



## IOTC-2023-CoC20-04a [E]

### REPORT ON TRANSHIPMENT RESOLUTION 22/02

Prepared by IOTC Secretariat, 19 April 2023

The Indian Ocean Tuna Commission (IOTC) Resolution 22/02 *On Establishing a Programme for Transhipment by Large-Scale Fishing Vessels*, superseded Resolution 21/02 and entered into force on 22 September 2022. Both resolutions in force during 2022, call 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 these Resolutions, 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 (Resolution 21/02) or both at sea and in port (Resolution 22/02).

Paragraph 4 of Resolution 21/02. 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. [...]

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#### Executing the IOTC Transhipment Programme

The Consortium of Marine Resource Assessment Group (MRAG) and Capricorn Fisheries (CapFish) is responsible for executing work under the IOTC 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 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 2022: China, Taiwan (Province of China), Japan, Korea (Republic of), Malaysia, Mauritius, Oman and Seychelles.

Paragraph 5 of Resolution 21/02 and Resolution 22/02. 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 2022.

Table 1. Number of Large-Scale Tuna Longline Vessels (LSTLVs) authorised to operate in the IOTC Area during 2022, and remarks on participation in the Transshipment Programme.

Fleets	No LSTLVs.	Remarks
Australia	4	Not transshipping at sea.
Bangladesh		N/A
China	100	Participated in the at-sea Transshipment Programme.
Taiwan, China	241	Participated in the at-sea Transshipment Programme.
Comoros		N/A
European Union	52	Not transshipping at sea.
Eritrea		N/A
France (O. T.)		N/A
India		Not transshipping at sea
Indonesia	227	The Commission agreed in 2019 for Indonesia to operate a national transshipment pilot programme.
Iran		Not transshipping at sea
Japan	180	Participated in the at-sea Transshipment Programme.
Kenya	7	Did not tranship at sea in 2021.
Korea, Republic of	62	Participated in the at-sea Transshipment Programme.
Madagascar		N/A
Malaysia	17	Participated in the at-sea Transshipment Programme.
Maldives		The Commission agreed in 2019 for Maldives to operate a national programme between its collector vessels and pole and line fishing vessels.
Mauritius*	13	Participated in the at-sea Transshipment Programme.
Mozambique		Not transshipping at sea.
Oman	4	Participated in the at-sea Transshipment Programme.
Pakistan		N/A
Philippines		Not transshipping at sea.
Seychelles	58	Participated in the at-sea Transshipment Programme.
Somalia		N/A
South Africa	2	Not transshipping at sea.
Sri Lanka	21	Not transshipping at sea.
Sudan		N/A
Tanzania	3	Not transshipping at sea.
Thailand		N/A.
UK	1	N/A
Yemen		N/A
Senegal		N/A

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

\* On 21/07/2022, the IOTC Executive Secretary sent the official Letter of Confirmation of Mauritius' participation in the IOTC Regional Observer Programme.

**Submission of carrier vessels list**

Paragraph 7 of Resolution 21/02. 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. [...]

Paragraph 8 of Resolution 22/02. Each CPC shall submit, electronically where possible, to the IOTC Executive Secretary the list of carrier vessels that are authorised to receive transhipments from its LSTLVs in the IOTC area of competence. [...]

All fleets which participated in the IOTC Transhipment Programme during 2022, have submitted information on carrier vessels which they have authorised to receive transhipments at-sea or in port (since the entry into force of Resolution 22/02) from their LSTLVs. This represents a total of 98 carrier vessels that have been expressly authorised to receive 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 98 carrier vessels listed in the IOTC Record of Authorised Vessels (as of 12 April 2023), 21 carrier vessels have been used by the participating fleets for at-sea transhipments in 2022 (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 2022 (Deployment starting in 2021 continuing in 2022 and deployment starting in 2022)**

