IATTC

Review of the IATTC Regional Observer Programme

Covering the period January 1, 2018 to February 26, 2019

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REVIEW OF THE IATTC REGIONAL OBSERVER PROGRAM
COVERING IATTC DEPLOYMENTS IATTC234 to IATTC277
(January 1, 2018 to February 26, 2019)
SUBMITTED BY MRAG AMERICAS

1. Introduction

In 2008 IATTC adopted Recommendation [06-11] to establish a Programme for Transhipment in response to concerns that at-sea transhipment operations constituted a gap in the enforcement scheme of the Commission. MRAG Americas (MRAG) has been implementing the Regional Observer Program (ROP) since its inception in January 2009.

The ROP aims to address Member State concerns regarding laundering of Illegal, Unregulated and Unreported (IUU) tuna catches by monitoring transhipments at sea from Large Scale Longline Tuna Vessels (LSLTVs) operating in the Convention Area. Recommendation [06-11] states that all tuna and tuna like species transhipped in the Convention area must be done so in port. However, at sea transhipments can be authorised by Contracting Parties provided the Carrier Vessel (CV) has VMS capabilities and a trained IATTC observer is on board to monitor the process.

This report provides a summary of the ROP's tenth year covering IATTC deployments IATTC313 to IATTC360, plus IATTC367 (excluding IATTC215 to IATTC219 which were part of the 2017 report) completed between January 2018 and February of 2019.

2. Deployments

2.1 Summary of deployments

A total of 681 IATTC transhipments have been monitored during 41 trips consisting of 2967 sea days, with an average deployment length of 72.37 days. The total weight of fish observed being transhipped over the period was 44,846.21 metric tonnes (Figure 1) with an average transhipment weight of 65.85MT. There has been an 8.8% percent increase in sea days compared to the IATTC deployments from January 2017 to March 2018. Of the 681 IATTC transhipments 265 were from China flagged vessels (39%), 206 were from Chinese Taipei flagged vessels (30%), 111 were from Vanuatu flagged vessels (17%) and 42 from Panamanian flagged vessels (6%). The remaining 8% where from Korea (29), and Japan (28) (Figure 1). The locations of all the transhipments are shown in Figure 4 in green.

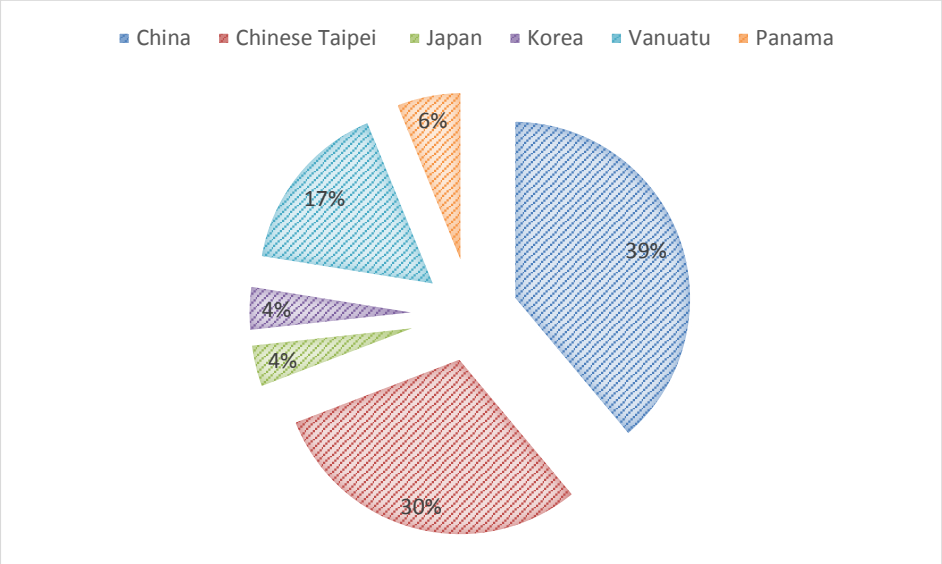

Figure 1. Percentage contribution by flag state to the total number of IATTC transhipments for IATTC deployments 313 to 367 (January 2018 to February of 2019)

TRIP ID	CARRIER VESSEL	FLAG	OBS ID	OBSERVER	EMBARKATION			DISEMBARKATION			TRIP LENGTH (DAYS)	TOTAL IATTC TSs	TOTAL WCPFC TS	TOTAL PORT TS	Total TS
					DATE	CITY	COUNTRY	DATE	CITY	COUNTRY					
IATTC313	Ryoma	Panama	027	Pudenz, Justin	10-Jan-18	Kaohsiung	Taiwan	6-Apr-18	Busan	Korea	87	281	1,943	-	**2,224**
IATTC314	Ping Tai Rong Leng 2	China	049	Murdoch, Roy Jules	20-Dec-17	Pusan	Korea	21-Mar-18	Pago Pago	American S	92	3,205	999	-	**4,205**
IATTC320	Haru	Vanuatu	035	Gauthier, Michael	26-Dec-17	Kaohsiung	Taiwan	29-Mar-18	Majuro	RMI	94	924	394	-	**1,318**
IATTC321	Seiwa	Kiribati	029	Suarez, Lucas	29-Dec-17	Busan	Korea	22-Mar-18	Busan	Korea	84	1,252	588	-	**1,840**
IATTC322	Shin Ho Chun No. 101	Panama	020	Aab, Daniel	16-Jan-19	Papeete	Tahiti	21-Feb-19	Levuka	Fiji	37	1,752	-	-	1751.66
IATTC323	Shun Tian Fa No.168	Taiwan	025	Cliffton, Samantha	30-Dec-17	Kaohsiung	Taiwan	19-Mar-18	Kaohsiung	Taiwan	80	604	451	-	**1,055**
IATTC324	Lung Yuin	Vanuatu	050	Tran, Hiep	30-Jan-18	Papeete	Tahiti	28-Mar-18	Kaohsiung	Taiwan	58	1,024	918	-	**1,943**
IATTC325	Tuna Princess	Vanuatu	040	Richardson, Louis	26-Jan-18	Kaohsiung	Taiwan	5-Apr-18	Pohnpei	FM	70	809	377	-	**1,186**
IATTC326	Full Kuo Shin	Panama	008	Lobdell, James	1-Feb-18	Kaohsiung	Taiwan	16-May-18	Kaohsiung	Taiwan	105	298	884	-	**1,182**
IATTC327	Taiho Maru	Liberia	041	Scheuerman, David	3-Mar-18	Kaohsiung	Taiwan	7-May-18	Majuro	RMI	66	336	520	-	**856**
IATTC328	SL Bogo	Korea	048	Humpal, Marques	6-Mar-18	Busan	Korea	10-May-18	Shimizu	Japan	66	889	361	512	**1,761**
IATTC329	Harima 2	Panama	002	Bennett, James	13-Mar-18	Kaohsiung	Taiwan	30-May-18	Yokosuka	Japan	79	582	197	-	**779**
IATTC330	Victoria No.168	Panama	051	Weilbacher, Yoshino	7-Apr-18	Vacamonte	Panama	17-May-18	Vacamonte	Panama	41	461	-	-	**461**
IATTC331	Ping Tai Rong Leng 1	China	029	Suarez, Lucas	16-Apr-18	Pusan	Korea	3-Jul-18	Suva	Fiji	79	1,653	-	-	**1,653**
IATTC332	Seiyu	Korea	025	Cliffton, Samantha	31-Mar-18	Kaohsiung	Taiwan	7-Jun-18	Busan	Korea	69	321	1,429	-	**1,751**
IATTC333	Yu Run 3	Kiribati	037	Tsung, Randy	29-Mar-18	Kaohsiung	Taiwan	2-Jul-18	Ningbo	China	96	1,404	532	-	**1,936**
IATTC334	Shun Tian Fa No.168	Taiwan	050	Tran, Hiep	23-Apr-18	Kaohsiung	Taiwan	22-Jun-18	Suva	Fiji	61	-	1,070	-	**1,070**
IATTC335	Seiwa	Korea	020	Aab, Daniel	2-May-18	Busan	Korea	28-Jul-18	Busan	Korea	88	208	1,651	-	**1,860**
IATTC336	SL Bogo	Korea	027	Pudenz, Justin	2-Jun-18	Busan	Korea	12-Aug-18	Busan	Korea	72	-	2,149	-	**2,149**
IATTC337	Ryoma	Panama	041	Scheuerman, David	29-May-18	Kaohsiung	Taiwan	28-Aug-18	Busan	Korea	92	1,536	1,212	-	**2,749**
IATTC338	Rising Star	Panama	040	Richardson, Louis	1-Jun-18	Vacamonte	Panama	6-Aug-18	Vacamonte	Panama	67	225	-	-	**225**
IATTC339	Haru	Vanuatu	002	Bennett, James	9-Jun-18	Kaohsiung	Taiwan	5-Sep-18	Papeete	Tahiti	89	1,379	1,583		**2,962**
IATTC340	Lung Yuin	Vanuatu	051	Weilbacher, Yoshino	12-Jun-18	Papeete	Tahiti	7-Aug-18	Kaohsiung	Taiwan	57	1,108	1,318	-	**2,425**
IATTC341	Victoria II	Liberia		cancelled - engine problems											-
IATTC342	Victoria No.168	Panama		cancelled - engine problems											-
IATTC343	Yu Run 3	Kiribati	025	Cliffton, Samantha	19-Jul-18	Kaohsiung	Taiwan	6-Oct-18	Papeete	Tahiti	80	1,956	430	-	**2,386**
IATTC344	Taiho Maru	Liberia	029	Suarez, Lucas	9-Aug-18	Majuro	RMI	14-Oct-18	Suva	Fiji	67	1,610	524	-	**2,133**
IATTC345	Shota Maru (tuna states)	Vanuatu	ICCAT	Moya-Martinez, Mari	1-Aug-18	Yokosuka	Japan	17-Oct-18	Majuro	RMI	78	2,060	168	-	**2,228**
IATTC346	Full Kuo Shin	Panama	049	Murdoch, Roy Jules	8-Aug-18	Suva	Fiji	10-Oct-18	Kaohsiung	Taiwan	64	236	647	50	**933**
IATTC347	Ping Tai Rong Leng 1	China	051	Weilbacher, Yoshino	11-Aug-18	Busan	Korea	8-Dec-18	Busan	Korea	120	3,567	141	-	**3,708**
IATTC348	Seiwa	Kiribati	020	Aab, Daniel	28-Aug-18	Majuro	RMI	19-Oct-18	Busan	Korea	53	884	887	-	**1,770**
IATTC349	SL Bogo	Korea	055	Tamwabeti, Antin	10-Sep-18	Busan	Korea	24-Nov-18	Kaohsiung	Taiwan	76	681	1,181	222	**2,084**
IATTC350	Rising Star	Panama	053	Kawahara, Derek	27-Aug-18	Vacamonte	Panama	4-Oct-18	Vacamonte	Panama	39	268	-	-	**268**
IATTC351	SHIN HO CHUN NO.102	Panama		cancelled - lack of IATTC TSs										-	-

