

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.

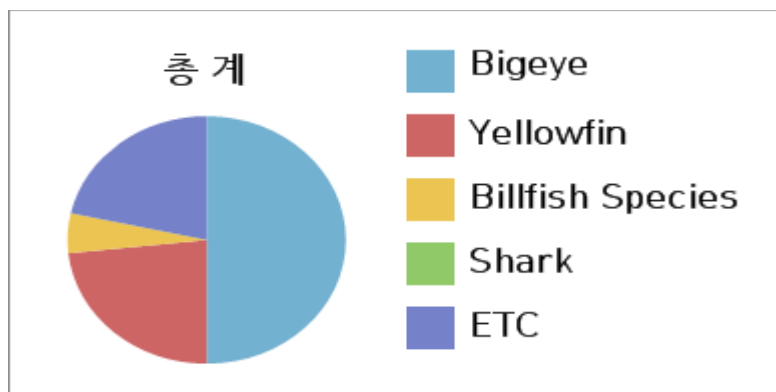
2. Nationality of vessels that undertook transshipment

- 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.