

Comprehensive Report of Transshipments for 2018

Republic of Korea

This report is written based on the transshipment declaration submitted by observers who went onboard six carrier vessels (SL Bogo, Seiwa, Taiho Maru, Seiyu, Sei Shin, and Ryoma) related to Korean-flagged long-line vessels.

Transshipment Activities at Glance

In 2018, transshipment involving Korean-flagged long-line vessels was carried out by six carrier vessels: four are of Korean nationality (*SL Bogo, Seiwa, Seiyu, and Sei Shin*) and two of non-Korean nationality (*Taiho Maru* of Liberia and *Ryoma* of Panama).

The six carrier vessels mentioned above had 11 trips in total in 2018, out of which nine trips were conducted by Korean carrier vessels while the rest two transshipments were conducted by a Liberian and a Panamanian carrier vessel. The total number of transshipment was 246, out of which 116 took place in the IATTC Convention Area and 127 took place in the WCPFC Convention Area while three were in-port transshipment.

In the IATTC Convention Area, the total quantities transshipped during 2018 were 8,595.025 metric ton, which is composed of 5,072.993 metric ton of bigeye tuna, 1,039.641 metric ton of yellowfin tuna, 1,199.598 metric ton of swordfish and 1,282.793 metric ton of other fish.

In the WCPFC Convention Area, the total quantities transshipped during 2018 were 10,398.1 metric ton, which is composed of 5,169.293 metric ton of bigeye tuna, 2,261.719 metric ton of yellowfin tuna, 386.33 metric ton of swordfish, 2352.678 metric ton of other fish and 228.1 metric ton of shark.

The total quantities transshipped at port during 2018 were 199.585, which is composed of 31.8 metric ton of bigeye tuna, 138.459 metric ton of yellowfin tuna, 3.2 metric ton of swordfish and 26.126 metric ton of other fish.

Transshipment Activities in Details

1. Transshipment Area

Out of 246 times of transshipment in 2018, 116 took place in the IATTC Convention Area while 116 took place in the WCPFC Convention Area. In addition, the rest is at-port transshipments.

2. Nationality of vessels which undertook transshipment

Transshipments in IATTC Convention Area

Out of 116 times of transshipment which took place in the IATTC Convention Area in 2018, 92 times of transshipment were conducted by Korean carrier vessels and the rest 24 times of transshipment were conducted by non-Korean carrier vessel (four by a Liberian carrier vessel and 20 by a Panamanian carrier vessel). At the same time, 35 Korean-flagged large-scale tuna-fishing vessels (LSTFVs) involved in the transshipment while the rest of transshipments were involved by foreign LSTFVs (Taiwan 33, China 22, Vanuatu 21, Panama 2 and Japan 3).

Transshipments in WCPFC Convention Area

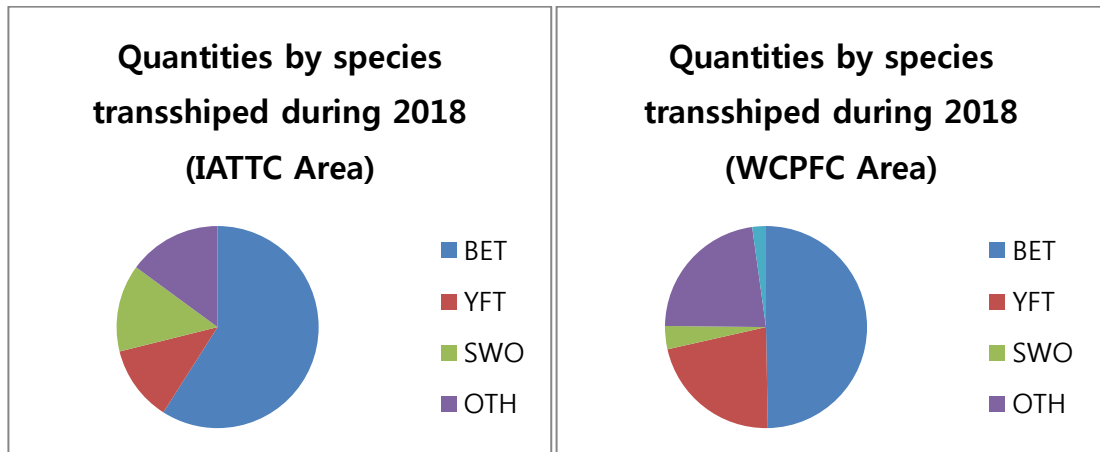
Out of 127 times of transshipment which took place in the WCPFC Convention Area in 2018, 98 times of transshipment were conducted by Korean carrier vessels and the rest 29 times of transshipment were conducted by non-Korean carrier vessel (12 Liberia and 17 Panama). At the same time, 46 Korean-flagged large-scale tuna-fishing vessels (LSTFVs) involved in the transshipment while the rest 81 transshipments were involved by foreign LSTFVs (Taiwan 45, China 16 and Vanuatu 20).

