

IOTC-2021-CoC18-04a [E]

REPORT ON ESTABLISHING A PROGRAMME FOR TRANSHIPMENT BY LARGE-SCALE FISHING VESSELS

Prepared by IOTC Secretariat, 30 April 2021

The Indian Ocean Tuna Commission (IOTC) Resolution 19/06 *On Establishing a Programme for Transhipment by Large-Scale Fishing Vessels* calls for all transhipment operations of tuna and tuna like species and sharks species in the IOTC Area to take place in port, except under special conditions. In accordance with this Resolution, at sea transhipments will be monitored by IOTC observers. This applies initially to large-scale tuna longline fishing vessels and to carrier vessels authorised to receive transhipments from these vessels at sea.

Paragraph 4. The Commission hereby establishes a programme to monitor transhipment at sea which applies initially to large-scale tuna longline fishing vessels (hereafter referred to as the "LSTLVs") and to carrier vessels authorised to receive transhipments from these vessels at sea. [...]

Executing the at-sea Transhipment Programme

The Consortium of Marine Resource Assessment Group and Capricorn Fisheries is responsible for executing work under the IOTC at-sea transhipment programme. The responsibilities of the Consortium include the training and provision of qualified observers, managing the logistics for the deployment of observers and their repatriation at the end of the deployment and maintaining the IOTC at-sea transhipment programme database. The Consortium is also tasked with providing the IOTC Secretariat with five-day reports, which summarise the activities undertaken by the programme every five days. A report for each deployment is also submitted to the IOTC Secretariat at the end of each deployment. In line with the agreed confidentiality rules, these reports are subsequently edited by the IOTC Secretariat and forwarded to the concerned fleets whose vessels have transhipped under the deployment for which the report covers. Additionally, the reports for deployments where Southern Bluefin tuna (SBT) have been transhipped are also forwarded to the Secretariat of the Commission for the Conservation of Southern Bluefin Tuna (CCSBT), as per the Letter of Understanding (LOU) signed between the IOTC and CCSBT. This arrangement has the benefit of minimising costs to the fleets that catches and tranships SBT in the IOTC Area.

Fleets currently participating in the at-sea Transhipment Programme

The following fleets have participated in the at-sea Transhipment Programme in 2020: China, Taiwan China, Japan, Korea (Republic of), Malaysia, Oman and Seychelles.

Paragraph 5. The CPCs that flag LSTLVs shall determine whether or not to authorise their LSTLVs to tranship at sea. [...]

Table 1, below, list the fleets with number of Large Scale Tuna Longline Vessels (LSTLVs) currently authorised to operate in the IOTC Area and indicates which fleets have participated in the Programme in 2020.

Table 1. Number of Large Scale Tuna Longline Vessels (LSTLVs) authorised to operate in the IOTC Area, and remarks on participation in the Transshipment Programme.

Fleets	No LSTLVs.	Remarks
Australia	4	Not transshipping at sea.
Bangladesh		N/A
China	123	Participated in the at-sea Transshipment Programme.
Taiwan, China	250	Participated in the at-sea Transshipment Programme.
Comoros		N/A
European Union	49	Not transshipping at sea.
Eritrea		N/A
France (O. T.)		N/A
Guinea		N/A
India	4	Not transshipping at sea
Indonesia	207	The Commission agreed in 2017 for Indonesia to operate a national transshipment programme.
Iran	5	Not transshipping at sea
Japan	175	Participated in the at-sea Transshipment Programme.
Kenya	4	Participated in the at-sea Transshipment Programme.
Korea, Republic of	68	Participated in the at-sea Transshipment Programme.
Madagascar		N/A
Malaysia	19	Participated in the at-sea Transshipment Programme.
Maldives	1	The Commission agreed in 2018 for Maldives to operate a national transshipment programme.
Mauritius		N/A
Mozambique	1	Not transshipping at sea.
Oman	1	Participated in the at-sea Transshipment Programme.
Pakistan		N/A
Philippines	7	Not transshipping at sea.
Seychelles	65	Participated in the at-sea Transshipment Programme.
Sierra Leone		N/A
South Africa	11	Not transshipping at sea.
Sri Lanka	22	Not transshipping at sea.
Sudan		N/A
Tanzania	1	Not transshipping at sea.
Thailand		N/A.
UK		N/A
Liberia		N/A
Senegal		N/A

N/A (not applicable) Fleets without Large Scale Tuna Longline Vessels (LSTLVs) in the IOTC Record of Authorized vessels

Submission of carrier vessels list

Paragraph 7. Each CPC shall submit, electronically where possible, to the IOTC Executive Secretary the list of carrier vessels that are authorised to receive at-sea transhipments from its LSTLVs in the IOTC area of competence. [...]

