

# A Summary of the IOTC Regional Observer Programme During 2014



IOTC

Annual Contractors Report

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Submitted by:

**MRAG**



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## Acronyms

ATF	Authorisation to Fish
CCSBT	Commission for the Conservation of Southern Bluefin Tuna
CMF	Catch Monitoring Form
CV	Carrier Vessel
EEZ	Exclusive Economic Zone
ICCAT	International Commission for the Conservation of Atlantic Tunas
IOTC	Indian Ocean Tuna Commission
IRCS	International Radio Call Sign
LSTLV	Large Scale Tuna Longlining Vessel
MoU	Memorandum of Understanding
ROP	Regional Observer Programme
TD	Transshipment Declaration
VMS	Vessel Monitoring System

## 1 Introduction

During the calendar year 2014 the Regional Observer Programme (ROP) monitored a total of 704 transhipments from Large Scale Tuna Longlining Vessels (LSTLVs) within IOTC (Indian Ocean Tuna Commission) waters; 73% were from Taiwan, Province of China, with Japanese, Seychellois and Malaysian flagged vessels accounting for 11%, 5% and 3% respectively (Figure 1). The category 'Others' is made up of vessels from Indonesia, Oman, Thailand, Tanzania, the Philippines and Sri Lanka, all of which contributed, individually, to less than 1%. Although Sri Lanka does not participate in the transhipment ROP, two transhipment requests under force majeure were made by the same vessel in April and December. However, only the transhipment in April (during deployment 261, Tuna Queen) occurred. The number of transhipments made is lower than the 852 performed in 2013. The proportion made by Taiwan, Province of China is up from 68%, there was a significant decrease in transhipments made by China (8% to 2%).

Deployments occurred on Carrier Vessels (CVs) predominantly flagged to Vanuatu (37%), Taiwan, Province of China (21%), and Panama (12%) with transhipments also completed by CVs flagged to Japan, Malaysia, Republic of Korea and Singapore.

