

Commission for the Conservation of
Southern Bluefin Tuna



みなみまぐろ保存委員会

Report of the Eighteenth Meeting of the Compliance Committee

5 - 7 October 2023

Busan, Korea

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Agenda Item 1. Opening of meeting

1.1. Welcome

1. The Chair of the Compliance Committee (CC), Mr Frank Meere, welcomed participants and opened the meeting. The Chair noted that the meeting this year is the first in-person meeting after the COVID-19 pandemic and was pleased to be able to meet in person once again.
2. The Chair reminded the group that the Compliance Committee is entrusted by the Extended Commission (EC) to provide sound management advice on issues relating to compliance and sought the assistance of Members to make sure the group delivered on this task during the consideration of agenda items at this meeting.
3. Members and observers introduced their delegations to the meeting and provided some introductory remarks. The list of participants is shown at **Attachment 1**.

1.2. Adoption of agenda

4. The agenda was adopted. The agenda is provided at **Attachment 2**.
5. The list of documents for the meeting is shown at **Attachment 3**.

1.3. Meeting arrangements

6. The Chair and the Executive Secretary announced the main arrangements for the meeting.

Agenda Item 2. Overview of Compliance with CCSBT Conservation and Management Measures

2.1. Report from the Secretariat

SBT Related Measures

7. The Secretariat presented paper CCSBT-CC/2310/04, which summarised compliance with CCSBT Management Measures by Members. The main points to note from this paper were:
 - Over-catches (Indonesia): Indonesia over-caught its Total Available Catch in both its 2019 and 2020 seasons, resulting in a combined 2019-2020 over-catch of 456.584t. Indonesia is in the process of paying back this over-catch between 2022 to 2026 inclusive.

- Corrective Action Plan (South Africa): The Twenty-Ninth Meeting of the Extended Commission (EC 29) requested that South Africa provide a Corrective Action Plan in advance of CCSBT 30. This paper was not submitted to CCSBT 30.
 - Implementation of CCSBT's Transshipment Resolution Requirements (Indonesia): Indonesia has not met the obligations of the CCSBT's Transshipment Resolution for at-sea transshipments involving SBT conducted by Indonesian longliners with freezing capacity during 2021 and 2022.
 - Other matters (South Africa):
 - Did not attend meetings of the 6th meeting of the Strategy and Fisheries Management Working Group (SFMWG, 2023), the 14th meeting of the Ecologically Related Species Working Group (ERSWG, 2022), the 26th meeting of the Extended Scientific Committee (ESC, 2021), ESC 27 (2022) and ESC 28 (2023);
 - Did not submit its National Report to CC 18 or EC 30 in 2023;
 - Did not submit a National Report to ERSWG 14 (2022) nor to ESC 26, ESC 27 or ESC 28 in 2021, 2022 and 2023 respectively;
 - Did not submit its required Scientific Data Exchange or ERS Data Exchange data for 2021, 2022 and 2023; and
 - Has not submitted its 2022 port inspection reports to the Secretariat within the required 14-day timeframe specified in the '*Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port*', nor notified the reason for the delay within the 14-day timeframe.
 - The European Union (EU) did not attend meetings of SFMWG 6 (2023), ERSWG 14 (2022), ESC 26 (2021), ESC 27 (2022) and ESC 28 (2023) and will not be attending CCSBT 30.
 - The EU has not submitted National Reports to ERSWG 14, ESC 27 and ESC 28.
 - Japan did not meet the requirement to inspect at least 5% of relevant landing / transshipment operations occurring in its designated ports during 2022.
 - Japan did not undertake any scientific observer coverage during 2022. Japan advised that scientific observers could not be dispatched to Japanese vessels targeting SBT in the 2022/2023 season due to the impact of the COVID-19, which did not allow movements of observers from their homes to the ports to board fishing vessels.
 - Korea has persistently not submitted copies of all expected import copies of Catch Documentation Scheme (CDS) documents to the Secretariat.
8. Key responses to issues raised in the Secretariat's paper and related questions from Members were:
- South Africa acknowledged the issues raised in the report from the Secretariat and stated that it is striving to comply with all the requirements of the CCSBT and other Regional Fisheries Management Organisations (RFMOs) but that personnel constraints in recent years had made this a challenge. These constraints have impacted on South Africa's ability to submit the required data and participate in meetings. South Africa advised Members that processes had been put in place in recent months to address

these personnel gaps resulting in the recruitment of a new researcher and catch data monitoring staff. South Africa stated that it is confident that the measures put in place will allow it to complete country reports and deliver a clear Corrective Action Plan with milestones.

- In response to questions from Members and the Chair, South Africa advised that it plans to provide a Corrective Action Plan no later than 31 December 2023, and that this will then be followed by the submission of missing data and country reports.
 - Members noted the importance of submitting country reports as this allows Members to assess performance and the lack of those reports undermines confidence in Member systems. One Member suggested that in future, should a Member not be able to submit its report it should provide a statement explaining the reason for non-submission.
 - Several Members reiterated their previous willingness to offer assistance to South Africa and provide capacity building.
 - Japan advised that the global pandemic prevented the deployment of inspectors to conduct port inspections in 2022 but that inspections had resumed in 2023. Japan was also able to deploy observers on board its vessels in 2023 and anticipates that it will be providing better results to next year's CC.
 - Korea commented that information on the improvements made to CDS issues can be found in its national report and mentioned the development and use of a new website by Korean government agencies that has made it easier to find missing forms. Korea also anticipates that the eCDS will help address some of its CDS issues.
 - Members also noted the reduced engagement from the EU at CCSBT and recommended to the EC that the Executive Secretary reach out to the EU to seek clarification on its long-term interest in CCSBT.
9. The meeting noted the issues raised in the Secretariat paper and the commitments made by Members to resolve their respective issues. The meeting also agreed to recommend to the EC that the Executive Secretary reach out to the EU regarding its interest in this Commission.

ERS Related Measures

10. The Secretariat submitted paper CCSBT-CC/2310/05, which examined the extent to which Members have implemented CCSBT's measures in relation to Ecologically Related Species (ERS) together with Members' performance with respect to ERS commitments found in the Resolution to Align ERS Measures with those of Other RFMOs.
11. It was noted that:
- Indonesia had submitted its 2022 ERSWG Data Exchange (EDE) data but it was received after the report was completed and so not included, and
 - South Africa's observer coverage for 2022 is not known because it has not yet submitted EDE data for 2022.
12. The following points from the report were highlighted:

- Some Members did not achieve the 10% observer coverage and representativeness targets in 2022;
 - The low level or lack of observer coverage and EDE reporting made it impossible to confidently identify trends on overall implementation of ERS measures and performance with respect to ERS; and
 - Where Members' data are available for recent years, higher observed seabird mortality rates were recorded.
13. ACAP expressed concern that the lack of observer coverage in several cases and the lack of reporting in some cases made it impossible to determine the impact of the SBT fishery on seabird populations. ACAP pointed to the ACAP data collection guidelines for observers as a useful tool for observing seabird bycatch mitigation.
 14. Birdlife noted that verification of reported data was also needed, as evidenced by the research presented in Information Paper CCSBT-CC/2310/Info02.
 15. Key comments and issues discussed included that:
 - Australia noted that it has additional information on its efforts in relation to ERS available domestically that is not captured under current CCSBT reporting. The Chair suggested that Australia provide any additional ERS information as part of its country report.
 - South Africa advised that its scientific observer coverage remained high (above 30%) although not reported to CCSBT.
 - HSI queried how the Secretariat might again reflect previous paper CCSBT-CC/2310/05 sentiment of seabirds being the main incidental catch of concern from SBT fisheries, under the situation of low confidence in data, substantial missing information and generally poor ERS-related performance.
 16. Queries were raised regarding the representativeness score, including whether there needs to be a minimum amount of effort in an area before it is included in the representativeness calculation. The Executive Secretary explained that the method for calculating representativeness was agreed in consultation with ERSWG but a review to the current methodology could be included as an agenda item for discussion at the next ERSWG meeting.

2.2. Operation of Compliance Policy Guideline 5 (CPG5)

2.2.1. Report on Notifications Received under CPG5

17. The Secretariat confirmed that it has not received any CPG5 notifications since CCSBT 29 (CCSBT CC/2310/08).
18. Members did not have any CPG5 notifications to report.

2.2.2. Upcoming Review of CPG5

19. Discussion for this sub-agenda item commenced by correspondence in advance of the CC meeting.
20. The Chair advised that paragraph 6 of CPG5 notes that it “should be reviewed after operational difficulties associated with the COVID-19 pandemic have been resolved to incorporate lessons learned during the crisis”. In the pre-meeting

discussion, the Chair asked Members if they agreed to add an item to the CC's 2024 workplan that the Secretariat and Members should review CPG5 including to incorporate lessons learned during the COVID-19 pandemic.

21. The meeting agreed to add the review to the CC's 2024 workplan.

2.2.3. Report on the Number of Unobserved SBT Transhipments at Sea and Actions Taken by Members

22. Discussion for this sub-agenda item commenced by correspondence in advance of the CC meeting.
23. The Secretariat's paper CCSBT-CC/2310/08 reported on any SBT transhipments-at-sea that occurred without a transhipment observer on board due to deployment issues since CCSBT 29. The Secretariat advised that, according to its records, there were no transhipments-at-sea that occurred without a transhipment observer on board in 2022 or the first half of 2023.

2.3. Annual Reports from Members

24. Discussion for this agenda item commenced by correspondence in advance of the CC meeting.
25. The Chair appreciated that most Members provided their annual reports to the CC by the due date this year. The Chair also noted that South Africa did not provide its annual report to this meeting.
26. A summary of comments and key responses to questions during the pre-meeting discussion for Members annual reports is provided below.

Australia

- Australian longline vessels fishing for SBT in areas south of the parallel of latitude 25 degrees South are required to use branch line weighting (or an ACAP approved 'hook shielding device', however these are not in use) and a tori line during daylight hours (a tori line is not required to be deployed when performing fishing operations between the hours of nautical dusk and nautical dawn). The Australian data in CC18-05, Attachment 2, Table 1 reflect these obligations and based on logbook data, the proportion of sets deployed at night. Compliance with these rules is monitored through a combination of electronic monitoring (EM) and compliance operations.
- Australia's EM audit covers a subset of longline fishing activities for SBT (10% of effort) and for some of the years reported in CC18-05 (2019-2022) the audit did not cover the small number of seabird interactions that were recorded by fishers in daily logbooks. The number of seabird interactions recorded by fishers in daily logbooks was 7 in 2019, 11 in 2020, 5 in 2021 and 7 in 2022. Complete EM coverage across all Australian SBT longline vessels together with education and compliance activities has resulted in improvements in the accuracy of seabird interaction reporting by Australian fishers. The Australian Fisheries Management Authority makes public all reported interactions with seabirds and other species classified as under domestic legislation as threatened, endangered and/or protected.
- The reported inspections in Section 1.4 (b) (p21) of Australia's annual report cover both the farm and longline sectors. For additional clarity this includes

13 inspections at sea of catch and tow vessels in the SBT farm sector and 5 in-port inspections on vessels catching SBT in the longline sector.

Indonesia

- The latest seabird bycatch workshop was conducted in 2020 on training to build capacity for data management and for Endangered, Threatened, and Protected (ETP) species management of Longline Tuna Fisheries in Benoa Port - Bali facilitated by the government for fishing and seafood processing companies.
- Indonesia's small-scale / artisanal vessels caught 43t of SBT in 2022.

Japan

- COVID-19 hindered the dispatch of observers in the 2021/2022 and 2022/2023 seasons, making it impossible for Japan to report observer data, including data related to seabirds. For the 2023/2024 season, Japan resumed its dispatch of observers, aiming at 10% coverage. Using logbook data to report ERS interactions significantly changes the current reporting system in CCSBT and would need to be further examined in CCSBT.
- Japan considers that the combination of the newly initiated port inspections and the observer dispatches that resumed in April 2023 will improve the level of independent monitoring of the use of mitigation measures at sea, resulting in a better evaluation of the effect of its corrective actions.

Korea

- Korea's budget for inspection and inspectors is limited so it has been using its limited resources in port inspections and landing site monitoring in recent years. It will explore the possibility of conducting at-sea-inspections in the long term.
- Korea's domestic law, Distant Water Fisheries Development Act, requires Korean fishing vessels to comply with all measures adopted by RFMOs. It believes that some parts of its NPOA-Seabirds and NPOA-Shark may need to be updated as they were introduced quite a long time ago. It will have internal consultations and review the NPOAs in the near future, if not this year.

New Zealand

- New Zealand is currently reviewing domestic requirements for seabird mitigation in the surface longline fleet, and there is an ongoing commitment to reduce the mortality of seabirds (and other protected species) in New Zealand fisheries towards zero.
- The ERSWG Data Exchange does not require Members to report on hook pod usage. Hook pods were in use in New Zealand's domestic surface longline fleet in the Oct 2021/22 fishing year but their use was not widespread (fishers reported using hook pods on 100% of hooks in 0.7% of fishing events in the Oct 2021/22 fishing year).
- New Zealand will continue to monitor seabird interactions and the effectiveness of mitigation requirements, particularly once the review of the domestic seabird mitigation regulations for surface longline is completed. New Zealand's domestic surface longline vessels are also scheduled for the rollout of cameras in January 2024, this will improve the monitoring of at-sea fishing activity. New Zealand will review future management as required.

- A range of factors may have contributed to the decline in recreational fishing vessel numbers, including the COVID-19 pandemic and weather-related impacts. Amateur charter vessel catch has also increased which could indicate a shift from private recreational fishing to charter boat fishing.
- New Zealand recreational fishers have had increased success catching SBT from a range of ports in 2022, particularly in the north of New Zealand. This is likely reflective of an expansion of the range of juvenile SBT due to changes in ocean conditions and increased recruitment.
- The New Zealand inshore fishery targeted in its rollout of EM includes the surface longline fleet that targets SBT. Small levels of SBT bycatch also occur in the large-scale vessel fishery however EM is not being considered for those vessels because of operational constraints.
- New Zealand has not changed its allocation allowances for its recreational fishery yet, despite the fishery growing and exceeding expectations. It is considering whether to change it for next year.

