



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

Rapport établi par le Secrétariat de la CTOI, le 16 mai 2019

Conformément à l'exigence de la Résolution 18/06 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 2018.

Paragraphe 26. 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 IV** 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'Appendice I, sous sept catégories distinctes : Tableau 2, infractions présumées relatives aux autorisations de pêche (ATF) ; Tableau 3, infractions présumées relatives au Système de surveillance des navires (SSN) ; Tableau 4, infractions présumées relatives aux carnets de pêche ; Tableau 5, infractions présumées relatives au marquage des navires de pêche ; Tableau 6, infractions présumées relatives au Numéro d'immatriculation national (NRN) ; Tableau 7, infractions présumées relatives au quota individuel du navire ; Tableau 8, infractions présumées relatives à une déclaration erronée de thon rouge du sud (SBT). Les informations fournies dans les Tableaux 1 à 8 sont résumées à la Figure 1. Ces observations ont été faites par les observateurs dans l'exercice des fonctions qui leur incombent en vertu de la Résolution 18/06.

Annexe IV, 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.

Dans l'ensemble, en 2018, un total de 235 infractions présumées ont été enregistrées (2017: 249 / 2016: 474), dont :

- 58 concernaient le carnet de pêche (2017: 47 / 2016: 131),
- 51 concernaient le marquage des navires (2017: 72 / 2016: 121),
- 32 concernaient l'ATF (2017: 20 / 2016: 87),
- 68 concernaient le SSN (2017: 110 / 2016: 134),
- 12 concernaient la déclaration erronée de captures de SBT,

- 13 concernaient le NRN,
- 1 concernait le quota individuel du navire.

Ces infractions potentielles ont été communiquées aux flottes concernées participant au Programme, une fois que les rapports de déploiements concernés ont été validés par le Secrétariat de la CTOI.

Sur les 235 infractions présumées notifiées aux flottilles participantes, 230 (98%) réponses ont été reçues. La flottille d'Oman n'a pas donné suite à la notification pour les cas observés (5), comme indiqué au Tableau 1. Cinq flottilles, Japon, Corée (République de), Malaisie, Seychelles et Taiwan, Province de Chine, ont soumis des réponses avant la date limite du 12/03/2019, lesquelles sont incluses à l'Appendice II.

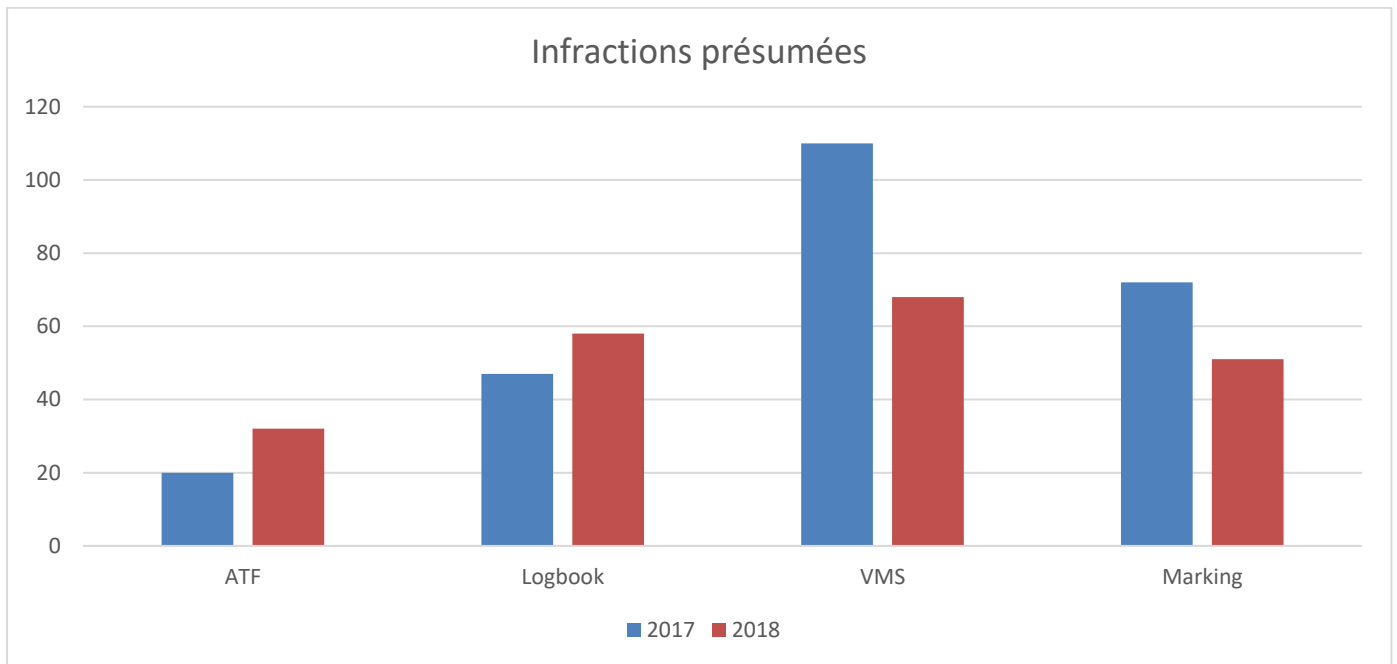


Figure 1 : Infractions présumées par catégorie dans le cadre du Programme de transbordements en mer en 2018 et 2017.

Les résultats des enquêtes menées par les flottes concernées dont les navires participent au Programme sont fournis à l'Appendice II pour les réponses obtenues avant le délai du 12/03/2019. Aucune réponse n'est parvenue après la date limite du 12/03/2019.

Tableau 1 - Récapitulatif des infractions présumées par type d'infraction et par flotte participante en 2018.

		Chine	Taiwan, Province de Chine	Japon	Corée	Malaisie	Oman	Seychelles	Total par catégorie
Autorisation de pêche(ATF)	Infractions présumées	19	8		2	2	1	0	32
	Réponses reçues	19	8		2	2	0	0	31
Système de Surveillance des Navires (SSN)	Infractions présumées	13	50	2			1	2	68
	Réponses reçues	13	50	2			0	2	67
Carnet de pêche	Infractions présumées	23	14	6	2	6	3	4	58
	Réponses reçues	23	14	6	2	6	0	4	55
Marquage des navires	Infractions présumées	18	27		1	1		4	51
	Réponses reçues	18	27		1	1		4	51
Autres (NRN, fausse déclaration de captures, quota de YTF *)	Infractions présumées	25	1*						26
	Réponses reçues	25	1						26
Total par flottille	Infractions présumées	98	100	8	5	9	5	10	235
	Réponses reçues	98	100	8	5	9	0	10	230

 Aucune infraction présumée signalée

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

Appendice I -Infractions présumées détectées en 2018.

Remarque : Les lignes surlignées en gris indiquent qu'une réponse a été reçue de la flottille concernée avant la date limite / Les lignes surlignées en orange indiquent qu'une réponse a été reçue de la flottille concernée après la date limite / les lignes qui ne sont pas surlignées indiquent qu'aucune réponse n'a été reçue de la flottille concernée.

Table 2 – Infractions présumées relatives aux autorisations de pêche (ATF).

N° de déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date du rapport envoyé à la CPC	Date de la réponse de la CPC
465	TAI HONG 7	CHN	07/01/18	Le Numéro de licence (LN) sur les différentes pages de l'ATF ne concordait pas. Le LN sur la page marquée « I. DÉTAILS DE L'IMMATRICULATION DU NAVIRE DE PÊCHE » était « GH-0683 » et le LN sur la page marquée « II. CONDITIONS DE PÊCHE APPROUVÉES » était GH-0424.	05/02/18	01/03/18
480	XIN SHI JI 76	CHN	29/03/18	Le NRN reflété sur l'ATF du LSTLV ((Zhe)ChuanDeng(Ji)(2015) FT 200060) n'était pas le même que le NRN « (Zhe)ChuanDeng(Ji)(2017)FT-200116 » fourni par le registre CTOI.	22/05/18	07/06/18
480	TAI HONG 7	CHN	15/04/18	Le NRN enregistré sur l'ATF du LSTLV (« (LU) CHUANDENG (JI) (2017) FT-200155 ») ne concordait pas avec le NRN fourni par la liste des navires CTOI. La liste des navires CTOI fournissait le NRN « (LU) CHUANDENG (JI) (2012) FT-200049 ».	22/05/18	07/06/18
484	SHEN HUI 01	CHN	30/04/18	Le document présenté comme ATF ne correspondait pas au modèle pour les navires chinois fournis par la CTOI	28/06/18	18/07/18
484	SHEN HUI 03	CHN	01/05/18	Le document présenté comme ATF ne correspondait pas au modèle pour les navires chinois fournis par la CTOI	28/06/18	18/07/18
484	Lu Rong Yuan Yu 159	CHN	03/05/18	Le document présenté comme ATF ne correspondait pas au modèle pour les navires chinois fournis par la CTOI	28/06/18	18/07/18
491	AN WUN FA No.6	TWN	14/05/18	L'ATF du navire avait expiré le 31/12/2017. Le capitaine a indiqué que le propriétaire du navire était en train de faxer une ATF en cours de validité au CV, mais le CV n'était pas équipé de FAX et aucun fax n'a été reçu.	03/08/18	06/09/18
496	YUAN TAI	TWN	20/06/18	L'ATF qui a été présentée ne comportait pas la bonne date, et était valable jusqu'au 31/03/2018	03/08/18	22/08/18
478	SHIN LIAN FA NO.168	TWN	19/03/18	Aucune ATF présentée à l'observateur pendant ou après l'inspection.	03/09/18	08/03/19
478	SHYE SHIN NO.31	TWN	28/04/18	L'ATF avait expiré le 17/02/2018.	03/09/18	08/03/19
478	SHANG YANG	TWN	01/05/18	Aucune ATF présentée à l'observateur. Le capitaine a indiqué qu'il ne la trouvait pas. C'est un nouveau capitaine sur le navire.	03/09/18	08/03/19
498	LU QING YUAN YU 106	CHN	17/06/18	Le document présenté comme ATF (2 pages) était dans un format différent, et les sceaux apposés sur ce document ne correspondaient pas avec les exemples fournis par la CTOI (4 pages).	03/09/18	02/02/19
498	LU QING YUAN YU 107	CHN	18/06/18	Le document présenté comme ATF (2 pages – Document No. 0000003307) n'était pas au même format que le modèle pour l'état du pavillon fourni par la CTOI (4 pages).	03/09/18	02/02/19
498	LU QING YUAN YU 108	CHN	19/06/18	Le document présenté comme ATF (2 pages – Document No. 0000003301) n'était pas au même format que le modèle pour l'état du pavillon fourni par la CTOI (4 pages).	03/09/18	02/02/19

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date du rapport envoyé à la CPC	Date de la réponse de la CPC
498	LU QING YUAN YU 105	CHN	19/06/18	Le document présenté comme ATF (2 pages – Document No. 0000003365) n'était pas au même format que le modèle pour l'état du pavillon fourni par la CTOI (4 pages).	03/09/18	02/02/19
487	HWA SHAN NO.302	TWN	06/06/18	ATF - ATF présentée en taïwanais, une ATF en anglais ayant expiré a été présentée. Les ATF anglaise et taïwanaise étaient dans l'ancien format et la date était au format taïwanais 109/01/05. Dans l'incapacité de déterminer si autorisé à pêcher dans l'Océan Indien. L'observateur a demandé que l'entreprise envoie par email l'ATF en anglais cours de validité, mais elle n'a pas été reçue.	03/09/18	11/03/19
497	PING TAI RONG 65	CHN	31/07/18	Cette ATF indiquait le NRN « (ZHE)CHUANDENG(JI)(2014)FT-200029 » qui ne correspondait pas au NRN « (ZHE)CHUANDENG(JI)(2017)T-2002383 » reflété dans les registres CTOI	01/09/18	05/03/19
502	NO.88 HAE CHEON	KOR	26/06/18	L'observateur a demandé l'ATF de l'état du pavillon et le LSTLV a présenté une ATF de l'état côtier qui avait été délivrée par le Mozambique. L'observateur n'a pas vu d'ATF de l'état du pavillon (Corée)	10/09/18	07/02/19
502	NO.77 HAE CHEON	KOR	28/06/18	L'observateur a demandé l'ATF de l'état du pavillon. Cependant, le LSTLV a présenté une ATF de l'état côtier qui avait été délivrée par le Mozambique. L'observateur n'a pas vu d'ATF de l'état du pavillon (Corée)	10/09/18	07/02/19
504	YI FENG NO.268	TWN	27/06/18	L'observateur a demandé l'ATF et a montré au capitaine de modèle d'ATF de Taiwan, Chine. Toutefois, le LSTLV n'a pu soumettre à l'observateur que le certificat d'inspection du navire en tant qu'ATF	11/09/18	20/09/18
494b	LI HSIANG	TWN	24/07/18	Lors de l'inspection, une ATF différente a été présentée à l'observateur. Elle portait le sceau officiel mais n'était pas au format du modèle.	12/09/18	01/02/19
500	Lu Rong Yuan Yu 159	CHN	01/06/18	Le document d'ATF présenté à l'observateur était un Certificat de Nationalité des navires de pêche (CFVN) périmé et non une ATF ; même s'ils sont assez similaires cela ne correspond pas au modèle de l'état du pavillon et ne comporte pas les signatures/sceaux d'autorisation. L'observateur a tenté de signaler cet élément à un officier subalterne à bord du LSTLV mais la barrière de la langue a empêché l'observateur d'obtenir une explication sur ce point.	12/09/18	11/03/19
500	LU WEI YUAN YU 188	CHN	05/06/18	La zone d'opérations autorisée indiquée sur l'ATF était pour l'Océan Pacifique	12/09/18	11/03/19
500	LU WEI YUAN YU 588	CHN	07/06/18	Le document d'ATF présenté à l'observateur était la première page (couverture) d'une ATF mais le reste du document était le CFVN du navire. Le numéro NRN figurant sur ce document correspondait à la base de données de la CTOI et à la déclaration de transbordement (FT200039) mais ce document ne contenait pas de zone d'opérations	12/09/18	11/03/19
500	LU WEI YUAN YU 688	CHN	09/06/18	L'ATF présentée à l'observateur ne contenait que deux des trois pages habituelles et l'observateur n'a pas été en mesure de confirmer l'opérateur du LSTLV ou d'identifier un NRN	12/09/18	11/03/19
500	SHEN HUI 05	CHN	12/06/18	L'observateur a pu consulter un document d'ATF avec des pages présentant trois différents NRN, deux ont été photographiés FT200011 et FT200013 mais le capitaine du LSTLV s'est montré réticent à une troisième photo mais une note a été prise (FT200021). De retour sur le CV, le capitaine du CV s'est adressé à l'observateur au nom du capitaine du LSTLV et lui a expliqué que l'un des documents d'ATF était issu d'une licence précédente. Ce NRN correspond aux informations de la base de données. La déclaration de transbordement et le registre CTOI pour le NRN de ce navire était FT200011.	12/09/18	11/03/19
500	SHEN HUI 04	CHN	19/06/18	L'ATF présentée à l'observateur était le CFVN du navire et il n'y avait pas de partie contenant une zone d'opérations, dans le document présenté deux numéros NRN étaient enregistrés l'un finissant par FT200012	12/09/18	11/03/19

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date du rapport envoyé à la CPC	Date de la réponse de la CPC
				et l'autre par FT200020. La déclaration de transbordement et le registre CTOI étaient les mêmes avec le NRN enregistré finissant par FT200010		
500	SHEN HUI 01	CHN	22/06/18	Le document d'ATF présenté à l'observateur était le CFVN, qui n'indiquait pas de zone d'opérations et portait un NRN différent, FT200009, que sur la déclaration de transbordement ou le registre CTOI, FT200007	12/09/18	11/03/19
500	JIN XIANG 9	CHN	05/07/18	L'ATF du LSTLV a expiré portant la date du 31/03/18, sur l'ATF l'entrée pour la zone d'opérations indiquait le Pacifique ouest et centre.	12/09/18	11/03/19
508	SINAW 16	OMN	29/07/18	La copie de l'ATF était différente de celle fournie le 09/05/18 pour le déploiement 490 et ne correspondait pas au modèle de l'état du pavillon	12/09/18	
509	KHA YANG 35	MYS	06/08/18	ATF - La date a expiré	12/09/18	12/03/19
517	KHA YANG 35	MYS	04/09/18	L'ATF présentée lors des vérifications à bord du LSTLV n'était valable que jusqu'au 11/07/18.	12/11/18	12/03/19

Table 3 – Infractions présumées relatives au Système de Surveillance des Navires (SSN).

N° de déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date du rapport envoyé à la CPC	Date de la réponse de la CPC
457	YI JEN CHUN NO.668	TWN	22/11/17	Un interrupteur était installé près de l'unité de SSN Argos (CLS) LEO.	02/02/18	18/09/18
457	SHENG FAN NO.119	TWN	02/12/17	Deux interrupteurs étaient installés très près des unités de SSN.	02/02/18	18/09/18
457	LIEN YI HSING NO.368	TWN	07/01/18	Un interrupteur était installé près du boîtier d'alimentation du SSN.	02/02/18	18/09/18
465	ZHANG YUAN YU 22	CHN	10/01/18	Le témoin lumineux était éteint. Le câble d'alimentation électrique n'était pas connecté à une source d'alimentation	05/02/18	01/03/18
470	SHENG FAN NO.399	TWN	09/01/18	L'unité de SSN était munie d'un interrupteur.	02/03/18	13/08/18
470	SHENG FAN NO.119	TWN	12/01/18	Les deux unités de SSN étaient munies d'un interrupteur.	02/03/18	13/08/18
470	YING TA HSIANG	TWN	16/01/18	L'unité Argos (CLS) LEO était munie d'un interrupteur.	02/03/18	13/08/18
470	SHENG HAI NO.127	TWN	20/01/18	L'unité Argos (CLS) LEO était munie d'un interrupteur.	02/03/18	13/08/18
470	CHARNG LUEN NO.22	TWN	23/01/18	Les deux unités de SSN étaient munies d'un interrupteur.	02/03/18	13/08/18
470	JAIN HSUAN NO.202	TWN	27/01/18	L'unité de SSN était munie d'un interrupteur.	02/03/18	13/08/18
466	NF INDIAN TUNA NO.1	SYC	03/02/18	Un interrupteur indépendant pour les deux systèmes de SSN était placé à un endroit différent (pas le même sur la photo). Les deux interrupteurs à gauche des photos étaient marqués comme interrupteurs SSN.	02/03/18	13/03/18
466	EVERGOLD NO.1	SYC	07/02/18	Le témoin lumineux du LSTLV était éteint.	02/03/18	13/03/18
479	HUNG RUNG NO.2	TWN	18/02/18	Le capitaine du LSTLV n'a pas été en mesure de montrer une unité de SSN à l'observateur mais il lui a montré une unité AIS (modèle : AIS-700).	23/03/18	01/02/19
460	FENG CUO NO.668	TWN	21/12/17	Il a été montré à l'observateur plusieurs unités SSN inconnues, toutes deux sont des unités d'alimentation électrique. Aucun SSN identifiable n'a été montré à l'observateur	21/05/18	01/02/19
483	HINODE MARU No.38	JPN	17/03/18	Le SSN à bord du Hinode Maru No.38 ne fonctionnait pas. Lorsque l'observateur l'a signalé au capitaine, le capitaine a informé l'observateur que le transbordement avait été demandé alors que l'unité de SSN est devenue défectueuse. Le capitaine a affirmé que le SSN était toujours opérationnel lorsque le navire a quitté le port au Mozambique. Le capitaine avait l'intention de naviguer jusqu'à Cape Town à la fin du transbordement pour faire réparer l'unité de SSN.	21/05/18	12/03/19
480	XIN SHI JI NO.67	CHN	29/03/18	L'unité de SSN était connectée via un interrupteur pouvant être manipulé depuis le pont.	22/05/18	07/06/18
480	XIN SHI JI 72	CHN	13/04/18	Lorsqu'il a été demandé au capitaine d'identifier le SSN du navire, le capitaine du LSTLV a montré une unité de détresse « JRC (NQE-887C) Inmarsat-C ». Le capitaine n'a pas été en mesure de montrer à l'observateur une autre unité ou antenne de SSN.	22/05/18	07/06/18
480	SHENG FAN NO.119	TWN	23/03/18	Le LSTLV était équipé d'unités de SSN ARGOS MAR GE V2 et ARGOS (Seimac) FVT. Ces deux unités étaient connectées via un interrupteur pouvant être manipulé depuis le pont.	22/05/18	01/02/19

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date du rapport envoyé à la CPC	Date de la réponse de la CPC
480	CHENG QING FENG	TWN	22/04/18	Équipement de SSN connecté à un interrupteur	28/06/18	01/02/19
484	HOME SHEEN	TWN	05/04/18	Le Système de Surveillance des Navires (SSN) CLS LEO était équipé d'un interrupteur qui était allumé lors de l'inspection à bord	28/06/18	23/02/19
484	DE HAI NO.12	TWN	17/05/18	Le SSN CLS LEO du LSTLV était muni d'un interrupteur	28/06/18	23/02/19
484	CHARNG LUEN NO.22	TWN	02/06/18	Le SSN CLS LEO du LSTLV était muni d'un interrupteur	28/06/18	23/02/19
484	SINAW 16	OMN	10/04/18	Le SSN du LSTLV était muni d'un interrupteur	28/06/18	
491	CHENG QING FENG NO.268	TWN	13/05/18	Il n'y avait pas d'unité de SSN sur le pont mais il y avait deux boîtiers d'alimentation, l'un éteint et l'autre allumé ; on ne savait pas quel boîtier était connecté à l'antenne non marquée, située au-dessus du pont.	03/08/18	06/09/18
492	CHUAN YI	TWN	24/05/18	L'unité de SSN était connectée à un interrupteur.	03/08/18	15/02/19
492	YI FENG NO.168	TWN	31/05/18	L'unité de SSN était connectée à un interrupteur.	03/08/18	15/02/19
492	YI FENG NO.682	TWN	31/05/18	L'unité de SSN était connectée à un bloc d'alimentation CC muni d'un interrupteur. Le bloc d'alimentation CC était aussi connecté à un interrupteur.	03/08/18	15/02/19
495	FENG CUO NO.668	TWN	30/05/18	Une unité AIS a été montrée à l'observateur au lieu d'un SSN	03/08/18	01/02/19
495	SHIN LIAN FA NO.168	TWN	07/06/18	Une unité AIS a été montrée à l'observateur au lieu d'un SSN	03/08/18	01/02/19
496	WIN LONG	TWN	12/06/18	Le SSN CLS Triton était connecté à un interrupteur et n'était pas allumé lorsque l'observateur a procédé à la vérification	03/08/18	22/08/18
478	MAAN YU FENG NO.1	TWN	15/03/18	Deux unités de SSN avec tous deux les voyants allumés. Elles sont installées près d'un bloc d'alimentation muni d'un interrupteur.	03/09/18	08/03/19
478	JINN JYI CHYUN NO.66	TWN	16/03/18	L'unité de SSN est connectée à un bloc d'alimentation muni d'un interrupteur.	03/09/18	08/03/19
478	FENG CUO NO.668	TWN	06/04/18	Le navire a indiqué à l'observateur que l'unité AIS photographiée ci-dessous était le SSN du bateau. Après un examen de plus près, cette unité AIS est inscrite avec le modèle : AMTEL CAMINO - 101 CLASS B AIS. Le navire n'a pas montré d'antenne aérienne à l'observateur et il n'a pas pu identifier l'antenne qu'il pensait être prévue pour le SSN, cette antenne avait été précédemment utilisée pour une unité de SSN de type Argos Marge	03/09/18	08/03/19
478	LIEN SHENG FA	TWN	03/05/18	L'unité de SSN était aussi connectée à un interrupteur.	03/09/18	08/03/19
478	FENG CUO NO.668	TWN	11/05/18	Le navire a indiqué à l'observateur que l'unité AIS photographiée ci-dessous était le SSN du bateau. Après un examen de plus près, cette unité AIS est inscrite avec le modèle : AMTEL CAMINO - 101 CLASS B AIS. Le navire n'a pas montré d'antenne aérienne à l'observateur et il n'a pas pu identifier l'antenne qu'il pensait être prévue pour le SSN, cette antenne avait été précédemment utilisée pour une unité de SSN de type Argos Marge	03/09/18	08/03/19
498	LIEN YI HSING NO.368	TWN	01/07/18	L'unité SSN CLS (511111) était munie d'un interrupteur.	03/09/18	20/02/19
498	CHIEN WEI NO.3	TWN	11/07/18	Les deux unités de SSN étaient munies d'un interrupteur.	03/09/18	20/02/19
498	LU QING YUAN YU 107	CHN	18/06/18	Le témoin lumineux du SSN n'était pas allumé.	03/09/18	02/02/19

