes to] submit any updates to the Executive Secretary promptly, and no later than 1 month from the change occurring, and before such vessels are used in transhipments.

Summary – Carrier vessels must be first listed as allowed transshipping SBT. When the carrier vessels listed in the authorized transshipment plan change, fishermen shall inform FA and obtain approval for the transshipment 3 days before a physical transshipment takes place¹. FA sends the updated list and schedule to CCSBT within 1 month before the vessels commence transshipment. See **Appendix 9.3.4** for an example.

Key points

- When the carrier vessels change, fishermen shall inform FA and obtain approval for the transshipment 3 days before a physical transshipment takes place
- FA sends the updated schedule to CCSBT within 1 month before the vessels commence transshipment

¹ Article 5 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transhipments in the Three Oceans”

3.3.5 MPR 1e: [Operating systems and processes to] Ensure all authorisations, and any updates, are submitted electronically to the Executive Secretary using the Data Provision Form for CCSBT Record of Authorised Carrier Vessels.

Summary – FA has submitted the list of authorized carrier vessels to the Executive Secretary electronically using the CCSBT data provision form ^{1,2}. See **Appendix 9.3.5** for an example.

¹ Article 5 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

² Consultation Meeting with Member, May 13th, 2014

3.4 Record of Authorised Carrier Vessels 2 (CCSBT Obligation 2.3(iii))

The aim of this obligation is to ensure that Members have processes in place to ensure VMS on board all transshipment vessels.

NOTE: This obligation applies only to Members which have carrier vessels conducting transshipments in the high seas

3.4.1 **MPR 1: Operating systems and processes to ensure that carrier vessels can only be authorised to carry out at-sea transshipments if (a) the carrier vessel already has an operational VMS installed, or the carrier vessel undertakes to install an operational VMS before any authorisation and transshipments of SBT take place, and (b) the VMS transmits at frequency sufficient to show transshipment operations, and (c) the VMS will function effectively in the expected operating conditions.**

Summary – Carrier vessels shall install vessel monitoring system (VMS) in accordance with the requirements and set the VMS to report its location to OFDC. Carrier vessels operating in the Atlantic Ocean shall report the location to OFDC at least every 6 hours, while those in the Pacific and Indian Oceans shall report at least every four hours for monitoring the transshipment process¹. It is prohibited that fishing and carrier vessels operate without VMS, so the vessels usually install 1 or 2 spare VMS².

Key points

- Carrier and fishing vessels shall install VMS in accordance with the requirements and set the VMS to report its location
- It is prohibited that carrier and fishing vessels operate without VMS, so the vessels usually install 1 or 2 spare VMS

¹ Article 7 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

² Consultation Meeting with Member, May 13th, 2014

3.5 Catch Documentation System 1 (CCSBT Obligation 3.1 (i) – (v))

The aim of this obligation is to ensure that Members have processes in place to effectively and accurately manage the CCSBT Catch Documentation System (CDS).

3.5.1 **MPR 1a: [Operating systems and processes established and implemented to ensure that] All owners and operators of authorised farms, fishing vessels, and carrier vessels, and all SBT processors, importers exporters and re-exporters, are aware of their CCSBT obligations.**

Summary – Taiwan enacts the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*” to manage the fishery resources and response accordingly to the Catch Documentation Scheme implemented by RFMOs¹. Fishermen including owners and operators of authorised fishing vessels and carrier vessels and all SBT processors, importers, exporters and re-exporters shall understand and comply with the directions for issuing the SBT catch documents. The regulation was revised in 2010, and is publicly available in websites. FA also informs fishermen and operators through Taiwan Tuna Association (TTA) when revised.

Key points

- Taiwan enacts a regulation to manage the SBT fisheries
- The regulation is publicly available, and FA also informs fishermen and operators through Taiwan Tuna Association (TTA)

¹ Article 1 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

3.5.2 **MPR 1b: [Operating systems and processes established and implemented to ensure that] CDS documents accompany SBT as relevant, including (i) a Catch Monitoring Form (CMF) for all transshipments, landings of domestic product, exports, imports and re-exports; (ii) a Re-export/Export After Landing of Domestic Product (REEF) for all exports of SBT landed as domestic product then exported, and for all re-exports of imported SBT (any REEF must also be accompanied by a copy of the associated CMF and copies of any previously issued REEFs for the SBT being exported); and (iii) a Farm Transfer Form (FTF) for all transfers of SBT between authorised farms within the Member’s jurisdiction;**

Summary – Fishermen shall apply based on their purpose for catch monitoring documents or re-export/export after landing of domestic product documents for transshipments, domestic landings, imports, exports, and re-exports of SBT caught by the fishing vessels, pursuant to “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*” and “*Directions on Application of Southern Bluefin Tuna Exports and Re-exports*” respectively¹.

¹ Article 14 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

² See Section 3.5.3 for more information regarding to that FA officials inspect SBT landing and transshipment and ensure paperwork is correct.

3.5.3 MPR1c: [Operating systems and processes established and implemented to ensure that] **All entities with CDS certification obligations have certification requirements, including that the certifier for the Catch Tagging Form (CTF) should be the Vessel Master or other appropriate authority for any wild harvested SBT, and the Farm Operator or other appropriate authority for any farmed SBT.**

Summary – The FA officials supervise and inspect the landing or transshipment of SBT, and verify and sign the CDS if correct with weekly reports. The Deep Sea Fisheries Division (Application & Public Service Center) of FA checks all application forms, including weekly reports, and then issues catch documents to the owners if all the information is correct.

Key points

- FA checks all information provided in the application forms, and then issues the catch documents to the owners if all the information is correct

¹ Article 12 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.5.4 MPR 1d: [Operating systems and processes established and implemented to ensure that] **All entities involved in towing and farming SBT have procedures to (i) record the daily mortality of SBT during catching and towing, and the quantity (number and weight in kilograms) of SBT transferred to each farm; and (ii) use these records to complete the Farm Stocking Form at the end of each fishing season and before the SBT are recorded on a CMF.**

Summary – There is no SBT farming sector in Taiwan ¹.

¹ Review of Taiwan SBT Fishery of 2011/2012. CCSBT–ESC/1309/SBT Fisheries – Taiwan.

3.5.5 MPR 1e: [Operating systems and processes established and implemented to ensure that] **Compliance with certification procedures is verified.**

Summary – For transshipping SBT at sea, captains of fishing and carrier vessels and the observer shall sign jointly in the catch monitoring form for verification ¹. FA officials supervise all landing and transshipment in foreign and domestic ports, and verify CDS records.

¹ Articles 13, 14 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.5.6 MPR 2: Any use of specific exemptions to CDS documentation (allowed for under obligation 3.1 A (ii) for recreational catch) must be (a) explicitly allowed and this decision advised to the Executive Secretary; and (b) have associated documented risk-management strategies to ensure that associated mortalities are accounted for and that recreational catches do not enter the market.

Summary – There is no SBT farming sector in Taiwan¹.

¹ Review of Taiwan SBT Fishery of 2011/2012. CCSBT–ESC/1309/SBT Fisheries – Taiwan.

3.5.7 MPR 3: Operating systems and processes established and implemented to ensure all CDS documents are uniquely numbered and completed fully and in accordance with the document’s instructions.

Summary – Fishermen shall provide the unique number assigned by FA in the top of the Catch Monitoring Form and Catch Tagging Form when applying catch documents of SBT, and fully complete the application forms in accordance with the document’s instructions¹.

¹ Article 4 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

3.6 Catch Documentation System 2 (CCSBT Obligation 3.1 (vi))

The aim of this obligation is to ensure that Members have processes in place to effectively and accurately manage the CCSBT Catch Documentation System (CDS).

3.6.1 **MPR 1: Operating systems and processes established and implemented to ensure that at all times only carrier vessels authorised on the CCSBT Record of Carrier Vessels for the transshipment date are permitted to receive at-sea transshipments from the Member's LSTLVs.**

Summary – Fishing vessels and carrier vessels shall submit application forms one week before the transshipment occurring and need to obtain approval from FA before the transshipment takes place. Carrier vessels are not allowed to receive transshipments from the fishing vessels not registered in the list of RFMOs¹. Fishing vessels transshipping SBT at sea shall cooperate with the regional observer assigned by IOTC or ICCAT for inspection. For vessels transshipping their SBT catch at sea, the captains of fishing and carrier vessels and the regional observer shall sign jointly in the Catch Monitoring Form for verifying the transshipment^{2,3,4}.

Key points

- Carrier vessels are not allowed to receive transshipments from the fishing vessels not registered in the list of RFMOs
- Fishing vessels transshipping SBT at sea shall cooperate with the regional observer assigned by IOTC or ICCAT for inspection
- Captains of fishing and carrier vessels and the regional observer shall sign jointly in the Catch Monitoring Form for verification

¹ Article 3 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

² Articles 13 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

³ Articles 14 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

⁴ Article 6 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

3.6.2 MPR 2: Rules established and implemented to prohibit (a) the landing, transshipment, import, export or re-export of SBT caught or transhipped by non-authorised fishing/carrier vessels, and (b) the transfer of SBT to, between or harvested from farms which were not authorised to farm SBT on the date(s) of the transfers/ harvests.

Summary – All fishing and carrier vessels of Taiwan are monitored by FA using VMS. Fishing and carrier vessels can use only the designated port (fishing port of Cianjhen in Kaohsiung) for domestic landing, and shall report the type of transportation, amount of landing, and time and location of capture to FA one week before arrival for inspection¹. Seasonal targeting and bycatch vessels can use only two designated foreign ports (Port Cape Town of South Africa and Port Louis of Mauritius) for transshipments, and shall report to FA through TTA one week before entering the port for inspection¹. Note that all standards and requirements are the same for targeting and bycatch vessels fishing for SBT. Fishermen trading the SBT caught to foreign markets or landing the fish domestically shall report to FA through TTA one week before entering the port for inspection¹. Fishermen shall apply based on their purpose for catch monitoring documents or re-export/export after landing of domestic product documents for transshipments, domestic landings, imports, exports, and re-exports of SBT caught by the fishing vessels, pursuant to “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*” and “*Directions on Application of Southern Bluefin Tuna Exports and Re-exports*” respectively². Fishermen shall apply for the catch monitoring document from FA with following documents, application form, catch reporting documents verified by TTA, documents of SBT transshipment by carrier vessels, and catch tagging form³.

Key points

- There is no SBT farming in Taiwan
- All fishing and carrier vessels of Taiwan are monitored by FA using VMS
- All standards and requirements are the same for seasonally targeting and bycatch vessels that operate or fish for SBT
- Fishermen shall apply for the catch monitoring document from FA with following documents, application form, catch reporting documents verified by TTA, documents of SBT transshipment by carrier vessels, and catch tagging form

¹ Article 11 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

² Article 14 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

³ Article 4 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

3.7 Catch Documentation System 3 (CCSBT Obligation 3.1 (vii) – (ix))

The aim of this obligation is to ensure that modifications to CDS documents are monitored and reviewed.

3.7.1 MPR 1: The Executive Secretary shall, in consultation with Members, determine whether proposed modifications are minimal or significant with respect to this obligation.

Summary – The CDS forms currently used by Taiwan are in accordance with CCSBT without any modification.

3.7.2 MPR 2: Modified documents remain compatible with approved forms to ensure data series remain continuous and so they can be uploaded by the Secretariat.

Summary – The CDS forms currently used by Taiwan are in accordance with CCSBT without any modification

3.7.3 MPR 3: Modified documents are provided to the Executive Secretary in electronic format at least 4 weeks prior to the use of such documents and with proposed modifications clearly highlighted.

Summary – The CDS forms currently used by Taiwan are in accordance with CCSBT without any modification

3.8 Catch Documentation System 4 (CCSBT Obligation 3.1 (x) - (xii))

The aim of this obligation is to ensure that CCSBT catch tagging requirements are met.

3.8.1 MPR 1(a): [Operating systems and processes established and implemented to ensure that CCSBT Catch Tagging Program requirements are met, including] **Ensuring all SBT tags meet the minimum specifications in paragraph s of appendix 2 of the CDS Resolution.**

Summary – Taiwan revised the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*” in 2010 to include CTF in the application forms, which responses accordingly to the Catch Documentation Scheme implemented by CCSBT¹. Fishermen who apply for the catch documents from FA shall provide the CTF, in addition to other required documents². The CTF and its instructions used by Taiwan currently are in accordance with the CCSBT requirements².

Key points

- The CTF and its instructions currently used by Taiwan are in accordance with the CCSBT requirements

¹ Article 1 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

² Article 4 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

3.8.2 MPR 1(b): [Operating systems and processes established and implemented to ensure that CCSBT Catch Tagging Program requirements are met, including] **recording the distribution of SBT tags to (i) entities authorised to fish for, or farm, SBT; and (ii) where applicable, entities which received tags to cover exceptional circumstances.**

Summary – Thee owner of fishing vessels shall pay the tag fee to TTA and apply, with the receipt, for issued officially recognized tags from FA prior to the operations, and then the fishing vessels are allowed to fish for SBT¹. Fishermen shall attach adequately the tag on the fish body and record the length, processed weight, and tag number of the fish in the Catch Tagging Form when processing the SBT caught¹. The tag if used shall be attached firmly on the whole fish, and held until the first point of landing¹. Fishermen shall use alternative tags and record the new tag number and original tag number (if possible) when tags are damaged and unusable. Vessel owners shall report the record in writing to FA through TTA in three days after landing for future reference¹. The catch document of SBT shall not be issued for the fishermen who use tags that are not officially authorized by FA².