Taiwan

- The National Plan of Control and Inspection for Fisheries (NPCI) has been implemented by Taiwan since 2016 and it was later amended in 2019. Besides the NPCI, the current execution of Taiwan's fisheries management (including MCS) is to bring domestic laws in line with the RFMOs' regulations in the Pacific, Atlantic and Indian Oceans, which is for the purpose of protecting the resources and sustaining the development of fisheries.
- The increase in discards recorded by the Taiwanese SBT fishery in 2022 could be due to the improvement of the quality of discard information collected from both scientific observers and Taiwanese commercial longline vessels. Taiwan will continue to improve the quality of SBT discard information collection.
- During the 2022/2023 fishing season, Taiwan's fishing vessels encountered 59 at sea-inspections and 49 of them are confirmed to have had no infringement. The other 10 are still being investigated.
- Taiwan will invite individual experts and scholars to conduct a renewal plan of its NPOA- Seabirds and NPOA-Sharks.

2.4. Assessment of compliance with CCSBT management measures

27. The Secretariat presented paper CCSBT-CC/2210/06 on Review of Implementation of Indonesia's and South Africa's Corrective Actions.
28. The Chair then invited Indonesia to present its update on the implementation of its payback plan. Indonesia's report is provided in full at **Attachment 4**.
29. In response to questions, Indonesia advised that:
 - It would need to consult with colleagues to provide figures on the number of carrier vessels with EM. An update will be provided in due course.
 - Some carrier vessels have operational or budgetary constraints that have prevented them from having EM.

- Its notification system involves advising the fishing associations when the catch reported through the CDS reaches 90% of the allocation and advising vessels to leave certain areas of high SBT catch. This trigger has been reached three times in the last year.
 - Some of the small-scale fishers are members of the fishing associations however new information available this year has identified SBT landings in other ports caught by small fishers are not currently included in CDS data but are catching small quantities of fish. Indonesia wishes to discuss this issue further with Members; particularly those with experience in application of CDS in small scale or artisanal fisheries.
 - Indonesia's full allocation has previously gone to the associations however Indonesia was starting to set aside 10% of its allocation this year to account for small-scale fisheries.
 - Some of the small-scale fishery catch that is of a high grade is sold through associations for export however the majority of the catch is sold domestically.
 - Its monitoring targets the two main ports of Jakarta and Benoa. Inspections are conducted by inspectors, harbourmasters, and data collectors who inspect product species and weight. New information available this year has identified SBT landings in other ports and fisheries officials are working with provincial governments to determine how to monitor and manage this catch.
 - The small-scale fishery catch in other ports is not typically tagged.
30. The Compliance Manager reminded Members that exceptional circumstances of untagged SBT for sale must be reported to the Secretariat.
 31. In response to a question from Members, South Africa confirmed its primary contact point for the Secretariat for all CCSBT matters.
 32. The meeting agreed that the Compliance Committee is satisfied that there are appropriate arrangements in place for Indonesia to meet its obligations under the repayment plan and recommend to EC to continue on that basis.
 33. The meeting also noted the firm commitment for action from South Africa and was satisfied with these commitments and the renewed assurance that action would occur.

Agenda Item 3. Report from the Technical Compliance Working Group (TCWG)

34. The Chair provided an oral report of the fourth meeting of the Technical Compliance Working Group (TCWG 4), which was held immediately before this CC meeting. The TCWG 4 focused on a review of compliance risks and proposed Compliance Action Plan (CAP) action items to address the identified risks, including any recommendations and/or draft documents for the CC's consideration.
35. The Chair advised that fifteen compliance risk items had been identified by the working group and listed in a table with the likelihood of the risk, potential impact of the risk, and a risk matrix score for each item. It was noted these were

in addition to business as usual or ongoing compliance risks. Progress had been made on identifying CAP action items to address some but not all of the risks and this task would need to be continued by CC 18.

Agenda Item 4. Compliance Action Plan (CAP)

36. The existing Compliance Action Plan (CAP) is in Appendix 1 of CCSBT's Compliance Plan (CCSBT-CC/2310/Info 01) and is outdated. However, CC 15 (2020) agreed that revision of the CAP (to a 5-year plan) should not be considered until the next appropriate face-to-face meeting. Therefore, consideration of a new CAP was delayed until CC 18.
37. CC 18 continued TCWG 4's work and commenced but did not complete identifying action items to address the remaining compliance risks.
38. The meeting agreed that the development of the CAP could continue intersessionally by correspondence and that the draft CAP could be finalised at TCWG 5 (if convened) and CC 19 in 2024.

Agenda Item 5. Consideration of Electronic Monitoring (EM)/ Systems

39. Consideration of this agenda item commenced by correspondence in advance of the CC meeting.
40. The Secretariat submitted paper CCSBT-CC/2310/07 on consideration of draft CCSBT High Level Guiding Principles for Electronic Monitoring (EM) & Electronic Monitoring Systems (EMS). A virtual workshop on EM/S was held online in two half-day sessions between 17 and 18 May 2023. The workshop agreed a set of draft High-Level EM/S Guiding Principles for CCSBT which the Secretariat has provided at Attachment A of this paper. These draft Guiding Principles set out CCSBT definitions of EM and EMS, a variety of objectives, and security, privacy, and confidentiality considerations. The Secretariat noted that ACAP had noted its willingness to provide advice from ACAP experts to any further review of observer/EM data collection standards in relation to seabird bycatch.
41. Indonesia advised that it could support the adoption of these EM/S guiding principles if the use of sensors, which is included in the definition of EM, is not obligatory.
42. Korea also expressed its support for the EM/S guiding principles, noting that the CCSBT does not have a geographic area, and consequently, EM/S in CCSBT needs to be compatible and harmonised with the standards and specifications of the EM/S of other RFMOs.
43. The meeting agreed to recommend the EC to adopt the High Level Guiding Principles for EM and EMS for CCSBT, which is provided at **Attachment 5**.

Agenda Item 6. Operation of CCSBT Measures: Issues & Updates

44. Consideration of this agenda item commenced by correspondence in advance of the CC 18.
45. The Secretariat submitted paper CCSBT-CC/2310/08, which gives an update on the operation of CCSBT's key measures. This paper provides a summary of the operational matters with respect to some of CCSBT's main Monitoring, Control and Surveillance (MCS) measures not discussed elsewhere including:
 - The Catch Documentation Scheme (CDS);
 - The Transshipment Monitoring Program (additional details);
 - Guideline on principles for action and steps to be taken in relation to extraordinary circumstances (CPG5),
 - Records of Authorised Vessels and Farms;
 - The Vessel Monitoring System (VMS);
 - CCSBT IUU Vessel List; and
 - Minimum Standards for Inspections in Port.
46. This paper noted a number of areas of compliance concern and invited CC 18 to make any appropriate recommendations regarding these including:
 - Indonesia's lack of implementation of CCSBT's Transshipment Resolution for at-sea transshipments involving SBT for its LSTLVs;
 - Japan not meeting the 5% minimum port inspection requirement of landing and transshipment operations for foreign fishing vessels with SBT/SBT products on board in its designated ports during 2022;
 - South Africa's continued late submission of port inspection reports without the required notification of delay or the reasons for the delays being provided within the required 14-day time period (refer to paragraph 20 of the "Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port").
47. The meeting noted the information provided in this paper.
48. The Secretariat presented paper CCSBT-CC/2310/09 on proposed Draft Revised CCSBT Authorised Vessel Resolution. As tasked by CC 17, the Secretariat developed a revised CCSBT Authorised Vessel Resolution to collect information on whether vessels are authorised to fish outside waters under the national jurisdiction of the flag State, for monitoring of compliance with paragraph 3 of the resolution.
49. The meeting agreed to recommend the EC to adopt the revised Authorised Vessel resolution, which is shown in **Attachment 6**.

Agenda Item 7. Review and Revision of CCSBT Policies & Resolutions

7.1. Review of CCSBT's Corrective Actions Policy (CPG3)

50. The Chair recalled that CC 17 had recognised some limitations of the existing Compliance Policy Guideline 3 - Corrective Actions Policy (CPG3) in being

able to address current compliance issues. As a result, the Secretariat was asked to review CPG3 and propose new tools that could be added to the policy to incentivise better compliance amongst Members for consideration at CC 18.

51. The Secretariat presented paper CCSBT-CC/2310/10, which examined whether there were any underlying issues that may be preventing CPG3 from achieving its objectives and whether there were possible alternative tools that Members may wish to consider incorporating into the policy.
52. Potential issues identified by the Executive Secretary during the review included that:
 - CPG3 relies on the diligence of Members to monitor and apply it;
 - The flexible nature of the policy creates ambiguity regarding how to remedy administrative failings; and
 - Capacity building efforts are reliant on the Member(s) involved having an understanding of the issues and potential solutions.
53. The Executive Secretary asked Members to consider including additional mechanisms in the policy such as potentially expanding the application of allocation-based punitive measures (*e.g.* Members' eligibility to apply the Carry-Forward Resolution), using targeted QARs where persistent non-compliance is identified, enhancing the visibility of compliance performance on CCSBT's website, and changing the decision-making process.
54. Members discussed the Secretariat's paper including the following points:
 - One Member was interested in the concept of persistent non-compliance and considered that it needed to be better defined in the CCSBT context.
 - With respect to decision-making, it was noted that if a non-unanimous decision-making process was introduced at the CC level, decision-making at the EC level is taken by a unanimous vote of the Members present. One Member emphasised the importance of unanimous decision-making to ensure that the non-compliant Member agrees with the corrective action.
 - Another Member suggested that perhaps having a pre-agreed set of responses to compliance issues could be a useful model since it would remove the need for separate consensus decision-making for each item and the consequences of being non-compliant would be known in advance.
 - One Member noted it understands the purpose of CPG3 is to assist Members to comply and cautioned that adding further punitive measures could perhaps push some Members into further non-compliance.
55. The Pew Charitable Trusts noted that the Indian Ocean Tuna Commission (IOTC) had recently re-categorised its compliance assessment process to identify serious compliance issues and that perhaps the IOTC model could be examined to see if it can be applied in CCSBT. Pew also noted that its information paper (CCSBT-CC/2310/Info 03¹) may be of assistance to the CCSBT when considering compliance process matters.

¹ "Approaches to Evaluate and Strengthen RFMO Compliance Processes and Performances – a Toolkit and Recommendations."

56. One Member proposed that CC could first seek to define the severity of any non-compliance issues and then identify appropriate corrective actions based on the severity level as well as an associated timeframe for those actions.
57. The meeting agreed to re-visit CPG3 in 2024. It was further agreed that this might best be done through a combination of an intersessional process to gather Members' views in advance of a potential TCWG 5 where more substantive in-person discussions could be held.

7.2. Transshipment Resolution

7.2.1. Strengthening of the Resolution

58. The Secretariat presented paper CCSBT-CC/2310/11 on development of a revised strengthened CCSBT Transshipment Resolution. In this paper, the Secretariat proposed a draft revised CCSBT Transshipment Resolution which incorporates:
 - The recent strengthening amendments incorporated into both International Commission for the Conservation of Atlantic Tunas (ICCAT)'s and IOTC's transshipment measures;
 - Some elements from the UN-FAO Voluntary Guidelines for Transshipment adopted in 2022; and
 - Some editorial updates to match those first included in IOTC's 2022 transshipment measure (to ensure that the CCSBT and IOTC Resolutions remain consistent where possible).
59. The Secretariat advised that having supply declaration information would enable it to rule out supply events as IUU transshipments in studies of potential transshipment activity.
60. Members did not support restricting SBT transshipments to Member-flagged carrier vessels or limiting transshipment ports to Member ports, as it is noted that there are existing or other arrangements to monitor the transshipments with Non-Member-flagged carrier vessels, pointing out that at-sea transshipments including those with Non-Member-flagged carrier vessels are monitored with 100% observer coverage and, the possible removal of the carrier vessels from the list, which are identified with non-compliance and potential establishment of new status such as OSEC. It was also noted that limiting transshipment ports to Member ports can affect the Members' resources for port-inspections which are currently required at only 5% in accordance with port inspection resolution.
61. Korea sought a clarification on the scope of the Transshipment Resolution and it was noted that the Resolution does not apply to landing activities.
62. It was noted that supply declarations will be submitted to IOTC and ICCAT. In order to prevent vessels having to submit the declarations multiple times the CCSBT should add supply declarations to the exchange of information arrangements with those organisations.
63. The meeting agreed to recommend to the EC that it adopt the revised CCSBT Transshipment Resolution, which is shown in **Attachment 7**.