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date du rapport envoyé à la CPC	Date de la réponse de la CPC
498	LU QING YUAN YU 105	CHN	19/06/18	Le témoin lumineux du SSN était éteint et l'unité de SSN était munie d'un interrupteur qui était éteint.	03/09/18	02/02/19
487	CHIEN WEI NO.3	TWN	05/05/18	SSN - Deux systèmes de SSN présents, tous deux munis d'interrupteurs	03/09/18	11/03/19
487	ZHANG YUAN YU 21	CHN	14/05/18	Aucune unité à l'intérieur du pont n'a été présentée à l'observateur mais une antenne Sailor Capsat TT3027D était présente sur le pont supérieur	03/09/18	02/02/19
487	ZHANG YUAN YU 22	CHN	22/05/18	SSN - aucune unité de SSN sur le pont présentée à l'observateur. Antenne Sailor Capsat sur le pont supérieur.	03/09/18	02/02/19
487	LU QING YUAN YU 101	CHN	02/06/18	SSN - Le témoin lumineux du SSN n'était pas allumé. Le capitaine du LSTLV a montré un autre écran à l'observateur et a insisté sur le fait que le SSN fonctionnait.	03/09/18	02/02/19
506	XIN SHI JI 72	CHN	03/08/18	Aucune unité de SSN présentée à l'observateur lors de l'arraisonnement. Le capitaine du navire de pêche a expliqué à l'observateur qu'il envisageait de naviguer jusqu'à l'île Maurice pour en obtenir une nouvelle. Antenne de SSN présente.	10/09/18	19/02/19
497	PING TAI RONG 303	CHN	18/06/18	Le témoin lumineux du SSN était éteint. L'alimentation de l'instrument était directement câblée dans un interrupteur sur le tableau de distribution. Le capitaine a indiqué que l'alimentation était allumée mais que le témoin lumineux était défaillant.	01/09/18	05/03/19
502	HUNG HUI NO.112	TWN	09/07/18	L'unité de SSN était munie d'un interrupteur.	10/09/18	20/02/19
504	SHIN LIAN FA NO.36	TWN	20/07/18	L'unité de SSN était munie d'un interrupteur.	11/09/18	20/09/18
513	AN WUN FA NO.6	TWN	29/07/18	L'unité de SSN était connectée à un interrupteur et était allumée lors de l'inspection	14/09/18	12/03/19
513	AN WONE FA NO.3	TWN	30/07/18	L'unité de SSN était connectée à un interrupteur.	14/09/18	12/03/19
513	AN WEN FA NO.2	TWN	31/07/18	L'unité de SSN était connectée à un interrupteur et était allumée lors de l'inspection	14/09/18	12/03/19
513	SHUI HO CHENG	TWN	03/08/18	L'unité de SSN était connectée à un interrupteur et était allumée lors de l'inspection	14/09/18	12/03/19
513	JIA YI FA	TWN	04/08/18	L'unité de SSN était connectée à un interrupteur et était allumée lors de l'inspection	14/09/18	12/03/19
513	CHANG YING NO.69	TWN	05/08/18	L'unité de SSN était connectée à un interrupteur et était allumée lors de l'inspection	14/09/18	12/03/19
513	LIEN SHENG FA	TWN	05/08/18	L'unité de SSN était connectée à un interrupteur et était allumée lors de l'inspection	14/09/18	12/03/19
513	WOEN DAR NO.168	TWN	08/08/18	L'unité de SSN était connectée à un interrupteur et était allumée lors de l'inspection	14/09/18	12/03/19
513	WEN DAR	TWN	08/08/18	L'unité de SSN était connectée à un interrupteur et était allumée lors de l'inspection	14/09/18	12/03/19
513	FENG KUO NO.568	TWN	10/08/18	L'unité de SSN était munie d'un interrupteur qui était enveloppé d'un ruban adhésif électrique et était allumée lors de l'inspection	14/09/18	12/03/19
510	LIEN YI HSING NO.368	TWN	11/08/18	L'observateur a demandé à voir le SSN, le capitaine du LSTLV a signalé une alimentation électrique. Cette alimentation électrique était reliée à une unité de SSN CLS LEO qui était éteinte. Le raccord entre l'alimentation électrique et le SSN était muni d'un interrupteur.	27/09/18	26/02/19

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date du rapport envoyé à la CPC	Date de la réponse de la CPC
510	YI FENG NO.168	TWN	15/08/18	Le système de SSN du YI FENG NO.168 était muni d'un interrupteur situé sous l'unité.	27/09/18	26/02/19
510	YI FENG NO.682	TWN	15/08/18	L'unité de SSN (No508578) était munie d'un interrupteur.	27/09/18	26/02/19
510	YI FENG NO.816	TWN	15/08/18	L'unité de SSN était alimentée par une alimentation électrique munie d'un interrupteur.	27/09/18	26/02/19
515	HINODE MARU No.38	JPN	19/08/18	Le système de surveillance des navires du LSTLV (SSN [MARGE V3]) était alimenté par une alimentation électrique branchée dans une prise de courant. Cette prise de courant pouvait être débranchée pour interrompre la mise sous tension de l'unité.	09/10/18	515
517	CHENG QING FENG	TWN	04/09/18	Le SSN était muni d'un interrupteur.	12/11/18	15/02/19
525	CHENG QING FENG	TWN	03/11/18	Le SSN était muni d'un interrupteur.	16/11/18	15/02/19
530	CHENG QING FENG	TWN	28/11/18	Le SSN était muni d'un interrupteur.	09/01/19	15/02/19
514	LONG XING 637	CHN	05/09/18	L'unité de SSN ne présentait pas de témoin lumineux et l'observateur n'a pas été en mesure de vérifier si le SSN était allumé	09/01/19	18/02/19
514	XIN SHI JI 72	CHN	17/09/18	Aucun témoin d'alimentation visible sur l'unité de SSN L'observateur n'a pas été en mesure de vérifier si le SSN était allumé	09/01/19	18/02/19
514	LU QING YUAN YU 107	CHN	12/10/18	Aucun témoin d'alimentation visible sur le SSN. Le capitaine du LSTLV a indiqué que le SSN était cassé à cause du mauvais temps	09/01/19	18/02/19

Tableau 4 – Infractions présumées relatives aux carnets de pêche.

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date rapport envoyé à la CPC	Date réponse de la CPC
467	FUKUSEKI MARU No.31	JPN	19/12/17	Dans le carnet de pêche observé du LSTLV, les pages originales (blanches) et leurs copies (jaunes) numérotées 2 (2-1 et 2-2) et 3 (3-1 et 3-2) étaient manquantes. Ces pages ont été arrachées du carnet.	02/02/18	12/03/19
467	KOEI MARU No.1	JPN	21/12/17	Le carnet de pêche ne correspondait pas au modèle de carnet de pêche japonais remis à l'observateur.	02/02/18	12/03/19
465	YUANYOU516	CHN	26/12/17	Le carnet de pêche prévoyait un espace pour numéroté les pages mais les pages n'étaient pas numérotées sur les pages du carnet de pêche examinées.	05/02/18	01/03/18
465	YUANYOU 816	CHN	27/12/17	Aucune des données des intitulés du carnet de pêche n'était renseignée (détails sur le navire et l'engin etc.). Seule la partie relative à l'activité de pêche et à la composition des captures était remplie. Les pages du carnet de pêche n'étaient pas numérotées.	05/02/18	01/03/18
465	YUANYOU 618	CHN	27/12/17	Les détails du navire et de l'engin (intitulé du carnet de pêche) n'étaient pas renseignés sur le carnet de pêche. Seule la partie sur l'activité de pêche du carnet de pêche était renseignée. Les pages du carnet de pêche n'étaient pas numérotées.	05/02/18	01/03/18
465	YUANYOU 518	CHN	28/12/17	Les pages du carnet de pêche n'étaient pas numérotées..	05/02/18	01/03/18
465	YUANYOU 616	CHN	28/12/17	Les données des intitulés du carnet de pêche n'étaient pas renseignées (Pas de nom du navire, détails sur les engins ou numéros de page). Les pages du carnet de pêche n'étaient pas numérotées.	05/02/18	01/03/18
465	LU RONG YUAN YU 169	CHN	29/12/17	Les pages du carnet de pêche n'affichaient pas les numéros de page.	05/02/18	01/03/18
465	TAI HONG 6	CHN	07/01/18	Les pages du carnet de pêche n'étaient pas numérotées.	05/02/18	01/03/18
465	NO.11 HAE CHEON	KOR	06/01/18	Les pages du carnet de pêche n'étaient pas numérotées et le carnet de pêche n'était pas relié.	05/02/18	07/05/19
468	TAIWA MARU No.8	JPN	18/01/18	Les pages du carnet de pêche n'étaient pas reliées.	01/03/2018	12/03/19
473	KHA YANG 7	MYS	25/01/18	Les intitulés du carnet de pêche demandant les détails sur le navire et la marée n'étaient pas renseignés.	01/03/18	12/03/19
473	KHA YANG 1	MYS	26/01/18	Les intitulés du carnet de pêche demandant les détails sur le navire et la marée n'étaient pas renseignés.	01/03/18	12/03/19
473	KHA YANG 35	MYS	26/01/18	Les intitulés du carnet de pêche demandant les détails sur le navire et la marée n'étaient pas renseignés.	01/03/18	12/03/19
472	NO.117 DONG WON	KOR	28/01/18	Le carnet de pêche était imprimé et relié mais les pages n'étaient pas marquées avec des numéros de pages séquentiels.	02/03/18	07/02/19
464	HSIANG FA NO.18	SYC	02.01.18	Le mois et l'année étaient enregistrés sur le carnet de pêche mais pas les jours individuels.	23/03/18	18/02/19
483	WAKASHIO MARU No.58	JPN	20/03/18	Les feuilles du carnet de pêche montrées à l'observateur étaient imprimées et non reliées. Les feuilles du carnet de pêche étaient conservées dans un classeur.	21/05/18	12/03/19
481	HSIN MING SHENG NO.18	TWN	02.01.18	Les pages du carnet de pêche n'étaient pas numérotées de façon consécutive, la Page 2007692 était manquante.	22/05/18	01/02/19
499	FUKUTOKU MARU No.38	JPN	02/06/18	Les pages du carnet de pêche électronique n'étaient pas numérotées. L'espace prévu pour numéroté les pages était laissé vide	21/06/18	12/03/19
499	FUKUTOKU MARU No. 88	JPN	07/06/18	Les pages du carnet de pêche électronique n'étaient pas numérotées. L'espace prévu pour numéroté les pages était laissé vide	21/06/18	12/03/19

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date rapport envoyé à la CPC	Date réponse de la CPC
480	KHA YANG 5	MYS	15/04/18	Intitulé des pages du carnet de pêche non renseigné avec les informations pertinentes sur le LSTLV	28/06/18	12/03/19
484	SINAW 16	OMN	10/04/18	Le carnet de pêche du LSTLV se composait de cinq pages imprimées non reliées agrafées entre elles. La partie de l'intitulé (détails sur le navire) du carnet de pêche ne comportait que le nom du LSTLV imprimé, le reste n'était pas renseigné. Le carnet de pêche n'avait que la capture et position quotidiennes enregistrées mais pas de numéros de pages. Le carnet de pêche utilisé par le LSTLV ne correspondait pas aux modèles omanais fournis par la CTOI.	28/06/18	
484	LU RONG YUAN YU 599	CHN	27/04/18	Les pages du carnet de pêche du LSTLV n'étaient pas marquées avec des numéros de pages consécutifs	28/06/18	18/07/18
484	SHEN HUI 04	CHN	30/04/18	Les pages du carnet de pêche du LSTLV n'étaient pas numérotées.	28/06/18	18/07/18
484	SHEN HUI 06	CHN	01/05/18	Les pages du carnet de pêche du LSTLV n'étaient pas numérotées. Les informations des intitulés du carnet de pêche n'étaient pas renseignées	28/06/18	18/07/18
484	LU RONG YUAN YU 202	CHN	11/05/18	Les pages du carnet de pêche n'étaient pas numérotées avec des numéros de pages séquentiels.	28/06/18	18/07/18
495	DER HAE NO.3	TWN	29/05/18	La page N° 1042202484 du carnet de pêche était manquante, le capitaine du LSTLV a justifié ceci en disant qu'il avait renversé du café sur la page et qu'il l'avait retirée du carnet de pêche	03/08/18	01/02/19
498	LU QING YUAN YU 105	CHN	19/06/18	Le carnet de pêche n'était rempli que jusqu'au 30/03/2018. L'observateur a demandé si le capitaine avait d'autres enregistrements des captures mais le capitaine n'a pas été en mesure de fournir d'autres preuves de la tenue de registre de captures.	03/09/18	02/02/19
487	SHUENN PERNG NO.202	SYC	12/05/18	Carnet de pêche - Carnet de pêche se détachant et n'étant plus relié	03/09/18	18/02/19
487	HSIANG FA NO.18	SYC	17/05/18	Carnet de pêche– lors des vérifications, le carnet de pêche n'était pas relié car la reliure était cassée	03/09/18	18/02/19
487	LONGXING635	CHN	01/05/18	Carnet de pêche- Pages non numérotées consécutivement, numéros n'ont écrits. Il s'agissait d'un modèle de 2015 (voir appendice A). Il était toutefois relié et mis à jour.	03/09/18	02/02/19
487	LONGXING638	CHN	02/05/18	Carnet de pêche- Pages non numérotées consécutivement. Le carnet de pêche était un modèle de 2015 (voir appendice A).	03/09/18	02/02/19
497	PING TAI RONG 70	CHN	03/06/18	Les informations des intitulés des carnets de pêche n'étaient pas renseignées, sauf le numéro de page et l'année.	01/09/18	05/03/19
497	PING TAI RONG 68	CHN	11/06/18	Les informations des intitulés des carnets de pêche n'étaient pas renseignées	01/09/18	05/03/19
490	SINAW 16	OMN	09/05/18	Le carnet de pêche du LSTLV n'était pas relié et se composait d'une seule feuille de papier. Aucun registre des journaux soumis avant le 11/04/18	12/09/18	
500	HONG YANG 89	CHN	03/07/18	Le carnet de pêche présenté n'a pas été reconnu par l'observateur comme correspondant au modèle de l'état du pavillon. Les feuilles du carnet de pêche étaient détachées, attachées dans un dossier en plastique, la partie supérieure de l'activité de pêche récente pertinente n'avait pas été remplie, aucune ne comportait de numéros de page, les pages n'étaient pas numérotées consécutivement	12/09/18	11/03/19
500	LU RONG YUAN YU 201	CHN	04/07/18	Le carnet de pêche présenté n'a pas été reconnu par l'observateur comme correspondant au modèle de l'état du pavillon. Il était relié mais la couverture extérieure avait été couverte et aucune identification en pouvait être faite, la partie des numéros de page n'avait pas été renseignée, les pages n'étaient pas numérotées consécutivement	12/09/18	11/03/19

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date rapport envoyé à la CPC	Date réponse de la CPC
500	JIN XIANG 9	CHN	05/07/18	Les sections supérieures du carnet de pêche n'étaient pas renseignées et ne comportaient pas de numéros de page même si la partie relative à la pêche était à jour, les pages n'étaient pas numérotées consécutivement	12/09/18	11/03/19
503	SHYANG CHYANG NO.88	TWN	25/07/18	Les pages n'étaient pas numérotées de façon consécutive dans le carnet de pêche. La page 49 était manquante des pages 45-50. Le capitaine a indiqué à l'observateur qu'il avait déchiré la page et l'avait donc retirée du carnet.	12/09/18	01/02/19
508	SINAW 16	OMN	29/07/18	Le carnet de pêche du LSTLV n'était pas relié et se composait de trois feuilles de papier. Ces feuilles n'étaient pas numérotées consécutivement et chaque feuille était numérotée « 1 »	12/09/18	
513	CHEN YI FA NO.6	TWN	28/07/18	L'intitulé du carnet de pêche, qui incluait le nom du navire, le NRN et l'indicatif d'appel radio international (IRCS), n'était pas renseigné sur les pages du carnet de pêche. Ces pages du journal ne pouvaient donc pas être clairement reliées au LSTLV	14/09/18	12/03/19
513	FWU TSAIR YIH NO.2	TWN	28/07/18	L'intitulé du carnet de pêche, qui incluait le nom du navire, le NRN et l'IRCS, n'était pas renseigné sur les pages du carnet de pêche. Ces pages du journal ne pouvaient donc pas être clairement reliées au LSTLV	14/09/18	12/03/19
513	HUNG JIE WEI NO.21	TWN	28/07/18	L'intitulé du carnet de pêche, qui incluait le nom du navire, le NRN et l'IRCS, n'était pas renseigné sur les pages du carnet de pêche. Ces pages du journal ne pouvaient donc pas être clairement reliées au LSTLV	14/09/18	12/03/19
513	AN WUN FA NO.6	TWN	29/07/18	L'intitulé du carnet de pêche, qui incluait le nom du navire, le NRN et l'IRCS, n'était pas renseigné sur les pages du carnet de pêche. Ces pages du journal ne pouvaient donc pas être clairement reliées au LSTLV	14/09/18	12/03/19
513	FWU FA NO.6	TWN	31/07/18	L'intitulé du carnet de pêche, qui incluait le nom du navire, le NRN et l'IRCS, n'était pas renseigné sur les pages du carnet de pêche. Ces pages du journal ne pouvaient donc pas être clairement reliées au LSTLV	14/09/18	12/03/19
513	CHING KUO YU FA HAO	TWN	04/08/18	L'intitulé du carnet de pêche, qui incluait le nom du navire, le NRN et l'IRCS, n'était pas renseigné sur les pages du carnet de pêche. Ces pages du journal ne pouvaient donc pas être clairement reliées au LSTLV	14/09/18	12/03/19
513	EAGLE	TWN	04/08/18	L'intitulé du carnet de pêche, qui incluait le nom du navire, le NRN et l'IRCS, n'était pas renseigné sur les pages du carnet de pêche. Ces pages du journal ne pouvaient donc pas être clairement reliées au LSTLV	14/09/18	12/03/19
513	GUAN WANG NO.21	TWN	06/08/18	L'intitulé du carnet de pêche, qui incluait le nom du navire, le NRN et l'IRCS, n'était pas renseigné sur les pages du carnet de pêche. Ces pages du journal ne pouvaient donc pas être clairement reliées au LSTLV	14/09/18	12/03/19
513	DER HAE NO.3	TWN	07/08/18	L'intitulé du carnet de pêche, qui incluait le nom du navire, le NRN et l'IRCS, n'était pas renseigné sur les pages du carnet de pêche. Ces pages du journal ne pouvaient donc pas être clairement reliées au LSTLV	14/09/18	12/03/19
513	WEN DER NO.106	TWN	08/08/18	L'intitulé du carnet de pêche, qui incluait le nom du navire, le NRN et l'IRCS, n'était pas renseigné sur les pages du carnet de pêche. Ces pages du journal ne pouvaient donc pas être clairement reliées au LSTLV	14/09/18	12/03/19
525	DER HAE NO.3	TWN	30/10/18	Le LSTLV n'a pas renseigné les informations de l'intitulé du carnet de pêche et ce dernier ne comportait donc pas d'information (nom du navire, IRCS ou NRN) permettant de relier le carnet de pêche au LSTLV	16/11/18	15/02/19
525	KHA YANG 35	MYS	31/10/18	Le LSTLV n'a pas renseigné les informations de l'intitulé du carnet de pêche et ce dernier ne comportait donc pas d'information (nom du navire, IRCS ou NRN) permettant de relier le carnet de pêche au LSTLV	16/11/18	12/03/19
525	KHA YANG 5	MYS	31/10/18	Le LSTLV n'a pas renseigné les informations de l'intitulé du carnet de pêche et ce dernier ne comportait donc pas d'information (nom du navire, IRCS ou NRN) permettant de relier le carnet de pêche au LSTLV	16/11/18	12/03/19
514	NF Yuyo No. 6	SYC	04/09/18	Le carnet de pêche n'était pas relié mais se composait de feuilles non reliées séparées copiées du carnet de pêche original	09/01/19	18/02/19
514	LONGXING635	CHN	04/09/18	Les numéros de page du carnet de pêche n'étaient pas renseignés.	09/01/19	18/02/19
514	LONGXING636	CHN	05/09/18	Les numéros de page du carnet de pêche n'étaient pas renseignés.	09/01/19	18/02/19
514	LU QING YUAN YU 105	CHN	14/10/18	Les pages du carnet de pêche n'étaient pas numérotées consécutivement	09/01/19	18/02/19

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date rapport envoyé à la CPC	Date réponse de la CPC
514	LU QING YUAN YU 101	CHN	14/10/18	Les pages du carnet de pêche n'étaient pas numérotées consécutivement	09/01/19	18/02/19

