

Report on presumed IUU fishing activities in the EEZ of Somalia

Federal Ministry of Fisheries and Marine Resources
Ministry of Fisheries and Marine Resources, State of Puntland
Ministry of Ministry Of Fishery, Marine Resource and Ports, State of Galmudug
Ministry of Agriculture, Livestock and Fishery, State of Jubbaland

I. Background

Somalia is emerging from over 20 years of civil war and conflict since the fall of the central government in 1991. With 3 300 km of coastline facing the Indian Ocean, Somalia has the longest coastline in continental Africa. The Somali EEZ are very productive, in particular from July to November, thanks to the Somali current creating an upwelling along the horn of Africa. Thanks for this current, Somalia waters are prime fishing grounds for highly migratory fish species such as tuna and tuna-like species, and a narrow but productive continental shelf is the home to several demersal fish and crustacean species. Thanks to this, fisheries can play an important role to improve food security and support economic development, provided that fisheries management is in place and piracy and IUU fishing are ended.

Currently, Somalia does not have a national industrial fishing fleet fishing for tuna and tuna-like species. An artisanal fleet is active along on the coast, targeting different species depending on the season and on the sea conditions, with product either marketed locally or exported to middle east countries, e.g. Yemen or UAE.

For many years, foreign purse seine and longline fleets have been fishing in the Somali area with little benefits for the country due to lack of government regulatory capacity as well as legal ambiguity over its Exclusive Economic Zone (EEZ). The new federal government is currently working with the different States of Somalia and donors to change the current situation with the objectives of i) generating revenue from licensing foreign fleets and ii) developing national capacity to catch and process locally marine resources for local consumption (food security), job creation and economical development of coastal communities.

In April 2014, the Federal Government and three Somali coastal States, *i.e.* Puntland, Galmudug and Jubbaland, agreed¹ that coastal demersal resources should be managed at the State level, while highly migratory pelagic stocks would be managed at the Federal level, after prior agreement and consultations with the States, and that revenue from foreign licenses for HMS stocks would be shared between the Federal Government and the States.

In May 2014, Somalia became the 32nd Member of the Indian Ocean Tuna Commission, in order to fully participate to the regional management of tuna and tuna-like species stocks in the Indian Ocean.

And, in June 2014, Somalia proclaimed its Exclusive Economic Zone² (EEZ) as per the United Nations Convention on the Law of the Sea (UNCLOS) in June 2014.

¹ Communiqué of the Somali MRSS Fisheries Working Group, 2-6 April 2014, Beau Vallon, Seychelles.

² <http://www.un.org/depts/los/LEGISLATIONANDTREATIES/STATEFILES/SOM.htm>

II. Impact of piracy on foreign fishing fleets

In 2007, piracy activities along the coast of Somalia drastically increased and spread in the western Indian Ocean, and, chased foreign fishing vessels far from the coast and outside waters under the jurisdiction of Somalia. As a result, the number of fishing vessels targeting tuna and tuna-like species in the Indian Ocean decreased after 2007 (Figure 1), and effort of both longline and purse seine fleets was largely moved outside of the Somali area (Figure 2).

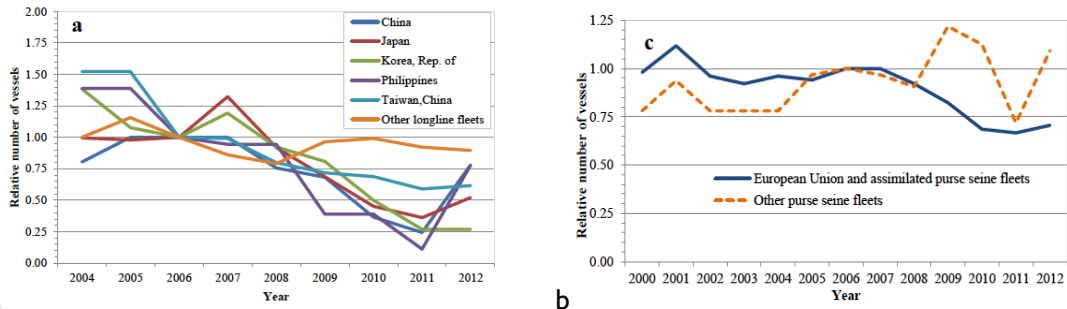


Figure 1. Relative number of a) longline and b) purse seine vessels in the Indian Ocean scaled to the number of active vessels in 2006 (source: IOTC).

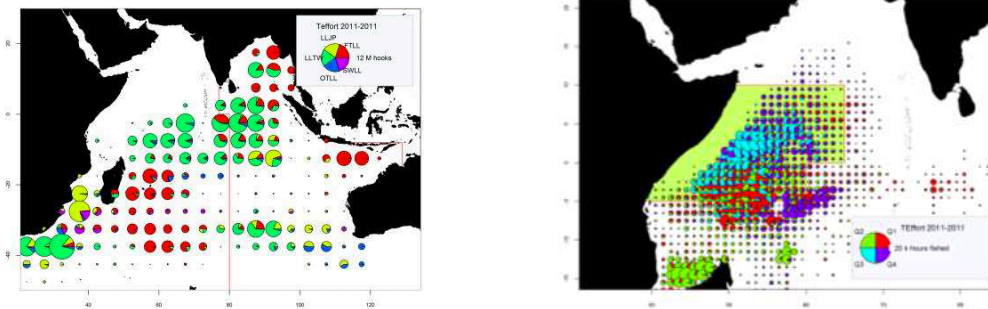


Figure 2. Effort of a) longline and b) purse seine fleets in 2011 (source: IOTC).

Since 2008, several counter-piracy activities have been implemented by foreign navy forces, and resulted in a significant reduction in the number of pirate attacks in the Western Indian Ocean (Figure 3). In 2013, less than 30 incidents were reported, with no vessel hijacked and in 2014, only seven, also with no vessel hijacked.

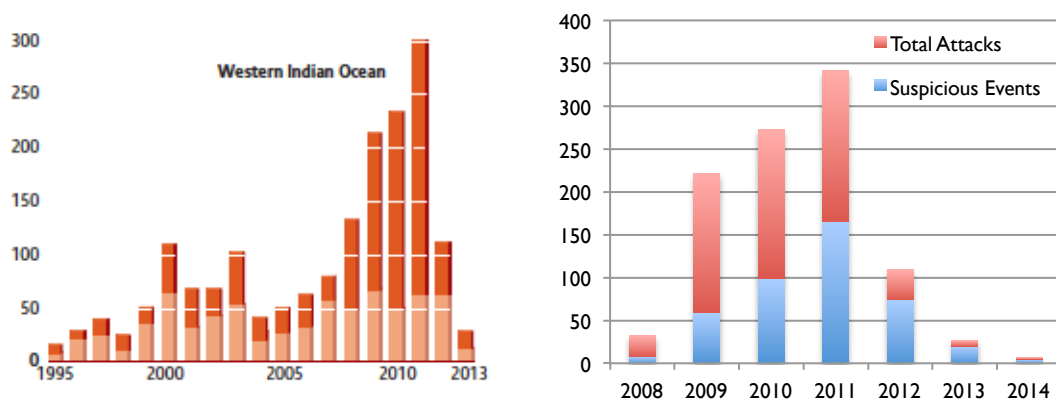


Figure 3. Number of incidents and pirate attacks in the Western Indian Ocean (Source: a. UNITAR/UNOSAT & b. EU NAVFOR)

III. Illegal fishing activities observed in the Somali EEZ

Since 2012, thanks to the reduction of piracy along the coast of Somalia, fishing activities from foreign fleets resumed in the Somali basin. However some fishing vessels are entering and operating in the Somali EEZ without proper license and/or documentation.

International laws and the new Federal Somali Fisheries Law, adopted in December 2014 prohibit such activities in the EEZ of Somalia. As specified in Article 15 *Fishing and Entry in Somali waters* of the Federal Somali Fisheries Law, adopted in December 2014:

Article 15³

Fishing and Entry in Somali waters

1. No foreign fishing vessel shall fish, attempt to fish or participate in fishing operations in Somali waters without a valid license issued under this Law.
2. Any fishing vessel that enters Somali waters without having a valid license shall be presented to the Courts and subjected to Somalia fisheries law.
3. Any fishing vessel that enters Somali waters and found in breach of Article 11 of this Law shall be considered offenders and will be prosecuted under this Law.
4. All foreign fishing vessels seeking fishing rights in Somali waters will require entry permits from the Ministry of Natural Resources.

