



CCSBT-CC/1010/06

Implementation of the CCSBT Transshipment Resolution

Background

The Resolution for Transshipment by Large-Scale Fishing Vessels was agreed at CCSBT15 in October 2008. A copy of the resolution is available from the CCSBT website at: http://www.ccsbt.org/docs/pdf/about_the_commission/Resolution_Transshipment.pdf

The program comprises of 3 main components:

- Record of Vessels Authorised to receive Transshipments at-sea,
- Regional Observer Program, and
- Deployment Requests and Transshipment Declarations.

The Transshipment resolution came into force on 1 April 2009.

To avoid the duplication of the same measures, ICCAT and IOTC observers may be deemed to be participating in the CCSBT program, provided they meet the standards established in the CCSBT resolution. The CCSBT has signed Memorandums of Understanding with both ICCAT and IOTC regarding transshipments. These MOU's are contained in Attachments A and B respectively.

Summary of Transshipments

A summary of transshipments, aggregated by flag is contained in Attachment C. The Secretariat has not provided this summary on a vessel by vessel basis for confidentiality reasons, but has this information available if it is required by the Compliance Committee.

At the time of writing this report, a total of 77 transshipments, totalling 1300t of southern bluefin tuna had been notified to the Secretariat. These have all had completed transshipment declarations provided.

Record of Vessels Authorised to receive Transshipments at-sea

The resolution requires that, prior to transshipping at sea, Members and Cooperating Non-Members must authorise their LSTLV's to transship at sea. In addition, Members and Cooperating Non-members must provide a list of carrier vessels that are authorised to receive at-sea transshipments from its LSTLV's.

There have been a few isolated incidents of transshipments taking place where a Carrier Vessel was not authorised, however after follow up with the Authorising Flag, an Authorisation has been provided. As a result, at the time of writing this report, all Fishing Vessels and Carrier Vessels have been authorised to perform the transshipments.

Observer Requirements

All vessels transshipping SBT are required to have a CCSBT observer on board in accordance with the Regional Observer Program. The observer is required to submit a report on the transshipment within 20 days of the end of the period of observation.

To date observer reports have been submitted for most transshipments since 1 April 2009. The CCSBT secretariat is still following up with IOTC and/or ICCAT regarding any outstanding reports.

Deployment Requests

Within the IOTC and ICCAT transshipment program, to enable deployment of observers, Members and Cooperating Non-Members intending to tranship SBT submit a request for observer deployment. The “request for deployment form” also contains a requirement to specify whether SBT will be transhipped.

To date, for 64% of the transshipments completed and notified via IOTC and ICCAT, the secretariat also received deployment requests that indicated a transshipment of southern bluefin tuna would take place.

Implementation of the Resolution

Transshipments have been reported under MOU’s with both IOTC and ICCAT, and a number of implementation issues have been identified. Each of these issues were also reported to the fourth meeting of the Compliance Committee in 2009, and as yet have not been fully resolved, and may require further investigation.

Initial Deployment requests not indicating SBT

A significant number of deployment requests have not indicated transshipment of SBT, while some are later revised to include SBT. This is a serious issue because:

- To be authorised to observe a transshipment of SBT, an observer needs to be trained in CCSBT’s requirements. If there is no indication that SBT is to be transhipped, an inappropriately trained observer might be deployed.
- If there is no indication that SBT is to be transhipped, no checks are conducted as to whether the fishing vessel and transshipment vessel have been authorised with the CCSBT. Hence, a transshipment may be incorrectly allowed which could also pose a problem for appropriate implementation of the CDS.
- There will be delays in the Secretariat becoming aware of the transshipment because only transshipments involving SBT are notified under the MOU’s with IOTC and ICCAT. When transshipments of SBT are not notified in advance, the Secretariat only receives notification after the transshipment has occurred when a transshipment declaration is provided.
- Without prior notification of SBT transshipment, no prior commitment is made of SBT being transhipped, which reduces the robustness of the resolution from a compliance perspective.

It is therefore strongly recommended that any transshipment of SBT be required to be preceded by an observer deployment request that specifies that SBT will be transhipped.

Observers unable to separate species during transshipments

Information from the Observer reports, along with discussion with the Observer Consortiums indicate that in many cases, it is not possible for the observer to separately identify SBT during transshipments. This is usually due to the fish being transhipped in frozen ‘strings’ containing a mix of species, in conjunction with the speed of transfers. This often results in the observer report recording ‘Mixed Tuna Species’.