Fleet	Name of carrier vessel active in 2021
Japan	Taisei Maru No. 15
	Taisei Maru No. 24
Korea, Republic of	Sei Shin
	Seibu
Liberia	Chikuma
	Meita Maru
Malaysia	Kha Yang 333
Panama	Bao Win
	Feng Lu
	Futagami
	Genta Maru
	Harima
	Ibuki
	Ocean Star
Singapore	Chitose
Taiwan, China	Chen Yu No 7
	Ho Yuan
	Sheng Hong
	Yong Man Shun
	Yuan Tai No.806

**Costs of implementing the At-sea Transshipment Programme for the year 2023 and calculation of contributions for the participants in the Programme**

Paragraph 13, Annex IV of Resolution 21/02 and Resolution 22/02. 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 2021 under the transshipment programme, a budget not to exceed of €673,431 was proposed for the programme in 2022 (1 May 2022 - 30 April 2023). This resulted in a total budget of €10,168,120 allocated for the fourteen 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 thirteen years have been based on actual figures from the preceding year.

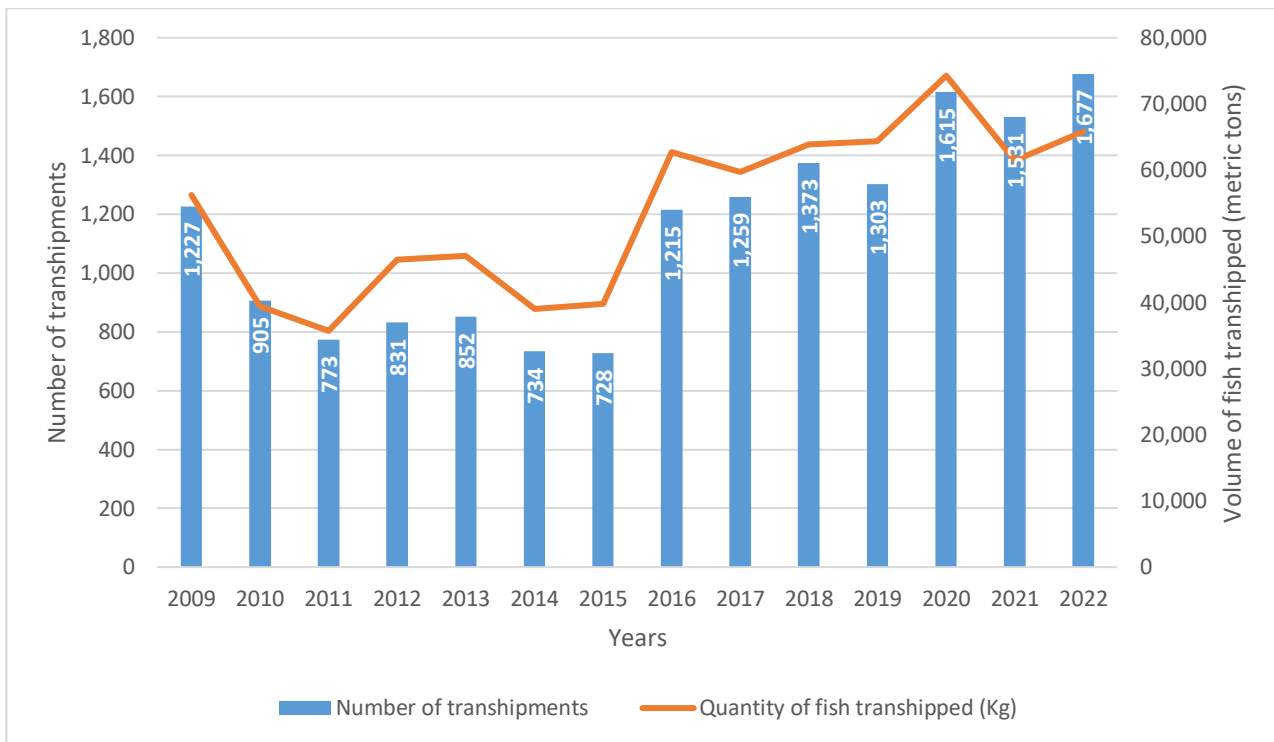
The present contract with the Consortium of MRAG Ltd/CapFish cc was issued in May 2018 for an initial period of one year with the possibility of annual renewals up to a total of five years, subject to satisfactory performance and availability of funds. The last ROP contract extension, under the current contract, was signed in April 2022 for the period 1 May 2022 – 30 April 2023. With a view to ensure the continued implementation of the ROP, a new call for tenders was carried out in December 2022. From it, a new contract was signed by FAO, on behalf of the IOTC, with the Consortium of MRAG Ltd/CapFish cc on 16 February 2023. As its predecessors, this new contract was issued for an initial period of one year from the time of signature and renewable by mutual agreement on an annual basis for four more years.