TRIP ID	CARRIER VESSEL	FLAG	OBS ID	OBSERVER	EMBARKATION			DISEMBARKATION			TRIP LENGTH (DAYS)	TOTAL IATTC TSs	TOTAL WCPFC TS	TOTAL PORT TS	Total TS
					DATE	CITY	COUNTRY	DATE	CITY	COUNTRY					
IATTC352	Sheng Hong	Taiwan	027	Pudenz, Justin	23-Sep-18	Kaohsiung	Taiwan	4-Dec-18	Kaohsiung	Taiwan	73	852	349	-	**1,202**
IATTC353	Bao Win	Panama	052	Butokoli, Wilfred	12-Sep-18	Kaohsiung	Taiwan	13-Dec-18	Kaohsiung	Taiwan	93	667	1,017	-	**1,683**
IATTC354	Tenho Maru	Liberia	008	Lobdell, James	25-Sep-18	Kaohsiung	Taiwan	4-Dec-18	Majuro	RMI	71	1,329	798	-	**2,127**
IATTC355	Sei Shin	Korea	041	Scheuerman, David	7-Oct-18	Kaohsiung	Taiwan	22-Dec-18	Busan	Korea	77	761	698	200	**1,658**
IATTC356	Rising Star	Panama	035	Gauthier, Michael	10-Oct-18	Vacamonte	Panama	21-Nov-18	Vacamonte	Panama	43	239	-	-	**239**
IATTC357	Lung Yuin	Vanuatu	002	Bennett, James	13-Nov-18	Papeete	Tahiti	30-Dec-18	Kaohsiung	Taiwan	48	1,898	-	-	**1,898**
IATTC358	Ryoma	Panama	040	Richardson, Louis	30-Oct-18	Busan	Korea	31-Dec-18	Papeete	Tahiti	63	1,758	742	-	**2,500**
IATTC359	Seiwa	Kiribati	037	Tsung, Randy	5-Nov-18	Kaohsiung	Taiwan	24-Jan-19	Shimizu	Japan	81	993	887	-	**1,880**
IATTC360	Ping Tai Rong Leng 2	China	037	Cliffton, Samantha	12-Dec-18	Busan	Korea	26-Feb-19	Papeete	Tahiti	77	3,215	618	-	**3,833**
IATTC367	SHIN HO CHUN NO.102	Panama	055	Tamwabeti, Antin	18-Dec-18	Papeete	Tahiti	21-Jan-19	Papeete	Tahiti	35	1,918	-	-	**1,918**
TOTAL											**2967**	**45,145**	**27,663**	**984**	**73,791**

Table 1 Summary of IATTC deployments 313 to 367

In addition to the IATTC transhipments, MRAG observers were also onboard for 528 WCPFC transhipments of which 486 were fully observed. The total weight of fish observed being transhipped over the period was 27,241.64 metric tonnes (Figure 2), however, this weight does not include 42 transhipments for which the declarations were not provided. The average transhipment weight of 56.05MT for the 486 transhipments the observer was provided a declaration. Of the 524 transhipments 277 were from Chinese Taipei flagged vessels (52%), 126 were from China flagged vessels (24%), and 58 were from Korea flagged vessels (11%). The remaining 13% where from Japan (11) and Vanuatu (56). The locations of all the transhipments are shown in Figure 4 in purple.

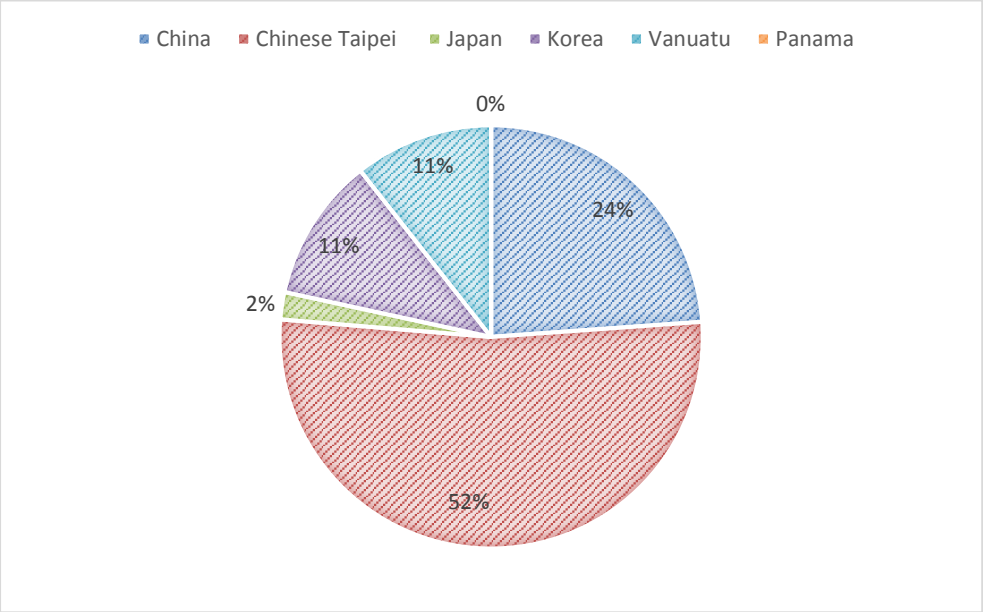

Figure 2. Percentage contribution by flag state to the total number of WCPFC transhipments for IATTC deployments 313 to 367 (January 2018 to February of 2019).

MRAG observers were also onboard for 1 port transhipments where product was loaded from LSTLVs in port. The total weight of fish observed being transhipped over from the Chinese Taipei, Vanuatu and Korean vessel was 983.98 metric tonnes (Figure 3).