3. Transshipment Volume

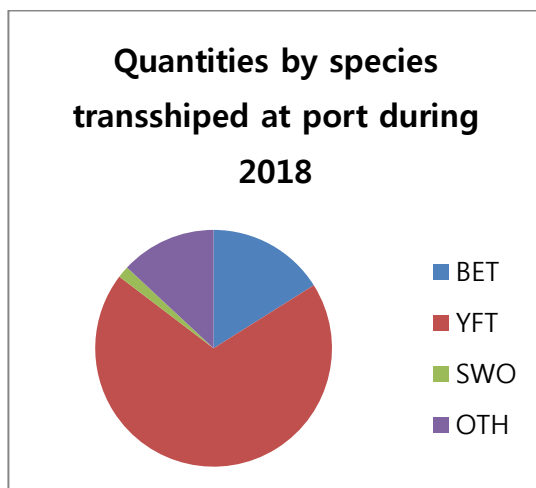
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2018 were 10,398.1 metric ton, which is composed of 5,169.293 metric ton of bigeye tuna, 2,261.719 metric ton of yellowfin tuna, 386.33 metric ton of swordfish, 2352.678 metric ton of other fish and 228.1 metric ton of shark.



The total quantities transshipped at port during 2018 were 199.585, which is composed of 31.8 metric ton of bigeye tuna, 138.459 metric ton of yellowfin tuna, 3.2 metric ton of swordfish and 26.126 metric ton of other fish.



The quantities transshipped during 2018 by area may refer to the following table.

< Quantities transshipped during 2018 by Convention Area >

(Unit: M/T)

	BET	YFT	SWO	OTH	SHK	Total
Total	10,274	3,440	1,588.2	3, 662	228	19,192.2
IATTC	5,073	1,040	1,199	1,283	0	8,595
WCPFC	5,169	2,262	386	2,353	228	10,398
At-Port	32	138	3.2	26	0	200

4. Transshipment of Shark

In the IATTC Convention Area, there is no transshipment of shark made by Korean fishing vessels in accordance with rules and regulations of coastal states which prohibit vessels from keeping sharks on board.

In the WCPFC Convention Area, 228.1 metric tons of shark were transshipped during Oct 16 – 19, 2018, but the vessel which transshipped the sharks was not a Korean-flagged fishing vessel but three Vanuatu vessels and one Taiwanese vessel.

Comprehensive Report of Transshipments for 2017

Republic of Korea

This report is written based on the transshipment declaration submitted by observers who went onboard five carrier vessels (Seibu, SL Bogo, Seiwa, Shota Maru and Seiyu) related to Korean-flagged long-line vessels.

Transshipment Activities at Glance

In 2017, transshipment involving Korean-flagged long-line vessels was carried out by five carrier vessels: four are of Korean nationality (*Seibu, SL Bogo, Seiwa and Seiyu*) and one is of Liberia nationality (*Shota Maru*).

The five carrier vessels mentioned above had 10 trips in total in 2017, out of which nine trips were conducted by Korean carrier vessels while the rest one was by a Liberian carrier vessel. The total number of transshipment was 237, out of which 98 took place in the IATTC Convention Area while 239 took place in the WCPFC Convention Area.

In the IATTC Convention Area, the total quantities transshipped during 2017 were 7,679.791 metric ton, which is composed of 5,313.289 metric ton of bigeye tuna, 936.503 metric ton of yellowfin tuna, 609.581 metric ton of swordfish and 820.418 metric ton of other fish.

In the WCPFC Convention Area, the total quantities transshipped during 2017 were 10,932.67 metric ton, which is composed of 4,799.955 metric ton of bigeye tuna, 2,847.758 metric ton of yellowfin tuna, 374.474 metric ton of swordfish and 2878.982 metric ton of other fish.

Transshipment Activities in Details

1. Transshipment Area

Out of 237 times of transshipment in 2017, 98 took place in the IATTC Convention Area while 239 took place in the WCPFC Convention Area.

