IOTC

A Summary of the IOTC Regional Observer Programme During 2012

Submitted by

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1 Introduction

During the calendar year 2012 the Regional Observer Program (ROP) monitored a total of 801 transhipments from Large Scale Tuna Longlining Vessels (LSTLVs); 79% were from Taiwan, Province of China, with Japanese and Seychellois flagged vessels accounting for 8% and 5%, respectively, Figure 1. The category 'Others' is made up of vessels from Belize, Indonesia, Republic of Korea, Thailand, Philippines and Tanzania. The Carrier Vessels (CVs) were predominantly registered to; Taiwan, Province of China (45%), Vanuatu (24%), and Panama (18%) with transhipments also completed by CVs registered to Japan and Singapore.

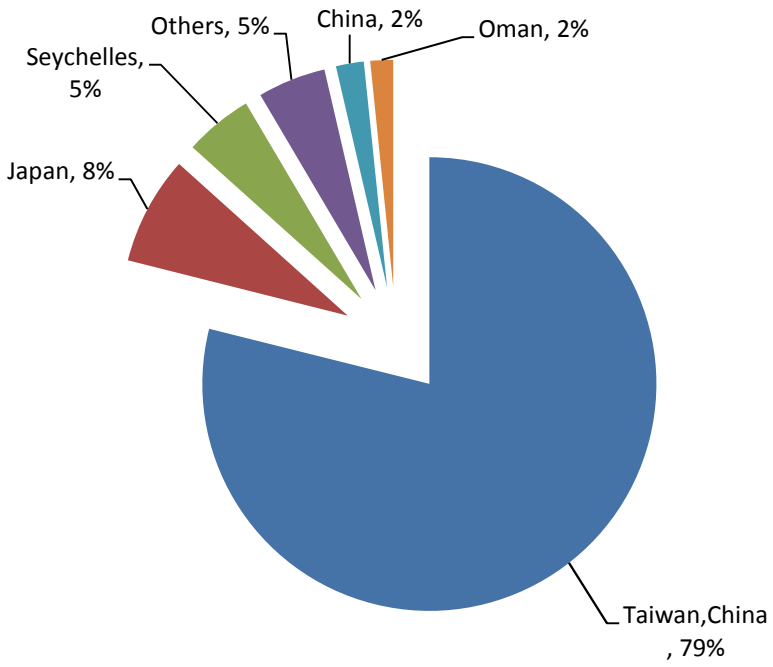


Figure 1 Percentage contribution by fleet to the total number of IOTC transhipments during 2012

A summary of the ROP deployments (number of CVs with observers deployed on them) during 2012 is shown in Figure 2. The number of deployments generally fluctuated between 4 and 7 through January to June, before dropping to a lower level with a minimum of a single deployment at times during June, July, August and also November. The maximum number of active deployments was 9 during December. This is in contrast to 2011 when deployments generally stayed between 5 and 9 active deployments throughout most of the year.

Figure 3 shows the location of all transhipments during 2012 and, inset, 2011 and 2010. In comparison to previous years there is a greater concentration of transhipments in the central Indian Ocean.