Key points

- Thee owner of fishing vessels shall pay the tag fee to TTA and apply, with the receipt, for issued officially recognized tags from FA prior to the operations, and then the fishing vessels are allowed to fish for SBT
- Vessel owners shall report the record in writing to FA through TTA in three days after landing for future reference
- The catch document of SBT shall not be issued for the fishermen who use tags that are not officially authorized by FA

¹ Article 12 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 6 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

3.8.3 MPR 1(c): [Operating systems and processes established and implemented to ensure that CCSBT Catch Tagging Program requirements are met, including] **requiring a valid tag to be attached to each SBT brought on board a fishing vessel and killed (including SBT caught as incidental bycatch) or landed and killed from a farm.**

Summary – All retained SBT shall be attached with valid tags assigned by FA to the vessel owners. Fishermen shall adequately attach the tag on the whole fish and record the length, processed weight, and tag number of the fish in the Catch Tagging Form when processing the SBT caught¹. Violation against this regulation shall decertify the fishing license of captain and owner, the certificate of fishing vessel officers, or the crew identification of fishermen for not more than one year². It is not allowed to issue SBT catch documents to the fishermen who use tags without unique series number assigned by FA or the tags that are not officially authorized by FA³.

Key points

- All retained SBT shall be attached with valid tags issued by FA to the vessel owners
- It is not allowed to issue SBT catch documents to the fishermen who use tags without unique series number assigned by FA or the tags that are not officially authorized by FA

¹ Article 12 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 23 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

³ Article 6 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

3.8.4 MPR 1(d): [Operating systems and processes established and implemented to ensure that CCSBT Catch Tagging Program requirements are met, including] **requiring tags to be attached to each fish as soon as practicable after the time of kill.**

Summary – Fishermen shall adequately attach a valid tag on the fish and record the length, processed weight, and tag number of the fish in the Catch Tagging Form when processing the SBT caught¹.

¹ Article 12 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.8.5 MPR 1(e): [Operating systems and processes established and implemented to ensure that CCSBT Catch Tagging Program requirements are met, including] **requiring details for each fish to be recorded as soon as practicable after the time of kill including month, area, method of capture, as well as weight and length measurements carried out before the SBT is frozen.**

Summary – Captains of the fishing vessels shall report the processed weight (in kg), length (fork length, in cm) and unique tag number for the SBT caught by fax or through the catch reporting system to their owner on a daily basis¹. The owners shall submit the information above for last week in writing to FA through TTA every Monday (postponed in the case of holidays) for future reference¹. Fishermen shall attach adequately the tag on the whole fish and record the length, processed weight, and tag number of the fish in the Catch Tagging Form when processing the SBT caught².

Key points

- Both fishing and carrier vessels need to be authorized by FA and obtain approval before the transshipment occurs
- Any fishing or carrier vessels can have only one permit authorized by FA for catching or transshipping SBT
- Captains of the fishing vessels shall report the processed weight, length and unique tag number for the SBT caught by fax or through the catch reporting system to their owner and FA on a daily basis

¹ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 12 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.9 Catch Documentation System 5 (CCSBT Obligation 3.1 (xiii) - (xviii))

The aim of this obligation is to ensure that CCSBT catch tagging requirements are met.

- 3.9.1 MPR 1: Operating systems and processes established and implemented to (a) meet procedural and information standards set out in appendix 2 of the CDS resolution; (b) identify any unauthorised use of SBT tags; (c) identify any use of duplicate tag numbers; (d) identify any whole SBT landed, transhipped, exported, imported or re-exported without a tag; (e) ensure that tags are retained on whole SBT to at least the first point of sale for landings of domestic product; and (f) ensure a risk management strategy (including random or risk based sampling) is in place to minimise the opportunity of illegal SBT being marketed.**

Summary – To respond accordingly to the Catch Documentation Scheme implemented by RFMOs, Taiwan has revised the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*” to be consistent with the CCSBT requirements^{1,2}. Vessels authorized for fishing for SBT shall use tags with unique series numbers (including identification symbols for Taiwan and fishing year)³. Fishing and carrier vessels can use only the designated fishing port of Cianjhen in Kaohsiung for domestic landing and report the arrival date for inspection⁴. Seasonal targeting and bycatch vessels can use only two designated foreign ports (Port Cape Town of South Africa and Port Louis of Mauritius) for transhipments, and shall report the arrival date for inspection⁴. The tag if used shall be attached firmly on the whole fish, and held until the first point of landing³. Government officials stationed at foreign and domestic designated ports inspect and supervise all SBT catch⁵.

Key points

- Vessels authorized for fishing for SBT shall use tags with unique series numbers (including identification symbols for Taiwan and the fishing year)
- FA officials stationed at foreign and domestic designated ports inspect and supervise all SBT catch. Any SBT catch without inspection shall not be validated the catch documents

¹ Article 1 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

² Article 4 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

³ Article 12 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

⁴ Article 11 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

⁵ National Report of Taiwan: Ecologically Related Species in the Taiwanese Southern Bluefin Tuna Fishery 2011-2012. CCSBT-ERS/1308/SBT Fisheries – Taiwan.

3.9.2 MPR 2 Operating systems and processes established and implemented to (a) monitor compliance by operators with control measures in section 3.9.1, above; (b) impose sanctions on operators where non-compliance is detected; and (c) report any cases of whole SBT being landed without tags to the Executive Secretary, and minimise their occurrence in future.

Summary – Captains of the fishing vessels shall report the processed weight, fork length and unique tag number for each SBT caught by fax or through the catch reporting system to their owner on a daily basis; the owners shall submit the information above for last week in writing to FA through TTA every Monday (postponed in the case of holidays) for future reference¹. Owners not submitting weekly catch data to FA on time shall be fined at least NT\$30,000 to a maximum of NT\$150,000, and FA will not issue fishing license for next year². The fishing license of the captain and owner, the certificate of fishing vessel officers, or the crew identification of fishermen shall be decertified for not more than one year when reporting SBT catch incorrectly, exceeding by 5% of the quota for seasonal targeting vessels, or by 10% for bycatch vessels, or misreporting the species caught³. Fishermen shall use new alternative tags and record the new tag number and original tag number (if possible) when tags are damaged and unusable. Owners shall report the record of tag replacement in writing to FA through TTA in three days after landing for future reference⁴.

Key points

- The owners shall submit the information above for last week in writing to FA through TTA on every Monday for future reference
- Owners not submitting weekly catch data to FA on time shall be fined, and FA will not issue fishing license for next year
- Fishermen shall use new alternative tags and record the new tag number and original tag number (if possible) when tags are damaged and unusable
- Owners shall report the record of tag replacement in writing to FA through TTA in three days after landing for future reference

¹ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 22 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

³ Article 23 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

⁴ Article 12 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.10 Catch Documentation System 6 (CCSBT Obligation 3.1 (xix) - (xxi))

The aim of this obligation is to ensure that CDS documents are effectively validated.

3.10.1 MPR 1a: [Operating systems and processes established and implemented to] **Authorise validators to validate Farm Stocking, Catch Monitoring and Re-Export/Export after Landing of Domestic Product Forms;**

Summary – Owners of the fishing vessels shall apply based on their purpose for catch monitoring documents or re-export/export after landing of domestic product documents for transshipments, domestic landings, imports, exports, and re-exports of SBT caught by the fishing vessels, pursuant to “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*” and “*Directions on Application of Southern Bluefin Tuna Exports and Re-exports*” respectively¹. The validator authorized shall sign the Catch Monitoring Form or Re-Export/Export after Landing of Domestic Product Form for validation (see attachments).

Key points

- Owners of the fishing vessels shall apply based on their purpose for catch monitoring documents or re-export/export after landing of domestic product documents for transshipments, domestic landings, imports, exports, and re-exports of SBT
- The validator authorized shall sign the Catch Monitoring Form or Re-Export/Export after Landing of Domestic Product Form for validation

¹ Article 14 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

3.10.2 MPR 1b: [Operating systems and processes established and implemented to] **Demonstrate that all persons with authority to validate CDS documents are (i) government officials or other individuals who have been duly delegated authority to validate; (ii) are aware of their responsibilities, including inspection, monitoring and reporting requirements; and (iii) are aware of the penalties applicable should the authority be misused.**

Summary – Validators are required to provide their name and title in the Catch Monitoring Form to show the duly delegation by the authority¹. Validators from FA shall receive a full training before executing the task for inspection, monitoring and reporting².

¹ Article 3 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

² Consultation Meeting with Member, May 13th, 2014

3.10.3 MPR 1c: [Operating systems and processes established and implemented to] Appropriate individuals certify each CDS form type by each signing and dating the required fields;

Summary – Fishermen or the owner of the fishing vessel shall complete, sign and date CDS including the CTF when applying for catch documents^{1,2,3}. Otherwise FA decertifies the fishing licenses of the captain and owner, the certificate of fishing vessel officers, or the crew identification of fishermen for not more than one year if discrepancy was found.

¹ Article 3 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

² Article 11 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

³ Consultation Meeting with Member, May 13th, 2014

3.10.4 MPR 1d: [Operating systems and processes established and implemented to] The same individual does not both certify and validate information on the same CDS form

Summary – For certainly validating the origin of SBT caught, TTA shall check and validate the location of the vessel that captures the SBT and the catch reporting records, when receiving the application for the certification of SBT catch reporting record for the fishing vessel¹. In general, the CDS form is certified by the captain and validated by the FA officials when landing or transshipping SBT at designated ports².

Key points

- The CDS form is certified by the captain and validated by the FA officials (Application and Public Service Center & International Fisheries Affairs Section of FA) when vessels landing or transshipping SBT at designated ports

¹ Article 5 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

² Article 11 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

3.10.5 MPR 1e: [Operating systems and processes established and implemented to] Inform the Executive Secretary of (i) the details for all validators and keep this information up to date; and (ii) of any individuals removed from the list of validators no later than the end of the quarter in which the removal occurred;

Summary – Taiwan has informed the Executive Secretary of the changes one week before the changes occur¹. See [Appendix 9.3.6](#) for an example.

¹ Consultation Meeting with Member, May 13th, 2014

3.10.6 MPR 1f: [Operating systems and processes established and implemented to] Ensure that no individual conducts validations (i) prior to the Executive Secretary being fully informed of his/her current validation details, or (ii) after that individual's authority to validate has been removed.

Summary – Taiwan has informed the Executive Secretary of the changes one week before the changes occur¹. See **Appendix 9.3.6** for an example.

¹ Consultation Meeting with Member, May 13th, 2014

3.10.7 MPR 2 Operating systems and processes established and implemented to monitor performance (compliance and effectiveness) of validators.

Summary – Three types of fishery data, weekly reports, logbooks and commercial trading information for Japanese markets, are compiled to estimate the catch and effort data of SBT for Taiwan. The trading information on SBT product has also been collected through the subscription of certified weight reports provided by the Organization for the Promotion of Responsible Tuna Fisheries (OPRT) since 2004¹. The FA of Taiwan checks the trading information with the weekly reports of fishing vessels and logbooks, and assigns other officials on-site to evaluate the executive performance of the validator on a quarterly basis².

¹ Review of Taiwan SBT Fishery of 2011/2012. CCSBT-ESC/1309/SBT Fisheries – Taiwan.

² Consultation Meeting with Member, May 13th, 2014

3.11 Catch Documentation System 7 (CCSBT Obligation 3.1 (xxii) - (xxv))

The aim of this obligation is to ensure that CDS documents are effectively validated.

3.11.1 MPR 1a: [Operating systems and processes established to ensure] CDS forms are only validated (i) where all the SBT listed on the form are tagged (except in cases where tags are no longer required due to processing having occurred); (ii) in the case of farmed SBT, for SBT harvested from farms on a date that the farm was authorised on the CCSBT record of Authorised Farms; and (iii) in the case of Wild Harvest SBT, for SBT taken by FVs on a date when that FV was authorised by the flag Member.

Summary – Fishermen shall apply for the catch document from FA with following forms: the application form, catch reporting form verified by TTA, SBT transshipment form for carrier vessels, and catch tagging form¹. It is not allowed to issue SBT catch documents to the fishermen who use tags without unique series number assigned by FA or the tags that are not authorized by FA². The tag if used shall be attached firmly on the whole fish until the first point of landing³. For certainly validating the origin of SBT caught, TTA shall check the location of the vessel that captures the SBT and the catch reporting records, when receiving the application for the certification of SBT catch reporting record for the fishing vessel⁴. The officials of FA supervise and inspect all landing and transshipment of SBT in port (both foreign and domestic), and verify the CDS forms. The Deep Sea Fisheries Division checks all the information including weekly reports, logbooks, and trading information from Japanese markets to validate the CDS.

Key points

- There is no SBT farming in Taiwan
- It is not allowed to issue SBT catch documents to the fishermen who use tags without unique series number assigned by FA or the tags that are not authorized by FA
- The tag if used shall be attached firmly on the whole fish until the first point of landing
- The officials of FA supervise and inspect all landing and transshipment of SBT in port (both foreign and domestic), and verify the CDS forms
- The Deep Sea Fisheries Division checks all the information including weekly reports, logbooks, and trading information from Japanese markets to validate the CDS

¹ Article 4 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

² Article 6 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

³ Article 12 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

⁴ Article 5 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

3.11.2 MPR 1b: [Operating systems and processes established to ensure] validated documentation accompanies all SBT consignments whether transhipped, landed as domestic product, exported, imported or re-exported, and (MPR 1c) no SBT is accepted without validation documentation.

