



Operation of CCSBT MCS Measures

1. INTRODUCTION

This document provides a summary of the operation of some of CCSBT's main Monitoring, Control and Surveillance (MCS) measures which have either not been discussed in other papers, or for which additional supplementary information is available.

The measures discussed here are:

- 1) The Catch Documentation Scheme (CDS),
- 2) The Transhipment Monitoring Program,
- 3) Records of Authorised Vessels and Farms, and
- 4) The Vessel Monitoring System (VMS).

2. CATCH DOCUMENTATION SCHEME (CDS)

CDS compliance issues have already been summarised in the Secretariat's Compliance with Measures report¹, and are not discussed further here. This section of the report only includes information on Non-Cooperating Non-Members (NCNMs) that are voluntarily cooperating with the CDS.

Cooperation with NCNMs: USA

The USA is continuing to cooperate voluntarily with the CDS. The Secretariat received its first import submission from the USA in late April 2016 (for the 2015 year). Subsequent CDS submissions from the USA continue to be received quarterly.

3. TRANSHIPMENT MONITORING PROGRAMME

The CCSBT has a transhipment monitoring programme for monitoring the at-sea and in-port transhipment of SBT by its Members. The programme requires the CCSBT Secretariat to maintain an up-to-date Record of Authorised Carrier Vessels (CVs), as well as manage the supporting documentation such as deployment requests, transhipment declarations and observer reports.

¹ Paper CCSBT-CC/1810/04

Operational Issues

The Secretariat has observed the same main issues with operation of the Transshipment Resolution as in previous years which are difficulties with regard to:

- identifying SBT during multi-species transshipments, and
- ascertaining the species of tuna (specifically SBT) based solely on transshipment observer photographs. While it is essential to have observer photographs on record, it appears almost impossible to identify the species of tuna (especially when frozen, gilled and gutted) with absolute certainty based on photographs alone.

To address these operational issues it continues to be recommended that:

- SBT should be transhipped separate to other tuna-like species, in order to assist observers with identification, and
- Members and the Secretariat should monitor developments in the effectiveness and availability of practical on-site genetic testing kits (for tuna species identification) so that any such tools developed can be considered for use by transshipment observers in the future.

Authorised Carrier Vessels: IMO Number Requirement

IMO numbers have been provided for all currently authorised Carrier Vessels.

Summary of Transshipment Data Received

A summary of transshipment data provided to the Secretariat on transshipment declarations and/or observer reports/CDS forms for 2017 and the first half of 2018 (aggregated by flag and product type) is provided at **Attachment A** (Tables 1 - 5).

Tables 1, 2 and 3 provide information for all *at-sea* transshipment declarations and observer reports received. Tables 4 and 5 provide the same information for *in-port* transshipment/ CDS information received.

In many cases Tables 1 and 2 indicate apparently large discrepancies between transshipment declaration weights of SBT versus observer reported weights. The reason for these discrepancies is because, to date, many observer reports have often not included the weight of SBT transhipped for each individual vessel (it has been requested they do so), but only the overall weight of all SBT over a series of transshipments. This area of uncertainty is still being addressed.

The following summarises the information received by the Secretariat:

- Observer deployment requests specifying that SBT were to be transhipped were received for 96% of all known SBT transshipments at sea during 2017.
- Observer deployment requests specifying that SBT were to be transhipped have been received for 100% of all known SBT transshipments at sea during the first half of 2018.
- The Secretariat received 90 transshipment declarations for transshipments at sea totalling 2,273.7t during 2017 and has received 19 transshipment declarations totalling 631.7t for the first half of 2018.
- The Secretariat received 27 transshipment declarations for in-port transshipments totalling 876.1t during 2017, and to date has received 5 transshipment declarations for in-port transshipments of 103.2t that occurred during the first half of 2018. It is not yet possible to check whether any additional in-port transshipments occurred, because

CMFs for the 2nd quarter of 2018 are not due to be submitted to the Secretariat until 30 September 2018.

- Observer reports have been received for 100% of all known 2017 transhipments at sea. Of the observer reports received, 40% contained observer estimates of the weights of SBT transhipped, while the remaining 60% did not provide specific information on SBT weights.
- Table 3 of **Attachment A** provides a summary of transhipment weights recorded on transhipment declarations, observer reports, and CDS information for the 2017 calendar year. To enable valid comparisons to be made, this table presents data for only those transhipments for which the Secretariat has received both transhipment declarations and observer reports and has been able to match these transhipments with CDS documents. When summed, the weights of transhipped SBT reported on transhipment declarations versus CDS documents differed from each other by 0.002%.