7.2.2. Transhipment Proposal from Indonesia

64. The Chair reminded Members that Indonesia submitted a proposal to modify CCSBT's Transhipment Resolution to EC 29, however, it was not discussed in any detail at CC 17, and the EC referred Indonesia's proposal to CC 18 for full consideration.
65. Indonesia presented its late paper CCSBT-CC/2310/18 on A Proposal for Amendment of Resolution on Establishing a Program for Transhipment by Large-Scale Fishing Vessels which was submitted on 26/09/2023. Indonesia explained that the proposed changes will align with the pilot project agreed at IOTC and will allow Indonesia's national observers to be used on a limited number of vessels to meet transhipment requirements. The ability to tranship is important for Indonesia's commercial fishery to ensure the quality of the product. Indonesia acknowledged that it has yet to meet all IOTC standards associated with the pilot project but aims to meet them before the pilot concludes.
66. The Secretariat was also tasked with presenting some background analyses to better clarify the scope and implications of Indonesia's transhipment proposal. Given the limited time available to conduct the analysis, the Secretariat's analysis is primarily focused on providing additional background rather than analysis of potential impact. The Secretariat advised that Indonesia is not currently meeting CCSBT obligations based on its use of national observers and its failure to meet several notification and information provision requirements.
67. In response to questions, Indonesia clarified that:
 - The IOTC regional observers cannot be placed on wooden Indonesian vessels since these vessels do not meet minimum health & safety standards that are required by the programme provider.
 - Indonesia's national regulations only allow its longline vessels to tranship to Indonesian-flagged carrier vessels and landings must be made in Indonesia.
 - IOTC will provide an independent assessment back to its Compliance Committee, which can be shared with CCSBT. Indonesia is also agreeable to an independent assessment through CCSBT.
 - Changes to domestic legislation to allow the use of foreign-flagged carrier vessels would require Ministerial sign-off and consultation with industry.
 - The Indonesian longline fleet effort has increased in area 2, which is where the majority of the transhipments take place.
68. The meeting agreed on a two-year trial that would include a targeted Quality Assurance Review (QAR) to independently assess the performance of the trial.
69. The meeting also agreed that Terms of Reference for the targeted QAR would be agreed at CC 19.

Agenda Item 8. Implementation of the CCSBT Compliance Plan

8.1. Quality Assurance Reviews (QARs)

70. Consideration of this agenda item was conducted by correspondence in advance of the CC meeting.
71. CC 17 agreed that the QAR process has been very beneficial as a compliance tool for the CCSBT and recommended that the EC 30 and SFMWG 6 take the value of QARs into consideration when developing a revised CCSBT Strategic plan (including Implementation Plan of Performance Review recommendations). CC 17 also tasked Members with providing comments and suggestions on QAR options to the Secretariat for consideration at CC 18.
72. The Secretariat presented paper CCSBT-C/2310/12 on Potential Future Options for CCSBT's Quality Assurance Review (QAR) Programme. This paper provided the list of four potential future QAR options originally presented by New Zealand to CC 17, as well as an additional fifth option proposed by the SFMWG 6 in its draft Ongoing Workplan of the draft revised CCSBT Strategic Plan.
73. During the pre-meeting discussion, the Chair asked Members to:
 - Provide comments/ suggestions on options 1-5 presented in the paper and/or propose an alternative option; and
 - Identify a preferred option on how to proceed with CCSBT's QAR programme in the future.
74. The Chair noted that Japan was the only Member to provide a preference during the consultation identifying option 5 as its preferred option but also expressing a willingness to consider option 3. Other Members joined Japan in support of this option.
75. The meeting considers there needs to be improved reporting on the findings of previous QARs and suggests Members could undertake this as part of their National Reports. Members also recognised the value in having an independent review tool in CCSBT but were also mindful of the costs associated with these exercises.
76. The meeting agreed on Option 5 as a preferred approach for future QARs and that Option 3 can be used depending on the circumstances.

8.2. Markets

8.2.1. Update on Japan's market proposal

77. Japan presented paper CCSBT-CC/2310/19, which provided an update on the work in relation to Japan's market proposal. Japan reminded Members that SFMWG 6 endorsed the approach proposed by Japan. The proposal included five items, these being: (1.1) Annual verification with CDS data and different data sets for improvement of monitoring of Southern Bluefin Tuna; (1.2) Utilisation of electronic data accumulated in eCDS (electronic CDS) for traceability; (2) Review of issues related to the Market Formula, indicated by the external expert; (3) Further enhancement in collection of data in relation to Non-Members' catch and trade of SBTs; and (4) Review of necessity to

improve the specification of management tags. Of these five items, Japan offered to submit a proposal to CC 18 regarding item 1.1, including how the outcome will be presented, what datasets will be used, and how the outcome of the analysis will be published on CCSBT's public website.

78. The meeting agreed to recommend to the EC that the Secretariat conduct analysis of item 1.1-A), B), D) and E) of Japan's Market Proposal in accordance with the format specified in CCSBT-CC/2310/19 and publish the outcome following the annex of CCSBT-CC/2310/19.
79. Japan also presented paper CCSBT-CC/2310/20 (Rev.1) on improvement of the estimation of Japanese southern bluefin tuna catch based on market statistics and research data. In this paper, an attempt was made to improve estimates of Japan's southern bluefin tuna catch based on Japanese market statistics and research data. The independent expert in the 2022 market research review raised several concerns about the equation's ability to estimate catch. However, in response to the points raised, Japan has made several improvements. The preliminary result showed that the range of estimate included the reported catch. Japan expects that the catch estimates derived from the correspondence approach proposed by the expert will be more robust. In addition, if a large change is detected in the correspondence approach, it will be necessary to convert it into the amount of catch to determine the impact. Therefore, the method of estimating the amount of catch from market distribution information for each Member is an issue that CCSBT should pursue further.
80. Concerning item 1.2 of Japan's Market Proposal, Japan further proposed an open-access CCSBT webpage to search individual SBT information by CDS tag number. This proposal would utilise the huge amounts of data available through the eCDS and recognise increasing demands for traceability of fish products. Japan suggests that the CC this year agree on the basic procedure and structure of the webpage and that the secretariat develop the draft specifications and cost estimates for consideration by CC 19.
81. During the discussion on open-access SBT search, some questions were raised for consideration:
 - Who would be the users of the search and how would they get a CDS tag number;
 - Whether registration/log-in to search a CDS tag number is required;
 - Should a CMF number be included for search; and
 - What extent of information should be made available from the webpage in the context of confidentiality.
82. Members congratulated this initiative, and the meeting agreed to strongly recommend to the EC that the Secretariat undertake this work in 2024.

8.2.2. Analysis of tag survey data

83. Discussion for this sub-agenda item commenced by correspondence in advance of the CC meeting.
84. The Secretariat submitted paper CCSBT-CC/2310/13 on Secretariat's analyses for Japan's Market Proposal related items, that were tasked to the Secretariat by

CC 17 and suggested to do so by the SFMWG 6. A summary of analyses and the results are below:

- Item 1.1-C): Imports (Fresh and Frozen) by each Member (Correspondence Approach #2), using CDS and trade statistics. Between CDS data and Japan's trade statistics, significant discrepancies exist in the recorded quantities of Fresh and Frozen SBT entering Japan as imports from Australia. These discrepancies appear to be mainly due to large amounts of Australian frozen products being recorded as fresh under CDS but not under Japan's trade statistics, and these discrepancies persist in the 2022 data. With the exception of the Australian discrepancies, recent records between CDS and Japan's trade statistics appears to be closer;
 - Item 1.1-F): Comparison between weight data of individual SBTs, using CDS and management tag survey (already tasked by CC 17 Workplan). In summary, based on the verification of reported catch by Members with CDS data and CDS Tag Survey data obtained from Japanese market, it could be qualitatively stated that the catches reported by Members through the CTF are reasonably accurate; and
 - Item 4: Review of the necessity to improve the specification of management tag. Overall, the readability of tags has improved since the start of the CDS in 2010 and has kept high readability in recent years. In particular, since the instructions for attaching the centralised tags were revised in October 2021, most Members' tag readability has improved by almost 100% in the most recent year.
85. The meeting noted that the outcomes of these analyses were useful and agreed to recommend to the EC that the Secretariat repeat the analysis of Item 1.1-F) in 2024 and conduct the analysis of Item 1.1-C) and Item 4 in 2025.

8.3. Standing Agenda Items

86. Discussion for this sub-agenda item commenced by correspondence in advance of the CC meeting.
87. The Secretariat submitted paper CCSBT-CC/2310/14 on potential Non-Member fishing activity/trade and trade summaries. This paper provided:
- A brief summary of communication with Non-Cooperating Non-Members (NCNMs) since CCSBT 29;
 - An update concerning CCSBT's relationship with Trygg Mat Tracking (TMT) and information about an intelligence report produced for the Secretariat by TMT during 2023 using the existing contingency fund;
 - An update on any NCNM SBT catch reported to ICCAT since CCSBT 29 (nil);
 - An update on provision of new (2022) national trade data summaries by the EU and Indonesia;
 - A brief summary of SBT trade information for 2020 to 2022 extracted from the United Nations (UN) COMTRADE database; and
 - A proposal to discontinue the presentation of COMTRADE data usually included in this paper.

88. During the pre-meeting discussion, Japan proposed that the Chair of the Extended Commission or the Executive Secretary write to Non-Members which have caught or traded 100 t or greater of SBT (specifically USA and Malaysia) with the aim of encouraging them to apply for the status of Other State/Fishing Entity Cooperating in the CDS (OSEC).
89. The Executive Secretary advised that he had already approached the USA prior to CC 18 to invite it to seek OSEC status and formalise its cooperation with CCSBT's CDS. However, the USA had indicated it was not ready to take this step currently.
90. The meeting also discussed an attached report commissioned from TMT. Some Members noted the Automatic Identification System (AIS) analysis seemed to indicate a concerning number of non-Member flagged vessels in the area where you might expect SBT to be found.
91. Members discussed whether it might be useful to write to the non-Members identified to ask about their fishing practices in the area and timeframe of interest, but the meeting did not think it necessary to follow-up on this suggestion.
92. The Seychelles indicated it has IOTC-authorised vessels present in the location investigated in TMT's report and that those vessels are targeting albacore and are closely monitored. The Seychelles explained that those vessels generally use ports in Mauritius or South Africa, which provides additional monitoring. Seychelles' attendance at this meeting is partly driven by the desire to engage and cooperate with the CCSBT.
93. One Member enquired whether there were any High Seas Boarding and Inspection protocols for the IOTC area of competence and if any Members have regular patrols there.
94. Australia indicated it had limited patrol resources and that patrols need to be targeted to be effective.
95. The meeting agreed:
 - That the Secretariat should discontinue its annual presentation of COMTRADE data in this paper;
 - That the Executive Secretary should write to Malaysia inviting it to potentially become an OSEC with respect to CCSBT's CDS; and
 - To invite China, Fiji, Malaysia, Mauritius, Seychelles, Singapore and USA to participate as observers at CC 19.

Agenda Item 9. Update on CCSBT's Compliance Relationships with other Organisations

96. Discussion for this agenda item commenced by correspondence in advance of the CC meeting.
97. The Secretariat presented paper CCSBT-CC/2310/15 on CCSBT's Compliance Relationships with Other Organisations. This paper updates Members on the CCSBT's compliance relationships with the International Monitoring, Control and Surveillance Network (IMCSN) and its associated networks such as the

Pan-Pacific Fisheries Compliance Network (PPFCN) and Tuna Compliance Network (TCN), with the Food and Agriculture Organisation (FAO) of the United Nations, as well as with RFBs/RFMOs, including ICCAT, the IOTC and the Western and Central Pacific Fisheries Commission (WCPFC).

98. The meeting noted the paper.

Agenda Item 10. Development of a Trial eCDS

99. Discussion for this agenda item commenced by correspondence in advance of the CC meeting.
100. The Secretariat presented paper CCSBT-CC/2310/16, which provided a progress update on the CCSBT's trial eCDS project.
101. During the pre-meeting discussion, Members were asked to consider an agreed date for full implementation. This would be the date from which the eCDS becomes mandatory and must be used by all Members.
102. The Chair congratulated the Secretariat on developing the system with a very modest budget, and thanked Members for their inputs and general support to date.
103. Given some of the discussions at this meeting, the Chair suggested that the review of the Resolution be deferred to CC 19 and that the discussion of the technical issues identified in the Secretariat paper be dealt with intersessionally through a small working group.
104. Japan indicated that it anticipates being ready for full eCDS implementation by Jan 2026. This timeline allows for further considerations, appropriate engagement and onboarding with industry. Members indicated their likely readiness to implement the eCDS in 2026.
105. In response to a question from the group, the Secretariat confirmed that operating manuals will be available in English and Japanese by the end of this year. The Secretariat also clarified that Members wishing to use the eCDS before the full implementation date will be able to do so and print physical forms directly from the system, while one Member pointed out that the procedure which will be followed to use eCDS before the full implementation should be specified explicitly in the Resolution or the User Manual.
106. The Chair summarised from the discussion that 2024 would be primarily devoted to testing from industry, while 2025 would have Members focus on training, communication, and legislative changes leading to a 1 January 2026 start date.
107. The meeting agreed to a full implementation date of 1 January 2026 unless the EC decides otherwise.

Agenda Item 11. Project to enhance the implementation of seabird measures

108. Discussion for this agenda item commenced by correspondence in advance of the CC meeting.
109. Dr. Ross Wanless, the CCSBT Seabird Project Coordinator, presented paper CCSBT-CC/2310/17 which provided updates on Seabird Project to Enhance the Implementation of Seabird Measures. Progress has been made on all elements of the Seabird Project and discussions have been initiated with most Members regarding modalities for engaging with the project. Continued progress will be dependent on further engagement with Members, particularly opportunities for in-person engagement in the margins of CCSBT's annual meetings. This paper describes work that is underway to refine training materials and notes the Secretariat's positive engagements with other Tuna Project partners and FAO staff at the annual Project Steering Committee Meeting (11-14 July 2023, Rome) to date.
110. Dr. Wanless clarified that the project's funds could be used for a range of items including venue costs, participation for Member representatives, experts, service providers, but not capital expenditure. Efficiencies / synergies will be encouraged, such as combining project training with other training sessions.
111. ACAP commented that it, along with Birdlife International, is a supporting partner and member of the project committee. Many ACAP products will be relevant to some of the project's activities. ACAP recalled the considerable interest in the project expressed by the Secretariats of other tuna RFMOs, highlighting the relevance of this project beyond the CCSBT.
112. Members noted the progress of the project and expressed their support and willingness to engage.

Agenda Item 12. Work Plan for 2024

113. The CC developed the following workplan for 2024. Annual tasks of an ongoing nature are not shown unless they are new for 2024.