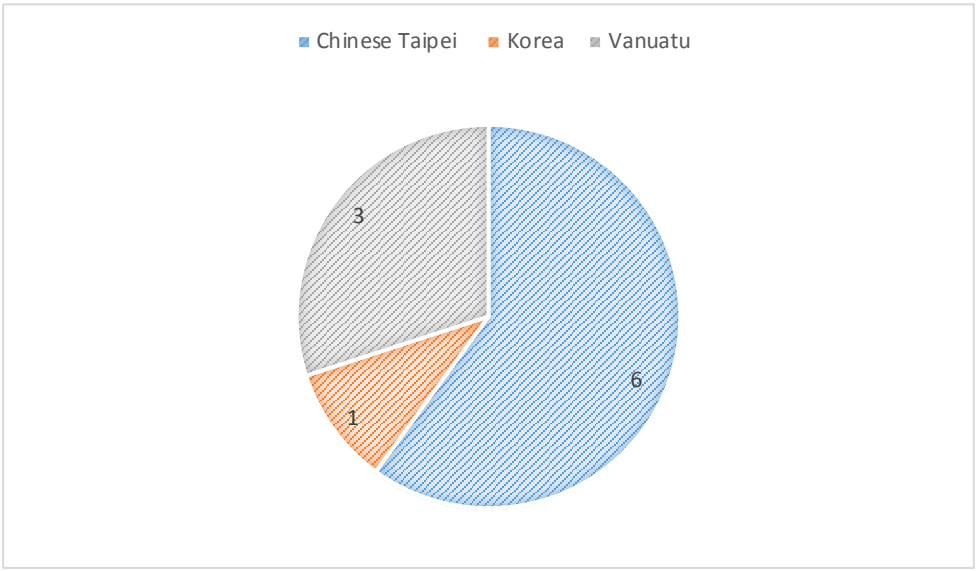

Figure 3. Percentage contribution by flag state to the total number of Port transhipments for IATTC deployments 313 to 367 (January 2018 to February of 2019).

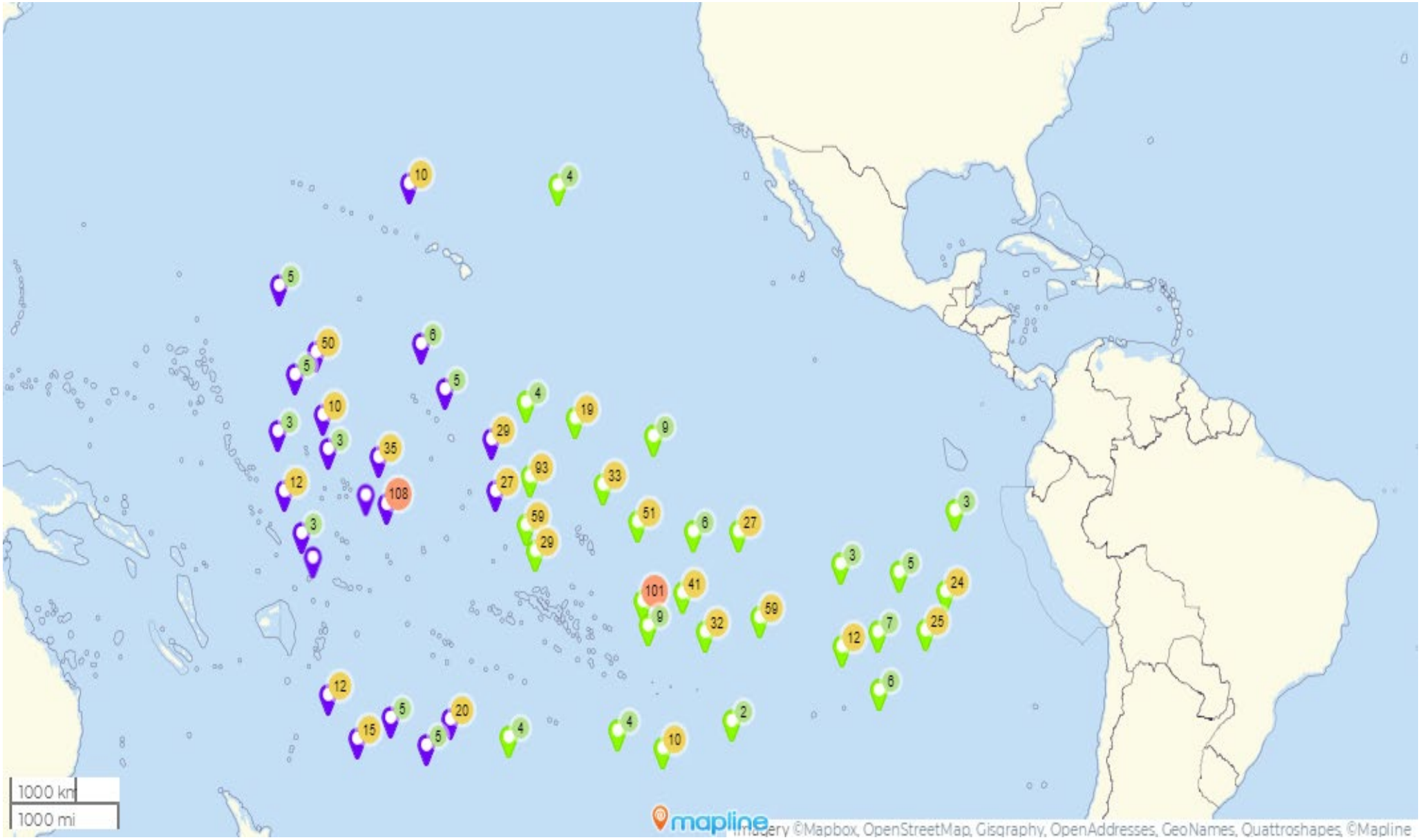

Figure 4 **Locations of observed transhipments for IATTC observer deployments commencing in (January 2018 to February of 2019). Green = IATTC, Purple = WCPFC,**

A summary of the ROP deployments from 213 TO 367 completed January 2018 and February 2019 is shown in Figure 5. It can be seen that March was the programme's most active month in terms of numbers of observers deployed and seadays, followed by October and September. February was the most active month in terms of total weight transhipped at 7494.55 metric tonnes, followed closely by September with 6939.375 metric tonnes. 5 c) and d) show the total amount transferred during deployments completed since the last annual review.