Unfortunately, the capacity of Somalia in terms of Monitoring Control and Surveillance (MCS) is still very limited. Currently there is no Fisheries Monitoring Center (FMC) in Somalia, no VMS or AIS system in place, almost no patrols from Somali Coast Guards and Navy due to the lack of vessels and equipment, etc... In addition, these fishing vessels are not calling into Somali ports, and cannot be inspected by Somali port inspectors.

Some partners have been providing Somalia with some AIS data, which allow to identify and follow activities of some fishing vessels within the EEZ of Somalia. However, it is understood that AIS is not a comprehensive MCS tool, as many vessels are still not equipped, and that it is easy to turn off the AIS transponder on board vessels.

This document aims at presenting to the Indian Ocean Tuna Commission some of the cases of presumed Illegal Unreported and Unregulated fishing activities identified in the Somali EEZ.

A. Gillnetters

Numerous gillnetters, mostly from Iran are regularly observed in the EEZ of Somalia, all along its coast from Puntland to Jubbaland, sometimes very close to shore. These vessels are using large drifting gillnets, in general over 2.5km targeting mainly pelagic resources such as tunas and billfishes. In addition, this non-selective gear is presumably catching large amount of bycatch, in particular marine mammals, marine turtles and sharks, some of which are protected under the Somali law.

On the 8th and 9th March 2015 the following pictures were taken from and on board an Iranian gillnetter calling in Salalah port (Oman) (Figure 4 and Figure 5).

³ Unofficial translation of the Somali Fisheries Law adopted in December 2014.



Figure 4. Pictures of an Iranian gillnetter in Salah (Oman)

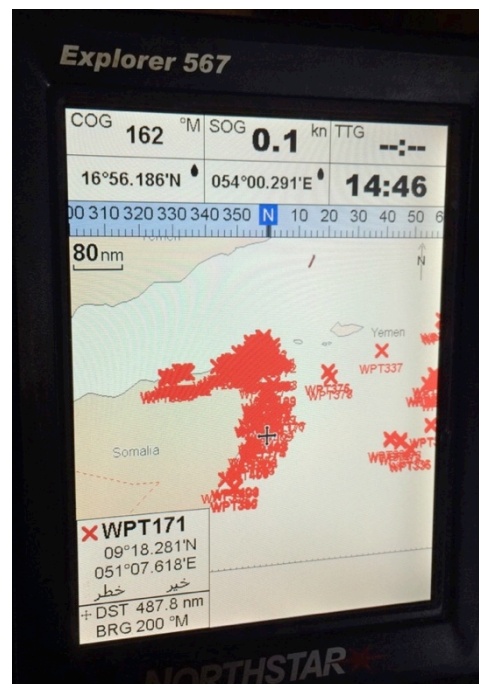
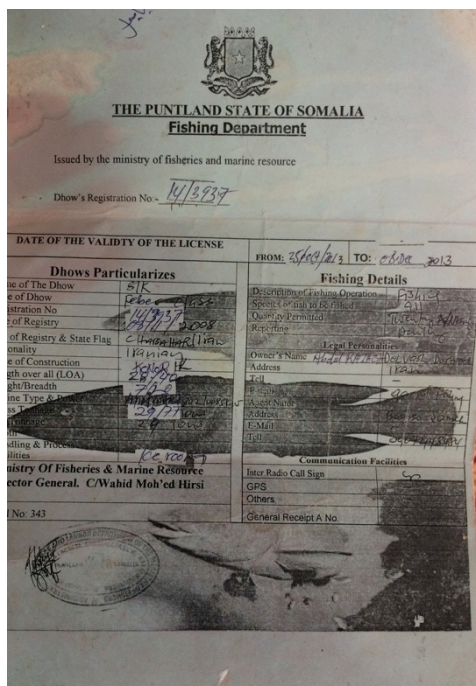


Figure 5. Pictures of the license from Puntland and plotter on board the vessel

The license on board the vessel has clearly been modified, and was valid only until December 2013, and should there be considered invalid. The image of the plotter showing the fishing sets of the vessel shows that the vessel has been fishing recently all along the northern and eastern coast of Puntland. In addition, it is unclear if this vessel is on the IOTC Record of Authorized vessel. On the IOTC record, only an Iranian gillnetter with the registration number 4/3937 was found, while the registration number of this vessel was 14/3937 on the license it had onboard.

On 1st April 2015, the FV Aresh (Figure 6), an Iranian gillnetter, was arrested by the Galmudug Coast Guard in the vicinity of the village of Idan, 120km north of the port of Hobyo. The Coast Guard acted in response to a request from Galmudug fishermen who spotted the vessel illegally fishing in the area. The vessel was brought to the port of Hobyo after the arrest. She had a large quantity of fish onboard, in majority tunas, billfishes and sharks. She had 19 crews on board, and two of them were arrested, i.e. the captain and the head of the personnel, and brought to the Hobyo police station for questioning.

After the investigation, they appeared in Hoby district court and acknowledged that they were fishing illegally in the waters of Somalia. The vessel was sentenced to pay a fine of 100,000USD and was released upon payment of the fine.

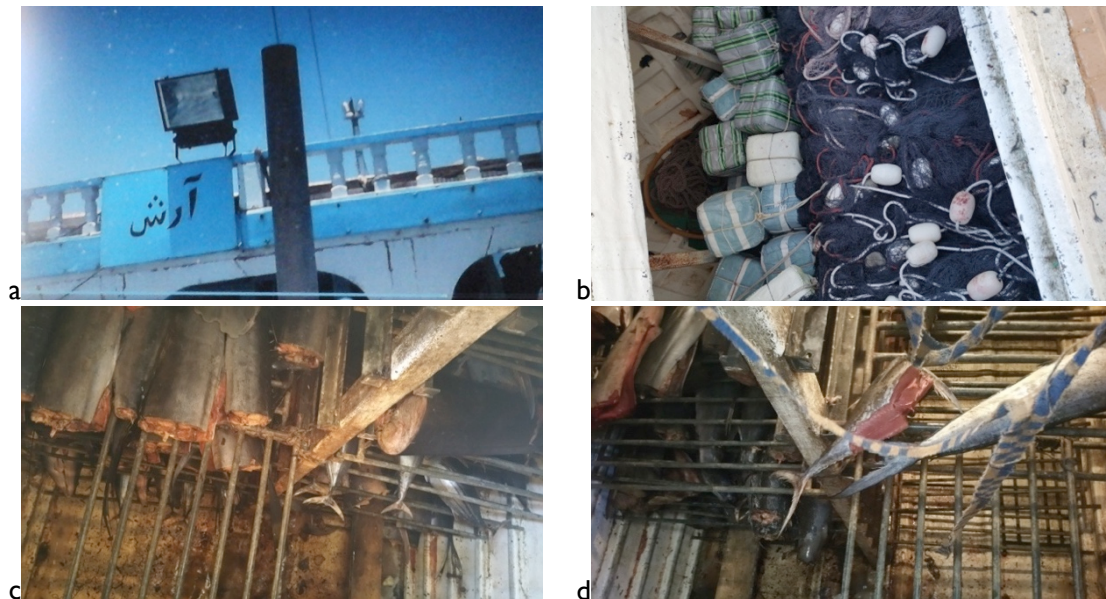


Figure 6. Pictures of the a) Iranian gillnetter FV Aresh, b) its gear and c&d) its catch

Finally, the Iranian gillnetters FV Siraj and FV Jabber, were caught by pirates off Ceel Hur (south of Hoby), while they were operating close to shore.

Many other Iranian gillnetters are operating in the Somali EEZ without license. However, these vessels do not carry any AIS transponder, or VMS transponder, and are therefore difficult to identify.

B. Tuna Longliners

Seven tuna longliners from China have been operating in the EEZ of Somalia during the last month. These nine longliners are all on the IOTC Record of Authorized vessels, however at the time they entered the Somali EEZ and started operating inside, they did not request authorization to enter Somali waters nor they had applied for fishing license. As a result, they did not have valid fishing licenses from the Federal Ministry of Fisheries and Marine Resources and started operating in the Somali EEZ illegally.