	Approximate Period	Resource
Provide a Corrective Action Plan	No later than 31 December 2023	South Africa
Submit missing data (including Scientific Data Exchange and ERSWG Data Exchange data) and national reports	Following the provision of a Corrective Action Plan and before ERSWG15 (for ERS data)	South Africa
Write to the EU to seek clarification on its long-term interest in CCSBT and remind the EU that it is an obligation of all Members to submit annual reports and attend all Commission meetings	As soon as practical	Secretariat

	Approximate Period	Resource
Request the ERSWG to review the current methodology to calculate the representativeness of scientific observer coverage as an agenda item at the next ERSWG meeting	ERSWG 15	Secretariat
Review CPG5 (Guideline on principles for action and steps to be taken in relation to extraordinary circumstances) including to incorporate lessons learned during the COVID pandemic	Before CC 19	Secretariat
Indonesia continues its obligations under the agreed Payback Plan	Ongoing	Indonesia
Finalise a draft of the Compliance Action Plan via an intersessional correspondence group and submit it to TCWG 5/CC 19 for endorsement	By TCWG 5 / CC 19	Members and Secretariat
Members to report to the Secretariat if their authorised vessels are authorised to operate outside waters of national jurisdiction (yes or no) by 1 Jan 2024.	By 1 Jan 2024	Members
Revisit Corrective Actions Policy (CPG3), through a combination of an intersessional process to gather Members' views in advance of a potential TCWG 5 where more substantive in-person discussions could be held	Before TCWG 5 / CC 19	Members and Secretariat
Implement arrangements in the revised Transshipment Resolution	From 1 April 2024	Members and Secretariat
Implement trial transshipment arrangements	From 1 November 2023	Indonesia
Examine Transshipment MoUs with ICCAT and IOTC with a view to enhancing them to allow IOTC/ICCAT to share Transshipment Supply Declarations with CCSBT	Before CC 19	Secretariat
Draft a term of reference for the transshipment QAR of Indonesia's 2-year at-sea transshipment trial	By CC 19	Secretariat
Conduct analysis of item 1.1-A), B), D) and E) of Japan's Market Proposal in accordance with the format specified in CCSBT-CC/2310/19	Before CC 19	Secretariat
Publish the outcome of Secretariat's market analysis following the annex of CCSBT-CC/2310/19	After EC 31	Secretariat
Develop the draft specifications and cost estimates of an open-access CCSBT webpage to search individual SBT information by CDS tag number	Before CC 19	Secretariat

	Approximate Period	Resource
Continue the analysis of Item 1.1-F) of Japan's Market Proposal in 2024, and Item 1.1-C) and Item 4 in 2025	Before CC 19 (for Item 1.1-F))	Secretariat
Write to Malaysia inviting it to potentially become an OSEC with respect to CCSBT's CDS	As soon as possible	Secretariat
Invite China, Fiji, Malaysia, Mauritius, Seychelles, Singapore and USA to participate as observers at CC 19	Before CC 19	Secretariat
Develop eCDS operating manuals in English and Japanese and make available to Members	By 31 December 2023	Secretariat
Convene the intersessional eCDS WG to settle outstanding technical issues	early 2024	Members and Secretariat
Undertake eCDS industry testing	By CCSBT 31 (in 2024)	Members
Consider a more streamlined approach to the pre-meeting discussion process	Before CC 19	Secretariat and CC Chair
Secretariat identifies compliance issues for each Member and sets these out in a letter to each Member for it to report on how it has addressed each item at the next CC	Before 1 Aug for Secretariat and at CC 19 for Members to respond	Secretariat and Members

Agenda Item 13. Other business

114. The Chair sought feedback on the pre-meeting discussion process from participants. One Member considered that the process is very useful, particularly for Yes/No type questions and on national report discussions. Another Member expressed a preference for in-person discussion for substantial issues, including national reports. One observer noted that this process is very valuable to have equal opportunity to participate in discussions and hoped the CC would retain this process for its future meetings. The Chair welcomed the feedback and will use this to provide a more streamlined approach next year.
115. Japan asked for information on the current progress of the Transshipment Memorandum of Cooperation (MoC) with the WCPFC. The Chair advised that some progress has been made since CCSBT 29 in relation to WCPFC's transshipment observer standards, and details are provided in paper CCSBT-CC/2310/15.
116. Pew commented on the recently adopted WTO fisheries subsidies agreement and asked Members to consider what if any role the CCSBT might play in its implementation.
117. The Chair thanked Pew for its intervention and noted that this was primarily an issue for individual Members to consider.

Agenda Item 14. Recommendations to the Extended Commission

Recommendations

118. The CC made the following recommendations to the EC:

- 1) That the Executive Secretary write to the EU regarding its continued interest in this Commission and remind the EU that it is an obligation of all Members to submit annual reports and attend all Commission meetings.
- 2) Continue with the Indonesian Payback Plan given that the CC is satisfied that there are appropriate arrangements in place for Indonesia to meet its Corrective Actions obligations under that plan.
- 3) That South Africa be tasked to provide a Corrective Actions Plan by 31 December 2023 to address areas on non-compliance, including providing the timing for the provision of outstanding data (before ERSWG15 for ERS data) and country reports.
- 4) To adopt:
 - the High Level Guiding Principles for EM and EMS for CCSBT
 - revised Authorised Vessel Resolution
 - revised Transshipment Resolution
- 5) To convene a TCWG meeting in 2024 immediately before CC 19 to re-visit CPG3 – Corrective Action Policy and finalise the Compliance Action Plan.
- 6) For future QARs, to adopt Option 5 (Apply the Quality Assurance Review (QAR) Program to countries and/or entities who join the Commission in the future) and use Option 3 (Additional QARs are conducted for targeted Conservation and Management Measures (CMMs)) depending on the circumstances.
- 7) That the Secretariat develop the draft specifications and cost estimates on open-access CCSBT webpage to search individual SBT information by CDS tag number.
- 8) That China, Fiji, Malaysia, Mauritius, Seychelles, Singapore and USA be invited to attend the CC meeting in 2024.
- 9) To agree to adopt 1 January 2026 as the formal commencement date for the eCDS unless otherwise decided by the EC.
- 10) To endorse the CC Workplan for 2024.

Items to Note

119. The Compliance Committee suggests that the EC notes the following:

- 1) The CC requests that the ERSWG to review the current methodology to calculate the representativeness of scientific observer coverage as an agenda item at the next ERSWG meeting.
- 2) The CC will review CPG5 (Guideline on principles for action and steps to be taken in relation to extraordinary circumstances) in 2024.
- 3) That Indonesia advised that new information available this year has identified SBT landings in other ports (other than Jakarta or Benoa) caught by small fishers are not currently included in CDS data but are catching small quantities

of fish and that Indonesia was starting to set aside 10% of its allocation this year to account for small-scale fisheries.

- 4) That while good progress was made in identifying and assigning levels of risk, the Compliance Actions Plan could not be completed in the time available to the meeting and the development of the CAP could continue intersessionally by correspondence and that the draft CAP could be finalised at TCWG 5 (if convened) and CC 19 in 2024.
- 5) The CC agreed to re-visit CPG3 (Corrective Actions Policy) in 2024, and this might best be done through a combination of an intersessional process to gather Members' views in advance of a potential TCWG 5 where more substantive in-person discussions could be held.
- 6) That the CC considers there needs to be improved reporting on the findings of previous QARs and suggests Members could undertake this as part of their National Reports.
- 7) For eCDS Implementation Plan, 2024 would be primarily devoted to testing from industry, while 2025 would have Members focus on training, communication, and legislative changes leading to a 1 January 2026 start date.
- 8) For the project to enhance the implementation of seabird measures, Members expressed their support and willingness to engage.
- 9) The pre-meeting discussion process will be continued with a more streamlined approach for CC 19 meeting in 2024.
- 10) The Secretariat will identify compliance issues for each Member and set these out in a letter to each Member (before 1 August) for it to report on how it has addressed each item at the next CC.

Agenda Item 15. Conclusion

15.1. Adoption of meeting report

120. The report was adopted.

15.2. Close of meeting

121. The meeting closed at 2:48 pm (Korea time) on 7 October 2023.

List of Attachments

Attachment

1. List of Participants
2. Agenda
3. List of Documents
4. Work plan to remain within Indonesia's TAC for 2023
5. High Level Electronic Monitoring/Systems (EM/S) Guiding Principles for CCSBT
6. Revised Resolution on a CCSBT Record of Vessels Authorised to Fish for Southern Bluefin Tuna
7. Revised Resolution on Establishing a Program for Transshipment by Large-Scale Fishing Vessels

List of Participants

The Eighteenth Meeting of the Compliance Committee

First name	Last name	Title	Position	Organisation	Postal address	Tel	Email
COMPLIANCE COMMITTEE CHAIR							
Frank	MEERE	Mr			AUSTRALIA		fmeere@aapt.net.au
MEMBERS							
AUSTRALIA							
Neil	HUGHES	Mr	HoD/Assistant Director, Regional Fisheries	Department of Agriculture, Fisheries and Forestry	GPO Box 858 CANBERRA ACT 2601 Australia	61 2 6271 6306	neil.hughes@aff.gov.au
Selina	STOUTE	Ms	Alternate/ Senior Manager Tuna and Antarctic Fisheries	Australian Fisheries Management Authority	GPO Box 858 CANBERRA ACT 2601 Australia	61 2 6225 5555	Selina.Stoute@afma.gov.au
Brian	JEFFRIESS	Mr	Consultant	Australian SBT Industry Association	PO Box 1146 Port Lincoln SA 5606 Australia	61 419 840 299	ceo@asbtia.org
Daniel	CASEMENT	Mr	Chief Executive Officer	Australian SBT Industry Association	PO Box 1146, Port Lincoln, SA. 5606	61 427 601 316	ceo@asbtia.org
Kylie	PETHERICK	Ms	Chief Financial Officer	Stehr Group	PO Box 159, Port Lincoln, SA 5606, Australia	61 400 160 465	kylie@stehrgroup.net
FISHING ENTITY OF TAIWAN							
Tsu-Kang	WEN	Mr.	Deputy Director	Fisheries Agency of Taiwan	8F., No.100, Sec. 2, Heping W. Rd., Zhongzheng Dist., Taipei City 100, Taiwan (ROC)	886 2 23835 900	tsukang1008@msl.f.a.gov.tw
Ming-Hui	HISH	Mr.	Specialist	Fisheries Agency of Taiwan	8F., No.100, Sec. 2, Heping W. Rd., Zhongzheng Dist., Taipei City 100, Taiwan (ROC)	886 2 23835 872	minghui@msl.f.a.gov.tw
Min-Huei	TZENG	Ms.	Secretary	Ministry of Foreign Affairs	2, Ketagalan Blvd., Taipei City, Taiwan (ROC)	886 2 23482 527	mhtzeng@mofa.gov.tw
Huang-chih	CHIANG	Dr.	Professor of Law	National Taiwan University Law	No.1, Sec. 4, Roosevelt Road, Taipei City, 10617, Taiwan	886 2 3366 8919	hcchiang@ntu.edu.tw

First name	Last name	Title Position	Organisation	Postal address	Tel	Email
Yi-Kun	LEE	Mr. Secretary	Overseas Fisheries Development Council of the Republic of China (OFDC)	3F., No. 14, Wenzhou St., Da'an Dist., Taipei City 106018, Taiwan (R.O.C.)	886 02 2368 0889 #154	davidlee@ofdc.org.tw
Po-Hsiang	LIAO	Mr. PhD. student	National Taiwan University Law	No.1, Sec. 4, Roosevelt Road, Taipei City, 10617, Taiwan	886 2 3366 8900	d12a21002@ntu.edu.tw
Li-Wen	HSU	Ms. Vice Chair of Committee	Taiwan Tuna Association	3F-2, No.2, Yu Kang Middle 1st Rd, Kaohsiung, Taiwan	886 7 84196 06	hwa.fish@msa.hinet.net
Kuan-Ting	LEE	Mr. Director General	Taiwan Tuna Association	3F-2, No.2, Yu Kang Middle 1st Rd, Kaohsiung, Taiwan	886 7 84196 06	simon@tuna.org.tw
Hsiu-Wan	CHEN	Ms. Section Chief	Taiwan Tuna Association	3F-2, No.2, Yu Kang Middle 1st Rd, Kaohsiung, Taiwan	886 7 84196 06	ann@tuna.org.tw

INDONESIA

Putuh	SUADELA	Mrs. Capture Fisheries Production Management Senior Officer of Directorate General of Capture Fisheries	Ministry of Marine Affairs and Fisheries, Republic of Indonesia	Jl. Medan Merdeka Timur No. 16, Jakarta, Indonesia 10110	62 2 1351 9070	putuhsuadela@gmail.com
Satya	MARDI	Mr. Capture Fisheries Production Management Senior Officer of Directorate General of Capture Fisheries	Ministry of Marine Affairs and Fisheries, Republic of Indonesia	Jl. Medan Merdeka Timur No. 16, Jakarta, Indonesia 10110	62 2 1351 9070	satyamardi18@gmail.com

JAPAN

Masahiro	AKIYAMA	Mr. Assistant Director	Fisheries Agency Government of JAPAN	1-2-1 Kasumigaseki, Chiyoda-city, Tokyo	81-3-3591-1086	masahiro_akiyama170@maff.go.jp
Hiroto	NAKAMOTO	Mr. Section Chief	Fisheries Agency Government of JAPAN	1-2-1 Kasumigaseki, Chiyoda-city, Tokyo	81-3-3591-1086	hiroto_nakamoto890@maff.go.jp
Tomohiro	KONDO	Mr. Deputy Director	Fisheries Division, Ministry of Foreign Affairs	2-2-1 kasumigaseki, chiyoda ward, Tokyo		tomohiro.kondo-2@mofa.go.jp