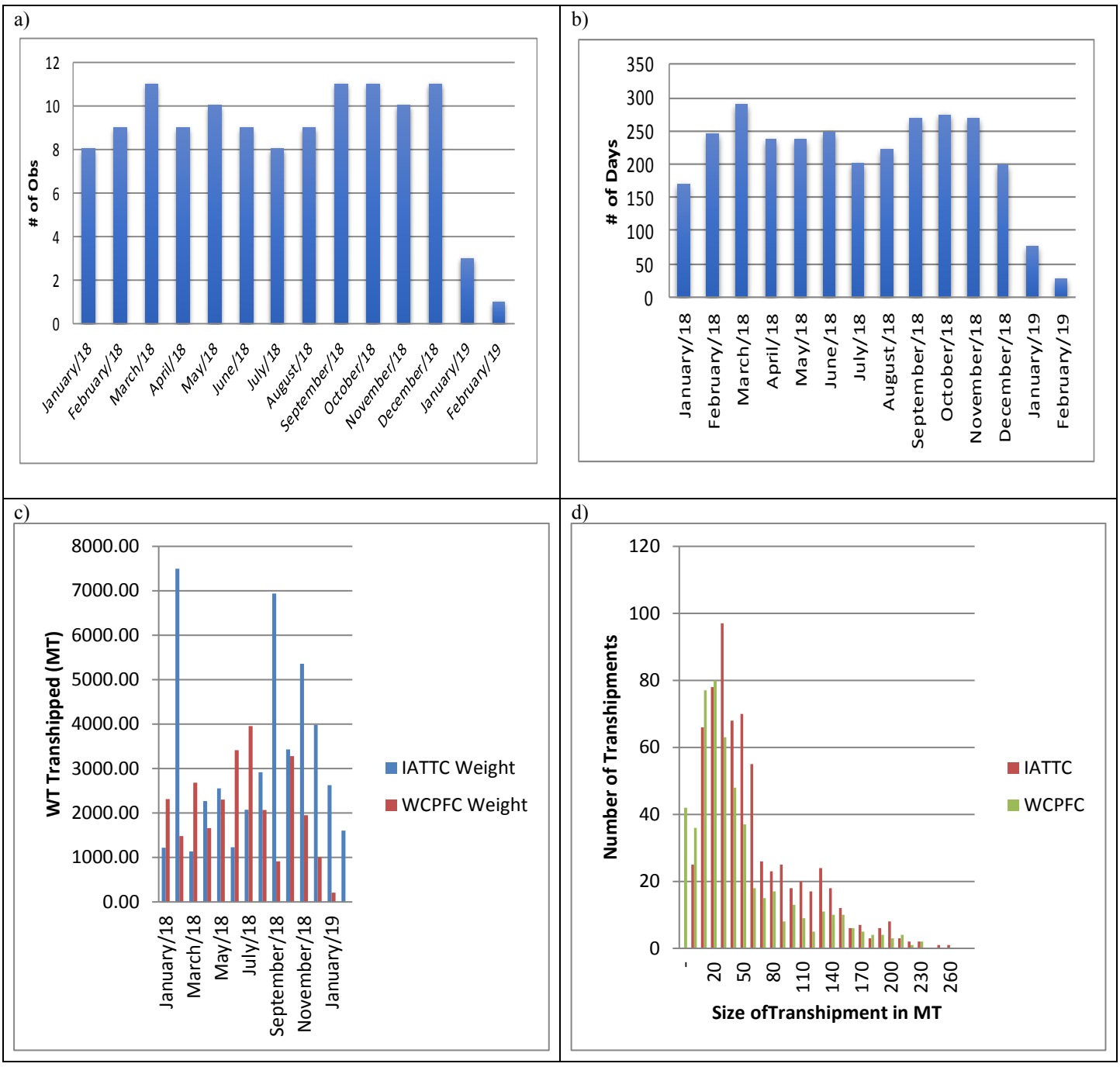

Figure 4 Activity by month a) Number of observers deployed, b) Number of deployed days), c) Weight transhipped per month and d) Total amount by transhipment from deployments 313 to 367 (January 2018 to February of 2019).

2.2 Procedures and logistics

The deployment request procedure begins with the Carrier Company requesting and observer via their countries Fisheries Agency. The Observer request is sent to the IATTC program who forwards to Bryan Belay, MRAG's IATTC coordinator. Mr. Belay coordinates the travel and deployment of the IATTC observer and coordinates with the Carrier Company in cases of changes to the CVs schedule. MRAG also communicates with Carrier Companies to established estimated deployments to allow for long term planning and to ensure MRAG has enough observers to meet needs. Of the 41 IATTC deployments during the reported period, MRAG observers deployed on 23 different CVs, the majority of the vessels previously had an IATTC observer on board, however there were multiple new vessels Ping Tai Rong Leng 2, Seiho, Sei Shin, Bao Win, Full Kuo Shin, Rising Star, Lady Tuna, and Yong Man Shun. All vessels were made aware of the necessary requirements and procedures.

There have also been a number of occasions where a vessel has moved between WCPFC and IATTC areas and the observer has remained on board saving on deployment costs.

The main observer tasks as specified by IATTC Recommendation [06-11] remain:

1. Record and report upon the transhipment activities carried out;
2. Verify the position of the vessel when engaged in transhipping;
3. Observe and estimate products transhipped;
4. Verify and record the name of the LSTLV concerned and its IATTC number;
5. Verify the data contained in the transhipment declaration;
6. Certify the data contained in the transhipment declaration;
7. Countersign the transhipment declaration;
8. Issue a report every 5th day deployed of the carrier vessel's transhipping activities; and
9. Establish general reports compiling the information collected in accordance with IATTC Program requirements and provide the captain the opportunity to include therein any relevant information.

Tasks 1 and 3 remain the prioritised tasks carried out by the observers and take up the majority of the observers' time through the counting, identifying and recording the weights of the species transferred and the movements of the carrier vessel. In agreement with the IATTC Secretariat the MRAG continues to submit reports every 15 days summarising daily transhipment activity rather than issuing daily reports.

On days prior to transshipment operations standby times and tonnage of products for transshipment are written on a dry erase board in the officer's mess and crew mess and the IATTC Observers are provided a pre-transshipment declaration copy. Onboard procedures for transshipment are initiated punctually at posted standby times. An announcement on the ship's public address initiates operations. Afterwards fenders were deployed. Transshipments typically, though not always, began during daylight hours, most often morning, and can last into late afternoon or as late as early evening. Most CVs conduct one to two transshipments daily from one to two LSTLVs. CVs transship frozen fish products into one of three decks (A B or C) of available cargo holds. Typical at sea transfer type are transshipment from LSTLV hold or LSTLV deck to CV hold using line segments or in some instances cargo nets. Line segments or cargo nets (unit of transshipment) are loaded with one to seventy eight frozen fish products depending upon such factors as product species, product mass, partially processed product type, pace of LSTLV crew, location of product within LSTLV hold, availability of LSTLV hydraulic winches and total transshipment time. Products are manually sorted and stowed in the CV hold according to LSTLV and discharge location for record keeping. Crew rotations in the cargo holds last for one hour and transfer speed of frozen fish product varied between 10mt and 30mt per hour.

LSTLV reports including product counts and weights are obtained by the CV's 2nd Officer from the LSTLV Captains then made available to the IATTC Observer within the first two hours of transshipment. The IATTC Observers are provided a copy of the LSTLV numbers and weights report within the first two hours of transshipment. Transshipment Declarations are prepared by the CVs 2nd Officer within the first two hours of transshipment and provided to the IATTC Observer for countersignature, certification and verification. A copy of the Transshipment Declaration is provided directly to the IATTC Observer during transshipment.

3.1. Species Identification

The three most abundant species observed transshipped are: *Thunnus obesus* (bigeye tuna; species code BET); this species are uniformly transshipped gilled and gutted (GG). Second: *Thunnus albacares* (yellowfin tuna; species code YFT). This species are also transshipped uniformly gilled and gutted (GG). And third: *Xiphias gladius* (broadbill swordfish; species code SWO); this species was transshipped both dressed (DR) and filleted (FL).

The other main species transshipped were: *Tetrapturus audax* (striped marlin; species code MLS); were transshipped predominantly gilled and gutted (GG), with an occasional dressed specimen observed; *Makaira nigricans* (blue marlin; species code BUM) were predominantly transshipped dressed (DR) but occasionally gilled and gutted; and *Thunnus alalunga* (albacore tuna; species code ALB); this species was consistently transshipped whole, (round or RD).

Distinguishing between shark species is not always possible due to the variety of processing techniques used. Where it was possible to discern between shark species blue shark (*Prionace glauca*) and mako sharks (*Isurus spp.*) were found to be the main shark species transhipped. Aside from sharks (SKH) and opah, *Lampris guttatus* (LAG), the remainder of what is transshipped, the observer classifies as other fish (OTF). This classification includes, but is not limited to: *Acanthocybium solandri* (wahoo; species code WAH), *Lepidocybium flavobrunneum* (escolar; species code LEC), *Tetrapturus angustirostris* (shortbill spearfish; species code SSP), *Ruvettus pretiosus* (oilfish; species code OIL) and *Coryphaena hippurus* (dolphinfish; species code DOL). In addition smaller amounts of *K. pelamis*, *Bramidae* species, *Selachimorpha/Pleurotremata* species. These various species are transshipped either dressed (DR) or whole (RD), depending upon the LSTLV. The observer attempts to keep a distinction between OTF species and provide each species with independent overall estimated weights. While some of the OTF species are identifiable to a degree, identifying every single species in the conglomerate that composes each string every transshipment can prove daunting. When identifying OTF species becomes an issue, observers lump together these species into a singular product code of OTF to obtain an accurate estimate of numbers to compare to the numbers claimed by the LSTLV; so as to estimate an overall weight.

Observed weight estimates were obtained by multiplying the observer tally for each species to the average weight derived from the transhipment declaration. See section: (Weight Estimation) for more detail on weight. Tuna are recorded by species where they can be positively identified or as mixed tuna species where they can only be counted. Distinguishing between the different tuna species can be difficult in their processed condition; the accuracy of identification is dependent on how easily the observer can discern certain diagnostic features on and in the tuna trunks. To aid identification laminated identification guides have been produced depicting the major species transhipped, their diagnostic features and the different processing states that they may be transhipped in. The method of transfer can have an influence on species identification; experienced observers have reported that they can identify the species of tuna trunks that are lying on the deck of the LSTLV before being transhipped.