Summary – Fishermen shall apply based on their purpose for catch monitoring documents or re-export/export after landing of domestic product documents for transhipments, domestic landings, imports, exports, and re-exports of SBT caught by the fishing vessels, pursuant to “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*” and “*Directions on Application of Southern Bluefin Tuna Exports and Re-exports*” respectively¹. Fishing vessels and carrier vessels shall obtain approval before the transhipment takes place in port or at sea². Fishing and carrier vessels can use only the designated fishing port of Cianjhen in Kaohsiung for domestic landing and report the arrival date for inspection³. Fishing vessels can use only two designated foreign ports (Port Cape Town of South Africa and Port Louis of Mauritius) for transhipments, and shall be inspected when arrived³. For vessels transhipping their SBT catch at sea, the captains of fishing and carrier vessels and the observer shall sign jointly in the required field of the catch monitoring form for verification of the transhipment^{4,5}.

Key points

- Fishing vessels and carrier vessels shall obtain approval before the transhipment takes place in port or at sea
- Fishing and carrier vessels can use only the designated fishing port of Cianjhen in Kaohsiung for domestic landing and report the arrival date for inspection
- Fishing vessels can use only two designated foreign ports (Port Cape Town of South Africa and Port Louis of Mauritius), and shall be inspected when arrived
- For vessels transhipping their SBT catch at sea, the captains of fishing and carrier vessels and the observer shall sign jointly in the required field of the catch monitoring form for verification of the transhipment

¹ Article 14 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

² Article 3 of the “*Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transhipments in the Three Oceans*”

³ Article 11 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

⁴ Articles 13 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

⁵ Article 6 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

3.11.3 MPR 1d: [Operating systems and processes established to ensure] Validation does not occur where (i) validator authorisation procedures were not correctly followed or (ii) any deficiency or discrepancy is found with the CDS form.

Summary – Fishing and carrier vessels can use only the designated fishing port of Cianjhen in Kaohsiung for domestic landing and report the arrival date for inspection¹. Fishing vessels can use only two designated foreign ports (Port Cape Town of South Africa and Port Louis of Mauritius) for transhipments, and shall be inspected when arrived¹. Fishermen shall apply for the catch monitoring document from FA with following documents, application form, catch reporting documents verified by TTA, documents of SBT transhipment by carrier vessels, and catch tagging form². When authorisation procedures were not correctly followed or any deficiency or discrepancy was found with the CDS form, the catch documents for SBT will not be issued by FA³.

Key points

- Fishermen shall apply for the catch monitoring document from FA with following documents, application form, catch reporting documents verified by TTA, documents of SBT transhipment by carrier vessels, and catch tagging form
- When authorisation procedures were not correctly followed or any deficiency or discrepancy was found within CDS form, FA will not issue the catch documents

¹ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 4 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

³ Article 6 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

3.11.4 MPR 2a: [Operating systems and processes established and implemented for a Member to validate SBT product against CDS documents, including] requirements to check accuracy of information by ensuring every CDS document is complete, valid and contains no obviously incorrect information by cross-checking data on the form being validated against (1) data on preceding CDS forms including the Catch Tagging Form; (2) relevant lists of authorised farms, vessels or carriers; and (3) result of any physical inspection by the authority.

Summary – Fishermen shall apply for catch documents from FA with following documents: application forms catch reporting documents verified by TTA, documents of SBT transhipment by carrier vessels, and Catch Tagging Forms³. FA cross-checks all the information (weekly reports, logbooks and trading information), and then issues catch documents of SBT caught if all the reporting data are correct.

¹ Article 4 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

² Article 6 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

3.11.5 MPR 2b: [Operating systems and processes established and implemented for a Member to validate SBT product against CDS documents, including] notification of any inconsistencies or inaccuracies to the Member's enforcement authorities.

Summary – The trading information of SBT product has been collected through the Organization for the Promotion of Responsible Tuna Fisheries (OPRT) since 2004 ¹, and through the subscription of certified weight reports of Shin Nippon Kentai Kaisha (the New Japan Surveyors and Sworn Measures Association, NJSSMA) for SBT transhipped at-sea and transported to Japan directly since 2014 (note that before 2004 FA paid for the trading information to the NJSSMA for cross-checking the catch data) ². The Deep Sea Fisheries Division of FA cross-checks the trading information with the logbooks and weekly reports of SBT catch ¹. FA is not the enforcement agency, but will inform the Coast Guard Administration to undertake the enforcement to inspect the fishing vessels.

Key points

- The trading information of SBT product has been collected for check the catch data
- The Deep Sea Fisheries Division of FA checks the trading information from NJSSMA for SBT transhipped at-sea and transported to Japan directly with the logbooks and weekly reports of SBT catch
- FA is not the enforcement agency, but will inform the Coast Guard Administration to undertake the enforcement to inspect the fishing vessels

¹ Report to the Compliance Committee and the Extended Commission. CCSBT–CC/1310/SBT Fisheries – Taiwan.

² Article 14 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.12 Catch Documentation System 8 (CCSBT Obligation 3.1 (xxvi))

The aim of this obligation is to ensure that CDS documents are retained and submitted as required.

3.12.1 MPR 1: Documents and/or scanned electronic copies stored in a secure location for a minimum of three years under conditions that avoid damage to the legibility of the documents or the data files.

Summary – Taiwan has properly stored all the catch documents in hard copies in a secure location of the FA office under conditions that avoid damage to the legibility of the documents¹.

¹ Consultation Meeting with Member, May 13th, 2014

3.13 Catch Documentation System 9 (CCSBT Obligation 3.1 (xxvii) + (xxviii))

The aim of this obligation is to ensure that CDS documents are retained and submitted as required.

3.13.1 MPR1: Copies of all completed CDS documents issued by catching Members or received by importing or receiving Members, sent to Executive Secretary in accordance with timeframes specified in the CCSBT documentation.

Summary – Fishermen shall send the Catch Tagging Form (CTF) in writing for the last week to FA through TTA for future reference on every Monday (postponed in the case of holidays)¹. Fishermen shall send the copies of sale information to FA for future reference within 60 days after the exported SBT clears the custom². Taiwan submits the catch documents and relevant information (CMF and CTF) on a quarterly basis. Documents for October to December should be sent before March 31st, while those for January-March, April-June, and July-September should be sent before June 30th, September 30th, and December 31st. See [Appendix 9.3.7](#) for an example.

Key points

- Taiwan provides CDS documents to the Executive Secretary on a quarterly basis

¹ Article 12 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 14 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

| CMF and CTF submitted to CCSBT | Taiwan submitted on | CCSBT Secretariat replied on |
|--|---------------------------------|---------------------------------|
| Data for the 1 st quarter of 2013 | July 5 th , 2013 | July 8 th , 2013 |
| Data for the 2 nd quarter of 2013 | October 7 th , 2013 | October 9 th , 2013 |
| Data for the 3 rd quarter of 2013 | January 27 th , 2014 | January 28 th , 2014 |
| Data for the 4 th quarter of 2013 | April 10 th , 2014 | April 11 th , 2014 |

3.13.2 MPR2: Catch Tagging Form information shall be provided to the Executive Secretary using the electronic Data Provision Form developed by the Secretariat and in accordance with the Data Provision Form’s instructions.

Summary – Taiwan has provided the Catch Tagging Form information, in accordance with the Data Provision Form’s instructions, to the Executive Secretary using the electronic Data Provision Form developed by the Secretariat on a quarterly basis¹. See [Appendix 9.3.7](#) for an example.

¹ Consultation Meeting with Member, May 13th, 2014

3.14 Catch Documentation System 10 (CCSBT Obligation 3.1 (xxix) + (xxxi))

The aim of this obligation is to ensure the verification of CDS documents.

3.14.1 MPR 1: Operating systems and processes established and implemented to (a) assign unambiguous responsibility to individuals or institutions for implementing verification procedures; and (b) ensure no verification procedure is carried out for a CDS document by an individual who has validated or certified the same CDS document.

Summary – For certainly validating the origin of SBT caught, TTA shall check and validate the location of the vessel that captures the SBT with the catch reporting records, when receiving the application for the certification of SBT catch reporting record for the fishing vessel¹. Fishing and carrier vessels can use only the designated fishing port of Cianjhen in Kaohsiung for domestic landing and report the arrival date for inspection by the official assigned by FA². Seasonal targeting and bycatch vessels can use only two designated foreign ports (Port Cape Town of South Africa and Port Louis of Mauritius) for transhipments, and shall report the arrival date for inspection by the official assigned by FA². Fishermen shall apply for the SBT catch document from FA with following forms: the application form, catch reporting form verified by TTA, SBT transhipment form for carrier vessels, and catch tagging form³. Taiwan has a standard operating procedure (SOP) for inspecting landing or transhipment of SBT. FA officials shall coordinate inspectors, vessels master, and vessel owners to cooperate the inspection.

Key points

- For certainly validating the origin of SBT caught, TTA shall check and validate the location of the vessel that captures the SBT with the catch reporting records, when receiving the application for the certification of SBT catch reporting record for the fishing vessel
- Fishermen shall apply for the SBT catch document from FA with following forms: the application form, catch reporting form verified by TTA, SBT transhipment form for carrier vessels, and catch tagging form
- Taiwan has a standard operating procedure (SOP) for inspecting landing or transhipment of SBT at ports. FA officials shall coordinate inspectors, vessels master, and vessel owners to cooperate the inspection

¹ Article 5 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

² Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

³ Article 2 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

⁴ Article 4 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

3.14.2 MPR 2a: [Operating systems and processes established and implemented for verification, including] **Selecting and inspecting, where appropriate, a targeted sample of vessels and export, import and market establishments based on risk. The intent of these inspections should be to provide confidence that the provisions of the CDS are being complied with.**

Summary – FA checks whether the amount of SBT to be transhipped is consistent with the weekly report of the fishing vessel, and then approves the transhipment in port and transmits the SBT catch record of the vessels to the officials stationed at designated ports (Port Louis and Cape Town) for supervision of all SBT transhipment/landing and sampling inspection of the catch¹. All SBT catch landed domestically by carrier vessels, containers or fishing vessels shall be 100% supervised and inspected for about 5% of the total landing by the officials of FA¹. For SBT transhipped at-sea and exported directly to Japanese markets, FA has commissioned the third party to conduct examination of the SBT landed in Japan. Based on the examination report from the third party in Japan, the officials of FA validate the CMF and CTF for the SBT landed¹. The vessel masters or owners shall complete and certify CMF and CTF. The officials of FA supervise and inspect the landing or transhipment at port, and verify CDS if the number, weight and tag numbers are consistent with weekly reports. The regional observers from IOTC/ICCAT shall supervise at sea transhipment, and sign CDS. The Deep Sea Fisheries Division of FA validates CDS by cross-checking weekly reports, logbooks, and the trading information, and then issues catch documents if correct. The Deep Sea Fisheries Division of FA checks and evaluates the validation system on a quarterly basis. See **Appendix 9.3.8** for an example.

Key points

- The vessel masters or owners shall complete and certify CMF and CTF
- FA officials supervise and inspect the landing or transhipment at port, and verify the CDS to see if the number, weight and tag numbers are consistent with weekly catch reports submitted
- The regional observers from IOTC/ICCAT shall supervise at sea transhipment, and sign CDS
- The Deep Sea Fisheries Division of FA validates CDS by cross-checking weekly reports, logbooks, and the trading information, and then issues catch documents if correct

¹ Annual Report to the Compliance Committee and the Extended Commission. CCSBT–CC/1310/SBT Fisheries – Taiwan.

3.14.3 MPR 2b: [Operating systems and processes established and implemented for verification, including] **Reviewing and analysing information from CDS documents at least once every 6 months, including (i) checking the completeness of data on CDS forms and cross-checking the consistency of the data on CDS forms received with other sources of information; (ii) cross-checking data from the Executive Secretary’s CDS six-monthly report; and(iii) analysing any discrepancies.**

Summary – FA officials check whether the information is complete and correct for each CDS document on at least a quarterly basis¹, which includes the processed weight, length and unique tag number for the SBT caught daily reported by the captain of the fishing vessel to FA² and the information above for the last week submitted by the owner in writing to FA on every Monday².

¹ Report to the Compliance Committee and the Extended Commission. CCSBT–CC/1310/SBT Fisheries – Taiwan.

² Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

³ Article 6 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

3.14.4 MPR 2c: [Operating systems and processes established and implemented for verification, including] **investigating any irregularities suspected or detected and (MPR 2d) taking action to resolve any irregularities.**

Summary – Captains of the fishing vessels shall report the processed weight (in kg), length (fork length, in cm) and unique tag number for the SBT caught by fax or through the catch reporting system to their owner on a daily basis¹. The owners shall submit the information above for last week in writing to FA through TTA every Monday (postponed in the case of holidays) for future reference¹. FA mandates the fishing vessel to stop operations and return directly to the designated ports for inspection when the vessel is suspected of illegal fishing or reporting catch abnormally. Vessels are not allowed to leave the port for fishing without inspection and approval from FA². See [Appendix 9.3.9](#) for an example.

