



CCSBT-CC/2410/BGD 01
(Previously CCSBT-CC/2310/11)

Development of a Revised Strengthened CCSBT Transshipment Resolution

1. Introduction

The Seventeenth meeting of the Compliance Committee (CC17) agreed a Workplan item for the Secretariat to:

“Prepare a discussion paper reviewing and summarising the recent amendments that both ICCAT¹ and the IOTC² have made to strengthen their respective Transshipment measures. The paper should include a draft revised CCSBT Transshipment Resolution proposing potential new requirements consistent with those recently adopted by ICCAT and the IOTC.”

This paper proposes a draft revised CCSBT Transshipment Resolution which incorporates:

- The recent strengthening amendments incorporated into both ICCAT’s and IOTC’s transshipment measures;
- Some elements from the UN-FAO³ [Voluntary Guidelines for Transshipment](#) adopted in 2022; and
- Some editorial updates to match those first included in IOTC’s 2022 transshipment measure (to ensure that the CCSBT and IOTC Resolutions remain consistent where possible).

2. Background

Both ICCAT and the IOTC recently adopted revised Transshipment measures, which included strengthening elements.

Recent Amendments to Strengthen ICCAT’s Transshipment Measure

ICCAT most recently revised its transshipment measure in 2021: [Recommendation by ICCAT on Transshipment \(Rec. 21-15\)](#)⁴.

Five key amendments adopted by ICCAT in Recommendation 21-15 were summarised by Japan in its CC17 paper CCSBT-CC/2210/21. Japan’s summary list is re-provided at **Attachment A** for Members’ reference.

Recent Amendments to Strengthen IOTC’s Transshipment Measure

The IOTC has recently revised its transshipment measure twice. In 2022, the IOTC adopted, [“Resolution 22/02 on Establishing a Programme for Transshipment by Large-scale Fishing Vessels”](#)⁵. Resolution 22/02 added many of the same or similar strengthening elements that ICCAT adopted in 2021. These strengthening elements were retained in IOTC’s further updated Transshipment Resolution ([23/05](#)).

¹ International Commission for the Conservation of Atlantic Tunas (ICCAT)

² The Indian Ocean Tuna Commission (IOTC)

³ United Nations Food and Agriculture Organisation (UN-FAO)

⁴ This Recommendation repealed and replaced ICCAT Rec. 16-15 – Recommendation by ICCAT on Transshipment

⁵ The preceding but no longer active version of this Resolution was Resolution 21/02 on Establishing a Programme for Transshipment by Large-scale Fishing Vessels

The Secretariat examined the IOTC's active [Resolution 23/05](#) and has summarised the recently added strengthening elements⁶ in **Attachment B**.

The recent amendments made by ICCAT and IOTC share many similarities.

3. FAO Voluntary Guidelines for Transshipment

In 2022, the UN-FAO adopted⁷ its [Voluntary Guidelines for Transshipment](#).

Paragraph 2 of the Guidelines explicitly states that:

“The objective of these Guidelines is to provide assistance to States, RFMO/As, regional economic integration organizations and other intergovernmental organizations when developing new transshipment regulations, revising existing regulations and integrating these within the broader regulatory framework.”

The Secretariat examined whether the FAO's Voluntary Guidelines for Transshipment included any additional elements that CCSBT could potentially propose introducing to strengthen its own transshipment measure.

Following this examination, the Secretariat has proposed:

- One significant revision relating to CV flag which is consistent with the FAO's Guidelines (described immediately below and in section 4 of this paper), and
- Some less significant revisions consistent with the FAO's Guidelines which are already included in ICCAT's/IOTC's updates.

Flags of Authorised Carrier Vessels

One important element included in the FAO's Voluntary Guidelines is the requirement that only FVs and CVs flagged to Members or Cooperating Non-Members (CNMs) can be authorised to conduct transshipment activities⁸. The Secretariat has included this new requirement as paragraph 5 of the proposed revised CCSBT Transshipment Resolution (**Attachment C**).

The current situation for CCSBT is that Non-Cooperating Non-Member (NCNM) flagged CVs (*e.g.* those flagged to Liberia, Panama, Singapore and Vanuatu) can be authorised by CCSBT Members and CNMs and included in CCSBT's Record of Authorised Carrier Vessels and so may receive transshipments which include SBT. However, NCNM-flagged CVs cannot directly be required to comply with CCSBT's Measures. NCNMs are also not subject to CCSBT's Corrective Actions Policy. This is a weakness in CCSBT's existing transshipment measure.

The Secretariat notes that agreeing to adopt proposed new paragraph 5 would also require either a change to the current requirements to becoming a CCSBT CNM⁹ or potentially the establishment of a special transshipment State/Fishing Entity Cooperating status similar to an OSEC¹⁰ as defined in the CCSBT's CDS Resolution.

Given the current constraints in becoming a CCSBT CNM⁹ and possible complexities in developing a transshipment State/Fishing Entity Cooperating status, the Secretariat considered potential alternative options to newly proposed paragraph 5. One alternative could be to

⁶ The majority of which were first introduced in the preceding Resolution 22/02

⁷ The final guidelines were adopted in July 2022 and endorsed by members at the thirty-fifth Session of the Committee on Fisheries (COFI) in September 2022, and were published in 2023

⁸ Refer to paragraphs 15 and 18 of FAO's Guidelines

⁹ Refer to the "Resolution to Establish the Status of Cooperating Non-Member of the Extended Commission and the Extended Scientific Committee"

¹⁰ Other State/Fishing Entity Cooperating in the CDS

require that, if SBT are transhipped at-sea to CCSBT-authorized NCNM-flagged CVs, then such CVs must retain any transhipped SBT/SBT products on board until at least their next port entry which must be to a CCSBT Member/CNM port which can undertake a vessel inspection. These NCNM-flagged CVs should be prioritised for inspection while in the Member/CNM port.

4. Proposed Revised Transhipment Resolution

A draft proposed revised CCSBT Transhipment Resolution is provided at **Attachment C** for Members' consideration. The Secretariat has drafted the proposed amendments to be as consistent as possible with those made recently by ICCAT and/or the IOTC and/or with the FAO's Voluntary Guidelines for Transhipment wherever practicable.

A list of the main strengthening amendments proposed is provided below. All proposed text for these types of amendments are tracked in **red** within the revised Resolution.

The proposed revised Resolution also includes suggested editorial updates which are tracked in a **blue** to distinguish them from the strengthening amendments. Most editorial changes have been proposed to better align CCSBT's Resolution text with the text in IOTC's Resolution 23/05.