2. Nationality of vessels which undertook transshipment

Transshipments in IATTC Convention Area

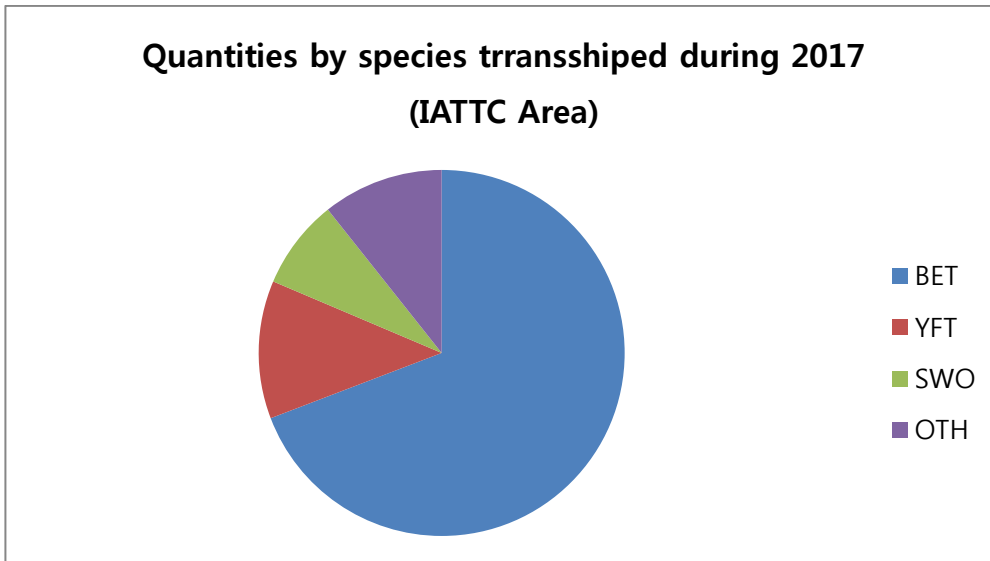
Out of 98 times of transshipment which took place in the IATTC Convention Area in 2017, 78 times of transshipment were conducted by Korean carrier vessels and the rest 20 times of transshipment were conducted by a Liberian carrier vessel. At the same time, 54 Korean-flagged large-scale tuna-fishing vessels (LSTFVs) involved in the transshipment while the rest of transshipments were involved by foreign LSTFVs (Panama, Taiwan, China, Japan and Vanuatu).

Transshipments in WCPFC Convention Area

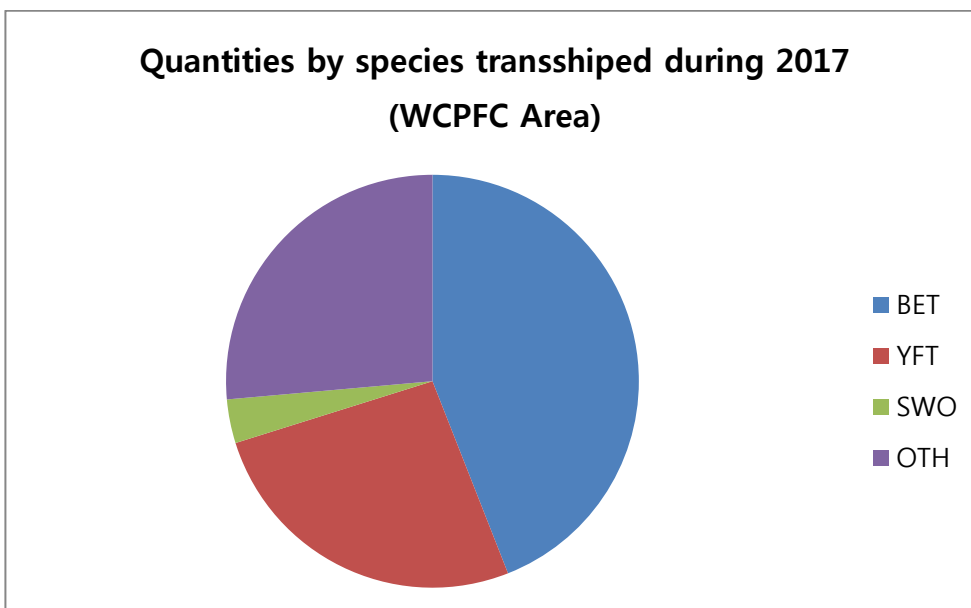
Out of 139 times of transshipment which took place in the WCPFC Convention Area in 2017, 115 times of transshipment were conducted by Korean carrier vessels and the rest 24 times of transshipment were conducted by a Liberian carrier vessel. At the same time, 53 Korean-flagged large-scale tuna-fishing vessels (LSTFVs) involved in the transshipment while the rest 86 transshipments were involved by foreign LSTFVs (Taiwan, China, Japan and Vanuatu).

