'The extent to which the data fields required for monitoring transhipments under the ROS can be collected through electronic monitoring'

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There are currently seven data fields related to recording transhipment activities in the Regional Observer Scheme (ROS), all data are recorded for compliance purposes only. Transhipments at sea are currently covered under Resolution 23/05, which requires all transhipments of tuna and tuna like species and sharks to be undertaken in port except between largescale tuna longline vessels (LSTLVs) and carrier vessels (CVs) that are on the IOTC record of vessels (RAV) and have been authorised to tranship. The CV must carry onboard an observer, certified under the Regional Observer Programme (ROP)[1], who monitor all at sea transhipments, verify the identification of the LSTLVs along with their compliance with various IOTC CMMS, and report their findings back to the Secretariat via the observer provider.

Monitoring of transhipments through the ROS is only required is an ROP observer is not present on board the CV, under the current Resolution this will only occur under *force majeure* which, to date, has only been enacted during Covid. The fields required are fairly basic date/time/position fields, which can recorded from the vessels current instrumentation if the vessel's EM system can be notified when a transhipment is taking place, it is unclear to what extent this can be automated compared to manually activated by the observer or crew. An independent estimate of product transhipped is not required for longline vessels, just a copy of the Transhipment Declaration (TD), (which will also contain the other information required in ROS data fields). In the case of the purse seine, pole and line and gillnet fisheries, recording quantity of fish products transhipped by species will require review by an observer as processed products can be difficult to distinguish between, even for observers in the field, and unlikely to be possible through AI.

As mentioned, monitoring of transhipments at sea is currently covered under the ROP and it is not clear how often these data have been collected, if at all, through the ROS and may as a result be largely redundant. The practicality of collecting transhipment data through EM has been studied in other reports[2] and the fields required under the ROS can to an increasing extent be collected remotely (through analysis of AIS data), however recording the product transhipped will require an external reviewer and a careful placing of cameras.

[1] Exceptions apply to the Maldives' pole and line fishery and an Indonesian pilot project, both outlined in 23/05.

[2] See for example: MRAG Asia Pacific. WCPO Transshipment Business Ecosystem Study. October 2019. Study commissioned by PEW Charitable Trusts, available at https://mragasiapacific.com.au/wp-content/uploads/2021/12/Pew-WCPO-Transhipment-Report-final.pdf