Notes on Proposed Amendments to CCSBT's Transhipment Resolution

(excluding Minor Editorial Revisions)

1. Amendment of paragraph 1 (b) (General Rules):
Removal of the text, "except a container vessel".
-> This amendment is proposed to be consistent with IOTC's transhipment measure where there is no explicit exception text for container vessels.
2. Amendment of paragraph 2 (General Rules):
Addition of footnote 1 which is a definition of "port".
-> This amendment is consistent with IOTC's transhipment measure definition of "port".
-> ICCAT has not specifically defined "port".
3. Insertion of new paragraph 5 (Record of CVs):
Addition to require that CVs must be flagged to a CCSBT Member or CNM.
-> This amendment is consistent with the FAO's Voluntary Guidelines for Transhipment (paragraph 15).
-> This amendment would create a point of difference between CCSBT's and ICCAT/IOTC's measures – ICCAT/IOTC currently allow Carrier Vessels to be flagged to non-Members.
-> An alternative option could be to require the next port entry of NCNM-flagged CVs receiving SBT at sea to be to a CCSBT Member/CNM port where an inspection of such CVs should be a high priority.
4. Amendment of paragraph numbered 6 (Record of CVs):
Item 3 of data fields – removal of, "if available" – this would mean that Lloyd's/IMO number must be provided for any CCSBT-authorized CV.
-> This amendment is consistent with ICCAT's and IOTC's transhipment measures and the FAO's Voluntary Guidelines for Transhipment.

5. Insertion of new paragraph 10 (Record of CVs – port inspection):
Addition of a new Port Inspection paragraph to clarify how to prioritise which Carrier Vessels should be inspected in port.
-> This amendment is consistent with IOTC's transshipment measure (paragraph 12).
-> It is also similar to ICCAT's paragraph 14 although ICCAT's paragraph only refers to VMS and not to AIS.
6. Insertion of new paragraph 11 (Record of CVs – separation of cargo):
Addition of a new requirement for the separation of cargo by fishing vessel and for an associated stowage plan showing the locations and quantities of SBT in the hold by vessel.
-> This amendment is consistent with ICCAT's (paragraph 15) and IOTC's (paragraph 13) strengthening of their transshipment measures and the FAO's Voluntary Guidelines for Transshipment (paragraph 44).
7. Amendment of paragraph numbered 17 (at-sea transshipments):
Updated to include IMO number in a) and b).
-> This amendment is consistent with IOTC's transshipment measure (paragraph 16a and b) and the FAO's Voluntary Guidelines for Transshipment (paragraph 20).
-> ICCAT does not require an IMO number in this case.
Updated c) and added footnote 2 for clarification and deleted original d) which was duplicative.
8. Amendment of paragraph numbered 18 (at-sea transshipments):
a) Updated so that “master and/or owner of the” LSTLV can complete and transmit CCSBT transshipment declaration.
-> This amendment is consistent with IOTC's paragraph 17 (a similar revision has not been made by ICCAT).
b) Updated to “not later than 15 days” to “not later than 5 working days”.
-> This amendment is consistent with ICCAT's (paragraph 20) and IOTC's (paragraph 17) transshipment measures.
9. Insertion of new paragraph 22 (at-sea transshipments):
Addition of a new paragraph noting that the introduction of a supply declaration will be considered after taking into account the effectiveness of the supply declaration introduced in ICCAT since 2022 (matches the IOTC text).
-> This amendment is consistent with IOTC's transshipment measure – paragraph 21 (ICCAT has already implemented its supply declaration).
10. Insertion of new paragraph 23 (at-sea transshipments – availability of reports):
Addition of a new paragraph requiring that transshipment documents be made available on the private area of the CCSBT website for the facilitation of CCSBT's *Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port*.
-> This amendment has been proposed because it is consistent with ICCAT's (paragraph 24) and IOTC's transshipment measures (paragraph 22), however:
-> Note: the Secretariat recommends that this addition should be considered carefully by Members – creating a secure area on the CCSBT website to use for sharing transshipment declarations involving SBT (and potentially also supply declarations in future) will likely result in a duplication of the documents already available to transshipping Members on the secure areas of ICCAT's/IOTC's websites since CCSBT has to date only received transshipment documentation via the ICCAT/IOTC Secretariats and not directly.

11. Amendment of paragraph numbered 25 (at-sea transhipments):
Updated to add footnote 4 and require a CPG5 notification is provided to the Executive Secretary in cases of ‘force majeure’.
- > *This is similar to the IOTC measure which requires that the IOTC Secretariat should be notified of the alternative monitoring, control and surveillance measures put in place.*
 - > *ICCAT only requires that the force majeure situation is duly notified without delay to the ICCAT Secretariat.*
12. Amendment of paragraph numbered 28 (in-port transhipments):
Updated to include IMO number in 28a) and b).
- > *This amendment is consistent with IOTC’s transhipment measure (Annex 2.1a and b) and the FAO’s Voluntary Guidelines for Transhipment (paragraph 20).*
 - > *ICCAT does not require an IMO number to be provided in the equivalent paragraphs (Appendix 3 – paragraphs 3.1 and 3.2) in its transhipment measure.*
- Updated c) and added the footnote 2 reference for clarification and deleted original d) which was duplicative.
13. Amendment of paragraph numbered 29 (in-port transhipments):
- a) Updated so that “master and/or owner of the” LSTLV can complete and transmit CCSBT transhipment declaration.
- > *This amendment represents a point of difference with ICCAT’s/IOTC’s measure but was included so that paragraph 29 relating to in-port transhipments is consistent with paragraph 18 relating to at-sea transhipments.*
- b) Updated to include IMO number in 29c).
- > *This amendment is consistent with IOTC’s transhipment measure (Annex 2.2c) and the FAO’s Voluntary Guidelines for Transhipment (paragraph 20).*
 - > *ICCAT does not require an IMO number in this case.*
14. Amendment of paragraph numbered 30 (in-port transhipments):
- a) Updated so that “master and/or owner of the” LSTLV can complete and transmit CCSBT transhipment declaration.
- > *This amendment represents a point of difference with ICCAT’s/IOTC’s measure but was included so that paragraph 30 is consistent with both paragraph 29 (for in-port transhipments) and paragraph 18 relating to at-sea transhipments.*
15. Amendment of paragraph numbered 40 (general):
Proposes that any agreed amendments will be effective from 1 January 2024.
16. Insertion of new paragraph 41 (general):
Proposes the revised Transhipment Resolution be reviewed no later than 2024 – this is because at least the potential introduction of a supply declaration needs to be considered by then (refer to paragraph 22).
17. Amendment of paragraph numbered 42 (general):
Updated to note that this Transhipment Resolution supersedes any previous versions.
18. Amendment of Annex I – CCSBT Transhipment Declaration (TD)
Addition of a Transhipment Declaration Number field at the top right of the TD.
- > *This amendment is consistent with ICCAT’s recently revised Transhipment Declaration – refer to ICCAT’s Rec [22-19](#). IOTC’s TD does not currently include a transhipment declaration number.*
- Addition of an IMO Number field on the TD for both the CV and FV.