First name	Last name	Title	Position	Organisation	Postal address	Tel	Email
Tomoyuki	ITOH	Dr.	Chief Scientist	Fisheries Resources Institute, Japan Fisheries Research and Education Agency	2-12-4 Fukuura, Yokohama, Kanagawa 236-8648, Japan	81 45 788 7615	ito_tomoyuki81@fra.go.jp
Kiyoshi	KATSUYAMA	Mr.	SP Advisor	Japan Tuna Fisheries Co-operative Association	2-31-1 Eitai, Koto-ku, Tokyo 135-0034 Japan	81 3 5646 2382	katsuyama@japantuna.or.jp
Nozomu	MIURA	Mr.	Deputy Director	Japan Tuna Fisheries Co-operative Association	2-31-1 Eitai, Koto-ku, Tokyo 135-0034 Japan	81 3 5646 2382	miura@japantuna.or.jp
Daisaku	NAGAI	Mr.	Manager	Japan Tuna Fisheries Co-operative Association	2-31-1 Eitai, Koto-ku, Tokyo 135-0034 Japan	81 3 5646 2382	nagai@japantuna.or.jp
Shiho	YONEKUBO	Ms.	Advisor	Consul, Consulate-General of JAPAN in Busan	18, Gogwan-Ro, Dong-Gu, Busan, Republic of Korea, 48792		shiho.yonekubo@mofa.go.jp

NEW ZEALAND

Arthur	HORE	Mr	Chief Fisheries Analyst	Fisheries New Zealand	PO Box 53030, Auckland New Zealand 2022	64 9 820 7686	Arthur.Hore@mpi.govt.nz
Robert	GEAR	Dr	A/Director Fisheries Management	Fisheries New Zealand	PO Box 2526, Wellington 6140, New Zealand	64 21 534 036	Robert.Gear@mpi.govt.nz

REPUBLIC OF KOREA

Soobin	SHIM	Ms	Team Leader (RFMOs)	Ministry of Oceans and Fisheries	MOF, Government Complex Building 5, #94, Dasom 2-ro, Sejong, Korea	82 44 200 5333	sbin8shim@korea.kr
Ilkang	NA	Mr	Policy Officer & Multilateral Fisheries Negotiator	Ministry of Oceans and Fisheries	MOF, Government Complex Building 5, #94, Dasom 2-ro, Sejong, Korea	82 44 200 5377	ikna@korea.kr
Jooyeon	LEE	Ms	Policy Analyst	Ministry of Oceans and Fisheries	MOF, Government Complex Building 5, #94, Dasom 2-ro, Sejong, Korea	82 44 200 5369	sporyoun@korea.kr
Dong-hae	KWAK	Mr	Deputy Director	National Fishery Products Quality Management Service	337 Haeyang-ro, Youngdo-ku, Busan	82 51 400 5740	kdh086@korea.kr

First name	Last name	Title	Position	Organisation	Postal address	Tel	Email
Minkyung	KIM	Ms	Assistant Director	National Fishery Products Quality Management Service	337 Haeyang-ro, Youngdo-ku, Busan	82 51 400 5741	kyung91206@korea.kr
Suyoung	CHOI	Mr	Inspector	Fisheries Monitoring Center, Ministry of Oceans and Fisheries	638 Gijanghaean-ro, Gijang-eup, Busan, 46079, Republic of Korea	82 51 410 1410	fmc2014@korea.kr
Taerin	KIM	Ms.	Advisor	Fisheries Monitoring Center, Ministry of Oceans and Fisheries	638 Gijanghaean-ro, Gijang-eup, Busan, 46079, Republic of Korea	82 51 410 1410	sharak@korea.kr
Soomin	KIM	Ms	Policy Analyst	Korea Overseas Fisheries Cooperation Center	6th FL, S Building, 253, Hannuri-daero, Sejong, Republic of Korea	+82-44-868-7863	soominkim@kofci.org
Bong Jun	CHOI	Mr	Manager	Korea Overseas Fisheries Association	6th fl. Samho Center Bldg "A" 83, Nonhyeon-ro, Seocho-gu, Seoul, Korea	82 2 589 1613	bj@kosfa.org

SOUTH AFRICA

Saasa	PHEEHA	Mr.	Chief Director: Marine Resources Management	Department of Forestry, Fisheries and the Environment, South Africa.	Private Bag X2, Vlaeberg 8018 Cape Town South Africa	27 214 023 552	Spheeha@dfre.gov.za
Johan	DE GOEDE	Mr	Advisor	Department of Forestry, Fisheries and the Environment	P.O. Box 92, Saldanha Bay 7395	27 834 614 522	JdeGoede@dfre.gov.za
Aphiwe	NONKENEZA	Mr	Senior Administrative officer - Large Pelagic Fisheries	Department of Forestry, Fisheries and the Environment	Foretrust Building, Martin hammerschlagt way, Foreshore, Cape Town.	27 712 955 796	ANonkenez@dfre.gov.za

OBSERVERS

SEYCHELLES

Roy	CLARISSE	Mr	Principal Secretary	Department Of Fisheries	Republic of Seychelles	248 251 1725	rclarisse@gov.sc
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AGREEMENT ON THE CONSERVATION OF ALBATROSSES AND PETRELS

Christine	BOGLE	Dr	Executive Secretary	ACAP Secretariat	119 Macquarie St, Hobart, Tas 7000, Australia	61 4 1913 5806	christine.bogle@acap.aq
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First name	Last name	Title	Position	Organisation	Postal address	Tel	Email
BIRDLIFE INTERNATIONAL							
Stephanie	BORRELLE	Dr	Pacific Marine Coordinator	BirdLife International	205 Glengarry Road, Auckland, New Zealand 0602	64 211 362 531	Stephanie.Borrelle@BirdLife.org
Yasuko	SUZUKI	Dr	Senior Marine Specialist	BirdLife International	1-13-1 Nihonbashi Kakigaracho, Chuo City, Tokyo, 131-0014 Japan	81 3 6206 2941	yasuko.suzuki@birdlife.org
HUMANE SOCIETY INTERNATIONAL							
Nigel	BROTHERS	Mr	Marine Ecology and Technology Consultant	Humane Society International - Australia	178 South Arm Drive, Wonga Beach, 4873, QLD, Australia	61 4 2967 4142	brothersbone1@gmail.com
PEW CHARITABLE TRUSTS							
Alyson	KAUFFMAN	Ms	Principle Associate	Pew Charitable Trusts	901 E St NW Washington DC 20004	1 202 540 6756	akauffman@pewtrusts.org
INTERPRETERS							
Kumi	KOIKE	Ms					
Yoko	YAMAKAGE	Ms					
Kaori	ASAKI	Ms					
CCSBT SECRETARIAT							
Dominic	VALLIERES	Mr	Executive Secretary				dvallieres@ccsbt.org
Akira	SOMA	Mr	Deputy Executive Secretary				asoma@ccsbt.org
Colin	MILLAR	Mr	Database Manager	CCSBT Secretariat	PO Box 37, Deakin West ACT 2600 AUSTRALIA	61 2 6282 8396	cmillar@ccsbt.org
Susie	IBALL	Ms	Compliance Manager				siball@ccsbt.org
Ross	WANLESS	Dr	Seabird Project Manager				rwanless@ccsbt.org

**Provisional Agenda
Eighteenth Meeting of the Compliance Committee
5 - 7 October 2023
Busan, Korea**

- 1. Opening of Meeting**
 - 1.1 Welcome
 - 1.2 Adoption of Agenda
 - 1.3 Meeting Arrangements
- 2. Overview of Compliance with CCSBT Conservation and Management Measures**
 - 2.1 Report from the Secretariat
 - 2.2 Operation of Compliance Policy Guideline 5 (CPG5)
 - 2.2.1 Report on Notifications Received under CPG5
 - 2.2.2 Upcoming Review of CPG5
 - 2.2.3 Report on Any Unobserved SBT Transshipments at Sea and Actions Taken by Members
 - 2.3 Annual Reports from Members
 - 2.4 Assessment of compliance with CCSBT Management Measures
 - 2.4.1 Compliance of Members
 - 2.4.2 Application of the Corrective Actions Policy
- 3. Report from the Technical Compliance Working Group (TCWG 4)**
- 4. Compliance Action Plan (CAP)**
- 5. Consideration of Electronic Monitoring (EM)/ Systems**
- 6. Operation of CCSBT Measures: Issues & Updates**
- 7. Review and Revision of CCSBT Policies & Resolutions**
 - 7.1 Review of CCSBT's Corrective Actions Policy (CPG3)
 - 7.2 Transshipment Resolution
 - 7.2.1 Strengthening of the Resolution
 - 7.2.2 Transshipment Proposal from Indonesia
- 8. Implementation of the CCSBT Compliance Plan**
 - 8.1 Quality Assurance Reviews (QARs)
 - 8.2 Markets
 - 8.2.1 Update on Japan's Market Proposal
 - 8.2.2 Analysis of tag survey data
 - 8.3 Standing Agenda Items
- 9. Update on CCSBT's Compliance Relationships with other Organisations**
- 10. Development of a Trial eCDS**

- 11. Project to Enhance the Implementation of Seabird Measures**
- 12. Work Plan for 2024**
- 13. Other business**
- 14. Recommendations to the Extended Commission**
- 15. Conclusion**
 - 15.1 Adoption of Meeting Report
 - 15.2 Close of Meeting.

List of Documents
Eighteenth Meeting of the Compliance Committee

(CCSBT-CC/2310/)

1. Provisional Agenda
2. List of Participants
3. List of Documents
4. (Secretariat) Compliance with CCSBT Management Measures (Rev.1)
(CC agenda items 2.1, 2.4.1, 2.4.2)
5. (Secretariat) Annual Report on Members' implementation of ERS measures and performance with respect to ERS
(CC agenda item 2.1)
6. (Secretariat) Review of Implementation of Indonesia's and South Africa's Corrective Actions
(CC agenda item 2.4.2)
7. (Secretariat) CCSBT High Level Guiding Principles for EM/S
(CC agenda item 5)
8. (Secretariat) Operation of CCSBT MCS Measures (Rev.1)
(CC agenda items 2.2.2, 2.2.3, 6)
9. (Secretariat) Proposed Draft Revised CCSBT Authorised Vessel Resolution
(CC agenda item 6)
10. (Secretariat) Review of Corrective Actions Policy (Compliance Policy Guideline 3)
(CC agenda item 7.1)
11. (Secretariat) Development of a Revised Strengthened CCSBT Transshipment Resolution
(CC agenda item 7.2.1)
12. (Secretariat) Potential Future Options for CCSBT's Quality Assurance Review (QAR) Programme
(CC agenda item 8.1)
13. (Secretariat) Secretariat's analyses for Japan's Market Proposal related items
(CC agenda item 8.2.2)
14. (Secretariat) Potential Non-Member Fishing Activity/Trade & Trade Summaries
(CC agenda item 8.3)
15. (Secretariat) Update on CCSBT's Compliance Relationships with Other Bodies and Organisations
(CC agenda item 8.3, 9)

16. (Secretariat) Progress Update on the CCSBT's Trial eCDS Project
(CC agenda item 10)
17. (Secretariat) Update on Seabird Project to Enhance the Implementation of Seabird Measures
(CC agenda item 11)
18. (Indonesia) A Proposal for Amendment of Resolution on Establishing a Program for Transshipment by Large-Scale Fishing Vessels
(CC agenda item 7.2.2)
19. (Japan) Update on the work in relation to annual verification with CDS data and different data sets
(CC Agenda item 8.2.1)
20. (Japan) Improvement of the estimation of Japanese southern bluefin tuna catch based on market statistics and research data (Rev.1)
(CC Agenda item 8.2.1)

(CCSBT-CC/2310/SBT Fisheries -)

Australia	Annual Report to the Compliance Committee and the Extended Commission
European Union	Annual Report to the Compliance Committee and the Extended Commission
Indonesia	Annual Report to the Compliance Committee and the Extended Commission
Japan	Annual Report to the Compliance Committee and the Extended Commission
Korea	Annual Report to the Compliance Committee and the Extended Commission
New Zealand	Annual Report to the Compliance Committee and the Extended Commission
South Africa	Annual Report to the Compliance Committee and the Extended Commission
Taiwan	Annual Report to the Compliance Committee and the Extended Commission

(CCSBT-CC/2310/Info)

1. (Secretariat) Discussion Paper on Electronic Monitoring (EM) and Associated System
(CC Agenda item 5)

2. (BirdLife International) Global prevalence of setting longlines at dawn highlights bycatch risk for threatened albatross
(CC Agenda item 2.1)
3. (Pew Charitable Trust) Approached to evaluate and strengthen RFMO compliance processes and performance – A toolkit and recommendations
(CC Agenda item 7.1 and 8.3)

(CCSBT-CC/2310/Rep)

1. Report of the Twenty-Eighth Meeting of the Scientific Committee (August/September 2023)
 2. Report of the Sixth Meeting of the Strategy and Fisheries Management Working Group (July 2023)
 3. Report of the Twenty-Ninth Annual Meeting of the Commission (October 2022)
 4. Report of the Seventeenth Meeting of the Compliance Committee (October 2022)
 5. Report of the Twenty-Seventh Meeting of the Scientific Committee (August/September 2022)
 6. Report of The Fourteenth Meeting of the Ecologically Related Species Working Group (March 2022)
 7. Report of the Twenty-Eighth Annual Meeting of the Commission (October 2021)
 8. Report of the Sixteenth Meeting of the Compliance Committee (October 2021)
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(Documents to be discussed from the 4th Technical Compliance Working Group)¹

(CCSBT-TCWG/2310/)

4. (Secretariat) Review of Compliance Risks & Proposed Action Items for Input into the Compliance Action Plan

(CCSBT-TCWG/2310/info)

1. (Secretariat) CCSBT Compliance Plan
2. (Secretariat) Draft Strategic Plan for the Commission for the Conservation of Southern Bluefin Tuna 2023 - 2028

¹ Documents from the TCWG meeting which Members might wish to discuss at the Compliance Committee (CC) meeting. These documents will not be renumbered.