The vessels below entered the EEZ at least one during the last month:

- Lu Qing Yuan Yu 101 (Figure 7) entered the EEZ for the first time on the 20/03/2015, and has been operating inside the EEZ most of the time since then. The period spent inside the EEZ, and its AIS track suggest that she has been fishing in the EEZ.
- Lu Qing Yuan Yu 102 (Figure 8) entered the EEZ for the first time on the 23/03/2015, and has been operating inside the EEZ most of the time since then. The period spent inside the EEZ, and its AIS track suggest that she has been fishing in the EEZ.
- Lu Qing Yuan Yu 105 (Figure 9) entered the EEZ for the first time on the 17/03/2015, and has been operating inside the EEZ most of the time since then. The period spent inside the EEZ, and its AIS track suggest that she has been fishing in the EEZ.

- Lu Qing Yuan Yu 106 (Figure 10) entered the EEZ for the first time on the 23/03/2015, and has been operating inside the EEZ most of the time since then. The period spent inside the EEZ, and its AIS track suggest that she has been fishing in the EEZ.
- Lu Qing Yuan Yu 107 (Figure 11) entered the EEZ for the first time on the 18/04/2015, and stayed until the 20/04/2015 inside the EEZ. The pattern of its AIS track seems to indicate some fishing activities during these two days.
- Lu Qing Yuan Yu 108 (Figure 12) entered the EEZ for the first time on the 17/04/2015, and has been operating inside the EEZ since then. The pattern of its AIS track seems to indicate some fishing activities.
- Xin Shi Ji 85 (Figure 13) entered the EEZ for the first time on the 01/04/2015 and exited it on the 07/04/2015. Since then, she has been operating in the vicinity of the EEZ with brief entrances inside on the 09/04/2015, 11/04/2015, 15/04/2015, 16/04/2015 and 17/04/2015. The pattern of the track during the first week of April seems to suggest some fishing activities.

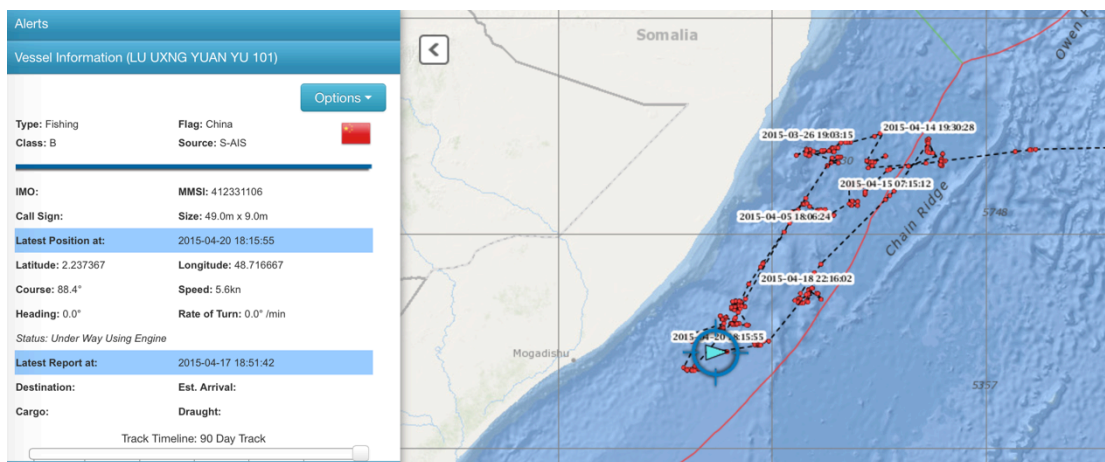


Figure 7. AIS track of Lu Qing Yuan Yu 101 (Source: ExactEarth – ShipView™)

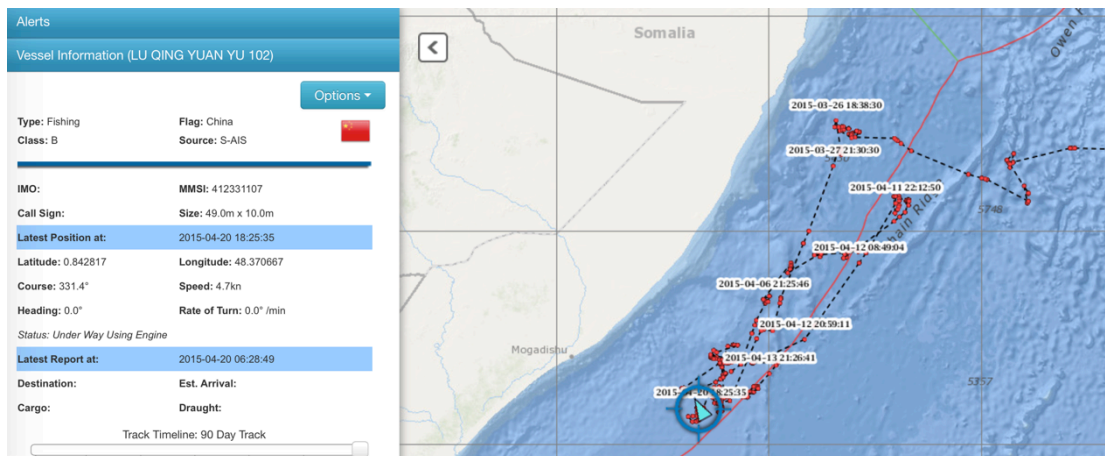


Figure 8. AIS track of Lu Qing Yuan Yu 102 (Source: ExactEarth – ShipView™)

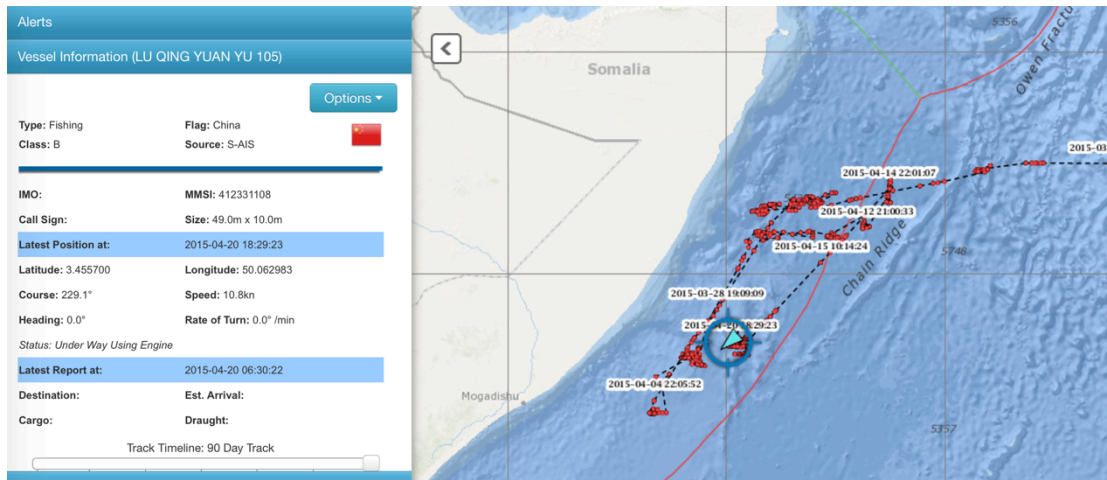


Figure 9. AIS track of Lu Qing Yuan Yu 105 (Source: ExactEarth – ShipView™)

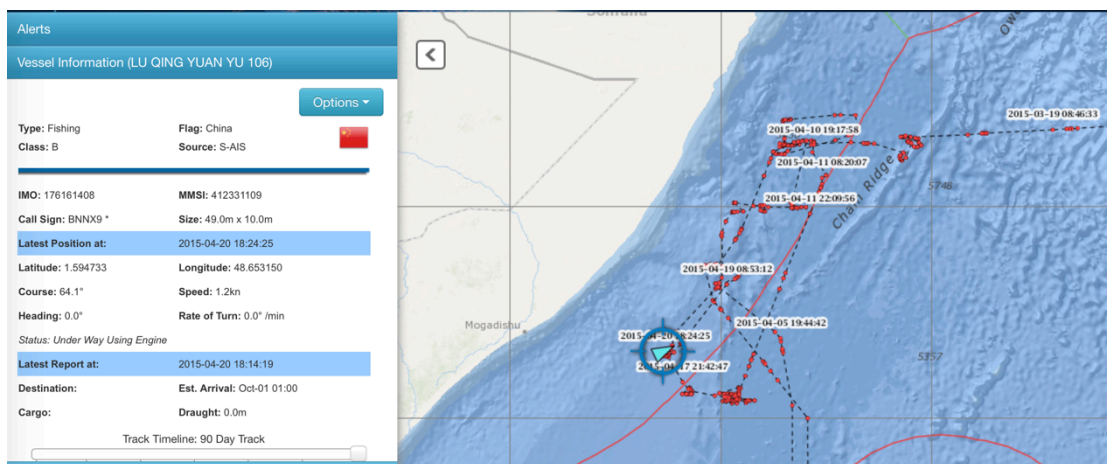


Figure 10. AIS track of Lu Qing Yuan Yu 106 (Source: ExactEarth – ShipView™)