-> *This amendment is consistent with ICCAT's and IOTC's Transshipment Declarations and the FAO Voluntary Guidelines which specifies IMO numbers are to be provided for eligible vessels.*

19. Addition of new Annex III – CCSBT Supply Declaration
(IOTC's Supply Declaration is Annex V)

-> *This amendment would add a new Annex III Supply Declaration form to CCSBT's Transshipment Resolution (as Annex III) that is the same as IOTC's Supply Declaration form.*

ICCAT did not agree a specific Supply Declaration form but did agree a minimum set of information that needs to be included in a supply declaration – refer to paragraph 23 of ICCAT's Rec. 21-15. Both ICCAT and IOTC do not require a separate supply declaration when supply activity is conducted in association with a transshipment that is monitored by a Regional Transshipment Observer.

5. Action Required

The Compliance Committee is requested to decide whether to agree and recommend:

- *The proposed revisions to the CCSBT's Transshipment Resolution included in Attachment C effective from 1 January 2024.*

Prepared by the Secretariat

Summary of Japan's Report Back to CC17 in Paper CCSBT-CC/2210/21

Japan's report back in its paper CCSBT-CC/2210/21 included the points below. In its paper, Japan noted that the revision to the ICCAT's Recommendation was:

"... aimed to strengthen the monitoring of transshipments of tuna and tuna-like species caught in the ICCAT Convention area."

ICCAT's most recent Recommendation (Rec. 21-15) includes the following additional and revised measures - the Secretariat has added in the associated paragraph numbers from the Recommendation for reference purposes:

1. **[Paragraph 15]**
Carrier vessels are additionally required to separate and stow transhipped fish by fishing vessels and develop a stowage plan.
2. **[Paragraph 23]**
Carrier vessels are required to submit a supply declaration 24 hours in advance of providing supply services to another vessel unless such supply activity is conducted in association with transshipment that is monitored by a regional observer on-board.
3. **[Paragraph 20]**
Large Scale Pelagic Longline Vessels (LSPLVs) are required to submit transshipment declarations to the flag CPCs not later than 5 working days after the transshipment. (It was 14 days before the revised recommendation entered into force).
4. **[Paragraph 24]**
The ICCAT Secretariat is to promptly publish documents including transshipment declarations received from carrier vessels in the secure part of the ICCAT website for the facilitation of implementation of the ICCAT Recommendation on Port State measures (Rec. 18-09).
5. **[Paragraph 33]**
The Recommendation will be reviewed no later than 2024.

The revised Recommendation entered into force on 17 June 2022.

Secretariat Summary of Key Changes made to IOTC's Resolution 2022/02 and Retained in IOTC's Resolution 23/05 to Strengthen its Transshipment Measure

IOTC's currently active Transshipment Measure is Resolution 23/05 on Establishing a Programme for Transshipment by Large-Scale Fishing Vessels¹. It includes strengthening amendments that were first introduced in IOTC's Resolution 22/02 and then retained in the 2023 replacement Resolution 23/05. A list

The strengthening amendments that were introduced are itemised below.

MAIN RESOLUTION TEXT

- **[Paragraph 8]**
Addition of newly inserted requirement (item c) to mandatorily include IMO number for vessels included in the IOTC list of Carrier Vessels authorised to receive transshipments.

- **[Paragraph 12]**
Addition of the 'Port Inspection' section/new paragraph 12 to require prioritisation of inspection in port of:
(a) carrier vessels whose AIS/VMS signals disappear under suspicious circumstances and without explanation and/or indicate dubious movements, and
(b) carrier vessels not entered into the IOTC Record of Carrier Vessels to verify tuna and tuna-like species and sharks are not on board.

- **[Paragraph 13]**
Addition of a 'Separation of Cargo' section/new paragraph 13 to require CVs to separate and stow transhipped fish by fishing vessel and develop a stowage plan to show the locations in the hold of the quantities by vessel and major species (IOTC specifies bigeye, yellowfin and albacore) as well as "desirably by other species".

- **[Paragraph 17]**
Revised specifications for an LSTLV transshipping at-sea to send the TD to its flag State not later than **5** working days after the transshipment (previously **15** days was specified)

- **[Paragraph 21]**
Addition of new paragraph 21 to consider the introduction of a supply declaration in 2024 (format of declaration is provided in new Annex V) taking into account the effectiveness of ICCAT's supply declaration since it was introduced in 2022).

- **[Paragraph 22]**
Addition of 'Availability of Reports' section/ new paragraph 22 requiring transshipment declarations to be promptly published on the secure part of the IOTC website section.

¹ Adopted in 2023

- **[Paragraph 24]**
Additional requirements around at-sea transhipping in cases of “force majeure” without a regional transshipment observer on board are noted including notifying the Secretariat of the alternative monitoring, control and surveillance measures put in place.

Updates regarding amendments relating to Indonesia’s pilot transshipment observer programme are included in paragraphs 25 and 26 but are not included here as they are not relevant to the strengthening measures being considered in this paper.

ANNEX I: IN-PORT TRANSHIPMENTS

- **[Annex I, paragraph 2.1 a) and b), 2.2c]**

For in-port transshipments, fishing vessel notification obligations to port State authorities as set out in 2.1 a) and b) now require that IMO numbers (for both the fishing vessel and CV) must be included in the notification information provided.

Fishing vessel notifications to flag States as set out in 2.2c now requires that the IMO number of the CV must be provided at the time of transshipment.

- **[Annex I, paragraph 3]**
Addition of a requirement for vessels receiving transshipments in port to ensure the TD goes to the IOTC Executive Secretary within 24 hours.
- **[Annex I, paragraph 6]**
Addition of reference to an Implementation Report and the details it must include for in-port transshipments.

ANNEX III: TRANSHIPMENT DECLARATION

- **[Annex III]**
The requirement to include IMO number for both CVs and FVs in the IOTC Transshipment Declaration.

ANNEX V: SUPPLY DECLARATION

- **[Annex V]**
Addition of new IOTC Supply Declaration.