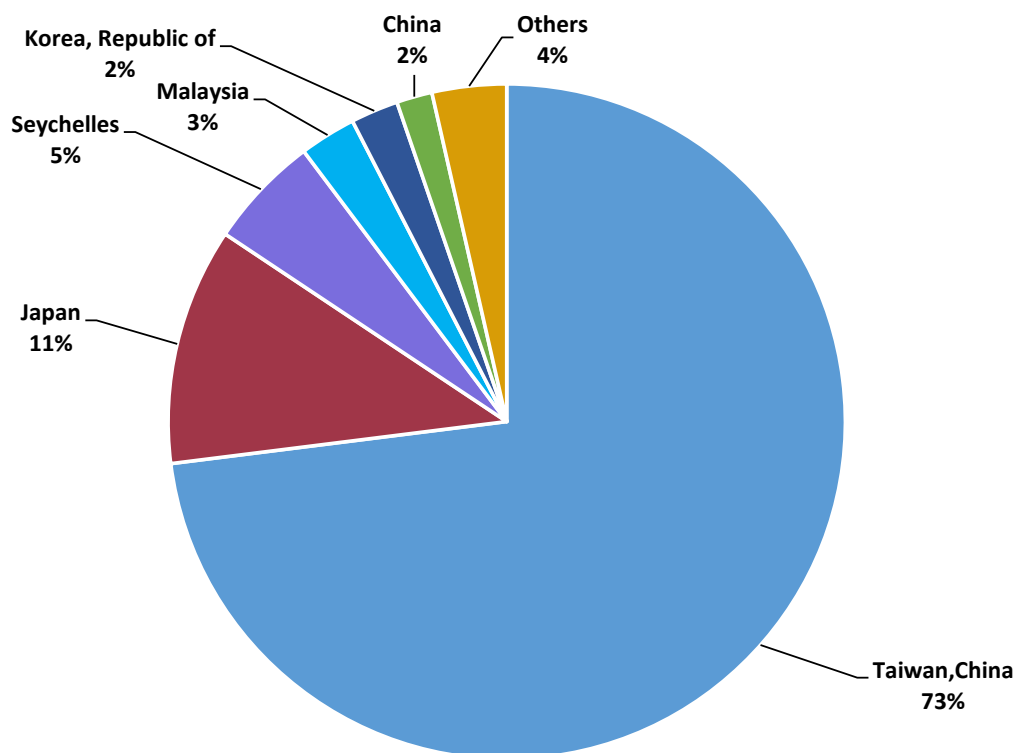
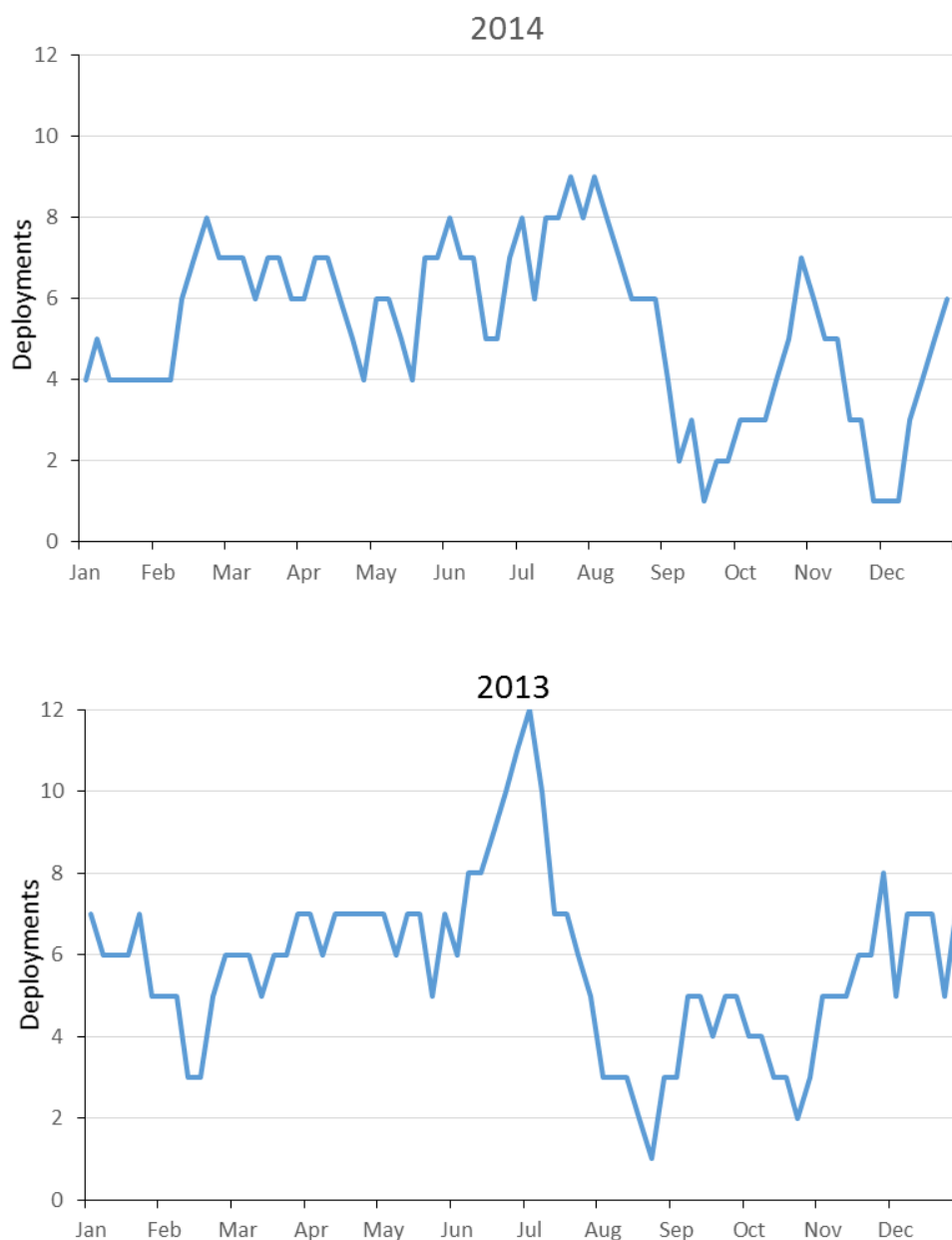


Figure 1 Percentage contribution by fleet to the total number of IOTC transhipments during 2014