Key points

- Captains of the fishing vessels shall report the processed weight, length and unique tag number for the SBT caught by fax or through the catch reporting system on a daily basis
- The owners shall submit the information above for last week in writing to FA through TTA every Monday (postponed in the case of holidays) for future reference
- FA mandates the fishing vessel to stop operations and return directly to the designated ports for inspection when the vessel is suspected of illegal fishing or reporting catch abnormally

¹ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 21 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.14.5 MPR 2e: [Operating systems and processes established and implemented for verification, including] **notifying the Executive Secretary and relevant Members/OSECs, of any consignments of SBT whose CDS documentation is considered doubtful, or incomplete or unvalidated.**

Summary – Fishing and carrier vessels can use only the designated fishing port of Cianjhen in Kaohsiung for domestic landing and report the arrival date for inspection by the official assigned by FA¹. Seasonal targeting and bycatch vessels can use only two designated foreign ports (Port Cape Town of South Africa and Port Louis of Mauritius) for transhipments, and shall report the arrival date for inspection by the official assigned by FA¹. Fishermen shall apply based on the regulations for the catch document or re-export/export after landing of domestic product document². SBT without validated catch documents is not allowed to be transhipped, landed and sold³.

Key points

- Fishermen shall apply based on these regulations for the SBT catch document or for the re-export/export after landing of domestic product document
- SBT without validated catch documents is not allowed to be transhipped and landed, or sale to domestic and foreign markets

¹ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Article 14 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

³ Annual Report to the Compliance Committee and the Extended Commission. CCSBT–CC/1310/SBT Fisheries – Taiwan.

3.14.6 MPR 2f: [Operating systems and processes established and implemented for verification, including] **notifying the Executive Secretary of any investigation into serious irregularities, in order to present these in an annual summary report to the Compliance Committee. Notifications should include reporting (i) the commencement of an investigation if doing so will not impede that investigation; (ii) progress, within 6 months of starting the investigation if doing so will not impede that investigation; and (iii) the final outcome within 3 months of completing the investigation.**

Summary – Vessels are not allowed to leave the port for fishing without inspection and approval from FA¹. Taiwan has submitted no reports to the CSSBT Executive Secretary because there is no serious irregularity in recent years.

3.14.7 MPR 3: Ensure that no SBT is accepted (for landing of domestic product, export, import or re-export) without validated documentation attached.

Summary – Fishermen shall apply based on their purpose for catch monitoring documents or re-export/export after landing of domestic product documents for transshipments, domestic landings, imports, exports, and re-exports of SBT caught by the fishing vessels, pursuant to “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*” and “*Directions on Application of Southern Bluefin Tuna Exports and Re-exports*” respectively¹. Fishing vessels and carrier vessels shall obtain approval before the transshipment takes place in port or at sea². Fishing and carrier vessels can use only the designated fishing port of Cianjhen in Kaohsiung for domestic landing and report the arrival date for inspection³. Fishing vessels can use only two designated foreign ports (Port Cape Town of South Africa and Port Louis of Mauritius) for transshipments, and shall be inspected when arrived³. For vessels transshipping their SBT catch at sea, the captains of fishing and carrier vessels and the observer shall sign jointly in the required field of the catch monitoring form for verification of the transshipment^{4,5}. FA officials stationed at South Africa and Mauritius shall inspect the number of fish, weight and if the tags are attached firmly and correctly. If not, the vessel owner shall submit the data again. The inspector will verify all the data until correct, and send a report to FA. FA then issues SBT catch documents based on this report, and sends them back to the designated foreign ports.

Key points

- For vessels transshipping their SBT catch at sea, the captains of fishing and carrier vessels and the observer shall sign jointly in the required field of the catch monitoring form for verification of the transshipment
- FA officials stationed at South Africa and Mauritius shall inspect the number of fish, weight and if the tags are attached firmly and correctly. If not, the vessel owner shall submit the data again until corrected
- The inspector will verify all the data and send an inspection report to FA
- FA then issues SBT catch documents based on this report, and sends them back to the designated foreign ports

¹ Article 14 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

² Article 3 of the “*Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans*”

³ Article 11 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

⁴ Articles 13 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

⁵ Article 6 of the “*Operation Directions for Application and Issuance of CCSBT SBT Catch Document*”

3.15 Transshipment (at sea) Monitoring Program 1 (CCSBT Obligation 3.3 (i) – (v))

The aim of this obligation is to ensure that Members have processes in place to effectively and accurately manage the carry-forward of quota from one year to the next, within the restrictions agreed by the CCSBT.

3.15.1 MPR1a: [Operating systems and processes to ensure] **The authorisation document, including details of the intended transshipment provided by the master or owner of the LSTLV, is available on the LSTLV prior to the transshipment occurring.**

Summary – Fishing vessels transshipping SBT at sea or in port shall comply with “*Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans*”¹. Fishermen (fishing or carrier vessels) or the trading agent shall submit required documents (including the transshipment proposal) to obtain approval for the transshipment from FA prior to the transshipment occurring. Fishing vessels transshipping SBT in port shall submit the application one week prior the transshipment occurring, or one month before the carrier vessel arrives at the port for picking up the regional observer for the vessels transshipping SBT at sea, and should submit application with SBT transshipment application forms 24 hours before the transshipment occurs².

Key points

- Fishermen or the trading agent shall submit required documents to obtain approval for the transshipment from FA prior to the transshipment occurring
- Fishing vessels transshipping SBT in port shall submit the application one week prior the transshipment occurring, and should submit application with SBT transshipment application forms 24 hours before occurring

¹ Articles 13 of the “*Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans*”

² Articles 5 and 18 of the “*Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans*”

3.15.2 MPR1b: [Operating systems and processes to ensure] **Any carrier vessel receiving the transhipped SBT is meeting its obligations to provide access and accommodation to observers, and to cooperate with the observer in relation to the performance of his or her duties (see Carrier Vessel Authorisation minimum performance requirements, CCSBT documentation).**

Summary – Carrier vessels shall provide the regional observer with required space, facility and documents for working and living on the vessel, and necessary and adequate assistances in relation to carrying out their duties¹.

¹ Article 7 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

3.15.3 MPR2a-d: [Rules in place to ensure] (a) all SBT transshipments receive prior authorisation; (b) fishing vessels are authorised on the CCSBT authorised fishing vessel register on the date(s) the SBT are harvested and carrier vessels are authorised on the CCSBT authorised carrier vessel register on the date(s) any transshipments occur; (c) a named CCSBT observer is on board the carrier vessel; and (d) no SBT transshipment occurs without an observer onboard.

Summary – Fishing vessels and carrier vessels shall obtain approval from FA before the transshipment in port or at sea takes place¹. Fishermen (fishing or carrier vessels) or the agent shall submit required documents to obtain approval for the transshipment from FA prior to the transshipment occurring². Carrier vessels are not allowed to receive SBT transshipment from the fishing vessels that are not registered in ICCAT, IOTC, IATTC or WCPFC¹. Carrier vessels that tranship SBT at sea shall pick up and send back the regional observer on the time and location assigned by FA based on the regional observer program for ICCAT, IOTC, IATTC or WCPFC³. For transshipping SBT at sea, captains of the fishing and carrier vessels and the regional observer shall sign jointly in the required field of the catch monitoring form for verifying the transshipment of SBT at sea^{4,5}.

Key points

- Carrier vessels are not allowed to receive SBT transshipment from the fishing vessels that are not registered and authorized by ICCAT, IOTC, IATTC or WCPFC
- Carrier vessels that tranship SBT at sea shall pick up and send back the regional observer on the time and location assigned by FA based on the regional observer program of RFMOs (ICCAT, IOTC, IATTC or WCPFC)
- For transshipping SBT at sea, captains of the fishing and carrier vessels and the regional observer shall sign jointly in the required field of the catch monitoring form for verifying the transshipment of SBT at sea

¹ Article 3 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

² Article 5 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

³ Article 6 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

⁴ Articles 13 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

⁵ Article 6 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

3.15.4 MPR2e: [Rules in place to ensure] Transshipment declarations are completed, signed and transmitted by the fishing vessel and the carrier vessel, in accordance with paragraphs 11-14 of the Transshipment Resolution, in particular that the LSTLV shall transmit its CCSBT Registration Number and a completed CCSBT Transshipment Declaration to its flag State / Fishing Entity, within 15 days of the transshipment.

Summary – The captain of carrier vessel, agent, or fishermen shall inform FA the vessel names, location and species and amount of the catch 24 hours before the transshipment at sea occurring, and sent the transshipment declaration to the organization in charge in that area (ICCAT, IOTC or IATTC) with a copy to FA in 24 hours after the transshipment is completed¹. The captain or fishermen shall send the transshipment declaration and its CCSBT registration number to FA for reference in 15 days after the fishing vessel completes the transshipment in port or at sea^{2,3}. See **Appendix 9.3.10** for an example.

Key points

- The captain or fishermen shall send the transshipment declaration and its CCSBT registration number to FA for reference in 15 days after the fishing vessel completes the transshipment in port or at sea

¹ Article 9 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

² Article 10 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

³ Article 5 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

3.15.5 MPR3a,b: [Operating systems and processes to] Issue transshipment authorisations and verify the date and location of transshipments.

Summary – Fishermen of the fishing vessels or carrier vessels or the agent shall submit required documents including the transshipment proposal, nautical chart and estimated period of transshipment to obtain the approval for the transshipment from FA prior to the transshipment occurring. Fishing vessels transshipping SBT in port shall submit the application one week prior to the transshipment, or one month before the carrier vessel arrives at the port for picking up the regional observer for the vessels that tranship SBT at sea¹.

Key points

- Fishing vessels transshipping SBT in port shall submit the application one week prior to the transshipment, or one month before the carrier vessel arrives at the port for picking up the regional observer for the vessels that tranship SBT at sea

¹ Article 5 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

3.15.6 MPR3c-f: [Operating systems and processes to] **Request placement of observers on board carrier vessels; notify any cases of ‘force majeure’ (where transhipment occurs without an observer on the carrier vessel) to the Executive secretary as soon as possible; ensure observers can board the fishing vessel before transhipment takes place, and have access to personnel and areas necessary to monitor compliance; enable observers to report any concerns about inaccurate documentation or obstruction, intimidation, or influence in relation to carrying out their duties.**

Summary – Carrier vessels that tranship SBT at sea shall pick up and send back the regional observer on the time and location informed by FA based on the regional observer program for ICCAT, IOTC, IATTC or WCPFC¹. Fishermen and the captain of carrier vessel or the agent are not allowed to tranship SBT at sea or in port without authorization by FA². Carrier vessels shall provide the regional observer with required space, facility and documents for working and living on the vessel, and necessary and adequate assistances in relation to carrying out their duties². Fishermen are not allowed to prevent, threaten, hamper, interfere or bribe the regional observers to carry out their duties, and shall ask the crews not to do so².

Key points

- Fishermen and the captain of carrier vessel or the agent are not allowed to tranship SBT at sea or in port without the permit from FA
- Carrier vessels shall provide the regional observer with required space, facility and documents for working and living on the vessel, and necessary assistances
- Fishermen are not allowed to prevent, threaten, hamper, interfere or bribe the regional observers to carry out their duties, and shall ask the crews not to do so

¹ Article 6 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

² Article 7 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

3.15.7 MPR3g,h: [Operating systems and processes to] monitor compliance with the control measures; and impose sanctions or corrective action programmes for any non-compliance detected.

Summary – Fishing vessels that tranship SBT in foreign ports shall report FA the arrival date for inspection by the officials¹. Fishing and carrier vessels transhipping SBT at sea shall cooperate with the regional observer for inspection². FA shall mandate the fishing vessels or licensed carrier vessels that violate the regulations for transhipment of SBT to make corrections or improvement within a specified period. FA imposes sanction to the carrier vessels that have been rectified but failed to make corrections, and proposes to the secretary of ICCAT, IOTC, IATTC or WCPFC to revoke the transhipment permit of the carrier vessel³.

Key points

- Fishing vessels that tranship SBT in foreign ports shall report FA the arrival date for inspection by the FA officials
- Fishing and carrier vessels transhipping SBT at sea shall cooperate with the regional observers for inspection
- FA shall mandate the fishing vessels or licensed carrier vessels that violate the regulations for transhipment of SBT to make corrections or improvement
- FA imposes sanction to the carrier vessels that have been rectified but failed to make corrections, and proposes to the Secretariat of RFMOs to revoke the transhipment permit of the carrier vessel

¹ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

² Articles 13 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

³ Article 14 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transhipments in the Three Oceans”

3.16 Transshipment (at sea) Monitoring Program 2 (CCSBT Obligation 3.3 (vi))

The aim of this obligation is to ensure that Members have processes in place to effectively and accurately manage the carry-forward of quota from one year to the next, within the restrictions agreed by the CCSBT.

3.16.1 MPR1: Operating systems and processes are in place to (a) identify and resolve any discrepancies between the fishing vessel's reported catches, CDS documents and the amount of fish counted as transhipped; and (b) 100% supervision of all fish transhipped.

Summary – Fishermen shall apply for the SBT catch document from FA with following forms: the application form, catch reporting form verified by TTA, SBT transshipment form for carrier vessels, and catch tagging form ¹. When receiving the application for the certification of SBT catch reporting record for the fishing vessel, TTA shall check the location of the vessel that captures the SBT and the catch reporting records for certainly validating the origin of SBT caught; FA then issues the catch documents for SBT after verifying the catch records ². Seasonal targeting and bycatch vessels can use only two designated foreign ports (Port Cape Town of South Africa and Port Louis of Mauritius) for transshipments, and shall report the arrival date for inspection by the FA officials ³. For transshipping SBT at sea, the captain or fishermen shall submit application forms and obtain approval from FA 24 hours before the transshipment (excluding holidays) ⁴. Fishing and carrier vessels transshipping SBT at sea shall cooperate with the observer assigned by IOTC or ICCAT for inspection ⁵.