Attachment C

Resolution on Establishing a Program for Transshipment by Large-Scale Fishing Vessels*(revised at the ~~Thirtieth~~^{Twenty-Fourth} Annual Meeting: 12 October 2023~~17~~)***The Commission for the Conservation of Southern Bluefin Tuna (CCSBT),**

TAKING ACCOUNT of the need to combat illegal, unregulated and unreported (IUU) fishing activities because they undermine the effectiveness of the conservation and management measures already adopted by the CCSBT;

EXPRESSING GRAVE CONCERN that organised tuna laundering operations have been conducted and a significant amount of catches by IUU fishing vessels have been transhipped under the names of duly licensed fishing vessels;

IN VIEW THEREFORE OF THE NEED to ensure the monitoring of the transshipment activities by large-scale longline fishing vessels, including the control of their landings;

TAKING ACCOUNT of the need to maintain the integrity of the CCSBT Catch Documentation Scheme (CDS), and recognising that transshipment operations represent an area of increased compliance risk;

TAKING ACCOUNT of the need to collect Southern Bluefin Tuna (SBT) data from such largescale long-line tuna fishing vessels to improve the scientific assessments of those SBT stocks and the tracking of SBT product in line with the Catch Documentation Scheme;

Agrees in accordance with paragraph 3(b) of Article 8 of the CCSBT Convention, that:

SECTION 1. GENERAL RULES*Use of terms*

1. For the purpose of this Resolution:

- (a) “LSTLV” means a tuna longline fishing vessel with Freezing Capacity;
- (b) “Carrier Vessel” means any vessel, ~~except a container vessel,~~ that receives SBT transhipped from a LSTLV;
- (c) “Freezing Capacity”: A vessel is deemed to have Freezing Capacity if it has a freezer which is capable of storing more than 500 kilograms of SBT at -30°C or below”; and
- (d) “Southern Bluefin Tuna” or “SBT” means Southern Bluefin Tuna or fish products originating from SBT.

Commented [Sec1]: Note that:
 - Proposed editorial revisions are in blue
 - Proposed strengthening revisions are in red

Commented [Sec2]: Proposed to delete to be consistent with IOTC's Resolution which includes no explicit exceptions for container vessels

2. Except under the programme to monitor transshipments at sea for “LSTLVs”, all LSTLV transshipment operations of SBT must take place in port¹. If the Member/CNM authorises at-sea transshipment by its flag LSTLVs, such transshipments shall be conducted in accordance with the procedures defined in Sections 2, 3 and 5, and **Annexes I and II** of this Resolution.

3. When transshipping SBT in port, Members and Cooperating Non-Members (CNMs) shall take the necessary measures to ensure that LSTLVs flying their flag comply with the obligations set out in Sections 2, 4 and 5 and **Annex I** of this Resolution.

SECTION 2. RECORD OF **CARRIER** VESSELS AUTHORISED TO RECEIVE TRANSHIPMENTS INVOLVING SBT

4. The Executive Secretary shall establish and maintain a CCSBT Record of Carrier Vessels authorised to receive SBT from LSTLVs at sea or in port. For the purposes of this Resolution, Carrier Vessels not entered on the record are deemed not to be authorised to receive SBT from LSTLVs ~~in transshipment operations~~.

Members and CNMs shall ensure that they:

- a) do not authorise Carrier Vessels not already authorised by other RFMOs and,
- b) do not authorise Carrier Vessels ~~included~~ in other RFMOs’ IUU Vessel Lists.

~~5. Members and CNMs shall only authorise Carrier Vessels flagged to a CCSBT Member or CNM to conduct transshipment activities involving SBT.~~

~~5.6.~~ Each Member and CNM shall submit, electronically where possible, to the CCSBT Executive Secretary the list of the Carrier Vessels that are authorised to receive transshipments from its LSTLVs without delay. Each Member shall promptly notify the Executive Secretary of any addition to, deletion from, and/or any modification to the list of Carrier Vessels at any time such changes occur without delay. This list shall include the following information:

- 1 ~~The f~~flag of the vessel
- 2 CCSBT Record Number (if any)
- 3 Lloyds/ IMO Number ~~(if available)~~
- 4 Name of vessel, vessel registration number
- 5 Previous name (if any)
- 6 Previous flag (if any)
- 7 Previous details of deletion from other registries (if any)
- 8 International radio call sign
- 9 Type of vessels, length, gross tonnage (GT) and carrying capacity
- 10 Name and address of owner(s) and operator(s)
- 11 Time period authorised for transshipping.

¹ ~~Port includes offshore terminals and other installations for landing, transshipping, packaging, processing, refuelling or resupplying (as defined by the FAO Port State Measures Agreement)~~

Commented [Sec3]: This proposed amendment is consistent with the FAO’s Voluntary Guidelines for Transshipment (paragraph 15) - refer to the associated discussion in Section 3 of the Secretariat’s paper

Commented [Sec4]: Deletion of ‘available’ makes no. 3 consistent with ICCAT’s and IOTC’s measures

Commented [Sec5]: After item 11 in the list, the IOTC added 2 additional fields:

- k. type of transshipment authorised (i.e., in port and/or at sea);
l. Colour photographs of the vessel showing:
- the starboard side and portside of the vessel, each showing the whole structure
 - the bow of the vessel
 - at least one of the photographs clearly showing at least one of the external markings specified in 8(b) or 8(c).

IOTC advised that fields k. and l. were added so that the fields to be provided for IOTC’s Record of CVs aligned with the fields required to be provided for IOTC’s authorised FVs.

CCSBT does not currently require items k or l to be provided for its authorised FVs therefore the CCSBT Secretariat believes it’s unnecessary to require collection of the additional data fields k. and l.

[Note that ICCAT does not require these additional fields.]

67. The Executive Secretary shall maintain the CCSBT Record of Carrier Vessels and take measures to ensure publicity of the record and through electronic means, including placing it on the CCSBT website, in a manner consistent with confidentiality requirements notified by Members and CNMs for their vessels.

78. Carrier vessels authorised by Members and CNMs to conduct at-sea or in-port transhipments shall be required to have an operational Vessel Monitoring System (VMS) that is operating in accordance with all applicable CCSBT Resolutions and decisions, including the *Resolution on the CCSBT Vessel Monitoring System* (2017), and any successor Resolution, including any future revisions thereto.

89. LSTLVs which tranship at sea or in-port shall be required to install and operate a VMS in accordance with CCSBT's *Resolution on the CCSBT Vessel Monitoring System* (2017), and any successor Resolution, including any future revisions thereto.

