



CCSBT–CC/2510/14

Consideration of Enhancements to the Transshipment Resolution

1. Introduction

The Thirtieth Meeting of the Commission and Extended Commission (CCSBT 30) agreed to amendments and updates to the [CCSBT Transshipment Resolution](#). The updates agreed by CCSBT 30 included the consideration in 2025 of the introduction of a requirement for carrier vessels to complete and submit supply declarations when providing supply services to another vessel at sea that has SBT on board. The consideration of this requirement was intended to also take into account the value of supply declarations that had been introduced by ICCAT in 2022. This is also supported by the Secretariat's work to update the existing Memorandums of Understanding (MOUs) with ICCAT and IOTC (paper [CCSBT–CC/2510/13](#)).

This paper provides information to support CC20 in reviewing the Transshipment Resolution and formulating its advice to the Thirty Second Meeting of the Commission and Extended Commission (CCSBT 32).

2. Background

The Eighteenth meeting of the Compliance Committee (CC18) agreed to a Workplan item for the Secretariat to:

“Examine Transshipment MoUs with ICCAT and IOTC with a view to enhancing them to allow IOTC/ICCAT to share Transshipment Supply Declarations with CCSBT.”

This workplan item supported updates to the CCSBT Transshipment Resolution agreed by CCSBT 30 in 2023. The updates reflected amendments and updates that both the ICCAT and IOTC made to their Transshipment Resolutions. Specifically, Paragraph 25 was added to the CCSBT Transshipment Resolution which sought to consider the introduction of the requirement for carrier vessels to provide supply declarations at CCSBT 32 in 2025:

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 2022¹.

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

¹ See paragraph 25 of [Recommendation by ICCAT on Amending Recommendation 21-15 on Transshipment](#)

24 hours in advance of the activity.

b) A separate supply declaration is not required when the supply activity is conducted in association with a transshipment that is monitored by a Regional Transshipment Observer.

In addition, to support the ongoing broader review of the Transshipment Resolution, CCSBT 30 agreed to add Paragraph 43 to the revised Transshipment Resolution:

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.

Supply declarations have been required by ICCAT since 2022 and ICCAT have been collecting and compiling data on these since June 2022. For IOTC, the requirement for supply declarations was agreed in May 2024 and came into effect on 14 September 2024.

During CC18, Members also considered but decided not to include a paragraph on the ‘Availability of reports’² (similar to [ICCAT’s paragraph 27](#) and [IOTC’s paragraph 24](#)). The CCSBT considered an amendment which would have required that CCSBT make supply declarations available on the private area of its own website to facilitate the implementation of ‘Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port’. However, Members decided not to add in this paragraph as it would be duplicative of ICCAT’s and IOTC’s conservation and management measure (CMM) requirements. Instead, it was decided that a more efficient solution for CCSBT would be to propose a mechanism allowing ICCAT/IOTC to share the supply declarations with CCSBT or potentially allow CCSBT Members to access relevant declarations directly via the ICCAT and IOTC websites. To facilitate either of these processes, details of the sharing arrangement would most likely need to be incorporated into the relevant MoU/LoU and progress on this work is reported in paper [CCSBT–CC/2510/13](#).

3. Consideration of Supply Declarations

3.1. IOTC Supply Declarations

As reported in paper [CCSBT–CC/2510/13](#), the Secretariat is still working through the required UN-FAO³ processes to develop a new cooperation agreement with IOTC. Consequently, no IOTC supply declaration information has been able to be shared with, or viewed by, the CCSBT Secretariat.

However, IOTC reported in paper [IOTC-2025-CoC22-04a \[E\]](#) that a total of 79 supply declarations had been received between 14 September 2024 and the date of completion of the paper (6 March 2025). These supply declarations were submitted by 11 carrier vessels, 9 of which are also CCSBT authorised carrier vessels. These 9 CCSBT authorised carrier vessels submitted a total of 56 supply declarations during

² Which included the availability of supply declarations, however both of these paragraphs in the respective CMMs no longer include references to the paragraphs that require the provision of supply declarations.