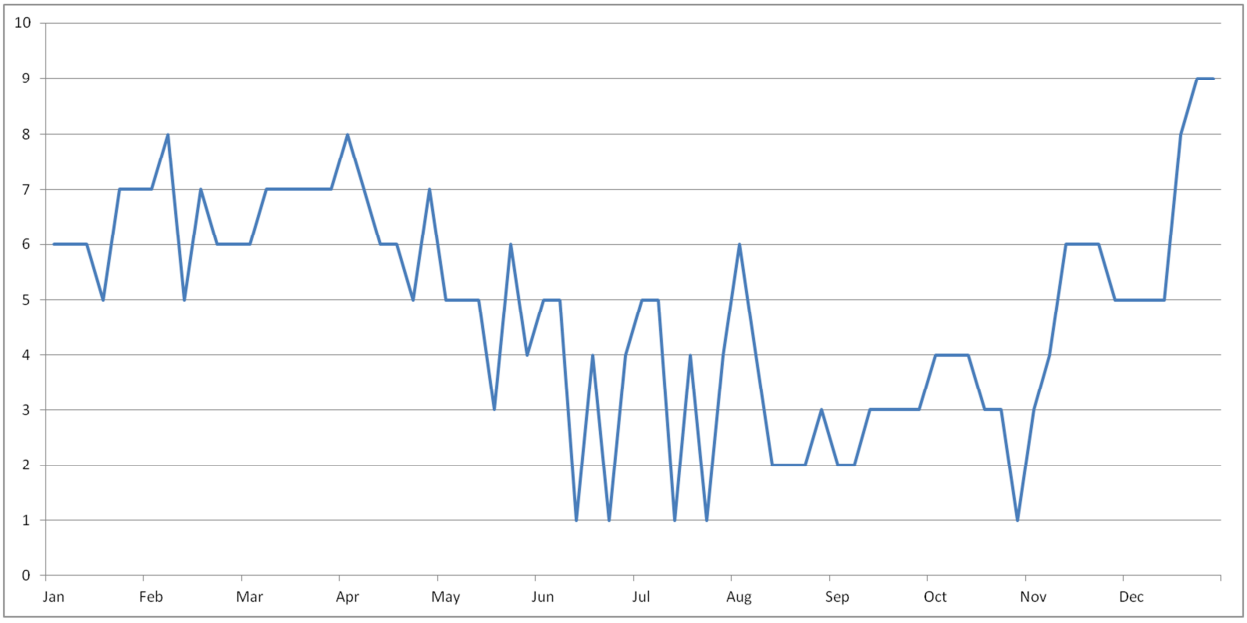


Figure 2. Observer deployments for IOTC ROP in 2012

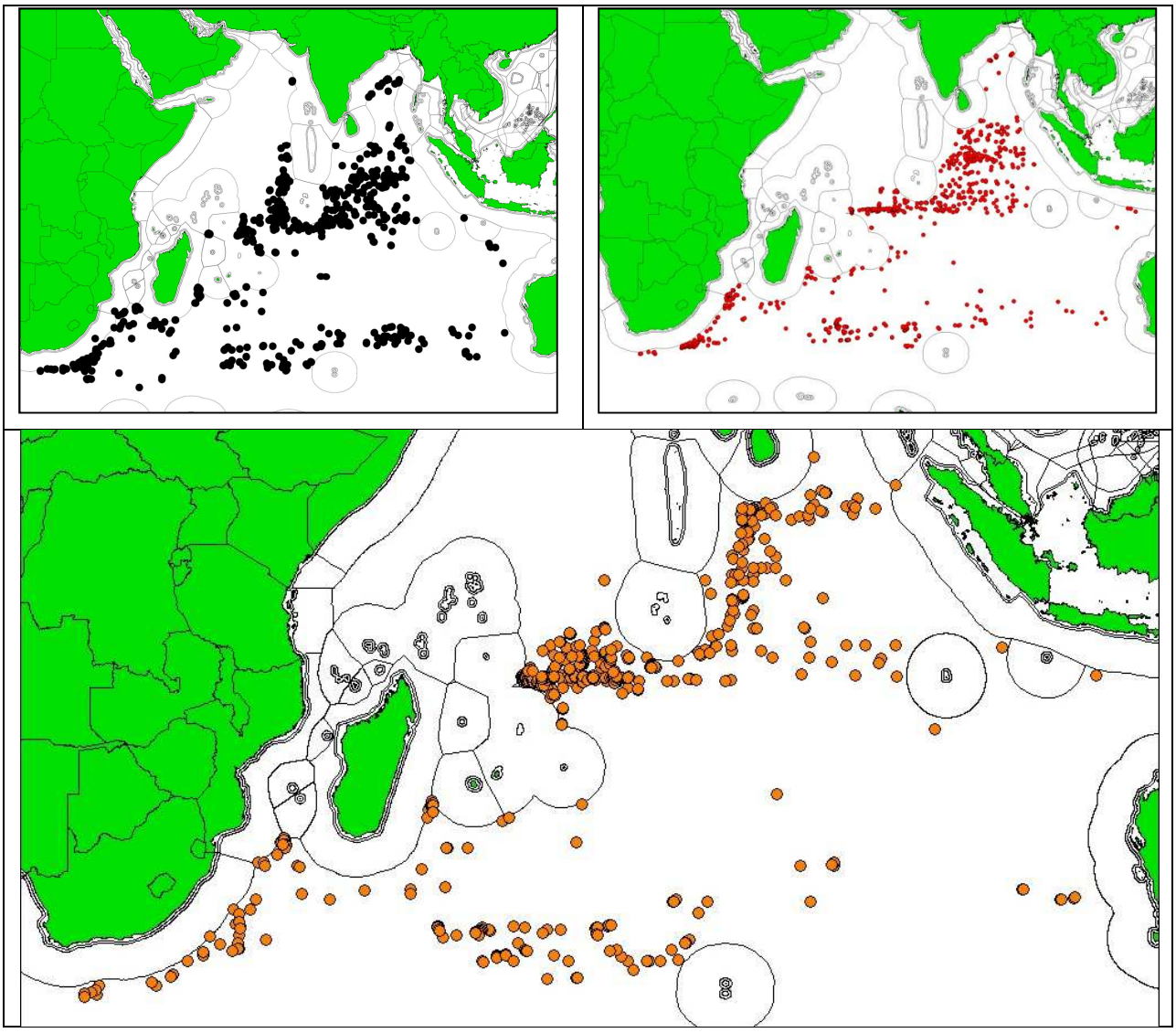
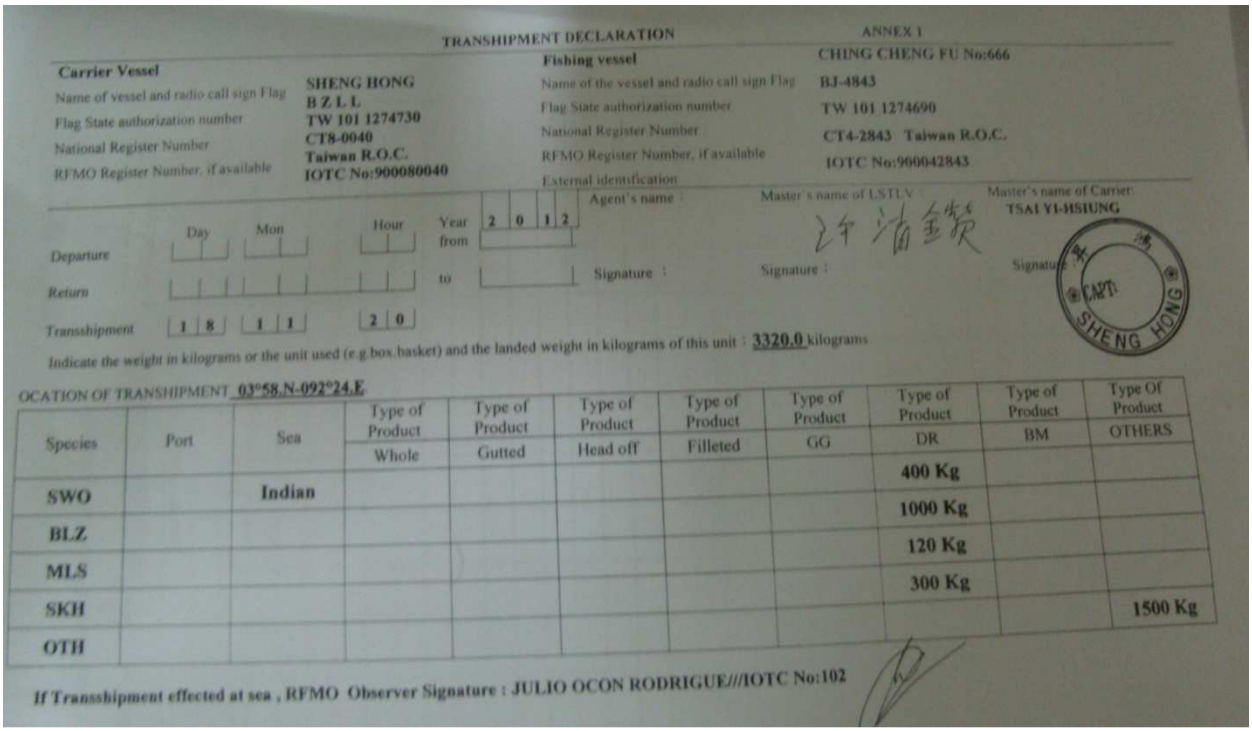


Figure 3 IOTC Transhipment locations during 2012 (main), 2011 (top right), 2010 (top left).

During 2012 a single transhipment took place within an EEZ. It occurred 30 km within the Indonesian EEZ on deployment 200/12 on board the Sheng Hong during transhipment 1 with the Ching Cheng Fu 666. Both the observer and the vessel recorded the position as 03° 58'N, 092° 24'E (Figure 4 and Figure 5).