Port Inspection

10. Consistent with CCSBT's Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port, port State Members and CNMs should prioritise inspection in port of (a) Carrier Vessels whose AIS/VMS signals disappear under suspicious circumstances and without explanation and/or indicate dubious movements, as well as (b) Carrier Vessels which are not CCSBT-authorized to verify that SBT is not on board. Inspection of transhipment activities in port should involve the monitoring of the entire transhipment process and include a cross check of transhipped SBT amounts against the amounts reported in the fishing vessel's logbook, and review of the prior authorisation to tranship in port issued by the fishing vessel flag Member/CNM.

Commented [Sec6]: This paragraph is very similar to IOTC's Resolution 23/05 (paragraph 12), but has been adapted to be SBT-specific and includes a few other minor editorial amendments. It is also similar to ICCAT's paragraph 14 although ICCAT's para 14 does not mention AIS.

Separation of cargo

11. Carrier Vessels authorised to receive transhipments of SBT shall be required to separate and stow transhipped SBT by fishing vessel and develop a stowage plan to show the locations in the hold of the quantities of SBT by fishing vessel. The Carrier Vessel master shall submit the stowage plan to inspectors, if requested.

Commented [Sec7]: This paragraph is very similar to paragraph 13 in IOTC's Resolution 23/05 and paragraph 15 in ICCAT's Recc 21-15, but has been adapted to be SBT-specific.

SECTION 3. PROGRAM TO MONITOR TRANSHIPMENTS AT SEA INVOLVING SBT

~~912.~~ The Commission hereby establishes a program to monitor transhipments at sea involving SBT which applies only to LSTLVs and to Carrier Vessels authorised to receive transhipments from these vessels at sea. ~~The Commission shall review and, as appropriate, revise this Resolution.~~

Commented [Edit8]: This sentence has been removed because a review of this Resolution is noted in paragraph 41.

139. Members and CNMs shall determine whether or not to authorise their LSTLVs to tranship at sea.

14+. Transhipments by LSTLVs in waters under the jurisdiction of Members and CNMs are subject to prior authorisation from the Coastal State / Fishing Entity concerned. An original or

copy of the documentation of Coastal State/ Fishing Entity prior authorisation must be retained on the LSTLV and made available to the CCSBT observer when requested.

152. Members and CNMs shall take the necessary measures to ensure that LSTLVs flying their flag comply with the conditions in paragraphs ~~164~~ to 250 below:

Flag State / Fishing Entity Authorisation

163. LSTLVs ~~shall~~ ~~are~~ ~~not~~ ~~be~~ authorised to tranship at sea, unless they have obtained prior authorisation from their Flag State / Fishing Entity. An original or copy of the documentation of prior authorisation must be retained on the LSTLV and made available to the CCSBT observer when requested.

Notification obligations

Fishing vessel:

174. To receive the prior authorisation mentioned in paragraph 163 above, the master and/or owner of the LSTLV must notify the following information to its Flag State / Fishing Entity authorities at least 24 hours in advance of an intended transhipment:

- a) ~~the n~~Name of the LSTLV, ~~and~~ its number in the CCSBT Authorised Vessel List ~~and~~ its IMO number,
- b) ~~the n~~Name of the Carrier Vessel and its number in the CCSBT Record of Carrier Vessels authorised to receive transshipments at sea ~~and its IMO number,~~
- c) ~~the~~Tonnage and product type² to be transhipped (by species),
- d) ~~the~~tonnage by product to be transhipped,
- e) ~~the~~Date and location of transhipment,
- f) ~~the~~Geographic location of the SBT catches.

185. The ~~master and/or owner of the~~ LSTLV concerned shall complete and transmit to its Flag State / Fishing Entity, and, where applicable, the Coastal State / Fishing Entity, not later than ~~15~~ working days after the transhipment, the CCSBT transhipment declaration, in accordance with the format set out in Annex I.

Receiving Carrier Vessel:

196. Before starting transhipment, the master of the receiving Carrier Vessel shall confirm that the LSTLV concerned is participating in the CCSBT programme to monitor transhipment at sea (which includes payment of the fee in paragraph 14 of Annex II), and has obtained the prior authorisation from their Flag State / Fishing Entity referred to in paragraph 163. The master of the receiving Carrier Vessel shall not start ~~such~~ transhipment without such confirmation.

~~17~~20. The master of the receiving Carrier Vessel shall complete and transmit the CCSBT transhipment declaration to the CCSBT Secretariat and the Flag Member/ CNM of the LSTLV,

² Product type is the processed state e.g. refer to the types of product listed in the CCSBT Transhipment Declaration in Annex I

Commented [Sec9]: This extra IMO field was already required by IOTC prior to IOTC Resolution 22/02 and is still required in IOTC Resolution 23/05 . The Secretariat has added the IMO number requirement here to match what is required by IOTC. It is not required by ICCAT.

Commented [Sec10]: This extra IMO field was already required prior to IOTC Resolution 22/02 and is still required in IOTC Resolution 23/05 . The Secretariat has added the IMO number requirement to match what is required by the IOTC. It is not required by ICCAT.

Commented [Sec11]: Amended for clarification including adding footnote 2

Commented [Sec12]: The inclusion of "master and/owner" is consistent with IOTC's paragraph 17. ICCAT has not made the same amendment.

Commented [Sec13]: Both the ICCAT Rec 21-15 (paragraph 20) and the IOTC Res. 23/05 (paragraph 17) have decreased the number of days here from not later than 15 days down to 5 working days. For ICCAT the 5 working days applies to the Flag State and were applicable coastal State, but for IOTC there is no mention of coastal State.

along with its number in the CCSBT Record of Carrier Vessels authorised to receive transhipment at sea, within 24 hours of the completion of the transhipment. The Secretariat will forward all received Transhipment Declarations to the Flag Member/ CNM of LSTLVs on a quarterly basis, and the Flag Member / CNM will reconcile these against Transhipment Declarations they have received.

21+8. The master of the receiving Carrier Vessel shall, no later than 48 hours before the first point of landing, transmit a CCSBT transhipment declaration, along with its number in the CCSBT Record of Carrier Vessels authorised to receive transhipment at sea, to the competent authorities of the State / Fishing Entity where the landing takes place.

22+9. CCSBT shall consider the introduction of supply declaration (as described in a) and b) below) at CCSBT 31 in 2024 after taking into account the effectiveness of the supply declaration introduced in ICCAT since 2022³.

- a) Anytime a carrier vessel on the CCSBT Record of Carrier Vessels provides supply services to another vessel at sea that has SBT on board, the master of the Carrier Vessel shall complete a supply declaration in accordance with the format set out in Annex III and send it by electronic means to its flag State and the CCSBT Secretariat 24 hours in advance of the activity.
- b) A separate supply declaration is not required when the supply activity is conducted in association with a transhipment that is monitored by a Regional Transhipment Observer.