Product numbers are estimated by visual means. As each string was extracted from the LSTLV hold, the observer first determines the most abundant species that compose the string. That species is given the benefit to be tallied with the hand counter. Other species that were identified with certainty are either counted on the observer's hand, tallied on paper, or their counts are repeated into a voice recorder.

Thunnus obesus (bigeye tuna; species code BET) are identified primarily by their large eye, stout body, and black edged finlets. These fish were transshipped gilled and gutted (GG)

Thunnus albacares (yellowfin tuna; species code YFT) are identified by the shape of the head, the tapering of the caudal peduncle, overall body shape, finlet color, and relatively small eye when compared to *T. obesus.* This species was also transshipped gilled and gutted.

Xiphias gladius (broadbill swordfish; species code SWO) are difficult to miss. This species was identified by body shape, coloration, and the single keel present on the caudal peduncle. *X.gladius* were transshipped dressed (DR) and on occasion filleted (FL).

Thunnus alalunga (albacore tuna; species code ALB) are transshipped whole, (round, or RD). *T.alaunga* are identified by the overall body shape, the narrowing of the head in the maxillary region and the condition of transhipment (RD). The observer relies upon the rounded hump of the body abruptly ending and becoming the narrow caudal peduncle to identify damaged specimens.

Makaira nigricans (blue marlin; species code BUM) are identified by elongated scales, body shape, size, and coloration.

Tetrapturus audax (striped marlin; species code MLS) are identified by scale shape, body shape, and coloration. *T. audax* tended to be more slender and lighter in color than *M.nigricans.*

Lampris guttatus (opah; species code LAG). This species is identified by its distinct body shape, color and markings. *L.guttatus* were transshipped either dressed (DR) or whole (RD).

Acanthocybium solandri (wahoo; species code WAH) are identified by body shape, size, and distinct body markings. This species was transshipped dressed (DR).

Lepidocybium flavobrunneum (escolar; species code LEC) are identified by body shape, fins, lateral line, and the distinct demarcation on both sides of the head. This species was transshipped both whole(RD), and dressed(DR).

Tetrapturus angustirostris (shortbill spearfish; species code SSP) are identified by their very slender body shape, fins, and manner in which they were dressed by the LSTLV.

Ruvettus pretiosus (oilfish; species code OIL) are identified by their rough scales and body shape. This species was transshipped both dressed(DR) and whole (RD).

Coryphaena hippurus (dolphinfish; species code DOL) are an unmistakable species identified by body shape, coloration, and head shape when available. This species was transshipped both dressed(DR) and whole(RD).

Several different species of shark are also tranhipped. Because of the dressed (DR) condition (lacking heads and fins), and the amount of time they are visible to the observer; these species are often lumped into the single category of (SKH).

Shark fins (SF) are observed transshipped in large bundles, and occasionally wrapped in plastic sacks.

The LSTLVs tranship frozen bags of mixed fish parts. These bags consisted of gonads, intestines, stomachs, and sometimes chunks of unidentifiable flesh. Observers are able to identify some of these bundles when they constitute a single type of product; but for the most parts the observer are unable to discern if they were product of a similar species or many different genera.

3.2. Weight Estimation

The methodology used by observers for estimating transhipment weights remains the same as those previously described by the MRAG. Deployment observations still show that very few carrier vessels use electronic hook-scales. Observers are tasked with estimating the weight of transshipped product by the species and species group that they tally during their observation period(s). The main purpose is to verify the weights recorded by the carrier and LSTLVs on the Transshipment Declaration. The observer records the weight estimates on the Observer portion of the Form T4 (iii). There are five (5) preferred options for accomplishing this task. These options are ordered by preference of implementation - Option #1 being first and Option #5 being last. Observers will avoid estimating the weight of strings by solely visual means. If visual estimations are used, the observer must document the rational and means of the visual estimation thoroughly.

- The most accurate and independent weight estimations observers can make will come as a derivative of their tally estimations (assuming that these tallies are complete for the observation period(s) recorded).
- Observers will only complete the String Weight field on the T4 (ii) when a hook scale is available (Option #1).
- The Observer Fraction of estimated weight of transshipped product (by species, species groups is the summation of each species'/species groups' tallied in the observation period(s), multiplied by average weights (independently estimated or derived from Declaration numbers).

Option #1 – Weights from CV Hook Scale Readouts: If the carrier vessel employs an operational in-line scale, observers can make an estimation of the total weight of the product transshipped by:

- Total Weight - sum the recorded CV scale readouts for all strings in a transshipment.
- Total Product Count - Sum of species tally estimations (by species/species groups),
- Proportional Weight of Product – Use number of fish and weight from Transshipment Declaration to proportion the Total Weight into a weight for each product code declared.

$$\text{Total Product Weight} = \frac{\text{Declared Poduct count x Total Weight}}{\text{Declared Product Weight}}$$

- If the Declared weight or total count of products is not available from the vessel, determine an average weight for strings of non-mixed product. For example, if a transshipment has three strings of BET without other species, sum the total weight of the three strings and divide by the estimated count of the product on those three strings. Observer will use the largest possible sample size to determine average weights.

Option #2 – Weights from Declared Average Weights: Observer can derive average weights from (as a proportion of) "declared" information if and only if the carrier vessel, the LSTLV, or a combination of the two "declare" **both** numbers and weights of product. This is not a full independent estimation, but may be the best estimate available.

- Use number of fish and weight from Transshipment Declaration to determine an average weight for each product/species code declared.
- Multiply the independently collected tally data by declared average weights of each respective product/species group to derive observer weights.
- If observer's product/species group designations are more specific than those declared by the vessel/LSTLV - observer may need to proportion the OTH group into multiple species codes.

Option #3 - Hanging Scale to Determine Average Weight – If vessel has a hanging scale, the observer will take weights on a random systematic basis from every nth string. The observer will use the fish(es) selected by the carrier vessel to test temperature as part of the weight sample. The observer will select X number of fish form from each string based on a systematic sampling scheme with a random starting point. The observer will maximize the sampling size, collecting as many fish as possible, without causing excessive delay in the transshipment process. Confirm with carrier vessel crew that weight sampling will be allowable (will require every nth string to stop shortly before lowering into the hold).

For example, the observer may select three fish from each 3rd string starting at the string corresponding to the roll of a six-sided die. The observer will try to maintain the same selection process throughout the cruise, randomly selecting the starting point. Fish selection will be selected in the same manner each time also, ie lowest fish, three fish closest to a point on rail, etc. Changes in transshipment procedures way force the observer to alter the sampling scheme to ensure excessive delays are not caused. Provide thorough notes regarding the sampling design.

Observer combines the actual weights and divids by the total number of fish weighed for each product/species group. This average weight is then multiplied by the total estimated counts for each product/species group to reach a Total Product Weight.

Total Product Weight = Avg wt for Species x Total Observer Count Species

Option #4 - Weights from Length-Sampling: If no scale is available, observer will sample for length measurements and convert to weight to determine an average weight for each product/species group. A length-sampling strategy can help to acquire an independent estimation of weights. The average weight is applied to the observer estimate of fish in each product/species code similar to Option #2.

- Confirm with carrier vessel crew that length sampling will be allowable (will require every nth string to stop shortly before lowering into the hold.)
- Consider the circumstances and the resources on hand.
- Devise a random systematic sampling scheme that will be most representative and at the same time practical in implementation (see length sampling below).
- Fine-tune sampling design as required; however, try to maintain the same structure throughout the cruise if possible.
- Provide thorough notes regarding the sampling design.

Total Product Weight = Avg wt for Species x Total Observer Count Species

Option #5 – Weights from Declared Weights: If Option #4 is not possible (i.e. no numbers are declared), or there is not viable information to make an independent estimate:

- Record the weights reported by the carrier vessel found on the IATTC Declaration Form, proportioning "other" species as with Option #4.
- Pursue ideas for reaching an independent estimate with MRAG.
- Provide thorough notes regarding why a weight estimations by other means cannot be accomplished and describe the outlook for implementing other options.