**Transshipments: observed and unobserved**

For 2022, a total of 51 observer deployments from Large Scale Tuna Longline Fishing Vessels (LSTLVs) within the Indian Ocean Tuna Commission's (IOTC) Area of Competence were approved. From those 51 deployments, 50 of the approved deployments were observed and 1 was subsequently cancelled by the fleet requesting the deployment. During 2022, although several unobserved deployments approved in 2021 continued throughout the year 2022, none of the approved observer deployments was unobserved. Information on transshipments observed/unobserved from the 1<sup>st</sup> January to 31<sup>st</sup> December 2022, is 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. During 2022, a total of 1,677 at-sea transshipment operations were conducted in which 65,820 metric tons of fish were transhipped. The number of transshipment operations carried out exceeded the precedent year, reaching a historic record (Figure 1).

Albacore tuna was the main species transhipped; accounting for 31% of all fish transhipped. This was followed by Bigeye tuna and Yellowfin tuna, which accounted for 24% and 21%, respectively. Oilfish (*Revuttus spp.*), which is a non-IOTC species, accounted for the fourth most important species transhipped in 2022, accounting for 7% of the quantity of fish transhipped. Overall, tuna and billfishes accounted for 92% of all species transhipped (Figure 2).

Taiwan, Province of China represented the fleet with the largest contribution to the total number of IOTC transshipments during 2022; accounting for a 64% of the total number of transshipments. A long way behind, the fleets of China and Seychelles, accounted for 20% and 9% of the total number of transshipments, respectively (Figure 3).



**Figure 1: Evolution of IOTC at-sea transshipment activities from 2009 to 2022, 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 1<sup>st</sup> January – 31<sup>st</sup> December, 2022.**

Fleet	Albacore	Bigeye tuna	Yellowfin tuna	Oilfish	Swordfish	Other_Tunas <sup>a</sup>	Other_Billfish <sup>b</sup>	Others <sup>c</sup>	Total
China	5,210	3,145	3,724	349	1,269	29	369	1,079	15,173
Taiwan,China	12,627	8,088	6,495	4,148	1,913	642	729	3,758	38,399
Japan	637	449	382	0	70	553	21	37	2,150
Korea, Republic of	0	47	12	0	0	130	0	0	189
Malaysia	1,087	71	150	50	48	3	25	42	1,475
Mauritius	19	331	581	22	56	0	32	29	1,071
Oman	0	8	77	0	2	0	0	0	88
Seychelles	581	3,418	2,211	142	395	1	239	290	7,276
Total	20,160	15,557	13,631	4,711	3,752	1,358	1,415	5,235	65,820

**a:** Skipjack tuna, Southern bluefin tuna, Wahoo, 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, Mako sharks, Shortfin mako, Silky sharks, Various sharks nei, Barracudas nei, Butterfly kingfish, Dorado/Mahi Mahi, Escolar, Japanese Spanish mackerel, Mixed Fish Species, Narrow-barred Spanish mackerel, Oceanic Sunfish, Opah, Other fish Unclassified, Pomfret, Pomfrets,.