Key points

- When receiving the application for the certification of SBT catch reporting record for the fishing vessel, TTA shall check the location of the vessel that captures the SBT
- For transshipping SBT at sea, the captain or fishermen shall submit application forms and obtain approval from FA 24 hours before the transshipment occurs
- Fishing and carrier vessels transshipping SBT at sea shall cooperate with the observer assigned by IOTC or ICCAT for inspection

¹ Article 4 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

² Article 5 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

³ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

⁴ Article 8 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

⁵ Articles 13 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.16.2 MPR2: Operating systems and processes are in place to allow any CDS forms for domestically landed SBT that were transhipped at sea to be validated at the time of landing.

Summary – For transshipping SBT at sea, the captain or fishermen shall submit application forms and need to obtain approval from FA 24 hours (excluding holidays) before the transshipment occurs¹. Fishing and carrier vessels transshipping SBT at sea shall cooperate with the observer assigned by IOTC or ICCAT for inspection². Fishing and carrier vessels can use only the designated fishing port of Cianjhen in Kaohsiung for domestic landing, and shall report the arrival date for inspection by the officials assigned by FA³.

Key points

- For transshipping SBT at sea, the captain or fishermen shall submit application forms and obtain approval from FA 24 hours before the transshipment
- Fishing and carrier vessels transshipping SBT at sea shall cooperate with the observer assigned by IOTC or ICCAT for inspection

¹ Article 8 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

² Articles 13 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

³ Article 11 of the “Regulations for Fishing Vessels Fishing for Southern Bluefin Tuna in the Three Oceans”

3.17 Transshipment (at sea) Monitoring Program 3 (CCSBT Obligation 3.3 (vii))

The aim of this obligation is to ensure that Members have processes in place to effectively and accurately manage the carry-forward of quota from one year to the next, within the restrictions agreed by the CCSBT.

3.17.1 MPR1: Rules, systems and procedure to ensure all transhipped product is accompanied by signed Transshipment Declaration until the first point of sale.

Summary – When transshipping SBT in port, the captain or fishermen shall submit application forms and obtain approval from FA before the transshipment occurs. The application forms should be submitted 24 hours before the transshipment (excluding holidays) when there is a plan to tranship SBT at sea ¹. Fishermen shall apply for the catch monitoring document from FA with following documents, application form, catch reporting documents verified by TTA, documents of SBT transshipment by carrier vessels, and catch tagging form ², which ensures that all transhipped product is accompanied by signed Transshipment Declaration until the first point of sale.

Key points

- The captain or fishermen shall submit application forms and obtain approval from FA before the transshipment occurs. Fishermen shall submit application forms 24 hours before the transshipment (excluding holidays) when transshipping SBT at sea
- Fishermen shall apply for the catch monitoring document from FA with following documents, application form, catch reporting documents verified by TTA, documents of SBT transshipment by carrier vessels, and catch tagging form

¹ Article 8 of the “Regulations for Deep Sea Tuna Longline Vessels and Carrier Vessels Engaging in Transshipments in the Three Oceans”

² Article 4 of the “Operation Directions for Application and Issuance of CCSBT SBT Catch Document”

3.18 Annual Reporting to the Compliance Committee (CCSBT Obligation 6.5)

The aim of this obligation is to ensure that Members have processes in place to ensure information and reports are submitted to the CCSBT in a timely fashion.

3.18.1 MPR1: Submit information and report electronically to Executive Secretary at least 4 weeks before the annual Compliance Committee meeting.

Summary – Taiwan has submitted the national report, percentage of the national quota used, coverage rate of observers, reporting rate of VMS, SBT catch transhipped at sea, and a list of active carrier vessels electronically to the Executive Secretary four weeks before the annual Compliance Committee meeting^{1,2,3}.

¹ Report to the Compliance Committee and the Extended Commission. CCSBT–CC/1310/SBT Fisheries – Taiwan.

² Review of Taiwan SBT Fishery of 2011/2012. CCSBT-ESC/1309/SBT Fisheries-Taiwan

³ National Report of Taiwan: Ecologically Related Species in the Taiwanese Southern Bluefin Tuna Fishery 2011-2012. CCSBT–ERS/1308/SBT Fisheries – Taiwan.

3.18.2 MPR 2: The report for the previous calendar year must (a) include the quantities of SBT transhipped; (b) list the LSTLVs on the CCSBT Authorised Vessel List that transhipped; (c) analyse the observers reports received including assessing the content and conclusions of the reports of observers assigned to carrier vessels.

Summary – The National Report that Taiwan submitted for 2013 includes the quantity of SBT transhipped, a list of LSTLVs on the CCSBT Authorised Vessel List transhipping SBT and an analysis of the observers reports that assesses the content and makes conclusions for the observers assigned to the carrier vessels^{1,2}. The observer reports contain actual time and location of the transhipment, species caught, weight, and relevant verified information. FA then uses such information to cross-check the catch records submitted by the fishing vessels, which enhances the management efficiency¹.

Key points

- The National Report of Taiwan for 2013 includes the quantity of SBT transhipped, a list of LSTLVs on the CCSBT Authorised Vessel List that transhipped SBT and an analysis of the observers reports that assesses the content and makes conclusions

¹ Report to the Compliance Committee and the Extended Commission. CCSBT–CC/1310/SBT Fisheries – Taiwan.

² Review of Taiwan SBT Fishery of 2011/2012. CCSBT-ESC/1309/SBT Fisheries-Taiwan

4 Phase 2 Member site visit

The objectives of the Member site visit was to verify the extent that systems and processes described in documentation and records provided in Phase 1 and Phase 1 extension are fully implemented and consistent with the procedure described by the Member. The site visit determines the effectiveness of the processes and activities in ensuring that Members meet their obligations specific to the MPR's covered by the scope of the QAR.

The report for Taiwan consists only of a Phase 1 QAR.

However, due to the close proximity of the review team to the FA offices, the consultation component of the Phase 1 review consisted of a physical meeting rather than a conference call.

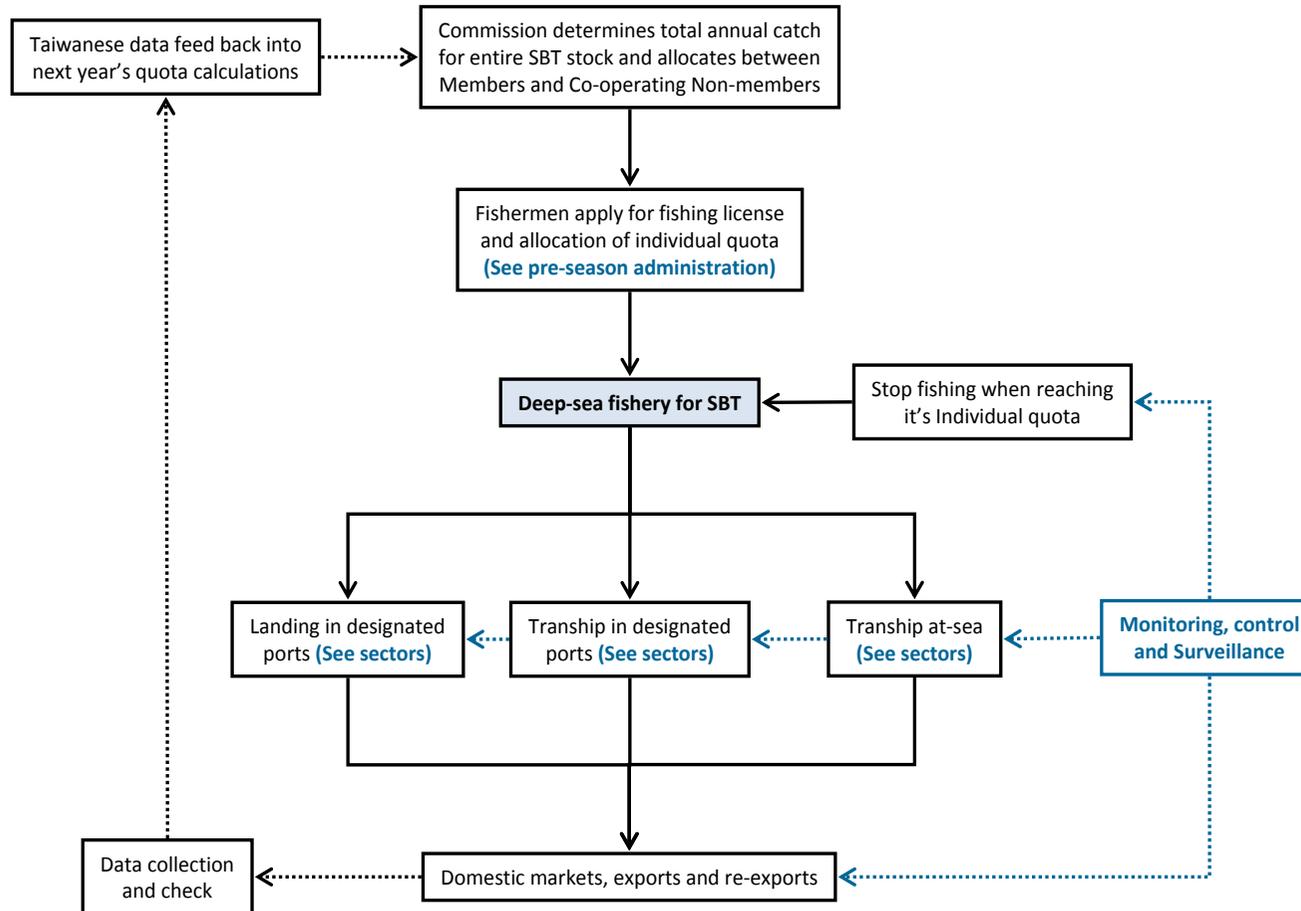
The meeting took place on May 23rd, 2014. There was also a correspondence by e-mail prior and post the meeting with exchange of information.

The meeting started from 2pm and ended at 5:40 pm. Attendees for the meeting are as follows:

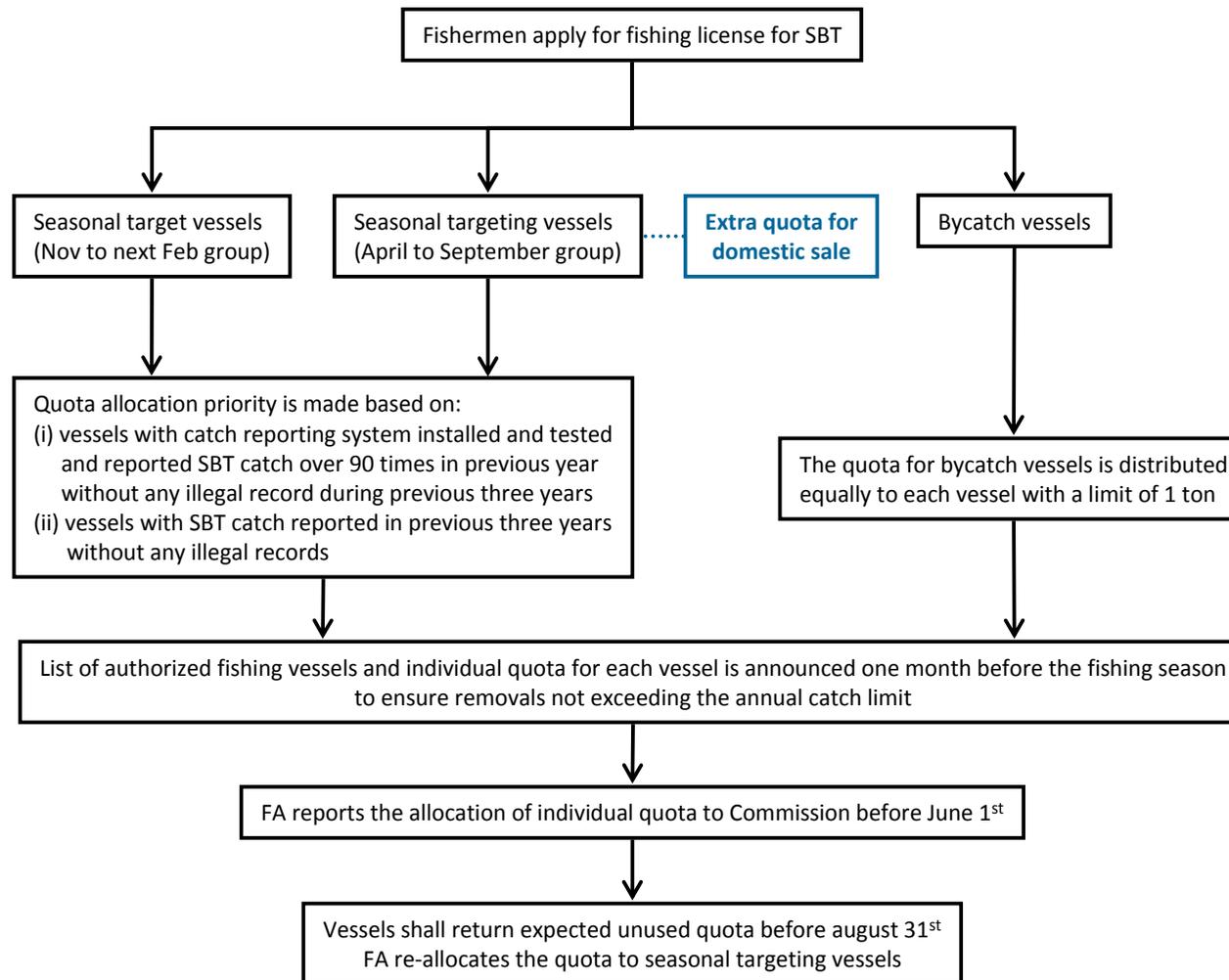
1. Ms. Shiu-Ling Lin, Deputy Director of the Deep Sea Fisheries Division of FA
2. Mr. Lan-Long Yu, Specialist of the Deep Sea Fisheries Management Section of the Deep Sea Fisheries Division of FA
3. Ms. Chiu-Fen Chen, Associate Technical Specialist of the Application & Public Service Center of the Deep Sea Fishery Research and Development Center of FA
4. Ms. Ho-Hsin Kung, Assistant of the International Fisheries Section of the Deep Sea Fisheries Division of FA
5. Ms. Dung-Chu Wei, Assistant of the Deep Sea Fisheries Management Section of the Deep Sea Fisheries Division of FA
6. Dr. Nan-Jay Su, Fishery Assessor contracted by SAI
7. Mr. Arthur Fu, Supported Assessor from SAI