Evidence from the Observer reports indicates that the two most commonly used methods to identify SBT both rely on information provided by the fishing vessel;

- To identify SBT, observers will often use the presence of tags that have been inserted by the fishing vessel. These are often domestic tags, and since the CCSBT Catch Documentation Scheme was implemented on 1 January 2010, can also be the centralised CCSBT CDS tag.

- Where SBT can be visibly identified in a transfer (often using the above method), observers commonly use an average weight, multiplied by the estimated number, to calculate a total weight. The average weight is generally calculated using weights and numbers of fish provided by the fishing vessel.

Each of these methods relies on the fishing vessel providing correct and accurate information. Discussion with IOTC and the observer consortiums has not yielded a solution to the difficulty in identifying SBT during transshipments.

To assist with the identification of SBT, New Zealand provided a bluefin tuna identification guide (see Attachment D) which outlines external and internal features of bluefin tuna, and Japan provided some photos of frozen SBT indicating a breast plate or “bust” in the body cavity (see Attachment E).”

Prepared by the Secretariat



**DRAFT Memorandum of Understanding
between the CCSBT¹ and ICCAT² Secretariats
for Transshipment at sea by Large-Scale Fishing Vessels**



Introduction

1. The ICCAT has adopted a Recommendation (06/11³) and implemented a program for transshipment at sea by large-scale tuna longline fishing vessels (LSTLV's) within the ICCAT convention area. The CCSBT has adopted a similar resolution (CCSBT15, Attachment 10⁴) for tuna longline fishing vessels with freezing capacity that applies globally to all transshipments involving southern bluefin tuna (SBT). Each Secretariat is in charge of administering the program within its jurisdiction.
2. The two Commissions have overlapping jurisdiction in the Atlantic Ocean, where the CCSBT and ICCAT resolutions are almost identical and most vessels that are required to comply with the CCSBT resolution are also required to comply with the ICCAT recommendation.
3. This Memorandum of Understanding (MOU) has been established to minimise the duplication of work and to minimise the associated costs for those that are required to comply with both the CCSBT and ICCAT resolutions.

Scope of this Memorandum of Understanding

4. This MOU applies to transshipments at sea involving southern bluefin tuna (SBT) within the ICCAT convention area, by LSTLV's with freezing capacity that are Members/Contracting Parties (CPCs)⁵ of both CCSBT and ICCAT, and is further restricted to CPCs that are participating in both CCSBT's and ICCAT's regional observer program. At present, this comprises:
 - Japan
 - Korea
 - Philippines
 - Fishing Entity of Taiwan⁶ / Chinese Taipei⁷
5. CCSBT and ICCAT will notify each other of any changes in their Members/CPCs that may affect this list.

¹ Commission for the Conservation of Southern Bluefin Tuna

² International Commission for the Conservation of Atlantic Tunas

³ Recommendation 06-11 on establishing a programme for transshipment

⁴ Resolution on establishing a program for transshipment by large-scale fishing vessels

⁵ "Members" includes Cooperation Non-Members and "CPCs" includes Cooperating non Contracting Parties

