

**A PROPOSAL FOR AMENDMENT OF
RESOLUTION ON ESTABLISHING A PROGRAM FOR TRANSHIPMENT BY LARGE-
SCALE FISHING VESSELS**

SUBMITTED BY: INDONESIA

Explanatory Memorandum

A. Background

1. The Commission of CCSBT established a programme to monitor transshipment at sea, which applies to large-scale tuna longline fishing vessels (LSTLVs) and to carrier vessels authorized to receive transshipment at sea.
2. The Indonesian longliners and wooden carrier vessels conducted transshipment activities in the IOTC area of competence in accordance with the Indian Ocean Tuna Commission (IOTC) Resolution 21/02 as amended by Resolution 22/02 on Establishing a Programme for Transshipment by Large-scale Fishing Vessels. Southern Bluefin Tuna (SBT) catch was also recorded in the observer report for being transhipped in 2021 and 2022.
3. At the 17th Compliance Committee meeting (CC17), Indonesia was assessed to be non-compliant to the provisions of the CCSBT's Transshipment Resolution for at-sea transshipment of SBT made by Indonesian longliners with freezing capacity during 2021, since Indonesia has been using own national observers to observe at sea transshipment of SBT during 2021 (and 2022).
4. Indonesia submitted a proposal to CCSBT29 to amend CCSBT's transshipment Resolution to allow Indonesia to conduct at-sea transshipment of SBT (including frozen SBT) to be observed by its own national observer rather than CCSBT transshipment observers.
5. CCSBT29 agreed to consider Indonesia's proposal at CC18 and EC30 and that it would be useful for some background analysis to be undertaken to better clarify the scope and implication of the proposal. It was also noted that viewing available report backs to IOTC and any responses from the IOTC would be beneficial to all.
6. Based on the Indian Ocean Tuna Commission (IOTC) Resolution 22/02 on Establishing a Programme for Transshipment by Large-scale Fishing Vessels, 17 (seventeen) Indonesian wooden carried vessel may use national observer a national observer programme may be used in place of an observer from the regional observer programme for Indonesian wooden carrier vessels listed on the IOTC Record of Authorised Vessel under a two-year pilot project.
7. During the annual meeting of IOTC in 2023, Indonesia provided a report of the pilot project to be reviewed by the Compliance Committee and submitted a proposal to revise IOTC Resolution 22/02 to extent the pilot project for another two years. After the report had been reviewed by the Compliance Committee, the proposal was further agreed and adopted by the Commission through Resolution 23/05 with a continuation of the pilot project from 2023 and aiming to be integrated into the ROP by 2025.

8. Indonesia duly proposes that the Indonesian wooden carrier vessels may use a national observer program in place of an observer from the CCSBT regional observer programme when tranship SBT at sea with the following considerations:
 - a. Transhipment at sea is important to maintain the fish product's quality;
 - b. Notwithstanding that Indonesian wooden carrier vessels have been able to obtain IMO number, the regional observer is still unable to be placed on board of Indonesia wooden carrier vessel due to safety matter;
 - c. Indonesia observers have been trained under RFMO standards and acknowledged as a national programme by WCPFC Regional Observer Programme (ROP) in 2016;
 - d. The exemption of Indonesia on transhipment at sea through a pilot project that allow several Indonesian wooden carrier vessel to use a national observer programme in place of an observer from the regional observer programme in IOTC has been adopted since 2017 and extended in 2023 for another two-year continuation with an aim to be integrated with the IOTC ROP;
 - e. The pilot project will only apply to 17 (seventeen) Indonesian wooden carrier vessel that are listed in the IOTC Resolution;
 - f. Such deployment will allow the national observers to expand their role in the CCSBT.
9. The proposal for amendment of resolution on establishing a program for transhipment by large-scale fishing vessels aims to ensure that transhipment at sea involving wooden carrier vessels is undertaken in accordance with the CCSBT Resolution and national policy.

B. Proposal

Indonesia proposes to add two paragraphs between 10 and 11 as follows:

Paragraph X : Where SBT is transhipped at-sea to the wooden Indonesian-flagged Carrier Vessels listed in Annex III, 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 Transhipment Resolutions. The information provided shall include 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).

