



RAPPORT DE SYNTHÈSE SUR LES INFRACTIONS PRÉSUMÉES CONSTATÉES AU TITRE DU PROGRAMME RÉGIONAL D'OBSERVATEURS

Rapport établi par le Secrétariat de la CTOI, le 24 avril 2017

Conformément à l'exigence de la Résolution 17/06 de la CTOI *Établissant un programme pour les transbordements des grands navires de pêche*, ce document présente une synthèse des infractions présumées aux mesures de la CTOI commises par des LSTLV (grands palangriers thoniers) et des navires transporteurs, telles qu'elles ont été constatées par les observateurs œuvrant en vertu du Programme en 2017.

Paragraphe 25. Le Secrétariat devra, lorsqu'il fournit à chaque CPC des copies des données brutes, des résumés et des rapports, comme indiqué au paragraphe 10 de l'**annexe III** de cette résolution, également fournir les éléments concernant d'éventuelles infractions aux mesures de la CTOI par les LSTLV ou les navires transporteurs battant pavillon de cette CPC. Sur réception de ces éléments, chaque CPC enquêtera sur les cas identifiés et fera rapport sur les résultats de ses investigations au Secrétariat trois mois avant la réunion du Comité d'application. Le Secrétariat diffusera aux CPC la liste des noms et pavillons des LSTLV et des navires transporteurs qui sont concernés par ces potentielles infractions, ainsi que les réponses des CPC du pavillon, 80 jours avant la réunion du Comité d'application.

Les infractions présumées sont résumées par type d'infraction et par flotte dans le tableau 1, mais détaillées à l'annexe I, sous quatre catégories distinctes : tableau 2, infractions présumées relatives aux autorisations de pêcher (ATF) ; tableau 3, infractions présumées relatives au Système de surveillance des navires (SSN) ; tableau 4, infractions présumées relatives au livre de pêche ; tableau 5, infractions présumées relatives au marquage des navires de pêche. Les informations fournies dans les tableaux 1 à 5 sont résumées dans la figure 1. Ces observations ont été faites par les observateurs dans l'exercice des fonctions qui leur incombent en vertu de la Résolution 17/06.

Annexe III, paragraphe 5.

Les tâches des observateurs consisteront notamment à :

- a) Sur le navire de pêche désirant transborder vers un navire transporteur, et avant que le transbordement n'ait lieu, l'observateur devra :
 - i. vérifier la validité de l'autorisation du navire ou de son permis de pêche aux thons et d'espèces apparentées dans la zone de compétence de la CTOI ;
 - ii. vérifier et consigner la quantité totale de captures à bord et la quantité qui sera transbordée sur le navire transporteur ;
 - iii. vérifier que le SSN fonctionne et étudier le livre de pêche ;
 - iv. vérifier si une partie des captures à bord résulte de transferts depuis d'autres navires, et consulter les documents relatifs à ces éventuels transferts ;
 - v. si une quelconque infraction est constatée, la signaler immédiatement au capitaine du navire transporteur ;
 - vi. consigner les résultats de ces activités à bord du navire dans le rapport d'observation.

En 2017, un total de 249 (2016 : 474) infractions présumées ont été rapportées, dont 41 (2016 : 131) relatives au livre de pêche, 72 (2016 : 121) relatives au marquage des navires, 20 (2016 : 87) relatives à l'autorisation de pêcher, 110 (2016 : 134) relatives au SSN. Celles-ci ont été communiquées aux flottes impliquées participantes au Programme dès que les rapports post-déploiement concernés ont été approuvés par le Secrétariat.

Des 249 infractions présumées signalées aux flottes participantes, 244 (soit 97%) ont fait l'objet d'une réponse. Une flotte, Oman, n'a pas donné suite à la notification pour l'ensemble des infractions présumées, comme indiqué dans le

tableau 1. Pour cinq flottes, Japon, République de Corée, Malaisie, Seychelles et Taiwan, Province de Chine, quelques réponses ont été reçues après la date limite fixée au 13/02/2018 (voir l'annexe III).

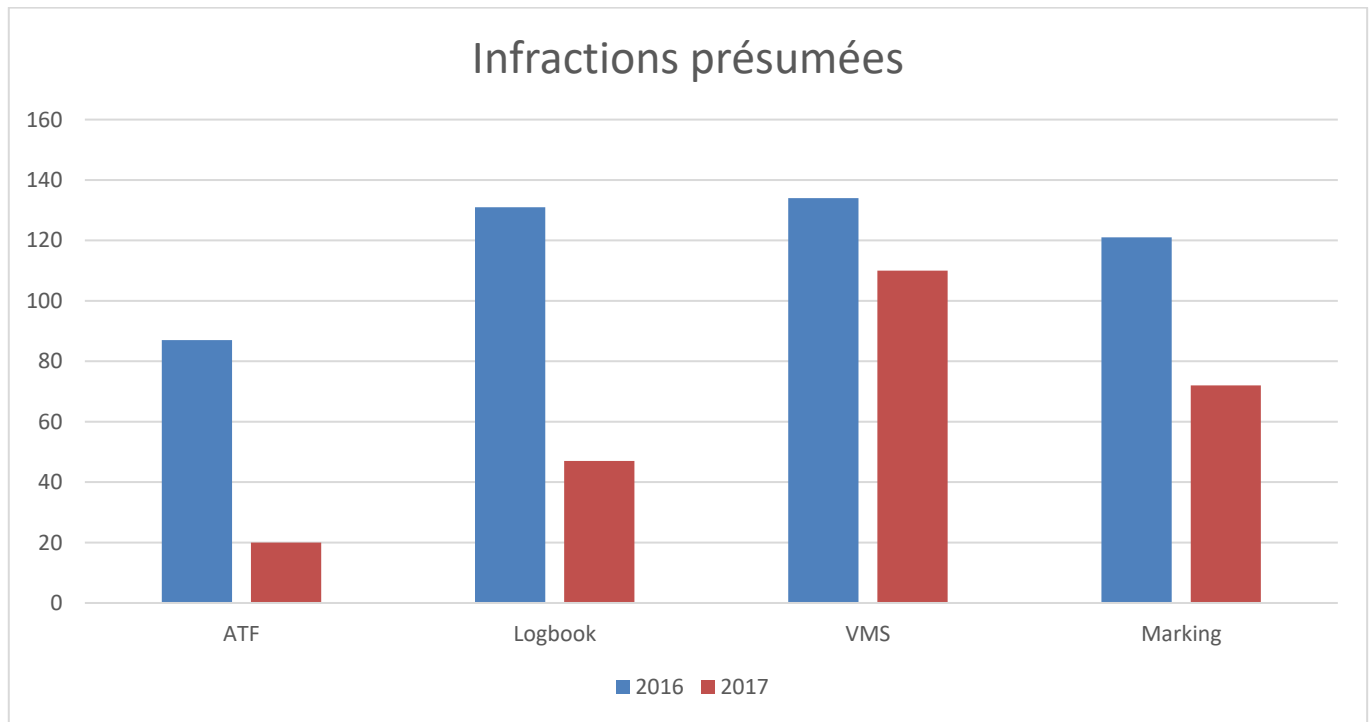


Figure 1 : Infractions présumées par catégorie pour le Programme de transbordements en mer en 2017 et 2016.

Les résultats des enquêtes menées par les flottes concernées dont les navires participent au Programme sont fournis à l'annexe II en cas de réponses obtenues avant le délai du 13/02/2018, et à l'annexe III en cas de réponses obtenues après le délai du 13/02/2018.

Tableau 1 - Récapitulatif des infractions présumées par type d'infraction et par flotte participante en 2017.

		Chine	Taiwan, Province de Chine	Japon	Corée	Malaisie	Oman	Seychelles	Total by Category
Autorisation de pêcher (ATF)	Infractions présumées	8	6			1	3	2	20
	Réponses obtenues	8	6			1	0	2	17
Système de surveillance des navires (SSN)	Infractions présumées	15	89	3				3	110
	Réponses obtenues	15	89	3				3	110
Livre de pêche	Infractions présumées	6	5	24	8	1	2	1	47
	Réponses obtenues	6	5	24	8	1	0	1	45
Marquage	Infractions présumées	12	47	1	2	1		9	72
	Réponses obtenues	12	47	1	2	1		9	72
Total par flotte	Infractions présumées	41	147	28	10	3	5	15	249
	Réponses obtenues	41	147	28	10	3	0	15	244



Aucune infraction présumée signalée

Flotte(s) sans réponse(s) à une/des infraction(s) présumée(s) signalée(s)

SEULEMENT DISPONIBLE EN ANGLAIS

Appendix I - Possible infractions detected during 2017.

Notes: Rows highlighted in grey indicate that a response was received by the concerned fleet before the deadline/ Rows highlighted in orange indicate that a response was received by the concerned fleet after the deadline / Rows not highlighted indicate that no response was received by the concerned fleet.

Table 1 – Possible infractions relating to authorisation to fish (ATF).

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
409	DAR LONG CHENG NO.378	TWN	14/01/17	The ATF refers to the vessel as DAR LONG CHERNG NO.378	30/03/17	30/09/17
409	Keifuku Maru No. 1	SYC	12/02/17	The ATF shown during inspection was out of date. The vessel was inspected on 12/02/2017 but the ATF expired on 31/12/2016.	30/03/17	15/03/18
411	CHEN HSING NO.188	TWN	30/03/17	The ATF shown to the observer was authorised for the Atlantic Ocean only.	09/05/17	04/12/17
423	KHA YANG 9	MYS	13/04/17	The observer was not shown an ATF.	09/05/17	10/04/18
423	KHA YANG NO.399	TWN	14/04/17	The observer was not shown an ATF.	09/05/17	07/12/17
420	MENG FA N.322	TWN	20/04/17	The Authorisation to Fish shown during inspection expired on 24/02/2017	13/06/17	11/12/17
419	NF Woenfull No. 168	SYC	14/04/17	The authorisation to fish that was shown to the observer by the master of the LSTLV did not match the Flag State template provided to the observer	13/06/17	05/03/18
424	LU RONG YUAN YU 201	CHN	01/06/17	The IOTC list of authorised vessels provided the LSTLV NRN as "(JI)(2013)FT-200039", which is different from the NRN displayed on the vessel's ATF which was "(LU)CHUANDENG(JI)(2016)FT-200048".	23/06/17	26/10/17
424	HONG YANG 89	CHN	01/06/17	The NRN "(LU)CHUANDENG(JI)(2016)FT-200047" was reflected on the ATF and was different to the NRN "(LU)CHUANDENG(JI)(2012)FT-200026" provided by the IOTC list of authorised vessels.	23/06/17	26/10/17
424	LU RONG YUAN YU 202	CHN	02/06/17	The NRN "(LU)CHUANDENG(JI)(2016)FT-200049" was reflected on the LSTLV's ATF, which did not concur with the NRN "(LU)CHUANDENG(JI)(2013)FT-200040" provided by the IOTC list of authorised vessels.	23/06/17	26/10/17
424	Lu Rong Yuan Yu 189	CHN	03/06/17	The NRN reflected by the ATF was "(LU)CHUANDENG(JI)(2017)FT-200030", which did not concur with the NRN "(LU)CHUANDENG(JI)(2013)FT-200076" provided by the IOTC list of authorised vessels	23/06/17	26/10/17
424	LU RONG YUAN YU 169	CHN	04/06/17	The NRN reflected by the LSTLV's ATF was "(LU)CHUANDENG(JI)(2017)FT-200025", which was different from the NRN "(LU)CHUANDENG(JI)(2013)FT-200075" provided by the IOTC list of authorised vessels	23/06/17	26/10/17
424	LU RU YUAN YU 158	CHN	04/06/17	The NRN reflected by the LSTLV's ATF was "(LU)CHUANDENG(JI)(2017)FT-200033", which was different from the NRN "(LU)CHUANDENG(JI)(2014)FT-200061" provided by the IOTC list of authorised vessels	23/06/17	26/10/17
424	LU RU YUAN YU 188	CHN	05/06/17	The NRN reflected by the LSTLV's ATF was "(LU)CHUANDENG(JI)(2017)FT-200032", which was different from the NRN "(LU)CHUANDENG(JI)(2014)FT-200062" provided by the IOTC list of authorised vessels	23/06/17	26/10/17
427	SINAW 16	OMN	28/05/17	The LSTLVs ATF expired on 10/01/2015.	30/06/17	
438	SINAW 16	OMN	06/07/17	Licence expired and not shown to the observer. Notice of extension to the licence provided.	02/08/17	
436	HUNG JUNG NO.68	TWN	02/06/17	The Authorisation to Fish (ATF) Indicated that the LSTLV could operate in unlimited waters but specifically listed the Pacific Ocean and not the Indian Ocean	02/08/17	11/12/17

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
426	KHA YANG NO.969	TWN	10/05/17	This vessel only had a Chinese language version of the ATF on board. So the observer was able to confirm vessel name, licence expiry date but not the region in which the vessel was authorized to operate	10/08/17	06/09/17
444	SINAW 16	OMN	06/08/17	The document produced as the ATF did not appear to be an official flag State ATF. This document did not match the flag state template provided to the observer, did not indicate the area which the LSTLV was authorised for and did not reflect the NRN of the vessel	29/08/17	
450	XIN SHI JI 86	CHN	30/09/17	The Vessel's ATF was out of date during inspection (31/03/2017). The LSTLV captain had an in date ATF faxed through (expiry 31/03/2020) however the print quality was poor and the observer was unable to determine if the new ATF belonged to said vessel, i.e. vessel name, IRCS and NRN could not be read	01/12/17	12/12/17

Table 2 – Possible infractions relating to Vessel Monitoring System (VMS).