⁶ For CCSBT

⁷ For ICCAT

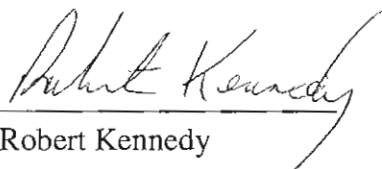
The Arrangement between CCSBT and ICCAT

6. All provisions of the ICCAT transshipment Recommendation will continue to apply to transshipments at sea that fall within this arrangement.
7. All provisions of the CCSBT transshipment resolution will also apply to transshipments at sea that fall within this arrangement, except that:
 - a. To enable a single Transshipment Declaration form to be completed for transshipment by an LSTLV, an ICCAT Transshipment Declaration form may be used instead of the CCSBT Transshipment Declaration form. This only applies while the ICCAT and CCSBT forms are unchanged unless there is agreement to the contrary. Furthermore, transmission of this form by Carrier Vessel masters to the ICCAT Secretariat is deemed to also be a transmission to the CCSBT Secretariat. The ICCAT Secretariat will transmit these documents to the CCSBT Secretariat without delay.
 - b. ICCAT Register Numbers for LSTLV's and Carrier Vessels may be used instead of the CCSBT equivalents. The CCSBT Secretariat will conduct the necessary conversions between ICCAT and CCSBT registration numbers.
 - c. To enable a single set of Transshipment Observers to be used, ICCAT Transshipment Observers will be deemed to be CCSBT Transshipment Observers providing these observers meet the standards established in the CCSBT Transshipment Resolution and providing that the CCSBT Secretariat is informed. In no case will ICCAT Transshipment Observers be required to observe transshipments outside of the ICCAT Convention Area.
 - d. The Consortium that operates the ICCAT program will issue a second report dealing exclusively with transfers that include SBT (i.e., omitting any transfers where no SBT were transhipped) from vessels subject to this MOU. Transmission of such Observer Reports by the Transshipment Observer to the ICCAT Secretariat is deemed to also be a transmission to the CCSBT Secretariat. The ICCAT Secretariat will re-transmit these documents to the CCSBT Secretariat without delay.
8. The combined effect of paragraphs 6 and 7 is that the ICCAT Secretariat and Transshipment Observers will continue to follow the requirements of the ICCAT Recommendation with the additions that:
 - a. The ICCAT and CCSBT Secretariats will advise each other regarding any planned or actual changes to their recommendations/resolutions for at sea transshipment including the Transshipment Declaration form.
 - b. The ICCAT Secretariat will transmit copies of Transshipment Declarations and Observer Reports for all transshipments involving SBT to the CCSBT Secretariat without delay.
 - c. In addition to the experience and training required by the ICCAT Transshipment at sea Recommendation, ICCAT Transshipment Observers that observe transshipments of SBT will have sufficient experience and knowledge to:
 - identify southern bluefin tuna; and
 - have a satisfactory knowledge of the CCSBT conservation and management measures.
 - d. An up-to-date list of ICCAT Transshipment Observers will be maintained and regularly provided to the CCSBT Secretariat by the ICCAT Secretariat.



- e. When ICCAT is informed that an observer deployment will involve transhipments of SBT, ICCAT will notify CCSBT prior to dispatching the observer so that the CCSBT Secretariat can check the validity of authorisations of the Fishing Vessels and Carrier Vessels against the published list of CCSBT Authorised Fishing Vessels and CCSBT Authorised Carrier Vessels respectively.
- f. In addition to tasks specified in the ICCAT Transhipment Recommendation, Transhipment Observers that observe transhipments of SBT will:
- Conduct checks on the Fishing Vessel intending to tranship in accordance with section 5a of Annex 2 of the CCSBT Transhipment Resolution.
 - From 1 January 2010, sign the transhipment verification section of the CCSBT CDS documentation to indicate that the transhipment details (date, name and registration of carrier vessel) were filled in correctly and that the transhipment of product was observed according to the CCSBT Transhipment Resolution⁸.
9. Additional costs imposed on the ICCAT observer program resulting from this MOU will be covered by CCSBT. The costs associated with additional training, additional reports, and insurance required for observers, will be calculated by the Consortium that operates the ICCAT program and transmitted to the CCSBT Secretariat via the ICCAT Secretariat. The CCSBT Secretariat will be responsible for recovering these costs from the CPC's concerned.
10. This MOU comes into effect for twelve months, commencing 1 April 2009. It will be automatically renewed for another twelve months on 1 April each year unless otherwise decided by either the CCSBT or ICCAT Secretariat and informed to the other in writing. Either of the Secretariats may terminate the MOU at any time by written notice to the other Secretariat.

Signed and duly dated:



Robert Kennedy
Executive Secretary
Commission for the Conservation of
Southern Bluefin Tuna



Driss Meski
Executive Secretary
International Commission for the
Conservation of Atlantic Tunas

Date: 7 March 2009

Date: 7 March 2009

⁸ A discrepancy between the stated product on the CDS document and the quantities recorded by the observer would be recorded in the observers report (not the CDS document) and would not prevent the observer from signing the CDS document.