Tableau 5 – Infractions présumées relatives au marquage des navires de pêche

N° déploiement	Nom du navire	du Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date rapport envoyé à la CPC	Date réponse de la CPC
457	DAR LONG CHENG NO.378	TWN	25/11/17	Le Numéro de Registre National (NRN) sur la proue du LSTLV n'était pas lisible en raison de saletés sur la proue de la coque	02/02/18	18/09/18
457	JINN JYI CHYUN NO.178	TWN	02/01/18	Le marquage du navire sur la coque du navire était partiellement recouvert de salissures et non lisible sauf de très près.	02/02/18	18/09/18
465	ZHANG YUAN YU 21	CHN	10/01/18	Le marquage de l'IRCS figurant sur le LSTLV était « BANJ41211 » et ne concordait pas avec l'IRCS « BANJ4 » inclus sur les registres de la CTOI.	05/02/18	01/03/18
465	ZHANG YUAN YU 22	CHN	10/01/18	Le marquage du nom du LSTLV sur la proue du bateau n'était pas clair. La poupe n'affichait pas le nom du navire. Le marquage du nom sur la proue affichait le nom ZHANG YUAN YU NO. 22 (peint et marqué à la soudure). La peinture des caractères « NO » était légèrement usée. La liste des navires CTOI renvoie le nom « ZHANG YUAN YU 22 » ce qui ne coïncide pas avec le nom affiché.	05/02/18	01/03/18
465	ZHANG YUAN YU 22	CHN	10/01/18	Le LSTLV affichait le marquage de l'IRCS « BANJ51210 » sur le côté du navire ce qui ne correspondait pas avec l'IRCS « BANJ5 » inclus dans la liste des navires CTOI	05/02/18	01/03/18
466	HWA SHAN NO.222	TWN	03/01/18	L'Indicatif d'appel radio international (IRCS) sur le côté tribord du LSTLV était usé en certains endroits et les lettres « BI » étaient effacées en grande partie et n'étaient pas lisibles sauf de très près.	02/03/18	01/02/19
472	YNG HSING NO.23	TWN	08/02/18	Les marquages sur la proue étaient partiellement recouverts de salissures. Le NRN était illisible et le nom du navire était seulement lisible en partie, sauf à une très proche distance.	02/03/18	07/03/18
464	JUI DER NO.112	TWN	04.01.17	Les marquages du nom étaient effacés et difficiles à lire sur la proue	23/03/18	01/02/19
475	CHUN I NO.307	SYC	26/02/18	Une partie de la peinture du nom du navire sur la proue était effacée, le rendant difficile à lire à distance.	21/05/18	18/02/19
475	LONG YIELD NO.6	SYC	01/03/18	Les marquages de l'IRCS sur le côté du navire étaient effacés, le rendant difficile à lire à distance.	21/05/18	18/02/19
475	JIN HONG NO.308	SYC	13/03/18	Les marquages de la proue étaient partiellement effacés, les rendant difficiles à lire à distance.	21/05/18	18/02/19
475	SIN HUA FONG NO.168	TWN	22/03/18	Le « 8 » sur la proue du navire était partiellement effacé, le faisant ressembler à un « 3 » à distance.	21/05/18	01/02/19
474	RLEY CHIEN TSAI NO.116	TWN	16/03/18	Deux noms différents étaient affichés : « RUEY CHIEN TSAI NO.116 » était affiché sur la proue et « RLEY CHIEN TSAI NO.116 » sur la poupe	21/05/18	01/02/19
477	DONG WON NO.637	KOR	27/02/18	Le nom du navire marqué sur la proue n'est pas le même que celui enregistré dans le Registre CTOI des navires autorisés. Le nom du navire est enregistré comme DONG WON NO.637 dans le Registre CTOI des navires autorisés et enregistré comme No. 637 Dong Won sur la proue.	21/05/18	07/02/19
481	YI FENG NO.816	TWN	02.04.18	Le nom du navire sur la proue et dans la base de données de la CTOI était indiqué comme YI FENG NO.816. Toutefois, sur la poupe il indiquait YI 816 FENG.	22/05/18	01/02/19
480	XIN SHI JI NO.67	CHN	29/03/18	Le nom du LSTLV sur la poupe n'était pas complet et n'indiquait pas le numéro « 67 ».	22/05/18	07/06/18
484	SHEN HUI 02	CHN	30/04/18	Les marquages du LSTLV sur la proue côté tribord étaient en partie masqués par des salissures et n'étaient pas clairement visibles.	28/06/18	18/07/18
486	HE JHEN YI NO.126	TWN	27/05/18	Les marquages du nom du navire de la proue côté tribord étaient partiellement usés et n'étaient pas clairement lisibles.	03/08/18	17/08/18

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date rapport envoyé à la CPC	Date réponse de la CPC
491	KHA YANG 7	MYS	12/05/18	Le nom anglais du navire n'était pas imprimé sur la poupe, mais cela était décollé, peu clair et difficile à lire à distance	03/08/18	12/03/19
478	YI FENG NO.816	TWN	14/03/18	Le nom sur la poupe indique YI 816 FENG, alors que sur la proue il indique Yi Feng No.816. Cela pourrait être considéré comme induisant en erreur. Le navire est enregistré en tant que YI FENG NO.816 sur le Registre CTOI des navires autorisés.	03/09/18	08/03/19
478	SHIN LIAN FA NO.168	TWN	19/03/18	Les marquages de la proue du navire étaient peu clairs, recouverts de prolifération d'algues les rendant difficiles à lire à distance.	03/09/18	08/03/19
478	LONG WANG SHENG NO.7	TWN	20/05/18	Le nom sur la proue est à la limite d'être peu clair, les salissures le rendent difficiles à lire à distance.	03/09/18	08/03/19
506	NF DAFA NO.168	SYC	13/07/18	Le nom du navire figurant sur la proue était peu clair et difficile à lire à distance.	10/09/18	18/02/19
497	PING TAI RONG 303	CHN	18/06/18	Le LSTLV est arrivé à l'emplacement du CV à 08:55 environ. L'observateur a noté que le LSTLV ne portait pas de marquage clair et n'affichait pas de marquages lisibles sur la proue ni de marquages de l'Indicatif d'appel radio international (IRCS). Le CV a transféré certaines fournitures, y compris de la peinture, en mettant les fournitures à la dérive et s'est rapidement éloigné du LSTLV. Lorsque le LSTLV s'est approché ultérieurement à 13:20, les marquages de la proue et de l'IRCS étaient clairement affichés avec une nouvelle peinture	01/09/18	05/03/19
502	YU FENG NO.67	TWN	23/06/18	L'Indicatif d'appel radio international (IRCS) affiché sur le côté tribord du LSTLV était érodé et pas facilement lisible même à une distance relativement proche	10/09/18	20/02/19
489	HSIN MING SHENG NO.28	TWN	30/04/18	La peinture est fortement usée et rouillée sur une grande partie du nom sur la proue, ce qui pourrait le rendre difficile à lire à distance	12/09/18	01/02/19
489	FWU FA NO.6	TWN	10/05/18	Le nom sur la poupe est peint au-dessus de l'ancien nom et cela le rend difficile à lire clairement. Ceci pourrait induire en erreur	12/09/18	01/02/19
489	RLEY CHIEN TSAI NO.116	TWN	11/05/18	Bien que le navire figure initialement dans le registre des navires comme « Ruey Chien Tsai No.116 » il affiche « Rley Chien Tsai No.116 » qui est le nom figurant sur ses licences de pêche et autres documents du navire et affiche le bon indicatif d'appel et numéro d'immatriculation national	12/09/18	01/02/19
489	GUAN WANG NO.21	TWN	31/05/18	Une grande partie de l'indicatif d'appel est usé et difficile à lire.	12/09/18	01/02/19
489	YU FENG NO.67	TWN	07/06/18	Une partie de l'indicatif d'appel est usée et pourrait être lue de façon erronée. En outre, la peinture est fortement usée et rouillée sur une grande partie du nom sur la poupe, ce qui pourrait le rendre difficile à lire à distance	12/09/18	01/02/19
489	FWU FA NO.6	TWN	14/06/18	Le nom sur la poupe est peint au-dessus de l'ancien nom et cela le rend difficile à lire clairement. Ceci pourrait induire en erreur	12/09/18	01/02/19
489	GUAN WANG	TWN	30/06/18	La peinture est fortement usée et rouillée sur une grande partie du nom sur la proue, ce qui pourrait le rendre difficile à lire à distance	12/09/18	01/02/19
489	DER HAE NO.3	TWN	01/07/18	Le nom sur la poupe est peint au-dessus de l'ancien nom et cela le rend difficile à lire clairement. Ceci pourrait être considéré comme induisant en erreur	12/09/18	01/02/19
494b	CHEN HSING NO.668	TWN	09/07/18	L'IRCS sur le côté tribord était partiellement effacé indiquant « 312451 » et non « B12451 », le rendant incorrect à une certaine distance	12/09/18	01/02/19
500	SHEN HUI 02	CHN	21/06/18	En s'approchant du CV pour un transbordement, il a été noté que le marquage de la proue était masqué le rendant difficile à lire avec précision à distance.	12/09/18	11/03/19

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date rapport envoyé à la CPC	Date réponse de la CPC
500	LU RONG YUAN YU 202	CHN	04/07/18	Le marquage de la proue de ce navire était partiellement masqué, le rendant difficile à lire à distance.	12/09/18	11/03/19
500	JIN XIANG 9	CHN	05/07/18	Les marquages de la proue du navire étaient masqués les rendant difficiles à lire à distance.	12/09/18	11/03/19
503	JHAO FONG NO.277	TWN	07/07/18	Le nom du navire sur la proue avait des lettres et nombre manquants, rendant le nom correct difficile à lire, même de près.	12/09/18	01/02/19
503	CHUAN HSING FA NO.10	TWN	09/07/18	Le nom figurant sur la poupe ne pouvait pas être lu correctement, « Chuan » était partiellement effacé et masqué par des saletés, ce qui pourrait être considéré comme induisant en erreur.	12/09/18	01/02/19
503	CHARNG LUEN NO.22	TWN	31/07/18	Le nom figurant sur la poupe du navire CHARNG LUEN NO.22 avait le « No.22 » masqué par des saletés, le rendant difficile à lire et pourrait induire en erreur.	12/09/18	01/02/19
513	FWU FA NO.6	TWN	31/07/18	Le marquage du LSTLV sur la poupe avait été repeint sur un marquage similaire mais flou « FWU FA NO.6 ». La seconde application n'était pas alignée sur l'ancien marquage entraînant des marquages qui n'étaient pas clairement lisibles	14/09/18	12/03/19
513	HE JHEN YI NO.126	TWN	09/08/18	Lorsque le LSTLV est arrivé pour le transbordement, le LSTLV affichait le marquage du nom « JHEN YI No.126 » sur la proue côté tribord.	14/09/18	12/03/19
514	LONGXING635	CHN	04/09/18	Le nom figurant sur la proue était masqué par des algues et difficile à lire.	09/01/19	18/02/19
514	LONGXING636	CHN	05/09/18	Le nom figurant sur la proue était masqué par des algues et difficile à lire.	09/01/19	18/02/19
514	LONG XING 637	CHN	05/09/18	Le nom figurant sur la proue était masqué par des algues et difficile à lire.	09/01/19	18/02/19
514	LU QING YUAN YU 106	CHN	12/10/18	Les marquages sur la proue étaient effacés et difficiles à lire.	09/01/19	18/02/19
514	LU QING YUAN YU 102	CHN	12/10/18	Les marquages sur la proue étaient effacés et difficiles à lire.	09/01/19	18/02/19
514	LU QING YUAN YU 107	CHN	12/10/18	Les marquages sur la proue étaient effacés et difficiles à lire.	09/01/19	18/02/19
514	LU QING YUAN YU 105	CHN	14/10/18	Les marquages figurant sur la proue étaient partiellement masqués par des algues et difficiles à lire.	09/01/19	18/02/19
514	LU QING YUAN YU 101	CHN	14/10/18	Les marquages figurant sur la proue étaient partiellement masqués par des algues et difficiles à lire.	09/01/19	18/02/19
514	LU QING YUAN YU 108	CHN	14/10/18	Les marquages figurant sur la proue étaient partiellement masqués par des algues et difficiles à lire.	09/01/19	18/02/19

Tableau 6 - Infractions présumées relatives au Numéro d'immatriculation national.

N° déploiement	Nom du navire	Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date rapport envoyé à la CPC	Date réponse de la CPC
500	Lu Rong Yuan Yu 199	CHN	31/05/18	Le NRN sur le Registre CTOI correspondait au NRN sur l'ATF FT200031 présentée mais ces deux numéros différaient du NRN mentionné sur la déclaration de transbordement (FT200067)	12/09/18	11/03/19
500	Lu Rong Yuan Yu 159	CHN	01/06/18	Trois NRN différents ont été donnés pour ce navire, la base de données de la CTOI donne NRN FT200074, la déclaration de transbordement a donné FT200068 et les documents du LSTLV indiquaient un NRN se finissant par FT200024. (Extrait d'un CFVN, et non d'une ATF)	12/09/18	11/03/19
500	LU RU YUAN YU 158	CHN	10/06/18	Le NRN figurant sur la déclaration de transbordement et sur l'ATF finissait par FT200033, alors que le NRN CTOI enregistré pour ce navire est FT200061	12/09/18	11/03/19
500	LU RU YUAN YU 188	CHN	11/06/18	La déclaration de transbordement et l'ATF du LSTLV avaient le même NRN finissant par FT200032 alors que le registre CTOI donne un NRN finissant par FT200062	12/09/18	11/03/19
500	SHEN HUI 06	CHN	20/06/18	L'observateur a noté que même si le NRN de ce navire correspondait à celui de l'ATF, du registre CTOI et de la déclaration de transbordement, FT 200012, ce NRN était le même que celui présenté pour le transbordement précédent du SHEN HUI 04	12/09/18	11/03/19
500	Lu Rong Yuan Yu 189	CHN	28/06/18	Aucun des NRN présentés à l'observateur ne correspondait au registre CTOI indiquant FT 200076. L'ATF portait le NRN FT 200030 et la déclaration de transbordement le NRN FT 200069.	12/09/18	11/03/19
500	LU RONG YUAN YU 169	CHN	02/07/18	Trois NRN différents ont été donnés pour ce navire, le registre de la CTOI donne NRN finissant par FT200075, la déclaration de transbordement donnait un NRN finissant par FT200070 et le NRN de l'ATF était enregistré comme finissant par FT200025.	12/09/18	11/03/19
500	HONG YANG 89	CHN	03/07/18	Trois NRN différents observés pour ce navire. Registre CTOI (FT200012- correspondant au registre du SHEN HUI 06 T13), NRN de la déclaration de transbordement T200026 et NRN de l'ATF FT200047.	12/09/18	11/03/19
500	LU RONG YUAN YU 327	CHN	03/07/18	Les NRN du registre CTOI et de l'ATF correspondaient (FT200214) mais le NRN de la déclaration de transbordement était différent (FT200212)	12/09/18	11/03/19
500	LU RONG YUAN YU 201	CHN	04/07/18	Les NRN du registre CTOI et de l'ATF correspondaient (FT2000048) mais le NRN de la déclaration de transbordement était FT200046	12/09/18	11/03/19
500	LU RONG YUAN YU 202	CHN	04/07/18	es NRN du registre CTOI et de l'ATF étaient identiques (FT200049) mais le NRN de la déclaration de transbordement était différent (FT200040).	12/09/18	11/03/19
500	Lu Rong Yuan Yu 159	CHN	06/07/18	Le NRN du registre CTOI pur ce navire finit par FT200074, l'ATF donne le NRN FT20002 et la déclaration de transbordement donnait un NRN finissant par FT200068	12/09/18	11/03/19
500	Lu Rong Yuan Yu 199	CHN	06/07/18	Le registre CTOI et l'ATF du LSTLV étaient identiques en ce qui concerne le NRN avec un numéro se finissant par FT200031 alors que la déclaration de transbordement portait un numéro différent finissant par FT200067 ; il s'agissait des mêmes différences constatées pour ce navire lors du transbordement précédent, T1. Voir T1 pour obtenir davantage de détails.	12/09/18	11/03/19

Tableau 7 – Infractions présumées relatives au quota individuel du navire

N° déploiement	Nom du navire	du Pavillon du navire	Date d'inspection	Commentaire de l'inspection	Date rapport envoyé à la CPC	Date réponse de la CPC
487	HSIANG FA NO.16	TWN	16/05/18	Il y a eu une certaine confusion car le capitaine du LSTLV a initialement affirmé que les 20 tonnes de YFT étaient pour le navire jumeau (HSIANG FA NO.18). Alors qu'il avait initialement compris que les 20 tonnes provenaient de son navire jumeau, l'observateur a demandé à voir l'autorisation de transbordement. Le capitaine du CV a alors expliqué que le capitaine voulait dire en réalité qu'il voulait que les 20 tonnes de YFT soient stockées sur le CV en tant que capture du Hsiang Fa No.18. Le capitaine du CV n' pas apprécié cela alors les 20 tonnes de YFT sont restées à bord et n'ont pas été transbordées. Il a par la suite été compris que cela était dû au fait que le navire avait dépassé son quota.	03/09/18	11/03/19 et 09/05/19

Tableau 8 - Infractions présumées relatives à une déclaration erronée (de SBT)

Deploy. number	Vessel name	Vessel flag	Inspection date	Inspection comment	Date report sent to CPC	Date feedback from CPC
497	PING TAI RONG 316	CHN	02/06/18	Aucun thon rouge du sud (<i>Thunnus maccoyii</i>) n'a été déclaré lors de cette marée. L'observateur a toutefois constaté plusieurs quantités de <i>Thunnus maccoyii</i> parmi les poissons répertoriés au Tableau 6. Aucun SBT positivement identifié d'après les photos 3	01/09/18	08/03/19
497	PING TAI RONG 70	CHN	03/06/18	Aucun thon rouge du sud (<i>Thunnus maccoyii</i>) n'a été déclaré lors de cette marée. L'observateur a toutefois constaté plusieurs quantités de <i>Thunnus maccoyii</i> parmi les poissons répertoriés au Tableau 6. Aucun SBT positivement identifié d'après les photos 2	01/09/18	08/03/19
497	PING TAI RONG 318	CHN	05/06/18	Aucun thon rouge du sud (<i>Thunnus maccoyii</i>) n'a été déclaré lors de cette marée. L'observateur a toutefois constaté plusieurs quantités de <i>Thunnus maccoyii</i> parmi les poissons répertoriés au Tableau 6. Aucun SBT positivement identifié d'après les photos 3	01/09/18	08/03/19
497	PING TAI RONG 68	CHN	11/06/18	Aucun thon rouge du sud (<i>Thunnus maccoyii</i>) n'a été déclaré lors de cette marée. L'observateur a toutefois constaté plusieurs quantités de <i>Thunnus maccoyii</i> parmi les poissons répertoriés au Tableau 6. Aucun SBT positivement identifié d'après les photos 6	01/09/18	08/03/19
497	PING TAI RONG 303	CHN	18/06/18	Aucun thon rouge du sud (<i>Thunnus maccoyii</i>) n'a été déclaré lors de cette marée. L'observateur a toutefois constaté plusieurs quantités de <i>Thunnus maccoyii</i> parmi les poissons répertoriés au Tableau 6.	01/09/18	08/03/19
497	PING TAI RONG 71	CHN	29/07/18	Aucun thon rouge du sud (<i>Thunnus maccoyii</i>) n'a été déclaré lors de cette marée. L'observateur a toutefois constaté plusieurs quantités de <i>Thunnus maccoyii</i> parmi les poissons répertoriés au Tableau 6. Aucun SBT positivement identifié d'après les photos 22	01/09/18	08/03/19
497	PING TAI RONG 65	CHN	31/07/18	Aucun thon rouge du sud (<i>Thunnus maccoyii</i>) n'a été déclaré lors de cette marée. L'observateur a toutefois constaté plusieurs quantités de <i>Thunnus maccoyii</i> parmi les poissons répertoriés au Tableau 6. Aucun SBT positivement identifié d'après les photos 5	01/09/18	08/03/19
497	PING TAI RONG 70	CHN	14/08/18	Aucun thon rouge du sud (<i>Thunnus maccoyii</i>) n'a été déclaré lors de cette marée. L'observateur a toutefois constaté plusieurs quantités de <i>Thunnus maccoyii</i> parmi les poissons répertoriés au Tableau 6. Aucun SBT positivement identifié d'après les photos 154	01/09/18	08/03/19
497	PING TAI RONG 68	CHN	15/08/18	Aucun thon rouge du sud (<i>Thunnus maccoyii</i>) n'a été déclaré lors de cette marée.	01/09/18	08/03/19

Deploy. number	Vessel name	Vessel flag	Inspection date	Inspection comment	Date report sent to CPC	Date feedback from CPC
				L'observateur a toutefois constaté plusieurs quantités de Thunnus maccoyii parmi les poissons répertoriés au Tableau 6. Aucun SBT positivement identifié d'après les photos 137		
497	PING TAI RONG 318	CHN	16/08/18	Aucun thon rouge du sud (Thunnus maccoyii) n'a été déclaré lors de cette marée. L'observateur a toutefois constaté plusieurs quantités de Thunnus maccoyii parmi les poissons répertoriés au Tableau 6. Aucun SBT positivement identifié d'après les photos 47	01/09/18	08/03/19
497	PING TAI RONG 316	CHN	17/08/18	Aucun thon rouge du sud (Thunnus maccoyii) n'a été déclaré lors de cette marée. L'observateur a toutefois constaté plusieurs quantités de Thunnus maccoyii parmi les poissons répertoriés au Tableau 6. Aucun SBT positivement identifié d'après les photos 25	01/09/18	08/03/19
497	PING TAI RONG 303	CHN	18/08/18	Aucun thon rouge du sud (Thunnus maccoyii) n'a été déclaré lors de cette marée. L'observateur a toutefois constaté plusieurs quantités de Thunnus maccoyii parmi les poissons répertoriés au Tableau 6. Aucun SBT positivement identifié d'après les photos 30	01/09/18	08/03/19

Appendix II

SEULEMENT EN ANGLAIS

Réponses reçues des flottilles avant la date limite du 12/03/2019**LSTLVs – Several (Deploy 466)**
Received 13/03/2018 from SFA**Participating Fleet**
Seychelles**Possible** • Consult table below
infraction:

EVERGOLD NO.1	The LSTLV's power light was turned off and the VMS did not have a distress button as is pictured under Argos (Seimac) FVT in the observer's reference guide. However, the VMS shown to the observer seems most like the Argos (Seimac) FVT of the reference guide.	The vessel has sailed into Mauritius in February 2018 and has replaced the previous one with a new VMS from CLS.
NF INDIAN TUNA NO.1	An independent power switch for both the VMS systems was located at a different location (not in same photograph). The two switches in the left of the photographs were marked as VMS switches.	Captain has been informed to remove power switch.

LSTLVs – Multiple LSTLVs (Deploy 465)
Received 01/03/2018 from WAN Chen**Participating Fleet**
CHINA**Possible** • See below table
infraction:

YUANYOU516	The logbook provided a space for the page to be numbered, but the pages were not numbered on the logbook pages scrutinised
YUANYOU 816	None of the header data on the logbook was completed (Vessel and gear details etc.) Only the fishing activity and catch composition part was completed. The logbook pages were not numbered.
YUANYOU 618	The vessel and gear particulars (logbook header) were not completed on the logbook. Only the fishing activity section of the logbook was completed. The logbook pages were not numbered.
YUANYOU 518	The logbook pages were not numbered.
YUANYOU 616	The header data of the logbook was not completed (No vessel name, gear details or page numbers). The logbook pages were not numbered.
LU RONG YUAN YU 169	The logbook pages did not display page numbers.
TAI HONG 6	The logbook pages were not numbered.
TAI HONG 7	The License Number (LN) on the different pages of the ATF did not concur. The LN on the page marked "I.DETAILS OF FISHING VESSEL REGISTRATION" was "GH-0683" and the LN on the page marked "II.APROVED FISHING CONDITIONS" was GH-0424.
ZHANG YUAN YU 21	The IRCS marking displayed on the LSTLV was "BANJ41211" and was not consistent with the IRCS "BANJ4" that was in the IOTC records.
ZHANG YUAN YU 22	The LSTLV name markings on the bow of the ship was not clear. The stern did not display a vessel name. The bow name markings displayed the name ZHANG YUAN YU NO. 22 (painted and weld marked). The paint of the characters "NO" was slightly worn. The IOTC vessel list provide the name "ZHANG YUAN YU 22" which is not consistent with the name displayed.
ZHANG YUAN YU 22	The LSTLV displayed the IRCS markings BANJ51210 on the side of the vessel which was not consistent with the IRCS "BANJ5" provided in the IOTC vessel list
ZHANG YUAN YU 22	The power light was not on. The power supply cable was not connected to a power source.

