

**A PROPOSAL FOR AMENDMENT OF  
RESOLUTION ON ESTABLISHING A PROGRAM FOR TRANSHIPMENT BY  
LARGE-SCALE FISHING VESSELS**

**SUBMITTED BY: INDONESIA**

---

**Explanatory Memorandum**

**A. Background**

1. During the Thirtieth Annual Meeting, the Commission for the Conservation of Southern Bluefin Tuna (CCSBT) adopted a revision of resolution on Establishing a Program for Transhipment by Large-scale Fishing Vessels, with Annex IV on Indonesian Vessels Authorised to Tranship at Sea. The revision includes a two-year trial for Indonesia where SBT is transhipped at-sea to a wooden Indonesian-flagged Carrier Vessels listed in Annex IV, Indonesia may fulfill the requirements of paragraph 26 of the Resolution through the use of its own national observers. The two-year trial started on 1 November 2023.
2. During the 28<sup>th</sup> Session of the Indian Ocean Tuna Commission (IOTC), IOTC adopted the Resolution 24/05 on Establishing a Programme for Transhipment by Large-scale Fishing Vessels. The revision includes an additional of three Indonesian wooden carrier vessel in the pilot project on transhipment at sea for Indonesia. Therefore, twenty (20) Indonesian wooden carrier vessel listed on the IOTC Record of Authorised Vessels and listed in Annex VI may use a national observer programme to replace an observer from the regional observer programme for Indonesian wooden carried wooden vessels listed in Annex VI of the Resolution.
3. To synchronize the implementation of trial project on transhipment at sea in CCSBT with the pilot project in IOTC, for Indonesian wooden carrier vessel to may use a national observer program, requires an adjustment on Annex IV of the CCSBT resolution with the updated IOTC Resolution on Establishing a Programme for Transhipment by Large-scale Fishing Vessels, Resolution 24/05, particularly the Indonesian wooden carrier vessel listed in Annex VI.
4. Therefore, Indonesia proposes to:
  - a. Add three (3) Indonesian wooden carrier vessels in Annex IV of the Resolution that may use a national observer program in place of an observer from the CCSBT regional observer programme when tranship SBT at sea.
  - b. Revise gross tonnage information of one (1) vessel, GOLDEN TUNA 99 from 199 ton into 265 ton, with a reason that when the proposal was submitted and adopted last year, the vessel was still using a temporary

Tonnage Certificate. After the resolution was adopted, the vessel had a re-measurement process and the gross-tonnage has changed in accordance with the established International Tonnage Certification issued on 25 October 2021.

5. Considerations of the proposal are:
  - a. The two-year trial will only apply to 20 (twenty) Indonesian wooden carrier vessel that are already listed in the IOTC Resolution 24/05 on Establishing a Programme for Transshipment by Large-scale Fishing Vessels;
  - b. Such deployment will allow the national observers to expand their role in the CCSBT.
6. The proposal for amendment of resolution on establishing a program for transshipment by large-scale fishing vessels aims to ensure that transshipment at sea involving wooden carrier vessels is undertaken in accordance with the CCSBT Resolution and national policy.

## B. Proposal

Indonesia proposes to revise Annex IV of the Resolution on Establishing a Program for Transshipment by Large-scale Fishing Vessels by adding three (3) Indonesian wooden carrier vessels, replacement of one vessel included in the previous 17 wooden carrier vessels listed ANNEX IV due to a fire incident and revise the gross tonnage information of one (1) vessel, namely GOLDEN TUNA 99.

No.	Name of Wooden Carrier	Vessel Gross Tonnage	IMO Number
1	BANDAR NELAYAN 2017	300	8576809
2	PERMATA TUNA WIJAYA 01	298	8525903
3	HIROYOSHI - 17	171	8565836
4	KILAT MAJU JAYA - 21	197	8574837
5	<del>BANDAR NELAYAN 271</del>	<del>242</del>	<del>8583589</del>
	BANDAR NELAYAN – 2009*)	179	8527913
6	PERINTIS JAYA - 36	99	8526579
7	NUSANTARA JAYA -12	149	8583814
8	NAGA MAS PERKASA 89	146	8569650
9	BANDAR NELAYAN 519	196	8586244
10	MUTIARA 36	294	8566426
11	BAHARI - 116	167	8526725
12	GOLDEN TUNA 99	<del>199</del>	8586440
		265	
13	BAHARI NUSANTARA	136	8584648
14	BANDAR NELAYAN 2018	290	8583591
15	BANDAR NELAYAN 308	244	8590518
16	BANDAR NELAYAN 2023	295	8590532
17	BAHARI 89	163	8527353
18	GOLDEN TUNA - 668	226	**) )
19	MUTIARA 89	401	8566488
20	NUSANTARA JAYA 32	149	8587389

\*) As 2<sup>nd</sup> November 2023, BANDAR NELAYAN 271 had been replaced by BANDAR NELAYAN – 2009. The replacement of the vessel was due to a fire incident that occurred on BANDAR NELAYAN 271.