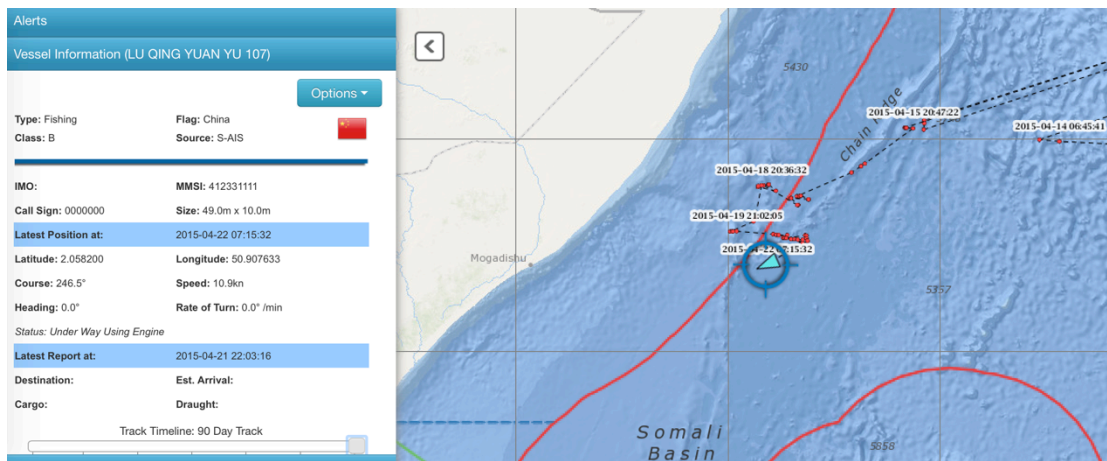


Figure 11. AIS track of Lu Qing Yuan Yu 107 (Source: ExactEarth – ShipView™)

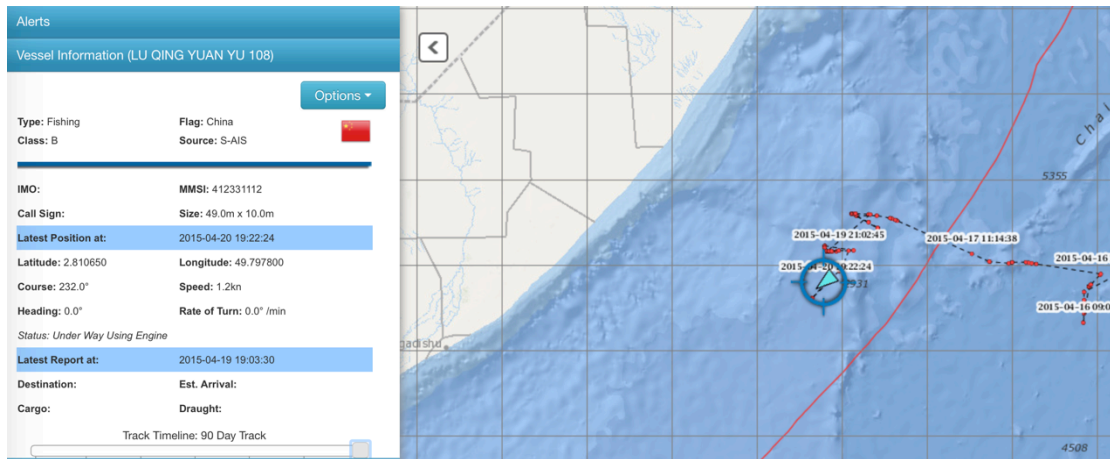


Figure 12. AIS track of Lu Qing Yuan Yu 108 (Source: ExactEarth – ShipView™)

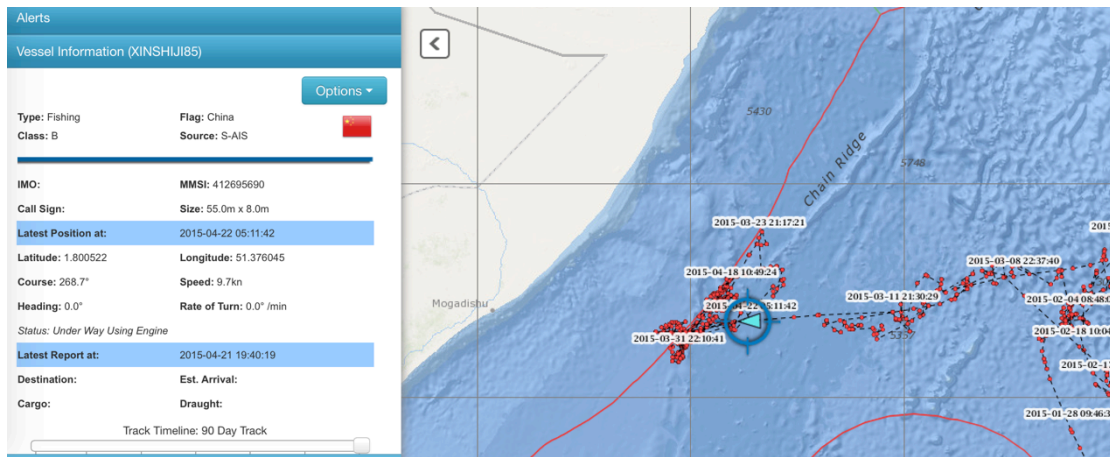


Figure 13. AIS track of Xin Shi Ji 85 (Source: ExactEarth – ShipView™)

C. Trawlers

Several trawlers are active along the coast of Somalia and operate illegally. These vessels are fishing on the narrow continental shelf in Somalia, in particular in Puntland (north and east coast) and all along the Indian Ocean coast of Somalia. They are targeting demersal fish, *i.e.* groupers, snappers, *etc.* as well as lobsters, *i.e.* spiny and true lobsters and are unloading their catch in Salalah (Oman), Ajman (UAE) or Mombasa.

I. Butiyalo I & 2 and Haysimo I & 2 (Ixthus 7, 8 & 9 and Beak Yang 37)

In particular, four vessels with Korean origins (Table 1) are claiming to be newly registered in Somalia (Figure 14) since October 2014, and have been licensed as such to fish in Puntland waters by the Puntland Ministry of Fisheries and Marine Resources. However, the Federal Ministry of Fisheries and Marine Resources officially contacted the Federal Ministry of Ports and Maritime Transport to verify the validity of the Registry Certificates of these vessels. It appears that the issuance of the Certificate of Registry for the 4 vessels did not follow the adequate procedures within the Ministry of Ports and Maritime Transport, and therefore are considered not valid and void.

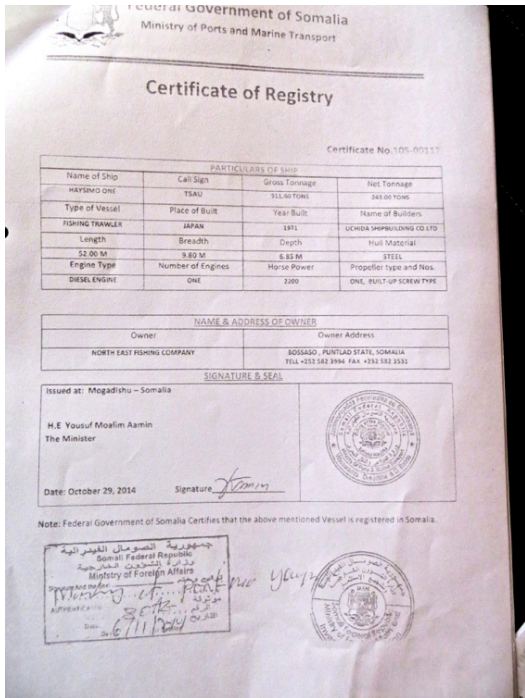


Figure 14. Invalid Certificate of Registry of Haysimo 1

Table 1. Previous and new names, and IMO N° of the 4 trawlers operating in Puntland.