Paragraph Y : The provisions in paragraph X will be considered as a two-year pilot project starting in 2024. The pilot project will be reviewed in 2025 to determine whether it offers the same level of assurances as those provided by the ROP. The review of the pilot project will consider advice from the IOTC as well as the performance in meeting existing CCSBT transhipment obligations. The continuation of the pilot project beyond 2025 shall be subject to a new decision of the Extended Commission.

Resolution on Establishing a Program for Transshipment by Large-Scale Fishing Vessels
(revised at the Twenty-Fourth Annual Meeting: 12 October 2017)

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 RULE

1. For the purpose of this Resolution:

Use of terms

(a) “LSTLV” means a tuna longline fishing vessel with Freezing Capacity;

(b) “Carrier Vessel” means any vessel, except a container 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 transshipments at sea for “LSTLVs”, all LSTLV transshipment operations of SBT must take place in port. If the Member/CNM authorises at-sea transshipment by its flag LSTLVs, such transshipments 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 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 The flag of the vessel
- 2 CCSBT Record Number (if any)
- 3 Lloyds/ IMO Number (if available)
- 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 transhipping.

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 transhipments 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.

SECTION 3. PROGRAM TO MONITOR TRANSHIPMENTS AT SEA INVOLVING SBT

9. The Commission hereby establishes a program to monitor transhipments at sea involving SBT which applies only to LSTLVs and to Carrier Vessels authorised to receive transhipments from these vessels at sea. The Commission shall review and, as appropriate, revise this Resolution.

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

X. Where SBT is transhipped at-sea to the wooden Indonesian-flagged Carrier Vessels listed in Annex III, 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 Transhipment Resolutions. The information provided shall include 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).

Y. The provisions in paragraph X will be considered as a two-year pilot project starting in 2024. The pilot project will be reviewed in 2025 to determine whether it offers the same level of assurances as those provided by the ROP. The review of the pilot project will consider advice from the IOTC as well as the performance in meeting existing CCSBT transhipment obligations. The continuation of the pilot project beyond 2025 shall be subject to a new decision of the Extended Commission.

11. Transhipments 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.

12. Members and CNMs shall take the necessary measures to ensure that LSTLVs flying their flag comply with the conditions in paragraphs 13 to 20 below:

Flag State / Fishing Entity Authorisation

13. LSTLVs are not 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:

14. To receive the prior authorisation mentioned in paragraph 13 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 transhipment:

- a) the name of the LSTLV and its number in the CCSBT Authorised Vessel List,
- b) the name of the Carrier Vessel and its number in the CCSBT Record of Carrier Vessels authorised to receive transhipments at sea,
- c) the product to be transhipped,
- d) the tonnage by product to be transhipped,
- e) the date and location of transhipment,
- f) the geographic location of the SBT catches.

15. The LSTLV concerned shall complete and transmit to its Flag State / Fishing Entity, and, where applicable, the Coastal State / Fishing Entity, not later than 15 days after the transhipment, the CCSBT transhipment declaration, in accordance with the format set out in **Annex I**.

Receiving Carrier Vessel:

16. Before starting transhipment, the master of the receiving Carrier Vessel shall confirm that the LSTLV concerned is participating in the CCSBT programme to monitor transhipment 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 13. The master of the receiving Carrier Vessel shall not start such transhipment without such confirmation.

17. The master of the receiving Carrier Vessel shall complete and transmit the CCSBT transhipment 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 transhipment at sea, within 24 hours of the completion of the transhipment. The Secretariat will forward all received Transhipment Declarations to the Flag Member/ CNM of LSTLVs on a quarterly basis, and the Flag Member / CNM will reconcile these against Transhipment Declarations they have received.

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

Regional Observer Program

19. 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.

20. 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 Secretary.

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

21. 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.

22. In-port transhipments shall only be undertaken in accordance with the procedures set out in paragraphs 23 to 29 below:

Notification obligations

Fishing vessel:

23. Prior to transhipping, the Captain 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) the name of the LSTLV and its number in the CCSBT record of fishing vessels;
- b) the name of the Carrier Vessel and its number in the CCSBT Record of Carrier Vessels authorised to receive transhipments;
- c) the product to be transhipped;
- d) the tonnage by product to be transhipped;
- e) the date and location of transhipment;
- f) the major fishing grounds of the SBT catches.