All fleets which participated in the at-sea Transhipment Programme during 2020 have submitted information on carrier vessels which they have authorised to receive at-sea transhipments from their LSTLVs. This represents a total of 79 carrier vessels that have been expressly authorised to receive at-sea transhipments from the fleets which participated in the programme; it should be noted that a carrier vessel may be authorised by one or more participating fleets.

From the 79 carrier vessels listed in the IOTC Record of Authorised Vessels (as of 12 April 2021), 29 carrier vessels have been used by the participating fleets in 2020 (Table 2) following submission of request of deployments by the participating fleets, and subsequent approval of the deployments by the IOTC Secretariat.

Table 2: Active carrier vessels in 2020 (Deployment starting in 2019 continuing in 2020 and deployment starting in 2020)

Fleet	Name of carrier vessel active in 2020
Japan	Gouta Maru
	Taisei Maru No. 15
	Taisei Maru No. 24
Korea, Republic of	Sei Shin
	Seibu
	Seiyu
Liberia	Chikuma
	Meita Maru
Malaysia	Kha Yang 333
Panama	Bao Lucky
	Bao Win
	Feng Lu
	Futagami
	Harima
	Hsiang Hao
	Ibuki
	Kurikoma
	Oriental Chilan
	Ryoma
Singapore	Chitose
	Yachiyo
Taiwan, China	Chen Yu No 7
	Ho Yuan
	Lian Chuan Sheng No.66
	Sheng Hong
	Shun Tian Fa No.168
	Win Shuen Sheng
	Yong Man Shun
	Yuan Tai No. 806

Costs of implementing the At-sea Transshipment Programme for the year 2020 and calculation of contributions for the participants in the Programme

Paragraph 13, Annex IV - The costs of implementing this program shall be financed by the flag CPCs of LSTLVs wishing to engage in transshipment operations. The fee shall be calculated on the basis of the total costs of the program. This fee shall be paid into a special account of the IOTC Secretariat and the IOTC Secretary shall manage the account for implementing the program.

Based on the level of activities recorded during 2019 under the transshipment programme, a budget of €480,000 was proposed for the programme in 2020 (1 May 2020 - 30 April 2021). This resulted in a total budget of €9,144,689 allocated for the twelve years over which the transshipment programme had been implemented.

The principle applied to recover the cost for the programme was discussed and agreed upon by the representatives of the different fleets participating in the at-sea Transshipment Programme. Unlike the initial cost recovery method, which was adopted in the first year of the programme (2009), the cost recovery method for the last eleven years have been based on actual figures from the preceding year. Therefore, the cost for 2020 was apportioned to participating fleets based on the quantity of fish that they actually transhipped during 2019.

The amount apportioned is the equivalent of the estimated total cost for the year plus the 4.5% FAO project servicing cost. Difference between the budgeted amount and the actual costs incurred is adjusted to the contributions of the participating fleets in the following year of the Programme, when the actual costs become available.

The present contract with the consortium of MRAG Ltd/CapFish cc was issued in May 2018 for an initial period of one year with the possibility of annual renewals up to a total of five years, subject to satisfactory performance and availability of funds.

Transshipments: observed and unobserved

For 2020, a total of 66 observer deployments were approved, and 49 of the approved deployments were unobserved (*force majeure* due to the COVID-19 pandemic), 14 were observed and 3 were subsequently cancelled by the fleet requesting the deployment. Information on transshipments observed/unobserved from the 1st January to 31st December 2020, are presented in Table 3, and Figures 2 and 3. Note that the data pertaining to quantities transhipped are originating from the transshipment declarations made by the vessels (LSTLVs), as opposed to the data produced by the IOTC observers, based on their observations whilst onboard authorised carrier vessels. A total of 1,615 at-sea transshipment operations have been conducted in which 74,230 metric tons of fish were transhipped. In 2020, the number of transshipments reached an all-time high, with a corresponding record high in the quantity of fish transhipped (Figure 1).