3. Transshipment Volume

In the IATTC Convention Area, the total quantities transshipped during 2017 were 7679.791 metric ton, which is composed of 5313.289 metric ton of bigeye tuna, 936.503 metric ton of yellowfin tuna, 609.581 metric ton of swordfish and 820.418 metric ton of other fish.



In the WCPFC Convention Area, the total quantities transshipped during 2017 were 10,932.67 metric ton, which is composed of 4,799.955 metric ton of bigeye tuna, 2,847.758 metric ton of yellowfin tuna, 374.474 metric ton of swordfish and 2878.982 metric ton of other fish.



The quantities transshipped during 2017 by area may refer to the following table.

< Quantities transshipped during 2017 by Convention Area >

(Unit: M/T)

	BET	YFT	SWO	OTH	SHK	Total
Total	10,113.2	3784.3	984.1	3699.4	31.5	18612.5
IATTC	5313.3	936.5	609.6	820.4	0	7679.8
WCPFC	4799.9	2847.8	374.5	2879	31.5	10932.7

4. Transshipment of Shark

In the IATTC Convention Area, there is no transshipment of shark made by Korean fishing vessels in accordance with rules and regulations of coastal states which prohibit vessels from keeping sharks on board.

In the WCPFC Convention Area, 31.5 metric tons of shark were transshipped on October 29 2017, but the vessel which transshipped the sharks was not a Korean-flagged fishing vessel but a Vanuatu vessel named Da Yu No. 2 (IATTC no.:9277).

Comprehensive report of transshipments for 2016

CPC : Korea

※ This report is based on the transshipment declaration submitted by observers that boarded the three carrier vessels(M/V Seiwa, M/V SL Bogo, M/V Meita Maru) related to Korean nationality longliners

General

- In 2016, transshipment by long liners flying Korean flags were two carrier vessels of Korean nationality (M/V Seiwa, M.V SL Bogo) and one carrier vessel of Liberian nationality (M/V Meita Maru).
- The three above-mentioned vessels had seven trips in total, in 2016, and out of the seven trips, six trips were by carrier vessels of Korean nationality and one was by a carrier vessel of Liberian nationality. The total transshipment of catch were 98 transshipments.

- The total transshipment volume were 6,766.659 metric ton of bigeye tuna, 3,152.329 metric ton of yellowfin tuna, 703.231 metric ton of billfish species, and 2,912.19 metric ton of other fish.

Specifications

1. Transshipment Area

- Out of the total 98 times of catch transshipment, 37 transshipment were made in IATTC, 60 transshipment were made in WCPFC, and one transshipment was made in port.

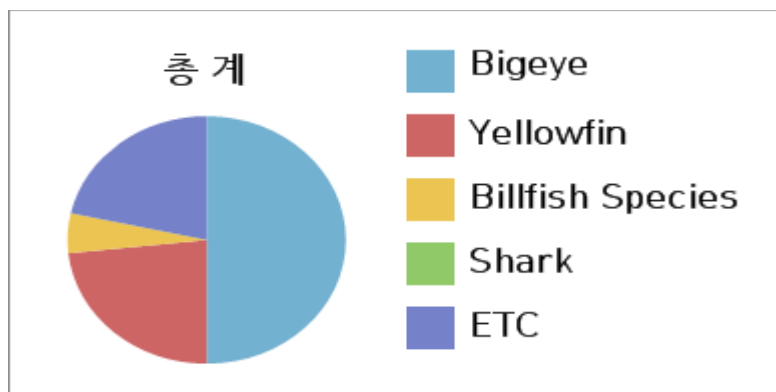
2. Nationality of vessels that undertook transshipment

- Out of the total 98 transshipment of catch, 83 transshipment were by vessels of Korean nationality, and the other 15 transshipment were by longliners of foreign nationalities(China, Taiwan, Vanuatu) and all transshipment made by fishing vessels of other nationalities

were in WCPFC area.