TRANSHIPMENT DECLARATION — ANNEX I

Carrier Vessel
Name of vessel and radio call sign Flag: SHENG HONG / B Z L L
Flag State authorization number: TW 101 1274730
National Register Number: CT8-0040
RFMO Register Number, if available: Taiwan R.O.C. / IOTC No:900080040

Fishing vessel
Name of the vessel and radio call sign Flag: CHING CHENG FU No:666 / BJ-4843
Flag State authorization number: TW 101 1274690
National Register Number: CT4-2843 Taiwan R.O.C.
RFMO Register Number, if available: IOTC No:900042843
External identification:

Agent's name :
Master's name of LSTLV :
Master's name of Carrier: TSAI YI-HSIUNG

	Day	Mon	Hour	Year
Departure				from 2012
Return				to
Transshipment	18	11	20	

Signature :
Signature :

Indicate the weight in kilograms or the unit used (e.g.box.basket) and the landed weight in kilograms of this unit : 3320.0 kilograms

OCATION OF TRANSHIPMENT 03°58.N-092°24.E

Species	Port	Sea	Type of Product Whole	Type of Product Gutted	Type of Product Head off	Type of Product Filleted	Type of Product GG	Type of Product DR	Type of Product BM	Type Of Product OTHERS
SWO		Indian						400 Kg		
BLZ								1000 Kg		
MLS								120 Kg		
SKH								300 Kg		
OTH										1500 Kg

If Transshipment effected at sea , RFMO Observer Signature : JULIO OCON RODRIGUE///IOTC No:102

Figure 4 Transhipment Declaration of Ching Cheng Fu 666.

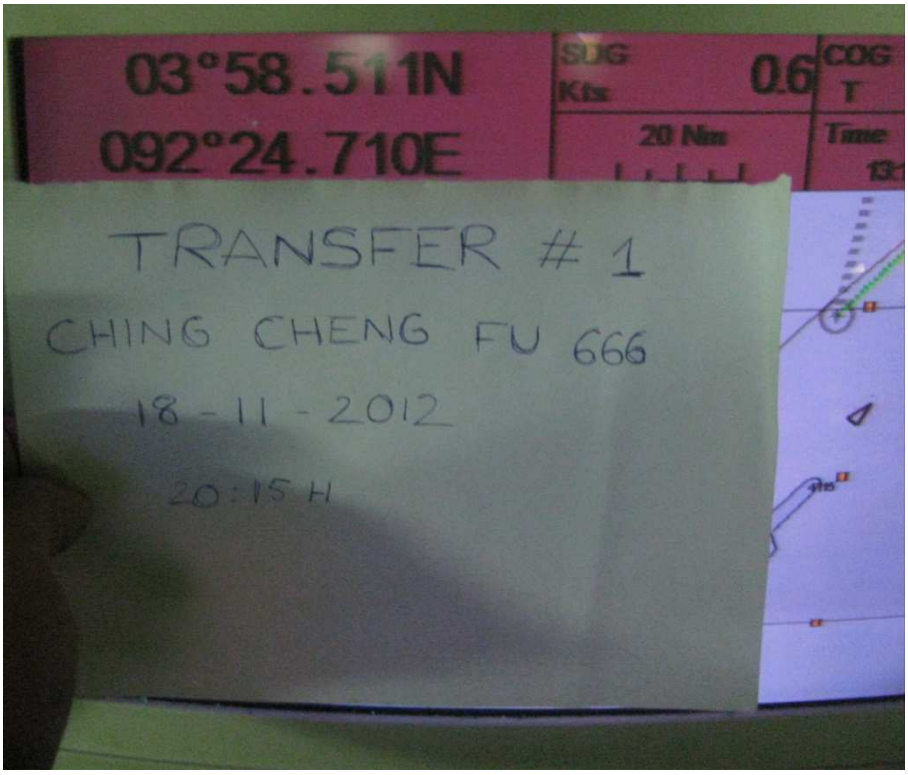


Figure 5 Position of transhipment of Ching Cheng Fu 666.

2 Sampling Protocols

2.1 Weight estimations

Weight estimation procedures have been previously discussed in the Review of the IOTC Regional Observer Programme[1]. The differences between the overall observed weight and the vessel declared weight is shown in Figure 6, for tuna species only in Figure 7 and for billfish species only in Figure 8.