4. RECORDS OF AUTHORISED VESSELS AND FARMS

Authorised Farm and Vessel Records/ CLAV

The Secretariat continues to receive authorised farm and vessel updates approximately twice a week, with vessel updates containing up to one hundred vessels. Upon receipt of this information, the Secretariat updates its authorised vessels/farms database as well as the CCSBT web site.

Updated vessel information continues to be shared with the joint tuna RFMOs' Consolidated List of Authorised Vessels (CLAV) through automated updates between the CCSBT and the CLAV which occur daily. Funding of CLAV maintenance by the Common Oceans ABNJ² Tuna Project will cease in September 2019. New funding sources will need to be found if the CLAV is to continue to be maintained beyond this time – refer to paper CCSBT-EC/1810/04 (Rev1).

Authorised Fishing Vessels: IMO Number Requirement

In October 2015, CCSBT 22 revised its 'Resolution on a CCSBT Record of Vessels Authorised to Fish for Southern Bluefin Tuna', to require that all CCSBT-authorised fishing vessels (except wooden and fibreglass vessels) of at least 100GT/GRT in size have IMO numbers issued to them effective from 1 January 2017.

Currently there is 100% compliance with this requirement. All fishing vessels that were authorised between 1 July 2017 to 30 June 2018 either had IMO numbers or alternatively the Secretariat was advised that the vessels were exempt from having IMO numbers due to being either less than 100 GT/GRT in size or having a wooden/fibreglass hull construction.

5. VESSEL MONITORING SYSTEM (VMS)

There is no new information to consider in relation to VMS this year.

Prepared by the Secretariat

² Areas Beyond National Jurisdiction

Attachment A

Table 1: Summary of Transhipments at sea during the 2017 Calendar Year

Fishing Vessel Flag	From Transhipment Declarations			From Observer Reports	
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT
Japan	34	1,319,928	GG	34	1,002,312
	2	77,034	GGT	2	73,840
Korea	5	361,614	GG	5	257,108
Taiwan	49	515,164	GG	49	65,546
TOTAL	90	2,273,740		90	1,398,806

Table 2: Summary of Transhipments at sea during the first half of the 2018 Calendar Year

Fishing Vessel Flag	From Transhipment Declarations			From Observer Reports	
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT
Japan	12	593,773	GG	5	167,827
Taiwan	7	37,959	GG	7	28,061
TOTAL	19	631,732		12	195,888

Table 3: Summary of Transhipments at sea versus CDS Forms versus Observer Reports for the 2017 Calendar Year³

Fishing Vessel Flag	Comment	Number of Transhipments	Total Net Weight (kg) from Transhipment Declaration	Total Net Weight (kg) from CDS	Total Net Weight (kg) from Observer Report
Japan	Observer provided SBT weights	27	1,093,588	1,093,588	1,076,152
Korea	Observer provided SBT weights	4	260,617	260,617	257,108
Taiwan	Observer provided SBT weights	5	65,746	65,746	65,546
Japan	Observer provided no SBT weights	9	303,374	303,330	Weight not provided
Korea	Observer provided no SBT weights	1	100,997	100,997	Weight not provided
Taiwan	Observer provided no SBT weights	44	449,418	449,418	Weight not provided
TOTAL		90	2,273,740	2,273,696	1,398,806

³ This report is limited to transhipments where observer reports have been provided, and where the Secretariat has been able to match CDS information

Attachment A

Table 4: Summary of Transhipments that occurred in port during the 2017 Calendar Year⁴

Fishing Vessel Flag	From Transhipment Declarations			From CDS		
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type
Japan	4	103,368	GG	4	101,123	GGT
Korea	6	507,393	GG	6	507,393	GGT
Taiwan	17	265,369	GG	17	271,348	GGT
TOTAL	27	876,130		27	879,864	

Table 5: Summary of Transhipments that occurred in port during the first half of the 2018 Calendar Year⁴

Fishing Vessel Flag	From Transhipment Declarations			From CDS		
	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type
Japan	2	100,469	GG	Not due to be submitted to the Secretariat until 30/09/18		
Taiwan	3	2,756	GG	3	2,756	GGT
TOTAL	5	103,225		3	2,756	

⁴ Transhipments conducted in port are not part of the CCSBT Transhipment Regional Observer Program, and therefore no observer deployment requests nor observer reports are required to be submitted for these transhipments. Only Transhipment Declarations are required to be submitted.