Commission for the Conservation of
Southern Bluefin Tuna



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**Memorandum of Understanding between the CCSBT¹ and IOTC² Secretariats
for Monitoring Transshipment at Sea by Large-Scale Tuna Longline Fishing Vessels**

Introduction

1. The IOTC adopted Resolution 08/02³ that required implementation of a monitoring program for transshipment at sea by large-scale tuna longline fishing vessels (LSTLV's) within the IOTC convention area. The CCSBT has adopted a similar resolution (CCSBT15, Attachment 10⁴) for tuna longline fishing vessels with freezing capacity that applies globally to all transshipments involving southern bluefin tuna (SBT).
2. Within the IOTC convention area, the CCSBT and IOTC resolutions have the same provisions and most vessels that are required to comply with the CCSBT resolution are also required to comply with the IOTC resolution.
3. This Memorandum of Understanding (MOU) has been established to minimise the duplication of work and to minimise the associated costs for those that are required to comply with both the CCSBT and IOTC resolutions.

Scope of this Memorandum of Understanding

4. This MOU applies to transshipments at sea involving southern bluefin tuna (SBT) within the IOTC convention area, by LSTLV's with freezing capacity that are Members/Contracting Parties (CPCs)⁵ of both CCSBT and IOTC. At present, this comprises:
 - Australia
 - European Community
 - Indonesia
 - Japan
 - Korea
 - Philippines
 - South Africa

¹ Commission for the Conservation of Southern Bluefin Tuna

² Indian Ocean Tuna Commission

³ Resolution 08/02 on establishing a programme for transshipment by large-scale fishing vessels

⁴ Resolution on establishing a program for transshipment by large-scale fishing vessels

⁵ For the purpose of this MOU, "Members" includes Cooperating Non-Members and "CPCs" includes Cooperating non Contracting Parties

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5. This MOU also applies to any other fleets that are participating in both the CCSBT and IOTC programs for monitoring transshipments at sea.
6. CCSBT and IOTC will notify each other of any changes in their Members/CPCs/participating fleets that may affect this list.

The Arrangement between CCSBT and IOTC

7. All provisions of IOTC transshipment Resolution 08/02 will continue to apply to transshipments at sea that fall within this arrangement.
8. All provisions of the CCSBT transshipment resolution will also apply to transshipments at sea that fall within this arrangement, except that:
 - a. To enable a single Transshipment Declaration form to be completed for transshipment by an LSTLV, an IOTC Transshipment Declaration form may be used instead of the CCSBT Transshipment Declaration form. This only applies while the IOTC and CCSBT forms are unchanged unless there is agreement to the contrary. Furthermore, transmission of this form by Carrier Vessel masters to the IOTC Secretariat is deemed to also be a transmission to the CCSBT Secretariat. The IOTC Secretariat will transmit these documents to the CCSBT Secretariat without delay.
 - b. IOTC Register Numbers for LSTLV's and Carrier Vessels may be used instead of the CCSBT equivalents. The CCSBT Secretariat will conduct the necessary conversions between IOTC and CCSBT registration numbers.
 - c. To enable a single set of Transshipment Observers to be used, IOTC Transshipment Observers will be deemed to be CCSBT Transshipment Observers providing these observers meet the standards established in the CCSBT Transshipment Resolution and providing that the CCSBT Secretariat is informed.
 - d. Transmission of Observer Reports by the Contractor to the IOTC Secretariat is deemed to also be a transmission to the CCSBT Secretariat. The IOTC Secretariat will transmit these documents to the CCSBT Secretariat without delay.
9. The combined effect of paragraphs 7 and 8 is that the IOTC Secretariat and Transshipment Observers will continue to follow the requirements of the IOTC resolution with the additions that:
 - a. The IOTC and CCSBT Secretariats will advise each other regarding any planned or actual changes to their resolutions for at sea transshipment including the Transshipment Declaration form.
 - b. The IOTC Secretariat will transmit copies of Transshipment Declarations and Observer Reports for all transshipments involving SBT to the CCSBT Secretariat without delay.
 - c. In addition to the experience and training required by IOTC Resolution 08/02, IOTC Transshipment Observers that observe transshipments of SBT must:
 - have sufficient experience and knowledge to identify southern bluefin tuna; and
 - have a satisfactory knowledge of the CCSBT conservation and management measures.
 - d. An up-to-date list of Transshipment Observers will be maintained and regularly provided to the CCSBT Secretariat by the IOTC Secretariat.