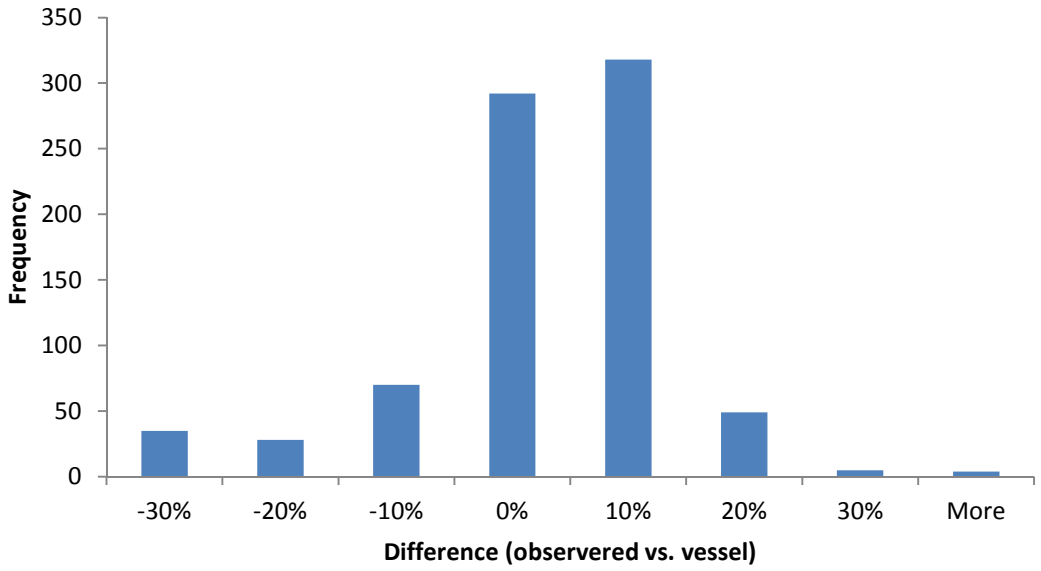


Figure 6 **Differences in observed weight compared to vessel declared weight (all species).**

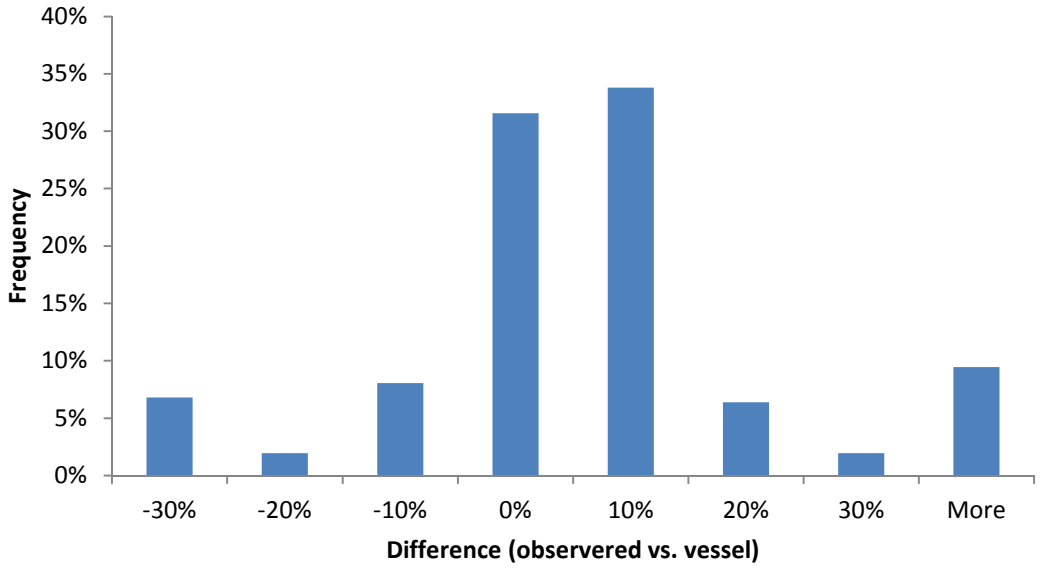


Figure 7 **Differences in observed weight compared to vessel declared weight (tuna species only).**

[1] MRAG and CapFish (2010). Review of the IOTC Regional Observer Programme. IOTC-2011-S15- CoC48_Add1[E]