5 Member Process Flow Maps

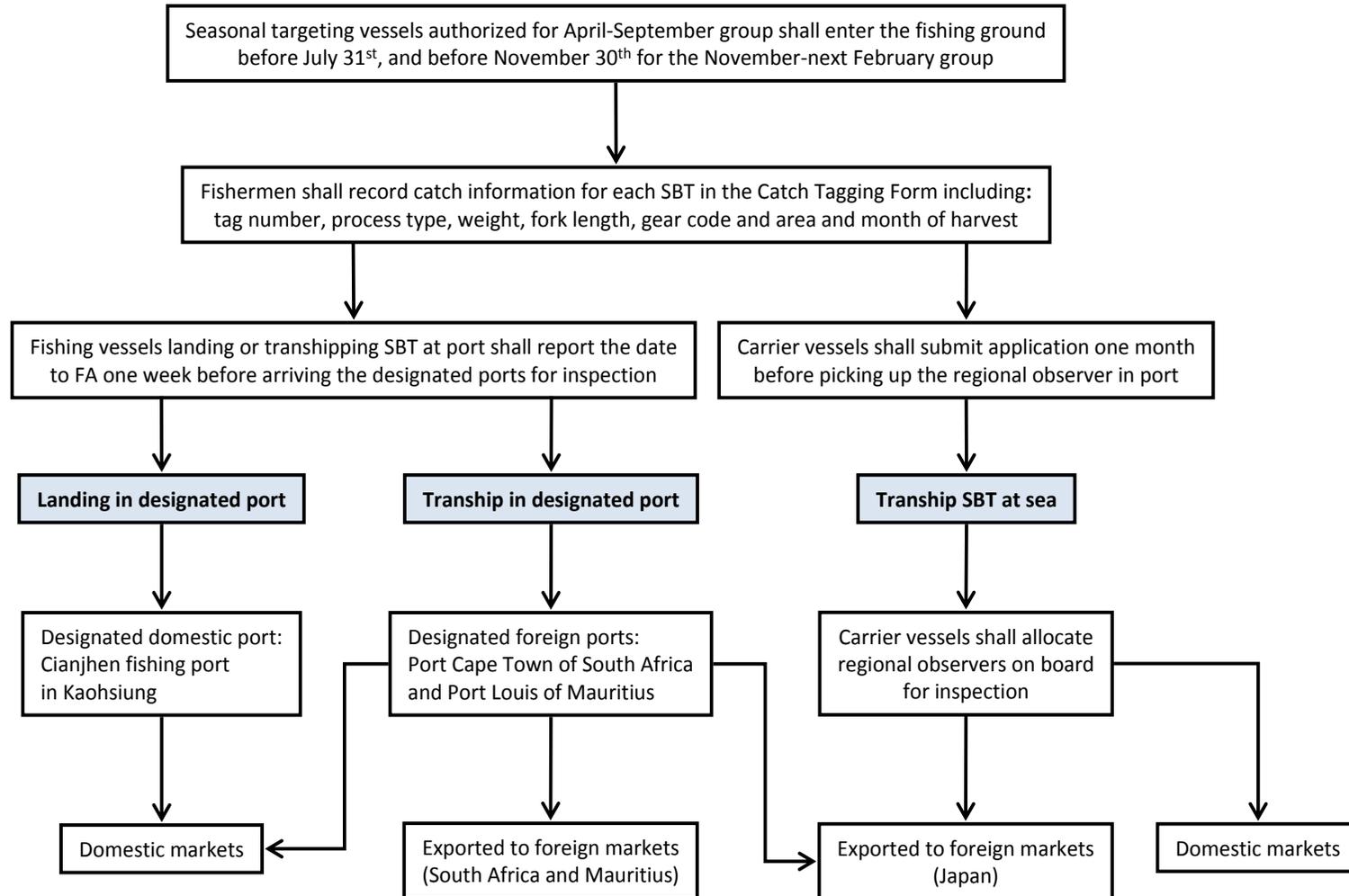
- Overview



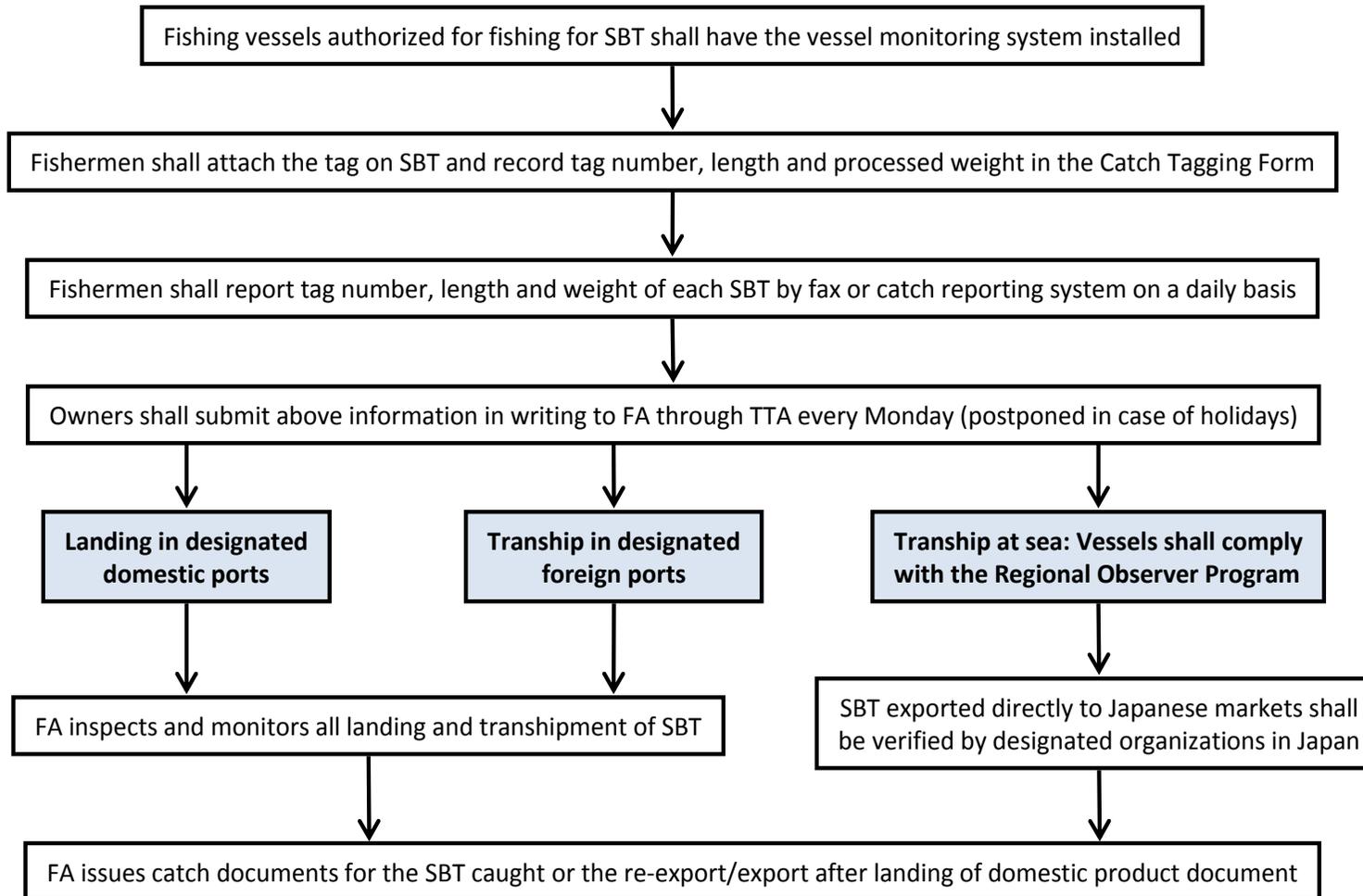
- Pre-season administration



- Sectors (include each relevant sector – dependent on Member)



- Monitoring, control, enforcement & sanctions



6 Management System Effectiveness

Generally, the Phase 1 outcome is that Taiwan's SBT fishery management systems meets the CCSBT minimum performance requirements outlined in **Section 3**. There is a clearly established documentation system for allocation of SBT and the CCSBT CDS is implemented and appears to be functioning according to requirements. Evidence received and discussions at the consultation meeting provide good verification that the systems are in place and are effective. The review team have requested further evidence on a number of areas, and have received (July 8th, 2014) additional information requested during the consultation meeting, which allows further verification of the effectiveness of the system.

Utilising information provided by Taiwan during the consultation as well as the information provided by a review of the available documentation, a strengths, weaknesses, opportunities and threats (SWOT) analysis has been conducted. **Table 5** shows the strengths, weaknesses and threats (risks) identified by this process, whilst the recommendations (opportunities) of the SWOT are displayed in **Section 7**.

The effectiveness of the system that ensures the SBT TAC allocation and its use does not exceed the CCSBT AC appears appropriate. In recent years from 2011 to 2013, Taiwan's ASBTC reported has not exceeded the CCSBT AC. The SBT quota is distributed under an individual quota system to each registered fishing vessel before the start of fishing season.

Vessel masters must report SBT catch information by fax or through the catch reporting system to the vessel owner on a daily basis, and submit catch reports for last week (weekly catch reports) to FA every Monday, which ensures all relevant fishery information on a shot by shot basis to be collected. Weekly catch reports are cross-checked with the logbooks data during the landing or transhipment. All mortalities including retained commercial catch and discards must be recorded and reported in weekly catch reports and logbooks.

Fishing and carrier vessels must land or tranship SBT in designated foreign ports in South Africa and Mauritius or domestic ports in Kaohsiung for the inspection by FA officials. Fishing vessels transhipping SBT at sea must comply with the regional observer program (ROP) requirements and inspection. CDS scheme is implemented in place for every landing and transhipment until the first point of sale. Officials **cross-check weekly catch reports against logbooks and trading information**.

Robust laws and regulations with sanction system have been established by Taiwan to manage the SBT fishery. Specific regulations on SBT fishing, transhipment, and catch document issuing are well established to supplement the CDS. Particularly, functioning VMS is a mandatory requirement to every seasonal targeting or bycatch vessels fishing for SBT. Most of fishing and carrier vessels have 1 or 2 spare VMS.