\*\*\*) GOLDEN TUNA – 668 is still in the process of registration for IMO number

**Resolution on Establishing a Program for Transshipment by Large-Scale Fishing Vessels**  
(revised at the Thirtieth Annual Meeting: 12 October 2023)

**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 RULE**

*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, 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.

2. Except under the programme to monitor transshipments at sea for “LSTLVs”, all LSTLV transshipment operations of SBT must take place in port<sup>1</sup>. If the Member/CNM authorises at-

---

<sup>1</sup> Port includes offshore terminals and other installations for landing, transshipping, packaging, processing, refuelling or resupplying (as defined by the FAO Port State Measure Agreement)

sea transhipment by its flag LSTLVs, such transhipments 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 transhipping 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 transhipment 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. 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 transhipments 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 flag of the vessel
2. CCSBT Record Number (if any)
3. IMO Number
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 transhipping.

6. 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.

7. 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.

8. 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**

9. 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 transshipment activities in port should involve the monitoring of the entire transshipment 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.

### **Separation of cargo**

10. Carrier Vessels authorised to receive transshipments 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.

## **SECTION 3. PROGRAM TO MONITOR TRANSHIPMENTS AT SEA INVOLVING SBT**

11. The Commission hereby establishes a program to monitor transshipments at sea involving SBT which applies only to LSTLVs and to Carrier Vessels authorised to receive transshipments from these vessels at sea.

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

13. Where SBT is transhipped at-sea to a wooden Indonesian-flagged Carrier Vessels listed in Annex IV, Indonesia may fulfill the requirements of paragraph 26 through the use of its own national observers.

14. Indonesia shall provide directly to both the CCSBT and IOTC Secretariats, copies of all data and documentation required by and within the timeframes set out in the respective CCSBT and IOTC Transshipment Resolutions. The information provided shall include transshipment observer information, notifications and reports (reports should include reports equivalent to – in standard and content - those currently prepared and provided by IOTC's independent ROP Contractor).

15. The provisions in paragraph 13 will be considered as a two-year trial with a start date of 1 November 2023 and concluding on 31 October 2025. A Quality Assurance Review (QAR), whose aim will be to provide an independent assessment of the performance of the trial, will be conducted in 2025 and presented to CC 20. This QAR will be funded by the CCSBT. In addition to the QAR, CC 20 shall also consider advice from the IOTC as well as the performance in meeting existing CCSBT transshipment obligations.

16. Replacement of any wooden carrier vessels in Annex IV is only permitted if the material of the substitute vessel shall remain wooden and the carrying capacity or fish hold volume is not larger than the vessel(s) being replaced. In such case, the authorisation of the replaced wooden vessel shall be immediately revoked.

17. 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.

18. Members and CNMs shall take the necessary measures to ensure that LSTLVs flying their flag comply with the conditions in paragraphs 19 to 27 below:

### **Flag State / Fishing Entity Authorisation**

19. LSTLVs are not 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:***

20. To receive the prior authorisation mentioned in paragraph 19 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) Name of the LSTLV, its number in the CCSBT Authorised Vessel List and its IMO number,
- b) Name of the Carrier Vessel and its number in the CCSBT Record of Carrier Vessels authorised to receive transhipments at sea and its IMO number,
- c) Tonnage by product type<sup>2</sup> to be transhipped (by species where known),
- d) Date and location of transhipment,
- e) Geographic location of the SBT catches.

21. 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 5 working days after the transhipment, the CCSBT transhipment declaration, in accordance with the format set out in **Annex I**.

#### ***Receiving Carrier Vessel:***

22. 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 19. The

---

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

master of the receiving Carrier Vessel shall not start such transshipment without such confirmation.

23. The master of the receiving Carrier Vessel shall complete and transmit the CCSBT transshipment declaration to the CCSBT Secretariat and the Flag Member/ CNM of the LSTLV, along with its number in the CCSBT Record of Carrier Vessels authorised to receive transshipment at sea, within 24 hours of the completion of the transshipment. The Secretariat will forward all received Transshipment Declarations to the Flag Member/ CNM of LSTLVs on a quarterly basis, and the Flag Member / CNM will reconcile these against Transshipment Declarations they have received.

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

25. CCSBT shall consider the introduction of supply declaration (as described in a) and b) below) at CCSBT 32 in 2025 after taking into account the effectiveness of the supply declaration introduced in ICCAT since 2022<sup>3</sup>.

- 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 transshipment that is monitored by a Regional Transshipment Observer.

### ***Regional Observer Program***

26. Each Member and CNM shall ensure that all Carrier Vessels transshipping 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 transshipment declaration and, as recorded in the fishing vessel logbook and CDS documents.

27. Vessels shall be prohibited from commencing or continuing transshipping at sea without a CCSBT regional observer on board, except in cases of 'force majeure' duly notified to the Executive Secretary<sup>4</sup>.

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

28. For effective in-port inspections, Flag States of fishing vessels shall designate foreign ports of transshipment of southern bluefin tuna for their vessels, prohibit such transshipment at

---

<sup>3</sup> See paragraph 23 of Recommendation by ICCAT on Transshipment 21-15

<sup>4</sup> 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



other foreign ports and communicate with those designated port states to share relevant information required for effective monitoring.