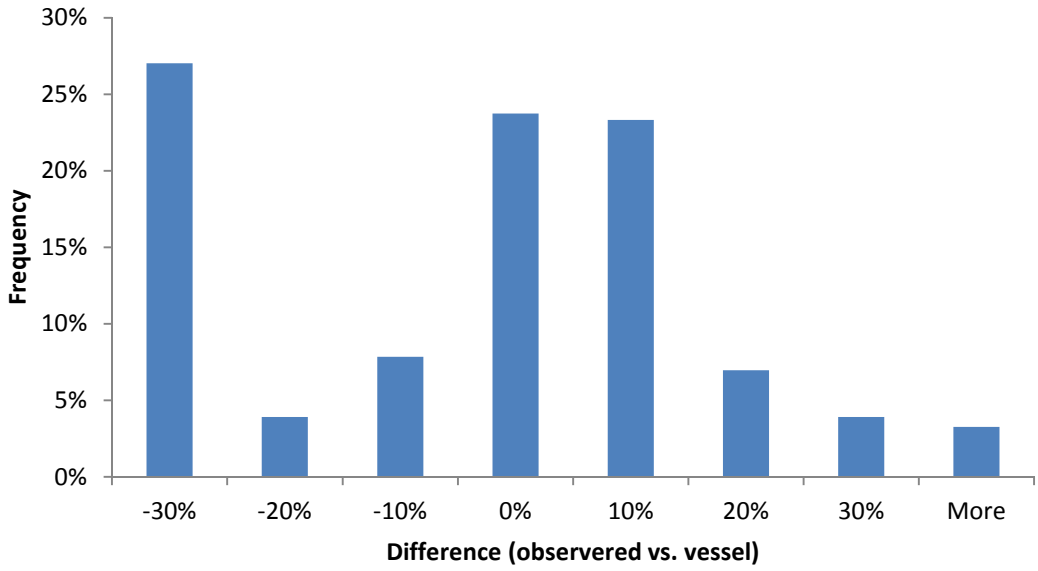


Figure 8 **Differences in observed weight compared to vessel declared weight (billfish species only).**

Negative differences represent transhipments where the observer's estimate is higher than the vessel's declaration, positive differences are where the observer's estimate is lower. 85% of estimates were within 10% of the vessel's declaration. Of the balance, 8% were higher and 8% were lower than the vessels declaration. Discrepancies between observed and declared weights can be attributed to a few specific points, these include:

- The majority of discrepancies occurred when LSTLVs transhipped fish in nets, particularly when oilfish (*Ruvettus pretiosus*) are transferred, this makes it difficult to estimate both weight and numbers;
- The number of smaller YFT and BET are not always recorded in the vessel statistics;
- LSTLVs sometimes use a combination of processing methods on multiple species;
- Few individual billfish <5t in a transhipment are not fully recorded by the vessel;
- Sometimes the LSTLV will change their plans to tranship a species during the transhipment. If this occurs during transhipment and the declaration form has already been completed, portions of the transhipment may be either declared and not transhipped or included but not declared.

2.2 Species Identification

The main species transhipped during 2012 were bigeye tuna (*Thunnus obesus*) and yellowfin tuna (*Thunnus albacares*), with small amounts of other species, including swordfish (*Xiphias gladius*), marlin (*Makaira* spp), sailfish (*Istiophorus albicans*) and occasionally southern bluefin tuna (*Thunnus maccoyii*).

Tuna are recorded by species where they can be positively identified (726 transhipments) or as mixed tuna species where this is not possible (96 transhipments), this is particularly true where bigeye and yellowfin are transferred together (NB: 21 transhipments have a combination of strings that can be identified to species level and mixed species). Distinguishing between shark species is not always possible due to the variety of processing techniques used. Where it was possible to discern blue shark (*Prionace glauca*) and mako sharks (*Isurus spp.*), this was recorded by the observer. As in previous years, these remain the most common sharks species transhipped.

3 Southern bluefin tuna

Since the adoption of the Resolution on the Implementation of a CCSBT Catch Documentation Scheme on 1st January 2010, any southern bluefin tuna transferred must be accompanied by a catch monitoring form which is countersigned by the observer to verify they have monitored the transhipment. During 2012, southern bluefin tuna were transhipped and declared on 34 occasions during 12 different deployments with a total of 538.888 tonnes being transferred (Table 1).

Table 1 Transhipments of Southern Bluefin tuna (*Thunnus maccoyii*) during 2012

Request No.	CV Name	CV IOTC #	Observer Name	Number of Transhipments	Total Declared Weight (t)
161	Harima 2	8440	Thomas Gerrard	2	46.323
172	Victoria	8452	Jaco Visagie	1	16.343
173	Yuan Tai 806	900080035	Stephen Westcott	1	5
179	Haru	8441	Lindsay Jones	5	62.875
183	Harima 2	8440	Samantha Cliffton	2	41.491
186	Taisei Maru 15	8465	Carla Carreras	3	60.998
187	Ryoma	8442	Schalk Visagie	1	18.136
188	Futagami	8453	Hendrik Crous	2	4.124
191	Houta Maru	8460	Hendrik Crous	5	97.902
193	Genta Maru	13783	Taylan Koken	8	155.262
195	Ryoma	8442	Pedro de Jesus	1	24.234
197	Futagami	8453	Anthony Donnelly	3	6.2

4 LSTLV identification

All LSTLVs that completed IOTC transhipments and non-IOTC transhipments of cargo were photographed and cross checked against the database for consistency of name, IOTC reference number, call sign and national registration number. Updated vessel lists are sent through by the IOTC Secretariat on a monthly basis and added to the observer's database.