Dear Sir,

Reference is made to the email below and sorry for late reply due to Chinese New Year, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 465-17.

1. Regarding logbook issues by vessels YuanYou 516/518/616/618/816 (the header data blank and logbook page not numbered), kindly be advised that the vessel owner/company paid great attention on the mistake although the vessels just came into operation in second half last year. Each vessel in question has been notified and ordered by the vessel owner/company to correct the mistake by numbering the pages as required. And the vessel owner/company will be focusing on training for the vessel captains and company staff to further strengthen compliance.

2. Regarding logbook issue by LU RONG YUAN YU 169 (logbook page not numbered), kindly be advised that it was due to the mistake by the vessel captain, who should have numbered the pages when filling the logbook each day. The vessel owner/company reported that they will be more focusing on implementation of conservation measures, and the vessel captain in question has been ordered to number the logbook pages.

3. Regarding logbook issue by TAI HONG 6 (logbook page not numbered), kindly be advised that it was due to the mistake by the vessel captain although the vessel owner/company has emphasized many times the importance of numbering the pages. The captained has been ordered by the vessel owner/company to number the pages without delay.

4. Regarding the issue by TAI HONG 7 (fishing license with different ATF number), kindly be advised that the ATF with GH-0683 is not the one currently valid. The currently valid one is numbered GH-0424. The reason why there was a page of the invalid one is that the captain did not take out the out-of-date page. The vessel owner/company has ordered the captain to make ready the currently valid ATF for future inspection. Please refer to the attached scanned copy of the currently valid fishing license.

5. Regarding issue by ZHANG YUAN YU 21 (call sign on hull different from the IOTC record), we confirm that the call sign of the vessel is BANJ4, and 1211 was painted in October 2016 under the requirement by Seychelles when the vessel was fishing in Seychelles waters with fishing permit by Seychelles. Currently, the number 1211 has been covered by white paint.

6. Regarding the issue by ZHANG YUAN YU 22 (name marking not clear on bow and the paint of the characters "NO" slightly worn), we confirm that the correct name of the vessel is ZHANG YUAN YU 22 (without "No."). The welded "No." was actually covered with white paint when docking in Mauritius in August 2017. However, due to long time operation on the sea, the white paint over the letters was corroded by sea water. And the vessel has been notified by the vessel owner/company to cover the "No." by repainting with white paint.

7. Regarding issue by ZHANG YUAN YU 22 (call sign on hull different from the IOTC record), we confirm that the correct call sign of the vessel is BANJ5. It was because of the same reason for ZHANG YUAN YU 21 for the additional numbers (1210) and the numbers "1210" has been covered by white paint.

8. Regarding the VMS issue by ZHANG YUAN YU 22 (power light was not on, power supply cable not connected to a power source), kindly be advised that the CLS ARGOS device in question was installed to operate in Seychelles waters before, and the device is not served for vessel position reporting when the vessel operates out of Seychelles waters, they use immarsat C for vessel position reporting instead, and the vessel is reporting its position normally to our VMS platform.

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 – Multiple LSTLVs (Deploy 480)
Received 07/06/2018 from WAN Chen

Participating Fleet
CHINA

Possible • See below table
infraction:

XIN SHI JI NO.67	The LSTLV name on the stern was not complete and did not indicate the number "67.
XIN SHI JI NO.67	The VMS unit was connected via a power switch which could be manipulated from the bridge.
XIN SHI JI 76	The NRN reflected on the LSTLV's ATF ((Zhe)ChuanDeng(Ji)(2015) FT 200060) was not the same as the NRN "(Zhe)ChuanDeng(Ji)(2017)FT-200116" provided by the IOTC record.
XIN SHI JI 72	When asked to identify the vessels VMS, the master of the LSTLV pointed out a 'JRC (NQE-887C) Inmarsat-C' distress unit. The master was unable to show the observer any other VMS units or antenna.
TAI HONG 7	The NRN recorded on the LSTLV's ATF ("(LU) CHUANDENG (JI) (2017) FT-200155") did not concur with the NRN provided by the IOTC vessel list. The IOTC vessel list provided the NRN as "(LU) CHUANDENG (JI) (2012) FT-200049".

Dear Sir,

Reference is made to the email below, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 480-18.

1. Regarding The LSTLV name (XIN SHI JI NO.67) on the stern was not complete and did not indicate the number "67", kindly be advised that the vessel owner will rectify by requiring the vessel to complete the vessel name on the stern when repairing.
2. Regarding XIN SHI JI NO.67 whose VMS unit was connected via a power switch which could be manipulated from the bridge, kindly be advised that there are two VMS units on board, one is TT-6140 Inmarsat-C and we confirm it is reporting normally to China VMS center, the other is ARGOS MARGE V2 and it is used as a spare unit and alarm and is only used when the vessel enters the west of Latitude 60° for security purpose.
3. Regarding XIN SHI JI NO.76 whose NRN reflected on the LSTLV's ATF ((Zhe)ChuanDeng(Ji)(2015) FT 200060) was not the same as the NRN "(Zhe)ChuanDeng(Ji)(2017) FT-200116" provided by the IOTC record, kindly be advised that the vessel owner changed the Register Address in 2017, consequently a new AFT was issued to the vessel in 2017 and NRN in IOTC record was updated accordingly to reflect the change, and the new ATF has been sent on board.

However, as the old AFT with (Zhe)ChuanDeng(Ji)(2015) FT 200060 was still remained on board, the captain showed by mistake the old AFT rather than the new one to the observer when so requested. Kindly be advised that the old ATF will be brought back to China when there is a vessel heads to China port, by doing so the captain would not show the wrong ATF again.

4. Regarding XIN SHI JI NO.72 (*When asked to identify the vessels VMS, the master of the LSTLV pointed out a 'JRC (NQE-887C) Inmarsat-C' distress unit. The master was unable to show the observer any other VMS units or antenna. The observer identified one ARGOS MARGE V2 antennae as well as an INMARSAT C antennae, but could not verify whether these were used for VMS.*): kindly be advised that the JRC (NQE-887C) Inmarsat-C on board is used as alarm. As the captain does not understand English, he showed the observer the alarm when being asked.

In fact, there are two VMS units on board, one is ARGOS MARGE V2, the other is TT-3022 Inmarsat-C as a spare unit. And we confirm that the ARGOS MARGE is currently used for VMS reporting and it is reporting normally to China VMS center.

5. Regarding TAI HONG 7 whose NRN recorded on the LSTLV's ATF ("(LU) CHUANDENG (JI) (2017) FT-200155") did not concur with the NRN provided by the IOTC vessel list (the IOTC vessel list provided the NRN as "(LU) CHUANDENG (JI) (2012) FT-200049"), kindly be advised that the National Registration Certificate of the vessel was renewed as (LU) CHUANDENG (JI) (2017) FT-200155 in September 2017, which was reflected in the AFT when the AFT was renewed in April 2018. However, the vessel owner did not update IOTC record by oversight. Nevertheless, we are pleased to advise that the NRN information on the IOTC record has been updated with the help of the Secretariat.

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 – Multiple LSTLVs (Deploy 484)
Received 18/06/2018 from WAN Chen

Participating Fleet
CHINA

Possible • See below table
infraction:

LU RONG YUAN YU 599	The LSTLV fishing logbook pages were not marked with consecutive page numbers
SHEN HUI 01	The document produced as the ATF did not match the template for Chinese vessels as provided by IOTC
SHEN HUI 04	The LSTLV fishing logbook pages were not numbered
SHEN HUI 02	The LSTLV markings on the starboard bow was partially obscured by fouling and not clearly visible.
SHEN HUI 06	The LSTLV fishing logbook pages were not numbered. The header information of the logbook was not completed
SHEN HUI 03	The document produced as the ATF did not match the ATF template for Chinese vessels as provided by IOTC
Lu Rong Yuan Yu 159	The document produced as the ATF did not match the template for Chinese vessels as provided by IOTC
LU RONG YUAN YU 202	The logbook pages were not numbered with sequential page numbers

Dear Sir,

Reference is made to the email below, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 484-18.

1. Regarding LU RONG YUAN YU 599 whose fishing logbook pages were not marked with consecutive page numbers, kindly be advised that the vessel owner has contacted the vessel master and confirmed the infringement caused by oversight by the master. The master has been required to complete all necessary information in the logbook as required by relevant regulations.
2. regarding SHEN HUI 01, SHEN HUI 03 and LU RONG YUAN YU 159 whose document produced as the ATF did not match the template for Chinese vessels as provided by IOTC, and the document appeared to be the vessels registration document, kindly be advised that it is due to language constrains that lead to such misunderstanding, as the masters do not understand English and thus cannot communicate well with the observer. And normally, each document, such as registration document, ATF, radio certificate, safety certificate, are placed in one single booklet We confirm that each vessel has ATF onboard during the inspection by the observer, and the possible infractions are due to language problems between the observer and the master, and we suggest that, for better understanding, the observer present a bilingual list of questions during the inspection.
3. regarding SHEN HUI 04 whose fishing logbook pages were not numbered, kindly be advised that the master of the vessel is a one and may not so familiar with each requirement. However, the vessel owner has warned required the master to complete each information in the logbook in accordance with relevant regulations.
4. regarding SHEN HUI 02 whose markings on the starboard bow was partially obscured by fouling and not clearly visible, kindly be advised that it is due to long time operation on the sea, and the vessel has been required by the owner to remove the fouling to ensure the markings clearly visible.
5. regarding SHEN HUI 06 whose fishing logbook pages were not numbered and the header information of the logbook was not completed, kindly be advised that the master of the vessel is a one and may not so familiar with each requirement. However, the vessel owner has warned required the master to complete each information in the logbook in accordance with relevant regulations;
6. regarding LU RONG YUAN YU 202 whose logbook pages were not numbered with sequential page numbers, kindly be advised that it is due to oversight by the master, and he has been warned and required by the vessel owner to complete logbook information in accordance with relevant regulations.

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

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

LSTLVs – YNG HSING NO.23 (Deploy 472)**Participating Fleet****Received 07/03/2018 from Fisheries Agency****Taiwan, China**

Possible infraction: •The markings on the bow were partially covered by fouling. The NRN was illegible and the vessel name was only partially legible, unless at very close distances

With respect to the Observer Report (472-18), this Agency would like to inform you of the result of its investigation and actions taken in accordance with Resolution 17/06.

According to the report, there is one possible infraction indicated regarding vessel marking. Following our investigation, the said vessel has been required to repaint its marking as soon as possible.

LSTLVs – Multiple LSTLVs (Deploy 470)**Participating Fleet****Received 13/08/2018 from Fisheries Agency****Taiwan, China**

Possible infraction: •See below table

SHENG FAN NO.399	The VMS unit was fitted with power switch.
SHENG FAN NO.119	Both VMS units were fitted with a power switches.
YING TA HSIANG	The Argos (CLS) LEO unit was fitted with a power switch.
SHENG HAI NO.127	The Argos (CLS) LEO was fitted with a power switch.
CHARNG LUEN NO.22	Both VMS systems were fitted with power switches.
JAIN HSUAN NO.202	The VMS system was fitted with a power switch.

With respect to the Observer Report (470-17), 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 6 comments related to VMS. These fishing vessels, “SHENG FAN NO.399”, “SHENG FAN NO.119”, “YING TA HSIANG”, “SHENG HAI NO.127”, “CHARNG LUEN NO.22” and “JAIN HSUAN NO.202” 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.

LSTLVs – Multiple LSTLVs (Deploy 457)
Received 18/09/2018 from Fisheries Agency

Participating Fleet
Taiwan, China

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

YI JEN CHUN NO.668	A power switch was fitted next to the Argos (CLS) LEO VMS unit
DAR LONG CHENG NO.378	The National Registry Number (NRN) on the bow of the LSTLV was not legible due to the dirt on the bow of the hull.
SHENG FAN NO.119	Two power switches were fitted in close proximity to the VMS units.
JINN JYI CHYUN NO.178	The vessel markings on the hull of the vessel was partially covered with fouling and not legible unless very close.
LIEN YI HSING NO.368	A power switch was fitted next to the power supply box of the VMS.

With respect to the Observer Report (457-17), 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 3 comments related to VMS. Vessel “DAR LONG CHENG NO.378” was reported by the observer that the National Registry Number (NRN) on the bow of the LSTLV was not legible due to the dirt on the bow of the hull, and vessel “JINN JYI CHYUN NO.178” was reported by the observer that the vessel markings on the hull of the vessel was partially covered with fouling and not legible unless very close. We have already notified the vessel owners of such incidents and have requested these fishing vessels to repaint their markings once the operation of repainting is possible.

As for VMS, these fishing vessels, “YI JEN CHUN NO.668”, “SHENG FAN NO.119” and “LIEN YI HSING NO.368” 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 17/06, 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.

LSTLVs – YI FENG NO.268, SHIN LIAN FA NO.36 (Deploy 504)**Participating Fleet****Received 20/09/2018 from Fisheries Agency****Taiwan, China****Possible**

- The observer requested the ATF and showed the master the template of the Taiwan, China ATF. However, the LSTLV could only provide the observer with the ship's inspection certificate as the ATF

infraction:

- The VMS unit was fitted with a power switch

With respect to the Observer Report (504-18), 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 and 1 comment related to VMS. Vessel “YI FENG NO.268” was reported by the observer that the LSTLV could only provide the observer with the ship's inspection certificate as the ATF. 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, vessel “SHIN LIAN FA NO.36” was reported by the observer that the VMS unit was fitted with a power switch. After checking the VMS records, we confirmed that the vessel had normally reported its navigation locations during the transshipment trip. In other words, the 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 17/06, 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 – HE JHEN YI NO.126 (Deploy 486)
Received 17/08/2018 from Fisheries Agency

Participating Fleet
Taiwan, China

Possible •The vessel's name markings of the starboard bow was partially worn and not clearly legible.
infraction:

With respect to the Observer Report (486-18), 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, “HE JHEN YI NO.126” was reported by the observer that the vessel’s name markings of the starboard bow was partially worn and not clearly 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.

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

LSTLVs – WIN LONG, YUAN TAI (Deploy 496)**Participating Fleet****Received 22/08/2018 from Fisheries Agency****Taiwan, China****Possible**

- The CLS Triton VMS was connected via a power switch and was not switched on when the observer checked

infraction:

- The ATF which was provided was not in date, having been valid to 31/03/2018

With respect to the Observer Report (496-18), 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 and 1 comment related to VMS. Vessel “YUAN TAI” was reported by the observer that the ATF which was provided has been valid to 31/03/2018. 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, vessel “WIN LONG” was reported by the observer that the CLS Triton VMS was connected via a power switch and was not switched on when the observer checked. After checking the VMS records, we confirmed that the vessel had normally reported its navigation locations during the transshipment trip. In other words, the 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 17/06, 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 – CHENG QING FENG NO.268, AN WUN FA No.6 (Deploy 491)**Participating Fleet****Received 06/09/2018 from Fisheries Agency****Taiwan, China****Possible****infraction:**

- There was no VMS unit on the bridge though there were two power supply boxes - one off and one on; it was not known which box connected to the unmarked antennae atop the bridge.
- The vessel's ATF had expired on 31/12/2017. The captain stated that the vessel's owner was in the process of faxing a current ATF to the CV, however, the CV did not have a FAX facility so one was not received.

According to the report, there are 1 comment related to ATF and 1 comment related to VMS. Vessel “AN WUN FA NO.6” was reported by the observer that the vessel's ATF had expired on 31/12/2017. 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, vessel “CHENG QING FENG NO.268” was reported by the observer that there was no VMS unit on the bridge. After checking the VMS records, we confirmed that the vessel had normally reported its navigation locations during the transshipment trip. In other words, the vessel 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.

LSTLVs – Several LSTLVS (Deploy 487)**Participating Fleet****Received 02/02/2019 from LIU Liming****CHINA****Possible**

- See table below

infraction:

LONGXING635	Logbook - Pages not numbered consecutively – numbers hadn't been written in. It was a 2015 template (see appendix A). However, it was bound and up to date.
LONGXING638	Logbook - Pages not numbered consecutively. Logbook was a 2015 template (see appendix A).
ZHANG YUAN YU 21	No unit inside bridge presented to the observer but a Sailor Capsat TT3027D Antennae was present on the top bridge
ZHANG YUAN YU 22	VMS - no VMS unit on bridge presented to the observer. Sailor Capsat antennae on top bridge.
LU QING YUAN YU 101	VMS - VMS unit light was not on. The LSTLV captain showed the observer another screen and insisted the VMS was functioning.

Dear Sir,

Reference is made to the email below, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 487-18.

1. Regarding LONGXING 635/638 whose logbooks were not numbered consecutively, kindly be advised that the investigation shows that the mistake were confirmed, and the captains of the two vessels were fined around 800 USD each, and the supervisor responsible for IOTC affairs in the company are also fine around 450 USD. And the captains have been ordered by the vessel owner to fill up all the information necessary in the logbook, including consecutive number for each page.

2. Regarding ZHANG YUAN YU 21/22 on the VMS issue, kindly be advised that the two vessels have been reporting normally to China VMS Center with Immarsat C device. The antennae referred by the observer on the top bridge were for ARGOS, which is not in use at that time.

3. Regarding LU QING YUAN YU 101 on the VMS issue, kindly be advised that the vessel was using immarsat C device at that time and we confirm that the device was working normally at that time and we can receive the vessel position normally. The CLS referred by the observer was not in use at that time and the CLS only works when the vessel operates in EEZ in a coastal state under access agreement, as it is so required to use CLS by the fishery authority of that coastal state.

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

Warm regards,

LIU Liming, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture and Rural Affairs, People's Republic of China

LSTLVs – Several LSTLVS (Deploy 498)

Received 02/02/2019 from LIU Liming

Possible • **See table below**

infraction:

Participating Fleet

CHINA

LU QING YUAN YU 106	The document produced as an ATF (2 pages) was in a different format, and the stamps applied this document were not consistent with the examples provided by IOTC (4 pages).
LU QING YUAN YU 107	The document produced as the ATF (2 pages – Document No. 0000003307) was not in the same format as the flag state template provided by IOTC (4 pages).
LU QING YUAN YU 107	The VMS power light was not illuminated.
LU QING YUAN YU 108	The document produced as an ATF (2 pages. Document No.0000003301) was not in the same format as the flag state template provided by IOTC (4 pages).
LU QING YUAN YU 105	The document produced as an ATF (2 pages. Document No. 0000003365) was not in the same format as the flag state template provided by IOTC (4 pages).
LU QING YUAN YU 105	The VMS power light was off and the VMS unit was fitted with a power switch, which was switched off.
LU QING YUAN YU 105	The logbook was only completed up to 30/03/2018. The observer asked if the captain had any other record of catches, but the master could not provide any other evidence of catch record keeping.

Dear Sir,

Reference is made to the email below, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 498-18.

1. Regarding different format of ATF for vessel LU QING YUAN YU 105/106/107/108, kindly be advised that the document presented to the observer during transshipment were actually the Certificate of National Registration. The vessels were indeed issued ATF in Jan 2015 and valid until March 31, 2019. Please refer to the attached ATF of the vessels. It may be the language constrains that lead to such misunderstanding.

2. Regarding LU QING YUAN YU 107 whose VMS power light was not illuminated, kindly be advised that the device the observer was referring to was the one when the vessel was operating under access agreement with coastal state. And the VMS the vessel was using when the transshipment took place was an immarsat C (Furuno), and the device was reporting normally to China VMS Center. Please refer to the attached picture of the immarsat C device the vessel was using.

3. Regarding VMS issue of FV LU QING YUAN YU 105, kindly be advised that is the same situation with that of LU QING YUAN YU 107. The vessel use the same kind of VMS of FURUNO, and it was reporting normally.

4. Regarding the logbook issue of FV LU QING YUAN YU 105, kindly be advised that the captain record the vessel catch each day. We attach some photos by the captain on the logbook he recorded, but the resolution was too poor to read clearly.

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

Warm regards,

LIU Liming, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture and Rural Affairs, People's Republic of China.

LSTLVs – Several LSTLVS (Deploy 460, 479, 480, 488)

Participating Fleet

Received 24/05/2017 from Fisheries Agency

Taiwan, China

Possible

• See table

infraction:

With respect to the Observer Reports 460/17, 479/18, 480/18, and 488/18, this Agency would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the abovementioned reports, the possible infractions indicated were as follows: (1) Report 460/17: There was 1 comment related to the VMS of the vessel, “FENG CUO NO.668”, (2) Report 479/18: There was 1 comment related to the VMS of the vessel, “HUNG RUNG NO.2”, (3) Report 480/18: There was 1 comment related to the VMS of the vessel, “SHENG FAN NO.119”, and (4) Report 488/18: There was 1 comment related to the VMS of the vessel, “CHENG QING FENG”.

After our investigations, the abovementioned vessels had normally reported their locations during their fishing trips. Moreover, we would like to reiterate our position that a fishing vessels carries on board a VMS unit fitted with a power switch does not at all violate any IOTC resolution and shall not be reported as a possible infraction.

LSTLVs – 3 LSTLVs (Deploy 495)**Received 01/02/2019 from Fisheries Agency****Participating Fleet****Taiwan, China****Possible**

- See table

infraction:

With respect to the Observer Report 495/18, this Agency would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the abovementioned report, there were 2 comments related to the VMS of the vessels, “FENG CUO NO.668”, and “SHIN LIAN FA NO.168”, and there was 1 comment related to the logbook of the vessel, “DER HAE NO.3”.

Regarding the possible infractions about VMS, after our investigations, the abovementioned two vessels had normally reported their locations during their fishing trips. As for the possible infraction about logbook, we found that the vessel had reported its catch normally through e-logbook during its fishing trip. We found no violation of our domestic regulations.

LSTLVs – Several LSTLVs (Deploy 489)**Received 01/02/2019 from Fisheries Agency****Participating Fleet****Taiwan, China****Possible**

- See table

infraction:

According to the abovementioned report, there were 8 comments related to the marking of the following 7 vessels, “HSIN MING SHENG NO.28”, “FWU FA NO.6”, “RLEY CHIEN TSAI NO.116”, “GUAN WANG NO.21”, “YU FENG NO.67”, “GUAN WANG”, and “DER HAE NO.3”.

We have already notified these vessels’ operators of such incidents and have required them to repaint their markings as soon as possible.