Work plan to remain within Indonesia's TAC for 2023

No	Activities	Description	Institution/ Stakeholders	Period	Update Description
1	National policy in the distribution of national quota	The Indonesian Government allocates the SBT Quota to fisheries associations who distribute those quotas to their members	DGCF– MMAF	Since 2015	The Indonesian Government allocates the SBT Quota to fisheries associations who distribute those quotas to their members. The legal basis for the national distribution catch quota is Directorate General of Capture Fisheries Decree No. 17 of 2022, as per April 25th, 2022.
2	CDS application system	Implementing a quota block and prevent an over catch for the following year within the Indonesia CDS system	DGCF - MMAF	Since 2015	<ul style="list-style-type: none"> Implementing a quota block and prevent an over catch for the following year within the Indonesia CDS system. The Indonesian Government informs associations and Fishing companies on the fishing capacity reduction before the next harvesting year. Warning system starts when Respective fishing company reaches 80% of their quota.
3	Observer coverage	Improve observer coverage	DGCF, RITF & Tuna Fisheries Association	2020 - 2022	<ul style="list-style-type: none"> In 2020, number of longline vessels observed were 2 units. In 2021, number of longline vessels observed were 4 units. In 2022, number of longline vessels observed were 9 units.
4	Early warning system	It will regularly notify associations and fishing companies of the SBT catch status as an early warning system to avoid over-catch. Reward and punishment application towards the catch quota/vessel	DGCF & Tuna Fisheries Association	2021 – 2023 (Start 1 st Quarter)	<ul style="list-style-type: none"> DGCF is implementing early warning system in form of regular notifications to quota holders on quarterly basis. In order to avoid over catch, DGCF will also send an additional notification letter to inform that SBT catch reach/almost reach 90% limit. There will be also a reminder to reduce/cease catch of SBT for remaining fishing season and daily information on catch level.

5	Tagging control	Reduce tagging on port activities	DGCF and Tuna Fisheries Association	2021 - 2023	<ul style="list-style-type: none"> • Reduce tagging on port activities by conducting regular dissemination to the tuna associations and companies holding quotas regarding the provisions on tagging at port. • Fishing vessel brought tags onboard prior fishing operation.
6	E-logbook	Improve e-logbook implementation for LL vessels above 30 GT as an obligation and under 30 GT as a voluntary.	DGCF & Tuna Fisheries Association	Since 2019	<ul style="list-style-type: none"> • In 2019, there were 221 Indonesian fishing vessels registered in the CCSBT Record of Authorized Vessels with 84 vessels have implemented an e-logbook (>30 GT). • In 2020, there were 250 Indonesian fishing vessels registered in the CCSBT Record of Authorized Vessels with 174 vessels have implemented the e-logbook (≤ 30 GT = 23 vessels; > 30 GT = 151 vessels). • In 2021, there were 265 Indonesian fishing vessels registered in the CCSBT Record of Authorized Vessels with 224 vessels have implemented the e-logbook (≤ 30 GT = 50 vessels; > 30 GT = 174 vessels). • In 2022, there were 273 Indonesian fishing vessels registered in the CCSBT Record of Authorized Vessels with 223 vessels have implemented the e-logbook (≤ 30 GT = 48 vessels; > 30 GT = 175 vessels).
7	E-monitoring	E-monitoring for upporting/carrier fishing vessels and LL vessel above 100 GT	DGCF & Tuna Fisheries Association	2021 - 2023	<ul style="list-style-type: none"> • E-monitoring is obligatory for carrier vessel. • E-monitoring on fishing vessel is not mandatory. The plan to implement e-monitoring on longline vessel above 100 GT in voluntary basis has not been implemented yet due to budget constrain.

8	Catch analysis by fishing area	Data analysis of SBT catches to identify SBT was caught weather at the territorial waters, archipelagic waters, Indonesian EEZ, or high seas. The data analysis will be conducted by overlaying various data such as CDS, fishing logbooks, e-Monitoring and VMS data.	DGCF, RITF	2022	<ul style="list-style-type: none"> • A paper has been developed to a data analysis of SBT catches to identify whether SBT was caught at the territorial sea, archipelagic water, EEZ, or high seas. The data analysis will be conducted by overlaying various data such as CDS, fishing logbooks, and VMS data. The paper has been submitted to the ESC27. • An updated paper was submitted to the CC17.
9	Market trade data	Consolidation to all market data resources	DGCF, DGPCMF, AFQ, PUSDATIN, Statistics Indonesia, Indonesia Customs	2021	MMAF has conducted a consultation process with related national export tuna data resources including Statistics Indonesia and Indonesia Customs. The result of the consultation presented in the paper (Further investigation into discrepancies between COMTRADE and Indonesia CDS data) submitted to CC16.
10	Fisheries Improvement Program (FIP) for tuna longliner	Increase observer coverage. <ul style="list-style-type: none"> • Data collecting improvement • ERS mitigation • Improving compliance on the regulations related to longline tuna enforced by the Government • Conducting training and/or awareness activities to fishing industries to ensure compliance 	Tuna Fisheries Association	2021 - 2023	<ul style="list-style-type: none"> • The FIP for tuna longliner is not only for vessel catching SBT or registered on CCSBT. • In 2022, there were 339 longline vessels that are members of the FIP. • In June 2022, all FIP members attended refreshment briefing on e-logbook recording as part of data collecting improvement. • There were total 22 observers onboard of 22 vessels of FIP members in 2022. Observers data and information were analysed and draft report of the bycatch including ETP from the Indonesian tuna longline fishery was developed with a collaboration between Directorate of Fish Resources Management (DFRM) and the scientists from Research Center for Fishery Research Organization for Earth Sciences and Maritime National Research and Innovation Agency. For monitoring transshipment at sea in 2022, 14

					<p>carrier vessels conducted transshipment at sea in IOTC area, which are members of the FIP, were 100% monitored by national observers onboard under IOTC resolution. The observers verified catches for both target species and bycatch. The monitoring also ensured compliance with conservation actions and mitigation management in case any Endangered, Threatened, and Protected Species were caught.</p> <ul style="list-style-type: none"> • In June 2023, the Directorate of Fish Resource Management held a Technical Coordination Meeting (RAKORTEK) for observers on fishing vessels and fish carrier vessels.
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Note:

MMAF = Ministry of Marine Affairs and Fisheries

DGCF = Directorate General of Capture Fisheries

DGMFRS= Directorate General of Marine and Fisheries Resources Surveillance

DGSCMFP= Directorate General of Strengthening Competitiveness of Marine and Fishery Products

DGFQ= Directorate General of Fish Quarantine, Quality Control and Safety of Fishery Products

PUSDATIN = Center for Data, Statistic, and Information, Statistics Indonesia-MMAF

DFRM = Directorate of Fish Resources Management

RITF= Research Institute for Tuna Fisheries, MMAF

ATLI = Indonesia Longline Tuna Association

High Level Electronic Monitoring/Systems (EM/S) Guiding Principles for CCSBT

CCSBT Definition(s)¹

Electronic Monitoring (EM):

The use of electronic devices to record fishing vessels' activities using video technology linked to a Global Position System (GPS), which may include sensors.

Electronic Monitoring Systems (EMS):

The system comprising the vessel and shore-based components for collecting, transmitting and reviewing EM records, reporting of EM data and implementing an EM Program.²

Primary Objectives of EM/S

The use of EM/S is voluntary and, if used, can complement or supplement human observer programmes.

The CCSBT EM/S should be compatible with the EM/S utilised in other relevant Regional Fisheries Management Organisations (RFMOs).

There is potential for CCSBT EM/S data and information to be used to assist with the assessment and reporting of Members' compliance with CCSBT Conservation and Management Measures (CMMs) in future if agreed by Members. This does not prevent Members choosing to use their own EM/S data and information to support compliance with CCSBT CMMs.

EM/S can be used to contribute to meeting the scientific observer coverage requirements as described in the CCSBT Scientific Observer Program Standards (SOPS).

In cases where EM/S can be utilised, the data and information collected by EM/S should, at a minimum, be as robust as that collected by human observers.

EM/S can be used across all SBT fishing activities.

¹ These definitions are consistent with the definitions used (in 2023) by the Indian Ocean Tuna Commission (IOTC)

² EM Program was defined by IOTC in paper [IOTC-2022-WPDCS18-32](#) as, “a process administered by a national or regional administration that regulates the use of EMS on vessels to collect and verify fisheries data and information responsible through an implementation of an EMS in a defined area and/or fishery”

Information Objective

EM/S can be used as a primary data collection tool and/or to verify data collected by other methods.

Data Review Objectives

The review of EM footage should be representative as defined in the CCSBT SOPS.

Onshore scientific observers/analysts should:

- Have a similar level of relevant qualifications and training as at-sea scientific observers, and
- Meet CCSBT's independence and integrity requirements as defined in the CCSBT SOPS.

The use of Artificial Intelligence (AI) may be considered in the context of CCSBT EM/S.

Security, Privacy and Confidentiality

EM/S and the information and data collected by those systems must be tamper-proof.

Members may choose to share information collected from EM/S. The sharing of EM/S information shall be done in accordance with CCSBT's confidentiality rules.

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

(revised at the Thirtieth Annual Meeting: 12 October 2023)

The Extended Commission for the Conservation of Southern Bluefin Tuna,

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

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

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

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

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

Agrees, in accordance with paragraph 3(b) of Article 8 of the CCSBT Convention, that:

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

- a. ensure that all vessels under their registry do not carry out IUU fishing activities for southern bluefin tuna;
- b. take every possible action, consistent with relevant law, to prevent, deter and eliminate IUU fishing; and
- c. review progress on the issue of IUU fishing for SBT and the implementation of its IUU measures including adopting further measures as required on a regular basis.

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

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

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

4. Each Member of the Extended Commission (hereinafter referred to as "Member"), and Co-operating Non-member shall submit electronically to the Executive Secretary, the list of FVs flying its flag that are authorised to fish for SBT. Effective from 1 January 2024¹, this list shall include the following information:

- IMO Number (if available);
- Name of vessel(s), register number(s);

¹ All the data elements listed in paragraph 4 must be provided for any vessel which is already included on CCSBT's authorised vessel list on 1 January 2024 and for all new vessel authorisations received from 1 January 2024 onwards.

- Previous name(s) (if any);
- Previous flag(s) (if any);
- Previous details of deletion from other registries (if any);
- International radio call sign(s) (if any);
- Type of vessel(s), length overall and gross registered tonnage (GRT);
- Name and address of owner(s);
- Name and address of operator(s);
- Gear(s) used;
- Time period authorised for fishing and /or transshipping;
- Freezing capacity² on board (yes or no); and
- Vessel is authorised to operate outside waters of national jurisdiction (yes or no).

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

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

6. The Executive Secretary shall maintain the CCSBT Record, and take any measure to ensure publicity of the Record and through electronic means, including placing it on the CCSBT website, in a manner consistent with confidentiality requirements noted by the Members and Co-operating Non-members.

7. The Flag Members and Co-operating Non-members of the vessels on the record shall:

- a) authorise their FVs to fish for SBT only if they are able to fulfill in respect of these vessels the requirements and responsibilities under the CCSBT Convention and its conservation and management measures;
- b) take necessary measures to ensure that their FVs comply with all the relevant CCSBT conservation and management measures;
- c) take necessary measures to ensure that their FVs on the CCSBT Record keep on

² A vessel is deemed to have Freezing Capacity if it has a freezer which is capable of storing more than 500 kilograms of SBT at -30°C or below.

board valid certificates of vessel registration and valid authorisation to fish and/or tranship;

- d) affirm that if those vessels have record of IUU fishing activities, the owners have provided sufficient evidence demonstrating that they will not conduct such activities any more;
- e) ensure, to the extent possible under domestic law, that the owners and operators of their FVs on the CCSBT Record are not engaged in or associated with fishing activities for SBT conducted by FVs not entered into the CCSBT Record;
- f) take necessary measures to ensure, to the extent possible under domestic law, that the owners of the FVs on the CCSBT Record are citizens or legal entities within the flag Members and Co-operating Non-members so that any control or punitive actions can be effectively taken against them.

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

- 9. a) The Members and Co-operating Non-members shall take measures, under their applicable legislation, to prohibit the fishing for, the retaining on board, the transshipment and landing of SBT by the FVs which are not entered into the CCSBT Record.
- b) To ensure the effectiveness of the CCSBT conservation and management measures pertaining to CCSBT Catch Documentation Scheme:
 - i) flag Members and Co-operating Non-members shall validate CDS documents only for the FVs on the CCSBT Record,
 - ii) the Members and Co-operating Non-members shall require that SBT caught by FVs, when transhipped, landed as domestic product, exported, imported or re-exported within their jurisdictions, shall be accompanied by CDS documents validated for the vessels on the CCSBT Record and,
 - iii) the Members and Co-operating Non-members shall co-operate to ensure that CDS documents are not forged or do not contain misinformation.

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

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

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

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

14. This Resolution supersedes the Resolution on “Illegal, Unregulated and Unreported Fishing (IUU) and Establishment of a CCSBT Record of Vessels over 24 meters Authorised to Fish for Southern Bluefin Tuna” and any previous versions of the “Resolution on a CCSBT Record of Vessels Authorised to Fish for Southern Bluefin Tuna”.