Availability of Reports

23. The CCSBT Secretariat shall promptly publish the documents received pursuant to paragraphs 20 and 22 in the private area of the CCSBT website for the facilitation of implementation of the *Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port.*

Regional Observer Program

24+9. Each Member and CNM shall ensure that all Carrier Vessels transhipping at sea have on board a CCSBT observer, in accordance with the CCSBT Regional Observer Program in **Annex II**. The CCSBT observer shall observe the compliance with this Resolution, and notably that the transhipped quantities of SBT are reasonably consistent with the reported catch in the CCSBT transhipment declaration and, as recorded in the fishing vessel logbook and CDS documents.

25+9. Vessels shall be prohibited from commencing or continuing transhipping at sea without a CCSBT regional observer on board, except in cases of 'force majeure' duly notified to the Executive Secretary⁴.

Commented [Sec14]: This addition regarding supply declarations is more similar to IOTC's measure (paragraph 21) since it proposes that a supply declaration is not introduced until the effectiveness of ICCAT's already introduced supply declaration requirements (paragraph 23) are considered in 2024.

Commented [Sec15]: This text is more similar to ICCAT's measure (paragraph 24) than IOTC's measure (paragraph 22) since it refers to 2 types of documents. As drafted it would mean that both transhipment declarations and supply declarations (if operationalised) would need to be shared in the private area of CCSBT's website.

However, as noted in the paper, Members should carefully consider whether adding this requirement into CCSBT's Resolution will create a duplication of effort.

³ See paragraph 23 of Recommendation by ICCAT on Transhipment 21-15

⁴ This requirement can be met by using a CPG5 (Compliance Policy Guideline 5 - Guideline on principles for action and steps to be taken in relation to extraordinary circumstances) notification

SECTION 4. PROGRAM TO MONITOR LSTLV TRANSHIPMENTS IN PORT INVOLVING SBT

264. For effective in-port inspections, Flag States of fishing vessels shall designate foreign ports of transhipment of southern bluefin tuna for their vessels, prohibit such transhipment at other foreign ports and communicate with those designated port states to share relevant information required for effective monitoring.

272. In-port transhipments shall only be undertaken in accordance with the procedures set out in paragraphs 283 to 3429 below:

Notification obligations

Fishing vessel:

283. Prior to transhipping, the ~~master~~Captain of the LSTLV must notify the following information to the Port State authorities, at least 48 hours in advance or as specified by Members/CNMs, or immediately after the end of fishing operations if the time to the port is less than 48 hours; for the latter, the Port State must have enough time to examine the information:

- a) ~~the n~~Name of the LSTLV, IMO number and its number in the CCSBT record of fishing vessels;
- b) ~~the n~~Name of the Carrier Vessel, IMO number and its number in the CCSBT Record of Carrier Vessels authorised to receive transhipments,
- c) ~~the Tonnage and~~ product type² to be transhipped (by species);
- d) ~~the tonnage by product to be transhipped;~~
- e) ~~the d~~Date and location of transhipment;
- f) ~~the Geographic location~~major fishing grounds of the SBT catches.

294. The ~~master and/or owner~~Captain of a LSTLV shall, at the time of the transhipment, inform its Flag State/ Fishing Entity of the following;

- a) ~~the p~~Product types² and quantities involved;
- b) ~~the d~~Date and place of the transhipment;
- c) ~~the n~~Name, registration number, IMO number and flag of the receiving Carrier Vessel, and its number in the CCSBT Record of Carrier Vessels authorised to receive SBT transhipments;
- d) ~~the g~~Geographic location of the SBT catches.

3025. The ~~master and/or owner~~Captain of the LSTLV concerned shall complete and transmit to its Flag State/ Fishing Entity the CCSBT transhipment declaration, along with its number in the CCSBT Record of Fishing Vessels, in ~~accordance with~~ the format set out in **Annex I** not later than 15 days after the transhipment⁵.

Commented [Sec16]: Amended for clarification including adding the footnote 2 reference and updated to be consistent with paragraph 17c) and d)

Commented [Sec17]: Added "and/or the owner" to be consistent with proposed revised paragraph 18 for at-sea transhipments.

Neither ICCAT nor IOTC included this revision relating to in-port transhipments in their transhipment measures.

Commented [Sec18]: Added "and/or the owner" to be consistent with proposed revised paragraph 18 for at-sea transhipments as well as proposed revised paragraph 29 above.

Neither ICCAT nor IOTC included this revision relating to in-port transhipments in their transhipment measures.

⁵ In the case where the SBT are being transferred temporarily to bonded cold storage before being transferred to the receiving Carrier Vessel, then the LSTLV shall complete and transmit the transhipment declaration to its Flag State/ Fishing Entity, and where applicable, the Coastal State/ Fishing Entity, not later than 15 days from the date from which the SBT is transferred into the bonded cold storage facility. In such cases, the receiving Carrier Vessel agent shall sign the transhipment declaration on behalf of the Carrier Vessel master.

Receiving Vessel:

3126. Not later than 24 hours before the beginning of the transshipment, the master of the receiving Carrier Vessel shall inform the Port State authorities of the quantities of SBT to be transhipped to the receiving Carrier Vessel.

3227. Within 24 hours of the completion of the transshipment, the master of the receiving Carrier Vessel shall complete and transmit the CCSBT transshipment declaration to the Port State authorities, the Flag Member/ CNM of the LSTLV, and the CCSBT Secretariat. A copy of this transshipment declaration shall be retained on board the receiving Carrier Vessel.

3328. Following receipt of a transshipment including SBT, and after leaving the transshipment port, the master of the receiving Carrier Vessel shall, at least 48 hours before landing its transhipped SBT, complete and transmit a copy of the CCSBT transshipment declaration referred to in paragraph 3227, to the competent authorities of the landing State/ Fishing Entity where the landing will take place.

Port and Landing State Cooperation

3429. The Port State and the landing State referred to in the above paragraphs shall make an effort to take the appropriate measures to verify the accuracy of the information received and shall cooperate with the work of the Flag Member or CNM of the LSTLV to ensure that reported catches, transshipments and landings are consistent with the reported catch amounts of each vessel. This verification shall be carried out so that the vessel suffers the minimum interference and inconvenience, and so that degradation of the fish is avoided.