5 Vessel Checks

Observers are required to transfer to the LSTLV prior to the commencement of transhipment operations. During 2012 The Consortium and the IOTC Secretariat agreed a changed format for the data recorded during the LSTLV ichecks, this was done to clarify any possible infractions that may be recorded in the observer reports or the database. These changes are outlined in **Table 2**.

Table 2 Summary of changes to LSTLV inspections made in 2012

Element checked	Before	After
LSTLV Markings	Not formally recorded	Records name, IRCS and national registration number
Authorisation to fish	Recorded if it was valid	Records if it is shown to observer Records when it expires Records area of authorisation and which authority issued it
VMS	Presence or absence Power light on/off	Presence or absence Power light on/off Make & Model
Logbook	Presence or absence	Type of logbook; categories defined as: • Electronic, • Printed and Bound, • Printed and unbound • Unprinted and Bound • Unprinted and Unbound • Date of last entry
Catch on Board	• Total onboard before transhipment • Amount to be transhipped to the CV • Transhipments received by the LSTLV • Total remaining after transhipment	• Total onboard before transhipment • Amount to be transhipped to the CV • Transhipments received by the LSTLV • Total remaining after transhipment

The Secretariat has also provided the Consortium with a number of standard formats of logbooks that are used by some participating CPCs as well as sample Authorisations to Fish. Additional data on area of operations was collected from the Authorisation to Fish, logbook formats were precisely defined and removed the area of subjectivity that had previously existed in relation to logbook checks. Since these changes have been implemented there have been 192 LSTLV checks carried out, with 609 LSTLV checks having been made before the changes were implemented. On occasions, when it was not considered safe for the observer to transfer to the LSTLV because of poor weather conditions, logbooks and fishing licences were passed over to the CV and checked, but this was not considered a full inspection as presence of VMS was not verified.

The objectives of the LSTLV checks are:

1. **Check the validity of the fishing vessel's authorisation or licence to fish tuna and tuna like species in the IOTC area**. A set of reference documents is given to observers to help with identifying a vessel's authorisation or licence to fish. During 2012, 15 vessel checks found that the LSTLV had an expired Authorisation to fish (ATF) onboard. On 9 occasions no document resembling an ATF was produced that could be recognised as an ATF by the observer On 10 occasions observers were shown an ATF where the area of operation was not applicable to where the vessel was fishing or the area had been altered on the ATF.

2. **Check and note the total quantity of catch on board, and the amount to be transferred to the carrier vessel.** This is done through direct interview with the vessel captain or fishing master (using translation sheets where appropriate). Observers do not check the holds because of health and safety reasons and it is outside the remit of the programme.

3. **Check the VMS is functioning.** While the observer can record whether there is a VMS unit on board and that this unit has power going to it, it is not possible, without more sophisticated equipment, to determine if it is transmitting; this can only be verified through the vessel's FMC. As such observers record whether or not a VMS unit has been shown to them, its make and model and also if the power light was on. During LSTLV checks carried out in 2012, there were 11 cases where the vessel was unable to show the observer a functioning VMS unit.

4. **Examine the logbook.** Logbooks have previously been checked to record presence / absence rather than assessing their accuracy. Following discussion between the IOTC Secretariat and the Consortium the observers record the format of logbook present on LSTLVs. Of the 192 vessels checked since the logbook classification was changed, 176 LSTLVS had their logbooks checked, 16 were not checked, 14 because the observer did not go onboard the vessel and it was not sent over to the CV and 2 because the observer was not shown one when it was requested. Results are displayed in Table 3.

Table 3 Summary of logbook checks made in 2012

LSTLVs Checked for Logbooks	Logbook Format	No Logbook Presented to the Observer
176	96 Printed & Unbound	2
	68 Printed & Bound	
	10 Unprinted & Bound	

5. **Verify whether any of the catch on board resulted from transfers from other vessels, and check on documentation on such transfers**. This has proved difficult to ascertain and other than asking the fishing master directly, there appears to be no other way to determine if transfers have taken place, as detailed examination of the logbooks are not possible in the time allocated. This would require a more detailed analysis of the data to determine the average catch rates of vessels, the frequency a vessel tranships and the amount transhipped each time. This may indicate that LSTLVs transhipping large amounts, often, over and above their normal catch rates, may be getting fish from other vessels.

6. **In the case of an indication that there are possible infractions involving the fishing vessel, immediately report the possible infractions to the carrier vessel master**. The Secretariat will be notified of the possible infractions in the observers' reports. The Secretariat will then report the possible infractions to the flag State.