Resolution on Establishing a Program for Transshipment by Large-Scale Fishing Vessels

(revised at the Thirtieth Annual Meeting: 12 October 2023)

The Commission for the Conservation of Southern Bluefin Tuna (CCSBT),

TAKING ACCOUNT of the need to combat illegal, unregulated and unreported (IUU) fishing activities because they undermine the effectiveness of the conservation and management measures already adopted by the CCSBT;

EXPRESSING GRAVE CONCERN that organised tuna laundering operations have been conducted and a significant amount of catches by IUU fishing vessels have been transhipped under the names of duly licensed fishing vessels;

IN VIEW THEREFORE OF THE NEED to ensure the monitoring of the transshipment activities by large-scale longline fishing vessels, including the control of their landings;

TAKING ACCOUNT of the need to maintain the integrity of the CCSBT Catch Documentation Scheme (CDS), and recognising that transshipment operations represent an area of increased compliance risk;

TAKING ACCOUNT of the need to collect Southern Bluefin Tuna (SBT) data from such largescale long-line tuna fishing vessels to improve the scientific assessments of those SBT stocks and the tracking of SBT product in line with the Catch Documentation Scheme;

Agrees in accordance with paragraph 3(b) of Article 8 of the CCSBT Convention, that:

SECTION 1. GENERAL RULES

Use of terms

1. For the purpose of this Resolution:

- (a) “LSTLV” means a tuna longline fishing vessel with Freezing Capacity;
- (b) “Carrier Vessel” means any vessel that receives SBT transhipped from a LSTLV;
- (c) “Freezing Capacity”: A vessel is deemed to have Freezing Capacity if it has a freezer which is capable of storing more than 500 kilograms of SBT at -30°C or below”; and

(d) “Southern Bluefin Tuna” or “SBT” means Southern Bluefin Tuna or fish products originating from SBT.

2. Except under the programme to monitor transhipments at sea for “LSTLVs”, all LSTLV transhipment operations of SBT must take place in port¹. If the Member/CNM authorises at-sea transhipment by its flag LSTLVs, such transhipments shall be conducted in accordance with the procedures defined in Sections 2, 3 and 5, and **Annexes I and II** of this Resolution.

3. When transshipping SBT in port, Members and Cooperating Non-Members (CNMs) shall take the necessary measures to ensure that LSTLVs flying their flag comply with the obligations set out in Sections 2, 4 and 5 and **Annex I** of this Resolution.

SECTION 2. RECORD OF CARRIER VESSELS AUTHORISED TO RECEIVE TRANSHIPMENTS INVOLVING SBT

4. The Executive Secretary shall establish and maintain a CCSBT Record of Carrier Vessels authorised to receive SBT from LSTLVs at sea or in port. For the purposes of this Resolution, Carrier Vessels not entered on the record are deemed not to be authorised to receive SBT from LSTLVs in transhipment operations.

Members and CNMs shall ensure that they:

- a) do not authorise Carrier Vessels not already authorised by other RFMOs and,
- b) do not authorise Carrier Vessels included in other RFMOs’ IUU Vessel Lists.

5. Each Member and CNM shall submit, electronically where possible, to the CCSBT Executive Secretary the list of the Carrier Vessels that are authorised to receive transhipments from its LSTLVs without delay. Each Member shall promptly notify the Executive Secretary of any addition to, deletion from, and/or any modification to the list of Carrier Vessels at any time such changes occur without delay. This list shall include the following information:

- 1 Flag of the vessel
- 2 CCSBT Record Number (if any)
- 3 IMO Number
- 4 Name of vessel, vessel registration number
- 5 Previous name (if any)
- 6 Previous flag (if any)
- 7 Previous details of deletion from other registries (if any)
- 8 International radio call sign
- 9 Type of vessels, length, gross tonnage (GT) and carrying capacity
- 10 Name and address of owner(s) and operator(s)
- 11 Time period authorised for transshipping.

¹ Port includes offshore terminals and other installations for landing, transshipping, packaging, processing, refuelling or resupplying (as defined by the FAO Port State Measures Agreement)

6. The Executive Secretary shall maintain the CCSBT Record of Carrier Vessels and take measures to ensure publicity of the record and through electronic means, including placing it on the CCSBT website, in a manner consistent with confidentiality requirements notified by Members and CNMs for their vessels.

7. Carrier vessels authorised by Members and CNMs to conduct at-sea or in-port transshipments shall be required to have an operational Vessel Monitoring System (VMS) that is operating in accordance with all applicable CCSBT Resolutions and decisions, including the *Resolution on the CCSBT Vessel Monitoring System* (2017), and any successor Resolution, including any future revisions thereto.

8. LSTLVs which tranship at sea or in-port shall be required to install and operate a VMS in accordance with CCSBT's *Resolution on the CCSBT Vessel Monitoring System* (2017), and any successor Resolution, including any future revisions thereto.

Port Inspection

9. Consistent with CCSBT's Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port, port State Members and CNMs should prioritise inspection in port of (a) Carrier Vessels whose AIS/VMS signals disappear under suspicious circumstances and without explanation and/or indicate dubious movements, as well as (b) Carrier Vessels which are not CCSBT-authorised to verify that SBT is not on board. Inspection of transshipment activities in port should involve the monitoring of the entire transshipment process and include a cross check of transhipped SBT amounts against the amounts reported in the fishing vessel's logbook, and review of the prior authorisation to tranship in port issued by the fishing vessel flag Member/CNM.

Separation of cargo

10. Carrier Vessels authorised to receive transshipments of SBT shall be required to separate and stow transhipped SBT by fishing vessel and develop a stowage plan to show the locations in the hold of the quantities of SBT by fishing vessel. The Carrier Vessel master shall submit the stowage plan to inspectors, if requested.

SECTION 3. PROGRAM TO MONITOR TRANSHIPMENTS AT SEA INVOLVING SBT

11. The Commission hereby establishes a program to monitor transshipments at sea involving SBT which applies only to LSTLVs and to Carrier Vessels authorised to receive transshipments from these vessels at sea.

12. Members and CNMs shall determine whether or not to authorise their LSTLVs to tranship at sea.

13. Where SBT is transhipped at-sea to a wooden Indonesian-flagged Carrier Vessels listed in Annex IV, Indonesia may fulfill the requirements of paragraph 26 through the use of its own national observers.

14. Indonesia shall provide directly to both the CCSBT and IOTC Secretariats, copies of all data and documentation required by and within the timeframes set out in the respective CCSBT and IOTC Transshipment Resolutions. The information provided shall include transshipment observer information, notifications and reports (reports should include reports equivalent to – in standard and content - those currently prepared and provided by IOTC’s independent ROP Contractor).

15. The provisions in paragraph 13 will be considered as a two-year trial with a start date of 1 November 2023 and concluding on 31 October 2025. A Quality Assurance Review (QAR), whose aim will be to provide an independent assessment of the performance of the trial, will be conducted in 2025 and presented to CC 20. This QAR will be funded by the CCSBT. In addition to the QAR, CC 20 shall also consider advice from the IOTC as well as the performance in meeting existing CCSBT transshipment obligations.

16. Replacement of any wooden carrier vessels in Annex IV is only permitted if the material of the substitute vessel shall remain wooden and the carrying capacity or fish hold volume is not larger than the vessel(s) being replaced. In such case, the authorisation of the replaced wooden vessel shall be immediately revoked.

17. Transshipments by LSTLVs in waters under the jurisdiction of Members and CNMs are subject to prior authorisation from the Coastal State / Fishing Entity concerned. An original or copy of the documentation of Coastal State/ Fishing Entity prior authorisation must be retained on the LSTLV and made available to the CCSBT observer when requested.

18. Members and CNMs shall take the necessary measures to ensure that LSTLVs flying their flag comply with the conditions in paragraphs 19 to 27 below.

Flag State / Fishing Entity Authorisation

19. LSTLVs shall not be authorised to tranship at sea, unless they have obtained prior authorisation from their Flag State / Fishing Entity. An original or copy of the documentation of prior authorisation must be retained on the LSTLV and made available to the CCSBT observer when requested.

Notification obligations

Fishing vessel:

20. To receive the prior authorisation mentioned in paragraph 19 above, the master and/or owner of the LSTLV must notify the following information to its Flag State / Fishing Entity authorities at least 24 hours in advance of an intended transshipment:

- a) Name of the LSTLV, its number in the CCSBT Authorised Vessel List and its IMO number,

- b) Name of the Carrier Vessel and its number in the CCSBT Record of Carrier Vessels authorised to receive transshipments at sea and its IMO number,
- c) Tonnage and product type² to be transhipped (by species where known),
- ed) Date and location of transshipment,
- e) Geographic location of the SBT catches.

21. The master and/or owner of the LSTLV concerned shall complete and transmit to its Flag State / Fishing Entity, and, where applicable, the Coastal State / Fishing Entity, not later than 5 working days after the transshipment, the CCSBT transshipment declaration, in accordance with the format set out in **Annex I**.

Receiving Carrier Vessel:

22. Before starting transshipment, the master of the receiving Carrier Vessel shall confirm that the LSTLV concerned is participating in the CCSBT programme to monitor transshipment at sea (which includes payment of the fee in paragraph 14 of **Annex II**), and has obtained the prior authorisation from their Flag State / Fishing Entity referred to in paragraph 19. The master of the receiving Carrier Vessel shall not start transshipment without such confirmation.

23. The master of the receiving Carrier Vessel shall complete and transmit the CCSBT transshipment declaration to the CCSBT Secretariat and the Flag Member/ CNM of the LSTLV, along with its number in the CCSBT Record of Carrier Vessels authorised to receive transshipment at sea, within 24 hours of the completion of the transshipment. The Secretariat will forward all received Transshipment Declarations to the Flag Member/ CNM of LSTLVs on a quarterly basis, and the Flag Member / CNM will reconcile these against Transshipment Declarations they have received.

24. The master of the receiving Carrier Vessel shall, no later than 48 hours before the first point of landing, transmit a CCSBT transshipment declaration, along with its number in the CCSBT Record of Carrier Vessels authorised to receive transshipment at sea, to the competent authorities of the State / Fishing Entity where the landing takes place.

25. CCSBT shall consider the introduction of supply declaration (as described in a) and b) below) at CCSBT 32 in 2025 after taking into account the effectiveness of the supply declaration introduced in ICCAT since 2022³.

- a) Anytime a carrier vessel on the CCSBT Record of Carrier Vessels provides supply services to another vessel at sea that has SBT on board, the master of the Carrier Vessel shall complete a supply declaration in accordance with the format set out in Annex III and send it by electronic means to its flag State and the CCSBT Secretariat 24 hours in advance of the activity.
- b) A separate supply declaration is not required when the supply activity is

² Product type is the processed state *e.g.* refer to the types of product listed in the CCSBT Transshipment Declaration in Annex I

³ See paragraph 23 of Recommendation by ICCAT on Transshipment 21-15

conducted in association with a transhipment that is monitored by a Regional Transhipment Observer.

Regional Observer Program

26. Each Member and CNM shall ensure that all Carrier Vessels transhipping at sea have on board a CCSBT observer, in accordance with the CCSBT Regional Observer Program in **Annex II**. The CCSBT observer shall observe the compliance with this Resolution, and notably that the transhipped quantities of SBT are reasonably consistent with the reported catch in the CCSBT transhipment declaration and, as recorded in the fishing vessel logbook and CDS documents.

27. Vessels shall be prohibited from commencing or continuing transhipping at sea without a CCSBT regional observer on board, except in cases of ‘force majeure’ duly notified to the Executive Secretary⁴.

SECTION 4. PROGRAM TO MONITOR LSTLV TRANSHIPMENTS IN PORT INVOLVING SBT

28. For effective in-port inspections, Flag States of fishing vessels shall designate foreign ports of transhipment of southern bluefin tuna for their vessels, prohibit such transhipment at other foreign ports and communicate with those designated port states to share relevant information required for effective monitoring.

29. In-port transhipments shall only be undertaken in accordance with the procedures set out in paragraphs 30 to 36 below:

Notification obligations

Fishing vessel:

30. Prior to transhipping, the master of the LSTLV must notify the following information to the Port State authorities, at least 48 hours in advance or as specified by Members/CNMs, or immediately after the end of fishing operations if the time to the port is less than 48 hours; for the latter, the Port State must have enough time to examine the information:

- a) Name of the LSTLV, IMO number and its number in the CCSBT record of fishing vessels;
- b) Name of the Carrier Vessel, IMO number and its number in the CCSBT Record of Carrier Vessels authorised to receive transhipments,
- c) Tonnage and product type² to be transhipped (by species where known);
- d) Date and location of transhipment;
- e) Geographic location of the SBT catches.

⁴ This requirement can be met by using a CPG5 (Compliance Policy Guideline 5 - Guideline on principles for action and steps to be taken in relation to extraordinary circumstances) notification

31. The master and/or owner of a LSTLV shall, at the time of the transhipment, inform its Flag State/ Fishing Entity of the following;

- a) Product types² and quantities involved;
- b) Date and place of the transhipment;
- c) Name, registration number, IMO number and flag of the receiving Carrier Vessel, and its number in the CCSBT Record of Carrier Vessels authorised to receive SBT transhipments;
- d) Geographic location of the SBT catches.

32. The master and/or owner of the LSTLV concerned shall complete and transmit to its Flag State/ Fishing Entity the CCSBT transhipment declaration, along with its number in the CCSBT Record of Fishing Vessels, in the format set out in **Annex I** not later than 15 days after the transhipment⁵.

Receiving Vessel:

33. Not later than 24 hours before the beginning of the transhipment, the master of the receiving Carrier Vessel shall inform the Port State authorities of the quantities of SBT to be transhipped to the receiving Carrier Vessel.

34. Within 24 hours of the completion of the transhipment, the master of the receiving Carrier Vessel shall complete and transmit the CCSBT transhipment declaration to the Port State authorities, the Flag Member/ CNM of the LSTLV, and the CCSBT Secretariat. A copy of this transhipment declaration shall be retained on board the receiving Carrier Vessel.