Bigeye tuna was the main species transhipped; accounting for 23.99% of all fish transhipped. This was followed by Albacore tuna and Yellowfin tuna, which accounted for 23.11% and 20.94%, respectively. Oilfish (*Revtuttus spp.*), which is a non-IOTC species, accounted for the fourth most important species transhipped in 2020, accounting for 15.69% of the quantity of fish transhipped. Overall, tuna and billfishes accounted for 75.74% of all species transhipped (Figure 2).

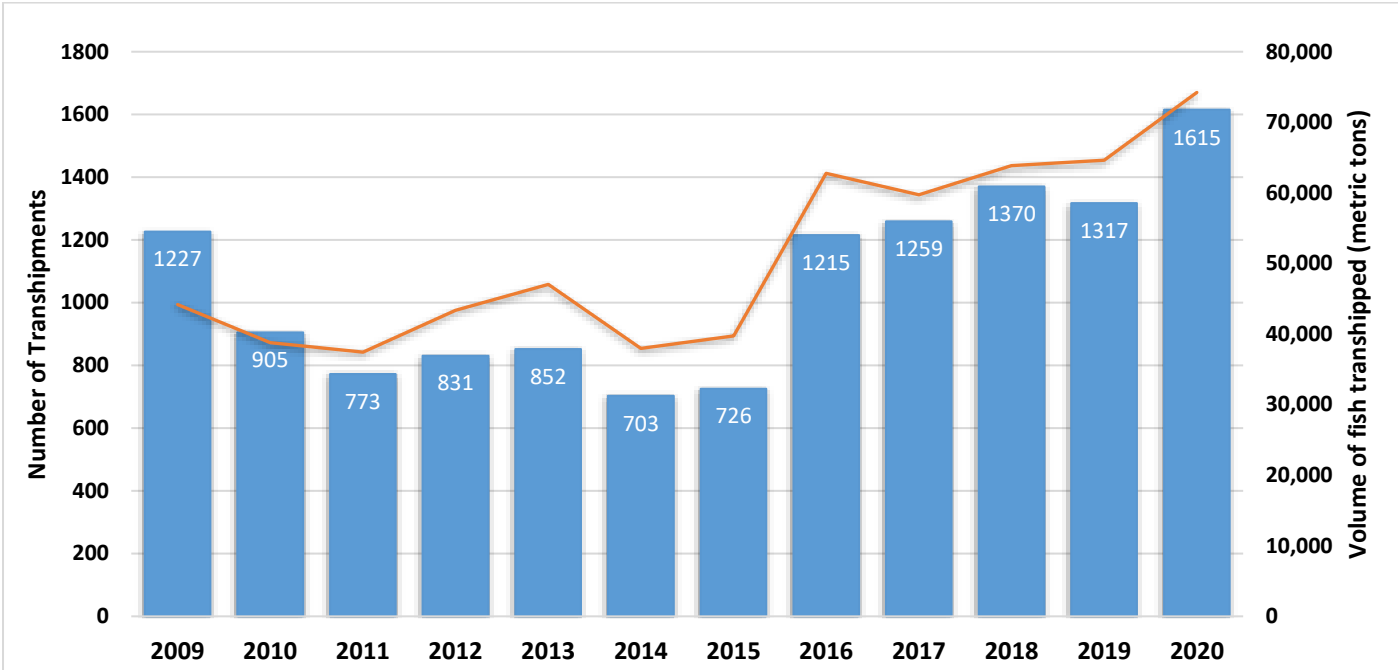


Figure 1: Evolution of IOTC at-sea transshipment activities from 2009 to 2020, through number of transshipments (blue columns) and total weight of fish transhipped (red line).

Table 3: Details of the transshipments undertaken by fleets, during the period 1st January 2019 – 31st December, 2020.

Fleets	Albacore	Bigeye tuna	Yellowfin tuna	Oilfish	Swordfish	Other_Tunas ^a	Other_Billfish ^b	Others ^c	Total (Mt)
China	2,999.03	3,482.88	4,636.13	359.86	1,486.25	18.03	535.62	816.21	14,334.00
Taiwan, China	12,193.85	8,469.44	4,505.10	10,065.69	1,718.85	772.77	815.62	3,277.39	41,818.73
Japan	685.23	976.35	956.46	36.18	107.09	666.72	38.37	41.54	3,507.93
Republic of Korea	0.00	38.66	13.02	0.00	0.00	487.89	0.00	16.56	556.12
Malaysia	929.25	60.95	150.26	18.91	24.47	2.05	19.93	39.01	1,244.82
Oman ^d									
Seychelles	349.89	4,731.62	5,124.99	1,169.55	684.28	0.10	281.92	220.87	12,563.21
Total (Mt)	17,157.25	17,809.53	15,542.24	11,650.18	4,020.95	1,947.55	1,691.44	4,411.58	74,230.72
Percentage	23.11	23.99	20.94	15.69	5.42	2.62	2.28	5.94	

a: Skipjack tuna, Southern bluefin tuna, Tunas nei.