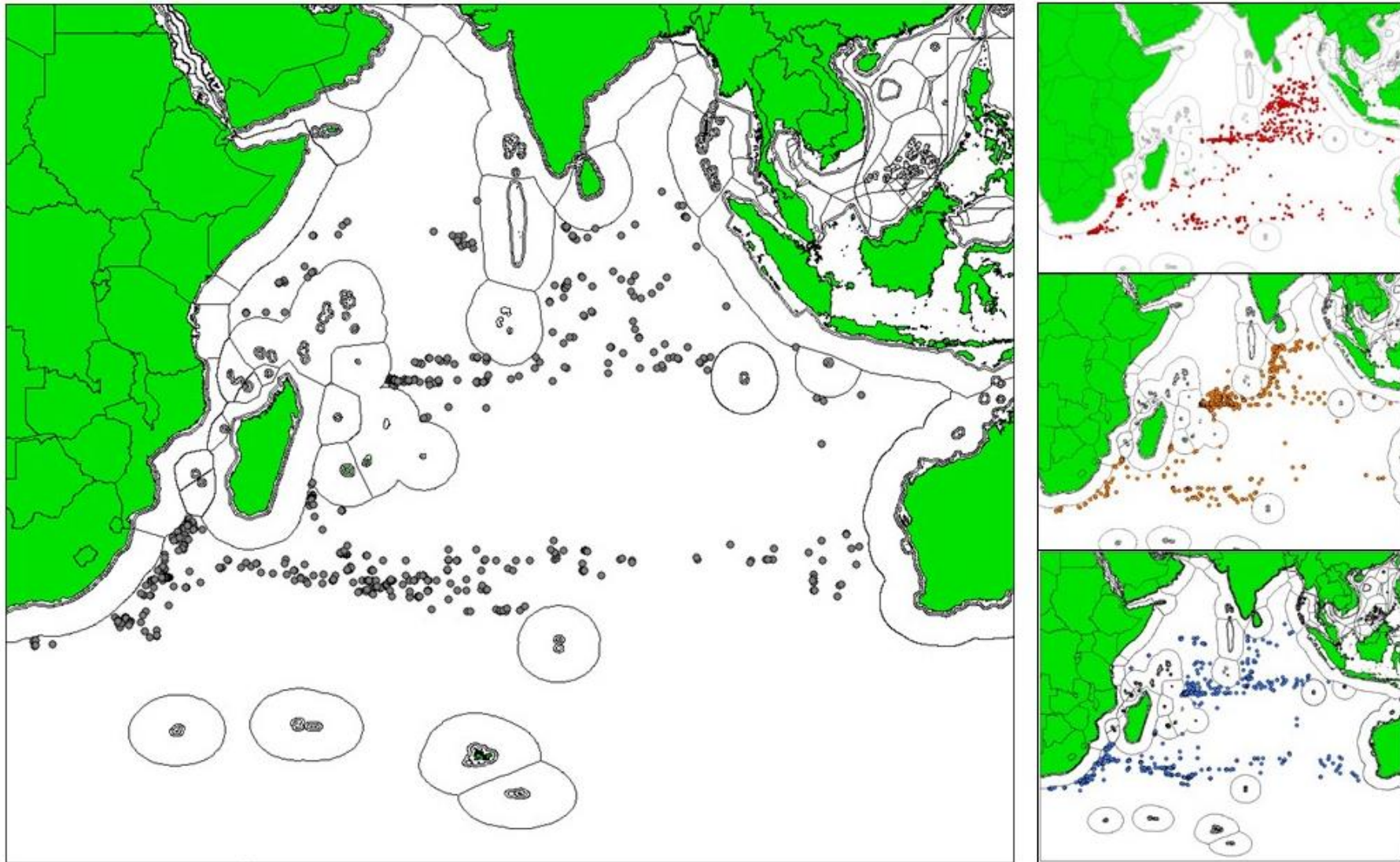
A summary of the ROP deployments (number of CVs with observers deployed on them) during 2014 is shown in Figure 2. There were a total of 43 deployments which embarked an observer in 2014, fourteen of which continued onto or came from ICCAT (International Commission for the Conservation of Atlantic Tunas) waters. The number of deployments by reporting period fluctuated between four and eight through January to June, before increasing to nine towards the end of July and start of August and dropping off to one in September. In addition there were three deployments approved but then cancelled, all of which were for the same vessel (Kha Yang deployments 274, 283 and 295).

This follows a similar trend to 2013, with the number of observers deployed peaking in the middle of the year and dropping off towards the end.



**Figure 2 Observer deployments for IOTC ROP in 2014 and 2013**





**Figure 3 IOTC Transshipment locations during 2014 (main), 2011 (top right), 2012 (middle right) and 2013 (bottom right). The spatial distribution of transshipments is similar to previous years with distinctive ‘bands’ of transshipments at around 12° and 34° south. There were no transshipments made within EEZs (Exclusive Economic Zones)**

## 2 Sampling

### 2.1 Weight estimations

Weight estimation procedures have been previously discussed in the Review of the IOTC Regional Observer Programme<sup>1</sup>. The differences between the overall observed weight and the vessel declared weight is shown in Figure 4 and for tuna species only in Figure 5.

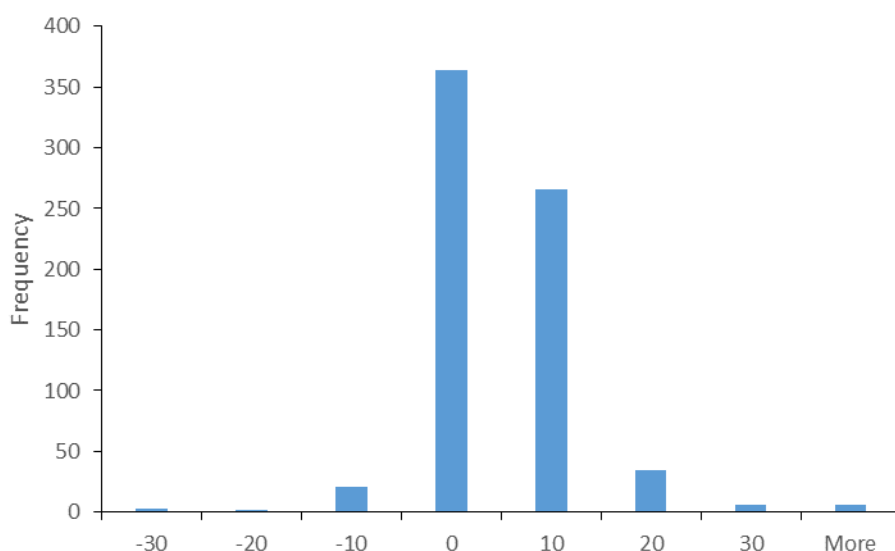


Figure 4 Difference in observed weight compared to vessel declared weight (all species).