3. Transshipment Volume

- The total transshipment volume were 6,766.659 metric ton of bigeye tuna, 3,152.329 metric ton of yellowfin tuna, 703.231 metric ton of billfish species, and 2,912.19 metric ton of other catch.



Graph Total transshipment by species

- Excluding the transshipment volume of foreign vessels, the transshipment volume of vessels of Korean nationality was 6,600.1 metric ton for bigeye tuna, 3,064.214 metric ton for yellowfin tuna, 668.271 metric ton for billfish species, and 2,185.795 metric ton

for other catch.

(Unit : M/T)

	Bigeye Tuna	Yellowfin Tuna	Billfish Species	Shark	Other Catch
Total	6,766.659	3,152.329	703.231	0	2,912.19
Korean vessels	6,600.1	3,064.214	688.271	0	2,185.795
Foreign vessels	166.559	88.115	14.96	0	726.395

Table Transshipment volume by vessel nationality

o As for transshipment volume by area, the total transshipment volume in the IATTC area was 3,436.595 metric ton for bigeye tuna, 739.505 metric ton for yellowfin tuna, 446.044 metric ton for billfish species, and 905.418 metric ton for other fish.

o The transshipment volume by area, including WCPFC area is as

Table 2.

(Unit : M/T)

	Bigeye Tuna	Yellowfin Tuna	Billfish species	Shark	Others
Total	6,766.659	3,152.329	703.231	0	2,912.19
IATTC Area	3,436.595	739.505	446.044	0	905.418
WCPFC Area	3,245.821	2,284.327	253.453	0	1,951.234
Port Transshipment	84.243	128.497	3.734	0	55.538

Table Transshipment volume by Area

4. Transshipment of Shark

○ There are no transshipment of shark made by vessels of Korean nationality, in accordance with the regulations of coastal states which Korean vessels enter their port, as they prohibit vessels from keeping sharks on board.

Results of Observer Investigation on possible non-compliance

- There were four cases of possible non-compliance by Korean carrier vessels pointed out by observers in 2016

1. SL BOGO [trip : 245('16. 3. 31~'16. 6. 3)]

- **(Discrepancies in weight)** Discrepancies in weight between observer report and carrier vessel transshipment report occurred.

⇒ It was found that observer report records the weight to the first decimal point, as when the carrier vessel records the weight to the third decimal point, causing the minor difference in the reported numbers.

- **(Shark)** The shark and shark fin found on the fishing vessel (*DAE HAW NO. 303*) were not transshipped to carrier vessel.

⇒ As mentioned in 4. Transshipment of Shark, *CV SL BOGO*

prohibits the transshipment of shark in principal, as the Pacific island states have strengthened their regulations. The shark found on *DAE HAW NO. 303* was not transhipped to a carrier vessel, but it was landed by the vessel at port.

2. SL BOGO [trip : 250(16. 6. 25~16. 9. 7)]

- **(Discrepancies in weights)** Discrepancies in weight between observer report and carrier vessel transshipment report occurred.

⇒ The discrepancies in weight between *F/V SHIN YUNG 53* observer report(193.995ton) and carrier vessel transshipment declaration (196.435ton) is confirmed to be 2.44 tons. Given that the carrier vessel transshipment declaration was confirmed by the observer by signing the declaration, additional confirmation by the observer would be necessary to find out the reason for the discrepancies.

3. SL BOGO [trip : 266(16. 10. 12~16. 12. 30)]

- **(Sanitary issues & Observer treatment)** Many inspectors were found on board and observers were not provided with the same food provided to the officers.

⇒ Disinsection is carried out regularly when entering a port after the trip is finished, and the vessel entered port for disinsection since the issue was raised. The government of Korea has trained the vessel master and the operator to improve sanitary conditions on board and the treatment of observers, and will continue to endeavor to resolve the issue.

4. SEIWA [trip : 276('16. 12. 2~'17. 2. 2)]

- **(Violation of Safety Measures)**

Observer boarded the vessel at sea, by a boat, as the vessel was

moored at sea during the night.

⇒ The observer supposed to embark on the C/V SEIWA was replaced at the very last minute for his personal reasons. The vessel had to leave the port due to predetermined berth allocation schedule, leaving the alternative observer to board the vessel at sea. The government of Korea recognize the importance of observer safety, and immediately provided safety training to the vessel operator and the vessel. The government of Korea will make its best effort to ensure the safety of observers in the future.