Previous name	New name	IMO N°
Ixthus n°7	Butiyalo 1	7404528
Ixthus n°8	Butiyalo 2	7424932
Ixthus n°9	Haysimo 1	7206639
Beak Yang n°37	Haysimo 2	7231684

These four vessels have been consistently operating in Somalia for many months, even before they were supposedly registered in Somalia and were still under the flag of the Republic of Korea. Some even say that the vessels have been operating in Somalia since 2007. Their main area of operation is in the areas of the Cape Guardafui (Ras Asir) and of Ras Hafun. The vessels are in general operating inside the territorial waters of Somalia (12 nautical miles), and on some occasions have been entering within 6 nautical miles of the coast (Figure 15, Figure 16, Figure 17, Figure 18). The patterns of their AIS tracks, their movements and speed strongly indicate that those vessels are actively fishing in Somali waters.



Figure 15. AIS track of Ixthus 7-Butiyalo 1 between 14 and 16 June 2014 (left) and between 1 and 3 July 2014 (right) (Data source: Environmental Justice Foundation (EJF))

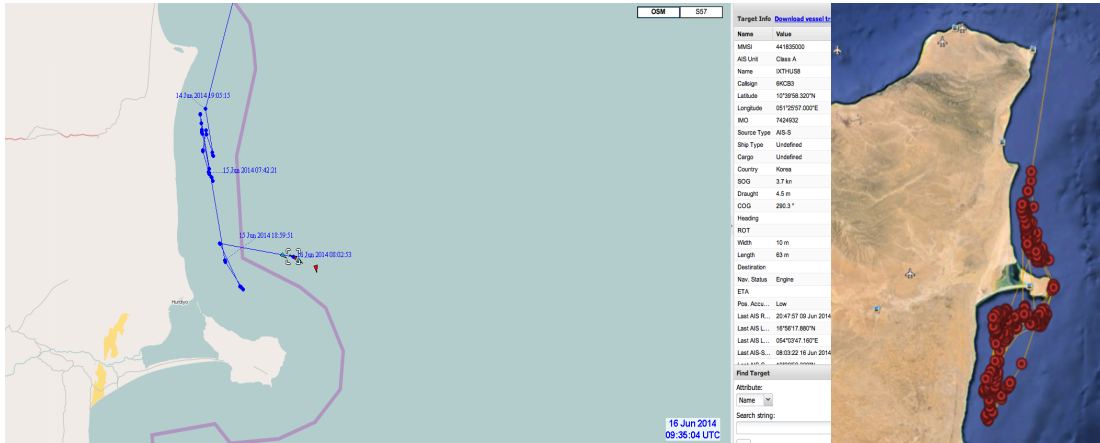


Figure 16. AIS track of Ixthus 8-Butiyalo 2 between 14 and 16 June 2014 (left) and between 1 and 3 July 2014 (right) (Data source: Environmental Justice Foundation (EJF))

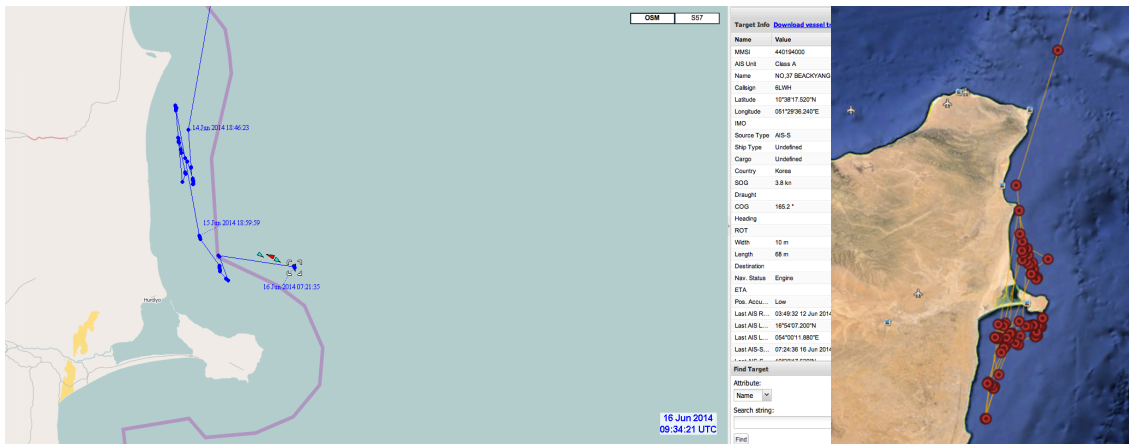


Figure 17. AIS track of Ixthus 9-Haysimo 1 between 14 and 16 June 2014 (left) and between 1 and 3 July 2014 (right) (Data source: Environmental Justice Foundation (EJF))

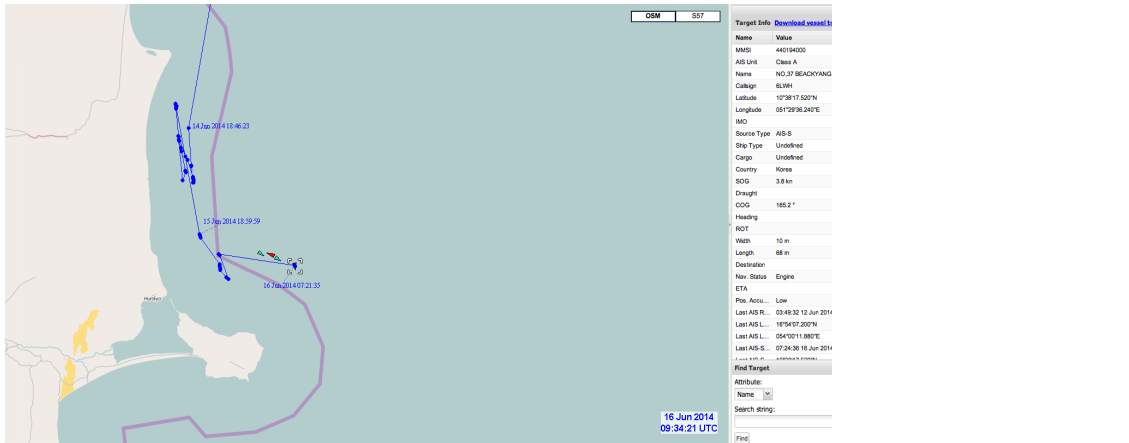


Figure 18. AIS track of Beak Yang 37-Haysimo 2 between 14 and 16 June 2014 (Data source: Environmental Justice Foundation (EJF))

Two of these vessels are currently operating in the EEZ of Somalia, and the patterns of their AIS tracks seems to suggest that they are currently fishing.

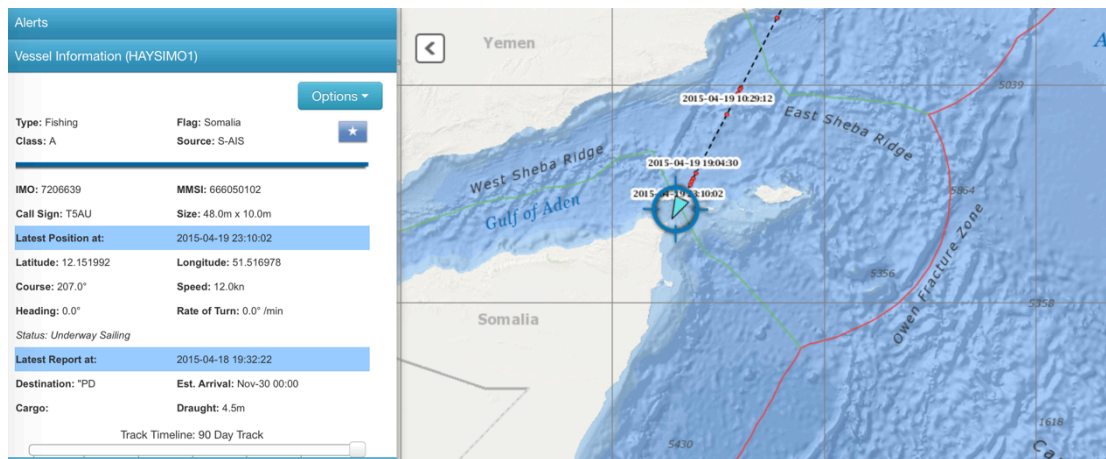


Figure 19. AIS track of Hayimo I (last position 19/04/2015) (Source: ExactEarth – ShipView™)