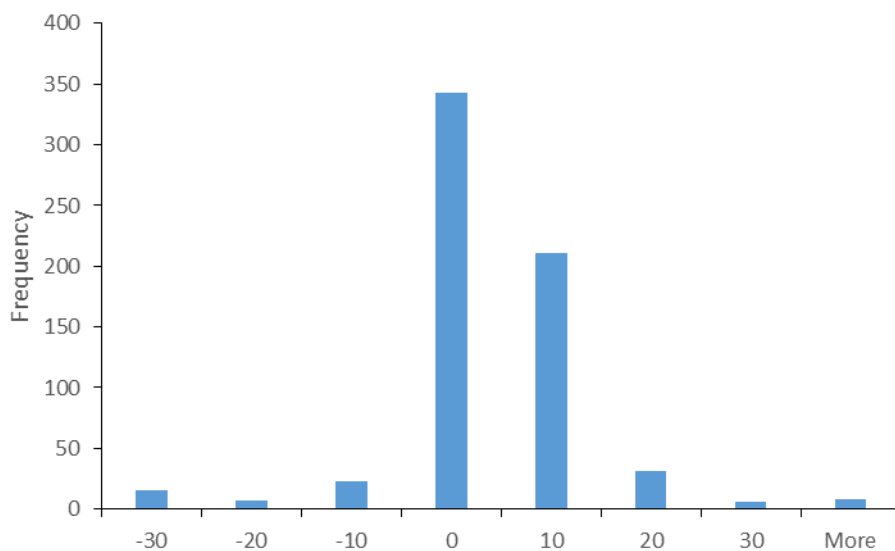


Figure 5 Differences in observed weight compared to vessel declared weight (tuna species only).

Negative differences represent transshipments where the observer's estimate is higher than the vessel's declaration, positive differences are where the observer's estimate is lower.

<sup>1</sup> MRAG and CapFish (2010). Review of the IOTC Regional Observer Programme. CoC48\_Add1[E]

For all fish, 93% of estimates were within 10% of the vessel's declaration, with the vessel declaring more than the observer estimated on most (92%) occasions. Where tuna only products are considered a similar trend is seen.

Discrepancies between observed and declared weights have been discussed in previous reports.

## 2.2 Species Identification

The main species transhipped during 2014 were bigeye tuna (*Thunnus obesus*), yellowfin tuna (*Thunnus albacares*), albacore (*Thunnus alalunga*), oilfish (*Ruvettus pretiosus*) with lesser quantities of other species including swordfish (*Xiphias gladius*), southern bluefin tuna (*Thunnus maccoyii*), various shark species (Selachimorpha (Pleurotremata)), opah (*Lampris guttatus*) and striped (*Tetrapturus audax*), black (*Makaira indica*) and Indo-Pacific blue marlin (*Makaira mazara*). Mako shark (*Isurus* spp) was the most commonly identified shark species transhipped (558 tonnes). Nearly 500 tonnes or blue shark products (*Prionace glauca*) were also transferred.

## 3 Southern Bluefin tuna

Since the adoption of the Resolution on the Implementation of a CCSBT (Commission for the Conservation of Southern Bluefin Tuna) Catch Documentation Scheme on 1<sup>st</sup> January 2010, any southern bluefin tuna transferred must be accompanied by a catch monitoring form (CMF) which is countersigned by the observer to verify they have monitored the transhipment. During 2014, southern bluefin tuna were transhipped and declared on 60 occasions during 16 different deployments with a total of 1001.944 tonnes being transferred (Table 1). One observer (deployment 298/14 on Sea Mansion) reported that he had seen southern bluefin tuna being transhipped by two LSTLVs (Ray Home; fleet of Taiwan, Province of China and Shuenn Perng 202; fleet of Seychelles) that were not otherwise recorded in the TD (Transhipment Declaration) or CMF (Catch Monitoring Form).

Request No.	CV Name	CV IOTC #	Observer Name	Number of Transhipments	Total Declared Weight (t)
246	Shota Maru	8459	Jeffrey Heinecken	3	7.993
253	Chikuma	14788	Mzwandile Silekwa	1	0.977
260	Tuna Princess	8447	Basil Vilakazi	2	1.985
261	Tuna Queen	8446	Barrie Rose	1	8.026
271	Genta Maru	13783	Jonathan Newton	6	36.573
272	Victoria	3657	Carla Soler Carreras	2	11.317
273	Chitose	15114	Jano van Heerden	3	29.717
275	Chikuma	14788	John McDonagh	6	21.119
277	Tuna Queen	8446	Julio Ocon Rodriguez	3	43.731
280	Ibuki	14787	David Virgo	6	99.955
281	Shin Fuji	8458	Samantha Cliffton	2	62.287
284	Chitose	15114	Anthony Donnelly	12	261.80
286	Victoria	3657	Taylan Koken	1	33.500
287	Ibuki	14787	David Virgo	6	138.627
288	Genta Maru	13783	Victor Ngcongco	5	133.041
290	Taisei Maru No.24	8466	Tony Dimitrov	3	88.023
292	Futagami	8453	Henry John Heyns	1	31.316

**Table 1 Transhipments of Southern Bluefin tuna (*Thunnus maccoyii*) declared during 2014.**

## 4 Vessel checks

The roles and responsibilities of the observers with regards to at sea vessel checks are outlined in Annex 3 of Resolution 14/06 and the differences in the procedures for vessel checking were highlighted in the 2013 ROP report (IOTC-2013-CoC10-04b).