7. **Report the results from these duties on the fishing vessel in the observers report.** The results of the vessel checks undertaken by observers are summarised in their final report and, any discrepancies are elaborated on. In addition a photographic record of all vessel authorisations, VMS units and logbooks as well as external vessel markings are kept.

Details of the possible infractions can be found in IOTC-2013-CoC10-08c.

6 Other Potential Infractions

There were two potential infractions identified during 2012 On the 28th February 2012 the LSTLV Fu Hsiang Fa No 21 received supplies from the CV. This LSTLV was crudely marked and did not appear on the IOTC authorised list of LSTLVs. Similarly the LSTLV Full Rich, callsign (HMEK3) received food and possibly fuel from the CV. In this case the callsign observed differs from that for the ship recorded in the authorised list (V3NI3).

7 Observer Training

Currently there are 55 observers who have received IOTC training since 2009 (Appendix 1), some who have been trained directly through the IOTC others who have crossed over from ICCAT with prior approval from IOTC. All observers are also trained to monitor CCSBT transhipments. Not all observers who have been trained are currently active or are still in the programme. It is therefore necessary to continue to hold observer courses on a regular basis to replace those who drop out. There were three observers trained directly for IOTC and a further two were added by cross over from ICCAT training during 2012.

8 Other Issues

8.1 Safety

All observers complete a pre sea inspection of the CV prior to sailing. There has been an improvement in vessel safety conditions since the beginning of the programme. During 2012 there were no deployment refusals by observers on the grounds of safety. All CVs possessed valid safety certificates and had sufficient number of serviced and certified lifesaving appliances.

CV Captains provide guidance regarding the suitability of sea conditions for transfer to the LSTLV and have the final decision regarding whether the transfer should proceed or not. All inspections were carried out safely during 2012 with no accidents reported.

8.2 Waste disposal

Waste disposal methods vary among CVs and most have operational waste disposal plans in place. However the transhipment process continues to result in waste being discharged at sea by LSTLV. The most commonly noted items disposed of are packaging boxes.

8.3 Vessel cooperation

Cooperation from both LSTLVs and CVs remains good overall though there was a single incident during a LSTLV vessel check where the observer was sent away from the LSTLV in an aggressive manner, though the observer did not feel his safety was threatened.

8.4 Carrier Vessel conditions

There have been no reports of unsuitable conditions onboard CVs during 2012.

Appendix 1- IOTC trained observers

Observer Name	IOTC Number	ICCAT trained
Ray Manning	001	Yes
Kevin Ruck	002	No
Jano van Heerden	003	Yes
Jonathon Roe	004	Yes
James Bennet	005	No
David Hughes	006	Yes
James Moir-Clark	007	No
Hendrik Crous	008	Yes
Tony Dimitrov	010	Yes
Jeffrey Heinecken	011	No
Jaco Visagie	012	No
Jonathon Newton	013	Yes
Sam Rush	014	Yes
Hentie Heynes	015	Yes
David James Virgo	016	No
Juan Vilata	017	No
Patrick Nugent	018	No
Andrew Deary	019	Yes
George Stoyle	020	No
Nicky Wiseman	021	No
Neil Davidson	022	No
Nicholas Van Leenhoff	023	No
Lindsay Jones	024	Yes
Schalk Visagie	025	Yes
Thomas Hamish Gerrard	026	Yes
Gary Breedt	027	Yes
Peter Lafite	028	Yes
Ebol Rojas	029	Yes
Erich Gericke	030	No
Barry Rose	031	Yes
Nicholas Wren	032	Yes
Ramon Benedet	033	Yes
Clinton Grobbelar	034	Yes
Victor Ngcongo	035	Yes
Stephen Westcott	036	Yes
Steven Young	037	No
Anthony Donnelly	038	Yes
Thomas Franklin	039	Yes
Robert Clark	040	Yes
Pedro Jesus	041	Yes
Oliver Wilson	042	No
Jan Wissema	043	No
Elcimo Pool	044	Yes
Bruce Biffard	045	Yes
Carla Soler Carreras	047	Yes
Samantha Cliffton	048	Yes
Jane Le Lec	049	Yes
Marius Kapp	050	No
Aaron Mair	051	Yes
Martin Ward	052	Yes

Observer Name	IOTC Number	ICCAT trained
Taylan Koken	101	Yes
Julio Ocon	102	Yes
Pedro Costa	103	Yes
Basil Vilakazi	104	Yes
Mzwandile Silekwa	106	Yes