Table 5 Strengths, weaknesses, opportunities and threats (SWOT) analysis conducted for Taiwan's systems determining compliancy to CCSBT Minimum Performance requirements (MPR's)

STRENGTHS

a) Strengths associated with Taiwan's SBT fishery and associated management in relation to CCSBT's MPRs

| Obligation | MPR | Strengths |
|------------|----------|---|
| 1.1 (i) | 1 | <ul style="list-style-type: none"> Taiwan's SBT fishery management system requires the national TAC to be set in line with CCSBT AC Taiwanese reported ASBTC has not exceeded the CCSBT AC in recent years (2011 to 2013) |
| | 2a (i) | <ul style="list-style-type: none"> Quota is distributed by an established individual quota system to each registered fishing vessel before the start of fishing season Unused quota is required to return before August 31st, and re-allocated by FA to seasonal targeting fishing vessels |
| | 2a (ii) | <ul style="list-style-type: none"> Vessel masters must report catch information by fax or through the catch reporting system to the vessel owner on a daily basis Mandatory logbooks ensure all relevant fishery information on a shot by shot basis to be collected |
| | 2a (iii) | <ul style="list-style-type: none"> Vessel masters or owners are required to submit reports for last week (weekly catch reports) to FA on every Monday Weekly catch reports are cross-checked with the logbooks data during the landing or transhipment |
| | 2b | <ul style="list-style-type: none"> All mortalities including retained commercial catch and discards must be recorded and reported in weekly catch reports and logbooks by the fishermen |
| | 2c (i) | <ul style="list-style-type: none"> Fishing and carrier vessels must land or tranship SBT in designated foreign or domestic ports for inspection by FA officials Fishing vessels transhipping SBT at sea must comply with the regional observer program (ROP) requirements and inspection CDS scheme is implemented in place for every landing and transhipment until the first point of sale There is an established observer program. However, observer coverage is less than 5% in 2011 due to the threat of Somalia piracy, but over 30% in 2012, which exceeds the CCSBT target of 10% coverage |
| | 2c (ii) | <ul style="list-style-type: none"> Not applicable – Taiwan does not farm SBT |
| | 3 | <ul style="list-style-type: none"> Taiwan submits SBT catch data for the last calendar year (January 1st to December 31st) to the CCSBT Secretariat before April 30th |
| | 4 | <ul style="list-style-type: none"> Taiwan has established robust laws and regulations with sanction system to manage the SBT fishery Functioning VMS is a mandatory requirement to every seasonal targeting or bycatch vessels fishing for SBT Specific regulations on SBT fishing, transhipment, and catch document issuing are fully established to supplement the CDS |
| 1.1 (iii) | 1a | <ul style="list-style-type: none"> Taiwan used the quota carry-forward procedure in 2013, and correctly submitted a report to the CCSBT Secretariat on May 27th, 2013 |
| | 1b | <ul style="list-style-type: none"> Taiwan submits annual catch limit that is allocated to each fishing vessel to the CCSBT secretariat before June 1st every year |
| 2.3 | (i) | <ul style="list-style-type: none"> Taiwan submits regularly the list of carrier vessels that are authorized to |

| | | |
|--------------------|---------------|--|
| | | receive at-sea transshipments from its LSTLVs |
| 3.1 (i-v) | 1a | <ul style="list-style-type: none"> FA announces the regulation publicly, and informs fishermen and operators through Taiwan Tuna Association, which is considered more efficient way for management |
| | 1b | <ul style="list-style-type: none"> Catch Monitoring Form (CMF) is required for all SBT transshipments |
| | 1c | <ul style="list-style-type: none"> Vessel masters are the certifier for the Catch Tagging Form (CTF) |
| | 1d | <ul style="list-style-type: none"> Not applicable – Taiwan does not farm SBT |
| | 1e | <ul style="list-style-type: none"> FA officials verify the certification procedures when landing or transshipping SBT at ports |
| | 2 | <ul style="list-style-type: none"> Not applicable – All SBT catch accompany with CDS documents |
| | 3 | <ul style="list-style-type: none"> Fishermen should attach any SBT using tags with unique series number assigned by FA |
| 3.1 (vi) | 1 | <ul style="list-style-type: none"> Taiwan has enacted management regulations to ensure only carrier vessels authorized are permitted to receive at-sea transshipments |
| | 2 | <ul style="list-style-type: none"> Taiwan has fully established rules to manage SBT fishery |
| 3.1 (vii-ix) | 1-3 | <ul style="list-style-type: none"> The CDS forms currently used by Taiwan are in accordance with CCSBT without any modification |
| 3.1 (x-xii) | 1a-1e | <ul style="list-style-type: none"> Taiwan has established and implemented procedures to ensure that CCSBT Catch Tagging Program requirements are met |
| 3.1 (xiii – xviii) | 1-2 | <ul style="list-style-type: none"> It is not allowed to issue SBT catch documents to the fishermen who use tags without unique series number assigned by FA Tags shall be attached firmly on the fish until the first point of landing FA officials supervise and inspect all landing and transshipment of SBT in both foreign and domestic ports |
| 3.1 (xix-xxi) | 1a-1f & 2 | <ul style="list-style-type: none"> Signing and dating the required fields is required to certify each CDS form The CDS form is certified by vessel masters and validated by FA officials FA informs regularly the Executive Secretary of all validators details |
| 3.1 (xxii – xxv) | 1a-1d & 2a-2b | <ul style="list-style-type: none"> All SBT transshipped, landed as domestic product, exported, imported or re-exported shall accompany validated CDS documents FA officials check accuracy of information at ports to ensure every CDS document is complete, valid and contains no obviously incorrect information by cross-checking data on the form |
| 3.1 (xxvi) | 1 | <ul style="list-style-type: none"> Taiwan has properly stored all the catch documents in hard copies in a secure location of the FA office |
| 3.1 (xxvii-xxviii) | 1-2 | <ul style="list-style-type: none"> Taiwan submits copies of all completed CDS documents to the Executive Secretary in accordance with the CCSBT required timeframes Taiwan provides CTF information to the Executive Secretary using the electronic Data Provision Form |
| 3.1 (xxix – xxxi) | 1, 2a-2f & 3 | <ul style="list-style-type: none"> FA officials validated and vessel masters certified the CDS document to ensure verification procedure is carried out properly FA officials check all SBT landing and transshipment at ports to ensure that no SBT is accepted without validated documentation |
| 3.3 (i-v) | 1a | <ul style="list-style-type: none"> Owners of the LSTLV shall obtain authorization documents prior to the transshipment occurring |
| 6.5 | 1 | <ul style="list-style-type: none"> Taiwan submits reports electronically within the timeframe every year |
| | 2 | <ul style="list-style-type: none"> Taiwan submits reports electronically within the timeframe every year |

b) Weaknesses associated with Taiwan's SBT fishery and associated management in relation to CCSBT's MPRs

WEAKNESSES

| Obligation | MPR | Weaknesses |
|--------------------|---------------|---|
| 1.1 (i) | 1 | <ul style="list-style-type: none"> There have been historical discrepancies between ASBTC and AC/TAC |
| | 2a (i) | <ul style="list-style-type: none"> None specific to this MPR for quota allocation. |
| | 2a (ii) | <ul style="list-style-type: none"> Captains report processed SBT weight based on a calculated yield factor, and therefore actual removals is an estimate. Discards are mandatory to be recorded in weekly catch reports, but might be a rough estimate as the fish is not actually weighed or measured precisely by the fishermen |
| | 2a (iii) | <ul style="list-style-type: none"> None identified. (Captains report catch information on a daily basis, weekly reports are made. Coastal vessels are not authorized for SBT). |
| | 2b | <ul style="list-style-type: none"> The mortality due to discards is hard to estimate because it is not well quantified or precisely reported by fishermen |
| | 2c (i) | <ul style="list-style-type: none"> The observer coverage is sometimes low |
| | 2c (ii) | <ul style="list-style-type: none"> Not applicable – Taiwan does not farm SBT |
| | 3 | <ul style="list-style-type: none"> None specific to the requirement |
| | 4 | <ul style="list-style-type: none"> There are clear allowances beyond which sanctions apply to vessels that catch above 5% of allocation (seasonal targeting) and 10% for bycatch vessels. Seasonal targeting vessels must stop operating and leave fishing grounds once they reach their annual quota. However, the extent to which discarding is used to allow bycatch vessels to continue operating is uncertain, and estimates of discard mortality are likely to be imprecise. |
| 1.1 (iii) | 1a | <ul style="list-style-type: none"> None specific |
| | 1b | <ul style="list-style-type: none"> None specific – Refer to threats |
| 2.3 | (i) | <ul style="list-style-type: none"> None specific – Taiwan submits the list regularly |
| 3.1 (i-v) | 1a | <ul style="list-style-type: none"> None specific to this requirement |
| | 1b | <ul style="list-style-type: none"> None specific |
| | 1c | <ul style="list-style-type: none"> None specific |
| | 1d | <ul style="list-style-type: none"> Not applicable – Taiwan does not farm SBT |
| | 1e | <ul style="list-style-type: none"> None specific |
| | 2 | <ul style="list-style-type: none"> Not applicable – All SBT catch accompany with CDS documents |
| | 3 | <ul style="list-style-type: none"> None specific |
| 3.1 (vi) | 1 | <ul style="list-style-type: none"> None specific – Taiwan has enacted management regulations |
| | 2 | <ul style="list-style-type: none"> None specific |
| 3.1 (vii–ix) | 1-3 | <ul style="list-style-type: none"> None specific |
| 3.1 (x-xii) | 1a-1e | <ul style="list-style-type: none"> None specific. Any SBT caught by Taiwan needs to be tagged |
| 3.1 (xiii – xviii) | 1-2 | <ul style="list-style-type: none"> None specific |
| 3.1 (xix-xxi) | 1a-1f & 2 | <ul style="list-style-type: none"> None specific |
| 3.1 (xxii – xxv) | 1a-1d & 2a-2b | <ul style="list-style-type: none"> None specific. FA officials check accuracy of information at ports |
| 3.1 (xxvi) | 1 | <ul style="list-style-type: none"> None specific |
| 3.1 (xxvii-xxviii) | 1-2 | <ul style="list-style-type: none"> None specific |

| | | |
|-------------------|-------------|--|
| 3.1 (xxix – xxxi) | 1, 2a-2f &3 | <ul style="list-style-type: none">• None specific. CDS is validated and certified by different individuals |
| 3.3 (i-v) | 1a | <ul style="list-style-type: none">• None specific. Authorization is required prior to the transshipment |
| 6.5 | 1 | <ul style="list-style-type: none">• None specific |
| | 2 | <ul style="list-style-type: none">• None specific |

c) Risks (threats to compliance) associated with MEMBER's SBT fishery and associated management in relation to CCSBT's MPRs

RISKS (THREATS)

| Obligation | MPR | Risks (Threats) |
|--------------|----------|--|
| 1.1 (i) | 1 | <ul style="list-style-type: none"> None specific to this MPR. Reported ASBTC has been below national AC in recent years (2011-2013) |
| | 2a (i) | <ul style="list-style-type: none"> None specific to the requirement |
| | 2a (ii) | <ul style="list-style-type: none"> Discard totals may be inaccurate as they are estimates only, although this is permitted by the CCSBT MPRs - 'Discard mortality (numbers and/or estimated weight)'. <ul style="list-style-type: none"> SBT are not weighed as they are caught, which means there is potential for inaccuracy in fishery removal estimates |
| | 2a (iii) | <ul style="list-style-type: none"> None identified to this MPR. All authorized fishing vessels are required to submit weekly catch reports to FA on every Monday |
| | 2b | <ul style="list-style-type: none"> The potential is high for under-reporting of discards of SBT because weighing or measuring of the fish caught may not actually be conducted by vessel crews |
| | 2c (i) | <ul style="list-style-type: none"> Although observer coverage was above CCSBT targets in 2012, it has been low and in combination with no at-sea inspections could lead to non-compliance by individual vessels. The threat is one of a welfare issue due to Somalia piracy |
| | 2c (ii) | <ul style="list-style-type: none"> Not applicable – Taiwan does not farm SBT |
| | 3 | <ul style="list-style-type: none"> None specific to the requirement |
| | 4 | <ul style="list-style-type: none"> There is a possibility that catch might be misidentified or misreported when transshipping SBT at sea due to the difficulty of weighting the fish. However, Taiwan has commissioned the third parties in Japan to conduct examinations for SBT catch that is transhipped at sea and exported directly to the Japanese markets. The potential for discarding to prolong the ability of some vessels to fish, particularly bycatch vessels (see weaknesses, above), may encourage both increased discarding and under-reporting of discarding. However, the bycatch rate of SBT is relatively low for bycatch vessels, hence this is highlighted as a 'potential' risk. |
| 1.1 (iii) | 1a | <ul style="list-style-type: none"> None specific to the requirement |
| | 1b | <ul style="list-style-type: none"> None specific |
| 2.3 | (i) | <ul style="list-style-type: none"> None specific. Taiwan submits the list regularly |
| 3.1 (i-v) | 1a | <ul style="list-style-type: none"> None specific to this requirement |
| | 1b | <ul style="list-style-type: none"> None specific. CMF is required for all SBT transshipments |
| | 1c | <ul style="list-style-type: none"> None specific. Vessel masters certify the Catch Tagging Form |
| | 1d | <ul style="list-style-type: none"> Not applicable – Taiwan does not farm SBT |
| | 1e | <ul style="list-style-type: none"> None specific |
| | 2 | <ul style="list-style-type: none"> Not applicable – All SBT catch accompany with CDS documents |
| | 3 | <ul style="list-style-type: none"> None specific. FA officials check the tags and the data submitted |
| 3.1 (vi) | 1 | <ul style="list-style-type: none"> None specific |
| | 2 | <ul style="list-style-type: none"> None specific |
| 3.1 (vii-ix) | 1-3 | <ul style="list-style-type: none"> None specific. The CDS forms have no modification |
| 3.1 (x-xii) | 1a-1e | <ul style="list-style-type: none"> None specific |
| 3.1 (xiii – | 1-2 | <ul style="list-style-type: none"> None specific. FA officials supervise and inspect all landing and |

| | | |
|--------------------|---------------|--|
| xviii) | | transshipment of SBT in both foreign and domestic ports. Regional observers from ICCAT or IOTC supervise and inspect at sea transshipment |
| 3.1 (xix-xxi) | 1a-1f & 2 | <ul style="list-style-type: none"> • None specific. FA informs the Executive Secretary of details for all validators |
| 3.1 (xxii – xxv) | 1a-1d & 2a-2b | <ul style="list-style-type: none"> • None specific |
| 3.1 (xxvi) | 1 | <ul style="list-style-type: none"> • None specific |
| 3.1 (xxvii-xxviii) | 1-2 | <ul style="list-style-type: none"> • None specific |
| 3.1 (xxix – xxxi) | 1, 2a-2f & 3 | <ul style="list-style-type: none"> • None specific |
| 3.3 (i-v) | 1a | <ul style="list-style-type: none"> • None specific. Owners of the LSTLV shall obtain authorization documents prior to the transshipment occurring |
| 6.5 | 1 | <ul style="list-style-type: none"> • None specific to the requirement |
| | 2 | <ul style="list-style-type: none"> • None specific to the requirement |

7 Recommendations for Improvement

Based on the SWOT analysis in **section 6** and review of the effectiveness of management systems against the CCSBT minimum performance requirements in **Section 3**, the review team has provided recommendations for improvement of Taiwan's SBT fishery management systems in **Table 6**. The key recommendations proposed by the QAR are:

- Data from scientific observers should be reviewed and cross-checked with daily logbooks and weekly catch reports routinely.
- The reporting rate of discard should be reviewed and these estimates should be cross-checked with the data from regional observer program (ROP) to investigate any disparities.
- Further to this, Taiwan has dispatched scientific observers during the whole fishing season. It is suggested to estimate the proportion of discards to retained SBT catch for each month. This could be used to better estimate the discard mortality.
- The validation system that cross-checks weekly catch reports, logbooks and the trading information from Japanese markets should be assessed routinely to ensure the effectiveness of the management system.
- The priority of dispatching an observer on board to a fishing vessel could base on the catch reporting accuracy of fishing vessels.
- It is suggested to continue to dispatch patrol boats to inspect fishing and carrier vessels that fish for or tranship SBT at sea, under no safety concern about the Somalia piracy threat.