704 transhipments were undertaken by 289 different vessels during 2014. Checks were carried out on the LSTLVs 702 times. In most cases the vessel was boarded for inspection, however on 98 occasions the vessel was not boarded but instead logbooks and the ATF (Authorisation to Fish) were passed over to the observer on the CV. Most vessels were checked once or twice, however several vessels were checked multiple times including one vessel that was checked ten times. The number of times individual vessels were checked in 2014 is shown in Figure 6.

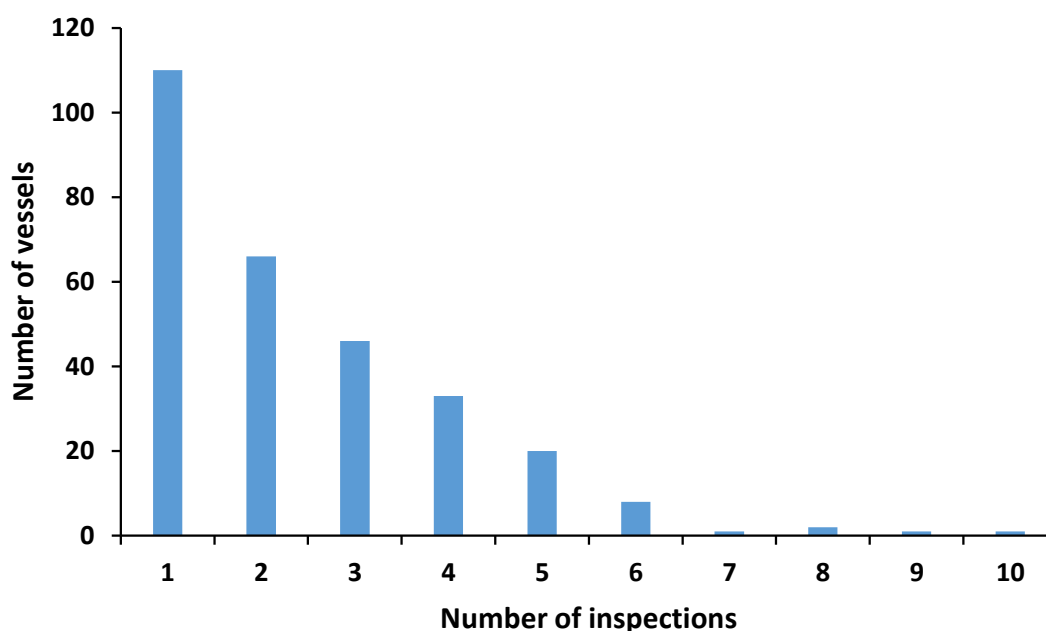


Figure 6 Number of times vessels checked in 2014.

A brief summary of the results of the vessel checks is given below. Full details of the possible infractions can be found in IOTC-2015-CoC12-08b (Summary table on possible infractions observed under the ROP [E]).

**1. Check the validity of the fishing vessel's authorisation or licence to fish tuna and tuna like species in the IOTC area.** Flag States are required, under Resolution 14/04, to submit to the Secretariat templates of their official Authorisation To Fish (ATF); this assists observers in identifying valid ATFs when conducting vessel checks. The ROP currently has examples of ATFs from participating fleets from Belize, China, Taiwan Province of China, Indonesia, Japan, Korea, Malaysia, Oman, Philippines, Seychelles, Tanzania and Thailand. During 2014, Three vessels did not produce a full ATF when requested by the observer, two of these from Thailand showed only an out of date letter from the Department of Fisheries, Kasetsart University, stating it had an ATF, but not the ATF itself. The other vessel, from Oman, failed to produce an ATF, although it had during a previous inspection.

On 13 occasions the ATF shown to the observer was for an area other than the Indian Ocean – either the ATF was for the Atlantic Ocean or was a coastal State fishing licence. On six occasions the ATF shown was out of date (the date of the last fishing day recorded in the logbook was after the expiry date of the ATF).

On 19 occasions the ATF was not produced at the time but faxed through later to the observer on the CV after the transshipment.

**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 (Vessel Monitoring System) is functioning.** On two occasions vessels were boarded but did not show the observer a VMS unit, however both these vessels were boarded on other occasions during 2014 and the VMS unit was shown. Of those shown, in seventeen cases the power light did not appear to be on or no power light could be found or seen. A number of observers reported that the VMS unit on the vessel was different to the VMS type and serial number as stated on the ATF.