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
407	HOME SHEEN	TWN	17/12/16	The CLS LEO VMS system was fitted with a power switch directly below the unit.	15/01/16	10/02/17
403	SIN HUA FONG NO.168	TWN	17/12/16	The LSTLV was fitted with two ARGOS LEO VMS units, only one was switched on during inspection. Both VMS units were fitted with power switches.	02/02/17	18/12/17
403	SIN HUA FONG NO.16	TWN	18/12/16	The LSTLV was fitted with two ARGOS MAR GE V2 VMS units. Only one was switched on during inspection. Both VMS units were fitted with power switches. Due to the equipment configuration in a small space, the observer could not obtain a photograph of the power switches.	02/02/17	18/12/17
403	CHEN HSING NO.668	TWN	31/12/16	The LSTLV was fitted with an Argos (CLS) LEO unit. The unit was switched on during inspection. The VMS unit was fitted with a power switch which was not professionally fitted.	02/02/17	18/12/17
400	LU QING YUAN YU 102	CHN	21/12/16	The VMS unit was fitted with a power switch	15/02/17	22/02/17
400	LU QING YUAN YU 106	CHN	21/12/16	The VMS unit was fitted with a power switch	15/02/17	22/02/17
400	ZHANG YUAN YU 22	CHN	23/12/16	The VMS unit was fitted with a power switch	15/02/17	22/02/17
400	LU QING YUAN YU 101	CHN	24/12/16	The VMS unit was fitted with a power switch	15/02/17	22/02/17
400	LU QING YUAN YU 105	CHN	25/12/16	The VMS unit was fitted with a power switch	15/02/17	22/02/17
400	LU QING YUAN YU 108	CHN	26/12/16	The VMS unit was fitted with a power switch	15/02/17	22/02/17
400	LU QING YUAN YU 107	CHN	26/12/16	The VMS unit was fitted with a power switch	15/02/17	22/02/17
400	XIN SHI JI NO.72	CHN	01/01/17	The green power light of the LSTLV's VMS unit was not illuminated.	15/02/17	22/02/17
402	DAR LONG CHENG NO.378	TWN	18/12/16	The VMS system was fitted with a power switch	02/03/17	06/12/17
402	DAR LONG CHANG NO.2	TWN	18/12/16	The VMS system was fitted with a power switch.	02/03/17	06/12/17
402	HOME SHEEN	TWN	31/12/16	The CLS LEO VMS unit was fitted with a power switch.	02/03/17	06/12/17
415	SHUN FENG NO.18	TWN	13/02/17	The LSTLV was fitted with two Vessel Monitoring System (VMS) units. Both the VMS systems were fitted with power supply switches	30/03/17	12/06/17
415	HUNG HUI NO.112	TWN	18/02/17	The ARGOS VMS unit was fitted with a power switch.	30/03/17	12/06/17
415	YNG HSING NO.23	TWN	23/02/17	The CLS VMS unit (ID.512262) was fitted with a power supply switch.	30/03/17	12/06/17
411	YU HSING HSIANG NO.168	TWN	04/02/17	The CLS LEO VMS unit in use (509164) was fitted with a power switch	09/05/17	04/12/17

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
411	LIEN CHING YU NO.127	TWN	16/02/17	The CLS VMS unit (513297) was fitted with a power switch	09/05/17	04/12/17
411	CHIEN WEI NO.3	TWN	17/02/17	The CLS LEO VMS was fitted with a powers switch	09/05/17	04/12/17
411	HOME SHEEN	TWN	21/02/17	The VMS system was fitted with a power switch	09/05/17	04/12/17
411	WOEN YU NO.168	TWN	07/04/17	The CLS VMS system was fitted with a power switch.	09/05/17	04/12/17
412	MAAN YIH CHYUU NO.33	TWN	02.02.17	VMS power light was off during the inspection	09/05/17	24/05/17
418	LU QING YUAN YU 105	CHN	07/04/17	Red light shown on the vessel VMS, it is unclear if this indicates if the unit is or isn't functioning properly.	13/06/17	26/10/17
419	LU WEI YUAN YU 588	CHN	12/05/17	The power supply unit to the VMS was mounted adjacent to the unit and was fitted with a power switch.	13/06/17	26/10/17
419	NF Eastern Star	SYC	10/04/17	VMS unit was fitted with a power switch	13/06/17	05/03/18
419	YU HSING HSIANG NO.168	TWN	12/04/17	The power light of both units was OFF and both units were fitted with a power switch	13/06/17	13/02/18
419	SI CHUEN NO.212	TWN	15/04/17	VMS unit was fitted with a power switch.	13/06/17	13/02/18
424	SHUN FENG NO.18	TWN	03/05/17	The LSTLV was fitted with two CLS LEO VMS units. Both units were fitted with power switches.	23/06/17	29/01/18
417	HE JHEN YI	TWN	06/06/17	The power light on the VMS wasn't turned on during the inspection	04/07/17	07/12/17
417	HONG RONG NO.168	TWN	13/06/17	The given figure below was shown to the observer as a VMS unit and is not recognized as any VMS unit we have come across before. The indicated device appears to have a switch and no power light	04/07/17	07/12/17
421	CHIA CHIN CHUN NO.26	TWN	30/04/17	The unit shown to the observer was a power supply unit possibly for a VMS unit however no identifiable VMS unit could be shown to the observer	04/07/17	19/12/17
421	LIEN YI HSING NO.368	TWN	01/05/17	The unit shown to the observer on the bridge was a power unit, a second unit on the antenna array was then shown to the observer	04/07/17	19/12/17
421	CHUAN HSING FA NO.10	TWN	06/05/17	VMS unit unrecognised by the observer, this may be a legitimate unit but was unknown to the observer.	04/07/17	19/12/17
421	HONG RONG NO.168	TWN	21/05/17	VMS. No bridge unit was shown to the observer but an antenna array unit was shown consistent with Argos (Marge V2) unit but this unit was unmarked and could not be positively identified.	04/07/17	19/12/17
430	HUANG WANG	TWN	16/06/17	VMS power light was flashing. Unclear if continuous power supply was being provided.	01/08/17	15/12/17
425	FUKUTOKU MARU No.38	JPN	02/07/17	The vessel had a Furuno Felcom 16/19 VMS unit installed with power switch.	01/08/17	14/03/18
436	MENG FA NO.312	TWN	09/06/17	The LSTLV's VMS was fitted with a power switch.	02/08/17	11/12/17
436	FULL ALWAYS	TWN	10/06/17	The LSTLV's VMS was fitted with a power switch.	02/08/17	11/12/17
431	ZHANG YUAN YU 22	CHN	01/07/17	The VMS did not show an illuminated light	08/08/17	01/11/17
431	XIN SHI JI 37	CHN	07/07/17	Neither of the VMS units showed power lights illuminated and appeared to be non-functional	08/08/17	01/11/17

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
431	XIN SHI JI NO.67	CHN	07/07/17	The LSTLV was fitted with a CLS Thorium TST100 VMS unit which was fitted with a power switch	08/08/17	01/11/17
429	WOEN DAR NO.168	TWN	25/06/17	The LSTLV was fitted with an ARGOS MARGE V 2 as well as a CLS LEO VMS system. Both VMS systems were fitted with power switches.	10/08/17	11/01/18
429	WOEN YU NO.168	TWN	03/07/17	The VMS system was fitted with a power switch.	10/08/17	11/01/18
429	CHARNG LUEN NO.22	TWN	07/07/17	The CLS LEO VMS which was in use was fitted with a power switch. The LSTLV was also fitted with an ARGOS MARGE V2 VMS which was fitted with a power switch and was switched off.	10/08/17	11/01/18
435	FENG GUO NO.168	TWN	01/07/17	Both VMS units were connected to power supply switches.	14/08/17	11/09/17
435	MENG FA NO.312	TWN	04/07/17	The VMS unit was connected to a power supply switch	14/08/17	11/09/17
435	FENG GUO NO.168	TWN	13/07/17	The LSTLV was also fitted with Thrane & Thrane (Sailor) Capsat TT3022D VMS unit and both units were connected to a power supply switches.	14/08/17	11/09/17
435	CHI SHENG NO.6	TWN	15/07/17	The VMS unit (Argos MARGE V2) was connected to the power supply switch.	14/08/17	11/09/17
440	NEPTUNE No.1	SYC	25/07/17	The Argos MARGE V 2 VMS unit was wired to a power switch.	17/08/17	05/03/18
440	NEPTUNE NO.2	SYC	25/07/17	The ARGOS MARGE V 2 VMS unit was wired to a power switch located close to the unit.	17/08/17	05/03/18
433	CHENG QING FENG	TWN	31/05/17	VMS has an power switch connected to it	18/08/17	11/01/18
433	CHENG QING FENG	TWN	27/06/17	Argos Marge V2 with power switch.	18/08/17	11/01/18
432	KATSUEI MARU No.8	JPN	14/07/17	No VMS unit was shown to the observer.	25/08/17	14/03/18
432	SHOFUKU MARU No.18	JPN	20/07/17	VMS unit shown to the observer had no power light	25/08/17	14/03/18
432	SHANG FENG NO.3	TWN	30/05/17	VMS unit connect to a switch.	25/08/17	14/02/18
432	LIEN CHING YU NO.127	TWN	06/06/17	VMS unit connected to a switch	25/08/17	14/02/18
432	CHIEN WEI NO.3	TWN	12/07/17	The VMS equipment was connected to a switch.	25/08/17	14/02/18
432	LIEN CHING YU NO.127	TWN	16/07/17	VMS unit connected to a switch	25/08/17	14/02/18
432	SHANG FENG NO.3	TWN	16/07/17	VMS equipment connected to a switch.	25/08/17	14/02/18
442	CHENG QING FENG	TWN	24/07/17	The VMS unit was fitted with a power switch.	28/08/17	15/12/17
442	RUEY I SHYANG NO.10	TWN	25/07/17	The CLS LEO VMS unit was connected to a power switch.	28/08/17	15/12/17

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
442	RUEY I SHYANG NO.12	TWN	25/07/17	The VMS unit was fitted with a power switch	28/08/17	15/12/17
446	AN WEN FA NO.26	TWN	08/08/17	The ARGOS LEO VMS unit was fitted with a power switch.	28/08/17	18/12/17
446	CHENG QING FENG	TWN	12/08/17	The VMS unit was fitted with a power switch.	28/08/17	18/12/17
446	MAAN YU FENG NO.2	TWN	15/08/17	The crew showed the observer an AIS system (AIS - 700 Automatic identification system with AMEC CYPHO 101 - E AIS receiver) as the VMS system. The captain was adamant this was the vessel's VMS system. The observer scrutinised the bridge area for any known VMS units but could not find any.	28/08/17	18/12/17
446	MAAN YU FENG NO.1	TWN	15/08/17	The observer was shown two different devices as the VMS unit. The one unit was an Aqua HGP-2800 (this is a VGA GPS Chartplotter Controller) and the other unit was an AIS 700 Automatic identification system. The observer checked the bridge area for any known VMS units but could not find any. None of the antennae fitted to the LSTLV resembled any of the examples provided in the observer's VMS identification sheet.	28/08/17	18/12/17
434	LU RONG YUAN YU 169	CHN	18/07/17	The VMS unit was fitted with a power switch.	28/08/17	26/10/17
434	HE JHEN YI	TWN	10/07/17	ARGOS CLS LEO unit fitted with a power switch.	28/08/17	09/01/17
422	SHUN FENG NO.8	TWN	31/05/17	The LSTLV' Argos Model: MAR GE V2 VMS system was fitted with a power switch.	11/09/17	28/09/17
422	AN WEN FA NO.26	TWN	01/06/17	The LSTLV ARGOS (CLS) Leo VMS system was fitted with a power switch.	11/09/17	28/09/17
422	RUEY I SHYANG NO.8	TWN	02/06/17	The LSTLV's VMS system was fitted with a power switch.	11/09/17	28/09/17
422	RUEY I SHYANG NO.3	TWN	02/06/17	The LSTLV's ARGOS LEO VMS system was fitted with a power switch.	11/09/17	28/09/17
422	RUEY I SHYANG NO.12	TWN	02/06/17	The LSTLV's ARGOS LEO VMS system was fitted with a power switch.	11/09/17	28/09/17
422	RUEY I SHYANG NO.7	TWN	02/06/17	The LSTLV ARGOS LEO VMS system was fitted with a power switch which was switched on at the time of the on-board inspection. The VMS power light was not illuminated, and the check/error light was flashing red	11/09/17	28/09/17
422	SHUN FENG NO.8	TWN	17/06/17	The ARGOS VMS system was fitted with a power switch.	11/09/17	28/09/17
422	RUEY I SHYANG NO.3	TWN	18/06/17	The CLS LEO VMS system was fitted with a power switch.	11/09/17	28/09/17
422	AN WEN FA NO.26	TWN	22/06/17	The CLS LEO VMS system was fitted with a power switch.	11/09/17	28/09/17
422	AN WONE FA NO.3	TWN	22/06/17	The CLS LEO VMS system was fitted with a power switch.	11/09/17	28/09/17
422	RUEY I SHYANG NO.12	TWN	24/06/17	The CLS LEO VMS system was fitted with a power switch.	11/09/17	28/09/17

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
422	RUEY I SHYANG NO.7	TWN	24/06/17	The CLS LEO VMS system was fitted with a power switch and was switched on at the time of the on-board inspection. However the power light on the unit was not eliminated.	11/09/17	28/09/17
422	TENN MING YANG NO.888	TWN	27/06/17	The ARGOS VMS system was fitted with a power switch.	11/09/17	28/09/17
422	TENN MING YANG NO.268	TWN	28/06/17	The CLS LEO VMS system was fitted with a power switch.	11/09/17	28/09/17
422	JIA YI FA	TWN	29/06/17	The VMS system was fitted with a power switch.	11/09/17	28/09/17
422	LIEN SHENG FA	TWN	29/06/17	The VMS was fitted with a power switch.	11/09/17	28/09/17
422	TENN MING YANG NO.268	TWN	25/07/17	The VMS system was fitted with a power switch.	11/09/17	28/09/17
422	TENN MING YANG NO.888	TWN	25/07/17	The VMS was fitted with a power switch.	11/09/17	28/09/17
422	TENN MING YANG NO.168	TWN	25/07/17	The LSTLV VMS unit (Argos Model: MAR GE V2) was fitted with a power switch.	11/09/17	28/09/17
422	JIA YI FA	TWN	26/07/17	The LSTLV VMS unit Argos MAR GE V2) was fitted with a power switch.	11/09/17	28/09/17
422	AN WEN FA NO.26	TWN	30/07/17	The LSTLV VMS (CLS LEO) was fitted with a power supply switch.	11/09/17	28/09/17
422	AN WONE FA NO.3	TWN	30/07/17	The LSTLV VMS was fitted with a power supply switch	11/09/17	28/09/17
422	SHUN FENG NO.8	TWN	30/07/17	The VMS system was fitted with a power switch.	11/09/17	28/09/17
422	FENG CUO NO.668	TWN	04/08/17	The captain showed the observer two power supply units and one AMEC AIS system when the observer requested to see the VMS unit. The observer indicated he was not satisfied and showed the master the VMS identification guide to assist in identifying the unit. The observer searched for a known VMS unit, but found none.	11/09/17	28/09/17
437	GUAN WANG	TWN	18/06/17	Unrecognised VMS Unit.	16/10/17	18/12/17
443	DAR LONG CHANG NO.2	TWN	05/08/17	The VMS unit was fitted with a power switch.	16/10/17	19/12/17
443	MAAN YIH CHYUU NO.33	TWN	08/08/17	The power light of the VMS unit shown to the observer was not illuminated and the observer concurred that the unit was not switched on	16/10/17	19/12/17
443	MAAN YU FENG NO.2	TWN	17/08/17	Both VMS units were fitted with power switches	16/10/17	19/12/17
443	WEN DAR	TWN	20/08/17	The VMS was fitted with a power switch	16/10/17	19/12/17
443	SHYANG CHYANG NO.888	TWN	26/08/17	The LSTLV's VMS unit was fitted with a power switch.	16/10/17	19/12/17
441	MENG FA NO.312	TWN	08/09/17	The VMS system was fitted with a power switch.	16/10/17	11/01/18

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
445	SHIN LIAN FA NO.36	TWN	22/08/17	There was a power switch fitted to the VMS unit	16/10/17	29/01/18
439	FENG CUO NO.668	TWN	16/07/17	The observer was shown 3 different internal units as the VMS but none of them were resembled a known VMS system	30/11/17	31/01/18
458	YONG QING FA NO.666	TWN	05/11/17	The LSTLV's VMS unit power light was not illuminated	30/11/17	31/01/18
450	XIN SHI JI 37	CHN	29/09/17	VMS power light was OFF	01/12/17	12/12/17
452	YI JEN CHUN NO.668	TWN	24/11/17	The LSTLV VMS system was fitted with a power switch adjacent to the unit.	27/12/17	09/02/18
461	JIA YI FA	TWN	12/12/17	The LSTLV Vessel Monitoring System (VMS) was fitted with a power supply	17/01/18	21/02/18
461	CHENG QING FENG	TWN	14/12/17	The VMS system was connected to a power switch	17/01/18	21/02/18
463	JIA YI FA	TWN	27/12/17	The VMS (ARGOS MARGE V2) was fitted with a power switch	21/01/18	21/02/18
463	CHENG QING FENG	TWN	27/12/17	The VMS (ARGOS MARGE V2) was fitted with a power switch	21/01/18	21/02/18

Table 3– Possible infractions relating to fishing logbooks.