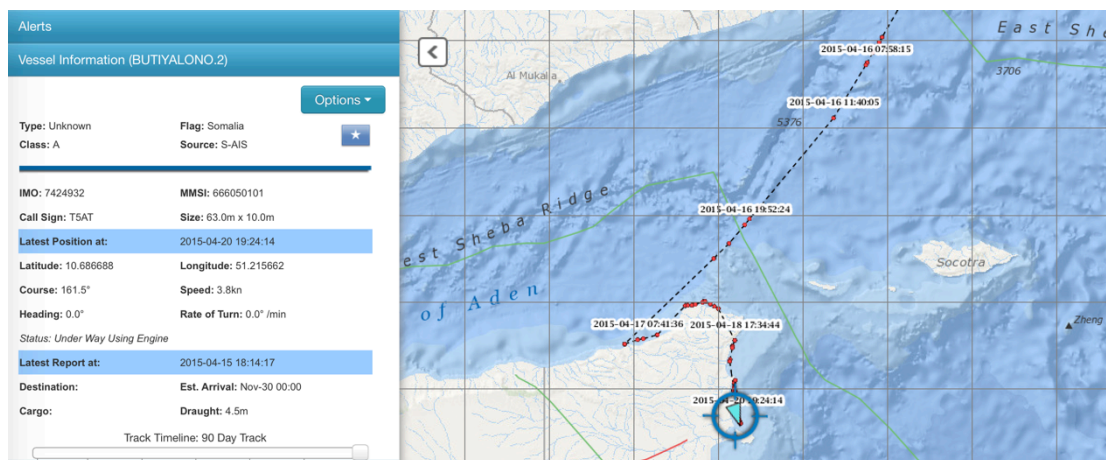


Figure 20. AIS track of Butiyalo 2 (last position 20/04/2015) (Source: ExactEarth – ShipView™)

Part of the catch of these vessels might be exported to the European Union market, as EU catch certificates have been produced in the past (Annex I).

2. Poseidon and Al-Amal

Two trawlers with Korean origins, Poseidon (registered in Thailand) and Al-Amal (registered in Yemen), are also operating along the Indian Ocean coast of Somalia, from Puntland to Jubbaland without licenses. The AIS tracks of these vessels, their movements and speed, seems to suggest that the vessel have been fishing along the continental shelf of Somalia for several months now (Figure 22, Figure 23 and Figure 24).

Republic of Yemen
Minister of Transport
Maritime Affairs Authority
Branch of Al Mukalla

الجمهورية اليمنية
وزارة النقل
الهيئة العامة للتسجيل البحرية
فرع المكلا

شهادة تسجيل السفينة صيدية يمنية
Registration Certificate for Yemeni Fishing Vessel

Official No. الرقم الرسمي 0005	Name of Ship اسم السفينة AL-AMAL الأمل	Type of Ship نوع السفينة Fishing vessel	Year of Built تاريخ الصنع 1978
AO No. رقم الوثيقة البحرية NIL	Gross Tonnage الحمولة الإجمالية 641 TONS	Net Tonnage الحمولة الصافية 253.18 TONS	Dead Weight الوزن الميت 510
IMO Sign إشارة النداء 6LHT	Length of Ship طول السفينة 49.00 m	Breadth of Ship عرض السفينة 8.50 m	Depth of Ship عمق السفينة 4.0 m
Type of Hull نوع الهيكل STEEL حديد	Builder اسم المصنع DAE DONG SHIPYARD	Area of Sailing منطقة الإبحار YEMENI FISHING AREA	Last Port of Registry ميناء التسجيل السابق ميناء بوسان كوريا Busan , Korea
Number of Engine عدد المحركات Two اثنين	Type of Engine نوع المحرك Diesel Engine	Maker & Model of Engine Maker: ANASAKA AH-28-385 RPM 1350 hp	Estimated Speed of Ship (Knot) سرعة السفينة (عقدة) 12 Knots
Year Made سنة الصنع 18.01.1978	Horsepower القوة بالحصان 1350 hp	Number of Oil Tanks عدد خزانات النفط 1	
Name & Address of the Owner شركة بروم للبحر BURUM SEAFOOD COMPANY المن-حضرموت-البحر AL-HEMIR YEMEN- HADRAMOUT- ALHEMIR TEL +967 5 332821 FAX +967 5 332821			
Total Number of Shares in Ship ALL SHARES		Number of Shares Owned عدد الحصص ALL	
Owner's Representative Date Issue تاريخ إصدار الشهادة 23/10/2014			
Issue At مكان الإصدار MAA MUKALLA		Port of Registry ميناء التسجيل ALSHHRER FISHING PORT	Expiry Date تاريخ الانتهاء 23/10/2019
Signature of Registry Officer NAEEM AL AMOUDI			

ملاحظة:
إن شهادة التسجيل اليمنية تستخدم في الملاحة المرشحة للسفن ولا يمكن حوزها تحت أي مسمى أو نتيجة أو نتيجة في المحاكم أو المصلحة لأي جهة مهما كانت ويجب أن يكون أصل الشهادة موجوداً على السفينة في جميع الأوقات. سنت بموجب القانون البحري رقم (15) لعام 1994م الفصل الثاني سعة (3-13)

Use:
certificate of Yemen registry used only for lawful navigation the ship and ship shall not be subject to detention by on of any title. Charge or interest what so ever the original illustrate of registry must always be kept on board the ship. This illustrate has been issued in accordance with Yemeni maritime no. (15) for the year 1996 chapter 2, regulation (13-3)

Figure 21. Registration Certificate of Al-Amal in Yemen

These vessels entered on 15 January 2015 the port of Mogadishu (Somalia) (Figure 22 and Figure 23) and on 22 January 2015 the port of Mombasa (Kenya) but could not be arrested in either port. The two vessels are believed to operate together, however, Al-Amal has disconnected its AIS since mid-January on its way to Mombasa, and cannot be followed since then. Poseidon is currently operating in Somali waters in front of Galmudug close to Ceel Hur, south of Hobyo (Figure 24), in an area where recently two Iranian gillnetters were caught by pirates and are detained since.

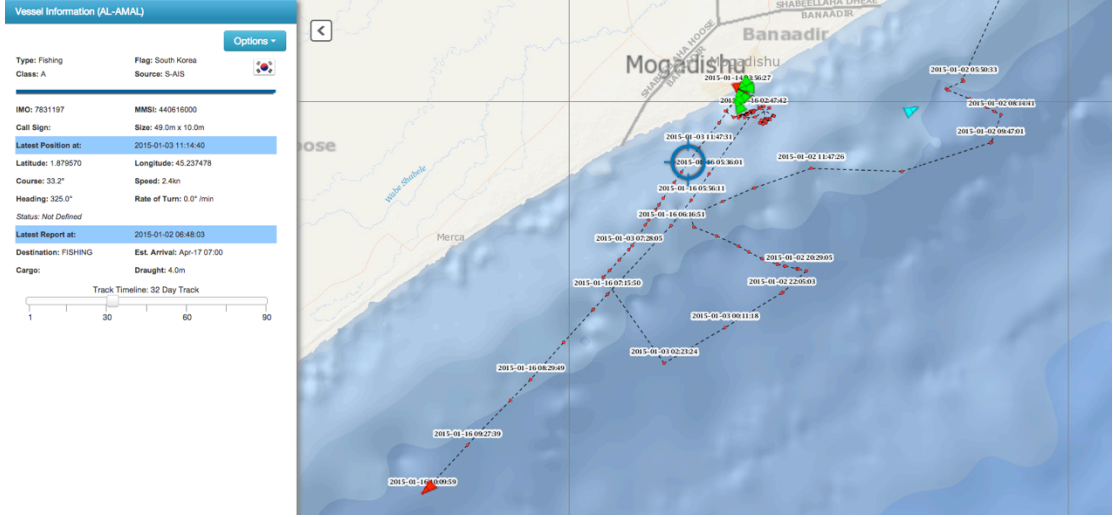


Figure 22. AIS track of Al-Amal during the first two weeks of January (Source: ExactEarth – ShipView™)