4. Reporting Protocols

Following are the Pre-Sea Forms and Report, to be completed prior to departing for sea on the assigned carrier vessel:

- Form T1 - Observer/Vessel Details
- Form T2 - Deployment Forms (i, ii and/or iii)
- Form T3 – Pre-Sea Inspection Checklist
- Report R1 - Transshippment Details Report

Form T1 - Observer/Vessel Details:

Form T1 describes the basic information required to identify the observer's deployment onboard their assigned carrier vessel. This form will only be completed for carrier vessels and not completed for any other vessel (i.e. transfer vessels).

Form T2 - Deployment Form:

Form T2 (with all pertinent sub-forms) describes all vessels boarded during an Observer's deployment.

The T2 is split up into three sub-forms:

- T2 (i) on Carrier Vessel
- T2 (ii) on Transfer Vessel (Outgoing)
- T2 (iii) on Transfer Vessel (Return)

Form T3 – Pre-Sea Inspection Checklist:

The Form T3, Pre-Sea Inspection Checklist, will be completed for all vessels boarded by the observer during a deployment(not including launches). For each vessel boarded, it is important that the observer complete inspections, clearly documenting any problem with the inspection and/or with the vessel's cooperation with the observer, before:

- Carrier vessel departs port (or away from transfer vessel), or
- Transfer vessel departs port (or away from carrier vessel)

Depending on the circumstances of embarkation on to a vessel, arranging a proper Pre-Sea Inspection may require foresight and planning on the part of the observer (especially in cases of at-sea transfers). Observers will ensure that all parties involved understand the importance of the Inspection and the gravity of a failed inspection. In completing the form, the observer will need to personally check a number of features around the vessel, particularly relating to safety and communications. This Inspection will be performed by the Observer in the presence of at least one vessel Officer and, when possible, a local vessel agent and/or an IATTC Consortium partner.

Report R1 – Observer Deployment Report:

Report R1, the Observer Deployment Report, summarizes certain essential details collected in the T1, T2, and T3 forms. This report must be completed for every vessel boarded by the observer during a deployment.

The Report R1 is a pre-sea report and will be returned digitally (and by fax) to MRAG prior to departing for sea (certainly within 24 hours of deployment), along with the Form T3. If assigned vessel (carrier or transfer) does not pass the Pre-Sea Inspection, the Report R1 and the Form T3 will be returned to MRAG as soon as possible and follow up with a phone call.

Mid-Deployment Forms and Reports

The mid-deployment forms and reports need to be completed periodically throughout an observer's deployment:

- Form T4 – Transshipment Details Form – each IATTC transshipment will have a T4 which consists on a summary of the LSTLV characteristics, observer estimate of product transshipped, LSTLV and Carrier vessels estimates of product, and a summary of the fish counts (and weights if available) on a per string basis.
- Report R2 – Observer 5-Day Report – details the LSTLV, date, position and catch summary of transshipment within the report period. Observer will e-mail or fax a R2 Report on the 5th, 10th, 15th, 20th, 25th, and last day of each month.
- Photo and Video Log – Observers will maintain an Excel file which records date, transshipment number, which tracks pictures based on a file name.

If the vessel has a reliable e-mail system, e-mail all associated T4s (as well as other linked documentation) to MRAG on a 5-day basis with the R2 reports, according to the above schedule.

Form T4 – Transshipment Details Form:

Each cruise may include more than 30 separate transshipments with different LSTLVs. A separate T4 form must be completed for each transshipment event. The sections are numbered by important, not sequentially. The order of the sections on the form layout is T4(i),(iii),(iv),(ii). The first section of this form T4(i) requires the observer to identify the LSTLV transshipping with the carrier vessel. In addition, the observer will record the timings and positions of transshipments.

The second part of the Transshipment Details Form T4(iii) contains the observer estimates of the species, product codes, fish counts and weights. The observer calculates the percentage of transshipment observed. Section T4(iv) has tables to record the product information provided in the Declaration Form, as reported by the LSTLV, and by the Carrier vessel.

The final part of the form T4(ii) track the tuna products transferred between vessels. The tunas are typically transferred using a boom winch, in batches of between 10-30 individual fish. The observer estimates the numbers of fish and species composition of each load or string. The tunas will be partially processed and frozen. Thus, species identification can sometimes be difficult. The observer will refer to the species identification guides provided with the Observer Manual (Appendix I), so that they become practiced at discerning between tuna species.

Observers will complete the following procedure for each transshipment and associated T4. The Observation number is the same as the transshipment number. Keep transshipment numbers in order by date and region. For example TS1 to TSxx for IATTC, Port1 to Portxx for port transshipments, and WP1 to WPxx for transshipment west of 150W. If observer takes a break or LSTLV divides a transshipment into two parts use A,B, C, to designate the parts of the transshipment (TS1A, TS1B, ...).

Report R2 – Observer 5-Day Report:

The R2 Report is a summary of the transshipments that occurred during the 5-day reporting period. The report only includes completed transshipments and only transshipments of fish are reported. If a transshipment is in progress at the end of a reporting period then it will be included in the next R2. Observers will compile and send their R2 reports on the schedule below:

- Period A – 1st to 5th
- Period B – 6th to 10th
- Period C – 11th to 15th
- Period D – 16th to 20th
- Period E – 21st to 25th
- Period F – 26th to the end of the month

It is important to send the R2s on time. If the e-mail is not working a fax copy to +1-907-677-6022 is acceptable.

Photo and Video Log and Files:

In order to easily sort and track pictures taken by observers, all relevant pictures taken on the cruise will be archived in an Excel photo log. Download, label and record all pictures on a daily basis in the order taken. The Photo and Video Log has a brief key at the top. Take photographs of LSTLV bow, stern, side, and stack insignia (if present); zoom in on any interesting features (such as shark fins or former names painted over but still visible, or other identifying characteristic.)

Report R3 – Supplier 15-Day Report

The R3 report is sent by MRAG to the IATTC on a bimonthly schedule. The R3 provides information on embarkations, transfers and disembarkations of observers. In addition, the R3 contains a summary of all the transshipments that occurred in the Eastern Pacific during the report period (complied from observer R2 reports). It is not the responsibility of the observer to fill in this form; the R3 will be completed by the MRAG coordinator.

5. Observer Duties

Observers are tasked to report upon all transshipment operations that occur during their deployment aboard assigned carrier vessels. Currently MRAG has a contract with the IATTC to provide observers to vessels planning to transship within the Eastern Pacific. The IATTC Convention (management) Area begins at the150° W line and includes all high seas waters east of that line of longitude, all the way to the Americas. MRAG does not currently have an agreement with the WCPFC to collect data on transshipments in the Western Pacific. The dividing line is the 150 W line, despite the fact that the WCPFC area overlaps the IATTC, particularly around Tahiti. If the transshipment occurs at-sea east of 150W an observer is required.

If the carrier vessel takes transshipments west of 150W, these will be designated WCPFC transshipments. The observer is to observer these transshipments at carrier vessel captain's discretion. If the captain allows WCPFC transshipments to be observed, follow the same procedures as for the IATTC transshipments, designated the transshipment number as WP1 (number consecutively and independent of IATTC transshipments).

If the captain does not allow the WCPFC transshipments to be observed, the observer will not complete:

1) Gathering information directly from LSTLV captains
2) Monitoring actual transshipment operations;
3) Completing a Form T4 (ii-iv), T4(i) is still completed for all transshipments and;
4) Signing any transshipment documentation.

If the captain will not allow observations outside of the IATTC, the IATTC transshipment observer deployed on a carrier vessel transshipping outside of the IATTC Convention Area, will adhere to the above prohibitions to regular observation duties, which have precedence over any other instructions described within this document.

If transshipment begins on one side of the 150W and ends on the other side of the line, number the transshipment based on the start location and follows the procedures above for that region.

The main purpose for deploying observers aboard transshipment (carrier) vessels is to track at-sea transshipment operations between Large-Scale Tuna Longline Vessels (LSTLVs) and carrier vessels. The list of essential duties for observers on board carrier vessels operating in the assigned ROP Convention Area(s):

1) Record and verify identification information and other identifying characteristics of all transshipping LSTLVs.
2) Record and verify the times and positions of all transshipments.
3) Sign transshipment declaration documentation on observed transshipments.
4) Record and verify the species and product types transshipped, estimating numbers and estimating and/or verifying weights.
5) Issue periodic reports upon all transshipments.

Though observers should be equipped and able to complete all mid-deployment duties, they should know their priorities well and not jeopardize the completion of higher priority duties for the sake of completing less-essential duties.