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
398	TAIYO MARU No.8	JPN	19/11/16	The unbound pages were manually numbered and retained in a ring binder.	15/01/16	14/03/18
400	TAI XIANG 5	CHN	11/01/17	The LSTLV's logbook was one day short of being up to date and the pages were not consecutively numbered.	15/02/17	22/02/17
402	FULL KUO SHENG	TWN	23/01/17	The LSTLV did not make use of a fishing logbook in the prescribed format shortly prior to the transshipment. The last entry in a logbook of the prescribed format was made on 30/12/2016 (Figure 6). The flag state format logbook was full and the observer was told a new one would be collected when the vessel docked. The remaining logbook data was hand written on notes	02/03/17	06/12/17
413	MATSUFUKU MARU No. 28	JPN	03/02/17	The fishing logbook was printed but the pages were not bound. The pages were not numbered with sequential page numbers.	15/03/17	14/03/18
413	TAIYO MARU No. 88	JPN	05/02/17	The fishing logbook was printed but the pages were not bound and retained in a folder. The pages were not numbered with sequential page numbers.	15/03/17	14/03/18
413	FUKUSEKI MARU No.7	JPN	05/02/17	The logbook format was not in same format as the template provided for Japan. The headers of this fishing logbook was both in Japanese and Portuguese. This logbook was not bound	15/03/17	14/03/18
413	TAIYO MARU No.8	JPN	06/02/17	The logbook was printed but not bound	15/03/17	14/03/18
408	KHA YANG 3	MYS	02/01/17	KHA YANG 3. Missing logbook page# 30093.	30/03/17	10/04/18
409	SHOEI MARU No.88	JPN	11/01/17	The logbook was printed but unbound.	30/03/17	14/03/18
409	HUNG CHIN NO.212	TWN	10/01/17	The logbook was printed but unbound. The logsheets were attached by staples	30/03/17	30/09/17
409	FULL KUO SHENG	TWN	07/02/17	The logbook was printed but unbound	30/03/17	30/09/17
409	Keifuku Maru No. 1	SYC	12/02/17	The logbook was printed but unbound.	30/03/17	15/03/18
423	SHIN LIAN FA NO.338	TWN	15/04/17	Fishing Log Book: Page 2003432 was missing although the fishing dates were sequential from pages 2003431 to 2003433.	09/05/17	07/12/17
414	No.88 HAE CHEON	KOR	31/03/17	The observer was shown a logbook which did not match the flag state template, and the pages were not consecutively numbered	24/05/17	19/04/18
414	No.33 HAE CHEON	KOR	31/03/17	The observer was shown a logbook which did not match the flag state template, and the pages were not consecutively numbered	24/05/17	19/04/18
414	No.77 HAE CHEON	KOR	31/03/17	The observer was shown a logbook which did not match the flag state template, and the pages were not consecutively numbered	24/05/17	19/04/18
419	SHEN HUI 05	CHN	18/04/17	The logbook pages were not marked with sequential page numbers.	13/06/17	26/10/17
419	LU RONG YUAN YU 201	CHN	07/05/12	The logbook was not numbered with sequential page numbers.	13/06/17	26/10/17
419	LU RONG YUAN YU 327	CHN	07/05/17	The logbook pages were not sequentially numbered.	13/06/17	26/10/17

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
419	LU RONG YUAN YU 202	CHN	08/05/17	The logbook pages were not sequentially numbered.	13/06/17	26/10/17
427	SINAW 16	OMN	28/05/17	The fishing log did not match the provided flag state template, was not bound and the pages were not marked with sequential page numbers	30/06/17	
430	NO.33 HAE CHEON	KOR	27/05/17	F/V had a bound but unnumbered fishing logbook without numbering and did not match the flag state fishing logbook template. No electronic fishing logbook was shown.	01/08/17	19/04/18
425	FUKUTOKU MARU No.38	JPN	02/07/17	The vessel was using an unbound fishing logbook with individual sheets removable and contained within a binder, these pages were not numbered.	01/08/17	14/03/18
438	SINAW 16	OMN	06/07/17	The observer was also shown an unbound non-flag state fishing logbook.	02/08/17	
431	NO.33 HAE CHEON	KOR	08/07/17	The fishing logbook was not in the same format as the flag state template provided to the observer. The logbook pages were not numbered with sequential page numbers.	08/08/17	19/04/18
431	NO.88 HAE CHEON	KOR	08/07/17	The fishing logbook was not in the same format as the flag state template provided to the observer. The logbook pages were not numbered with sequential page numbers	08/08/17	19/04/18
431	NO.77 HAE CHEON	KOR	09/07/17	The fishing logbook was not in the same format as the flag state template provided to the observer. The logbook pages were not numbered with sequential page numbers	08/08/17	19/04/18
432	LU RONG YUAN YU 327	CHN	15/07/17	Fishing Logbook pages not consecutively numbered.	25/08/17	26/10/17
432	KOTOSHIRO MARU No.58	JPN	27/05/17	The fishing logbook was not bound, with individual sheets held in a plastic binder.	25/08/17	14/03/18
432	FUKUSEKI MARU No. 1	JPN	11/06/17	The fishing logbook consisted of lose pages that were not bound nor consecutively numbered.	25/08/17	14/03/18
432	MYOJIN MARU No.3	JPN	11/06/17	The fishing logbook was not bound, individual sheets were held together in a ring binder.	25/08/17	14/03/18
432	DAIKICHI MARU No.1	JPN	12/06/17	LSTLV name on the bow is not complete, the "No.1" had worn away, making the complete name not legible.	25/08/17	14/03/18
432	FUKUSEKI MARU No.35	JPN	13/06/17	The fishing logbook was not bound, individual sheets were held together in a lever binder	25/08/17	14/03/18
432	YAHATA MARU No.5	JPN	14/06/17	The fishing logbook was not bound, individual sheets were inserted into clear plastic wallets contained in a plastic folder.	25/08/17	14/03/18
432	MYOJIN MARU No.3	JPN	09/07/17	The fishing logbook was not bound, individual sheets were held together in a ring binder.	25/08/17	14/03/18
432	SEIFUKU MARU No. 88	JPN	09/07/17	The fishing logbook was not bound, individual sheets were held together in a ring binder	25/08/17	14/03/18
432	RYOYOSHI MARU No.8	JPN	11/07/17	The fishing logbook was not bound, individual sheets were held together in a ring binder	25/08/17	14/03/18
432	YAHATA MARU No.5	JPN	18/07/17	The fishing logbook was not bound, individual sheets were inserted into clear plastic wallets contained in a plastic folder	25/08/17	14/03/18
432	MYOJIN MARU No.8	JPN	19/07/17	The fishing logbook was not bound, individual sheets were held together in a ring binder	25/08/17	14/03/18

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
432	SEIFUKU MARU No.78	JPN	21/07/17	The fishing logbook was not bound, individual sheets were held together in a ring binder	25/08/17	14/03/18
432	FUKUSEKI MARU No.35	JPN	24/07/17	The fishing logbook was not bound, individual sheets were held together in a lever binder	25/08/17	14/03/18
432	FUKUSEKI MARU No. 1	JPN	24/07/17	The fishing logbook pages were contained loosely in a blue folder, there is no visible evidence that these were bound nor the pages consecutively numbered	25/08/17	14/03/18
445	HE JHEN YI	TWN	15/08/17	The vessels Logbook was presented to the observer unbound, pages were contained loosely within	16/10/17	29/01/18
454	YAHATA MARU No.5	JPN	11/10/17	The logbook pages, although numbered consecutively, were loose and contained in a flip file cover.	20/11/17	14/03/18
454	SEIFUKU MARU No. 88	JPN	12/10/17	The logbook pages, although numbered consecutively, were loose and contained in a clip file.	20/11/17	14/03/18
454	FUKUSEKI MARU No. 1	JPN	22/10/17	The fishing logbook records consisted of loose un-numbered pages contained in a clip file.	20/11/17	14/03/18
439	FUKURYU MARU No.21	JPN	23/07/17	The Logbook was printed, non-flag State template and unbound. Pages kept loose in a folder. Page numbers were written sequentially by hand	30/11/17	14/03/18
448	NO.77 HAE CHEON	KOR	07/09/17	The vessels logbook was unbound, the pages were stapled together	08/01/18	05/03/18

Table 4 – Possible infractions related to marking of fishing vessels

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
404	KHA YANG 1	MYS	10/12/16	The name on the bow was partially obscured by rust and was difficult to read	23/01/17	10/04/18
400	XIN SHI JI 37	CHN	29/12/16	The incorrect International Radio Call Sign (IRCS) BUZU8 was displayed on the starboard side of the LSTLV.	15/02/17	22/02/17
408	LIEN SHENG FA	TWN	10/01/17	LIEN SHENG FA. LSTLV bow markings obscured by algal growth making it difficult to read	30/03/17	15/05/17
408	JIN SHYANG YIH	TWN	11/01/17	JIN SHYANG YIH. LSTLV bow markings obscured by algal growth making it difficult to read	30/03/17	15/05/17
409	DAR LONG CHANG NO.2	TWN	08/02/17	The stern indicated the vessel name to be DAR LONG CHANG 2	30/03/17	30/09/17
409	Chun Ying No. 777	SYC	07/02/17	The vessel had two different, overlapping, names on the stern.	30/03/17	15/03/18
410	HUNG JUNG NO.101	TWN	17/02/17	The call sign on side was worn away and not readable	30/03/17	24/05/17
415	SHUN FENG NO.18	TWN	13/02/17	The LSTLV name and National Registration Number (NRN) markings on the bow were partly worn away and not clearly legible	30/03/17	12/06/17
412	CHING CHUN FA NO.168	TWN	24.01.17	Vessels NRN partially obscured by algal growth, making it difficult to read	09/05/17	24/05/17
412	YI FENG NO.826	TWN	15.03.17	Part of NRN was obscured by algae making it difficult to read	09/05/17	24/05/17
416	DONG WON NO.637	KOR	23/03/17	The vessel name displayed on the LSTLV as well as the vessel name provided in the ATF was "NO.637 DONG WON" and did not concur with the name "DONG WON NO.637" provided in the IOTC vessel list.	09/05/17	19/04/18
416	DONG WON NO.638	KOR	24/03/17	The vessel name displayed on the LSTLV as well as the vessel name provided in the ATF was "NO.638 DONG WON" and did not concur with the name "DONG WON NO.638" provided in the IOTC vessel list.	09/05/17	19/04/18
423	AN WOEN FA NO.168	TWN	16/04/17	The name on the bow was partially worn away and difficult to read	09/05/17	07/12/17
423	AN WONE FA NO.3	TWN	17/04/17	The name on the bow was partially worn away and difficult to read	09/05/17	07/12/17
414	LU QING YUAN YU 106	CHN	07/03/17	The name on the bow was partially obscured and difficult to read	24/05/17	26/06/17
414	NF Sea Glory No. 16	SYC	19/03/17	The name on the bow was partially obscured and difficult to read	24/05/17	05/03/18
418	LU QING YUAN YU 106	CHN	08/04/17	Vessels bow markings are obscured making it difficult to read at a distance.	13/06/17	26/10/17
418	LU QING YUAN YU 108	CHN	09/04/17	Vessel name was unclear and couldn't be read at a distance.	13/06/17	26/10/17
418	XIN SHI JI 82	CHN	16/04/17	Vessel name was unclear and couldn't be read at a distance	13/06/17	26/10/17
420	DAR LONG CHANG N.2	TWN	21/03/17	Name on stern is different to the name in the IOTC database.	13/06/17	11/12/17
420	FENG KUO N.669	TWN	22/04/17	The logbook was not bound, it was just stapled	13/06/17	11/12/17

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
419	SHEN HUI 03	CHN	15/04/17	The IOTC vessel record indicated the national registration number as "(YUE)CHUANDENG(JI)(2014)FT-200019" which did not concur with the NRN "(YUE) CHUANDENG (JI) (2017) FT-200007" provided by the ATF.	13/06/17	26/10/17
419	HONG YANG 89	CHN	04/05/17	The IOTC vessel record indicated the National Registration Number as (LU)CHUANDENG (JI)(2017) FT-200012" but the ATF indicated the NRN as "(LU) CHUANDENG (JI) (2016) FT-200047".	13/06/17	26/10/17
419	NF Sea Glory No. 16	SYC	16/04/17	The bow name markings on LSTLV was covered by fouling and was not legible at a distance	13/06/17	05/03/18
419	SHIN SHUEN FAR NO.699	TWN	22/04/17	The IOTC database indicated LSTLV Call sign as BH3486 but on the vessel markings and the ATF it appeared as BH3489.	13/06/17	13/02/18
424	DER HAE NO.3	TWN	30/05/17	The vessel name markings on the bow was not visible and the markings on the stern was only partially visible, but not legible.	23/06/17	29/01/18
417	HUNG RUNG NO.2	TWN	30/05/17	There is substantial wear and rust on the name of the vessel; making difficult to read even when up close	04/07/17	07/12/17
417	HE JHEN YI	TWN	06/06/17	The vessel name on stern overlaps with the previous name of the vessel making it difficult to read and can be considered misleading	04/07/17	07/12/17
417	YONG QING FA NO.688	TWN	13/06/17	A small part of the name on bow is fully worn away. Making it difficult to read	04/07/17	07/12/17
421	HONG RONG NO.168	TWN	21/05/17	The bow markings on this vessel were faded and unclear, making it difficult to read on approach to the CV	04/07/17	19/12/17
421	WOEN YU NO.168	TWN	23/05/17	The vessel side marking was obscured by fouling, making it difficult to read	04/07/17	19/12/17
425	SHUU CHANG NO.6	TWN	03/07/17	The heavy amount of rust on the stern of the vessel made the vessels markings difficult to read from a distance	01/08/17	19/12/17
438	HUNG RUNG NO.2	TWN	05/07/17	The observer noted that the bow markings were obscured and difficult to read	02/08/17	31/01/18
436	CHARNG LUEN NO.22	TWN	03/06/17	The vessel name on the bow was unclear and was not be legible at slightly further distances	02/08/17	11/12/17
431	TAI HONG 8	CHN	22/06/17	The letters B and Z of the International Radio Call Sign (IRCS) markings was mostly worn away and not legible	08/08/17	01/11/17
431	XIN SHI JI 82	CHN	05/07/17	The bow markings were partially obscured by rust and partly worn away. These markings were not legible at longer distances.	08/08/17	01/11/17
429	CHIN SHENG WIN	TWN	29/06/17	The LSTLV name and the NRN on the bow were worn and not legible	10/08/17	11/01/18
426	AN WONE FA NO.3	TWN	11/05/17	Bow markings nearly totally washed off, making it difficult to read. Faint outline still visible, so it was possible to verify that it matched the rear markings which were present and correct	10/08/17	06/09/17
426	GUAN WANG NO.21	TWN	12/05/17	"GUAN WANG NO21" stern and "GUAN WANG NO.21" on bow. The vessels name as recorded in the RAV and ATF is "GUAN WANG NO.21".	10/08/17	06/09/17
435	YONG QING FA NO.688	TWN	08/07/17	The vessel name markings on the bow was worn and not legible.	14/08/17	11/09/17
435	MENG FA NO.322	TWN	14/07/17	The LSTLVs name markings on the bow was partially worn away and not legible.	14/08/17	11/09/17