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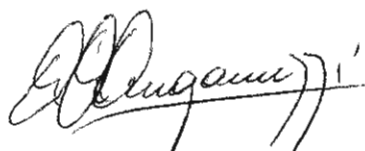
- e. When IOTC is informed that an observer deployment will involve transhipments of SBT, IOTC will notify CCSBT prior to approving the observer deployment so that the CCSBT Secretariat can check the validity of authorisations of the Fishing Vessels and Carrier Vessels against the published list of CCSBT Authorised Fishing Vessels and CCSBT Authorised Carrier Vessels, respectively.
- f. In addition to tasks specified in IOTC Resolution 08/02, Transhipment Observers that observe transhipments of SBT will:
- From 1 January 2010, sign the transhipment verification section of the CCSBT CDS documentation to indicate that the transhipment details (date, name and registration of carrier vessel) were filled in correctly and that the transhipment of product was observed according to the CCSBT Transhipment Resolution⁶.
10. Additional costs imposed on the IOTC Secretariat by operating according to this MOU (e.g. additional training and insurance required for observers) will be recovered from the CPC's concerned through IOTC's transhipment cost recovery mechanism. This will involve distributing these costs amongst participating fleets from the CCSBT in proportion to those fleets average SBT catch in the IOTC Convention area over the past three years. The costs will be invoiced by the IOTC in arrears.
11. This MOU comes into effect for twelve months, commencing 1 April 2009. It will be automatically renewed for another twelve months on 1 April each year unless otherwise decided by either the CCSBT or IOTC Secretariat and informed to the other in writing. Either of the Secretariats may terminate the MOU at any time by written notice to the other Secretariat.

Signed and duly dated:



Robert Kennedy
Executive Secretary
Commission for the Conservation of
Southern Bluefin Tuna

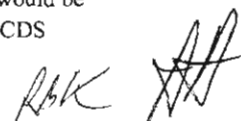
Date: 9 March 2009



Alejandro Anganuzzi
Executive Secretary
Indian Ocean Tuna Commission

Date: 9/3/2009

⁶ A discrepancy between the stated product on the CDS document and the quantities recorded by the observer would be recorded in the observers report (not the CDS document) and would not prevent the observer from signing the CDS document.



Summary of Transhipments as of 19 August 2010

Fishing Vessel Flag	Date range of Transhipments	Number of Transhipments	Total SBT Weight declared (kg)	Product Type
Taiwan	27-Apr-09 to 25-Jul-10	31	221,807	GG
Japan	02-May-09 to 04-Jul-10	38	687,666	GG
Korea	02-Feb-10 to 11-Jul-10	7	368,842	GG
Philippines	7-Jul-09	1	21,100	GG

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BLUEFIN TUNA IDENTIFICATION GUIDE

Pacific bluefin tuna (generally known as “Northern bluefin tuna”), *Thunnus orientalis*, is similar to Southern bluefin tuna, *T. maccoyii*, in external appearance. Identification based on large size of the fish and the colour of the caudal keels has not proved to be reliable, but there are other external differences, outlined below. An internal feature can be used to reliably distinguish the two species. Genetic (DNA) testing is conclusive.

EXTERNAL FEATURES:

Black caudal keels (Photos 1. and 2. – over)

The median caudal keel is yellow in adults of Southern bluefin tuna, and black in adults of Pacific (Northern) bluefin tuna, but the yellow coloration of Southern bluefin tuna keels can be lost in larger fish, so this alone is not a reliable indicator. The black coloration can often be scraped away to reveal yellow underneath in Southern bluefin tunas.

Body coloration (Photos 3., 4. and 5. – over)

Pacific bluefin tuna often have distinctive coloration and patterns. They tend to be of darker colour overall (sometimes referred to as “black tuna”). Patterns seen are blue flecks or speckling above the pectoral fins and sometimes on the head (and occasionally over the whole body), or a blueish circular mottling pattern, or reticulation, on the ventral area towards the tail. See over for examples of these patterns. Not all Pacific bluefin tuna display these colour patterns.

Body proportions

Pacific bluefin tuna are more “elongated” with a head that is smaller in relation to its body size, compared with Southern bluefin tuna. The eye of a Pacific bluefin tuna is also relatively smaller in relation to the size of its head, compared with Southern bluefin tuna.