b: Atlantic blue marlin, Black marlin, Indo-Pacific blue marlin, Indo-Pacific sailfish, Longbill spearfish, Marlins, sailfishes, etc._ nei, Shortbill spearfish, Striped marlin

c: Blackspot shark, Blacktip shark, Blue shark, Butterfly kingfish, Dorado/Mahi Mahi, Escolar, Kawakawa, Mako sharks, Narrow-barred Spanish mackerel, Oceanic Sunfish, Opah, Other fish Unclassified, Pomfret, Requiem sharks nei, Shortfin mako, Various sharks nei, Silky shark, Wahoo, Pelagic Sharks nei

d: The quantities transhipped by the Omani vessel are not displayed individually due to confidentiality rule, Oman has only one vessel participating in the ROP.

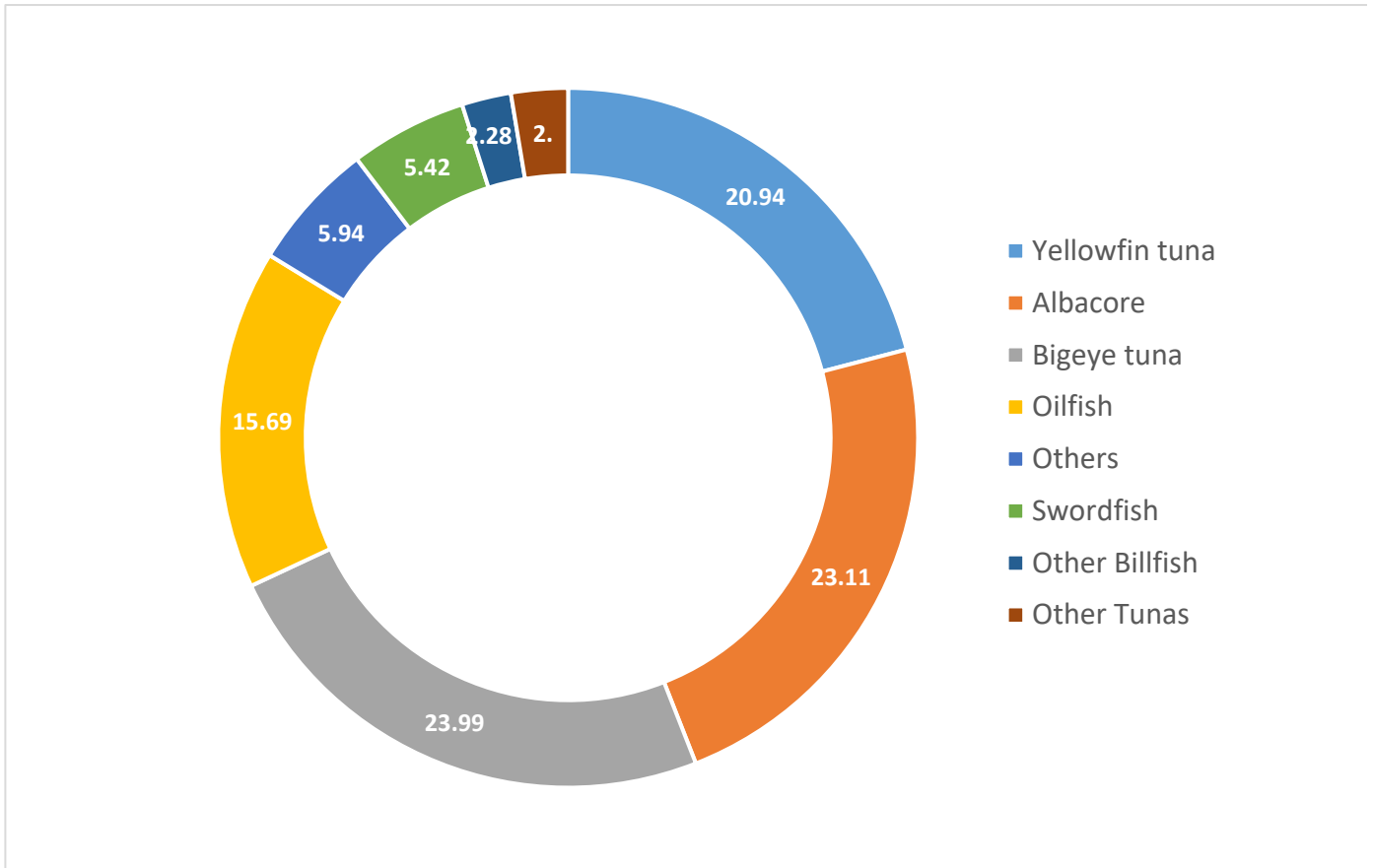


Figure 2: Percentage composition of species groups transhipped in 2020

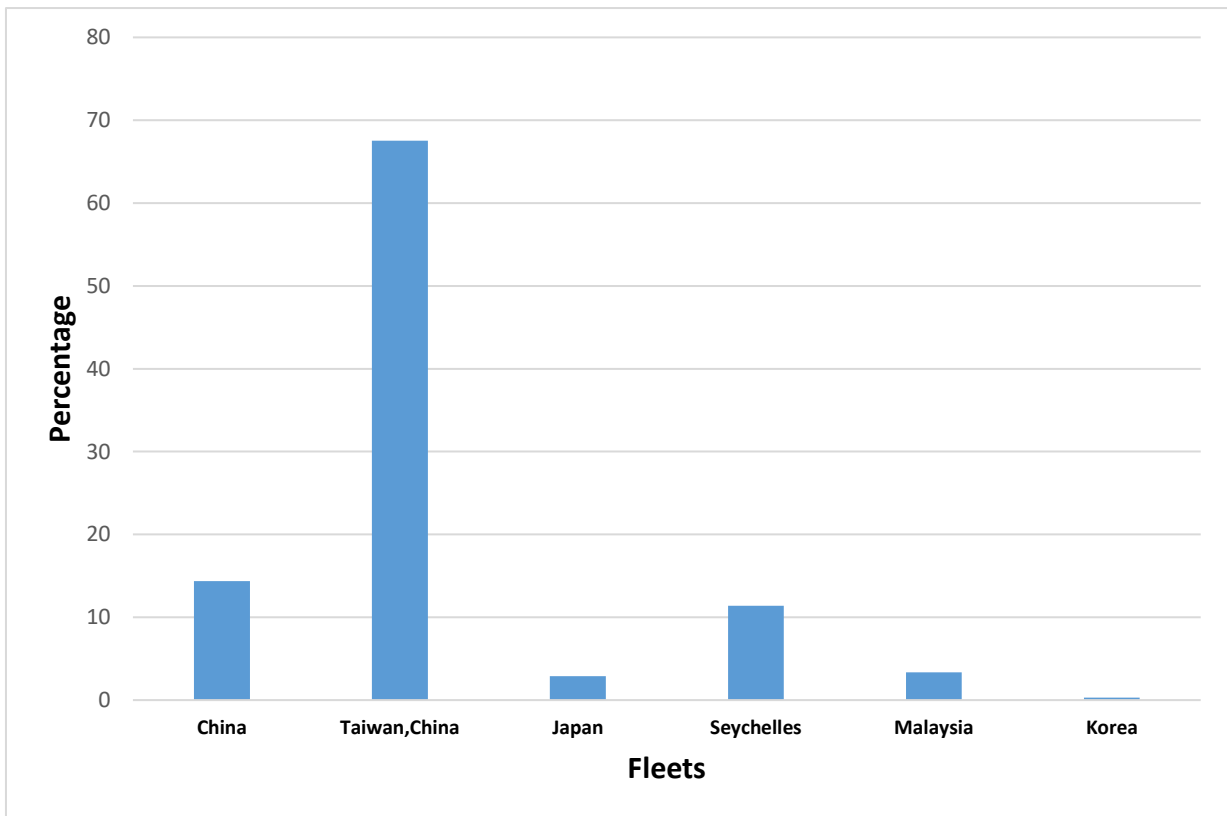


Figure 3. Distribution of transhipments by fleets (2020)

The percentage for the Omani vessel is not displayed individually due to confidentiality rule. Oman has only one vessel participating in the ROP.