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
440	YONG QING FA NO.688	TWN	27/07/17	The markings on the portside bow of the LSTLV display an additional "6" in the name applied in oriental character. The English name markings on the bow of the LSTLV were not legible	17/08/17	30/11/17
440	NF DAFA NO.168	SYC	25/07/17	The number "6" of the LSTLV's name is missing from the LSTLV's portside bow markings.	17/08/17	05/03/18
432	DE HAI No.26	TWN	19/06/17	LSTLV name on the bow had started to wear away and was not clearly visible at a distance	25/08/17	14/02/18
432	DER HAE NO.3	TWN	21/06/17	LSTLV name on the bow had almost fully worn away making it not legible at any distance. The LSTLV name on the stern had been hand painted over the previous name, much of the previous name was still visible. The name wasn't clear and could be considered misleading.	25/08/17	14/02/18
432	JUI DER NO.112	TWN	01/07/17	LSTLV name on the bow had partially worn away and was not clearly legible at a distance. LSTLV Call Sign on the side had partially worn, and wasn't clear from a distance.	25/08/17	14/02/18
432	CHIEN WEI NO.3	TWN	12/07/17	LSTLV name on the bow is not complete, the number "3" had worn away making the complete name illegible.	25/08/17	14/02/18
434	LU RONG YUAN YU 201	CHN	20/07/17	The LSTLV name on the bow of the vessel was partially worn away and was not visible or legible at a distance	28/08/17	26/10/17
434	Neptune No. 2	SYC	12/07/17	The name markings on the bow of the vessel was partially worn and the number was not legible.	28/08/17	05/03/18
434	Chun I No.318	SYC	02/08/17	The LSTLV name markings on the bow was partially worn and not legible.	28/08/17	05/03/18
434	CHANG YING NO.69	TWN	18/07/17	The LSTLV name markings on the bow was partially worn and not legible.	28/08/17	09/01/17
434	DER HAE NO.3	TWN	19/07/17	The LSTLV name on the bow was worn away and not legible.	28/08/17	09/01/17
422	TENN MING YANG NO.268	TWN	18/05/17	The LSTLV markings on the bow were partially worn and not clearly legible.	11/09/17	28/09/17
422	AN WONE FA NO.3	TWN	22/06/17	The LSTLV name markings on the bow was partially obscured by fouling and not legible.	11/09/17	28/09/17
422	CHI SHENG NO.6	TWN	27/06/17	The letter "E" in "SHENG" of the name was worn and not visible.	11/09/17	28/09/17
422	CHANG YING NO.69	TWN	25/07/17	The LSTLV markings on the bow was partially worn and not clearly legible.	11/09/17	28/09/17
422	DE HAI NO.26	TWN	27/07/17	The bow markings were worn and not clearly legible at a distance.	11/09/17	28/09/17
422	FENG CUO NO.668	TWN	04/08/17	The name markings on the bow was partially worn and not legible.	11/09/17	28/09/17
443	WEN DAR	TWN	20/08/17	The LSTLV markings on the stern of the ship was worn and not visible.	16/10/17	19/12/17
445	LIEN SHENG FA	TWN	29/07/17	The name on the bow of the vessel had partially worn away, making it difficult to read at a distance	16/10/17	29/01/18
445	HONG RONG NO.168	TWN	30/07/17	The name and NRN on bow had partially faded away, making it difficult to read	16/10/17	29/01/18
445	MENG FA NO.322	TWN	14/08/17	The name and NRN on bow had partially worn away, making it difficult to read.	16/10/17	29/01/18
445	GUAN WANG NO.21	TWN	22/08/17	The name and NRN on the bow was partially obscured by algal growth, making it difficult to read.	16/10/17	29/01/18
454	DE HAI NO.12	TWN	11/02/17	The LSTLV name displayed on the stern was unclear.	20/11/17	06/02/18

Deploy. number	Vessel name	Fleet	Inspecti on date	Inspection comment	Date report sent to CPC	Date feedback from CPC
450	XIN SHI JI 37	CHN	29/09/17	LSTLV Bow name was unclear and partially covered by algae making it difficult to read at a distance	01/12/17	12/12/17
450	XIN SHI JI 82	CHN	30/09/17	The LSTLV Bow name was unclear and partially obscured by rust making it difficult to read at a distance	01/12/17	12/12/17
452	SIN HUA FONG NO.168	TWN	24/10/17	On the starboard side of the bow the "number" part of the name as well as the CT number was very difficult to read as the markings were worn away.	27/12/17	09/02/18
452	SIN HUA FONG NO.16	TWN	24/10/17	The LSTLV name markings on the starboard bow was partially worn away and not clearly legible.	27/12/17	09/02/18
452	LONG YIELD NO.1	SYC	05/11/17	The number on the starboard bow was completely obscured by fouling.	27/12/17	05/03/18
452	NF INDIAN TUNA NO.1	SYC	27/11/17	Fouling partly obliterated the name of the LSTLV on the starboard bow.	27/12/17	05/03/18
447	SAN CARLOS NO.3	SYC	06/09/17	Small part of the name on the stern was obscured by dirt making it difficult to read.	02/02/18	05/03/18

Appendix II

Responses received from the fleets before the deadline of 13/02/2018**LSTLVs – Multiple LSTLVs (Deploy 400)****Participating Fleet****Email received 22/02/2017 from WAN Chen****CHINA****Possible**

- The VMS unit was fitted with a power switch

infraction:

- The incorrect International Radio Call Sign (IRCS) BUZU8 was displayed on the starboard side of the LSTLV
- The green power light of the LSTLV's VMS unit was not illuminated.
- The LSTLV's logbook was one day short of being up to date and the pages were not consecutively numbered.

From: ZHAO Gang [<mailto:admin1@tuna.org.cn>] **Sent:** 22 February 2017 11:41

To: IOTC transshipment <transshipment@iotc.org>

Cc: 万晨 (LIVE) <wan.chen@live.com>; 远洋处 <bofdwf@agri.gov.cn>; 工作组 <admin1@tuna.org.cn>

Dear Sir/Madam,

We acknowledge with thanks the receipt of the ROP Report (400-16). We initiated internal investigation on the possible infractions and would like to advise the outcome as follows:

1. Regarding the 8 possible infractions on VMS

(1) Regarding the power switch fitted on VMS units on vessels LU QING YUAN YU 101, 102, 105, 106, 107, 108, and ZHANG YUAN YU 22, kindly be advised that the 7 vessels in question are equipped with two types of VMS units, they are INMARSAT C and ARGOS. They use INMARSAT C to report their VMS data to China VMS Center and ARGOS to the fisheries authorities of some countries in IOTC Area when they fish in their EEZ, according to local requirements of such countries. The power switch indicated in the ROP report was fitted on ARGOS unit and such unit was on. That is to say, both types of the VMS units on those vessels in question were working and reporting normally.

(2) Regarding the VMS unit on XIN SHI JI NO.72, kindly be advised that the VMS unit in question has not been in use since May 2016, and the vessel is using an ARGOS unit to report the vessel position to China VMS Center, and it is working normally. The VMS unit in question will be removed from the vessel after the vessel calls Chinese ports in near future for vessel maintenance. The vessel owner has notified such possible infraction to all other vessel masters under the same company to call their attention to prevent such problems.

2. Regarding the markings of LSTLV XIN SHI JI 37. Kindly be advised that the right call sign of the vessel is BZUY8. The vessel was repainted, including call sign, around May last year in China when being maintained, and the vessel owner was not aware of the mistake identified by the observer until the ROP report was received last week. The vessel has been required by the vessel owner to correct the mistake on the sea as soon as possible, provided that the safety of the crewmember can be ensured. The rest vessels of the same vessel owner have been required as well to check their call sign painted on the vessel.

3. Regarding logbook without page numbering used by the TAI XIANG 5.

(1) The way the vessel master numbering the logbook is that, they do not fill in the page number until the whole page (each page for 8 days) is all finished with fishing information. The vessel owner has instructed the vessel master to page up the logbook before filling it.

(2) Regarding the ROP report says that the logbook was one day short, we are advised by the vessel owner that the vessel was not in fishing operation that day thus the vessel master did not record that day on the logbook. The vessel owner has instructed the vessel master to fill in the logbook each day, no matter the vessel was in fishing or transiting.

I do hope that the information above could clarify the situation. And please let me know if you have further questions.

Kind regards, WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China

LSTLVs – HOME SHEEN (Deploy 407)Participating FleetLetter received 10/02/2017 from Fisheries AgencyTAIWAN, CHINAPossible • The CLS LEO VMS system was fitted with a power switch directly below the unit..infraction:

Dear Mr. Domingue,

With respect to the Observer Report (407), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there is 1 comment related to VMS. This fishing vessel "HOME SHEEN" was reported by the observer that there is a switch connected to the VMS unit. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

LSTLVs – LIEN SHENG FA, JIN SHYANG YIH (Deploy 408)**Participating Fleet****Letter received 15/05/2017 from Fisheries Agency****TAIWAN, CHINA****Possible**

- LIEN SHENG FA. LSTLV bow markings obscured by algal growth making it difficult to read

infraction:

- JIN SHYANG YIH. LSTLV bow markings obscured by algal growth making it difficult to read

Dear Mr. Domingue,

With respect to the Observer Report (408), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there are 2 comments related to vessel marking. These fishing vessels, “LIEN SHENG FA” and “JIN SHYANG YIH” were reported by the observer that bow markings are obscured by algal growth. Through our investigation, we found these vessels’ markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels’ owners of such incidents and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Hui Hsieh
or Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – HUNG JUNG NO.101 (Deploy 410)

Letter received 24/05/2017 from Fisheries Agency

Possible •The callsign on side was worn away and not readable
infraction:

Participating Fleet
TAIWAN, CHINA

Dear Mr. Domingue,

With respect to the Observer Report (410), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there is 1 comment related to vessel marking. This fishing vessel "HUNG JUNG NO.101" was reported by the observer that the call sign on side was worn away and not readable. Through our investigation, we found the vessel's marking would very likely wear out due to the erosion made by brine. We have already notified the vessel's owner of such incident and have requested the fishing vessel to repaint its markings once the operation of repainting is possible.

Should you have any questions about our investigations and actions on this case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

LSTLVs – 3 LSTLVS (Deploy 412)**Letter received 24/05/2017 from Fisheries Agency****Participating Fleet****TAIWAN, CHINA****Possible**

•Vessels NRN partially obscured by algal growth, making it difficult to read

infraction:

•VMS power light was off during the inspection

•Part of NRN was obscured by algae making it difficult to read

The Results of Investigation from Taiwan Regarding the IOTC ROP Report (412)

1. Comments related to vessel marking (please refer to Table for vessel marking)

For F/V CHING CHUN FA NO.168 and YI FENG NO.826

Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified the vessels' owners of such incidents and have requested the fishing vessels to repaint their markings once the operation of repainting is possible.

2. Comments related to VMS (please refer to Table for VMS)

For F/V MAAN YIH CHYUU NO.33

The fishing vessel was reported by the observer that VMS power light was off during the inspection. After checking the VMS records, we confirmed that the fishing vessel had normally reported its navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS.

LSTLVs – 4 LSTLVS (Deploy 415)

Letter received 24/05/2017 from Fisheries Agency

Possible • See table

infraction:

Participating Fleet

TAIWAN, CHINA

The Results of Investigation from Taiwan Regarding the IOTC ROP Report (415-17)

1. Comments related to vessel marking (please refer to Table for vessel marking)

For F/V SHUN FENG NO.18

Through our investigation, we found this vessel's marking would very likely wear out by the transshipment activity. We have already notified the vessel owner of such incidents and have requested the fishing vessel to repaint its markings once the operation of repainting is possible.

2. Comments related to VMS (please refer to Table for VMS)

For F/V SHUN FENG NO.18, HUNG HUI NO.112 and YNG HSING NO.23

These fishing vessels were reported by the observer that there is a switch connected to the VMS unit. After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

LSTLVs – Several (Deploy 373)**Participating Fleet****Email received 01/09/2016 from WAN Chen, Deputy Director.****CHINA****Possible
infraction:**

•

From: admin1 [mailto:admin1@tuna.org.cn]**Sent:** 01 September 2016 14:01**To:** Transshipment <transshipment@iotc.org>**Cc:** wan.chen <wan.chen@live.com>; 远洋处'远洋处' <bofdwf@agri.gov.cn>; 工作组 <admin1@tuna.org.cn>**Subject:** Re: China - Transshipment Observer Report for China LSTLVs involved in transshipments with CV Sei Shin (Deploy 373-16)

Dear Sir/Madam,

I acknowledge with thanks receipt of the Transshipment Observer Report(373-16) for China LSTLVs involved in transshipments with CV Sei Shin. We undertake investigation as soon as receive the Observer Report and we wish to advise the current outcome as follows:

1. Fishing logbook

There are 11 possible infractions related to the fishing logbook of the LSTLVs. TAI HONG 7, XIN SHI JI NO.72, 76, LU QING YUAN YU 101, 102, 105, 106, 107, 108, ZHANG YUAN YU 21, 22 were accused that logbook did not have sequential page numbers. The master did not fill out the pages due to careless. The vessel owner had requested vessel master to complete the pages on the logbook and requested master to pay more attention to this issue.

2. VMS of LSTLV

There are 4 possible infractions related to the VMS of the XIN SHI JI NO.72, LU QING YUAN YU 101, 105, 107. XIN SHI JI NO.72 was accused that Thrane and Thrane 3022D VMS unit's power light was not illuminated. Kindly be advised that this unit was broken, the vessel use Argos unit to report on our VMS normally, automatically and consistently. LU QING YUAN YU 101, 105, 107 are equipped with an operating VMS (Inmarsat-C) on board, it works well according to our VMS platform .

3. Marking of LSTLV

LU QING YUAN YU 101, 102, 105, 106, 107, 108, ZHANG YUAN YU 22 was reported that the name or callsign were covered with fouling. Since the vessels are operating in the tropical waters throughout the year, it is easy to attach seaweed and get very dirty. The fishing vessel operator re-painted the vessel name and callsign when the vessel arrived at port in July after transshipment.

XIN SHI JI 76, ZHANG YUAN YU 21 was accused that the name displayed on the bow did not match the name listed in the IOTC vessel list. The vessel owner had requested master to repaint the name as XIN SHI JI 76, ZHANG YUAN YU 21 on the bow.

Hope the information above could clarify the situation and please let me know should you have further questions.

With warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – YONG MAN FA, MAN YO SHUN (Deploy 376)**Participating Fleet**
TAIWAN, CHINA**Letter received 22/08/2016 from Fisheries Agency****Possible**

- The CLS LEO VMS unit was fitted with a power switch,

infraction:

- The LSTLV produced an ATF which indicated the LSTLV name as "HUNG SHUN" the previous name of the vessel authorised from 01/01/2011 to 30/06/2015. This name was not consistent with the name "MAN YO SHUN" displayed on the vessel

Incidents related to ATF				
NO.	Vessel Name	Date	Inspection Comment	Investigation
376	MAN YO SHUN	20160723	The LSTLV produced an ATF which indicated the LSTLV name as "HUNG SHUN" the previous name of the vessel authorised from 01/01/2011 to 30/06/2015. This name was not consistent with the name "MAN YO SHUN" displayed on the vessel.	According to our record, fishing license of this vessel is valid during the transshipment. Our Agency has requested this vessel's owner to inform this vessel's captain to carry onboard and show the valid documents to the ROP observer when requested.

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
376	YONG MAN FA	20160723	The CLS LEO VMS unit was fitted with a power switch.	After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex I of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

LSTLVs – Several (Deploy 366)

Letter received 19/08/2016 from Fisheries Agency

Participating Fleet**TAIWAN, CHINA****Possible** • Consult table below**infraction:**

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
366	FENG KUO NO.888	20160704	The LSTLV markings on the stern of the LSTLV was partly covered by fouling and not clearly legible.	Through our investigation, we found these vessels' markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified these vessels' owners of such incident and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
366	JEE CHUEN TSAI NO.368	20160709	The LSTLV markings on the bow and stern were partly worn and not clearly legible.	
366	FENG CUO NO.668	20160715	The LSTLV name markings on the stern was partly worn and not clearly legible. The name displayed on the stern was "FENG CUO 668" was not consistent with the name provided by	
366	YNG HSING NO.23	20160715	The LSTLV markings on the stern and bow were partially worn and not clearly legible.	
366	FENG KUO NO.666	20160704	The LSTLV name markings "FENG KUO.666" displayed on the stern of the LSTLV was not consistent with the name "FENG KUO NO.666" listed by IOTC.	We have already notified these vessels' owners of such incident and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.
366	FENG KUO NO.568	20160707	The LSTLV markings on the stern displayed the name as "FENG KUO" with Asian characters and the number 568 in small letters below the Asian characters. This was not consistent with the name provided in the IOTC vessel list.	