However, we would like to point out that some of the possible infractions reported in the Report could have been avoided if we had been notified of the incidents earlier. In the case of “FWU FA NO.6”, the same possible infraction was reported twice in the very same report on May 10 2018 and June 14 2018. Likewise, in the cases of “RLEY CHIEN TSAI NO.116” and “YU FENG NO.67”, the same possible infractions had already been reported in other reports. Either way, the belated notification left us no time to take actions to keep the vessels with the same marking from being reported repeatedly by the ROP observers, which is quite a disappointment to us. Therefore, we urge that the ROP reports with possible infractions indicated be completed and circulated as earlier as possible so that the competent authority of the fleet concerned would have sufficient time to take necessary actions.

LSTLVs – Several LSTLVs (Deploy 503)
Received 01/02/2019 from Fisheries Agency

Participating Fleet
Taiwan, China

Possible • See table
infraction:

With respect to the Observer Report 503/18, this Agency would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the abovementioned report, there were 3 comments related to the marking of the vessels, “JHAO FONG NO.277”, “CHUAN HSING FA NO.10”, and “CHARNG LUEN NO.22”, and there was 1 comment related to the logbook of the vessel, “SHYANG CHYANG NO.88”.

Regarding the possible infractions about vessel marking, we have already notified these vessels’ operators of such incidents and have required them to repaint their markings as soon as possible. As for the possible infraction about logbook, we found no violation of our domestic regulations because the operation dates of the logbook were filled in consecutively and the catch was also reported in a normal way through e-logbook. Such incident shall not be reported as the possible infraction.

LSTLVs – Several LSTLVs (Deploy 466, 467)
Received 01/02/2019 from Fisheries Agency

Participating Fleet
Taiwan, China

Possible • See table
infraction:

With respect to the Observer Reports 464/17 and 466/17, this Agency would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the abovementioned reports, the possible infractions indicated were as follows:

1. Report 464/17: There was 1 comment related to the marking of the vessel, “JUI DER NO.112”.
2. Report 466/17: There was 1 comment related to the marking of the vessel, “HWA SHAN NO.222”.

Regarding the possible infractions about vessel marking, we have already notified these vessels’ operators of such incidents and have required them to repaint their markings as soon as possible.

Possible

• See table

infraction:

With respect to the Observer Reports 474/18, 475/18, and 481/18, this Agency would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the abovementioned reports, the possible infractions indicated were as follows:

1. Report 474/18: There was 1 comment related to the marking of the vessel, "RLEY CHIEN TSAI NO.116".
2. Report 475/18: There was 1 comment related to the marking of the vessel, "SIN HUA FONG NO.168".
3. Report 481/18: There were 1 comment related to the marking of the vessel, "YI FENG NO.816", and 1 comment related to the logbook of the vessel, "HSIN MING SHENG NO.18".

Regarding the possible infractions about vessel marking, this Agency has already notified these vessels' operators of such incidents and have required them to repaint their markings as soon as possible. As for the possible infraction about logbook, we found no violation of our domestic regulations because the operation dates of the logbook were filled in consecutively and the catch was also reported in a normal way through e-logbook. Such incident shall not be reported as the possible infraction.

LSTLVs – Several LSTLVs (Deploy 494b)
Received 01/02/2019 from Fisheries Agency

Participating Fleet
Taiwan, China

Possible • See table
infraction:

With respect to the Observer Report 494b/18, this Agency would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the abovementioned report, there were 1 comment related to the marking of the vessel, “CHEN HSING NO.668”, and 1 comment related to the ATF of the vessel, “LI HSIANG”.

Regarding the possible infraction about vessel marking, we have already notified the vessel’ operator of such incident and have required the vessel to repaint its marking as soon as possible. As for the possible infraction about ATF, the vessel had been duly authorized by this Agency to operate in the IOTC area of competence. The master simply failed to show the ROP observer the copy of the valid document. However, we would also like to point out that ROP observers should remind vessel masters to show the right format of ATF and avoid jumping to the conclusion that no valid ATF is carried on board since the template format of our ATF has been provided to the Consortium.

LSTLVs – SEVERAL (465, 472, 477, 502)
Received 07/02/2019 from from Ilkang

Participating Fleet
KOREA

Possible • See table
infraction:

Dear Secretariat,

In response to the possible infractions, Korea would like to provide the following comments and results of the investigation ;

- Deploy number 472(No.117 DONGWON) : The fishing company provides its fishing vessels with the logbook which is bound and has pages with sequential numbers on a regular basis. However, the Captain of the vessel used the old form of logbook by mistake. The vessel is using the correct one now in accordance with the instruction given by Ministry of Oceans and Fisheries of Korea. Please refer to the attached picture of the logbook.

- Deploy number 465(No.11 HAE CHEON) : The fishing company provides its fishing vessels with the logbook which is bound and has pages with sequential numbers on a regular basis. However, the Captain of the vessel used the old form of logbook by mistake. The vessel is using the correct one now in accordance with the instruction given by Ministry of Oceans and Fisheries of Korea. Please refer to the attached picture of the logbook.

- Deploy number 477(DONGWON No.637) : Korea already provided a response to this case. Please refer to the attached email.

- Deploy number 502(No.88 HAE CHEON) : The vessel had a valid flag state authorization to fish at the time of inspection but apparently, the Captain did not present it due to language problem. Korea confirms that this vessel is authorized to fish. Please see the attached license issued by Government of Korea.

- Deploy number 502(No.77 HAE CHEON) : The vessel had a valid flag state authorization to fish at the time of inspection but apparently, the Captain did not present it due to language problem. Korea confirms that this vessel is authorized to fish. Please see the attached license issued by Government of Korea.

Thank you and please let us know if you need further information or clarification.

Sincerely,

Ilkang, Ministry of Oceans and Fisheries, Republic of Korea

LSTLVs – Several LSTLV (Deploy 498 & 502)

Received 20/02/2019 from Fisheries Agency

Participating Fleet

Taiwan, China

Possible •The CLS VMS (511111) unit was fitted with a power switch.

infraction: •Both VMS units were fitted with power switches.

Dear Mr. Domingue,

With respect to the Observer Reports 498/18 and 502/18, this Agency would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the abovementioned reports, the possible infractions indicated were as follows:

1. Report 498/18: There were 2 comment related to the VMS of the vessels, "LIEN YI HSING NO.368" and "CHIEN WEI NO.3".
2. Report 502/18: There were 1 comment related to the marking of the vessel, "YU FENG NO.67", and 1 comment related to the VMS of the vessel, "HUNG HUI NO.112".

Regarding the possible infractions about VMS, after our investigations, the abovementioned three vessels had normally reported their locations during their fishing trips. Moreover, we would like to reiterate our position that a fishing vessel carries on board a VMS unit fitted with a power switch does not at all violate any IOTC resolution and shall not be reported as a possible infraction. As for the possible infraction about marking, we have already notified the vessel's operator of such incident and have required the vessel to repaint its marking as soon as possible.

LSTLVs – XIN SHI JI 72 (Deploy 506)
Received 19/02/2019 from LIU Liming

Participating Fleet
CHINA

Possible infraction: • No VMS unit presented to the observer at the time of boarding. F/V Master explained to the Observer he was planning sail to Mauritius Island to get a new one. VMS antenna present.

Dear Sir,

Reference is made to the email below, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 506-18.

Regarding XIN SHI JI 72 that failed to presented to the observer VMS UNIT at the time of boarding on August 3 2018, kindly be advised that China VMS center received normally that day when the boarding took place, that means that there was indeed a VMS unit on board the vessel and it was working normally.

Our internal investigation shows that it was the language constrain that lead to the misunderstanding on VMS, as there was no crew onboard FV XINSHIJI 72 that could speak or understand English, while the observer does not understanding Chinese, either. All they can do was to try to understand each other by body language.

The reason why the captain “explained” to the observer that the vessel was heading Mauritius for a new VMS might due to the wrong translation by the master of CV SEI SHIN, a Korean, who has very limited knowledge on Chinese but very warmhearted. It was reported by the master of FV XINSHIJI 72 that when the inspection took place, both the master and the observer could not understand each other due to language constrains, and the master of CV Sei Shin was keen to provided translation. Unfortunately, Chinese by the CV master was very poor and the FV master could not understand his translation, and he did not know that the observer was asking for VMS unit. What is more interesting was that, it happened to that the FV master just boarded the vessel in late May 2018 in Mauritius, so he showed his boarding pass in late May for Mauritius to the master of CV SEI SHIN trying to explain that he just started working on the vessel since late May and may not know everything for the vessel, however, the master of CV SEI SHIN might have the idea that the FV vessel was planned to heading for Mauritius for a new VMS.

So, it was language constrain that lead to such incident, and we confirm that the vessel was installed with VMS unit and it was reporting to us normally when the boarding took place.

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

Warm regards,

LIU Liming, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture and Rural Affairs, People's Republic of China

LSTLVs – Several (Deploy 514)
Received 18/02/2019 from LIU Liming

Participating Fleet
CHINA

Possible infraction: • See below

Dear Sir,

Reference is made to the email below, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 514-18.

1. Regarding LONGXING635/636/637 whose name on the bow was obscured by algae and difficult to read, kindly be advised it is because longtime operation on the sea and the algae was not cleaned by vessel crew. The vessels have been instructed by the vessel owner to clean the algae periodically.

2. Regarding LONGXING635/636 whose logbook page numbers were not filled in, kindly be advised that the vessel owner has instructed the master to fill in the missing page numbers without delay and avoid such mistake from happening again.

3. Regarding LONGXING637 whose VMS unit did not show a power light, kindly be advised that the TCU box was not functional at that time and the antenna was connected directly to the power and the VMS position could be received normally. And a new VMS device has been installed now.
4. Regarding Xin Shi Ji 72 whose power light was not visible on the VMS unit, kindly be advised that there are two VMS sets on the vessel, one is ARGOS that has reported normally to China authority, the other is JUE-75, INMARSAT-C that was checked by the Observer, and this is a spare VMS set.
5. Regarding LU QING YUAN YU 101/105 whose logbook pages were not consecutively numbered, kindly be advised that the vessel owner has instructed the master to fill in the missing page numbers without delay and avoid such mistake from happening again.
6. Regarding LU QING YUAN YU 102/105/106/107/108 whose markings on the bow were partially obscured by algae and difficult to read, kindly be advised it is because longtime operation on the sea and the markings would be re-painted when the vessels call in Mauritius in March 2019.
7. Regarding LU QING YUAN YU 107 whose power light on the VMS was not visible, kindly be advised that the device the observer was referring to was the one when the vessel was operating under access agreement with coastal state. And the VMS the vessel was using when the transshipment took place was an immarsat C (Furuno), and the device was reporting normally to China VMS Center.

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

Warm regards,

LIU Liming, Deputy Director, Division of Distant Water Fishing, Bureau of Fisheries, Ministry of Agriculture and Rural Affairs, People's Republic of China.

LSTLVs – Several (Deploy 475)
Received 18/02/2019 from Freddy Lesperance
Possible • See below
infraction:

Participating Fleet
Seychelles

Dear Johnny,

JIN HONG NO.308 had re-painted its vessel name and LONG YIELD NO.6 had re-painted its Call sign.

Attached is the picture taken for JIN HONG NO.308.

LONG YIELD NO.6 had difficulty of sending back photos from the vessel, once the vessel is in port, we will submit the photos to your office.

Kind Regards,

Amy



LSTLVs – NF DAFA NO.168 (Deploy 506)
Received 18/02/2019 from Freddy Lesperance

Participating Fleet
Seychelles

Possible •Vessel name on the bow was unclear and difficult to read at a distance
infraction:

Dear Johnny,

Attached is the vessel photo of NF DAFA NO.168.

Kind Regards,

Amy



LSTLVs – SHUENN PERNG NO.202, HSIANG FA NO.18 (Deploy 487)

**Participating Fleet
Seychelles**

Received 18/02/2019 from Freddy Lesperance

Possible

- Logbook - Logbook falling apart and no longer bound

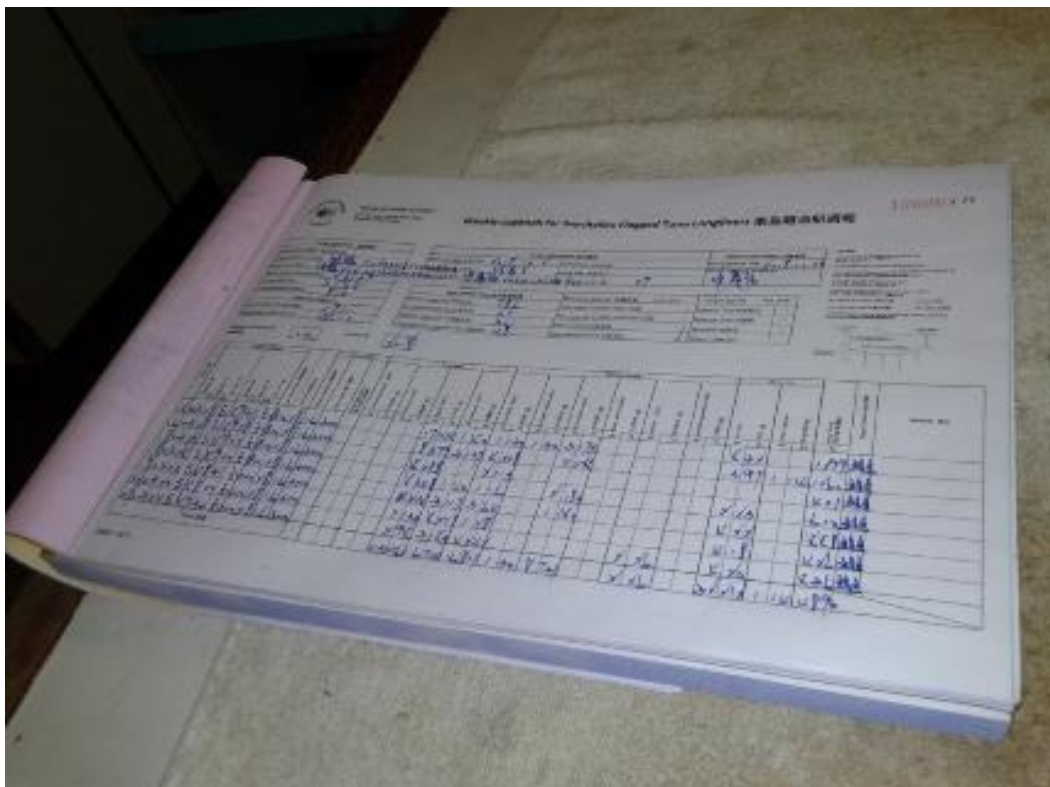
infraction:

- Logbook – at the time of the check the logbook was not bound as the binding had broken

Dear Johnny,

Apologies for the late response. The binding on the logbook for Hsiang Fa No.18 was a damaged by wear and tear, but it has since been replaced by a new logbook. Same for Shuenn Perng No.202 but the old one has since been replaced by a new logbook. Please refer to attached photos.

Kind Regards. Howard





**LSTLVs – HSIANG FA NO.18 (Deploy 464)
Received 18/02/2019 from Freddy Lesperance**

**Participating Fleet
Seychelles**

Possible • Month and year were recorded in the logbook, however individual days were not
infraction:

Dear Johnny,

Attached is the amended logbook for HSIANG FA NO.18.

Kind Regards, Amy

Date	Time	Other Data	Target Species	Other Data
25	00:57	15418E		
26	01:00	15600E		
27	00:40	15500E		
28	00:06	15555E		
29	00:70	15710E		
30	01:20	15820E		
31	03:09	15920E		

LSTLVs – NF Yuyo No. 6 (Deploy 514)
Received 18/02/2019 from Freddy Lesperance

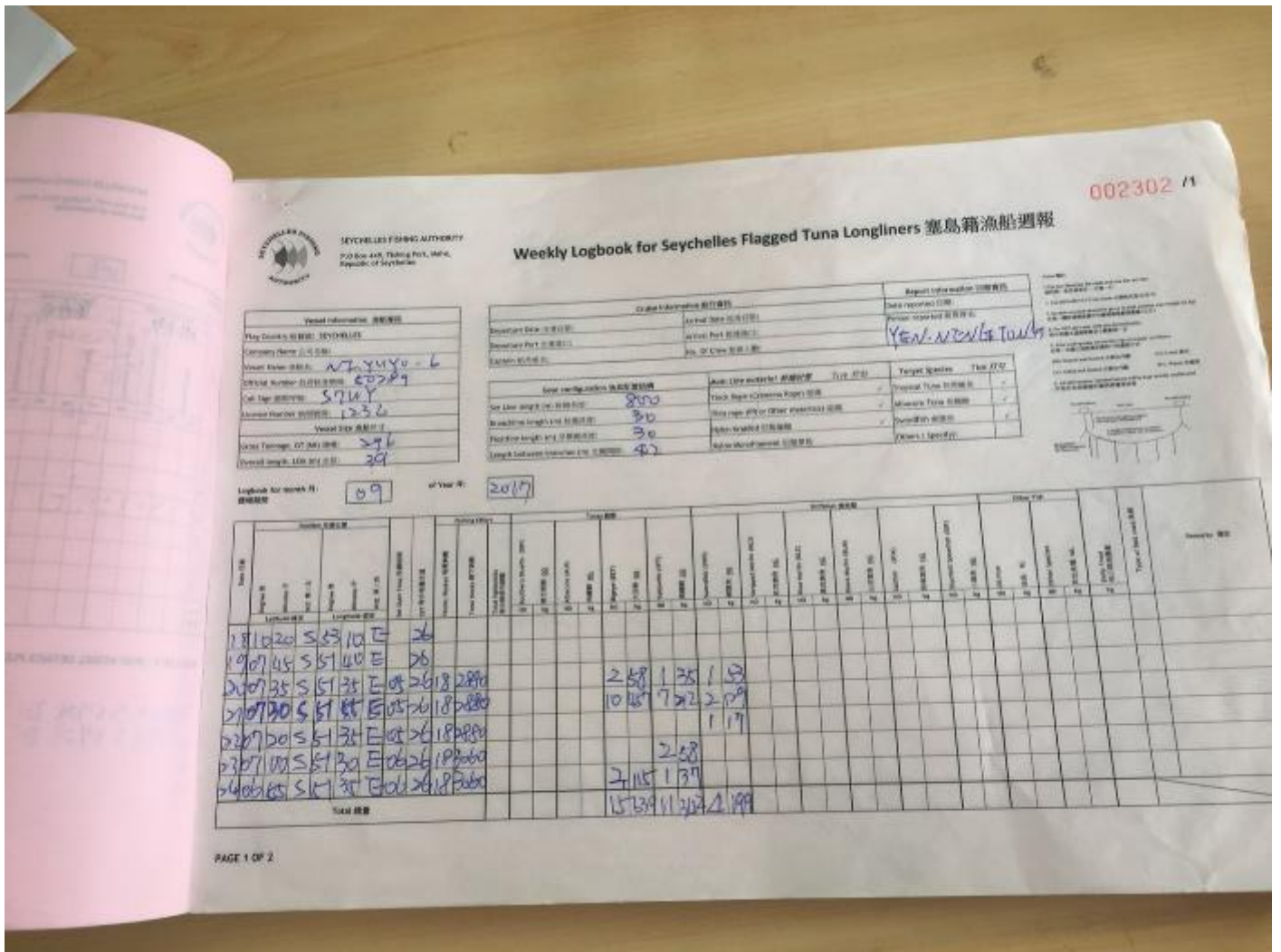
Participating Fleet
Seychelles

Possible infraction: • Logbook was not bound but consisted of separate unbound sheets copied from the original logbook

Dear Freddy,

The binding on the logbook for NF YUYO NO.6 was a damaged by wear and tear, but it has since been replaced by a new logbook. Please refer to attached photos.

Kind Regards, Amy Hsieh



LSTLVs – Several (Deploy 517, 525, 530)
Received 15/02/2019 from Fisheries Agency

Participating Fleet
Taiwan, China

Possible • Consult table below
infraction:

With respect to the Observer Reports 517-18, 525-18 and 530-18, I would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the abovementioned reports, the possible infractions indicated were as follows: (1) Report 517-18: There was 1 comment related to the VMS of the vessel, "CHENG QING FENG", (2) Report 525-18: There was 1 comment related to the VMS of the vessel, "CHENG QING FENG" and 1 comment related to the logbook of the vessel, "DER HAI NO.3", and (3) Report 517-18: There was 1 comment related to the VMS of the vessel, "CHENG QING FENG".

After our investigations among the abovementioned reports, the vessel, "CHENG QING FENG", had normally reported its locations during its fishing trips. Moreover, we would like to reiterate our position that a fishing vessel carries on board a VMS unit fitted with a power switch does not at all violate any IOTC resolution

As for the possible infraction about logbook, we found no violation of our domestic regulations because the vessel, "DER HAI NO.3", had normally reported its daily catches during its fishing trip to this Agency.

LSTLVs – Several (Deploy 492)

Received 15/02/2019 from Fisheries Agency

Participating Fleet**Taiwan, China****Possible**

• Consult table below

infraction:

With respect to the Observer Report (492-18), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the report, there are 3 comments related to VMS. These fishing vessels, “CHUAN YI”, “YI FENG NO.168” and “YI FENG NO.682” were reported by the observer that the VMS units were fitted with power switches.

After our investigations, the abovementioned vessels had normally reported their locations during their fishing trips. Moreover, we would like to reiterate our position that a fishing vessels carries on board a VMS unit fitted with a power switch does not at all violate any IOTC resolution and shall not be reported as a possible infraction.

LSTLVs – Several (Deploy 484)

Received 23/02/2019 from Fisheries Agency

Participating Fleet**Taiwan, China****Possible**

• Consult table below

infraction:

With respect to the Observer Report (484-18), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the report, there are 3 comments related to VMS. These fishing vessels, “HOME SHEEN”, “DER HAI NO.12” and “CHARNG LUEN NO.22” were reported by the observer that the VMS units were fitted with power switches.

After our investigations, the abovementioned vessels had normally reported their locations during their fishing trips. Moreover, we would like to reiterate our position that a fishing vessels carries on board a VMS unit fitted with a power switch does not at all violate any IOTC resolution and shall not be reported as a possible infraction.

LSTLVs – Several (Deploy 510)
Received 26/02/2019 from Fisheries Agency

Participating Fleet
Taiwan, China

Possible • Consult table below
infraction:

With respect to the Observer Report (510/18), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the report, there are 4 comments related to VMS. These fishing vessels, “LIEN YI HSING NO.368”, “YI FENG NO.168”, “YI FENG NO.682” and “YI FENG NO.816” were reported by the observer that the VMS units were fitted with power switches.

After our investigations, the abovementioned vessels had normally reported their locations during their fishing trips. Moreover, we would like to reiterate our position that a fishing vessel carries on board a VMS unit fitted with a power switch does not at all violate any IOTC resolution and shall not be reported as a possible infraction.

LSTLVs – Several (Deploy 497)
Received 05/03/2019 from LIU Liming

Participating Fleet
CHINA

Possible • See below
infraction:

Dear Sir,

Reference is made to the email below, and I wish to advise the outcome as follows of the investigation on the possible infractions other than on bluefin tuna in IOTC observer report ref. 497-18.