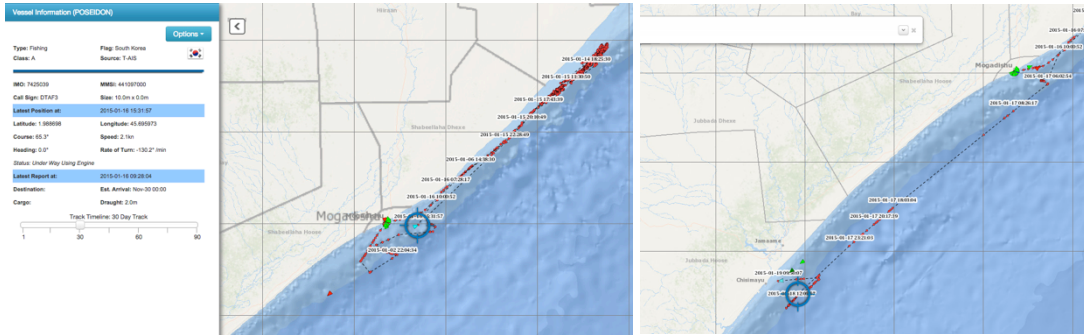


Figure 23. AIS track of Poseidon during the first two weeks of January (left) and from 16 to 19 January 2015 (right) (Source: ExactEarth – ShipView™)

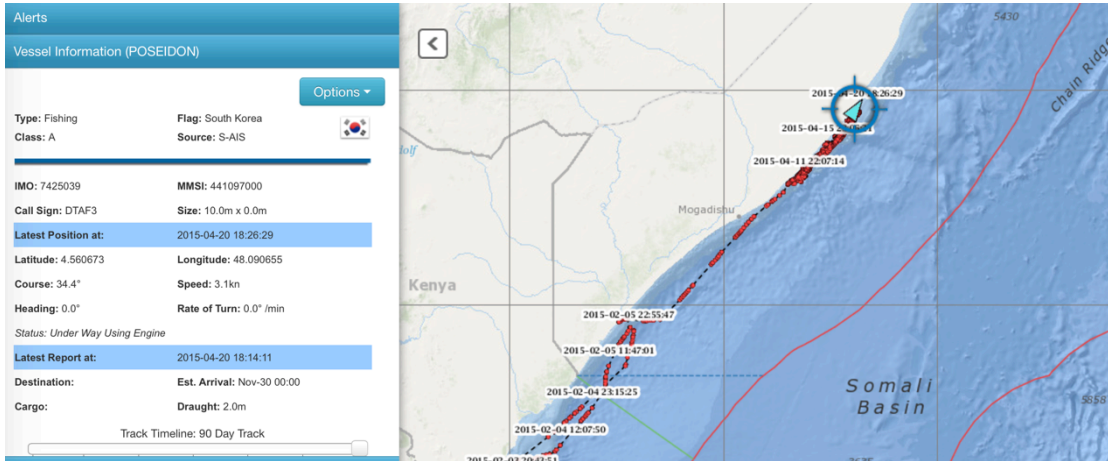


Figure 24. Recent AIS track of Poseidon (last 90 days) (Source: ExactEarth – ShipView™)

In addition, Poseidon has produced a forged Somali Certificate of Registry (Figure 25).



Figure 25. Forged Certificate of Registry of Poseidon

IV. Conclusions and Recommendations

The cases presented in this document are only the cases that the Somali authorities were able to identify with the assistance of some partners, and could represent only a small proportion of the IUU fishing activities in the EEZ of Somalia.

While Somalia is rebuilding its capacity, and does not have all its MCS capabilities in place at the moment, some fishing vessels are taking advantage of the situation. These vessels are operating in contravention of the international laws and in contravention with the Somali Fisheries law. They are fishing without license or with forged documents, they are not respecting minimum fishing distance (24 nautical miles), they are not reporting any data to the authorities, etc.

In addition, the activities of these vessels, in particular the trawlers operating on the narrow continental shelf of Somalia are believed to have a large impact on the demersal ecosystems, on the fish and crustaceans stocks of Somalia, which are caught by the artisanal fleet of Somalia and are participating to the food security of the Somali population, in particular of the coastal communities.

Kenya, Mozambique, Oman and Seychelles are signatories of the FAO Agreement on Port State Measures to Prevent, Deter and Eliminate Illegal, Unreported and Unregulated Fishing (PSMA), and are neighbouring countries of Somalia where some of these vessels are already unloading their catch and could potentially do it. Somalia is asking for the collaboration of these countries in controlling vessels calling into their ports. Furthermore all IOTC Members adopted in 2010, Resolution 10/11 *on Port State Measures to prevent, deter and eliminate illegal, unreported and unregulated fishing*.

Somalia is therefore asking members of the Indian Ocean Tuna Commission to:

- i) ensure the control their fleets and that no IUU fishing activities is conducted by any of their vessels in Somali waters,
- ii) comply with IOTC Resolution 06/03 *on establishing a vessel monitoring system programme*,
- iii) comply with IOTC Resolution 10/11 *on Port State Measures to prevent, deter and eliminate illegal, unreported and unregulated fishing*, to identify vessels having fished in the EEZ of Somalia when calling in their ports,
- iv) cooperate with the Somali authorities in the identification, inspection, arrest and prosecution of vessels having done IUU activities in Somalia,
- v) assist the Federal Government of Somalia and the different Coastal States of Somalia to develop MCS capabilities which will enable the country to identify and prosecute IUU activities perpetrated in Somalia. In particular, Somalia needs to develop a full Fisheries Monitoring Centre (FMC) with professional staff, VMS/AIS capabilities, fisheries inspectors, fisheries observers, patrol vessels and aircrafts.

Finally, naval forces operating in Somalia for counter-piracy operations could have an important role to play in controlling and monitoring fisheries activities by foreign vessels in Somalia. Several navy vessels are patrolling the EEZ, and are most probably encountering foreign fishing vessels, and could eventually participate to the fight against IUU activities in the EEZ. As an example, on the 31 March 2015, the EU NAVFOR Spanish vessel P42, passed a few miles away from the fishing vessel Lu Qing Yuan Yu 105, while it was operating in the EEZ of Somalia without a license.

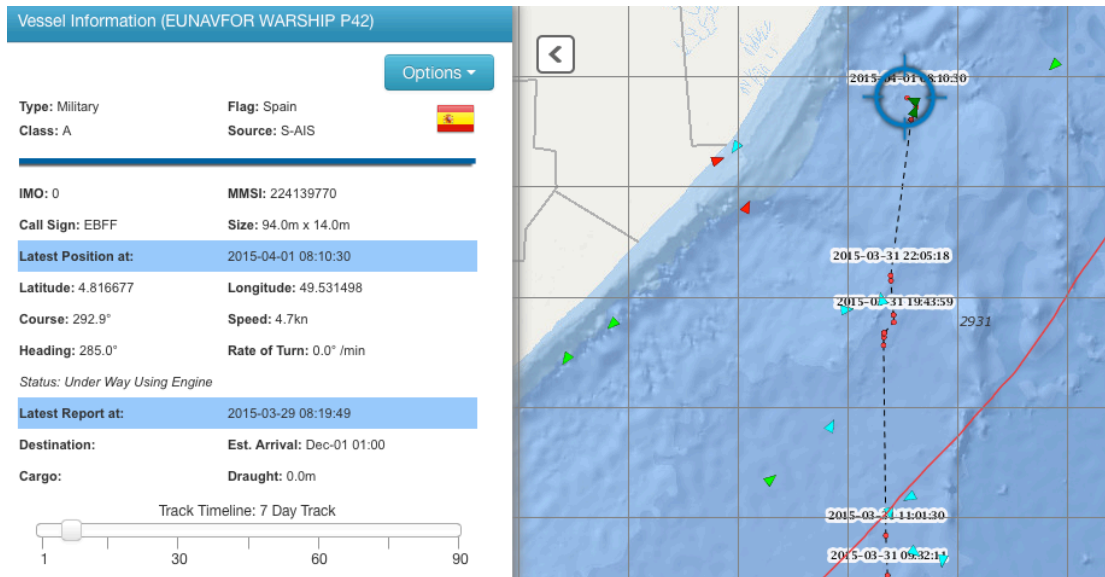


Figure 26. AIS track of EU NAVFOR Spanish vessel P42 on 31 March 2015 passing next to the Chinese tuna longliner Lu Qing Yuan Yu 105 operating in the Somali EEZ without a license. (Source: ExactEarth – ShipView™)

The mandate of the EU NAFOR (below) includes the monitoring of fishing activities off the coast of Somalia. However, so far, the EU has not transmitted any information to the Somali authorities on fishing activities in the EEZ of Somalia.