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
366	SHANG FENG NO.3	20160628	The LSTLV VMS unit was fitted with a power supply switch.	After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.
366	SHUANG LIAN	20160713	The LSTLV were fitted with a secondary VMS (ARGOS MARGE V2) which was fitted with a switch.	
366	YNG HSING NO.23	20160715	The LSTLV VMS unit was fitted with a power switch.	

LSTLVs – Several (Deploy 346)

Letter received 29/07/2016 from Fisheries Agency

Participating Fleet**TAIWAN, CHINA****Possible**

- Consult table below

infraction:

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
346	HAO CHING NO.101	20160327	The LSTLV displayed the name "101 HAO CHING" on the stern of the vessel.	We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its marking once the operation of repainting is possible.

Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
346	SHYANG MAAN NO.368	20160227	The LSTLV's VMS had an ON/Off switch mounted right next to the unit.	After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as
346	CHIEN WEI NO.3	20160228	The LSTLV's VMS had an On/Off switch located immediately alongside it.	

LSTLVs – Several (Deploy 362)

Letter received 22/07/2016 from Fisheries Agency

Participating Fleet**TAIWAN, CHINA****Possible**

• Consult table below

infraction:

Table				
Incidents related to marking				
NO.	Vessel Name	Date	Inspection Comment	Investigation
362	HSIN MING SHENG NO.28	20160528	The vessel markings on the bow was partially worn and not clearly legible.	Through our investigation, we found this vessel's markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified this vessel's owner of such incident and have requested this fishing vessel to repaint its markings once the operation of repainting is possible.
Incidents related to VMS				
NO.	Vessel Name	Date	Inspection Comment	Investigation
362	WOEN YU CHANG NO.6	20160608	The CLS LEO unit was fitted with a power switch.	After checking the VMS records, we confirmed that this fishing vessel had normally reported their navigation locations during the transshipment trips. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are tamper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.
Incidents related to Other				
NO.	Vessel Name	Date	Inspection Comment	Investigation
362	JINN JYI CHYUN NO.66	20160517	LSTLV captain admitted to have received about 31t of fish from other fishing vessels and requested the observer not to report this.	We will investigate this case in accordance with our domestic regulations.

Note: The following response was provided for the Jinn Jyi Chyun No.66 on 10 February 2017:

Regarding the case of JINN JYI CHYUN NO.66 of IOTC ROP Report (362), after checking their preliminary catch report and sales report, there is no sign of receiving fish from other fishing vessels.

We also requested captain and the owner of JINN JYI CHYUN NO.66 to express their views about the suspicion. It seemed to have some misunderstandings due to the language problem; JINN JYI CHYUN NO.66 has not received 31 tons of fish from other fishing vessels.

Best regards,

Ming-Hui, Hish (謝銘輝), Marine Conservation Section, Deep Sea Fisheries Division,

Tel: 886-2-2383-5872, Fax: 886-2-2332-7395

e-mail: minghui@ms1.fa.gov.tw <<mailto:hsianyin@ms1.fa.gov.tw>>

LSTLVs – LU QING YUAN YU 106 (Deploy 414)

Participating Fleet

Email received 26/06/2017 from WAN Chen, Deputy Director.

CHINA

Possible

- The name on the bow was partially obscured and difficult to read

infraction:

Dear Sir,

Sorry for late reply as there are problems on email communication between this organization and the vessels owner for their early response.

Regarding the possible infraction by Lu Qing Yuan Yu 106 whose vessel name is partially obscured by rust and alga, kindly be advised that, after internal investigation, the fraction was caused because of long-time operation on the sea. The vessel master has removed the alga on the vessel name, and will remove the rust and repaint the front part of the vessel soon after the vessel calls port, as there is no paint available at present on board the vessel.

Hope the information above could clarify the situation and please let me know if I could assist to answer further questions.

Warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – KHA YANG NO.969, AN WONE FA NO.3, GUAN WANG NO.21 (Deploy 426)

Participating Fleet
TAIWAN, CHINA

Letter received 06/09/2017 from Fisheries Agency

Possible •Several
infraction:

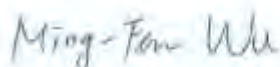
With respect to the Observer Report (426-17), this Agency would like to inform you of the result of its investigation and actions taken in accordance with Resolution 14/06.

According to the report, there are 2 comments related to vessel marking and 1 comment related to ATF. As for vessel marking, we have immediately required the owner of the vessel, "AN WONE FA NO.3", to repaint the markings as soon as they can. However, regarding "GUAN WANG NO.21", we would like to point out that the lack of one single dot, i.e., "GUAN WANG NO21", does not make it difficult at all to identify the vessel. We therefore urge the Secretariat and the Consortium not to report this case as the possible infraction of 2017 and hope that the observers shall stop reporting such incidents. With respect to ATF, the result of our investigation is as follows:

1. Through my letter dated February 11 2017 (please refer to the attachment), we have notified the Secretariat that from January 2017 all our fishing vessels operating beyond our EEZ shall carry onboard "Distant Water Fisheries Permit". The document is designed to replace the English version of ATF and "Certificate for Fishing Vessels Operating Overseas Bases", of which we have also requested the Secretariat to notify the Consortium.
2. Through our investigation, the vessel, "KHA YANG NO.969", has carried onboard its "Distant Water Fisheries Permit" during its fishing trip, including the period when the transshipment took place. Please do inform the Consortium that the observers shall check only "Distant

Water Fisheries Permit" when they want to ensure whether the vessels carry onboard valid ATFs.

Sincerely yours,



Ming-Fen WU
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 435)**Participating Fleet****Letter received 11/09/2017 from Fisheries Agency****TAIWAN, CHINA****Possible**

•Several

infraction:

With respect to the Observer Report (435-17), this Agency would like to inform you of the result of its investigation and actions taken in accordance with Resolution 14/06.

According to the report, there are 2 comments related to vessel marking and 4 comments related to VMS. As for vessel marking, we are now conducting an investigation and will provide the result once the investigation is completed. With respect to VMS, the result of our investigation is as follows:

1. Three of our vessels, "FENG GUO NO.168" (reported on 2017/07/01 and 2017/07/13 respectively), "MENG FA NO.312" (reported on 2017/07/04), and "CHI SHENG NO.6" (reported on 2017/07/15) were reported to have onboard VMS units connected to a power supply switch. We hereby would like to reiterate our position that VMS devices onboard with switches connected are not prohibited in accordance with Resolution 15/03, and ROP observers shall stop identifying such incidents as possible infractions.
2. Moreover, by checking the abovementioned vessels' VMS records, we also confirmed that they had normally reported their navigation locations during their whole fishing trips, which means the vessels did not violate our domestic regulations.
3. In addition, according the report, the observer indicated that "FENG GUO NO.168" was fitted with two VMS units and therefore reported this situation as 2 possible infractions. However, carrying onboard two devices with one as a spare is against neither our domestic regulations nor Resolution 15/03, let alone the vessel's VMS records showing that the device functioned in a normal way during the whole fishing trip. Thus, we urge that the observers stop identifying such incidents as possible infractions.
4. In conclusion, the reporting of possible infractions regarding VMS in the report is a mere mistake, which we strongly hope that the observers shall not make again in the future.

Sincerely yours,



Ming-Fen WU

Section Chief

Deep Sea Fisheries Division

LSTLVs – Several (Deploy 422)Participating FleetLetter received 28/09/2017 from Fisheries AgencyTAIWAN, CHINAPossible
infraction: •Several

With respect to the Observer Report (422-17), this Agency would like to inform you of the result of its investigations and actions taken in accordance with Resolution 14/06.

According to the report, there are 6 comments related to vessel marking and 23 comments related to VMS. As for vessel marking, we have immediately required the owners of those six vessels, "TENN MING YANG NO.268", "AN WONE FA NO.3", "CHI SHENG NO.6", "CHANG YING NO.69", "DE HAI NO.26", and "FENG CUO NO.668", to repaint their markings as soon as they can. However, regarding "CHI SHENG NO.6", we would like to point out that even if the letter "E" in "SHENG" of the vessel name was worn, it is not difficult at all to identify the vessel. We therefore urge the Secretariat and the Consortium not to report this case as the possible infraction of 2017 and hope that the observers shall stop reporting such incidents. With respect to VMS, the result of our investigation is as follows:

1. Nearly all the possible infraction of this kind were reported to have onboard VMS units connected to a power supply switch. We hereby reiterate our position that VMS devices onboard with switches connected are not prohibited in accordance with Resolution 15/03, and ROP observers shall stop identifying such incidents as possible infractions. Moreover, by checking the abovementioned vessels' VMS records, we can confirm that they had normally reported their navigation locations during their trips, which means that all the reportings were done mistakenly.
2. In addition, there were 13 vessels involved in all the reported possible infractions of this kind, among which 9 vessels were reported in duplicate by more than once to have VMS with a switch connected by

the same ROP observer onboard the same carrier vessel during the same trip of the carrier. In fact, "SHUN FENG NO.8" and "AN WEN FA NO.26" were reported by three times. These double or even triple reportings lead us to believe that the ROP observer had the intention to increase the number of possible infractions of our fleet, which is absolutely unacceptable to us. We hereby require the Secretariat to inform the Consortium of this situation and demand no more such malicious reporting by the ROP observers. The ROP observers shall fulfill their duties in an equitable and non-discriminatory way.

Sincerely yours,



Ming-Fen WU
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 409)**Letter received 30/09/2017 from Fisheries Agency****Participating Fleet****TAIWAN, CHINA****Possible
infraction:**

- Several

With respect to the Observer Report (409/16), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

According to the report, there are 1 comment related to vessel marking, 2 comments related to logbook and 1 comment related to ATF. Vessel “DAR LONG CHANG NO.2” was reported by the observer that the stern indicated the vessel name to be “DAR LONG CHANG 2”, we have immediately required the vessel’s owner to repaint its markings once the operation of repainting is possible.

As for logbook, vessels “HUNG CHIN NO.212” and “FULL KUO SHENG” were reported by the observer that their logbooks were printed but unbound. Through our investigation, these vessels already used the new version of bounded logbook, each day record of which is composed of one pink and one white sheet, which white sheet is tear-off to hand in this Agency. Also, what the observer took in the photo was exact the white sheets, so these vessels had used bounded logbook and did not violate our domestic regulations concerning logbook. Therefore, we hope observers can suspend reporting such cases.

As for ATF, vessel “DAR LONG CHENG NO.378” was reported by the observer that its ATF refers to the vessel as DAR LONG CHERNG NO.378. According to our record, fishing license of this vessel is valid during the transshipment. We have requested this vessel’s owner to inform the vessel captain to carry onboard and show the valid documents to the ROP observer when requested.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – LU QING YUAN YU 106 (Deploy 419)
Email received 26/10/2017 from WAN Chen, Deputy Director.

Participating Fleet
CHINA

Possible •Several
infraction:

Dear Sir,

Reference is made to the email below and sorry for late reply due to frequent travels in the past several months, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 419-17.

Regarding SHEN HUI 03 whose IOTC vessel record and ATF indicated different NRN, kindly be advised that a new National Registration Certificate was issued by Chinese fisheries authority in early March and the new ATF was issued as well, where NRN "(YUE) CHUANDENG (JI) (2017) FT-200007" was appeared. We communicated to the Secretariat on March 17 2017 on the new NRN, and we received confirmation from the Secretariat on the same day on updating the information (CHN-00108). However, the observe may not have the latest vessel information available as displayed on IOTC website when the transshipment took place. I guess this may be the reason why the observer found different NRN.

Regarding SHEN HUI 05 whose logbook pages were not marked with sequential page numbers, kindly be advised that the vessel was anchoring in a port in Seychelles in February and March this year replacing its AIS and the vessel did not operate in that period. However, the vessel master mistakenly thought that he did not need to fill in the logbook since the vessel was not operating. Kindly be advised that the vessel captain, as well as the captains of other vessels under the same vessel owner, has been educated for the mistake, and it is emphasized that the logbook must be filled in accordance with regulations.

Regarding LU RONG YUAN YU 169 whose Argos VMS unit was fitted with a power switch, kindly be advised that the vessel owner bought the unit with the power switch from a dealer, and the Argos unit was so installed according to the instruction of unit specification. However, it does not mean that the argos unit may be tempered by crew members.

Regarding HONG YANG 89 whose IOTC vessel record and ATF indicated different NRN, kindly be advised that the vessel captain does not understand English, and thus he showed the old AFT with NRN as "(LU) CHUANDENG (JI) (2016) FT-200047" when he was requested to do so by the observer. In fact, the new ATF with NRN as (LU) CHUANDENG (JI)(2017) FT-200012 WAS onboard the vessel during the inspection process. It was due to language issue that the captain failed to provide the new ATF with the latest NRN. Kindly refer to the scanned copy of the new ATF (first page) indicating the latest NRN The IOTC vessel record indicated the National Registration Number as (LU)CHUANDENG (JI)(2017) FT-200012".

Regarding LU RONG YUAN YU 201/202/327 whose logbook was not numbered with sequential page numbers, kindly be advised that the mistake was made because of captain(s) replacement, and the vessel owner has been verbally warned and they are required again to number the logbook with sequential page numbers.

Regarding LU WEI YUAN YU 588 whose power supply unit to the VMS was mounted adjacent to the unit and was fitted with a power switch, kindly be advised that installation of a power switch for the VMS was the technical requirement of the VMS installer, the purpose of the switch is to provide power protection for the VMS in case of voltage fluctuation, and it does not mean that the crew would possibly tamper the VMS unit. Regarding the switch was installed near the unit, kindly be advised that the switch would normally be away from the VMS unit. However, since the VMS unit was installed in the captain's room and due to the limited space there, the switch had to be installed adjacent to the VMS unit.

Hope the information above could clarify the situation and please let me know if I could assist to answer further questions.

Warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China



LSTLVs – LU QING YUAN YU 106 (Deploy 418)

Participating Fleet

Email received 26/10/2017 from WAN Chen, Deputy Director.

CHINA

Possible • Several
infraction:

Dear Sir,

Reference is made to the email below and sorry for late reply due to frequent travels in the past several months, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 418-17.

Regarding QING YUAN YU 105 whose Red light shown on the vessel VMS was unclear if this indicates the unit is or isn't functioning properly. Kindly be advised that there was a VMS not working well on the vessel (hereinafter referred to as "the old VMS unit"), so the vessel was installed with another VMS unit sent to the vessel by a carrier vessel (hereinafter referred to as "the new VMS unit"). The new VMS unit was working well when the vessel was checked by the observer, and the picture taken by the observer as shown in the report was for the old VMS unit, and the picture may not prove that the new VMS unit was malfunctioning.

Regarding LU QING YUAN YU 106/108 and XIN SHI JI 82 whose vessel name(s)/marking (s) were unclear and could not read at distance, kindly be advised that these are because of rust and alga after long-time operation on the sea. LU QING YUAN YU 106/108 are now in Qingdao Port of China and would be repainted. XIN SHI JI 82 has been required by the vessel owner to repaint the vessel marking at most possible time.

Hope the information above could clarify the situation and please let me know if I could assist to answer further questions.

Warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China

LSTLVs – Several (Deploy 424)

Participating Fleet

Email received 26/10/2017 from WAN Chen, Deputy Director.

CHINA

Possible • Several

infraction:

Dear Sir,

Reference is made to the email below and sorry for late reply due to frequent travels in the past several months, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 424-17.