1. Regarding PING TAI RONG 70 and PING TAI RONG 68 whose header information of the logbooks were not completed except for the page number and the year, or the header were not completed, kindly be advised that the vessel owner feel regretted for the mistake by the vessel master, and the master has been required to complete all necessary information in the logbook as required by relevant regulations.
2. Regarding PING TAI RONG 303 on the IRCS on the hull and the bow, kindly be advised that the vessel was a very old one and used to operate in area of high latitudes, and part of the marking were corroded away by heavy wind and wave after longtime fishing. The crew/master realized the problem and the vessel owner consulted with the observer for guidance before the transshipment (please see attachment). To be cautious, the vessel received some supplies including paint from the carrier vessel and repainted both the IRCS and the vessel name before the transshipment was made around 13:20, June 18, 2018.
3. Regarding PING TAI RONG 303 on the VMS issue, we checked the VMS data of the vessel and found that the VMS was reporting normally to China VMS Center before and after the transshipment, and the date of the transshipment as well. The device was in good order except the power light was faulty. Please refer to the attached for VMS data snapshot.
4. Regarding PING TAI RONG 65 whose NRN was different between the ATF and IOTC Record, kindly be advised that the current ATF when the transshipment took place was issued on August 31, 2017, when the National Certificate of Registration was still valid until December 10, 2017 with the NRN of (ZHE)CHUANDENG(JI)(2014)FT-200029. However, the

National Certificate of Registration, with a new NRN of (ZHE)CHUANDENG(JI)(2017)T-2002383, was reissued on December 29 2017 after the old one expired. And we updated the new NRN on the IOTC record and did not reissue ATF as it would be valid until March 2020. Please refer to the attached new national certificate of registration of the vessel issued in December 2017 with new NRN of (ZHE)CHUANDENG(JI)(2017)T-2002383.

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

Warm regards, LIU Liming

附件4：关于平太荣303#呼号和船名磨损事宜咨询观察员邮件

给观察员的信：关于303# 呼号和船名磨损事宜咨询观察员 ★

yl@ptrcn.com
发件: ptrleng2, yl 2018-06-14 07:59

发件人: yl@ptrcn.com<yl@ptrcn.com>
收件人: ptrleng2<ptrleng2@zptr.bjles.net>
抄送: yl<yl@ptrcn.com>
时间: 2018年6月14日 (周四) 07:59
大小: 379 KB

由于非工作日邮件发送失败，今日重新转发非工作日关于303#呼号问题咨询观察员邮件：

Dear Erich Gericke,

Hope this email finds you well.

As you know, our Chinese longline fishing vessel PINGTAIRONG 303 (Call Sign: BZW3P) is going to conduct transshipment with our C/V PING TA RONG LENG 2 in this week. PTR 303 is legally registered in IOTC and holds the validated NATIONALITY CERTIFICATE, HIGH SEA FISHING LICENSE and other required docs and certificates as well.

PTR 303#, departed from port of Louis, Mauritius at Feb. 21st, 2018, conducted fishing activity at southern area in Indian Ocean and mainly caught for oilfish. However, in that area, the wind was a little bit strong and the waves were heavy, and even wiped off our painted call sign and vessel name. According to the report from the master of PTR 303, the wind and waves broken up the character "W3P" of the call sign on the both side of vessel, and also wiped off the vessel name "PING TAI RONG 303" on the left of prow, and the "PING TAI RONG" of the painted vessel name on the right of prow, which I had indicated in the below pic for your reference. Besides, PTR 303 doesn't have enough black paint on board now.

Before



Now



Considering this situation, we have to consult with you and follow your instruction before starting transhipment. Could you please tell me if we are allowed to take the black paint from C/V PING TAI RONG LENG 2 after meeting? If we need to re-paint up completely before transhipment? As a matter of experience, it won't take too much time to re-paint the call sign of the both side, but it will take hours to paint the vessel name of the prow since the structure reason. If we could start transhipment first, and after transhipment, PTR 303 will drifting at sea to finish the repainting?

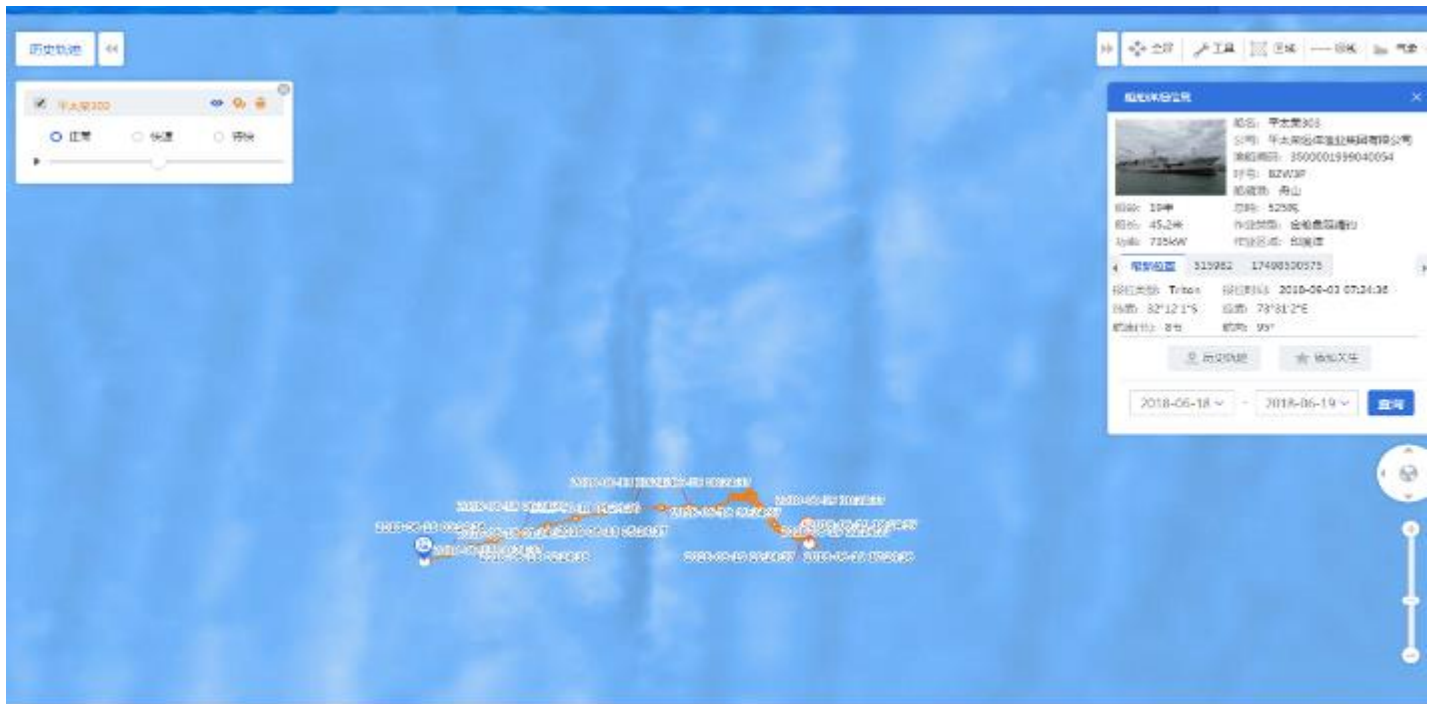
I'm writing to report this matter and we will take your advices and request our captains to follow with.

Looking forward to your reply.

Michelle Lin

vl@ptrcn.com

VMS Snapshot of PING TAI RONG 303 on the day transshipment took place



VMS data of PING TAI RONG 303 from June 19 to Sept 3, 2018



平太荣303 转载后船位截图

附件5：平太荣65国籍证书

国籍证书编号 Certificate No.	(浙) 船登(籍) (2017) FT-200238号		
船名 Name of Vessel	平太荣65 PING TAI RONG 65	船籍港 Ship port	舟山 Zhoushan
渔船编码 Vessel Code	3309002012110001	船舶呼号/识别号 Call Sign/Unique Vessel Identifier	XZ8VU/412420818
船舶种类 Vessel type	专业远洋渔船 Professional fishing boat	作业方式 Fishing Gear	延绳钓渔船 Trawl fishing ship
造船厂名称 Name of ship-builder	浙江盈洲船业有限公司 Zhejiang Yongzhou Shipyard Co., Ltd.	造船地点 Place of construction	岱山 Dai Shan
建造完工日期 Date of completion	2012-11-06 Nov 06, 2012	船体材质 Material of hull	钢质 steel
主尺度 Main Dimensions	船长 Length	型宽 Breadth	型深 Depth
	44.10 米 m	7.5 米 m	3.9 米 m
吨位 Tonnage	总吨位 Gross Tonnage		净吨位 Net Tonnage
	473.0		199.0
主机总功率: 928.0 千瓦; Total power of M.E: 928.0 kW 主机①: 型号: XCW82002C, 标定功率: 928.0 千瓦 (kW). (Type): , 标定功率: 千瓦 (kW). 主机②: 型号: , 标定功率: 千瓦 (kW). (Type): , 标定功率: 千瓦 (kW). 主机③: 型号: , 标定功率: 千瓦 (kW). (Type): , 功率共 千瓦.			
No 000030337			



船舶所有人名称 Name of Owner	平太荣远洋渔业集团有限公司 Pingtai Rong Ocean Fishery Group Co., Ltd.
居民身份证号码/ 公司注册号 ID Card No./Company Registration No.	913309036702806071
船舶所有人地址 Address of Owner	舟山市普陀区东海西路9号普陀海洋与渔业 大楼10-11楼 Floor 10th-11th, Putao Ocean Fisheries Building, No.9 Donghai West Road, Putao District, Zhoushan City
船舶所有权登记证书编号 Registry Ownership No.	(浙) 船登(权) (2014) YY-200020号
船舶经营人/项目代理人 Holder of Certificate	平太荣远洋渔业集团有限公司 Pingtai Rong Ocean Fishery Group Co., Ltd.
公司注册号 Company Registration No.	913309036702806071
船舶经营人/项目代理人地址 Address of Vessel Holder	舟山市普陀区东海西路9号普陀海洋与渔业 大楼10-11楼 Floor 10th-11th, Putao Ocean Fisheries Building, No.9 Donghai West Road, Putao District, Zhoushan City

本证书有效期至
This Certificate is valid until

2022年12月28日
Dec 28, 2022

发证机关
Issued by:  (公章)

发证日期
Issued Date: 2017年10月29日
Year Month Day

No 000030337

LSTLVs – Several (Deploy 478)**Participating Fleet****Received 08/03/2019 from Fisheries Agency****Taiwan, China****Possible**

• Consult report below

infraction:

With respect to the Observer Report (478/18), Fisheries Agency of Taiwan would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the report, there are 5 comments related to VMS, 3 comments related to the vessel marking and 3 comments related to the ATF.

Regarding the possible infractions about VMS of these vessels “MANN YU FENG NO.1”, “JINN JYI CHYUN NO.66”, “FENG CUO NO.668” and “LIEN SHENG FA”, in our investigation we confirmed that these vessels had normally reported their navigation locations during the transshipment trip. In other words, these vessels did not violate our domestic regulations concerning VMS.

Regarding the possible infractions about vessel marking of vessels “YI FENG NO.816”, “SHIN LIAN FA NO.168” and “LONG WANG SHENG NO.7”, we have already notified these vessels’ operators of such incidents and have required them to repaint their markings as soon as possible.

As for the possible infractions about ATF of vessels “SHIN LIAN FA NO.168”, “SHYE SHIN NO.31” and “SHANG YANG”, according to our record, fishing license (Distant Water Fisheries Permit) of these vessels were valid to operating in Indian Ocean during the transshipment. We have requested these vessels’ operators to inform the vessel captain to carry onboard and show the valid documents to the ROP observer when requested.

With respect to the Observer Reports 487/18, this Agency would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

According to the abovementioned report, there are 1 comment related to VMS, 1 comment related to ATF and 1 comment related to YFT quota. Regarding the possible infraction about VMS of the vessel “CHIEN WEI NO.3”, in our investigation we confirmed that this vessel had normally reported its locations during its fishing trip. Moreover, we would like to reiterate our position that a fishing vessel carries on board a VMS unit fitted with a power switch does not at all violate any IOTC resolution and shall not be reported as a possible infraction.

As for the possible infraction about ATF of the vessel “HWA SHAN NO.302”, we confirmed that fishing license (Distant Water Fisheries Permit) of this vessel was valid to operating in Indian Ocean during the transshipment. We have requested this vessel’s operator to inform the vessel captain to carry onboard and show the valid documents to the ROP observer when requested.

At last, regarding the possible infraction about YFT quota of this vessel “HSIAN FA NO.16”, we have requested the vessel operator to clarify this case and put it under investigation.

Regarding the possible infraction about YFT quota of the vessel “HSIAN FA NO.16” mentioned in the Observer Report 487/18, this Agency would like to inform you of the results of our investigation in accordance with Resolution 18/06.

As indicated in the previous letter, we have carried out an investigation into this case. The vessel operator clarified that this case was due to a language barrier which led to the communication confusion among the captain of the fishing vessel “HSIAN FA NO.16”, the captain of the carrier vessel “Seibu”, and the ROP observer. In our investigation, there is no violation found between the YFT catch amounts reported in the E-logbook and in the transshipment/landing declarations during this transshipment. Hence, based on the evidence we have obtained, there is no violation found related to the YFT quota of the said vessel.

LSTLVs – Several (Deploy 500)
Received 11/03/2019 from LIU Liming

Participating Fleet
CHINA

Possible • See below
infraction:

Dear Sir,

Reference is made to the email below, and I wish to advise the outcome as follows of the investigation on the possible infractions in IOTC observer report ref. 500-18.

1. Regarding LU RONG YUAN YU 199 (for transshipment on 31/05/18 and 06/07/18), we confirm that the NRN given on the transshipment declaration (FT 200067) was the valid NRN when the transshipment took place.

The reason on the discrepancy on the NRN on the ATF and on the transshipment declaration is that, as the previous Certificate of National Registration (FT-200031) of the vessel would expire on June 8 2018 and the vessel was planned to transship from May to July, a new Certificate of National Registration with new NRN (FT 200067) and a new ATF with the same NRN (FT 200067) was issued to avoid possible infringement because of expiry of the National Certificate (FT-200031) if the transshipment took place after June 8, 2018. However, the new NRN was not timely updated on the website and the vessel master happened to presented to the observer the old ATF (with FT-200031) which match the old NRN on the website, rather than the new ATF with new NRN (FT-200067).

Currently, the new NRN has been updated on the IOTC website.

Please refer to the attached national registration certificate of the vessel.

2. Regarding LU RONG YUAN YU 159 (for transshipment on 01/06/18 and 06/07/18), kindly be advised that , due to language constrains, the invalid National Certificate of Registration (200024) presented the observer was an old one, and the vessel master failed to present the valid one. The NRN FT-200074 was the NRN for year 2014 to 2017, and it expired in 2017 and the vessel owner applied for a new NRN, and we confirm FT-200068 on the transshipment declaration was the valid NRN when the transshipment took place. The IOTC website has been updated to reflect the new NRN (FT-200068). And the vessel was duly authorized by Chinese fisheries authority to operate in IOTC waters since 2014.

Please refer to the attached national registration certificate of the vessel.

3. Regarding LU WEI YUAN YU 188, kindly be advised that the vessel did has the authorization to operate in Pacific before it was authorized on June 20 2016 to operate in IOTC waters. The vessel arrived in IOTC waters from Pacific in January 2017. Since the vessel has the authorization for Pacific before, both ATF for Pacific and IOTC was onboard the vessel when the inspection took place. And the observer happened to notice the ATF for Pacific rather than for IOTC. And we confirm that the vessel does have IOTC ATF (GH-0491) and it operates in IOTC with authorization by China fisheries authority.

Please refer to the attached ATF of the vessel.

4. Regarding LU WEI YUAN YU 588, kindly be advised that the photo presented by the observer in the observer report was Certificate of National Registration and it indeed contains no area of operation. Due to language constrains, the vessel master has no idea what the observer was asking for, so he presented all the documents/certificate to the observer to locate what he need to check. However, the observer failed to locate the ATF in the document folder, which authorized the vessel to operate in IOTC waters since June 2016.

Please refer to the attached ATF of the vessel.

5. Regarding LU WEI YUAN YU 688, kindly be advised that all the document/certificate of the vessel are kept in one folder. Although the observer did not find the ATF in the folder, he did not ask the captain to find it for him, and the captain has no idea what the observer was looking for.

Regarding the operator of the vessel, we confirm the operator of the vessel is the same as the vessel owner, though it is not contained in the ATF. And the NRN of the vessel is (LU)chuandeng(ji)(2016)FT-200038, as contained in the Certificate of National Registration (first line of the Certificate).

Please refer to the attached ATF and national registration certificate of the vessel.

6. Regarding LU RU YUAN YU 158, the NRN 200061 was replace in 2017 as 200033 with the application of the vessel owner. And we confirm that the current NRN of the vessel is 200033, as reflected in the IOTC website. The reason why 200061 was displayed on the website during the inspection might be untimely update of the number.

7. Regarding LU RU YUAN YU 188, this is very similar to the case by LU RU YUAN YU 158. The NRN 200062 was replaced in 2017 as 200032 with the application of the vessel owner. And we confirm that the current NRN of the vessel is 200032, as reflected in the IOTC website. The reason why 200062 was displayed on the website during the inspection might be untimely update of the number.

8. Regarding SHENHUI 04/05 on different NRN, kindly be advised that it is the mistake by the captains as they keep all the document in one file folder, in spite if they are valid or expired. As the captains do not understand English, what they do is to submit to the observer all the documents/certificates, no matter if they are valid or expired, therefore it is clear that the observer may see difference NRNs in different documents/certificates.

9. Regarding SHEN HUI 06 whose NRN seemed the same as one presented for the previous transshipment SHEN HUI 04, kindly be advised that it is true that the both vessels seem to have the same NRN, however they have different year number in their NRN, and the NRN with 200012 for SHENHUI 04 was expired and the correct NRN for SHENHUI 04 is (2017)FT-200010. We list below the numbers of the two vessels:

correct NRN for SHENHUI 06: (2017)FT-200012

expired NRN for SHENHUI 04: (2016)FT-200012, (kindly note the different year)

correct NRN for SHENHUI 04: (2017)FT-200010

Therefore, the NRN (2016)FT-200012 referred to by the observer was the expired number for SHENHUI 04, and it has no connection with that of SHENHUI 06, although they seem like the same.

10. Regarding SHEN HUI 02 whose bow marking were obscure making it difficult to read accurately at a distance, kindly be advised that the vessel was repaired and repainted on August 30, 2018 when the vessel docked in Mauritius and the issued has been solved.

11. Regarding SHEN HUI 01, whose ATF document shown to the observer was the CFVN, this had no stated area of operations and bore a different NRN FT200009 than the transshipment declaration or IOTC record FT200007, we confirm that FT200007 is the correct number for national registration certificate for the vessel, which was reissued in 2017 to replace the old one with NRN FT200009. Unfortunately, the vessel master showed to the observer the old/replaced national registration certificate rather than the ATF. And we confirm that the vessel is duly authorized by Chinese government to

operate in IOTC and an ATF was issued. And we also confirm that the NRN of the vessel is the same as indicated in the ATF, national registration certificate, transshipment declaration and IOTC website.

We would like to indicate that it is because of language constrains that lead the mistakes happen for the SHENHUI vessels. And we are advised that the observer did not use the bilingual questionnaire when inspection took place, thus the captains do have difficulties to understand what the observer really want to inspect.

From the information above for SHENHUI vessels, the vessel owner has removed all the expired documents/certificates from the vessel to ensure all the documents/certificates are currently valid, so as to prevent such misunderstandings in the future.

12. Regarding LU RONG YUAN YU 189, we confirm that the NRN on the transshipment declaration (200069) is correct, and the ATF presented to the observer did not reflect the correct NRN. Currently, the NRN on the website has been corrected to 200069.

13. Regarding LU RONG YUAN YU 169, it is similar case with LU RONG YUAN YU 189. we confirm that the NRN on the transshipment declaration (200070) is correct, and the ATF presented to the observer did not reflect the correct NRN. Currently, the NRN on the website has been corrected to 200070.

14. Regarding HONG YANG 89, we confirm that the NRN on the IOTC website (200012) was correct when the transshipment took place on July 3, 2018 (and the NRN is now 200141 since July 17, 2018). The reason why there were other two numbers (200026 on the transshipment declaration and 200047 in the ATF) was that the master still kept old/expired ATF (with 200047) although a new ATF (with the correct NRN) was already issued and the copy of the new ATF was on board when being inspected. Unfortunately, due to language constrains, the master failed to present the new ATF. As the NRN on the transshipment declaration, it was absolutely the mistake by the vessel owner, who used the invalid one instead of the latest one (200012).

Because of language issue, the logbook presented to the observer was intended to be collected by fishery authority of coastal state when the vessel calls port in that state. We confirm that the vessel captain fills Chinese official logbook each day to record the activity of the vessel.

15. Regarding LU RONG YUAN YU 327 whose NRN on transshipment declaration was different from IOTC record and the ATF, we confirm that the NRN (200214) on the IOTC website and ATF is correct, while the NRN on the declaration (200212) was an expired one. The vessel master has been warned by the vessel owner to clearly cross-check the numbers before transshipment take place.

16. Regarding LU RONG YUAN YU 201 whose NRN on transshipment declaration was different from IOTC record and the ATF, it is a similar case with LU RONG YUAN YU 327 as mentioned above. we confirm that the NRN (200048) on the IOTC website and ATF is correct, while the NRN on the declaration (200046) was an expired one. The vessel master has been warned by the vessel owner to clearly cross-check the numbers before transshipment take place.

Regarding the logbook issue, we confirm that there was onboard a Chinese official logbook filled each day. It was because language issue that the master showed to the observer the logbook in wrong format. The vessel master has been instructed by the vessel owner to show the observer the Chinese official format in the future.

17. Regarding LU RONG YUAN YU 202 whose NRN on transshipment declaration was different from IOTC record and the ATF, it is a similar case with LU RONG YUAN YU 327 and LU RONG YUAN YU 201 as mentioned above. The vessel master has been warned to be careful when preparing the transshipment declaration.

Regarding the bow marking issue, kindly be advised that the vessel transshipped in May 2018 with an authorized carrier vessel under supervision of IOTC ROP observer. Unfortunately, the sea condition was pretty rough during the transshipment, thus part of the bow marking is worn out by the carrier vessel. The bow marking has be repainted when docked.

18. Regarding JIN XIANG 9 on ATF, we confirm that the vessel is duly authorized to operate in IOTC and ATF for IOTC has been issued. The vessel master showed the wrong ATF to the observer, which was for WCPFC.

Regarding the logbook issue, the vessel master has been warned by the vessel owner. And all the missing information has been filled in.

Regarding the bow marking, it is because corrosion after longtime operation on the sea. The vessel master has been instructed to paint the bow marking with a ladder with caution.