**4. Examine the logbook.** Logbooks are recorded as printed and bound, printed and unbound, unprinted and bound, unprinted and unbound, and electronic. Potential infractions regarding logbooks are the most common, and all unbound logbooks (158 in 2014) must be reported. A summary of logbook types observed during the vessel checks is shown in Table 2. Logbooks should also be consecutively numbered and have been issued by the vessel's flag State, all flag States must submit templates of their logbooks to the Secretariat under Resolution 13/03. The ROP currently have the templates of participating fleets from Belize, Malaysia, Thailand, Tanzania, Korea, Philippines, Japan, Indonesia, China and Taiwan, Province of China. Most commonly, logbooks were reported as unbound as the vessel needed to remove the pages to fax to its authorities.

**Table 2 Summary of logbook checks made in 2014.**

Logbook format	Number
Printed and Bound	509
Printed and Unbound	158
Electronic	16
Unprinted and Bound	15
Not shown	3
Unprinted and Unbound	1

**5. Verify whether any of the catch on board resulted from transfers from other vessels, and check on documentation on such transfers.** No vessels reported receiving transshipments 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.** While the CV vessel master is normally notified of any possible infractions, it is through the observers' final report that the Secretariat is notified. The Secretariat will then report the possible infractions to the authorities of the participating fleets. Due to request from the fleets, copies of the inspection reports are also given to the vessel captain so it can be returned to the authorities of the participating fleets.

**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 is kept.

**8. Identifying the LSTLV.** In addition to the above, observers are also required to verify and record the name of the LSTLV concerned along with its IOTC number, IRCS (International Radio Call Sign) and national registration number and determine how consistent the markings are with Resolution 14/04. The results are shown in Table 3 and indicate the number of occasions where the observer either could not verify the information against that given in the IOTC registry of authorised vessels or considered that the markings on the vessel were either not correctly displayed or were worn.

**Table 3 Summary of checks on LSTLV identifiers**

Identification check	Number of occasions
Vessel name	45
Vessel IRCS	13
Vessel national registration number	21

There is no IOTC requirement for vessels to have their national registration number marked on the superstructure. Table 3 refers to occasions where the number was marked on but could not be verified or was incorrect. There were an additional 29 occasions where the number could not be verified as it was not displayed.

## **5 Other Potential Infractions**

There were no other potential infractions observed.

## **6 Observer Training**

There are currently 63 observers who have received IOTC training since 2009 (Appendix 1), some of whom were trained directly through the IOTC whilst others crossed over from ICCAT with prior approval from IOTC. All observers are also trained to monitor CCSBT transshipments. 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 leave the pool of observers. Three candidates were trained as observers for the transshipment programme during 2014.



## 7 Other Issues

### 7.1 Outcomes of the *ad hoc* meeting on the IOTC Regional Observer Scheme

On 27<sup>th</sup> May 2014 a meeting was held between the contractors running the ROP and the participating members to discuss some of the issues that had arisen since the inception of the programme, particularly with regards to the inspections and the reporting of infractions by observers. To help with the inspections a number of recommendations for the consortium were developed, as outlined below.

- **Consortium to add a phrase to the inspection report for translation specifying that the observer must see a bound logbook.** Phrase has been added and translated into Japanese and Taiwanese. See updated form in Appendix 2 (Taiwan, Province of China) and Appendix 3 (Japan).
- **Updated language cards are used in all future interactions with the captains of the LSTLVs and language requirement by observers as required by Resolution 12/05 (superseded by Resolution 14/06).** Updated, captains had been complaining that the language cards had not been used, observers are now required to photograph the card in use during the inspection (for example next to the ATF) where possible (Appendix 4).
- **Develop a system for reducing the delay in reporting possible infractions to the relevant fleet.** A copy of the report is given to the vessel after the inspection with the recommendation that it is faxed back to the authority of the fleet for their records (see report Appendix 2). From 1<sup>st</sup> January 2015 final reports are submitted within 15 days of the observer returning to their home country. This is a reduced submission time over previous years.
- **Consortium to update the standard operating procedures for observers and submit to the Secretariat.** This will be completed and submitted to the Secretariat prior to the Compliance Committee meeting in April 2015.

### 7.2 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 2014 there were no deployment refusals by observers on the grounds of safety. With one exception, all CVs possessed valid safety certificates and had a sufficient number of serviced and certified lifesaving appliances. Within the Memorandum of Understanding (MOU) signed between the Consortium and CV operators, it is specified that life jackets and immersion suits are compliant with IMO-SOLAS LSA standards.

A number of safety issues became evident on the carrier vessel Kha Yang (Malaysia) during deployment 268/14. The observer boarded the vessel on 03/05/2014. Soon after leaving the port of Port Louis, Mauritius, the vessel encountered 30 knot winds and five meter swells, and waves began to swamp the deck. It was discovered that the scuppers were rusted shut so that the seawater could not drain – eventually the crew were able to pry the scuppers open to allow the water to drain - but there was a genuine risk of the vessel foundering and capsizing. The vessel then returned to port.

This deployment also brought to light a number of other safety issues with the vessel. These included restricted access to essential safety equipment whilst at sea (e.g. flares, lifejackets and survival suits being kept in a locked container), and two valid safety certificates with expiry dates of 6<sup>th</sup> May 2014 and 6<sup>th</sup> May 2015, which nonetheless displayed inconsistencies with each other and with the safety equipment on board. For example, the first safety certificate indicated life-saving provision for ten persons, the second for 20 persons, despite the equipment listed being identical and the vessel having a complement of 21 crew including observer.