³ United Nations Food and Agriculture Organisation (UN-FAO)

this period. It is unclear how many of these supply declarations relate to CCSBT authorised fishing vessels, or vessels that had SBT onboard. The summary details of the supply declarations submitted by CCSBT authorised carrier vessels has been reproduced from the IOTC report and is included in table 1 below.

Carrier Vessel	No. of Supply Declarations	Good Supplied
Chen Yu No.7	7	spare parts, Other (carton) spare parts, Other (frozen food) bait, Other(frozen food) bait, victuals, spare parts Bait (x3)
Chikuma	1	Bait, victuals, spare parts
Chitose	1	Bait, victuals, spare parts
Harima	13	Fuel, Bait, victuals, spare parts (x5) Bait Bait, victuals, spare parts (x5) Victuals, spare parts, other victuals, spare parts
Ho Yuan	1	Fuel, victuals
Ibuki	5	Bait, victuals, spare parts (x3) Fuel, Bait, victuals, spare parts victuals, spare parts
Sheng Hong	3	Bait(x3)
Yong Man Shun	3	Victuals Crew (x2)
Yuan Tai No.806	12	Victuals, other Crew Fuel Victuals, other (x5) Other (x3) Bait

Table 1: Supply declarations submitted to IOTC by CCSBT authorised carrier vessels between 14 September 2024 and 6 March 2025.

In addition to these supply declarations, observer reports received from Indonesia have, since January 2025, also been reporting carrier vessel supply services that are provided to its flagged fishing vessels during the observed trips. The information on carrier vessel supply services that is provided by Indonesia in its observer reports is consistent with the information required by Annex III⁴ of the [CCSBT Transshipment Resolution](#).

3.2. ICCAT Supply Declarations

Early in April 2025, the CCSBT Secretariat was granted access to ICCAT's password-protected data related to supply declarations under the Regional Observer Programme for At-Sea Transshipments. The Secretariat has examined the available data relating to supply declarations held by ICCAT to identify the number of CCSBT authorised vessels that appear in the records. The examination was completed in May 2025 and the CCSBT Secretariat identified only 8 supply declarations (out of more than 350) that included a carrier and fishing vessel that were both CCSBT authorised.

⁴ Annex III contains the CCSBT Supply Declaration template

The ICCAT supply declarations are entered into the system by the ICCAT Secretariat, following the provision of the information by the carrier vessel. The ICCAT records are currently not searchable by vessel name or other vessel identifier, but the data can be limited by carrier vessel and/or fishing vessel flag. Therefore, identifying CCSBT authorised vessels in this data at present is not easy.

The ICCAT Secretariat included in the [Report for Biennial Period 2024-2025, Part I \(2024\), Vol. 1](#) that processing information associated with supply declarations was, in some cases, causing an “enormous additional burden on the Secretariat” due to information being received in incorrect formats and the submission of information not required by the Recommendation.

3.3. Discussion on Supply Declarations

IOTC previously had a similar provision to Paragraph 25 of the CCSBT Transshipment Resolution in the IOTC Transshipment CMM, where IOTC considered the effectiveness of ICCAT's already introduced supply declaration before deciding on the introduction of this requirement into the IOTC CMM. Following this consideration in IOTC, the provision to require supply declarations was introduced into the IOTC CMM in 2024. However, IOTC are not currently making the supply declarations they receive available to Contracting Parties (CPCs) and, at this stage, there are no plans to do so.

Supply declarations can be a beneficial tool to help identify legitimate vessel interactions at sea. Identifying legitimate vessel interactions can make it easier to identify and target interactions that may not be legitimate and may present a greater risk of illegal, unreported or unregulated (IUU) activities. In this regard, supply declarations can fill a gap in information to help identify potential IUU activities. However, CCSBT transshipment reporting provisions only apply when the vessels are transferring SBT. CCSBT authorised vessels may tranship species other than SBT, and there is no requirement for this activity to be reported to CCSBT. Therefore, even with supply declaration information, there could still be a number of legitimate interactions that CCSBT will be unable to independently confirm. So, the addition of the information included in the supply declarations may not present the same value to CCSBT monitoring as it does in other RFMOs (as there are already gaps in the information CCSBT receives that will most often be legitimate interactions).