Each day an observer is onboard the vessel there are three main duties that will be completed daily:

a) Take daily position with heading and speed (same time each day if possible)
b) Determine the ETA for next stop an/or next transshipment
c) Record in Daily Observer Log notes regarding the days activities.

6. Observer Training

Currently there are 42 registered IATTC observers (Appendix 1), of which 17 are current and ready to deploy, 9 could deploy with a 1-day briefing, 15 have retired or moved to other programs and 1 has been decertified. MRAG has a sufficient pool of observer to provide an internationally distributed pool of observers ensuring that all deployment requests can be covered, even when requested at short notice.
MRAG did not conduct an IATTC training between November 2014 and January, due to a sufficient number of active observers.

Appendix 1 IATTC Certified Observers

Obs #	Observer Name
2	Aab, Danny
8	Bennett, James
20	Briles, Adam
25	Cliffton, Samantha Lynn
27	Gauthier, Michael
29	Humpal, Marques
35	Jui Lin, Tsung
37	Lobdell, James
40	Murdoch, Roy Jules
41	Pudenz, Justin
45	Richardson, David Louis Jr
48	Scheuermann, David
49	Suarez, Lucas
50	Tran, Hiep
51	Weilbacher, Yoshino
52	Butokoli, Wilfred
53	Kawahara, Derek
54	Pokom, John
55	Tamwabeti, Antin

Appendix 2 Reports of Concern from 2019

IATTC343 - M/V Yu Run 3 – Safety/Health Concerns

From Samantha Cliffon:
There is a "situation" developing on this ship with the WCPFC observer. Sammy was assigned to share a room with Mr. Yu, the fish company rep. As I understand it WCPFC has a similar MOU to that of IATTC in that their observers are to be treated the equivalent of officers and are to be given their own room. So, to begin with, Sammy was not given his own room.
But, wait, there's more: As I often do with WCPFC observer, I offered to let Sam use my computer when I don't need it as he had no form of entertainment with him and I always bring extra (ipads, iphone, books, games, etc.). He accepted my offer and has been gleefully watching movies ever since (using his headphones!). Apparently, he also only sleeps a few hours every day and often stays awake all night watching movies (again, with his headphones on!). This is apparently very disturbing to Mr. Yu as he began playing his own movies at full volume, without headphones, all day long. With my encouragement, Sammy contacted his boss and said Mr. Yu was being rude and hostile. Sammy's boss responded to the fishing vessel and for a couple of days Mr. Yu was very apologetic and accommodating. That was a couple of weeks ago. The issues have started up again but this time Mr. Yu has figured out that the computer Sammy is using is mine and so he is complaining to me that Sammy stays awake all night watching movies. I have asked Sammy how Mr. Yu even knows he is watching movies as he has his headphones on and his curtain drawn. Sammy doesn't know. Now, Mr. Yu is once again playing loud music (without headphones) and generally trying to be a intrusive as possible to Sammy. Last night Mr. Yu once again tried to get me to sympathize with his plight. I tried to explain that the problem was a vessel problem, that this vessel was violating it's MOU by not giving Sammy his own room and that if Sammy had his own room Mr. Yu wouldn't even know when he slept or woke. I said if Mr. Yu was really upset he should complain to the vessel and try to have Sammy assigned to another room. Mr. Yu didn't really seem to listen to me and just kept repeating that Sammy was awake at night and asleep in the day.

Sammy is once again trying to contact his boss to complain that the situation has escalated. But so far the sat phone isn't working. Over all, I believe there is an underlying lack of respect for the observers, the WCPFC observer in particular. We are not treated as equivalent to officers and in fact, Sammy is assigned to the crew showers and facilities while I get the nicer officer showers. I do not think this is a matter of grave concern at this point but considering how many other issues I've had with this vessel in less than 6 weeks I thought I should alert you to this sooner rather than later just in case things escalate.

IATTC367 – Shin Ho Chun No.102 – Observer Intimidation Issue

The following report summarizes the incidents that occurred during the deployment of IATTC observer, Mr Antin Tamwabeti on the M/V Shin Ho Chun No. 102, from December 18th, 2019 to January 21st, 2019. The observer boarded in Papeete, Tahiti and the vessel proceeded to the fishing grounds to begin transshipments.

On January 3, 2019 at 8PM EST the IATTC observer sent an inReach message to MRAG expressing concerns regarding the conduct of the captain, Tin Aung Hlaing of Myanmar, and crew towards him. Several things had made him feel unsafe on the vessel. In particular, the crew had switched out the regular Taiwanese bottled water with a Thai brand of bottled water on December 31. The bottles were sealed, however, when Mr Tamwabeti went to drink from one of the bottles he found the water smelled like lab chemicals. The smell was sufficiently bad for Mr Tamwabeti to suspect that they may be deliberately trying to make him sick. At that point he decided to report this incident and other concerns to MRAG.

Bryan Belay, Fisheries Monitoring Division Director for MRAG, replied via the inReach system at 10PM on January 3rd to determine the facts of the situation, provide reassurance to the observer and determine the vessel's current location and transshipment schedule. During the course of subsequent exchanges with Mr Tamwabeti, Mr Belay assessed that there was a potentially serious observer harassment situation in progress and the best course of action was to switch out the observer at the earliest practicable opportunity. Via inReach, Mr Belay compiled the following information:

- The problems between the observer and the captain may have started because during the first transshipments on the Shin Ho Chun No.102 the observer made some initial identifications of small BET/YFT mixed in with the Albacore tuna. Mr. Belay had communicated with Mr Tamwabeti through the inReach during the early transshipments and determined that the identifications we incorrect. The observer's data on the corresponding T4 forms where changed to TUN (unidentified tuna) and the observer was instructed to make a complete entry in his daily log explaining the changes.
- Captain provided water in bottles in a 12 pack carton on 12/31/18. The bottles were packed in a plastic case, but they could have been replaced without damaging the case.
- Vessel planned to transshipment with 19 more Boats. ETA Levuka 01/27/19
- Vessel position at S 17 57'4.08" W 115 53'16.18", course E (94 T) at 10.5 knots
- A WCPFC observer was on board, Bearasley Moli from Vanuatu.

Mr Tamwabeti was made aware that MRAG was contacting the vessel owners/manager office, Tunago Shipping, to explore options to switch him out for another observer. Mr Belay decided initially to characterize the need to switch out observers as "family matter" to avoid potentially exacerbating the harassment situation.

5PM EST January 4th vessel position S 17 45'29.08" W 119 33'47.35", course E (87 T) at 10.3 kn.

This position was about 5 days' steaming east of Papeete, Tahiti, which was the closest location to safely disembark the observer. However, Tunago Shipping indicated they were not willing at that time to cease transshipping and steam immediately to Papeete to switch out the observer, due to the 10 days travelling time and resultant cost to the vessel. Mr. Belay continued to communicate with the observer, to keep up to date with the conditions on the vessel. Mr. Belay advised the observer that the next step was to notify the IATTC and the Flag State, Panama to potentially force the vessel to come in. Mr Tamwabeti sent further messages on January 5th and 6th expressing concern that the captain and offices were behaving in a hostile manner towards him. Actions and body language being displayed by the Captain and crew made him feel extremely uncomfortable.

On Sunday January 6th, Mr Belay sent Dr Graeme Parkes MRAG Executive Director and Ricardo Belmonte of the Fishery Management and Policy division of IATTC San Diego a summary of the inReach communications with Mr Tamwabeti, as well as details of communications with Tunago Shipping. MRAG Americas also created an email chain with the Kiribati government, the WCPFC transshipment observer program, the Vanuatu National program that was deploying Mr. Moli, the MRAG Asia Pacific office that also deploys observers in the region, and the vessel company – Tunago Shipping to keep everyone informed of the developing situation.

MRAG Americas staff communicated directly with IATTC staff on January 7th and the process of notifying the Flag State, Panama, and the vessel company in an official capacity was initialized. Mr Belay and Dr Parkes concluded that the vessel captain and crew had created an atmosphere of intimidation towards the IATTC observer on the vessel, that there was potential for further and possibly rapid deterioration and the observer's concern for his safety was increasing. Initial attempts to de-escalate the situation by asking for the observer to be returned to port due to a "Family Emergency" had not worked. The situation had continued to deteriorate and at this stage the observer was potentially at risk.
At this point multiple agencies were aware of the situation, including IATTC, Panama authorities, Kiribati and Fiji governments, Tunago Shipping owners/managers, as well as the Taiwanese Fisheries Division and the vessel agent in Papeete, Maxime Collard.