SECTION 5. GENERAL PROVISIONS (all transshipments)

3530. To ensure the effectiveness of the CCSBT conservation and management measures pertaining to the Catch Documentation System (CDS):

- a) In validating the necessary CCSBT CDS documentation, as required by the CDS, Flag Members and CNMs of LSTLVs shall ensure that transshipments are consistent with the reported catch amount by each LSTLV.
- b) The Flag Member or CNM of LSTLVs shall validate the necessary CCSBT CDS documentation for the transhipped fish, as required by the CDS, after confirming that the transshipment was conducted in accordance with this Resolution. If transhipped at sea this confirmation shall be based on the information obtained through the CCSBT Regional Observer Program.
- c) Members and CNMs shall require that SBT caught by LSTLVs, when imported into the territory of a Member or CNM, be accompanied by the necessary CCSBT CDS documentation validated for the vessels on the CCSBT Authorised Vessel List and a copy of the CCSBT transshipment declaration.

364. The Members and CNMs shall include in their annual report 4 weeks prior to the Annual Meeting of the Commission:

- a) The quantities and percentage of SBT transhipped at sea and in port during the previous fishing season,
- b) The list of the LSTLVs registered in the CCSBT Authorised Vessel List which have transhipped at sea and in port during the previous fishing season, and
- c) A comprehensive report assessing the content and conclusions of the reports of the observers assigned to Carrier Vessels which have received at-sea transhipments from their flag LSTLVs during the previous fishing season.

These reports shall be made available to the Extended Commission and relevant subsidiary bodies for review and consideration.

372. All SBT landed or imported ~~by Members and CNMs~~, either unprocessed or after having been processed on board and which are transhipped, shall be accompanied by the CCSBT transhipment declaration until the first sale has taken place.

383. Each year, the Executive Secretary shall present a report on the implementation of this Resolution to the Compliance Committee meeting which shall review compliance with this Resolution.

394. Nothing in this Resolution affects the rights of a Member or CNM to exercise its authority over ports located in areas under its jurisdiction in accordance with its domestic laws and international law.

~~4035~~. These provisions shall be applicable from 1 January 2024~~5~~.

41. The Commission shall, no later than 2024, review this Resolution and consider improvements taking into account, as appropriate, relevant standards, specifications, and requirements that have been or may be adopted by the Commission.

4236. This transshipment Resolution supersedes any previous versions of CCSBT's "Resolution on Establishing a Program for Transhipment by Large-Scale Fishing Vessels". adopted by CCSBT15 (2008) is superseded by this Resolution.

4337. To avoid the duplication of the same measures, ICCAT, IOTC, or WCPFC observers who are on board vessels on the CCSBT Record of Carrier Vessels, may be deemed to be participating in the CCSBT transhipment program, provided these observers meet the standards established in this Resolution and the CCSBT Secretariat is informed. The CCSBT Secretariat shall liaise with the ICCAT, IOTC and WCPFC with respect to any information submitted to those organisations regarding SBT. The CCSBT Secretariat shall also exchange information on transhipment and observer standards with other RFMO Secretariats.

Commented [Sec19]: Adapted from ICCAT's Rec 21-15, paragraph 33. This is also consistent with IOTC's paragraph 21 which notes IOTC will consider introduction of a supply declaration at its annual session in 2024.

This CCSBT Resolution needs to be reviewed in 2024 because paragraph 22 notes that:
"CCSBT shall consider the introduction of supply declaration (as described in a) and b) below) at CCSBT 31 in 2024".

Transhipment Declaration No.:

Commented [Edit20]: Added to be consistent with ICCAT's [Rec 22-19](#).
 (at the 23rd Special Meeting of ICCAT, the Commission agreed to amend the Transhipment Declaration in Rec 21-16 to include a transhipment declaration number).
 IOTC's Transhipment Declaration does not currently include a Transhipment Declaration number.

ANNEX I - CCSBT TRANSHIPMENT DECLARATION

Carrier Vessel	Fishing Vessel
Name of the Vessel and Radio Call Sign:	Name of the Vessel and Radio Call Sign:
Flag:	Flag:
<u>IMO Number:</u>	<u>IMO Number:</u>
Flag State / Fishing Entity license number:	Flag State / Fishing Entity license number:
National Register Number, if available:	National Register Number, if available:
CCSBT Register Number, if available:	CCSBT Register Number, if available:

Departure	Day <input type="text"/> <input type="text"/>	Month <input type="text"/> <input type="text"/>	Hour <input type="text"/> <input type="text"/>	Year <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/>	Agent's name: _____	Master's name of LSTLV: _____	Master's name of Carrier: _____
Return	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>		From (Port name): _____	Signature: _____	Signature: _____
Transhipment	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>	<input type="text"/> <input type="text"/>		To (Port name): _____	Signature: _____	Signature: _____

Indicate the weight in kilograms or the unit used (e.g. box, basket) and the landed weight in kilograms of this unit: |_____| kilograms

LOCATION OF TRANSHIPMENT [\(provide either latitude/longitude for at-sea transhipments or port name for in-port transhipments\)](#)

Species	Port	Sea	Type of product													
			RD ¹	GGO ¹ (kg)	GGT ¹ (kg)	DRO ¹ (kg)	DRT ¹ (kg)	Filleted ¹	Other ¹ (kg)							

Commented [Edit21]: Added for clarification

If transhipment effected at sea, CCSBT Observer Name and Signature:

¹ The type of product should be indicated as Round (RD), Gilled and gutted – tail on (GGO), Gilled and gutted - tail off, (GGT), Dressed – tail on (DRO), Dressed – tail off (DRT), Fillet (FL), or Other (OT).
 If filling out an ICCAT, IOTC or WCPFC Transhipment Declaration (TD), record the SBT weight (kg) against the product type that most closely matches the appropriate CCSBT SBT product type (as listed above)

ANNEX II - CCSBT REGIONAL OBSERVER PROGRAM

1. Each Member and CNM shall require Carrier Vessels included in the CCSBT Record of Carrier Vessels authorised to receive transhipments at sea and which tranship at sea, to carry a CCSBT observer during each transhipment operation at sea.
2. Between approximately 15 days to 2 months before the Carrier Vessel will sail for a trip that will include a SBT transhipment, the Flag State/ Fishing Entity shall complete and transmit a CCSBT observer deployment request to the CCSBT Secretariat.
3. The Executive Secretary shall appoint the observers and shall place them on board the Carrier Vessels authorised to receive transhipments at sea from LSTLVs ~~flagged to~~ flying the flag of Members and Cooperating Non-Members that implement the CCSBT Regional Observer Program.