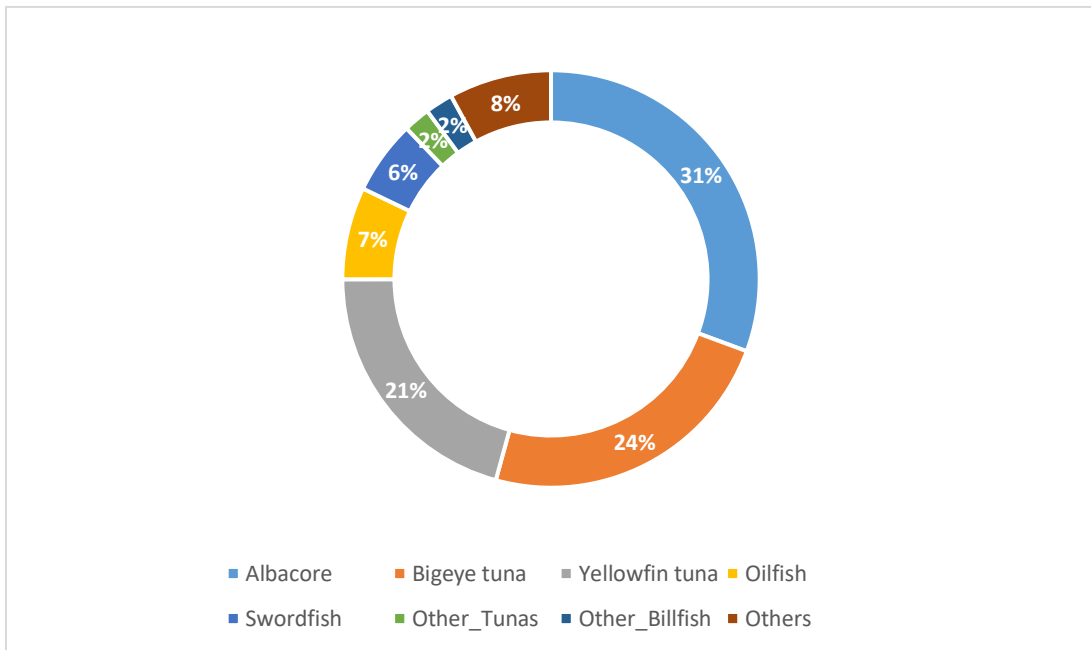


Figure 2: Percentage composition of species groups transhipped in 2022

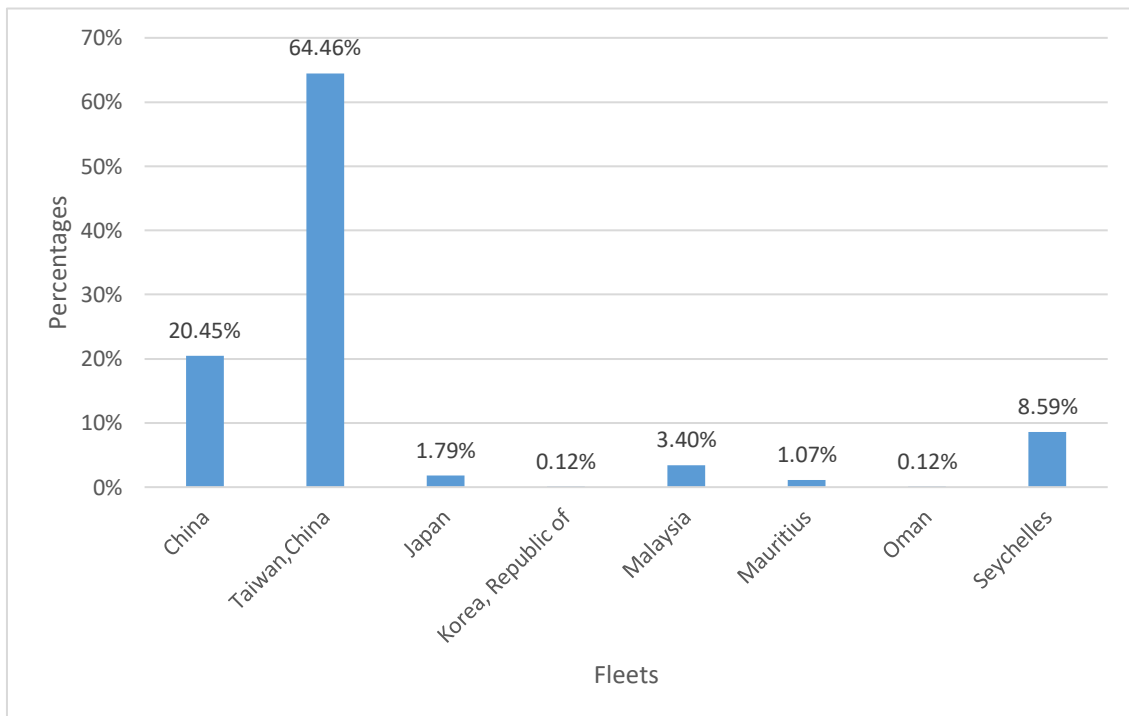
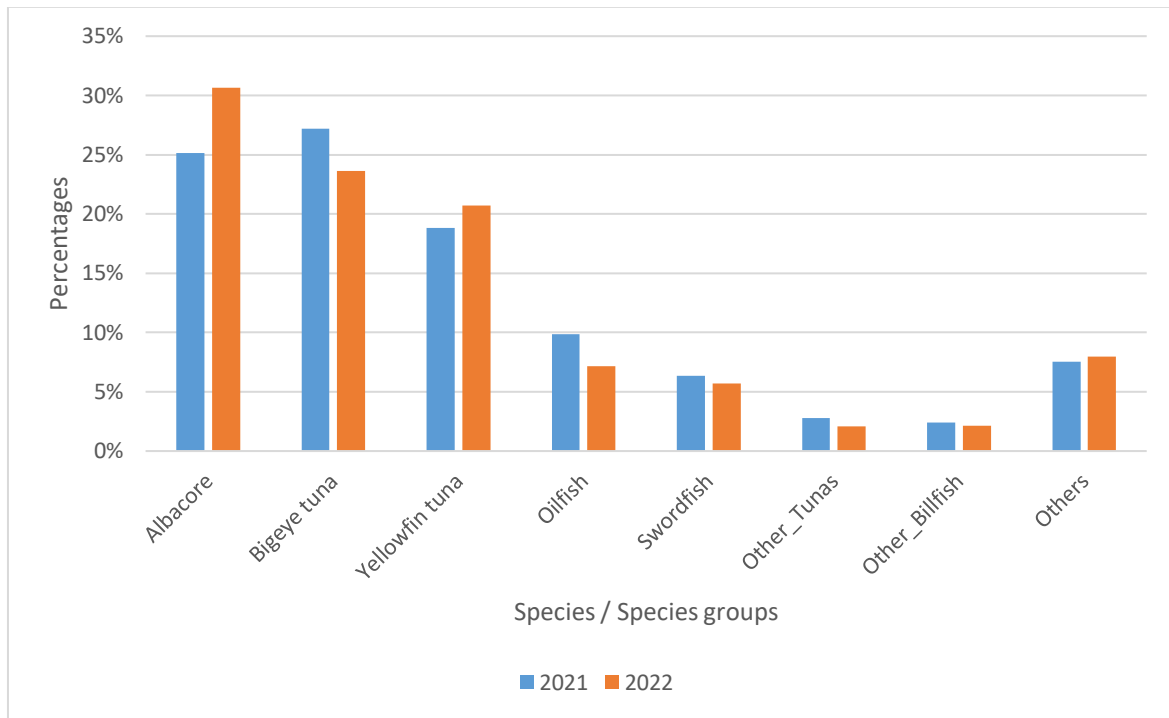


Figure 3. Distribution of transhipments by fleets in 2022



**Figure 4. Distribution of species/species groups transhipped in 2021 and 2022**

**Effects of the COVID-19 pandemic on the ROP**

In 2022, the effects of the COVID-19 pandemic on the ROP were moderate. As per above, all observer deployments approved, were observed. Albeit without major disruptions, the effects of COVID-19 were most of all noticeable from an operational perspective. Special requirements derived from health and safety regulations in force by some port States required a greater degree of coordination and planning for observers’ deployment and repatriation. Additionally, COVID-19 restrictions implemented by some fleets, in some cases impeded observers access on-board LSTLVs, hampering them to conduct their duties in a normal fashion. Notwithstanding the foregoing, the good cooperation demonstrated by LSTLVs’ captains largely achieved to overcome these impediments.