This does not necessarily mean that supply declarations cannot contribute to the improved effectiveness of the monitoring of transshipments of SBT, but consideration of how supply declarations can most effectively be applied will be important to ensure these records provide benefit, rather than imposing an additional burden on vessels, Members and the Secretariat.

The current issues reported by ICCAT, particularly the additional burden of having to manage the extra data and information (and the associated inconsistencies in the form and format that this information received) indicate that the addition of supply declarations may not currently be adding as much value to the effectiveness of transshipment monitoring in ICCAT as anticipated.

As noted earlier in this paper, the IOTC supply declaration information is of most relevance to CCSBT consideration of the effectiveness of supply declarations, given

the greater overlap of authorised vessels and IOTC is still early in its implementation of the requirement for carrier vessel supply declarations. There have also been delays in developing an updated cooperation agreement with the IOTC (including to support the sharing of supply declaration information) due to the additional UN-FAO MoU development processes. This means that, at present, IOTC has not been able to share any supply declaration data with CCSBT.

Because this information cannot currently be shared between IOTC and CCSBT, the introduction, at this stage, of a CCSBT requirement for carrier vessels to provide supply declarations would likely mean additional reporting requirements for carrier vessels (having to report to both RFMOs) and additional data management responsibilities for the Secretariat (rather than being able to access the information received by IOTC and ICCAT as discussed at CC18). Also, because of the limited implementation time for the supply declaration requirements at other RFMOs, the Secretariat believes that there is currently insufficient evidence available to be able to assess the added monitoring benefits that would be provided to CCSBT by including supply declarations requirements in the CCSBT Resolution at this time.

The Secretariat therefore recommends that Paragraph 25 be retained in its current form, but the timing of the consideration of the effectiveness of supply declarations be extended to allow for a more detailed examination of the benefits in IOTC and ICCAT. The CCSBT Compliance Action Plan (CAP) includes an action to strengthen CCSBT's Transshipment Resolution, and this action is scheduled to be delivered in 2028. It is recommended that Paragraph 25 of the Transshipment Resolution should be updated to align with this next scheduled review of the Resolution and that the text include consideration of IOTC's implementation, in addition to the implementation by ICCAT.

Another consideration is that the current text in Paragraph 25 applies the requirement to provide supply declarations to supply services provided "to another vessel at sea that has SBT on board". There will be significant challenges in identifying those vessels that had SBT onboard that also had supply services. Conversely, expanding this requirement to all SBT authorised vessels could place a significant burden on the IOTC Secretariat. Therefore, delaying consideration of this until 2028 would allow additional time for the CCSBT Secretariat to work with the IOTC Secretariat to identify how information may be able to be shared without significantly increasing the workload for either Secretariat.

The Secretariat has suggested some draft text to update Paragraph 25 in **Attachment B** for the consideration of Members.

4. Other Considerations for the Review of the Transshipment Resolution

A detailed review of the Transshipment Resolution was considered by CC18 in 2023⁵. This review included consideration of amendments to both ICCAT's and IOTC's transshipment measures and elements from the UN-FAO [Voluntary Guidelines for Transshipment](#). Because this review was completed in 2023, it is not recommended

⁵ In paper [CCSBT-CC/2310/11](#)

that a further detailed and broad review be completed by CC20. This would enable CC20 to principally focus on the consideration of the Indonesian transshipment trial which concludes on 31 October 2025 (Paragraphs 13, 14 and 15 of the [CCSBT Transshipment Resolution](#)).

However, to support the considerations of CC20 and to ensure that an appropriate level of consistency is maintained with the IOTC Transshipment CMM, the Secretariat has compiled additional information on the provisions within the IOTC Transshipment CMM that are not currently included in the CCSBT CMM (**Attachment A**). CC20 may also wish to consider these provisions and the comments from the Secretariat when completing the review and update of the CCSBT Transshipment Resolution.