Regarding LU RONG YUAN YU 201/202 and HONG YANG 89 whose NRN is different between IOTC list and ATF, we would like to confirm that the NRN displayed on the vessel's ATF which was (LU)CHUANDENG(JI)(2016)FT-200048, (LU)CHUANDENG(JI)(2016)FT-200049 and (LU)CHUANDENG(JI)(2016)FT-200047 are the correct current NRN of the vessel respectively, and such NRN were communicated to the Secretariat on April 20, 2017 and confirmed by the Secretariat the update on April 21 with IOTC REF CHN-00115. It is also noted that the transshipments by those vessels took place in early June, which was more than 40 days later after the update, therefore, we believe such misunderstanding was because the observer was not made available the latest vessel information indicated on the IOTC website, and it should not be deemed as infraction.

Regarding Lu Rong Yuan Yu 189, LU RONG YUAN YU 169, LU RU YUAN YU 158 and LU RU YUAN YU 188 whose NRN is different between IOTC list and ATF, we would like to confirm that the NRN displayed on the vessel's ATF which was (LU)CHUANDENG(JI)(2017)FT-200030, (LU)CHUANDENG(JI)(2017)FT-200025, (LU)CHUANDENG(JI)(2017)FT-200033 and (LU)CHUANDENG(JI)(2017)FT-200032 are the correct current NRN of the vessel respectively, and such NRN were communicated to the Secretariat on April 25, 2017 and confirmed by the Secretariat the update on April 25 with IOTC REF CHN-00116. It is also noted that the transshipments by those vessels took place in early June, which was more than 40 days later after the update, therefore, we believe such misunderstanding was because the observer was not made available the latest vessel information indicated on the IOTC website, and it should not be deemed as infraction.

Hope the information above could clarify the situation and please let me know if I could assist to answer further questions.

Warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China

LSTLVs – LU RONG YUAN YU 327 (Deploy 432)

Participating Fleet

Email received 26/10/2017 from WAN Chen, Deputy Director.

CHINA

Possible • Fishing Logbook pages not consecutively numbered.

infraction:

Dear Sir,

Reference is made to the email below and sorry for late reply, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 432-17.

Regarding LU RONG YUAN YU 327 whose Fishing Logbook pages were not consecutively numbered, kindly be advised that the mistake was made because of captain replacement, and the vessel owner apologized for the same mistake as it was found already in the Report Ref 419-17. The vessel owner expressed that they would rectify the mistake by consecutively numbering the logbook pages, and we have verbally warned the vessel owner in this regard.

Hope the information above could clarify the situation and please let me know if I could assist to answer further questions.

Warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – LU RONG YUAN YU 169, LU RONG YUAN YU 201 (Deploy 434)

Participating Fleet

Email received 26/10/2017 from WAN Chen, Deputy Director.

CHINA

Possible

- The VMS unit was fitted with a power switch,

infraction:

- The LSTLV name on the bow of the vessel was partially worn away and was not visible or legible at a distance.

Dear Sir,

Reference is made to the email below and sorry for late reply, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 434-17.

Regarding LU RONG YUAN YU 169 whose VMS unit was fitted with a power switch, kindly be advised that, as reported back under Report Ref 419-17, the vessel owner bought the unit with the power switch from a dealer, and the Argos unit was so installed according to the instruction of unit specification. However, it does not mean that the Argos unit may be tampered by crew members.

Regarding LU RONG YUAN YU 201 whose name on the bow of the vessel was partially worn away and was not visible or legible at a distance, kindly be advise that the vessel has not been docking for one year before the transshipment took place. And long-time operation, including the friction between the vessel and carrier vessel during transshipment, has worn away partially the vessel name. However, we wish to advise that the vessel has been re-painted in September 2017 when docking, and the vessel name is now clear to read. Kindly refer to the picture below of the newly-painted vessel.

Hope the information above could clarify the situation and please let me know if I could assist to answer further questions.

Warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – Several (Deploy 431)

Participating Fleet

Email received 01/11/17 from WAN Chen, Deputy Director.

CHINA

Possible

- Several

infraction:

Dear Sir,

Reference is made to the email below and sorry for late reply, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 431-17.

Regarding TAI HONG 8 whose letters B and Z of the International Radio Call Sign (IRCS) markings was mostly worn away and not legible, kindly be advised that it is due to long-time operation on the sea, and the vessel owner has instructed the vessel master to paint the two letters to ensure clear reading.

Regarding ZHANG YUAN YU 22 whose VMS did not show an illuminated light, kindly be advised that the argos device shown in the picture by the observer was not the one currently used to report vessel position. The argos device was

installed onboard the vessel to comply with coastal state requirement if it is licensed to fish in the EEZ, and the device was in operation when the vessel was operating in the EEZ of a coastal state. And the VMS device when the observer was checking the vessel was a IMMARSAT, and it is functional and reporting normally to our VMS Center.

Regarding XIN SHI JI 82 whose bow markings were partially obscured by rust and partly worn away, kindly be advised that it is due to rust caused by paint quality. Noting it is not safe to paint it again on the sea, the vessel has been instructed by the vessel owner to paint it again when the vessel enters port

Regarding XIN SHI JI 37 whose neither of the VMS units showed power lights illuminated and appeared to be non-functional, kindly be advised that both Argos Marge V2 and Immarsat C (TT3022D) on board work well and reporting vessel positions normally to China VMS center. Perhaps the power lights were in trouble, but both the VMS devices were functional.

Regarding XIN SHI JI NO. 67 whose CLS Thorium TST100 VMS unit was fitted with a power switch, kindly be advised all VMS units are fitted with a power switch, but different types with different power switch or fitted at different position.

We also noted that, though it is not highlighted in yellow in the report, several vessels were not using official logbook, kindly be advised that we have communicated such mistake to each vessel owner in question and urge their attention to the mistake. In spite of various reasons, the vessel owners expressed their commitment to use official logbooks in line with relevant rule and requirement.

Hope the information above could clarify the situation and please let me know if I could assist to answer further questions.

Warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – Several (Deploy 440)

Letter received 30/11/2017 from Fisheries Agency

Participating Fleet

TAIWAN, CHINA

Possible

- The markings on the portside bow of the LSTLV display an additional "6" in the name applied in oriental character. The English name markings on the bow of the LSTLV were not legible

infraction:

With respect to the possible infractions about vessel marking raised in the Observer Report 435-17 and Observer Report 440-17, this Agency would like to inform you of the result of its investigation and actions taken based on its domestic regulations.

In report 440-17, the vessel, "YONG QING FA NO.688" (CT6-0954), was reported that its markings on the portside bow displayed an additional "6" in the name applied in oriental character and its English name markings on the bow were not legible. After receiving the abovementioned report, this Agency has immediately notified the vessel owner and required the markings to be repainted properly. Besides, according to the reported infraction, the markings of the vessel was neither clear nor identifiable, the vessel owner and master have been fined by this Agency 500,000 NT dollars and 100,000 NT dollars respectively based on its domestic regulations.

Sincerely yours,

Ming-Fen Wu

Ming-Fen WU
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 411)

Letter received 04/12/2017 from Fisheries Agency

**Possible
infraction:**

- Several

**Participating Fleet
TAIWAN, CHINA**

With respect to the Observer Report (411-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 14/06.

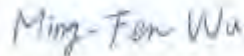
According to the report, there are 1 comment related to ATF and 5 comments related to VMS. Vessel “CHEN HSING NO.188” was reported by the observer that its ATF shown to the observer was authorised for the Atlantic Ocean only. According to our record, fishing license of this vessel is valid to operating in Indian Ocean during the transshipment. We have requested this vessel’s owner to inform the vessel captain to carry onboard and show the valid documents to the ROP observer when requested.

As for VMS, these fishing vessels, “YU HSING HSIANG NO.168”, “LIEN CHING YU NO.127”, “CHIEN WEI NO.3”, “HOME SHEEN” and “WOEN YU NO.168” were reported by the observer that the VMS were fitted with a powers switch. After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case,

please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 402)

Letter received 06/12/2017 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

**Possible
infraction:**

- Several

With respect to the Observer Report (402/16), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

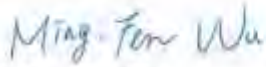
According to the report, there are 1 comment related to Logbook and 3 comments related to VMS. Vessel “FULL KUO SHENG” was reported by the observer that it did not make use of a fishing logbook in the prescribed format shortly prior to the transshipment. We have confirmed that the vessel did report its catches to this Agency daily through the e-logbook system during the transshipment trip and have requested the vessel owner to prepare enough logbooks onboard.

As for VMS, these fishing vessels, “DAR LONG CHENG NO.378”, “DAR LONG CHANG NO.2” and “HOME SHEEN” were reported by the observer that the VMS were fitted with a powers switch. After checking the VMS records, we confirmed that these fishing vessels had normally reported its navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case,

please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 417)

Letter received 07/12/2017 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible

- Several

infraction:

With respect to the Observer Report (417/17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 3 comment related to vessel marking and 2 comments related to VMS. Vessels “HUNG RUNG NO.2” and “YONG QING FA NO.688” were reported by the observer that the name on the bow were partially worn away and difficult to read and vessel “HE JHEN YI” was reported by the observer that name on stern overlaps with the previous name of the vessel making it difficult to read. We have already notified the vessels’ owners of such incidents and have requested the fishing vessels to repaint their markings once the operation of repainting is possible.

As for VMS, these fishing vessels, “HE JHEN YI” was reported by the observer that the power light on the VMS wasn’t turned on during the inspection, and vessel “HONG RONG NO.168” was reported by the observer that the VMS appears to have a switch and no power light. After checking the VMS records, we confirmed that these fishing vessels had normally reported its navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after entering into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop

identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 423)
Letter received 07/12/2017 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible • Several
infraction:

With respect to the Observer Report (423/17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 1 comment related to ATF, 1 comment related to Logbook and 2 comments related to vessel marking. Vessel “KHA YANG NO.399” was reported by the observer that was not shown an ATF. According to our record, fishing license of this vessel is valid to operate in Indian Ocean during the transshipment trip. We have requested this vessel’s owner to inform the vessel captain to carry onboard and show the valid documents to the ROP observer when requested.

As for Logbook, vessel “SHIN LIAN FA NO.338” was reported by the observer that page 2003432 of its fishing logbook was missing although the fishing dates were sequential from pages 2003431 to 2003433. We have confirmed the vessel did report its catches to this Agency daily through the e-logbook system during the fishing dates from page 2003431 to 2003433.

As for vessel marking, vessels “AN WOEN FA NO.168” and “AN WONE FA NO.3” were reported by the observer that the name on the bow was partially worn away and difficult to read. Through our investigation, we found these vessels’ markings would very likely wear out due to the erosion made by brine and sea wind. We have already notified the vessels’ owners of such incidents and have requested the fishing vessels to repaint their markings once the operation of repainting is possible.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 420)
Letter received 11/12/2017 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible •Several
infraction:

With respect to the Observer Report (420-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 1 comment related to ATF, 1 comment related to Logbook and 2 comments related to vessel marking. Vessel “MENG FA NO.322” was reported by the observer that the Authorisation to Fish shown during inspection expired on 24/02/2017. According to our record, fishing license of this vessel is valid to operate in Indian Ocean during the transshipment. We have requested this vessel’s owner to inform the vessel captain to carry onboard and show the valid documents to the ROP observer when requested.

As for Logbook, vessel “FENG KUO NO.669” was reported by the observer that the logbook was not bound, it was just stapled. Through our investigation, the vessel already used the new version of bounded logbook, each day record of which is composed of one pink and one white sheet, which pink sheet is tear-off to hand in this Agency and the white sheet shall be maintained onboard. Also, what the observer took in the photo was exact the white sheets, so the vessel had used bounded logbook and did not violate our domestic regulations concerning logbook. Therefore, we hope observers can suspend reporting such cases.

As for vessel marking, vessel “DAR LONG CHANG NO.2” was reported by the observer that name on stern is different to the name in the IOTC database (in IOTC database: Dar Long Chang No.2, on stern: Dar Long Chang 2). We have already notified the vessel’s owner of such incident and the vessel has repainted its marking.

Another case regarding vessel marking, vessel “FENG KUO NO.888” was reported

by the observer that the IRCS on side was different as on IOTC record and on AIF (on side: BJ3723, on IOTC record/ATF: BG3723), and the carrier vessel Ho Yuan transhipped again with the vessel on 22/04/2017 and IRCS was corrected. We have already notified the vessel's owner of such incident and have requested the vessel to be aware of its marking.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
 Ming-Fen Wu
 Section Chief
 Deep Sea Fisheries Division

LSTLVs – Several (Deploy 436)
Letter received 11/12/2017 from Fisheries Agency
Possible • Several
infraction:

Participating Fleet
TAIWAN, CHINA

With respect to the Observer Report (436/17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 1 comment related to ATF, 1 comment related to vessel marking and 2 comments related to VMS. Vessel “HUNG JUNG NO.68” was reported by the observer that its Authorisation to Fish (ATF) Indicated that the LSTLV could operate in unlimited waters but specifically listed the Pacific Ocean and not the Indian Ocean. According to our record, fishing license of this vessel is valid to operate in Indian Ocean during the transhipment. We have requested this vessel’s owner to inform the vessel captain to carry onboard and show the valid documents to the ROP observer when requested.

As for vessel marking, vessel “CHARNG LUEN NO.22” was reported by the observer that the vessel name on the bow was unclear and was not be legible at slightly further distances. We have already notified the vessel’s owner of such incidents and have requested the fishing vessel to repaint its markings once the operation of repainting is possible.

As for VMS, these fishing vessels, “MENG FA NO.312” and “FULL ALWAYS” were reported by the observer that the VMS were fitted with a power switch. After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transhipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However,

VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 450)

Email received 12/12/17 from WAN Chen, Deputy Director.

Possible •Several
infraction:

Participating Fleet
CHINA

Dear Sir,

Reference is made to the email below and sorry for late reply, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 450-17.

Regarding XIN SHI JI 37 whose VMS power light was OFF (Figure 3) and bow name was unclear and partially covered by algae making it difficult to read at a distance (Figure 4), kindly be advised that:

- 1) there are two VMS sets on the vessel, one is Argos Marge V2, another is TT3022D as a spare one. The Argos Marge V2 on board works well and send data normally. At that time TT3022D was not working so the indicative / power light was off.
- 2) the bow markings would be painted again when the vessel calls port, as it is not safe to do it at sea.

Regarding XIN SHI JI 86 whose ATF was out of date during inspection (31/03/2017), and the in date ATF faxed through (expiry 31/03/2020) provided by the captain was poor and the observer was unable to determine if the new ATF belonged to said vessel, kindly be advised that the current ATF was issued on April 1, 2017 with validity until March 31 2020. In fact, after verification with the captain by this side, we confirm that the original copy of current of AFT WAS onboard the vessel when the vessel was inspected. Unfortunately, due to language constrains, the captain showed only the faxed copy of ATF to the observer, rather than the original one in his cabin. Kindly refer to the attached scanned copy of current ATF of the vessel.

Regarding XIN SHI JI 82 whose bow name was unclear and partially obscured by rust making it difficult to read at a distance (Figure 6), kindly be advised that the bow markings would be painted again when the vessel calls port, as it is not safe to do it at sea.

Hope the information above could clarify the situation and please let me know if I could assist to answer further questions.

warm regards,

WAN Chen, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture, People's Republic of China.

LSTLVs – HUANG WANG (Deploy 430)**Participating Fleet****Letter received 15/12/2017 from Fisheries Agency****TAIWAN, CHINA****Possible
infraction:**

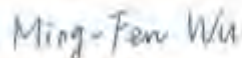
- VMS power light was flashing. Unclear if continuous power supply was being provided.