Mandate⁴

Under EU Council Joint Action 851, which is based on various UN resolutions, Operation ATALANTA:

- Protects vessels of the World Food Programme (WFP), African Union Mission in Somalia (AMISOM) and other vulnerable shipping.
- Deters and disrupts piracy and armed robbery at sea.
- Monitors fishing activities off the coast of Somalia.
- Supports other EU missions and international organisations working to strengthen maritime security and capacity in the region.



On 21 November 2014 the Council of the EU extended the Mandate of Operation ATALANTA until December 2016

Somali authorities are asking the different naval forces operating in the Somali EEZ to work with them on the monitoring of fishing activities in the EEZ, to control foreign fishing vessels operating in the EEZ and transmit sightings and control information of fisheries activities collected during their operations.

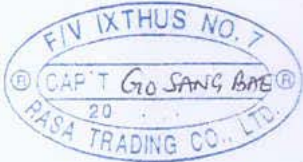
⁴ <http://eunavfor.eu/mission/> (consulted 30/03/2015)

Annex I

European Community Catch Certificate of Ixthus 7 for fish caught in Puntland and landed in Salalah (Oman) in June 2012






European Community Catch Certificate

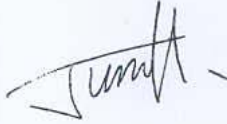
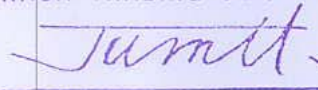
EUROPEAN COMMUNITY CATCH CERTIFICATE						
Document number KOR-Y01CC-2012- 0420			Validating authority			
1. Name ANIMAL, PLANT AND FISHERIES QUARANTINE AND INSPECTION AGENCY YEONGNAM REGIONAL OFFICE		Address #10-4, 6GA JUNGANG-DONG, JUNG-GU, BUSAN, KOREA		Tel. 82-51-600-5800 Fax 82-51-600-6203		
2. Fishing vessel name IXTHUS NO.7		Flag-Home port and registration number BUSAN, KOREA 9512156-6260003		Call sign 6NEZ	IMO/Lloyd's number (if issued) 7404528	
Fishing licence No-Valid to TRAWL FISHERY NO. 2010-106 2010.10.13 ~ 2015.10.12		Inmarsat No, Fax No, Telephone No, E-mail address (if issued) INMARSAT NO : 870.773.110.046 FAX NO : 873.762.631.096 E-MAIL : ixthus7@dreamport.to				
3. Description of product FROZEN FISH		Type of processing authorised on board ROUND / DRESS		4. References of applicable conservation and management measures THE FISHING REGULATIONS OF THE PUNTLAND STATE OF SOMALIA		
Species		Product code	Catch area(s) and dates	Estimated live weight(kg)	Estimated weight to be landed(kg)	Verified weight landed(kg) where appropriate
1)CUTTLE FISH(SEPIA ESCULENTA)-ROUND		030799		2,782 KG	2,782 KG	
2)RED SNAPPER(LUTJANUS SPP)-DRESS		030389		2,116 KG	1,628 KG	
3)RED SNAPPER(LUTJANUS SPP)-ROUND		030389		2,926 KG	2,926 KG	
4)BARRACUDA(SPHYRAENA SPHYRAENA)-DRESS		030389		2,002 KG	1,540 KG	
5)GRAY MULLET(MUGIL CEPHALUS)-DRESS		030389		8,208 KG	6,314 KG	
6)KING FISH(SCOMBEROMORUS COMMERSON)-DRESS		030389		171 KG	132 KG	
7)KING FISH(SCOMBEROMORUS COMMERSON)-ROUND		030389		374 KG	374 KG	
8)TREVALLY(CARANGOIDES FULVOGUTTATUS)-DRESS		030389		4,290 KG	3,300 KG	
9)TREVALLY(CARANGOIDES FULVOGUTTATUS)-ROUND		030389		11,946 KG	11,946 KG	
10)RED SEABREAM(ARGYROPS FILAMENTOSUS)-ROUND		030389		2,882 KG	2,882 KG	
11)RED SEABREAM(ARGYROPS SINIFER)-ROUND		030389		22 KG	22 KG	
12)GROUPEP(EPINEPHELUS FUSCOGUTTATUS)-DRESS		030389	INDIAN OCEAN ZONE	3,718 KG	2,860 KG	
13)GROUPEP(EPINEPHELUS FUSCOGUTTATUS)-ROUND		030389	FAO 051	3,080 KG	3,080 KG	
14)EMPEROR(LETHRINUS SPP)-DRESS		030389	2012.05.16	7,264 KG	5,588 KG	
15)EMPEROR(LETHRINUS SPP)-ROUND		030389	2012.06.03	33,990 KG	33,990 KG	
16)CROAKER(ARGYRO SOMUS REGIUS)-DRESS		030389		3,603 KG	2,772 KG	
17)CROAKER(ARGYRO SOMUS REGIUS)-ROUND		030389		1,408 KG	1,408 KG	
18)SAND LOBSTER(SCYLLARIDES LATUS)-ROUND		030619		504 KG	504 KG	
19)SWEET LIP(PLECTORHINCHUS PICTUS)-DRESS		030389		3,146 KG	2,420 KG	
20)RED MULLET(PARUPENEUS SPP)-ROUND		030389		3,388 KG	3,388 KG	
21)GRUNT(POMADASY SPP)-ROUND		030389		6,556 KG	6,556 KG	
22)INDIAN HALIBUT(PSETTODES SPP)-ROUND		030389		748 KG	748 KG	
23)PARROT FISH(SCARUS SPP)-DRESS		030389		2,659 KG	2,046 KG	
5. Name of master of fishing vessel-Signature-Seal :						
CAPT NAME : GO SANG BAE						
6. Declaration of transhipment at sea Name of master of fishing vessel NON		Signature and date	Transhipment date/ area/position	Estimated weight(kg)		
Master of receiving vessel	Signature	Vessel name	Call sign	IMO/Lloyds number (if issued)		

ORIGINAL

7. Transshipment authorisation within a port area

Name	Authority	Signature	Address	Tel.	Port of landing	Date of landing	Seal (stamp)
ADIL ADAM	SALALAH PORT SERVICES CO SAOG		P.O.BOX 369, P.CODE 211, SALALAH, OMAN	+968.2321. 9500	SALALAH, OMAN	JUN. 04, 2012	

ORIGINAL

8. Name and address of exporter RASA TRADING CO., LTD. #607-1, SHINDONG-A BLD 92, 5-GA NAMPO-DONG, JUNG-GU, BUSAN, KOREA	Signature 	Date JUN. 04, 2012	Seal RASA TRADING CO., LTD.  <hr/> President : J. B. Kim
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9. Flag State authority validation :

Name/title KANG SHIN DAE FOR DIRECTOR OF YEONGNAM REGIONAL OFFICE ANIMAL, PLANT AND FISHERIES QUARANTINE AND INSPECTION AGENCY	Signature 	Date 2012 . 06 . 18	Seal(stamp) 
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10. Transport details(see Appendix)

11. Importer declaration

Name and address of importer	Signature	Date	Seal	Product CN code
Documents under Articles 14(1),(2)of Regulation(EC)No .../2008	References			

12. Import control-authority	Place	Importation authorised(*)	Importation suspended(*)	Verification requested-date

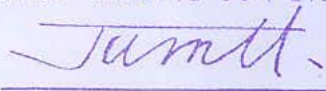
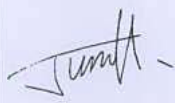
Customs declaration (if issued)	Number	Date	Place

(*) Tick as appropriate

ORIGINAL

10. Transport details of European Community Catch Certificate

TRANSPORT DETAILS

1. Country of exportationz SALALAH PORT, OMAN		2. Exporter Signature: RASA TRADING CO., LTD.  <u>President : J. B. Kim</u>		
Port/airport/other place of departure				
Vessel name and flag NEDLLOYD HONSHU 1210	Container number(s): MWCU669324-8 ML-OM0220291	Name RASA TRADING CO., LTD.	Address #607-1 SHINDONG-A BLD 92, 5-GA NAMPO-DONG, JUNG-GU, BUSAN, KOREA	Signature 
Flight number/airway bill number	MWCU687767-2 ML-OM0220292			
Truck nationality and registration number	MWCU671640-4 ML-OM0220293			
Railway bill number	MWCU659421-9 ML-OM0220294			
Other transport document:				