4.1. Actions in the Compliance Action Plan (CAP)

As noted in paper [CCSBT-CC/2510/09](#), the CCSBT CAP includes an action 10(a) to ‘review procedures and methods to improve compliance by SBT fishing operators with seabird CMMs and reporting requirements concerning seabird interactions’. This is taken from Action 4B of the CCSBT Multiyear Seabird Strategy which includes the task for the Compliance Committee of:

- a. Reviewing existing procedures and methods, including for in-port and transshipment at-sea inspections, and when other monitoring and surveillance technologies and techniques are used.
- b. Considering implementation, where appropriate, of additional monitoring and surveillance technologies and techniques.

Members may wish to consider any opportunities to strengthen the monitoring of compliance with seabird CMMs when reviewing the CCSBT Transshipment Resolution.

4.2. Paragraph 23

Paragraph 23 of the CCSBT Transshipment Resolution currently includes the provision that:

“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.”

The Secretariat recommends that, given current resourcing constraints, this provision is amended in the Resolution. As discussed in paper [CCSBT-CC/2510/12](#), the Secretariat has recommended developing an existing transshipment module that is available in eSBT to manage the increasing transshipment data and information it is receiving. Because Members are already using eSBT, there is the ability for transshipment information to be made securely available to flag Members through existing eSBT accounts.

The transshipment module does not currently capture the information needed for the Secretariat to monitor all the obligations contained in the CCSBT Transshipment Resolution. So, while the transshipment module in its existing form could be used to make transshipment declaration information available to members, without additional

development the Secretariat would need to utilise additional tools to monitor compliance with all of obligations contained in the Resolution. This would lead to inefficiencies in the entering and management of this data.

Noting the prioritisation of the eCDS development in the immediate future, the timing of further developments to the eSBT transshipment module will be impacted by the eCDS development requirements due to there currently being no dedicated eSBT development budget that is separate from the eCDS development budget. The Secretariat therefore recommends that CC20 note that the reporting of transshipment declarations to Members will commence following the completion of the required developments to the transshipment module within eSBT.

Summary

The Secretariat invites Members to consider:

- The recent additions to the IOTC Transshipment CMM and comments from the Secretariat on these;
- The recommended updates to the CCSBT Transshipment Resolution included in **Attachment B**;
- Further updates required to the Resolution (particularly Paragraphs 13,14 and 15) to reflect the recommendations of CC20 with regards the Indonesian transshipment trial;
- Noting that note that the reporting of transshipment declarations to Members under the amended Paragraph 23 of the Resolution will commence following the completion of the required developments to the transshipment module within eSBT; and
- Recommending an updated CCSBT Transshipment Resolution for consideration by CCSBT 32.

Prepared by the Secretariat

Additional IOTC Transshipment CMM Provisions

IOTC Transshipment CMM Provision	Secretariat Comment
Paragraph 14 There shall be no additional or new authorisation to carry out transshipment for carrier vessels not flagged to Contracting Parties or Cooperating Non-Contracting Parties of the IOTC that were not already listed on the IOTC Record of Authorised Vessels on 1 April 2025.	The report of CC18 notes that, at that time, Members did not support restricting SBT transshipments to Member-flagged carrier vessels 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. Paragraph 4 of the CCSBT Transshipment Resolution, requires that Members and CNMs shall ensure they “do not authorise Carrier Vessels not already authorised by another RFMO”. Therefore, given that the CCSBT Transshipment Resolution already recognises the need for CVs to be authorised by other RFMOs, the Secretariat recommends that this provision may not need to be reflected in the CCSBT Resolution as well.
Paragraph 17 17. Information regarding prior authorization for LSTLVs shall be made publicly available . The relevant CPCs shall report its LSTLV transshipment authorization before 1 September 2025, and if there is any change for the authorization, CPCs shall immediately notify the Secretariat.	In IOTC, this requirement will be met through CPCs nominating through the eRAV⁶, a period for which LSTLCs have been authorised by flag CPCs to tranship in the IOTC Convention Area. The CCSBT Transshipment Resolution requires that the LSTLV receive prior authorisation to tranship at sea by notifying the information specified in Paragraph 20 to the Flag State / Fishing Entity authorities at least 24 hours in advance of the transshipment. There is no provision for this information to be supplied to the Secretariat, and it is not recommended that this be changed. There is currently a requirement for the CV Master to ensure this authorisation is in place before commencing the transshipment and this can also be verified by the Observer while onboard the fishing