After debriefing the observer, MRAG advised that due to safety concerns an independent survey be carried out on the vessel before it sailed again. Once the survey had been completed and any recommendations were followed by the vessel, observers boarded the Kha Yang for further deployments. The subsequent deployments 276/14, 289/14 and 293/14 proceeded without incident. During deployment 306/15, however the CV ran aground at approximately 20:00 (UCT+4) on the 1/02/2015 at the position 16°50.102 South 059°29.521 East. The CV sailed on 31/01/2015 after the observer completed the IOTC observer pre-sea inspection checklist. The CV passed all the checks of the safety check. The crew abandoned the LSTLV on 2/02/2015 and remained on the Isle du Sud, located within the Saint Brandon's archipelago. The Mauritian Coast Guard based on Isle du Sud provided assistance to the crew to abandon ship and during their stay on the island. The observer was returned to Mauritius by vessel on 7/02/2015 while the crew remained on the island. The investigating authorities requested the observer to remain in Mauritius for questioning as part of the enquiry regarding the accident. This was concluded and the observer returned home on 11/02/2015.

During LSTLV inspections, 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 vessel checks were carried out safely during 2014 with no accidents reported. If conditions are considered dangerous the observer does not board the vessel.

### **7.3 Waste disposal**

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

### **7.4 Vessel cooperation**

Cooperation from both LSTLVs and CVs has generally been good.

However, during deployment 298/14 on Sea Mansion (Republic of Korea), the observer reported feeling intimidated by the master of the CV, as well as by the head of the security team, for example by blocking the observer when photographing the GPS to record transshipment locations. The master also asked for the observer database, which the observer refused to provide (upon disembarking the CV the observer offered a draft report, which the master displayed no interest in receiving) and the observer felt it necessary to keep his cabin door locked at all times for fear of having his belongings searched through. This intimidation impacted the observer's work performance, for example the observer felt unable to obtain photographic evidence when he saw undeclared southern bluefin tuna being transhipped.

During the deployment, the observer started to suffer from a medical complaint which ultimately led to his removal from the vessel before the completion of all transshipments. As the CV did not agree to go into port to disembark the observer, arrangements were made for him to transfer to the LSTLV, Tai Xiang 1 (a two-step transfer via Tai Jiang), and it was agreed with the IOTC Secretariat that the vessel could continue transshipping without an observer on board due to extraordinary circumstance. There was a dramatic increase in the difference between the observed and declared transshipment figures once the observer started to suffer from his medical issue. Whilst this can be partly attributed to a reduction in observer efficiency due to pain, and incomplete coverage of each transshipment, the observer also suspected that the vessels stopped making accurate declarations once the observer's medical condition was known. The declared weights changed from precise values to figures that appeared to be rounded approximations.



**Annex 1 IOTC-trained observers**

<b>Observer Name</b>	<b>IOTC</b>	<b>ICCAT</b>
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 Stoye	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 Ngcongco	035	Yes
Stephen Westcott	036	Yes
Steven Young	037	No
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
Jane Le Lec	049	Yes
Marius Kapp	050	No

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<b>Observer Name</b>	<b>IOTC</b>	<b>ICCAT</b>
Aaron Mair	051	Yes
Martin Ward	052	Yes
Taylan Koken	101	Yes
Julio Ocon	102	Yes
Pedro Costa	103	Yes
Basil Vilakazi	104	Yes
Jeffrey Heineken	105	Yes
Mzwandile Silekwa	106	Yes
Dwight Rees Dreyer	108	Yes
Pedro de Jesus	118	Yes
Filipe Miguel Rodrigues	112	Yes
John McDonagh	113	Yes
Ricardo Silva	114	Yes
Llewelyn Lewis	119	Yes
Samantha Clifton	120	Yes
Alistair Burls	121	Yes
Stewart Norman	122	Yes
Anthony Donnelly	123	Yes

## Annex 2 Updated vessel instruction form (Taiwan, Province of China)

### REGIONAL OBSERVER PROGRAMME

#### Verification guidance notes for LSTLV captains

印度洋鮪類委員會 域性觀察員計畫

給漁船船長的轉載檢查核對須知

Hello. I am the observer aboard this carrier vessel I am authorised to check if your vessel is complying with the requirements of this Resolution.

您好，我是在您準備轉載的運糧船上的觀察員。根據印度洋鮪類委員會授權來檢查您的漁船有沒有遵守這個決議的規定。

I would be grateful if the master of the vessel, or personnel designated by him to be present and help with the process of verification. If there anyone here who can speak English and can translate?