35. Following receipt of a transhipment including SBT, and after leaving the transhipment port, the master of the receiving Carrier Vessel shall, at least 48 hours before landing its transhipped SBT, complete and transmit a copy of the CCSBT transhipment declaration referred to in paragraph 34, to the competent authorities of the landing State/ Fishing Entity where the landing will take place.

Port and Landing State Cooperation

36. The Port State and the landing State referred to in the above paragraphs shall make an effort to take the appropriate measures to verify the accuracy of the information received and shall cooperate with the work of the Flag Member or CNM of the LSTLV to ensure that reported catches, transhipments and landings are consistent with the reported catch amounts of each vessel. This verification shall be carried out so that the vessel suffers the minimum interference and inconvenience, and so that degradation of the fish is avoided.

⁵ In the case where the SBT are being transferred temporarily to bonded cold storage before being transferred to the receiving Carrier Vessel, then the LSTLV shall complete and transmit the transhipment declaration to its Flag State/ Fishing Entity, and where applicable, the Coastal State/ Fishing Entity, not later than 15 days from the date from which the SBT is transferred into the bonded cold storage facility. In such cases, the receiving Carrier Vessel agent shall sign the transhipment declaration on behalf of the Carrier Vessel master.

SECTION 5. GENERAL PROVISIONS (all transshipments)

37. To ensure the effectiveness of the CCSBT conservation and management measures pertaining to the Catch Documentation System (CDS):

- a) In validating the necessary CCSBT CDS documentation, as required by the CDS, Flag Members and CNMs of LSTLVs shall ensure that transshipments are consistent with the reported catch amount by each LSTLV.
- b) The Flag Member or CNM of LSTLVs shall validate the necessary CCSBT CDS documentation for the transhipped fish, as required by the CDS, after confirming that the transhipment was conducted in accordance with this Resolution. If transhipped at sea this confirmation shall be based on the information obtained through the CCSBT Regional Observer Program.
- c) Members and CNMs shall require that SBT caught by LSTLVs, when imported into the territory of a Member or CNM, be accompanied by the necessary CCSBT CDS documentation validated for the vessels on the CCSBT Authorised Vessel List and a copy of the CCSBT transhipment declaration.

38. The Members and CNMs shall include in their annual report 4 weeks prior to the Annual Meeting of the Commission:

- a) The quantities and percentage of SBT transhipped at sea and in port during the previous fishing season,
- b) The list of the LSTLVs registered in the CCSBT Authorised Vessel List which have transhipped at sea and in port during the previous fishing season, and
- c) A comprehensive report assessing the content and conclusions of the reports of the observers assigned to Carrier Vessels which have received at-sea transshipments from their flag LSTLVs during the previous fishing season.

These reports shall be made available to the Extended Commission and relevant subsidiary bodies for review and consideration.

39. All SBT landed or imported, either unprocessed or after having been processed on board and which are transhipped, shall be accompanied by the CCSBT transhipment declaration until the first sale has taken place.

40. Each year, the Executive Secretary shall present a report on the implementation of this Resolution to the Compliance Committee meeting which shall review compliance with this Resolution.

41. Nothing in this Resolution affects the rights of a Member or CNM to exercise its authority over ports located in areas under its jurisdiction in accordance with its domestic laws and international law.

42. These provisions shall be applicable from 1 April 2024.

43. The Commission shall, no later than 2025, review this Resolution and consider improvements taking into account, as appropriate, relevant standards, specifications, and requirements that have been or may be adopted by the Commission.

44. This Resolution supersedes any previous versions of CCSBT's "Resolution on Establishing a Program for Transshipment by Large-Scale Fishing Vessels".

45. To avoid the duplication of the same measures, ICCAT, IOTC, or WCPFC observers who are on board vessels on the CCSBT Record of Carrier Vessels, may be deemed to be participating in the CCSBT transshipment program, provided these observers meet the standards established in this Resolution and the CCSBT Secretariat is informed. The CCSBT Secretariat shall liaise with the ICCAT, IOTC and WCPFC with respect to any information submitted to those organisations regarding SBT. The CCSBT Secretariat shall also exchange information on transshipment and observer standards with other RFMO Secretariats.

ANNEX I - CCSBT TRANSHIPMENT DECLARATION

Carrier Vessel	Fishing Vessel
Name of the Vessel and Radio Call Sign:	Name of the Vessel and Radio Call Sign:
Flag:	Flag:
IMO Number:	IMO Number:
Flag State / Fishing Entity license number:	Flag State / Fishing Entity license number:
National Register Number, if available:	National Register Number, if available:
CCSBT Register Number, if available:	CCSBT Register Number, if available:

Departure	Day	Month	Hour	Year	<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	Agent's name:	Master's name of LSTLV:	Master's name of Carrier:
Return	<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>		From (Port name):	<div style="border-bottom: 1px solid black; width: 100%;"></div>	<div style="border-bottom: 1px solid black; width: 100%;"></div>	<div style="border-bottom: 1px solid black; width: 100%;"></div>
Transhipment	<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>	<div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div> <div style="border: 1px solid black; width: 20px; height: 20px; display: inline-block;"></div>		To (Port name):	<div style="border-bottom: 1px solid black; width: 100%;"></div>	<div style="border-bottom: 1px solid black; width: 100%;"></div>	<div style="border-bottom: 1px solid black; width: 100%;"></div>

Indicate the weight in kilograms or the unit used (e.g. box, basket) and the landed weight in kilograms of this unit: |_____| kilograms

LOCATION OF TRANSHIPMENT (provide either latitude/longitude for at-sea transhipments or port name for in-port transhipments)

Species	Port	Sea	Type of product										
				RD ¹	GGO ¹ (kg)	GGT ¹ (kg)	DRO ¹ (kg)	DRT ¹ (kg)	Filleted ¹	Other ¹ (kg)			

If transhipment effected at sea, CCSBT Observer Name and Signature:

¹ The type of product should be indicated as Round (RD), Gilled and gutted – tail on (GGO), Gilled and gutted - tail off, (GGT), Dressed – tail on (DRO), Dressed – tail off (DRT), Fillet (FL), or Other (OT).

If filling out an ICCAT, IOTC or WCPFC Transhipment Declaration (TD), record the SBT weight (kg) against the product type that most closely matches the appropriate CCSBT SBT product type (as listed above)

ANNEX II - CCSBT REGIONAL OBSERVER PROGRAM

1. Each Member and CNM shall require Carrier Vessels included in the CCSBT Record of Carrier Vessels authorised to receive transshipments at sea and which tranship at sea, to carry a CCSBT observer during each transshipment operation at sea.
2. Between approximately 15 days to 2 months before the Carrier Vessel will sail for a trip that will include a SBT transshipment, the Flag State/ Fishing Entity shall complete and transmit a CCSBT observer deployment request to the CCSBT Secretariat.
3. The Executive Secretary shall appoint the observers and shall place them on board the Carrier Vessels authorised to receive transshipments at sea from LSTLVs flagged to Members and Cooperating Non-Members that implement the CCSBT Regional Observer Program.

Designation of the observers

4. The designated observers shall have the following qualifications to accomplish their tasks:
 - a) sufficient experience to identify species and fishing gear;
 - b) satisfactory knowledge of the CCSBT conservation and management measures;
 - c) the ability to observe and record information accurately;
 - d) a satisfactory knowledge of the language of the flag of the vessel observed.

Obligations of the observer

5. Observers shall:
 - a) have completed the technical training required by the guidelines established by CCSBT, or the guidelines established by IOTC or ICCAT providing that the observers have also been trained in relation to paragraphs 4(a) – (c);
 - b) to the extent possible, not be nationals of the Flag State / Fishing Entity of the receiving Carrier Vessel;
 - c) be capable of performing the duties provided in paragraph 6 below;
 - d) be included in the list of observers maintained by the Secretariat of the Commission;
 - e) not be a crew member of an LSTLV or an employee of an LSTLV company.

6. The observer tasks shall be as follows:

- a) while on the Fishing Vessel intending to tranship to the Carrier Vessel and before the transhipment takes place:
 - i) check the validity of the fishing vessel's authorisation or licence to fish for SBT;
 - ii) check and note the total quantity of catch on board, and the quantity to be transferred to the Carrier Vessel;
 - iii) check that the VMS is functioning and examine the logbook;
 - iv) verify whether any of the catch on board resulted from transfers from other vessels, and check documentation on such transfers;
 - v) in the case of an indication that there are any violations involving the fishing vessel, immediately report the violations to the Carrier Vessel master; and
 - vi) report the results of these duties on the fishing vessel in the observer's report.
- b) monitor the Carrier Vessel's compliance with the relevant conservation and management measures adopted by the Commission and in particular the observers shall:
 - i. record and report upon the transhipment activities carried out;
 - ii. verify the position of the vessel when engaged in transshipping;
 - iii. observe and estimate products transhipped;
 - iv. verify and record the name of the LSTLV concerned and its CCSBT Authorised Vessel List number;
 - v. verify the data contained in the transhipment declaration;
 - vi. certify the data contained in the transhipment declaration;
 - vii. countersign the transhipment declaration;
- c) produce a daily report of the Carrier Vessel's transshipping activities and transmit a summary of these daily reports to the Secretariat every 5 days;
- d) prepare a general reports compiling the information collected in accordance with this paragraph and provide the master the opportunity to include therein any relevant information;
- e) submit to the Secretariat the aforementioned general report within 20 days from the end of the period of observation; and
- f) exercise any other functions as defined by the Commission.

7. Observers shall treat as confidential all information with respect to the fishing operations of the LSTLVs and of the LSTLV owners and accept this requirement in writing as a condition of appointment as an observer.

8. Observers shall comply with requirements established in the laws and regulations of the Flag State / Fishing Entity which exercises jurisdiction over the vessel to which the observer is assigned.

9. Observers shall respect the hierarchy and general rules of behavior which apply to all vessel personnel, provided such rules do not interfere with the duties of the observer under this program, and with the obligations of vessel personnel provided in paragraph 10 of this program.

Obligations of the Flag State / Fishing Entities of Carrier Vessels

10. The responsibilities of the Flag State / Fishing Entities of the Carrier Vessels and their masters in relation to observers shall include the following:

- a) Observers shall be allowed access to the vessel personnel and to the gear and equipment;
- b) Upon request, observers shall also be allowed access to the following equipment, if present on the vessels to which they are assigned, in order to facilitate the carrying out of their duties provided in paragraph 6:
 - i) satellite navigation equipment;
 - ii) radar display viewing screens when in use; and
 - iii) electronic means of communication;
- c) Observers shall be provided accommodation, including lodging, food and adequate sanitary facilities, equal to those of officers;
- d) Observers shall be provided with adequate space on the bridge or pilot house for clerical work, as well as space on deck adequate for carrying out observer duties; and
- e) The Flag State / Fishing Entities shall ensure that masters, crew and vessel owners do not obstruct, intimidate, interfere with, influence, bribe or attempt to bribe an observer in the performance of his/her duties.

11. The Executive Secretary, in a manner consistent with any applicable confidentiality requirements, is requested to provide to the Flag State / Fishing Entity of the Carrier Vessel and to the Flag Member or Cooperating Non-Member of the LSTLV, copies of all available raw data, summaries, and reports pertaining to the trip four months prior to the next annual session of the CCSBT Compliance Committee.

Obligations of LSTLV during transshipment

12. Observers shall be allowed to visit the fishing vessel if the observer's safety can be reasonably assured given the weather and sea conditions, and access shall be granted to personnel and areas of the vessel necessary to carry out their duties provided in paragraph 6.

13. The Executive Secretary shall submit the observer reports to the Compliance Committee and to the Scientific Committee.

Observer fees

14. The costs of implementing this program shall be financed by the flag Members and Cooperating Non-Members of LSTLVs wishing to engage in transshipment operations. The fee shall be calculated on the basis of the total costs of the program. This fee shall be

paid into a special account of the CCSBT Secretariat and the CCSBT Executive Secretary shall manage the account for implementing the program.

15. No LSTLV may participate in the at-sea transshipment program unless the fees required under paragraph 14, have been paid.

ANNEX III

CCSBT SUPPLY DECLARATION

Carrier (supply donor) Vessel:		Receiving vessel:
Carrier Vessel Name:		Vessel Name:
CCSBT Registration No.		CCSBT Registration No.
		National Registration number
IMO number		IMO number
International Radio Call Sign		International Radio Call Sign
Current Flag:		Current Flag:
Supply Activity: Date		
Supply Activity: Latitude		
Supply Activity: Longitude		
Goods supplied:		Remarks (if any)
- Fuel	<input type="checkbox"/>	
- Bait	<input type="checkbox"/>	
- Victuals	<input type="checkbox"/>	
- Spare parts	<input type="checkbox"/>	
- Medical supplies	<input type="checkbox"/>	
- Passengers/Crew	<input type="checkbox"/>	
- Other (specify)	<input type="checkbox"/>	

ANNEX IV

INDONESIAN CARRIER VESSELS AUTHORISED TO TRANSHIP AT SEA

No.	Name of Wooden Carrier	Vessel Gross Tonnage	IMO Number
1	BANDAR NELAYAN 2017	300	8576809
2	PERMATA TUNA WIJAYA 01	298	8525903
3	HIROYOSHI - 17	171	8565836
4	KILAT MAJU JAYA - 21	197	8574837
5	BANDAR NELAYAN 271	242	8583589
6	PERINTIS JAYA - 36	99	8526579
7	NUSANTARA JAYA -12	149	8583814
8	NAGA MAS PERKASA 89	146	8569650
9	BANDAR NELAYAN 519	196	8586244
10	MUTIARA 36	294	8566426
11	BAHARI - 116	167	8526725
12	GOLDEN TUNA 99	199	8586440
13	BAHARI NUSANTARA	136	8584648
14	BANDAR NELAYAN 2018	290	8583591
15	BANDAR NELAYAN 308	244	8590518
16	BANDAR NELAYAN 2023	295	8590532
17	BAHARI 89	163	8527353