Tunago Shipping responded at 11:30 PM EST on January 8th that they preferred to complete the scheduled tuna transshipments prior to steaming to Papeete to disembark the observer. They explained that it would be large inconvenience for the vessel to steam immediately to Papeete and then return to the fishing grounds to complete the transshipments. MRAG continued to push for an earlier disembarkation plan. Mr Tamwabeti did not observe transshipments TS27, TS28, on the January 7th or TS29 and TS30 on January 8th due to concerns regarding his safety. On January 9th at 2:07 AM EST he reported that he had refused to sign a letter written by the Captain stating that he was OK and agreed to continue observing on the vessel.

With a view to de-escalating the situation on board, on January 9th MRAG Americas communicated with Tunago Shipping to establish a Plan of Action that would ensure the observer's safety, while allowing the vessel to complete the scheduled transshipments before disembarking the observer in Papeete. The Plan of Action below was agreed to in principle and relayed to the observer for his review at 1AM EST on January 10th. Mr Belay and Dr Parkes explained to Mr Tamwabeti that this plan of action had been proposed by the vessel company and that the Captain had been instructed to ensure his safety on board and safe return to Papeete after completion of the scheduled transshipments. He was advised that a senior representative from MRAG Americas would be in Papeete to meet the vessel on arrival and witness Mr Tamwabeti's safe disembarkation.

By 1PM EST on the 10th Mr Tamwabeti had agreed with the plan of action. Subsequently we received a very disturbing message from the observer at 4:11 PM EST via inReach. Mr Tamwabeti advised us that he had been passed a hand written note by one of the crew stating "They will kill you".

MRAG immediately updated IATTC, WCPFC, Panama authorities, Taiwanese authorities, Kiribati officials and Tunago Fisheries of this direct threat to the IATTC observer's life. We requested the vessel end all plans for further transshipments and begin steaming to Papeete to disembark the observer with all due haste. MRAG took the following additional steps to maintain our observer's safety and security:

- Sent message to Mr Tamwabeti advising him to remain in his stateroom and secure the door to the best of his ability.
- Setup an inReach contact schedule, requiring Mr Tamwabeti to send a message to MRAG each 15 minutes until further notice.
- Asked observer if he had seen any other boats in area, to which he could potentially be transferred.
- Located the M/V Shin Ho Chun No. 102 on the VMS tracking network and began looking for commercial vessels that the observer could transfer to.

- Contacted US Coastguard Western Region RCC in Alameda, CA to coordinate communications with the Shin Ho Chun No.102, Tahiti RCC and any vessel in the area. MRAG relayed the position of the Shin Ho Chun No.102 as S 17 22'28.63" W 119 40'34.84", course W (280 T) at 12.8 knots.

- The commercial Car Carrier (CC) vessel Morning Caroline was identified less than 100 miles from the Shin Ho Chun No.102 and was *en route* to Papeete.

The vessel owner, Mr. Lin contacted the M/V Shin Ho Chun No. 102 and spoke to Mr Tamwabeti directly. He questioned who had given him the note. However, Mr Tamwabeti elected not say anything to protect his safety. Mr. Lin promised Mr Tamwabeti there would be no trouble.

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By 9:06 PM EST on the 10th of January, the CC Vessel Morning Caroline had been contacted and was willing and able to embark the observer. The USCG was coordinating with the vessel and the Tahiti RCC. Mr. Belay received a call from the vessel agent in Papeete, Maxime Collard at approximately 9:15PM EST. They discussed the situation. Mr. Collard assured MRAG that the Tunago Shipping had been working with their agency for 12 years and it had a very good track record. Mr. Collard indicated he had spoken with Tahiti RCC and had vouched for the vessel.

Mr. Belay received a call from Mr Tamwabeti via the vessel phone at ~11pm EST on January 10. Mr Tamwabeti indicated he thought it was best that he stay on the vessel and could sample the remaining seven transshipments. Mr. Belay indicated MRAG thought it was best to try to transfer him off the vessel due to the death threat. The observer indicated that his situation on board had improved. On January 10th he had changed cabin with the 2nd officer. Prior to this he had been in the hospital room where the crew would come in unannounced to get medicine or medical supplies.

Overnight January 10th / 11th Mr. Belay continued to work with the USCG to arrange transfer of Mr Tamwabeti to the CC Vessel Morning Caroline. Early in the morning of the 11th, Tahiti RCC contacted the CC Vessel Morning Caroline, the M/V Shin Ho Chun No.102, and USCG to indicate they were cancelling the transfer coordination. Tahiti RCC had determined through interviews with the local vessel agent Maxime Collard and talking to the Captain of the Shin Ho Chun No.102 that Mr Tamwabeti was not in immediate danger.

Mr. Belay communicated with Mr Tamwabeti to determine his comfort level and the next course of action. Mr Tamwabeti showed the note containing the death threat to the Captain. The Captain called a meeting with the entire crew. He questioned them about the note and harassment of the observer. The Captain required all crew to sign a pledge to keep the IATTC observer safe (.

At 7:23 PM EST on January 11th Mr Tamwabeti agreed to continue with the transshipment schedule, however, he clarified that this did not mean he was now denying the events he had reported to MRAG. Mr. Belay informed Tunago Shipping and captain that the transshipments schedule could proceed according to the Plan of Action to ensure observer's safety and security. The observer agreed to observe the remaining seven (7) transshipments.

The observer observed the remaining transshipments without incident, completing the final transfer on January 16th. The vessel originally wanted to return to the original plan of disembarking the observer in Levuka, Fiji. However, once the transshipment schedule was complete, Tunago Shipping agreed that disembarking Mr Tamwabeti in Papeete was best for all parties. MRAG arranged for Observer Program Manager, Ms. Danielle Kane, to meet the vessel in Papeete.
The vessel arrived in Papeete on the morning of January 21st. Danielle Kane boarded the M/V Shin Ho Chun No.102 that morning. Ms. Kane boarded the vessel with Maxime, the vessel agent, was greeted by the Captain. Mr Tamwabeti and Ms. Kane were able to speak in the galley room alone. The captain wanted a short statement to be typed up while on the vessel and for the observer, Danielle Kane, Maxime Collard, and himself to sign. Final Statement Letter was crafted and Antin, Maxime and the captain agreed this sufficed for now. "On 1/21/2019, per conversation with IATTC observer, Antin Tamwabeti, no further action would like to be taken in regards to previous statements made during time of deployment on Shin Ho Chun No.102. Observer Antin Tamwabeti would like to cancel these statements made."

MRAG Americas arranged for Mr Tamwabeti to stay in a hotel on the night of January 21st and he departed for Fiji at 5pm on January 22nd.

Conclusion

Exactly what transpired on the Shin Ho Chun No.102 between 12/31/18 and 1/21/2019 is not clear, in terms of whether actions by the Captain and crew were deliberate, misconstrued, and malicious or intended to be mischievous. Based on the communication with our observer Mr Tamwabeti and others, MRAG Americas has concluded that, whether intentional or not, there were at least several events involving the behavior of the crew and captain that led to the IATTC observer, Antin Tamwabeti being harassed and feeling intimidated. Mr Tamwabeti had no one on the vessel to whom he felt he could safely relay his concerns. He did not trust the independence of the Vanuatu WCPFC observer, nor the Taiwanese observers. This led to his significantly heightened level of concern for his safety. Once he was reassured by MRAG that he would not be directly harmed and that enough of a "spotlight" was shining on the parties so that his safety was in the best interests of the vessel, he felt able to complete his duties and that he would be returned safely to port.

At this time, MRAG Americas is willing to continue to deploy IATTC observers on vessels sailing for Tunago Shipping, including the Shin Chun No.102 and the Shin Ho Chun No.101. However, MRAG Americas requests that IATTC and the Panamanian authorities apply a probationary period of 2 years from disembark date on 1/21/19. We propose that during this period, should there be another occurrence of intimidation or harassment of an IATTC observer on a vessel operated by Tunago Shipping, there will be an immediate cessation of further transshipment activities and the observer would be immediately transferred off the vessel by the most expeditious means practicable. No IATTC observers would then be deployed onto the vessels of Tunago Shipping until such time as the issue has been resolved to the satisfaction of IATTC and IATTC'