With respect to the Observer Report (430/17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there is 1 comment related to VMS. This fishing vessel, "HUANG WANG" was reported by the observer that the VMS power light was flashing, unclear if continuous power supply was being provided. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 430)**Participating Fleet****Letter received 15/12/2017 from Fisheries Agency****TAIWAN, CHINA****Possible**

- The VMS unit was fitted with a power switch.

infraction:

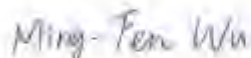
- The CLS LEO VMS unit was connected to a power switch.
- The VMS unit was fitted with a power switch

With respect to the Observer Report (442-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 3 comments related to VMS. These fishing vessels, "CHENG QING FENG" , "RUEY I SHYANG NO.10" and "RUEY I SHYANG NO.12" were reported by the observer that there is a switch connected to the VMS unit. After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

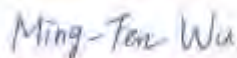
LSTLVs – Several (Deploy 446)**Participating Fleet****Letter received 18/12/2017 from Fisheries Agency****TAIWAN, CHINA****Possible** •Several
infraction:

With respect to the Observer Report (446-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 4 comments related to VMS. These 2 fishing vessels, “AN WEN FA NO.26” and “CHENG QING FENG” were reported by the observer that there is a switch connected to the VMS unit. The other 2 fishing vessels, “ MAAN YU FENG NO.2” and “MAAN YU FENG NO.1”were reported by the observer that couldn’t find any recognizable VMS unit in the bridge area. After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

LSTLVs – GUAN WANG (Deploy 437)**Participating Fleet****Letter received 18/12/2017 from Fisheries Agency****TAIWAN, CHINA****Possible**

- Unrecognised VMS Unit.

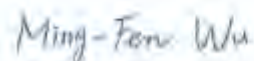
infraction:

With respect to the Observer Report (437), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there is 1 comment related to VMS. This fishing vessel, "GUAN WANG" was reported by the observer that there is an unrecognized VMS Unit. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

LSTLVs – Several (Deploy 403)**Participating Fleet****Letter received 18/12/2017 from Fisheries Agency****TAIWAN, CHINA****Possible** •Several
infraction:

With respect to the Observer Report (403-16), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 3 comments related to VMS. These fishing vessels, "SIN HUA FONG NO.168", "SIN HUA FONG NO.16" and "CHEN HSING NO.668" were reported by the observer that the VMS units were fitted with power switches. After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 421)**Letter received 19/12/2017 from Fisheries Agency****Participating Fleet****TAIWAN, CHINA****Possible** •Several
infraction:

With respect to the Observer Report (421/17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 2 comments related to vessel marking and 4 comments related to VMS. Vessels “HONG RONG NO.168” was reported by the observer that its bow markings were faded and unclear, and vessel “WOEN YU NO.168” was reported by the observer that its side marking was obscured by fouling. We have already notified the vessels’ owners of such incidents and have requested the fishing vessels to repaint their markings once the operation of repainting is possible.

As for VMS, these fishing vessels, “CHIA CHIN CHUN NO.26” and “LIEN YI HSING NO.368” were reported by the observer that the unit shown to the observer was a power supply unit, and “CHUAN HSING FA NO.10” and “HONG RONG NO.168” were reported by the observer that the VMS units couldn’t be identified. After checking the VMS records, we confirmed that these fishing vessels had normally reported its navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

LSTLVs – Several (Deploy 443)**Letter received 19/12/2017 from Fisheries Agency****Participating Fleet****TAIWAN, CHINA****Possible** •Several**infraction:**

With respect to the Observer Report (443-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 1 comment related to vessel marking and 5 comments related to VMS. Vessel “WEN DAR” was reported by the observer that its markings on the stern of the ship was worn and not visible. We have already notified the vessel’s owner of such incident and have requested the fishing vessel to repaint their markings once the operation of repainting is possible.

As for VMS, these fishing vessels, “DAR LONG CHANG NO.2”, “MAAN YU FENG NO.2”, “WEN DAR” and “SHYANG CHYANG NO.888” were reported by the observer that the VMS unit was fitted with a power switch, and vessel “MAAN YIH CHYUU NO.33” was reported by the observer that the power light of the VMS unit shown to the observer was not illuminated. After checking the VMS records, we confirmed that these fishing vessels had normally reported its navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case,

please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – SHUU CHANG NO.6 (Deploy 425)
Letter received 19/12/2017 from Fisheries Agency

Participating Fleet
TAIWAN, CHINA

Possible
infraction:

- The heavy amount of rust on the stern of the vessel made the vessels markings difficult to read from a distance

With respect to the Observer Report (425/17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there is 1 comment related to vessel marking. Vessel “SHUU CHANG NO.6” was reported by the observer that the heavy amount of rust on the stern of the vessel made the vessels markings difficult to read from a distance. We have already notified the vessel's owner of such incidents and have requested the fishing vessel to repaint their markings once the operation of repainting is possible.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 434)**Participating Fleet****Letter received 09/01/2018 from Fisheries Agency****TAIWAN, CHINA****Possible**

- The heavy amount of rust on the stern of the vessel made the vessels markings difficult to read from a distance

infraction:

With respect to the Observer Report (434-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 2 comments related to vessel marking and 1 comment related to VMS. Vessels “DER HAE NO.3” and “CHANG YING NO.69” were reported by the observer that their name markings on the bow were worn and not legible. We have already notified the vessels’ owners of such incidents and have requested the fishing vessels to repaint their markings once the operation of repainting is possible.

As for VMS, vessel “HE JHEN YT” was reported by the observer that its ARGOS CLS LEO unit fitted with a power switch. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

LSTLVs – Several (Deploy 419)**Participating Fleet****Letter received 13/02/2018 from Fisheries Agency****TAIWAN, CHINA****Possible**

- The power light of both units was OFF and both units were fitted with a power switch

infraction:

- VMS unit was fitted with a power switch
- The IOTC database indicated LSTLV Call sign as BH3486 but on the vessel markings and the ATF it appeared as BH3489.

Dear Mr. Domingue,

With respect to the Observer Report (419-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 1 comment related to vessel marking and 2 comments related to VMS. This fishing vessel, "SHIN SHUEN FAR NO.699" was reported by the observer that the IOTC database indicated LSTLV Call sign as BH3486 but on the vessel markings and the ATF it appeared as BH3489. According to our records, this vessel has been added into "Vessel List above 24 meter" since Feb 6th, 2017 and its call sign is indeed BH3489. We are regret to see that the observer did not actually confirm the information while conducting his duty. We would like the Secretariat and the ROP Consortium to immediately correct the comment and provide us the corrected report. Please also inform the ROP consortium that the observer shall be trained to confirm all the information on inspection carefully and comprehensively.

As for VMS, vessel "YU HSING HSIANG NO.168" was reported by the observer that the power light of both units was OFF and both units were fitted with a power switch. Vessel "SI CHUEN NO.212" was reported by the observer that VMS unit was fitted with a power switch. After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after entering into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices

onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 452)**Participating Fleet****Letter received 09/02/2018 from Fisheries Agency****TAIWAN, CHINA****Possible
infraction:**

- On the starboard side of the bow the "number" part of the name as well as the CT number was very difficult to read as the markings were worn away.
- The LSTLV name markings on the starboard bow was partially worn away and not clearly legible.
- The LSTLV VMS system was fitted with a power switch adjacent to the unit.

Dear Mr. Domingue,

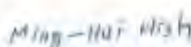
With respect to the Observer Report (452/17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 2 comments related to vessel marking and 1 comment related to VMS. Vessel "SIN HUA FONG NO.168" was reported by the observer that on the starboard side of the bow the "number" part of the name as well as the CT number was very difficult to read as the markings were worn away. Vessel "SIN HUA FONG NO.16" was reported by the observer that the LSTLV name markings on the starboard bow was partially worn away and not clearly legible. We have already notified these vessels' owners of such incidents and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.

As for VMS, vessel "YI JEN CHUN NO.668" was reported by the observer that the LSTLV VMS system was fitted with a power switch adjacent to the unit. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,


Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – DE HAI NO.12 (Deploy 454)**Letter received 06/02/2018 from Fisheries Agency****Participating Fleet****TAIWAN, CHINA****Possible**

- The LSTLV name displayed on the stern was unclear.

infraction:

Dear Mr. Domínguez,

With respect to the Observer Report (454-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there is 1 comment related to vessel marking. This fishing vessel, "DE HAI NO.12" was reported by the observer that the LSTLV name displayed on the stern was unclear. We have already notified the vessel owner of such incident and have requested the fishing vessel to repaint its markings once the operation of repainting is possible.

Should you have any questions about our investigation and actions on this case, please feel free to contact me at any time.

Sincerely yours,

Ming-Pen Wu
Ming-Pen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – YONG QING FA NO.666 (Deploy 458)**Letter received 31/01/2018****Participating Fleet****TAIWAN, CHINA****Possible**

- The LSTLV's VMS unit power light was not illuminated

infraction:

Mr Gerard Dominguez
Compliance Coordinator
Indian Ocean Tuna Commission
P.O. Box 1011, Seychelles

Dear Mr. Domínguez,

With respect to the Observer Report (458-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there is 1 comment related to VMS. This fishing vessel, "YONG QING FA NO.666" was reported by the observer that the LSTLV's VMS unit power light was not illuminated. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Pen Wu
Ming-Pen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – FENG CUO NO.668 (Deploy 439)**Participating Fleet****Letter received 31/01/2018****TAIWAN, CHINA****Possible**

- The observer was shown 3 different internal units as the VMS but none of them were resembled a known VMS system

infraction:

Dear Mr. Domingue,

With respect to the Observer Report (439-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there is 1 comment related to VMS. This fishing vessel, "FENG CUO NO.668" was reported by the observer that the observer was shown 3 different internal units as the VMS but none of them were resembled a known VMS system. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – HUNG RUNG NO.2 (Deploy 438)**Participating Fleet****Letter received 31/01/2018****TAIWAN, CHINA****Possible**

- The observer noted that the bow markings were obscured and difficult to read

infraction:

Dear Mr. Domingue,

With respect to the Observer Report (438-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there is 1 comment related to vessel marking. This fishing vessel, "HUNG RUNG NO.2" was reported by the observer that the bow markings were obscured and difficult to read. We have already notified the vessel owner of such incident and have requested the fishing vessel to repaint its markings once the operation of repainting is possible.

Should you have any questions about our investigation and actions on this case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu
Section Chief
Deep Sea Fisheries Division

LSTLVs – Several (Deploy 445)**Letter received 29/01/2018****Possible** • Consult table.**infraction:****Participating Fleet****TAIWAN, CHINA**

Dear Mr. Domingue,

With respect to the Observer Report (445/17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 1 comment related to VMS, 4 comments related to vessel marking, and 1 comment related to Logbook. Vessel "SHIN LIAN FA NO.36" was reported by the observer that there was a power switch fitted to the VMS unit. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

As for vessel marking, the name on the bow of vessel "LIEN SHENG FA", the name and NRN on bow of vessel "HONG RONG NO.168", the name and NRN on bow of vessel "MENG FA NO.322" and the name and NRN on the bow of vessel "GUAN WANG NO.21" were reported by the observer that they were partially worn away or obscured by algal growth, making them difficult to read. We have already notified these vessels' owners of such incidents and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.

As for Logbook, vessel "HE JHEN YI" was reported by the observer that the vessel's

Logbook was presented to the observer unbound, pages were contained loosely within. Through our investigation, the vessel had already used the new version of bounded logbook, each day record of which is composed of one pink and one white sheet, which pink sheet is tear-off to hand in this Agency and the white sheet shall be maintained outboard. What the observer took in the photo was exact the white sheets, so the vessel had used bounded logbook and did not violate our domestic regulations concerning logbook. Therefore, we hope observers can suspend reporting such case.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

LSTLVs – SHUN FENG NO.18, DER HAE NO.3 (Deploy 424)**Participating Fleet****Letter received 29/01/2018****TAIWAN, CHINA****Possible**

- The LSTLV was fitted with two CLS LEO VMS units. Both units were fitted with power switches.

infraction:

- The vessel name markings on the bow was not visible and the markings on the stern was only partially visible, but not legible.

Dear Mr. Domingue,

With respect to the Observer Report (424-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 1 comment related to vessel marking and 1 comment related to VMS. This fishing vessel, “DER HAE NO.3” was reported by the observer that the vessel name markings on the bow was not visible and the markings on the stern was only partially visible, but not legible. We have already notified the vessel owner of such incident and have requested the fishing vessel to repaint its markings once the operation of repainting is possible.

As for VMS, this fishing vessel, “SHUN FENG NO.18” was reported by the observer that the LSTLV was fitted with two CLS LEO VMS units, and both units were fitted with power switches. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after entering into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case,

please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

LSTLVs – CHENG QING FENG, CHENG QING FENG (Deploy 433)**Participating Fleet****Letter received 11/01/2018****TAIWAN, CHINA****Possible**

- VMS has an power switch connected to it

infraction:

- Argos Marge V2 with power switch.

Dear Mr. Domingue,

With respect to the Observer Report (433), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 2 comments related to VMS. This fishing vessel, "CHENG QING FENG" was reported on 2017/5/31 and 2017/6/21 by the observer that the VMS has a power switch connected to it. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

LSTLVs – MENG FA NO.312 (Deploy 441)**Participating Fleet****Letter received 11/01/2018****TAIWAN, CHINA****Possible**

- The VMS system was fitted with a power switch.

infraction:

Dear Mr. Domingue,

With respect to the Observer Report (441-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there is 1 comment related to VMS. "MENG FA NO.312" was reported by the observer that the VMS system was fitted with a power switch. After checking the VMS records, we confirmed that this fishing vessel had normally reported its navigation locations during the transshipment trip. In other words, this vessel did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

LSTLVs – Several (Deploy 429)Letter received 11/01/2018Possible
infraction:

- Consult table

Participating FleetTAIWAN, CHINA

Dear Mr. Domingue,

With respect to the Observer Report (429/17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 1 comment related to vessel marking and 3 comments related to VMS. This fishing vessel, “CHIN SHENG WIN” was reported by the observer that the LSTLV name and the NRN on the bow were worn and not legible. We have already notified the vessel owner of such incident and have requested the fishing vessel to repaint its markings once the operation of repainting is possible.

As for VMS, these fishing vessels, “WOEN DAR NO.168”, “WOEN YU NO.168” and “CHARNG LUEN NO.22” were reported by the observer that there is a switch connected to the VMS unit. After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after entering into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case,

please feel free to contact me at any time.

Sincerely yours,



Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

Appendix III

Responses received from the fleets after the deadline of 13/02/2018**LSTLVs – Several (Deploy 432)****Participating Fleet****Letter received 14/02/2018****TAIWAN, CHINA****Possible** • Consult table**infraction:**

Dear Mr. Domingue,

With respect to the Observer Report (432), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the report, there are 4 comments related to vessel marking and 5 comments related to VMS. Vessel “DE HAI NO.26” was reported by the observer that LSTLV name on the bow had started to wear away, vessel “DER HAE NO.3” was reported by the observer that LSTLV name on the bow had almost fully worn away and previous name on the stern was still visible, vessel “JUI DER NO.112” was reported by the observer that LSTLV name on the bow had partially worn away and Call Sign on the side had partially worn, and vessel “CHIEN WEI NO.3” was reported by the observer that the number “3” of LSTLV name on the bow had worn away. We have already notified these vessels’ owners of such incidents and have requested the fishing vessels to repaint their markings once the operation of repainting is possible.