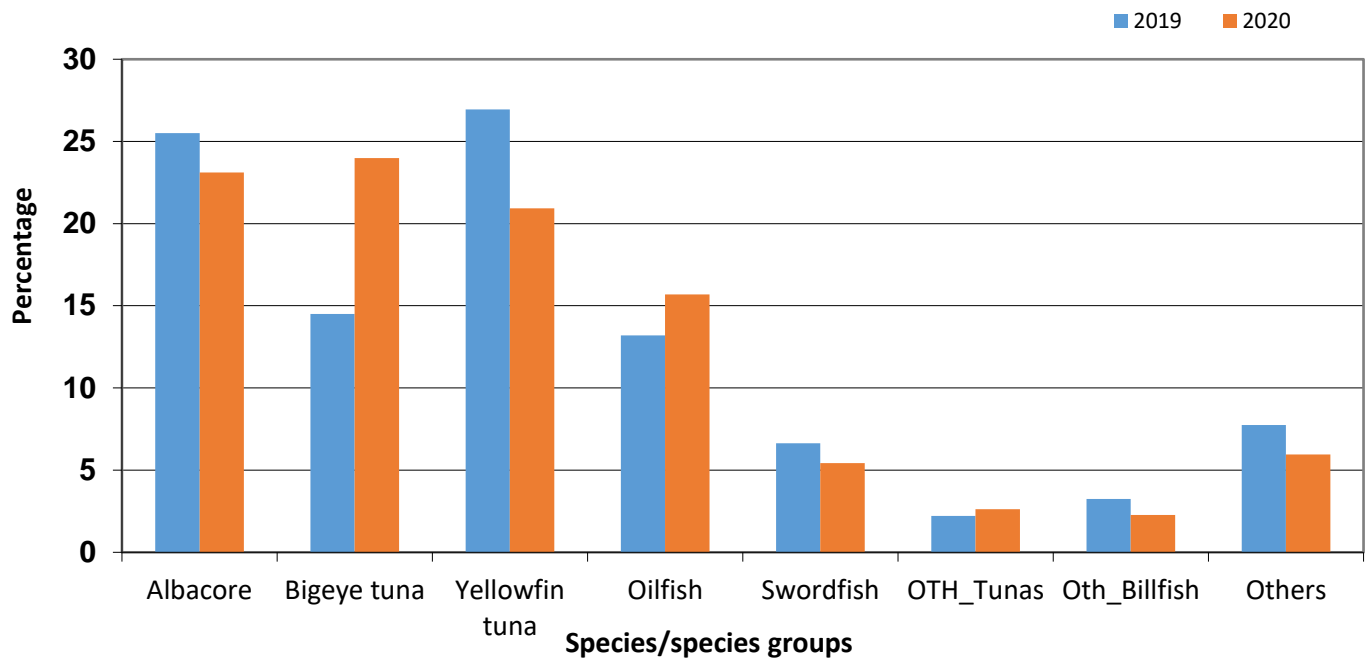


Figure 4. Distribution of species/species groups transhipped in 2019 and 2020

Effects of the COVID-19 pandemic on the ROP

As indicated in the previous section of this report, the Covid-19 pandemic has had a heavy impact on the at-sea transhipment programme, with almost 78% of the approved “deployments” being unobserved; approximately 75% of transhipment events unobserved.

In mid-March 2020, on the advice of IOTC ROP Contract Manager, the Executive Secretary of the IOTC informed the Contractor that it was invoking Article 16 of the ROP contract (*force majeure*), and that the IOTC Secretariat was suspending approval for all future observer deployment requests until further notice. The decision to suspend observer deployment was based on the rapidly closing of borders between most countries, unavailability of flights to dispatch and repatriate observers, and more importantly heeding the health and safety advice being dispensed at the time, in an effort to limit the spread of the virus. The fleets participating in the ROP were also immediately advised of this decision, whilst noting that, exceptionally, this should not prevent the continuation of at-sea transhipment activities. The IOTC Secretariat and the Contractor had since continued to monitor the situation with the aim of resuming deployments of observers on a case by case basis. With the approval of the IOTC Secretariat, the Contractor was able to successfully deploy two observers, one in late October 2020 and the other around mid- December 2020, to monitor transhipments in the IOTC Area.