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

Warm regards, LIU Liming

中华人民共和国
渔业捕捞许可证
(公海)

Fishing License of The People's Republic of China
(High Seas)

中华人民共和国农业部制

Made by Ministry of Agriculture, the people's Republic of China

N^o 007484

许可证号: (2016)国渔(公)第 GH-0495 号
License No: No. GH-0495 (2016)Guoyu(gong)

一、渔船登记内容

I.Details of Fishing Vessel Registration

船名 Name of Vessel	鲁威远渔588 LU WEI YUAN YU 588	渔船编码 Fishing vessel code	412329409 412329409
船籍港 Port of Registry	威海 WEI HAI	船舶呼号 Call Sign	BBZY5 BBZY5
船体材料 Material of Hull	钢 steel	建造完工日期 When Built	2013年09月25日 2013 Y 09 M 25 D
主机 Main engine	数量 1 台 Number 1 Set	总额定功率 Power	1000.00 千瓦 1000.00 Kw.
登记尺度 Register Size	船长 44.98 米 Length 44.98 m.	型宽 Beam	7.80 米 7.80 m.
		型深 Depth	3.80 米 3.80 m.
登记吨位 Register Tonnage	总吨 454.00 Gross Tonnage 454.00	净吨 Net Tonnage	136.00 136.00
持证人名称 Name of Owner	威海昌和渔业有限公司 WEIHAI CHANGHE FISHERIES CO.,LTD.		
持证人地址 Address of Owner	威海市海滨北路-106A(国际商务大厦1405号) NO.106, NORTH ROAD HAIBIN, WEIHAI, SHANDONG, CHINA		
渔船检验证书号 Vessel Inspection Certificate NO.	371082AY17338 371082AY17338		
国籍登记证书号 Nationality Registry No.	(LU) CHUANDENG (JI) (2016) FT-200039 (LU) CHUANDENG (JI) (2016) FT-200039		

许可证号: (2016)国渔(公)第 GH-0495 号
License No: No. GH-0495 (2016) Guoyu(gong)

二、核准作业内容

II. Approved Fishing Conditions

作业类型 Category of Fishing Method(s)	延绳钓 longline		
作业方式 Type of Fishing Method(s)	延绳钓 longline		
作业场所 Area of Fishing	印度洋公海 HIGH SEAS OF INDIAN OCEAN		
作业时限 Duration of Fishing	自 2016 年 06 月 20 日 至 2019 年 03 月 31 日 From 2016 年 06 月 20 日 To 2019 年 03 月 31 日 From 2016 M 20 D To 2019 Y 03 M 31 D		
渔具 Fishing Gear	名称 Name		
	数量 Number		规格 Specification
捕捞品种 Target Species	金枪鱼 tuna		
捕捞配额(公斤) Fishing Quota(kg)	/		

根据《中华人民共和国渔业法》及有关法律法规,兹批准上列渔船按核准作业内容从事渔业捕捞活动。

In accordance with *Fisheries Law of the People's Republic of China* and relevant laws and regulations, it hereby approves the above vessel to conduct fishing operation in accordance to the Approved Conditions of Operation.

本证书有效期至 2019 年 03 月 31 日

This license is valid up to 2019 Year 03 Month 31 Day

签发人(签字):
Issued by Person(signature)



发证机关(盖章):
Issued by Authority(Seal)



签发日期: 2016 年 06 月 20 日
Issued on: 2016 Y 06 M 20 D

一、渔船登记内容

I.Details of Fishing Vessel Registration

船名 Name of Vessel	鲁威远渔188 LU WEI YUAN YU 188	渔船编码 Fishing vessel code	412329405 412329405
船籍港 Port of Registry	威海 WEI HAI	船舶呼号 Call Sign	BBZY1 BBZY1
船体材料 Material of Hull	钢 steel	建造完工日期 When Built	2013年05月14日 2013 Y 05M 14 D
主机 Main engine	数量 1 台 Number 1 Set	总额定功率 Power	1000.00 千瓦 1000.00 Kw.
登记尺度 Register Size	船长 44.98 米 Length 44.98 m.	型宽 Beam	7.80 米 7.80 m.
		型深 Depth	3.80 米 3.80 m.
登记吨位 Register Tonnage	总吨 454.00 Gross Tonnage 454.00	净吨 Net Tonnage	136.00 136.00
持证人名称 Name of Owner	威海昌和渔业有限公司 WEIHAI CHANGHE FISHERY CO.,LTD		
持证人地址 Address of Owner	威海市海滨北路-106A(国际商务大厦1405号) NO.106, NORTH ROAD HAIBIN, WEIHAI, SHANDONG, CHINA		
渔船检验证书号 Vessel Inspection Certificate NO.	371082AY17344 371082AY17344		
国籍登记证书号 Nationality Registry No.	(LU) CHUANDENG(JI) (2018) FT-200109 (LU) CHUANDENG(JI)(2018) FT-200109		

许可证号: (2016)国渔(公)第 GH-0491 号
License No: No. GH-0491 (2016)Guoyu(gong)

二、核准作业内容

II. Approved Fishing Conditions

作业类型 Category of Fishing Method(s)	延绳钓 longline		
作业方式 Type of Fishing Method(s)	延绳钓 longline		
作业场所 Area of Fishing	印度洋公海 HIGH SEAS OF INDIAN OCEAN		
作业时限 Duration of Fishing	自 2016 年 06 月 20 日 至 2019 年 03 月 31 日 From 2016 06 M 20 D To 2019 03 M 31 D		
渔具 Fishing Gear	名称 Name		
	数量 Number	规格 Specification	
捕捞品种 Target Species	金枪鱼 tuna		
捕捞配额(公斤) Fishing Quota (kg)			

根据《中华人民共和国渔业法》及有关法律法规,兹批准上列渔船按核准作业内容从事渔业捕捞活动。

In accordance with *Fisheries Law of the People's Republic of China* and relevant laws and regulations, it hereby approves the above vessel to conduct fishing operation in accordance to the Approved Conditions of Operation.

本证书有效期至 2019 年 03 月 31 日
This license is valid up to 2019 Year 03 Month 31 Day

签发人(签字):
Issued by Person(signature)



发证机关(盖章):
Issued by Authority(Seal)



签发日期 2016 年 06 月 30 日
Issued on: 2016 06 30 D

许可证号: (2016)国渔(公)第 GH-0496 号
License No: No. GH-0496 (2016)Guoyu(gong)

一、渔船登记内容

I. Details of Fishing Vessel Registration

船名 Name of Vessel	鲁威远渔688 LU WEI YUAN YU 688	渔船编码 Fishing vessel code	412329411 412329411
船籍港 Port of Registry	威海 WEI HAI	船舶呼号 Call Sign	BBZY6 BBZY6
船体材料 Material of Hull	钢 steel	建造完工日期 When Built	2013年09月25日 2013 Y 09 M 25 D
主机 Main engine	数量 1 台 Number 1 Set	总额定功率 Power	1000.00 千瓦 1000.00 Kw.
登记尺度 Register Size	船长 44.98 米 Length 44.98 m.	型宽 Beam	7.80 米 7.80 m.
		型深 Depth	3.80 米 3.80 m.
登记吨位 Register Tonnage	总吨 454.00 Gross Tonnage 454.00	净吨 Net Tonnage	136.00 136.00
持证人名称 Name of Owner	威海昌和渔业有限公司 WEIHAI CHANGHE FISHERIES CO.,LTD.		
持证人地址 Address of Owner	威海市海滨北路-106A HAIBIN NORTH ROAD, WEIHAI, SHANDONG		
渔船检验证书号 Vessel Inspection Certificate NO.	371082AY17339 371082AY17339		
国籍登记证书号 Nationality Registry No.	(LU) CHUANDENG (JI) (2016) FT-200038 (LU) CHUANDENG (JI) (2016) FT-200038		

许可证号: (2016)国渔(公)第 GH-0496 号
License No: No. GH-0496 (2016)Guoyu(gong)

二、核准作业内容

II. Approved Fishing Conditions

作业类型 Category of Fishing Method(s)	延绳钓 longline		
作业方式 Type of Fishing Method(s)	延绳钓 longline		
作业场所 Area of Fishing	印度洋公海 HIGH SEAS OF INDIAN OCEAN		
作业时限 Duration of Fishing	自 2016 年 06 月 20 日 至 2019 年 03 月 31 日 From 2016 Y 06 M 20 D To 2019 Y 03 M 31 D		
渔具 Fishing Gear	名称 Name	/	
	数量 Number	规格 Specification	/
捕捞品种 Target Species	金枪鱼 tuna		
捕捞配额(公斤) Fishing Quota (kg)	/		

根据《中华人民共和国渔业法》及有关法律法规,兹批准上列渔船按核准作业内容从事渔业捕捞活动。

In accordance with *Fisheries Law of the People's Republic of China* and relevant laws and regulations, it hereby approves the above vessel to conduct fishing operation in accordance to the Approved Conditions of Operation.

本证书有效期至 2019 年 03 月 31 日
This license is valid up to 2019 Year 03 Month 31 Day

签发人(签字):
Issued by Person(signature)



发证机关(盖章):
Issued by Authority(Seal)



签发日期: 2016 年 06 月 20 日
Issued on: 2016 Y 06 M 20 D

国籍证书编号 Certificate No.	(鲁) 船登(籍) (2018) FT-200067号				
船名 Name of Vessel	鲁东远渔199 LI 3066 YUAN Y 199	船籍港 Ship port	石岛 SHIDAO		
渔船编码 Vessel Code	3710832013080026	船舶吨位/总吨位 Gross Tonnage/Total Tonnage	412329001		
渔船种类 Vessel Type	专业远洋渔船 Professional Fishing Boat	作业方式 Fishing Gear	兼检兼钓船 Trawl and hook boat		
造船厂名称 Name of ship builder	山东天舟岛集团造船有限公司 Shandong Tianzhou Group Shipbuilding Co., Ltd.	造船地点 Place of construction	山东省荣成市 Rongcheng Shandong		
建造完工日期 Date of completion	2013 05 28 May 28 2013	船体材質 Material	钢质 steel		
主尺度 Main Dimensions	船长 Length	38.22 米 m	型宽 Breadth	7.0 米 m	
	型深 Depth	3.2 米 m	吃水 Draft	0.8 米 m	
吨位 Tonnage	总吨位 Gross Tonnage	321.0		净吨位 Net Tonnage	136.0
	主机总功率: 1000.0 千瓦; Total power of M.E.: 1050 kW				
主机①: 型号 1B60502LC, 标定功率: 1000.0 千瓦 (kW), (Type): D					
主机②: 型号, 标定功率: 千瓦 (kW), (Type):					
主机③: 型号, 标定功率: 千瓦 (kW), (Type):					
子船名称: , 功率具 千瓦.					

No. 0000021247

船舶所有人名称 Name of Owner	威海市恒源渔业有限公司 Weihai City Hengyuan Fishery Co., Ltd.
居民身份证号码/ 公司注册号 ID Card No./Company Registration No.	913710835903127750
船舶所有人地址 Address of Owner	乳山市城区建设街9号 Rushan Shichen
船舶所有权登记证书编号 Registry Ownership No.	(鲁) 船登(权) (2017) YF-200024号
船舶所有人/项目代理人 Holder of Certificate	威海市恒源渔业有限公司 Weihai City Hengyuan Fishery Co., Ltd.
公司注册号 Company Registration No.	913710835903127750
船舶所有人/项目代理人地址 Address of Vessel Holder	乳山市城区建设街9号 Rushan Shichen

本证书有效期至
This Certificate is Valid Until

2023年04月12日
12/04/2023

发证机关(公章)
Issued by:

发证日期: 2018年04月13日
Issued Date: Year Month Day

No. 0000021247

证书编号 Certificate No.	(鲁) 船登(船) (2016) FT-200038号		
船名 Name of Vessel	鲁威远渔688 LU WEI YUAN YU 688	船籍港 Ship port	威海 WEI HAI
渔船编码 Trawl Code	3710022013090004	船舶呼号/识别号 Call Sign/Unique Vessel Identifier	BBZY6
渔船种类 Vessel Type	专业远洋渔船 Professional Fishing Boat	作业方式 Fishing Gear	金枪鱼钓船 Tuna longline boat
造船厂名称 Name of shipyard	青岛造船有限公司 Qingdao Shipbuilding Co., Ltd.	造船地点 Place of construction	山东威海 Weihai Shandong
建造完工日期 Date of completion	2013-09-25	船体材质 Material	钢质
主尺度 Main dimensions	船长 Length 41.98 米	型宽 Breadth 7.8 米	型深 Depth 3.8 米
吨位 Tonnage	净吨位 Net Tonnage	454.0 136.0	
主机总功率: 1000.0千瓦; Total power of M.E.: 1000.0kW 主机(1): 型号: C96250ZLC-109, 标定功率: 1000.0 千瓦 (kW) (Type): 主机(2): 型号: , 标定功率: 千瓦 (kW) (Type): 主机(3): 型号: , 标定功率: 千瓦 (kW) (Type): 子船名: , 功率: 千瓦			

№ 0000003789

船舶所有人名称 Name of Owner	威海昌和渔业有限公司 WEIHAI QINGHE FISHERY Co., LTD
居民身份证号码/ 公司注册号 ID Card No./Company Registration No.	91371002683246308E
船舶所有人地址 Address of Owner	威海市海滨北路 106A Weihai North Road - 106A, Weihai, Shandong
船舶所有权登记证书编号 Particly Ownership No.	(鲁) 船登(权) (2016) YF-200038号
船舶经营人/项目代理人 holder of Certificate	威海昌和渔业有限公司 WEIHAI QINGHE FISHERY Co., LTD
公司注册号 Company Registration No.	91371002683246308E
船舶经营人/项目代理人地址 Address of Vessel holder	威海市海滨北路-106A Weihai North Road - 106A, Weihai, Shandong

本证书有效期至
This Certificate is valid until

发证机关:
Issued by:

发证日期:
Issued Date:



№ 0000003789

中华人民共和国
渔业船舶国籍证书
(远洋)

PEOPLE'S REPUBLIC OF CHINA
CERTIFICATE OF FISHERY VESSEL'S NATIONALITY
(Overseas)



主管机关
Authority

中华人民共和国农业部
MINISTRY OF AGRICULTURE
PEOPLE'S REPUBLIC OF CHINA

Nº: 0000003789

承租人: Leascholder: 租赁登记证书编号: Charter Registry No. (公章) 年(Y) 月(M) 日(D)	注销登记证明书编号: Cancel Registry Certificate No. (公章) 年(Y) 月(M) 日(D)
租赁登记 CHARTER REGISTRY	承租人: Leascholder: 租赁登记证书编号: Charter Registry No. (公章) 年(Y) 月(M) 日(D)
登记渔船照片 PHOTO OF REGISTRY VESSEL	

Nº: 0000003789

LSTLVs – Several (Deploy 497)

Participating Fleet

Received 11/03/2019 from LIU Liming

CHINA

Possible

- Possible transshipment of SBT

infraction:

Dr. Christopher O'Brien
Executive Secretary
Indian Ocean Tuna Commission
SEYCHELLES

March 8, 2019

Subject: Outcome of the Investigation on Suspected Illegal Operation of Ping Tai Rong Company

Dear Dr. Christopher O'Brien,

Reference is made to your letter of Sept 1, 2018 (IOTC Ref: 7004) and IOTC Observer Report (497-18) on the suspected illegal operation of tuna longliners, namely Ping Tai Rong 65/68/70/71/303/316/318, and carrier vessel, Ping Tai Rong Leng 2, whose owner is Ping Tai Rong Deep Sea Fishing Group Co., LTD.

After receiving the letter and the Report, the Bureau of Fisheries (BOF) of Ministry of Agriculture and Rural Affairs of China immediately notified Zhejiang Provincial Bureau of Ocean and Fisheries (hereafter referred to as “the Zhejiang Bureau”) to investigate on the case. The Zhejiang Bureau, after receiving the notification, attached great attention to this matter and took immediate action.

According to the requirement of the notification by BOF, the Zhejiang Bureau established an investigation team, which consists of the responsible office of the Bureau, the provincial law-enforcement unit, the Zhoushan Bureau of Ocean and Fisheries, Research Center of International Laws and Affaire for Distant water Fisheries of Shanghai Ocean University (hereafter referred to as “the Research Center”) and the Marine Fisheries Research Institute of Zhejiang Province, to investigate on the suspected illegal catch of southern bluefin tuna of the seven longliners, the transshipment of the suspected bluefin tuna catch from the longliners to the Carrier Vessel Ping Tai Rong Leng 2, as well as other suspected illegal matters made by the above mentioned seven longliners.

I wish to advise that the investigation report indicated that no bluefin tuna was found during the investigation. The following refers to the investigation method and process.

1. Investigation Process

After receiving the notification from the BOF on September 3, the Zhejiang Bureau immediately instructed the Carrier Vessel Ping Tai Rong Leng 2, which is on the way heading for China, not to call any port, not to make transshipment with any other vessel before docking pier at the wharf of Zhoushan National Distant Water Fisheries Base (NDWF Base). At the same time, the Zhejiang Bureau invited the Research Center of Shanghai Ocean University to appoint experts to Zhoushan to assist the Bureau to conduct catch port inspection and fish species identification on the catch on board the carrier vessel Ping Tai Rong Leng 2, who docked pier at the wharf of NDWF Base on the afternoon of September 5.

On the morning of September 6, the investigation team entered to the site. In the afternoon, the relevant leaders of Zhejiang Bureau convened a special meeting on “port inspection and fish species identification for catch transshipped to Ping Tai Rong Leng 2” to discuss the implementation of this inspection. At the meeting, the catch inspection team introduced the preliminary plan of catch inspection and further improved the work plan after hearing the opinions of the meeting participants. At the same time, researchers from Zhejiang Marine Fisheries Research Institute are invited to join the catch inspection work during the whole inspection process. The meeting tasked team member from Zhejiang Bureau to check the logbook, navigation equipment and layout of the catch holding, and those from the Research Center to examine the catch and species identification, and the Zhejiang Marine Fisheries Research Institute to arrange researchers for participation the whole the investigation.

At 3:30 p.m. of September 6, the investigation team boarded the Carrier Vessel Ping Tai Rong Leng 2 and questioned the master, chief mate and crew, checked the log book, electronic navigation record, and observer’s transshipment report and customs declaration list. The team also checked and verifies the integrity of the fish in the hold.

Carrier Vessel Ping Tai Rong Leng 2 started to unload the fish (the first string bag) at 4:48 PM on September 6 and finished the unloading of all the catch at 10:00 PM on September 13. A total of 1602.8 tons of catch has been discharged during the 8 days, which is consistent with the customs data.

The entire unloading process was carried out under the supervision of the investigation team. The team member from Shanghai Ocean University took photos and randomly collected samples for each string bag of fish in the unloading process.

2. Catch Inspection and Species Identification Scheme

- 1) During the unloading, the catch inspection team should participate in the whole process, including fish sampling and unloading supervision, photo-taking of each string fish, recorded the whole process of fish unloading and the discharge order of catch transshipped from related fishing vessel in detail.

- 2) The catch was examined by random sampling from 5% to 10% and preliminary identification of specie was made. The length data (head length or trunk length) of the sample individuals were measured and muscle tissue samples were taken from some individuals.
- 3) After completing the unloading of the catch, the catch inspection team should check whether all the catch has been unloaded completely.
- 4) DNA testing of muscle tissue was performed on individuals sampled at the site if the species could not be preliminarily identified. The process includes tissue processing in the relevant laboratory in Research Center, extraction of genomic DNA and PCR amplification of conventional gene COI. The Research Center conducted analysis of the sequencing results to determine the species of the samples.

3. Outcome of the Investigation

1) Inspection of log book and electronic navigation records of Ping Tai Rong Leng 2.

The log book of Ping Tai Rong Leng 2 shows that the Vessel left Singapore for Zhoushan on August 29 and arrived at the wharf of Zhoushan NDWF Base on the afternoon of September 5. During the voyage, the carrier vessel did not call at any other port or alongside to other ships.

2) Inspection of the catch layout integrity inside the hold of Ping Tai Rong Leng 2.

According to the cargo space arrangement plan provided by The Ping Tai Rong Leng 2, the vessel has 4 freezing holds. The loading arrangement of the catch is as follows:

Hold No.4: 662.53 tons of ultra low temperature catch (bigeye tuna, yellowfin tuna, oil fish and a small quantity of swordfish);

Hold No.3: 511.7 tons of albacore tuna;

Hold No.2: 137.26 tons of albacore tuna;

Hold No.1: 269.43 tons of mixed fish (moonfish, butterfly mackerel (*Gasterochisma melampus*), dolphin-fish (*Coryphaenidae*), wahoo (*Acanthocybium solandri*), black marlin (*Makaira indica*).

By comparison with the customs declaration list and the catch space arrangement, all the catch inside the holds have been neatly arranged and well classified, so that the possibility of transshipment and/or discarding on the way back can be

ruled out.

- 3) A total of 604 samples of length data were randomly sampled. For the fish without head and tail, which could not be identified in morphology, important samplings were conducted and muscle samples collected (253 in total). Only a small number of samples were taken for mixed fish and albacore tuna with the morphological characteristics. The entire unloading process is conducted in orderly and normal way.

4) Results of DNA testing

For the 253 muscle samples collected, most of them could identify the species after morphological identification through photo comparison. However, there were still 46 samples without head and tail that could not be identified and therefore needed DNA testing. Genomic DNA was extracted from each sample and checked by electrophoresis. Conventional COI DNA Barcoding Cocktail PCR and sequencing analysis were carried out for all 46 samples. The sequencing results were blasted on NCBI. The 46 samples were identified by DNA testing basically covered all the samples without head and tail. And the testing indicates that no southern bluefin tuna (*Thunnus maccoyii*) was found (38 of which were determined yellowfin tuna *Thunnus albacares* and 8 of them bigeye tuna *Thunnus obesus*).

4. Conclusion and comments

According to the information available at the present, there is no evidence indicating that Ping Tai Rong Leng 2 has conducted illegal transshipment at sea of the southern bluefin tuna.

5. Other matters

- 1) All the seven LL vessels suspected to have transhipped bluefin tuna to Carrier Vessel Ping Tai Rong Leng 2, according to the Observer Report (497-18), were called back for further investigation by the BOF soon after the receipt of the letter of September 1, 2018 from the Executive Secretary. The vessels arrived at the wharf of Zhoushan NDWF Base on October 7 and October 8 respectively. Internal investigation on the vessels against bluefin tuna indicated no evidence on the alleged violation.

In addition, on her way back to China, FV Ping Tai Rong 316 was inspected by an Indonesian patrol boat (BC 3005) near in area near to Singapore at 8:00 on the morning of September 23, 2018, and no violation was found during the inspection.

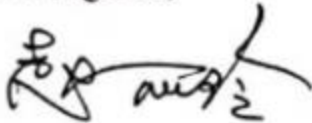
- 2) The outcome of investigation on other matters indicated in the Observer Report (497-18), such as vessel marking, VMS and logbook, have been submitted separately to Secretariat on March 5, 2019.

I wish to take this opportunity to assure to the Commission that China bears no tolerance on violation of domestic and international laws and regulations on deepsea fishing, and serious punishment would be imposed on vessel owners if their vessel(s) have been indentified to have engaged in illegal fishing.

Hope the information above could clarify the situation.

Should you have any questions, please do not hesitate to let me know.