As for VMS, vessels “SHANG FENG NO.3” on May 30 and July 16, “LIEN CHING YU NO.127” on June 6 and July 16, “CHIEN WEI NO.3” on July 12 were reported by the observer that VMS unit connect to a power switch. After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches

connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu

Section Chief

Deep Sea Fisheries Division

LSTLVs – Several (Deploy 461 & 463)

Letter received 14/02/2018

Possible • Consult table
infraction:

Participating Fleet
TAIWAN, CHINA

Dear Mr. Domingue,

With respect to the Observer Reports (461-17) and (463-17), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 17/06.

According to the reports, there are 2 comments related to VMS. Vessel "JIA YI FA" and "CHENG QING FENG" were reported by the observer on different dates in each report that the VMS has a power switch connected to it. After checking the VMS records, we confirmed that these fishing vessels had normally reported their navigation locations during the transshipment trips. In other words, these vessels did not violate our domestic regulations concerning VMS. Furthermore, in accordance with paragraph 8 and subparagraph c) under paragraph B) of Annex 1 of Resolution 15/03, a flag state shall ensure that its vessel monitoring devices onboard are temper resistant and the power supply of the devices is not interrupted. However, VMS devices onboard are allowed to be switched off after the entry into ports of fishing vessels and with prior approval of the flag state based on paragraph C) of the same Resolution. Therefore, we are of the view that VMS devices onboard with switches connected are permitted in accordance with the existing IOTC Resolution and the ROP observers shall stop identifying such incidents as infractions.

In addition, these 2 vessels were reported in duplicate cases related to VMS by the same ROP observer onboard the same carrier vessel in these two reports which the cruise dates are connected. These double reportings lead us to believe that the number of possible infractions of our fleet may increase unreasonably and affect our reputation of fleet management, which is absolutely non acceptable to us. We hereby require the Secretariat to inform the Consortium of this situation. The ROP reporters shall stop report vessels on duplicated cases while they are on the same carrier vessel during the same or near cruise dates.

Should you have any questions about our investigations and actions on each case, please feel free to contact me at any time.

Sincerely yours,

Ming-Fen Wu

Ming-Fen Wu
 Section Chief
 Deep Sea Fisheries Division

LSTLVs – Several (Deploy 419 & 414)**Participating Fleet****Letter received 05/03/2018****SEYCHELLES**

Possible • Consult table
infraction:

Carrier Vessel	Name	Comments	Comments
SEIYU	NF SEA GLORY NO.16	The name on the bow was partially obscured and difficult to read	Captain has made necessary corrections at sea to ensure vessel markings are clear. Furthermore vessel is expected to enter port in August 2017 for scheduled maintenance and necessary painting works if required.
KAIHO MARU	NF SEA GLORY NO.16	The name on the bow was partially obscured and difficult to read	Captain has made necessary corrections at sea to ensure vessel markings are clear. Furthermore vessel is expected to enter port in August 2017 for scheduled maintenance and necessary painting works if required.
	NF EASTERN STAR	VMS unit was fitted with a power switch.	Captain has removed the power switch.
	NF Woenfull No.168	The authorisation to fish that was shown to the observer by the master of the LSTLV did not match the Flag State template provided to the observer. In addition the ATF produced only allowed "AUTHORISATION TO FISH WITHIN MARINE AREAS UNDER THE JURISDICTION OF SEYCHELLES".	There was an valid authorization to fish (COA) on board the vessel. However due to miscommunication, the captain mistakenly provided the observer with a Seychelles Fishing License instead.

LSTLVs – Several (Deploy 440)**Participating Fleet****Letter received 05/03/2018****SEYCHELLES**

Possible • Consult table
infraction:

NEPTUNE No.1	Informed Captain to remove the Argos switch.
NEPTUNE NO.2	Informed Captain to remove the Argos switch.
NF DAFA NO.168	Markings repainted. Please refer to picture attached.



LSTLVs – Several (Deploy 434)

Letter received 05/03/2018

Possible • Consult table

infraction:

Participating Fleet

SEYCHELLES

Neptune No. 2	Informed Captain, markings will be corrected when possible / next port visit to Port Victoria
Chun I No.318	Markings repainted. Please refer to picture attached.



LSTLVs – Several (Deploy 447)**Participating Fleet****Letter received 05/03/2018****SEYCHELLES****Possible** • Consult table**infraction:**

Dear Freddy,

Regarding the vessel name on the stern was obscured by dirt and difficult to read for SAN CARLOS NO.3, I have already informed ship owner to ask Captain to clean the dirt on the stern.

Kind Regards, Amy

LSTLVs – Several (Deploy 452)**Participating Fleet****Letter received 05/03/2018****SEYCHELLES****Possible** • Consult table**infraction:**

NF INDIAN TUNA NO.9	The vessel's fishing logbook was one day short of being up to date. The last entry was on 23/10/2017.	Vessel was sailing to meet with the carrier vessel on that day and as the captain was busy preparing for the transshipment the following day, he had missed out recording an entry that the vessel was cruising on the day prior to the transshipment. The entry was filled in after the transshipment work was completed, and the captain was reminded to make sure the logbooks are up to date at all times.
NF EASTERN STAR	The vessel's logbook was one day short of being up to date. The last entry was made on 24/10/2017.	Vessel was still in operation on the day prior to the transshipment, and normally the catch on that day would normally be filled in the next day. However as the vessel was transshipping the next day, the captain was busy during the transshipment operation and has missed out recording the previous day's entry as per usual. The captain was only able to make an entry after all the work was completed. The captain was reminded to make sure the logbooks are up to date at all times.
INDIAN STAR	The LSTLV's fishing logbook was one day short of being up to date and completed up to 24/10/2017.	Vessel was sailing to meet with the carrier vessel on that day and as the captain was busy preparing for the transshipment the following day, he had missed out recording an entry that the vessel was cruising on the day prior to the transshipment. The entry was filled in after the transshipment work was completed, and the captain was reminded to make sure the logbooks are up to date at all times.
LONG YIELD NO.1	The number on the starboard bow was completely obscured by fouling.	Captain has been informed to make correction as soon as possible, and to provide picture.
FORTUNE NO.78	The LSTLV's fishing logbook was one day short of being up to date.	Vessel was sailing to meet with the carrier vessel on that day and as the captain was busy preparing for the transshipment the following day, he had missed out recording an entry that the vessel was cruising on the day prior to the transshipment. The entry was filled in after the transshipment work was

		completed, and the captain was reminded to make sure the logbooks are up to date at all times.
NF INDIAN TUNA NO.1	Fouling partly obliterated the name of the LSTLV on the starboard bow.	Captain has been informed to make correction as soon as possible, and to provide picture.

LSTLVs – Chun Ying No. 777, Keifuku Maru No. 1 (Deploy 409)**Participating Fleet****Letter received 15/03/2018****SEYCHELLES****Possible**

- The vessel had two different, overlapping, names on the stern,

infraction:

- The ATF shown during inspection was out of date. The vessel was inspected on 12/02/2017 but the ATF expired on 31/12/2016,
- The logbook was printed but unbound.

Chun Ying No. 777	In the vessel's previous port visit, they had planned to change the vessel's name to Full Always 108. Therefore they painted the new name on the vessel. However delays in the processing of the vessel documents (registry, COA) meant the owner changed their mind and decided to delay the change of name until the next port visit and let the vessel name stay as YUTUNA 212. It was probably due to weather and sea conditions which caused the paint covering the intended new vessel name to be removed. We have already informed ship owner to re-paint the vessel name (CHUN YING NO.777) and Port Victoria, and to provide pictures once its done.
Keifuku Maru No. 1	The Valid COA was located on board the vessels, but the captain showed the observer the COA for 2016. We have already reminded captain to show the observer the valid COA and bounded logbook during transshipment next time. Captain of Keifuku Maru No.1 has been using bound/printed Seychelles logbook. However for convenience of reporting back to office on a per month basis, captain fills in the same data on a monthly report (which is unbound) to fax/scan & email for ease of reporting back to the office. There was no intention to keep separate logbook copies.

LSTLVs – Several (Multiple Deployment)**Participating Fleet****Letter received 14/03/2018****Japan****Possible**

- Consult table.

infraction:**FISHERIES AGENCY****MINISTRY OF AGRICULTURE, FORESTRY AND FISHERIES, GOVERNMENT OF JAPAN**

1-2-1, Kasumigaseki, Chiyoda-ku, Tokyo 100-8907, Japan

TEL: *81-3-3502-8460 FAX: *81-3-3504-2649

14 March 2018

Dr. Christopher O'Brien,
IOTC Executive Secretary

Dear Dr. Christopher O'Brien,

In accordance with the paragraph 23 of the Resolution 14/06, I am writing to report results of our investigations and actions which have been taken regarding the Japanese vessels whose possible non-compliance activities were pointed out by the IOTC regional observers related to at-sea transshipments.

- **16 LSTLVs whose fishing logbooks were kept in inadequate manner (Fukuryu Maru No.21, Fukuseki Maru No.1, Fukuseki Maru No.7, Fukuseki Maru No.35, Fukutoku Maru No.38, Kotoshiro Maru No.58, Matsufuku Maru No.28, Myojin Maru No.3, Myojin Maru No.8, Ryoyoshi Maru No.8, Seifuku Maru No.88, Shoei Maru No.88, Shofuku Maru No.18, Taiyo Maru No.8, Taiyo Maru No.88, and Yahata Maru No.5)**
 - In most cases, allegations pointed out by observers were that the logbook was not properly numbered or it was unbound.
 - Through our investigation, the Fisheries Agency of Japan (FAJ) confirmed that almost all vessels maintained the logbook printed and bound using binder. As the Japanese delegation explained at the Compliance Committee meeting in 2017, FAJ has been replacing unbound logbooks with booklet-type logbooks, which resulted in the decrease in the number of such cases from 37 to 16. Also, FAJ has been promoting introduction of an electronic logbook system.
- **LSTLVs (Fukutoku Maru No.38) whose VMS was installed with power switch**
 - FAJ confirmed that the VMS system of the vessel was Inmarsat mini-C (FURUNO Felcom16) and it standardly comes with a power switch as the product specification. Such switch would be only used at the restart of the system on occurrence of malfunction. FAJ

also confirmed that the VMS system of the vessel had worked properly throughout the last year, and the VMS data were transmitted to and received by FAJ.

- **LSTLV (Daikichi Maru No.1) whose vessel name does not correspond with the name recorded in the IOTC authorized vessel list**
 - FAJ directed the vessel to re-paint from "DAIKICHI MARU 1" to "DAIKICHI MARU No.1" as recorded in the IOTC authorized vessel list. But, before re-painting is actually executed, the vessel was decommissioned and has been deleted from the IOTC authorized vessel list.

- **LSTLVs (Katsuei Maru No.8) whose VMS unit was not shown to the observer**
 - FAJ confirmed the VMS system of the vessel was Inmarsat C and it had worked properly around the transshipment day, and the VMS data was transmitted to and received by FAJ. Argos, which was pointed out by the IOTC regional observer, is the spare system which has not been used for almost ten years on the vessel.

- **LSTLV (Shofuku Maru No.18) whose VMS power light was not visible**
 - FAJ confirmed the VMS system of the vessel was Inmarsat mini-C and it had worked properly around the transshipment day, and the VMS data was transmitted to and received by FAJ. Argos, which was pointed out by the IOTC regional observer, is the spare system which has not been used for almost four years on the vessel.

Sincerely yours,



Shingo Ota

Japanese Commissioner to IOTC

LSTLVs – Several (Multiple Deployment)

Letter received 10.04.18

Possible • Consult table.
infraction:

Participating Fleet
Malaysia

FEEDBACK ON THE POSSIBLE INFRACTIONS HIGHLIGHTED ON THE IOTC OBSERVER REPORTS

1. REPORT NUMBER 404/16

DEPLOY. NUMBER	VESSEL NAME	INSPECTION DATE	INSPECTION COMMENTS	DATE REPORT SENT TO CPC	CPC FEEDBACK
404/16	KHAYANG 1	From: 03/12/2016	The name on the bow was partially obscured by rust and was	23/01/2017	The marking on vessels was worn away due to strong waves and rough sea. The vessel

	To: 15/12/2016	difficult to read (Error! Reference source not found.).	operator had repainted the vessels and markings.
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2. REPORT NUMBER 408/16

DEPLOY. NUMBER	VESSEL NAME	INSPECTION DATE	INSPECTION COMMENTS	DATE REPORT SENT TO CPC	CPC FEEDBACK
408/16	KHA YANG 3	From: 29/12/2016 To: 13/01/2017	KHA YANG 3. Missing logbook page# 30093. The observer was informed by the master of the LSTLV that that page was torn away by themselves because it was filled out incorrectly.	30/03/2017	The vessel operator had informed the Kha Yang 3 Captain to keep the logbook even if it was filled out incorrectly.



3. REPORT NUMBER 423/17

DEPLOY. NUMBER	VESSEL NAME	INSPECTION DATE	INSPECTION COMMENTS	DATE REPORT SENT TO CPC	CPC FEEDBACK

423/17	KHA YANG 9	From: 03/04/2017 To: 24/04/2017	The observer was not shown an ATF	09/05/2017	The ATF should be on board the vessel at all time with the valid fishing license as stated in the ATF.
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LSTLVs – Several (Multiple Deployment)**Participating Fleet****Email received 19.04.18****Korea****Possible** • Consult table.**infraction:**

No.	Deploy number	Vessel name	Inspection date	Inspection comment	Follow-up Measures
1	416	DONG WON NO. 637	23/03/17	The vessel name displayed on the LSTLV as well as the vessel name provided in the ATF was "NO. 637 DONG WON" and did not concur with the name "DONG WON NO. 637" provided in the IOTC vessel list.	Completed the process of changing names for the vessels in the IOTC vessel list to NO. 637 DONG WON in April, 2017
2	416	DONG WON NO. 638	24/03/17	The vessel name displayed on the LSTLV as well as the vessel name provided in the ATF was "NO. 638 DONG WON" and did not concur with the name "DONG WON NO. 638" provided in the IOTC vessel list.	Completed the process of changing names for the vessels in the IOTC vessel list to NO. 638 DONG WON in April, 2017
3	414	No. 88 HAE CHEON	31/03/17	The observer was shown a logbook which did not match the flag state template, and the pages were not consecutively numbered	Completed replacing log book to bound, numbered log book (20 March, 2018). Pictures are as attached.
4	414	No. 33 HAE CHEON	31/03/17	Same as above	No. 33 HAE CHEON is schedule to enter the port of Busan in June 2018, and its log book will be replaced to bound and numbered log book.

					Evidential pictures shall be provided.
5	414	No. 77 HAE CHEON	31/03/17	Same as above	Completed the replacement of replacing log book with bound, numbered log book in 20 March, 2018. Pictures shall be attached.
6	430	No. 33 HAE CHEON	27/05/17	F/V had a bound but unnumbered fishing logbook without numbering and did not match the flag state fishing logbook template. No electronic fishing logbook was shown.	No. 33 HAE CHEON is schedule to enter the port of Busan in June 2018, and its log book will be replaced to bound and numbered log book. Evidential pictures shall be provided.
7	431	No. 33 HAE CHEON	08/07/17	The fishing logbook was not in the same format as the flag state template provided to the observer. The logbook pages were not numbered with sequential page numbers.	No. 33 HAE CHEON is schedule to enter the port of Busan in June 2018, and its log book will be replaced to bound and numbered log book. Evidential pictures shall be provided.
8	431	No. 88 HAE CHEON	08/07/17	Same as above	Completed the replacement of replacing log book with bound, numbered log book in 20 March, 2018. Pictures shall be attached.
9	431	No. 77 HAE CHEON	09/07/17	Same as above	Completed the replacement of replacing log book with bound, numbered log book in 20 March, 2018. Pictures shall be attached.

10	448	No. 77 HAE CHEON	07/09/17	The vessels logbook was unbound, the pages were stapled together	Completed the replacement of replacing log book with bound, numbered log book in 20 March, 2018. Pictures shall be attached.
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