Body size

Pacific bluefin tuna tend to be larger than Southern bluefin tuna. The average size of Pacific bluefin tuna is 191 cm fork length while the average size of Southern bluefin tuna is 154 cm. The average weight of Pacific bluefin tuna after processing, is 126 kg, compared with 62 kg for Southern bluefin tuna. A fish greater than 190 cm fork length is very likely to be a Pacific bluefin tuna. Smaller fish should also be examined as small Pacific tuna are known to occur in New Zealand waters.

The combination of ALL of the above external features i.e. A large fish with the body proportions and colorations described above is likely to be a Pacific bluefin tuna, but identification should be confirmed with the internal feature described below, and/or DNA (genetic) determination.

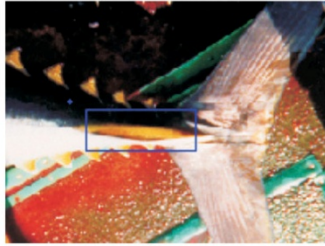
INTERNAL DISTINGUISHING FEATURE:

Shape of the dorsal wall of the gut cavity (Photos 6. and 7. – over)

There is an internal fleshy protrusion at the dorsal anterior end of the body cavity, sometimes referred to as a breast plate or “bust”. This feature is pronounced in Southern bluefin tuna and reduced in Pacific bluefin tuna (see over) and can be seen when the gills and guts are removed as part of standard onboard processing. Presence or absence of the dorsal bulge has been found to be a reliable method to distinguish Southern bluefin from Pacific bluefin tuna. This feature may not be apparent in specimens less than about 130 cm. It may be harder to identify smaller *T. orientalis*, but the caudal keels will be black, while small *T. maccoyii* will have yellow caudal keels.

If the identity of a fish is uncertain, this can be confirmed by DNA determination. Freeze a piece of muscle tissue, or place a matchstick strip of muscle in a small tube of ethanol (if available), label it and send it to N.I.W.A. attention Lynda Griggs or Peter Smith, 301 Evans Bay Parade, Greta Pt, Wellington.

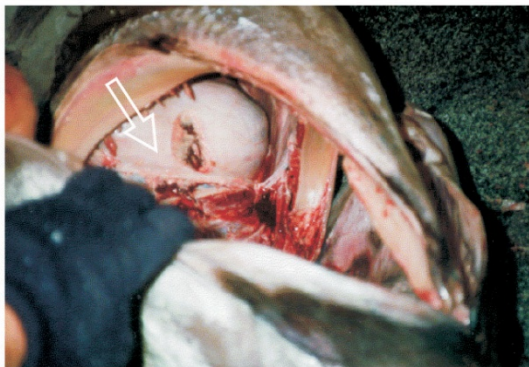
Southern bluefin tuna, *Thunnus maccoyii*



1. Yellow caudal keels (marked with box)

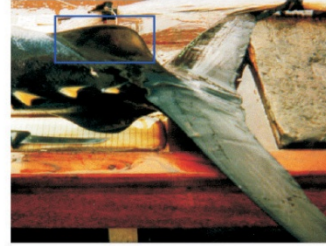


3. Absence of any speckling or mottling pattern on the body



6. Prominent bulge at the anterior end of the gut cavity

Pacific (Northern) bluefin tuna, *T. orientalis*



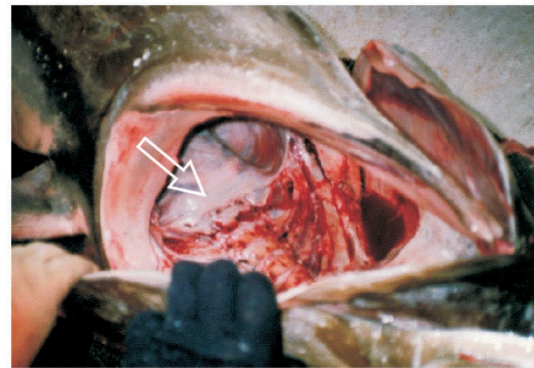
2. Black caudal keels



4. Speckling pattern



5. Ventral mottling pattern



7. Reduced / absent bulge

Photos 6. and 7. show the view into the gut cavity (gills removed). The ventral surface is uppermost and the head is to the bottom right. The operculum is held back to show the prominent bulge in *T. maccoyii* (left) while the feature is much reduced in *T. orientalis* (right). Arrows mark the position of the dorsal bulge.

Photos of frozen tuna provided by Japan

Southern Bluefin Tuna



Atlantic Bluefin Tuna



Bigeye Tuna