Designation of the observers

4. The designated observers shall have the following qualifications to accomplish their tasks:
 - a) sufficient experience to identify species and fishing gear;
 - b) satisfactory knowledge of the CCSBT conservation and management measures;
 - c) the ability to observe and record information accurately;
 - d) a satisfactory knowledge of the language of the flag of the vessel observed.

Obligations of the observer

5. Observers shall:
 - a) have completed the technical training required by the guidelines established by CCSBT, or the guidelines established by IOTC or ICCAT providing that the observers have also been trained in relation to paragraphs 4(a) – (c);
 - b) to the extent possible, not be nationals of the Flag State / Fishing Entity of the receiving Carrier Vessel;
 - c) be capable of performing the duties ~~provided set forth~~ provided in paragraph 6 below;
 - d) be included in the list of observers maintained by the Secretariat of the Commission;
 - e) not be a crew member of an LSTLV or an employee of an LSTLV company.

6. The observer tasks shall be ~~as follows~~in particular to:

a) while on the Fishing Vessel intending to tranship to the Carrier Vessel and before the transhipment takes place:

- i) check the validity of the fishing vessel's authorisation or licence to fish for SBT;
- ii) check and note the total quantity of catch on board, and the quantity to be transferred to the Carrier Vessel;
- iii) check that the VMS is functioning and examine the logbook;
- iv) verify whether any of the catch on board resulted from transfers from other vessels, and check documentation on such transfers;
- v) in the case of an indication that there are any violations involving the fishing vessel, immediately report the violations to the Carrier Vessel master; and
- vi) report the results of these duties on the fishing vessel in the observer's report.

b) monitor the Carrier Vessel's compliance with the relevant conservation and management measures adopted by the Commission ~~and~~in particular the observers shall:

- i. record and report upon the transhipment activities carried out;
- ii. verify the position of the vessel when engaged in transhipping;
- iii. observe and estimate products transhipped;
- iv. verify and record the name of the LSTLV concerned and its CCSBT Authorised Vessel List number;
- v. verify the data contained in the transhipment declaration;
- vi. certify the data contained in the transhipment declaration;
- vii. countersign the transhipment declaration;

c) produce a daily report of the Carrier Vessel's transhipping activities and transmit a summary of these daily reports to the Secretariat every 5 days;

d) ~~establish~~prepare a general reports compiling the information collected in accordance with this paragraph and provide the ~~master~~captain the opportunity to include therein any relevant information;

e) submit to the Secretariat the aforementioned general report within 20 days from the end of the period of observation; and

f) exercise any other functions as defined by the Commission.

7. Observers shall treat as confidential all information with respect to the fishing operations of the LSTLVs and of the LSTLVs owners and accept this requirement in writing as a condition of appointment as an observer.

8. Observers shall comply with requirements established in the laws and regulations of the Flag State / Fishing Entity which exercises jurisdiction over the vessel to which the observer is assigned.

9. Observers shall respect the hierarchy and general rules of behavior which apply to all vessel personnel, provided such rules do not interfere with the duties of the observer under this program, and with the obligations of vessel personnel ~~provided set forth~~ in paragraph 10 of this program.

Obligations of the Flag State / Fishing Entities of Carrier Vessels

10. The responsibilities ~~regarding observers~~ of the Flag State / Fishing Entities of the Carrier Vessels and their ~~captains masters in relation to observers~~ shall include the following ~~notably~~:

- a) Observers shall be allowed access to the vessel personnel and to the gear and equipment;
- b) Upon request, observers shall also be allowed access to the following equipment, if present on the vessels to which they are assigned, in order to facilitate the carrying out of their duties ~~provided set forth~~ in paragraph 6:
 - i) satellite navigation equipment;
 - ii) radar display viewing screens when in use; and
 - iii) electronic means of communication;
- c) Observers shall be provided accommodation, including lodging, food and adequate sanitary facilities, equal to those of officers;
- d) Observers shall be provided with adequate space on the bridge or pilot house for clerical work, as well as space on deck adequate for carrying out observer duties; and
- e) The Flag State / Fishing Entities shall ensure that ~~captain masters~~, crew and vessel owners do not obstruct, intimidate, interfere with, influence, bribe or attempt to bribe an observer in the performance of his/her duties.

11. The Executive Secretary, in a manner consistent with any applicable confidentiality requirements, is requested to provide to the Flag State / Fishing Entity of the Carrier Vessel ~~under whose jurisdiction the vessel transhipped~~ and to the Flag Member or Cooperating Non-Member of the LSTLV, copies of all available raw data, summaries, and reports pertaining to the trip four months prior to the next annual session of the CCSBT Compliance Committee ~~meeting~~.

Obligations of LSTLV during transhipment

12. Observers shall be allowed to visit the fishing vessel if the observer's safety can be reasonably assured given the weather and sea conditions, and access shall be granted to personnel and areas of the vessel necessary to carry out their duties ~~provided set forth~~ in paragraph 6.

13. The Executive Secretary shall submit the observer reports to the Compliance Committee and to the Scientific Committee.

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Observer fees

14. The costs of implementing this program shall be financed by the flag Members and Cooperating Non-Members 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 CCSBT Secretariat and the CCSBT Executive Secretary shall manage the account for implementing the program.

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15. No LSTLV may participate in the at-sea transshipment program unless the fees, ~~as~~ required under paragraph 14, have been paid.

DRAFT

ANNEX III

CCSBT SUPPLY DECLARATION

Commented [Sec22]: This is the same as IOTC's supply declaration except that it refers to the CCSBT Registration Number.

<u>Carrier (supply donor) Vessel:</u>		<u>Receiving vessel:</u>
<u>Carrier Vessel Name:</u>		<u>Vessel Name:</u>
<u>CCSBT Registration No.</u>		<u>CCSBT Registration No.</u>
		<u>National Registration number</u>
<u>IMO number, if available</u>		<u>IMO number, if available</u>
<u>International Radio Call Sign</u>		<u>International Radio Call Sign</u>
<u>Current Flag:</u>		<u>Current Flag:</u>
<u>Supply Activity: Date</u>		
<u>Supply Activity: Latitude</u>		
<u>Supply Activity: Longitude</u>		
<u>Goods supplied:</u>		<u>Remarks (if any)</u>
- <u>Fuel</u>	<input type="checkbox"/>	
- <u>Bait</u>	<input type="checkbox"/>	
- <u>Victuals</u>	<input type="checkbox"/>	
- <u>Spare parts</u>	<input type="checkbox"/>	
- <u>Medical supplies</u>	<input type="checkbox"/>	
- <u>Passengers/Crew</u>	<input type="checkbox"/>	
- <u>Other (specify)</u>	<input type="checkbox"/>	