24. The Captain of a LSTLV shall, at the time of the transshipment, inform its Flag State/ Fishing Entity of the following:

- a) the products and quantities involved;
- b) the date and place of the transshipment;
- c) the name, registration number and flag of the receiving Carrier Vessel, and its number in the CCSBT Record of Carrier Vessels authorised to receive transshipments;
- d) the geographic location of the SBT catches.

25. The Captain of the LSTLV concerned shall complete and transmit to its Flag State/ Fishing Entity the CCSBT transshipment declaration, along with its number in the CCSBT Record of Fishing Vessels, in accordance with the format set out in **Annex I** not later than 15 days after the transshipment¹.

Receiving vessel:

26. Not later than 24 hours before the beginning of the transshipment, 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.

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

28. Following receipt of a transshipment including SBT, and after leaving the transshipment 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 transshipment declaration referred to in paragraph 27, to the competent authorities of the landing State/ Fishing Entity where the landing will take place.

Port and Landing State Cooperation

29. 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, transshipments 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.

¹ 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 transshipment 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 transshipment declaration on behalf of the Carrier Vessel master.

SECTION 5. GENERAL PROVISIONS (all transshipments)

30. 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.

31. 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 transhipments from their LSTLVs during the previous fishing season.

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

32. All SBT landed or imported by Members and CNMs, 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.

33. 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.

34. 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.

35. These provisions shall be applicable from 1 January 2015.

36. The transhipment resolution adopted by CCSBT15 (2008) is superseded by this Resolution.

37. 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 transhipment 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 transhipment 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:
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	Agent's name:	Master's name of LSTLV:	Master's name of Carrier:
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	_____	_____	_____
Return	<input type="text"/>	<input type="text"/>	<input type="text"/>		From (Port name):	Signature:	Signature:
	<input type="text"/>	<input type="text"/>	<input type="text"/>		_____	_____	_____
Transshipment	<input type="text"/>	<input type="text"/>	<input type="text"/>		to (Port name):		
	<input type="text"/>	<input type="text"/>	<input type="text"/>		_____		

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

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 transshipment 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 Transshipment 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 transhipments at sea and which tranship at sea, to carry a CCSBT observer during each transhipment 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 transhipment, 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 transhipments at sea from LSTLVs flying the flag of 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 set forth in point 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 in particular to:
 - 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. In particular the observers shall:

- i. record and report upon the transshipment 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 transshipment declaration;
- vi. certify the data contained in the transshipment declaration;
- vii. countersign the transshipment 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) establish general reports compiling the information collected in accordance with this paragraph and provide the captain 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 LSTLVs 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 set forth in paragraph 10 of this program.

Obligations of the Flag State / Fishing Entities of Carrier Vessels

10. The responsibilities regarding observers of the Flag State / Fishing Entities of the Carrier Vessels and their captains shall include the following, notably:

- 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 set forth in paragraph 6:

- i) satellite navigation equipment;
- ii) radar display viewing screens when in use; 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 captains, 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 under whose

jurisdiction the vessel transhipped 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 CCSBT Compliance Committee meeting.

Obligations of LSTLV during transhipment

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 set forth 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 transhipment 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 transhipment program unless the fees, as required under paragraph 14, have been paid.

ANNEX III - INDONESIAN CARRIER VESSELS AUTHORISED TO TRANSHIP AT SEA

No.	Name of Wooden Carrier	Vessel Gross Tonnage
1	BANDAR NELAYAN 2017	300
2	PERMATA TUNA WIJAYA 01	298
3	HIROYOSHI - 17	171
4	KILAT MAJU JAYA - 21	197
5	BANDAR NELAYAN 271	242
6	PERINTIS JAYA - 36	99
7	NUSANTARA JAYA -12	149
8	NAGA MAS PERKASA 89	146
9	BANDAR NELAYAN 519	196
10	MUTIARA 36	294
11	BAHARI - 116	167
12	GOLDEN TUNA 99	199
13	BAHARI NUSANTARA	136
14	BANDAR NELAYAN 2018	290
15	BANDAR NELAYAN 308	244
16	BANDAR NELAYAN 2023	295
17	BAHARI 89	163