我希望這艘漁船的船長或是船長指定的人員，在場協助這次檢查核對作業能夠順利進行。請問船上有沒有人會說英文，而且能幫忙翻譯的？

#### Verification checklist 檢查核對清單

##### 1. Authorisation to Fish 捕魚授權

- Please could you show me a valid fishing licence and certificate for this vessel issued by your government which allows you to fish on the high seas? **(1a)**  
請您拿出您的政府發給這艘船在公海上作業的有效漁業執照及(國外基地作業)證明書(有效期限轉載當日仍為有效)？

- I would be grateful if you could point on the document where it states the following:  
在您拿出來的文件上，請指出下面這些項目在哪裡：

- Date of expiry **(1b)**  
證照有效期間
- Area of operations authorised **(1c)**  
漁場位置及區域
- Issuing Authority **(1d)**  
發照機關

(註：漁業執照上之漁場位置及區域若已載我國經濟海域者，務必指出國外基地作業證明書之國外基地洋區欄位(須有印度洋))

- Please could you show me your authorisation to tranship (if in ICCAT waters)? **(1e)**

## 2. VMS

### VMS 漁船監控系統

- Please can you show me the VMS unit(s) which is used to regularly report the latest vessel location to your government? **(2a)**  
請您告訴我，這艘船定時回報最新船位給您的政府的VMS主機位置。
- VMS power light on **(2b)**  
這台VMS電源有沒有開啟？
- Make of VMS **(2c)**  
這台VMS廠牌是什麼？
- Model of VMS **(2d)**  
這台VMS的型號是什麼？

## 3. Fishing Logbook

### 作業前紀錄表 (漁獲日誌)

- Do you have a government regulated, logbook (**printed and bound together**) on board? **(3a)**  
請問船上有政府規定 (提供) 的作業前紀錄表 (漁獲日誌 並非您的筆記本) 嗎? (請拿給觀察員看。)
- What is the date of the last entry? **(3c)**  
請問這本作業前紀錄表最近一次填寫的日期是哪天?

## 4. Catch on board

### 船上漁獲量

- What is the total catch you currently have on board the vessel? **(4a)**  
請問現在船上所有的漁獲量有多少 (公噸) ?
- How much will be transferred to the carrier vessel? **(4b)**  
這次卸離轉運船船的漁獲量有多少 (公噸) ?
- Is there any catch on board that has been transferred from other vessels? **(4c)**  
這艘船有沒有任何漁獲物是從其他船搬過來的?
  - Do you have an authorisation for these transfers?  
您有沒有政府核發這些自其他船搬過來漁獲物的轉載文件?

Towards the end of this verification, I would like to thank for your assistance, and further, I am willing to invite you reviewing the verification report in order to confirm whether or not we reach the common consensus on the recordings of this report.

本次檢查核對作業已告一段落，感謝您的協助。觀察員希望邀請您一起檢視觀察員檢查核對報告（也就是觀察員記錄前述問答內容所用的表格）的紀錄，以確認雙方對報告內容是否有共識；

However, if you have any comments about this verification or the recordings of the report, please express your opinions to the observer. The observer will provide you the verification report so that you may write in on the column "Comments from the LSTLV captain" of this report to indicate your points of view. Besides,

please feel free to express comments in your first language.

若您檢視報告後，對這次檢查核對作業或報告內容有任何意見，歡迎您向觀察員反映，觀察員將會應您要求提供該報告給您填寫，您可以用慣用的語言，如中文，填寫自己的意見。

**I would recommend that you take a copy of this report to send (fax) back to your authorities.**

Thank you for your cooperation, have a good day.

謝謝您的合作，祝您有個美好的一天！

## Annex 3 Updated vessel instruction form (Japan)

### 大型まぐろはえ縄漁船の船長用：検査の手引き

(日本語版)

貴漁船の船長又はその指定する船員が立ち会いの上、検査のプロセスにご協力を頂ければ幸いです。英語を話せ、翻訳ができる方はいらっしゃいますか？

検査のチェックリスト:

#### 1. 漁業許可

- 貴国政府が貴漁船に対し発給した有効な漁業許可証（貴漁船が公海で操業することを可能とするもの）を提示して下さい。(1a)
- 当該許可証のうち、次の項目が記載されている箇所を指し示して頂けると幸いです。
  - 失効日(1b)
  - 操業を許可された海域(1c)
  - 発給機関(1d)
- 有効な転載許可証を呈示してください(1e)

#### 2. VMS

- VMS装置（貴国政府への貴漁船の最新位置の定期報告に使用しているもの）を見せて頂けますか？(2a)
  - VMSの電源オン(2b)
  - VMSのメーカー名(2c)
  - VMSのモデル名(2d)

#### 3. 漁獲成績報告書

- 政府指定の漁獲成績報告書(印刷して綴じたもの)を船上に所持していますか？(3a)
- 最後に記入した期日はいつですか？(3c)

#### 4. 船上に取り込んだ魚獲物

- 現在、船上に保持している漁獲量の合計はいくらですか？(4a)
- 運搬船に転載予定の数量はいくらですか？(4b)
- 他船から転載された魚獲物がありますか？(4c)
  - 他船からの転載について水産庁から承認を受けていますか？
- 転載後の船上保持魚獲物の合計数量はいくらですか？(4d)

この報告書を複写しておかれることをお勧めします。(農林水産省に送ったり(FAXしたり)するときに備えて)

ご協力に感謝致します。航海の無事をお祈りします。

## Annex 4 Example of language card being used during inspection