29. In-port transhipments shall only be undertaken in accordance with the procedures set out in paragraphs 30 to 36 below:

### **Notification obligations**

#### **Fishing vessel:**

30. Prior to transhipping, the master 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) Name of the LSTLV, IMO number and its number in the CCSBT record of fishing vessels;
- b) Name of the Carrier Vessel, IMO number and its number in the CCSBT Record of Carrier Vessels authorised to receive transhipments;
- c) Tonnage and product type<sup>2</sup> to be transhipped (by species where known);
- d) Date and location of transhipment;
- e) Geographic location of the SBT catches.

31. The master and/or owner of a LSTLV shall, at the time of the transhipment, inform its Flag State/ Fishing Entity of the following:

- a) Product types<sup>2</sup> and quantities involved;
- b) Date and place of the transhipment;
- c) 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) Geographic location of the SBT catches.

32. The master and/or owner 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 the format set out in **Annex I** not later than 15 days after the transhipment<sup>5</sup>.

#### **Receiving vessel:**

33. Not later than 24 hours before the beginning of the transhipment, 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.

34. Within 24 hours of the completion of the transhipment, the master of the receiving Carrier Vessel shall complete and transmit the CCSBT transhipment declaration to the Port State

---

<sup>5</sup> 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.

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.

35. 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 34, to the competent authorities of the landing State/ Fishing Entity where the landing will take place.

#### **Port and Landing State Cooperation**

36. 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)**

37. 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.

38. 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 transshipments 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.

39. All SBT landed or imported, 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.

40. 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.

41. 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.

42. These provisions shall be applicable from 1 April 2024.

43. The Commission shall, no later than 2025, 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.

44. This Resolution supersedes any previous versions of CCSBT's "Resolution on Establishing a Program for Transhipment by Large-Scale Fishing Vessels".

45. 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.

## 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:
IMO Number:	IMO Number:
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:

	Day	Month	Hour	Year	<input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/> <input style="width: 20px; height: 20px;" type="text"/>	Agent's name:	Master's name of LSTLV:	Master's name of Carrier:
Departure	<input style="width: 20px; height: 20px;" type="text"/>	<input style="width: 20px; height: 20px;" type="text"/>	<input style="width: 20px; height: 20px;" type="text"/>					
Return	<input style="width: 20px; height: 20px;" type="text"/>	<input style="width: 20px; height: 20px;" type="text"/>	<input style="width: 20px; height: 20px;" type="text"/>		From (Port name):	_____	_____	_____
Transshipment	<input style="width: 20px; height: 20px;" type="text"/>	<input style="width: 20px; height: 20px;" type="text"/>	<input style="width: 20px; height: 20px;" type="text"/>		To (Port name):	Signature: _____	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 transshipments or port name for in-port transshipments)

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

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

<sup>1</sup> 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 Transshipment 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 transshipments 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 transshipments at sea from LSTLVs flagged to 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 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 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. In particular the observers shall:

- i. record and report upon the transshipment activities carried out;
- ii. verify the position of the vessel when engaged in transshipping;
- 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 transshipment declaration;
- vi. certify the data contained in the transshipment declaration;
- vii. countersign the transshipment declaration;

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

d) prepare a general reports compiling the information collected in accordance with this paragraph and provide the master 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 in paragraph 10 of this program.

#### **Obligations of the Flag State / Fishing Entities of Carrier Vessels**

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

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 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 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 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.

#### **Obligations of LSTLV during transshipment**

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 in paragraph 6.

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

#### **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.

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

**ANNEX III**

**CCSBT SUPPLY DECLARATION**

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



**ANNEX IV**

**INDONESIAN CARRIER VESSELS AUTHORISED TO TRANSHIP AT SEA**

No.	Name of Wooden Carrier	Vessel Gross Tonnage	IMO Number
1	BANDAR NELAYAN 2017	300	8576809
2	PERMATA TUNA WIJAYA 01	298	8525903
3	HIROYOSHI - 17	171	8565836
4	KILAT MAJU JAYA - 21	197	8574837
5	<del>BANDAR NELAYAN 271</del> BANDAR NELAYAN - 2009	<del>242</del> 179	<del>8583589</del> 8527913
6	PERINTIS JAYA - 36	99	8526579
7	NUSANTARA JAYA -12	149	8583814
8	NAGA MAS PERKASA 89	146	8569650
9	BANDAR NELAYAN 519	196	8586244
10	MUTIARA 36	294	8566426
11	BAHARI - 116	167	8526725
12	GOLDEN TUNA 99	<del>199</del> 265	8586440
13	BAHARI NUSANTARA	136	8584648
14	BANDAR NELAYAN 2018	290	8583591
15	BANDAR NELAYAN 308	244	8590518
16	BANDAR NELAYAN 2023	295	8590532
17	BAHARI 89	163	8527353
18	GOLDEN TUNA - 668	226	*)
19	MUTIARA 89	401	8566488
20	NUSANTARA JAYA 32	149	8587389

\*) GOLDEN TUNA – 668 is still in the process of registration for IMO number