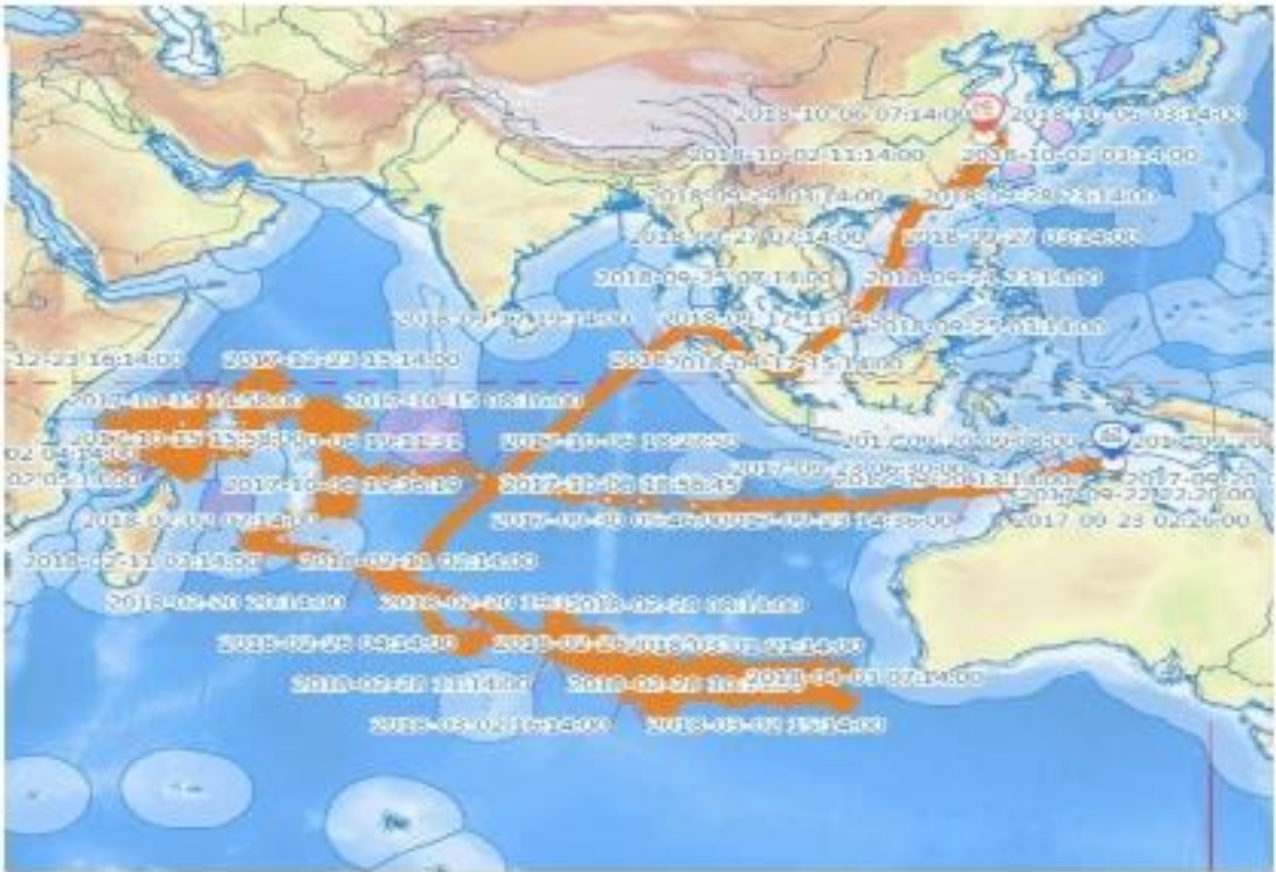
Kind regards,



ZHAO Liling
Director
Division of Deepsea Fishing
Bureau of Fisheries
Ministry of Agriculture and Rural Affairs
People's Republic of China

Attachment:

1. DNA Test Report
2. Navigation Chart of FV Ping Tai Rong 65/68/70/71/303/316/318 and CV Ping Tai Rong Leng 2
3. Customs Clearance Declaration



PTR65 20170920-20181007



PTR68 20170920-20181007



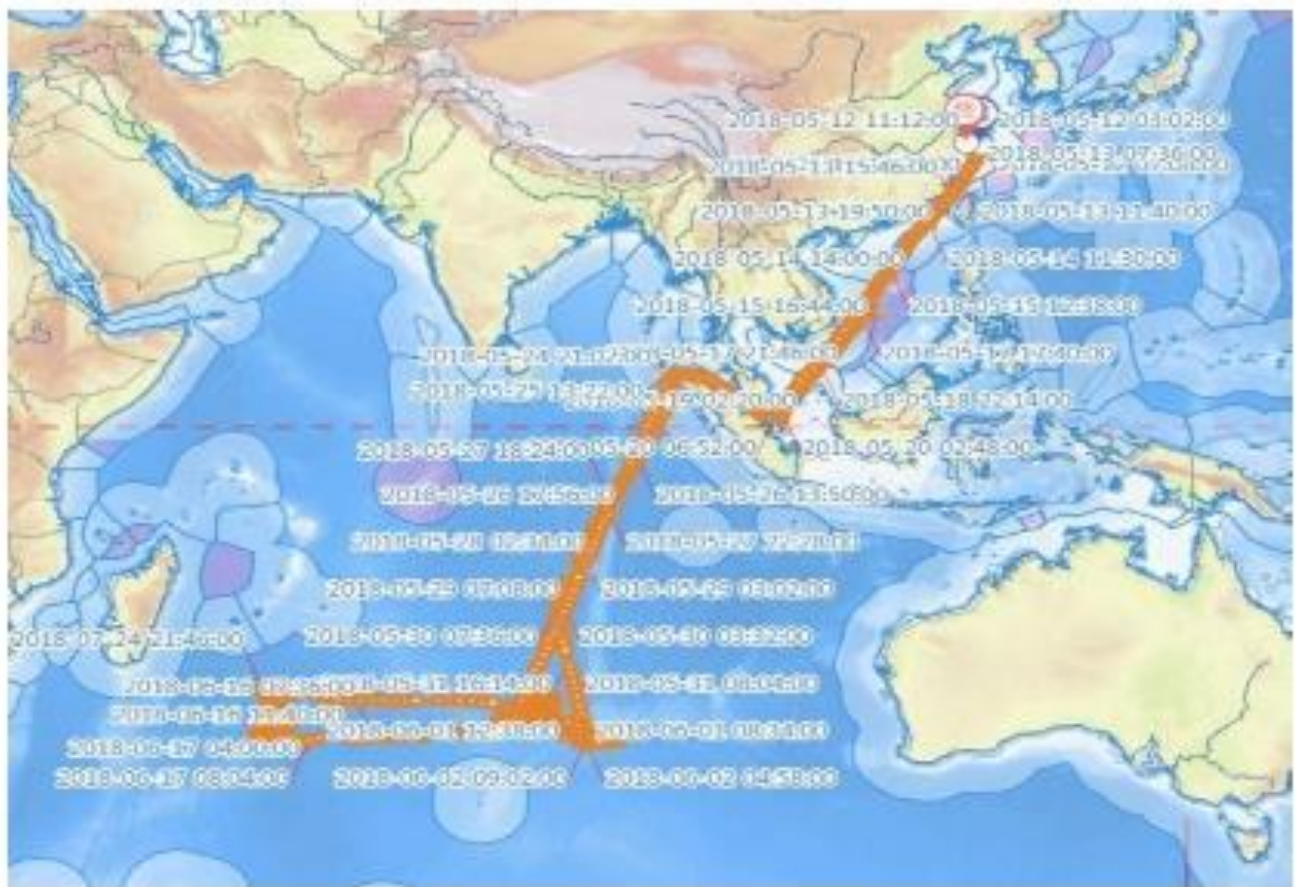
PTR70 20180321-20181007



PTR71 20180321-20181007



PTR318 20170922-20181007



PTRL2 20180512-20180905



PTR303 20170929-20181007



PTR316 20170922-20181007

Zhejiang Academy of Science and Technology for Inspection and Quarantine



中国认可
国际互认
检测
TESTING
CNASL0354

TEST REPORT

Report No: D18018379

Report Date: 2018/12/17

Client Name: Research Center of International Laws and Affairs for
Distant-water Fisherises

Contact person: Liu Yang

Date of Receipt: 2018/12/10

Sample Size: 46

Sample Description: freezing

Test Result(s)

SampNo	SampName	ItemName	Result	TestLimit	Unit	MethodNo
Y18029984	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18029988	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18029989	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18029990	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18029991	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18029992	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18029993	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18029994	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18029995	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18029996	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019

Address: No.126 Fuchun Road, Hangzhou, Zhejiang (Zip code: 310016)
HomePage: www.zaiq.org.cn

Tel/Fax: +86-0571-81100631/81100583

(Report Page 4-1)

Y18029997	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18029998	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18029999	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030000	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030001	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030002	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030003	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030004	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030005	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030006	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030007	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030008	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030009	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030010	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030011	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030012	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030013	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019

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(Report Page 4-2)

Y18030014	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030015	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030016	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030017	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030018	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030019	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030020	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030021	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030022	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030023	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030024	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030025	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030026	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030027	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030028	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030029	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030030	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019

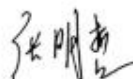
Y18030031	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019
Y18030032	Southern bluefin tuna(<i>Thunnus maccoyii</i>)	<i>Thunnus maccoyii</i>	No <i>Thunnus maccoyii</i> DNA detected	/	/	S-NS019

End of the list

Note:

- * The results shown in this test report refer only to the sample(s) tested, and cannot be used for any improper publicity.
- * This test report cannot be reproduced except in full, without written approval of the laboratory.
- * Not Detected means not detected at or above the limit of quantification.

Authorized Signature:






中华人民共和国海关进口货物报关单



预录入编号: 120180000002481757 海关编号: 290420181048006920 (舟山海关) 第四联: 报关单

境内收货人 (91320900710200071) 平太荣远洋渔业集团有限公司	进境关别 (2204) 舟山海关	出口日期 20180905	申报日期 20180905	备案号 22041800658
境外发货人 (30) 无	运输方式 (2) 水路运输	运抵日期及运抵地点 218271100621082/0802	提单号 PPL22014821	贸易国别 马来西亚
消费税率 (91320900710200071) 平太荣远洋渔业集团有限公司	贸易方式 (0900) 其他	货物名称 (111) 远洋渔业	许可证号	商品名称 (01000) 鳕鱼(毛显求期)
合同协议号	贸易国 (地区) (3170) 中国	启运地 (800) (3170) 毛显求期	启运地 (800) (3170) 毛显求期	入境口岸 (320001) 舟山定海港区
包装种类 (30,00) 散包/散箱	件数 1	毛重(千克) 1200372	净重(千克) 1200372	成交方式 (1) CIF

随附单证: 分提箱产品证书证明(201809031781); 合法捕捞产品证书证明(20180903170); 捕捞许可证; 复配; 合同; 代理报关委托书(纸质)

申报日期: 20180905
备注: 生产地: 平太荣05/08/70/71/300/316/348; 捕捞于印度洋公海, NV

序号	商品编号	商品名称及规格型号	数量及单位	单价/总价/币种	原产国(地区)	最终目的国(地区)	境内目的地	征免
1	0303440000	冻无鳞鳕鱼 0.3.冻;Tautoga onitis;10KG-60KG/条	28040 千克	40.0000 1121600.0000 人民币	中国 (3200)	中国 (3200)	舟山/舟山市普陀区	全免 (0)
2	0303574000	冻圆鳕 0.3.冻;Xiphias gladius;40KG-100KG/条	17225 千克	17.0000 292825.0000 人民币	中国 (3200)	中国 (3200)	舟山/舟山市普陀区	全免 (0)
3	0303410000	冻长鳍鳕鱼 0.3.冻;Tautoga stolonata;10KG-50KG/条	68829 千克	15.0000 1032435.0000 人民币	中国 (3200)	中国 (3200)	舟山/舟山市普陀区	全免 (0)
4	0303420000	冻真鳕鱼 0.3.冻;Thausu albacora;10KG-60KG/条	32408 千克	35.0000 1134280.0000 人民币	中国 (3200)	中国 (3200)	舟山/舟山市普陀区	全免 (0)
5	0303500000	冻鳕鱼 0.3.冻;Tetrapturus albus;20KG-50KG/条	1034 千克	13.0000 13442.0000 人民币	中国 (3200)	中国 (3200)	舟山/舟山市普陀区	全免 (0)
6	0303500000	冻鳕鱼 0.3.冻;Makaira macrura;20KG-10KG/条	28019 千克	35.0000 980665.0000 人民币	中国 (3200)	中国 (3200)	舟山/舟山市普陀区	全免 (0)

特殊关系确认: 否 价格影响确认: 否 支付特许权使用费确认: 否 自报自缴: 否

报关人员: 报关人员证书号29395183 电话: 业务部地址: 舟山市普陀区沈家门镇... 邮编: 405000
申报单位: 91320900710200071 中国舟山平太荣代理有限公司 申报日期: 20180905

平太荣报关单-1



中华人民共和国海关进口货物报关单



预录入编号: 120180000002481757 海关编号: 290420181048006920 (舟山海关) 第四联: 报关单

境内收货人 (91320900710200071) 平太荣远洋渔业集团有限公司	进境关别 (2204) 舟山海关	出口日期 20180905	申报日期 20180905	备案号 22041800658
境外发货人 (30) 无	运输方式 (2) 水路运输	运抵日期及运抵地点 218271100621082/0802	提单号 PPL22014821	贸易国别 马来西亚
消费税率 (91320900710200071) 平太荣远洋渔业集团有限公司	贸易方式 (0900) 其他	货物名称 (111) 远洋渔业	许可证号	商品名称 (01000) 鳕鱼(毛显求期)
合同协议号	贸易国 (地区) (3170) 中国	启运地 (800) (3170) 毛显求期	启运地 (800) (3170) 毛显求期	入境口岸 (320001) 舟山定海港区
包装种类 (30,00) 散包/散箱	件数 1	毛重(千克) 1200372	净重(千克) 1200372	成交方式 (1) CIF

随附单证: 分提箱产品证书证明(201809031781); 合法捕捞产品证书证明(20180903170); 捕捞许可证; 复配; 合同; 代理报关委托书(纸质)

申报日期: 20180905
备注: 生产地: 平太荣05/08/70/71/300/316/348; 捕捞于印度洋公海, NV

序号	商品编号	商品名称及规格型号	数量及单位	单价/总价/币种	原产国(地区)	最终目的国(地区)	境内目的地	征免
7	0303890000	冻鲜明太鱼 0.3.冻;Borealis pretiosa;10KG-20KG/条	137732 千克	15.0000 2065980.0000 人民币	中国 (3200)	中国 (3200)	舟山/舟山市普陀区	全免 (0)
8	0303890000	冻沙丁鱼 0.3.冻;Acetorhynchus solandri;30KG-50KG/条	17241 千克	18.0000 310338.0000 人民币	中国 (3200)	中国 (3200)	舟山/舟山市普陀区	全免 (0)
9	0303810000	冻大西洋鳕 0.3.冻;Pleuronectes glaucus;10KG-50KG/条	4103 千克	16.0000 65648.0000 人民币	中国 (3200)	中国 (3200)	舟山/舟山市普陀区	全免 (0)
10	0303890000	冻斑点月鲽 0.3.冻;Lampris guttatus;10KG-20KG/条	77164 千克	8.0000 617312.0000 人民币	中国 (3200)	中国 (3200)	舟山/舟山市普陀区	全免 (0)

特殊关系确认: 否 价格影响确认: 否 支付特许权使用费确认: 否 自报自缴: 否

报关人员: 报关人员证书号29395183 电话: 业务部地址: 舟山市普陀区沈家门镇... 邮编: 405000
申报单位: 91320900710200071 中国舟山平太荣代理有限公司 申报日期: 20180905

平太荣报关单-2

LSTLVs – Several (Deploy 467, 468, 483, 499, 515)Participating FleetReceived 12/03/2019 from Fisheries AgencyJapanPossible
infraction:

- Consult letter below

**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

12 March 2019

Dr. Christopher O'Brien,
IOTC Executive Secretary

Dear Dr. Christopher O'Brien,

In accordance with paragraph 23 of Resolution 14/06, I am writing to report the 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.

- **LSTLV (Hinode Maru No.38) whose VMS was not functioning**
 - The Fisheries Agency of Japan (FAJ) confirmed that the vessel recognized that the VMS was not functioning before being pointed out by the observer and reported its position properly by facsimile to FAJ as an emergency action according to para 9 of Res 06/15 until the VMS was replaced after entering into port of Cape Town.
- **LSTLV (Hinode Maru No.38) whose VMS power plug could be unplugged**
 - FAJ confirmed that the VMS transmitted its position continuously since it was replaced due to malfunction mentioned above. FAJ also confirmed that the VMS had been active in the record of transmission. The condition of the power plug pointed by the observer was not intentional but turned out to be a result of incorrect installation by a local provider in Cape Town. FAJ directed the vessel to make additional construction for correction, which will be implemented around May at the next entry into a port.
- **LSTLVs (Wakashio Maru No.58 and Taiwa Maru No.8) which were pointed out that their logbooks were unbound**
 - FAJ confirmed the vessels maintained an electronic logbook properly. The vessel masters printed out a part of the electronic logbook so that the observer can see it well. This led to

misunderstanding as if the vessels used an unbound paper logbook. FAJ directed the vessels to show observers the electronic logbook through the PC monitor in order to avoid such misunderstanding.

- **LSTLV (Fukuseki Maru No.31) whose logbook was missing the pages numbered 2 and 3**
 - FAJ confirmed the vessel kept a record on a bound logbook and submitted all records during its trip properly. However, the vessel tore page 2 and 3 because the vessel staffs used a carbon copy logbook carelessly without underlay, which erroneously copied the record on page 1 onto following pages.
 - FAJ directed the vessel not to tear any pages even when some pages are not usable due to miswriting.

- **LSTLVs (Fukutoku Maru No.8 and Fukutoku Maru No.88) whose electronic logbook pages were not numbered**
 - FAJ directed the vessel to ensure to put a page number on each page of the logbook.

- **LSTLV (Koei Maru No.1) whose logbook didn't match the Japanese logbook template**
 - FAJ confirmed the vessel maintained the Japanese official logbook and submitted it to FAJ properly. However, the vessel master showed the observer a Mozambican official logbook because the vessel had operated in Mozambique's EEZ until just before the transshipment and he wrongly showed the Mozambican one. FAJ directed the vessel to show the observers only Japan's official logbook in order to avoid such misunderstanding.

Sincerely yours,



for Shingo Ota
Japanese Commissioner to IOTC

LSTLVs – Several (Deploy 513)
Received 12/03/2019 from Fisheries Agency

Participating Fleet
Taiwan, China

Possible • Consult letter below
infraction:

With respect to the Observer Report 513-18, this Agency would like to inform you of the results of our investigation and actions taken in accordance with Resolution 18/06.

Regarding the 2 possible infractions about vessel marking of the vessels “FWU FA NO.6” and “HE JHEN YI NO.126”, we have already instructed these vessels’ operators of such incidents and have required them to repaint their markings as soon as possible.

As for the 10 possible infractions about logbook, we found no violation in our domestic regulations which only the first page header must be completed during per fishing trip.

Regarding the possible infraction about VMS of the vessels “AN WUN FA NO.6”, “AN WOEN FA NO.3”, “AN WEN FA NO.2”, “SHUI HO CHENG”, “JIA YI FA”, “CHANG YING NO.69”, “LIEN SHENG FA”, “WOEN DAR NO.168”, “WEN DAR” and “FENG KUO NO.568”, in our investigation we confirmed that these vessels had normally reported their locations during their fishing trips. Moreover, we would like to reiterate our position that a fishing vessel carries on board a VMS unit fitted with a power switch does not at all violate any IOTC resolution and shall not be reported as possible infraction.

LSTLVs – Several (Deploy 473, 480, 491, 509, 517, 525)
Received 12/03/2019 from Department of Fisheries

Participating Fleet
Malaysia

Possible • Consult the table, photograph and document, below
infraction:

Deploy. number	Vessel name	Vessel flag	Inspection date	Inspection comment	Infraction type	Date report sent to CPC	Feedback from CPC
473	KHA YANG 7	MYS	25/01/18	The logbook headers, which requested the vessel and voyage details were not completed.	Logbook	01/03/2018	Action was taken to complete the log sheets.
473	KHA YANG 1	MYS	26/01/18	The logbook headers, which requested the vessel and voyage details was not completed.	Logbook	01/03/2018	
473	KHA YANG 35	MYS	26/01/18	The logbook headers, which requested the vessel and voyage details was not completed.	Logbook	01/03/2018	
480	KHA YANG 5	MYS	15/04/18	Head of the pages of the Fishing Logbook not filled with relevant LSTLV information	Logbook	28/06/18	
491	KHA YANG 7	MYS	12/05/18	The Vessel's English name was not printed on the stern, however this was peeling off making it unclear and difficult to read at a distance	Marking	03/08/18	The marking on vessels was worn away due to strong waves and rough sea. The vessel operator had repainted the vessels and markings
509	KHA YANG 35	MYS	06/08/18	ATF - The date has passed its expiry	ATF	12/09/18	The ATF for Kha Yang 35 was renewed and the Authorization period is from 2018/06/11 to 2019/07/11
517	KHA YANG 35	MYS	04/09/18	The ATF which was produced during the LSTLV boarding check was only valid up to 11/07/2018.	ATF	12/11/18	
525	KHA YANG 35	MYS	31/10/18	The LSTLV did not complete any of the header information of the logbook, and therefore the logbook did not contain any information (Vessel name, IRCS or NRN) which could link the logbook to the LSTLV	Logbook	16/11/18	Action was taken to complete the log sheets.
525	KHA YANG 5	MYS	31/10/18	The LSTLV did not complete any of the header information of the logbook, and therefore the logbook did not contain any information (Vessel name, IRCS or NRN) which could link the logbook to the LSTLV	Logbook	16/11/18	



Serial No: 0037M



DEPARTMENT OF FISHERIES MALAYSIA

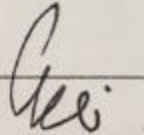
MINISTRY OF AGRICULTURE & AGROBASED INDUSTRY

AUTHORISATION TO FISH OUTSIDE THE MALAYSIAN EEZ

The Department of Fisheries Malaysia hereby give the authorisation to carry out fishing activity outside the Malaysian EEZ to the vessel below:

Name of Owner : KHA YANG MARINE SDN. BHD.
 Adress of Owner : No 5, Lorong IKS, Simpang Ampat – J, Kawasan Perindustrian Simpang Ampat, 14100, Penang, Malaysia.
 Phone No. : +604 -568 1197 Fax No. : +604-568 1196
 Email Adress : lim@khayang.com / ows@khayang.com
 Vessel Name : KHA YANG 35
 Vessel License No. : PPF 1039
 Vessel Official No. : 333517
 IRCS No. : 9 MTX 8 IMO No. : 8789547
 Type of Vessel : Fishing Vessel Type of Gears : Tuna Longline
 Length of Vessel : 25.52 m Width of Vessel : 5.00 m
 Vessel Tonnage : 99 GT / 82.83 GRT Engine Horse Power : 750 HP
 Port of Registry : PULAU PINANG Flag of Registry : MALAYSIA
 Name of Operator : JO & JO SHIPPING AGENCY LTD, MAURITIUS.
 Period of Validity : 11/06/2018 to 11/07/2019
 Area of Operation : INDIAN OCEAN
 Target Species : TUNA & TUNA LIKE SPECIES

Certified by

: 

Date:

19/9/2018

DEPARTMENT OF FISHERIES MALAYSIA

DA'UD HJ. MUNIR BIN HJ. MOHD NAWI
 Ketua Pengerah Perikanan
 Jabatan Perikanan Malaysia
 Putrajaya