Table 6 Recommendations (opportunities) identified by the strengths, weaknesses, opportunities and threats (SWOT) analysis conducted for Taiwan's systems determining compliancy to CCSBT MPRs

OPPORTUNITIES (RECOMMENDATIONS)

| Obligation | MPR | Recommendations |
|--------------------|-----------|--|
| 1.1 (i) | 1 | <ul style="list-style-type: none"> None specific to the requirement |
| | 2a (i) | <ul style="list-style-type: none"> None specific to this MPR. An individual quota allocation system to each fishing vessel is well established by Taiwan |
| | 2a (ii) | <ul style="list-style-type: none"> Data from regional observer program should be reviewed and cross-checked with daily logbooks and weekly catch reports routinely Require fishermen to weigh SBT before processing Improve accuracy of discard estimates, or activities that can verify that current estimates are reliable. |
| | 2a (iii) | <ul style="list-style-type: none"> The reporting rate of discard should be estimated and cross-checked with the data from scientific observers |
| | 2b | <ul style="list-style-type: none"> Taiwan has dispatched observers during the entire fishing season. It is suggested to estimate the proportion of discards to retained SBT catch for each month. This could be used to better infer the discard mortality |
| | 2c (i) | <ul style="list-style-type: none"> Observer coverage could be maintained at levels similar in 2012 |
| | 2c (ii) | <ul style="list-style-type: none"> Not applicable – Taiwan does not farm SBT |
| | 3 | <ul style="list-style-type: none"> None specific to this MPR. Taiwan submits SBT catch information to CCSBT every year |
| | 4 | <ul style="list-style-type: none"> Continue to dispatch patrol boats to on board inspect fishing and carrier vessels that fish for or tranship SBT at sea, under no safety concern about the Somalia piracy threat. Increased observer coverage on vessels at or approaching their quota. |
| 1.1 (iii) | 1a | <ul style="list-style-type: none"> None specific to the requirement |
| | 1b | <ul style="list-style-type: none"> None specific. Taiwan has reported revised catch limit and the individual quota allocation to the CCSBT Secretariat before June 1st every year |
| 2.3 | (i) | <ul style="list-style-type: none"> None specific to the requirement |
| 3.1 (i-v) | 1a | <ul style="list-style-type: none"> None specific to the requirement |
| | 1b | <ul style="list-style-type: none"> None specific. CMF is required for all SBT transshipments |
| | 1c | <ul style="list-style-type: none"> None specific |
| | 1d | <ul style="list-style-type: none"> Not applicable – Taiwan does not farm SBT |
| | 1e | <ul style="list-style-type: none"> None specific to the requirement |
| | 2 | <ul style="list-style-type: none"> Not applicable – All SBT catch accompany with CDS documents, and inspected by FA officials |
| | 3 | <ul style="list-style-type: none"> None specific to the requirement. Fishermen shall use tags with unique series number assigned by FA |
| 3.1 (vi) | 1 | <ul style="list-style-type: none"> None specific |
| | 2 | <ul style="list-style-type: none"> None specific |
| 3.1 (vii-ix) | 1-3 | <ul style="list-style-type: none"> None specific. CDS forms used by Taiwan are in accordance with CCSBT without any modification |
| 3.1 (x-xii) | 1a-1e | <ul style="list-style-type: none"> None specific to the requirement |
| 3.1 (xiii – xviii) | 1-2 | <ul style="list-style-type: none"> None specific to the requirement |
| 3.1 (xix-xxi) | 1a-1f & 2 | <ul style="list-style-type: none"> None specific to the requirement. CDS is certified by vessel masters and validated by FA officials |

| | | |
|--------------------|---------------|--|
| 3.1 (xxii – xxv) | 1a-1d & 2a-2b | <ul style="list-style-type: none"> • None specific to the requirement. FA officials check accuracy of information at ports to ensure every CDS document is complete, valid and contains no obviously incorrect information by cross-checking data |
| 3.1 (xxvi) | 1 | <ul style="list-style-type: none"> • None specific |
| 3.1 (xxvii-xxviii) | 1-2 | <ul style="list-style-type: none"> • None specific |
| 3.1 (xxix – xxxi) | 1, 2a-2f & 3 | <ul style="list-style-type: none"> • None specific to the requirement. FA officials check all SBT landing and transshipment at ports to ensure that no SBT is accepted without validated documentation |
| 3.3 (i-v) | 1a | <ul style="list-style-type: none"> • None specific to the requirement |
| 6.5 | 1 | <ul style="list-style-type: none"> • None specific |
| | 2 | <ul style="list-style-type: none"> • None specific |

8 Post Final Report Member Comments

Members are invited to add any final post review comments to the report.

9 Appendices

9.1 Appendix 1: Consultation Process

| Organisation | Person | Action | Date |
|---|---|---|------------------------------|
| FA, Deep Sea Fisheries Division | Ms. Shiu-Ling Lin Ms. Ho-Hsin Kung | Consultation by phone and emails | March to April, 2014 |
| FA, Deep Sea Fisheries Division FA, Deep Sea Fishery Research and Development Center | Ms. Shiu-Ling Lin Mr. Lan-Long Yu Ms. Chiu-Fen Chen Ms. Ho-Hsin Kung Ms. Dung-Chu Wei | Consultation Meeting | May 13 th 2014 |
| FA, Deep Sea Fisheries Division | Ms. Shiu-Ling Lin Ms. Ho-Hsin Kung | Received requested information | May 30 th , 2014 |
| FA, Deep Sea Fisheries Division | Ms. Shiu-Ling Lin Ms. Ho-Hsin Kung | Received requested additional information | July 28 th , 2014 |
| FA, Deep Sea Fisheries Division | Ms. Shiu-Ling Lin Ms. Ho-Hsin Kung | Received comments for the draft report | July 31 st , 2014 |

9.2 Appendix 2: Overview of Obligations and Associated CCSBT Minimum Performance Requirements

Obligation 1.1(i):

For 2012, 2013 and 2014, each Member shall be bound to the Allocated Catch for the respective year as specified below:

| | Allocated Catch (t) | | |
|-------------|---------------------|------|-------|
| | 2012 | 2013 | 2014* |
| Japan | 2519 | 2689 | 3366* |
| Australia | 4528 | 4698 | 5147 |
| New Zealand | 800 | 830 | 909 |
| Korea | 911 | 945 | 1036 |
| Taiwan | 911 | 945 | 1036 |
| Indonesia | 685 | 707 | 750 |

* The allocations shown for 2014 and the proportional allocation shown for Japan are dependent on the TAC for 2014 (these figures assume a TAC of 12,449t) and a compliance review at CCSBT 20 (2013) as described in the Resolution on the Allocation of the Global Total Allowable Catch.

Minimum Performance Requirements for Obligation 1.1(i):

1. Rules in place to ensure that the total “Attributable SBT Catch” (see the note below concerning the Attributable SBT Catch) of each Member does not exceed the Member’s Allocated Catch for the relevant period.

Note on “Attributable SBT Catch”

Until the CCSBT agrees on a single definition, each Member and Cooperating Non-Member must clearly and unambiguously state the definition of its Attributable SBT Catch and these definitions are repeated below. As a minimum, the attributable catch must include all commercial catch landings:

- **Australia: All commercial catch, except catch that is released in a live and vigorous state.**
- **Indonesia: The amount of commercial catch/landing of tagged SBT within its national allocation.**
- **Fishing Entity of Taiwan: Retained commercial catch.**
- **Japan: The amount of SBT put into fish hold of the vessel.**
- **Korea: Commercial landing of SBT.**
- **New Zealand: Within its national allocation New Zealand allows for recreational and customary catch, other sources of fishing mortality and sets a total allowable commercial catch limit.**
- **European Union: Catches landed by commercial vessels**
- **Philippines: The entire catch of SBT including any discards (alive or dead) counted is against its allocation.**

- *South Africa: Any SBT catch that is landed, independently verified by the Department, and counted against the individual right holding company in the tuna and swordfish longline sectors. This does not include SBT that has been released alive, discarded, depredated or confiscated.*

2. Operating systems and processes established to:

- a) Implement annual catching arrangements, including:
 - i. specification of allocations by company, quota holder or vessel,
 - ii. arrangements for daily recording of all catches,
 - iii. weekly reporting of catches by large scale tuna longliners and monthly reporting of catches by coastal fishing vessels.

- b) In accordance with the timeline in the table in the Compliance Policy Guideline document, monitor all **fishing-related mortality of SBT**.

Starting Year for Monitoring of SBT Mortality

| MEMBER | Sources of SBT Mortality | | | | | |
|-------------------|-------------------------------|--|---------------------------------|-----------------------------------|---|--|
| | Commercial Retained Catch (t) | Commercial Discard Mortality (numbers and/or estimated weight) | Commercial Towing Mortality (t) | Non-Commercial Retained Catch (t) | Other Discard Mortality (numbers and/or estimated weight) | Other Sources of Mortality (numbers and/or estimated weight) |
| Australia | now | now | now | now | now | now |
| Indonesia | now | now | N/A | now | now | now |
| Japan | now 2 | now | N/A | N/A | now | now |
| Republic of Korea | now | now | N/A | N/A | now | now |
| New Zealand | now | now | N/A | now | now | now |
| Taiwan | now | now | N/A | N/A | now | now |
| European Union | now | now | N/A | N/A | now | now |
| Philippines | now | now | N/A | N/A | now | now |
| South Africa | now | now | N/A | now | now | now |

Any of the sources of the mortality listed in the table above may or may not contribute to 'Attributable Catch'

- c) Ensure accuracy of the "Attributable SBT Catch", including:
 - i. For fishing Members, a physical inspection regime of SBT caught by the Member's fishing vessel
 - ii. For farming Members, monitoring the accuracy of the stereo video monitoring and adjusting/ re-calibrating where necessary.

3. All fishing-related SBT mortality is reported annually to the Extended Scientific Committee, for incorporation into stock assessment analysis, and to the Commission.

4. Operating systems and processes applied to:
 - a. monitor compliance with annual catching arrangements; and
 - b. impose sanctions or remedies where necessary.
-

Obligation 1.1(ii) applies only to Co-operating Non-Members

Obligation 1.1(iii):

Unless the Extended Commission reduces the TAC or a Member's allocation of the TAC, Members may carry forward up to 20% of their unfished quota to the next quota year within the same three year quota block, but quota that is carried forward may not in turn generate further under-fishing to be carried forward to the following year. Members that decide to adopt the carry-forward procedure for their fishery shall:

- a. Report on their use of the procedure in their annual reports to the Extended Commission, regardless of whether the procedure was in fact used by the Member during that quota year;
- b. If at the beginning of a new quota year, the Member decides to carry forward unfished quota from a previous year, it shall within 60 days of the new quota year, notify the Secretariat of this carry-forward and provide a revised annual available catch limit (i.e. Catch Allocation + carry-forward) for the new quota year

Minimum Performance Requirements for Obligation 1.1(iii):

1. For Members that decide to adopt the carry-forward procedure (regardless of whether carry-forward was used in the particular year):
 - a) Operating systems and processes must be in place to ensure that
 - i. an accurate, verified and robust figure for the final Attributable Catch is available before the notification to the Secretariat of the carry-forward,
 - ii. a report on the adoption and use of the carry-forward procedure, together with documentation on quantification and verification of the total catch is included in each annual report to the Extended Commission;
 - b) The Executive Secretary is formally notified of the catch for the concluded quota year together with the available catch limit (Catch Allocation + carry-forward) for the new quota year within 60 days of the start of the new quota year.

9.3 Appendix 3 – Copies of fishery logbooks & other paperwork

| Appendix | Form |
|----------|--|
| 9.3.1 | Notification of carry-forward of Taiwan's 2012 un-fished quota |
| 9.3.2 | National Report: Review of Taiwan SBT Fishery of 2011/2012 |
| 9.3.3 | Updated list of the carrier vessels sent to the secretariat |
| 9.3.4 | Revised transshipment schedule of a carrier vessel sent to the secretariat |
| 9.3.5 | Updated list of carrier vessels for transshipping SBT at sea |
| 9.3.6 | Updated information for Taiwan's CDS validator |
| 9.3.7 | Submission of Taiwan's CDS data for the 4 th quarter of 2013 |
| 9.3.8 | A sample copy of Catch Monitoring Form used by Taiwan |
| 9.3.9 | A sample copy of Weekly Catch Report used by Taiwan |
| 9.3.10 | A sample copy of At-sea transshipment declaration |