⁶ Electronic Record of Authorized Vessels

	vessel. It is further recommended that any change similar to that being implemented in IOTC would best be achieved through amendments to the Record of Authorised Vessels Resolution, and that this could be considered when this Resolution is next reviewed by CC.
Paragraph 24 The IOTC Secretariat shall promptly publish the documents received pursuant to paragraph 21 in the secure part of the IOTC website for the facilitation of implementation of Resolution 25/11 On Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing.	IOTC are currently making transshipment declarations available to all flag and port state CPCs to support their implementation of the IOTC Port State Measures CMM. There is no intention, at this stage, to make supply declarations available on the secure part of the IOTC website. It is recommended that the short term CCSBT focus should be on making transshipment declaration information available to flag Members in the short term and that any consideration of making this information more widely available within the Membership to support implementation of the could also be considered by CC in 2028. Note that the CAP also includes the action to review the Resolution for a CCSBT Scheme for Minimum Standards for Inspections in Port in 2028 also. This action will examine the feasibility of increasing the 5% inspection requirement for foreign fishing/carrier vessels landing/transshipping SBT in port and report back to the CC.

Attachment B

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

(revised at the Thirty ~~First~~^{Second} Annual Meeting: ~~409~~ October 2024⁵)

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 transshipments at sea for “LSTLVs”, all LSTLV transshipment operations of SBT must take place in port¹. 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 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 transshipment 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 transshipments 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.

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.

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)

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),
- d) Date and location of transshipment,
- e) Geographic location of the SBT catches.

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

Commented [SEC1]: These Paragraphs need to be removed/updated based on CC20's review of Indonesia's transshipment trial.

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~~ make information on the received Transshipment Declarations received available 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 3~~25~~²⁵ in 202~~58~~⁵⁸ after taking into account the effectiveness of the supply declarations introduced in ICCAT ~~since 2022³~~ and IOTC and the ability to efficiently share supply declaration information with these RFMOs.

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 conducted in association with a transshipment that is monitored by a Regional Transshipment Observer.

Regional Observer Program

26. Each Member and CNM shall ensure that all Carrier Vessels transshipping 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

² See paragraph 23 of Recommendation by ICCAT on Transshipment 21-15

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 transshipping 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 transshipping, 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.

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.

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

32. The master and/or owner 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 the format set out in **Annex I** not later than 15 days after the transshipment⁵.

Receiving Vessel:

33. 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.

34. 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.

35. 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 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, 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.

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.

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 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.

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 transshipment 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 transshipment 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 transshipment 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		Agent's name:	Master's name of LSTLV:	Master's name of Carrier:
Return						From (Port name):	Signature: _____	Signature : _____
Transshipment						To (Port name):	Signature: _____	Signature : _____

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 transshipments or port name for in-port transshipments)

Species	Port	Sea	Type of product									
			RD ¹	GGO ¹ (kg)	GGT ¹ (kg)	DRO ¹ (kg)	DRT ¹ (kg)	Filletted 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 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 transshipment 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 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) 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	☐	
- Bait	☐	
- Victuals	☐	
- Spare parts	☐	
- Medical supplies	☐	
- Passengers/Crew	☐	
- Other (specify)	☐	

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 NELATAN - 2009	179	8527913
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	265	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
18	GOLDEN TUNA - 668	226	8463002 ^{*)}
19	MUTIARA 89	401	8566488
20	NUSANTARA JAYA 32	149	8587389

Commented [SEC2]: Annex IV may need to be removed/updated based on CC20's review of Indonesia's transshipment trial. If the Annex is retained then a recommended update has been included in the table below.

^{*)} GOLDEN TUNA - 668 is still in the process of registration for IMO number