

AGREEMENT ON THE INTERNATIONAL DOLPHIN CONSERVATION PROGRAM
ACUERDO SOBRE EL PROGRAMA INTERNACIONAL PARA LA CONSERVACION
DE LOS DELFINES

5TH MEETING OF THE PARTIES

SAN SALVADOR (EL SALVADOR)
JUNE 15, 2001

DOCUMENT MOP-5-08

**TRANSIT OF VESSELS BETWEEN THE EASTERN PACIFIC OCEAN
(EPO) AND THE CENTRAL AND WESTERN PACIFIC OCEAN (CWPO)**

1. BACKGROUND

Annex II (2) of the Agreement on the International Dolphin Conservation Program states: "Each Party shall require its vessels with a carrying capacity greater than 363 metric tons (400 short tons) and that operate in the Agreement Area, to carry an observer during each fishing trip in the Agreement Area." On occasion, Party vessels start and/or end a trip during which they fish in the Agreement Area in a CWPO port. This results in observers traveling between their field offices and those ports at costs higher than travel costs between EPO ports. There is also the possibility of a Party or participating non-Party vessel fishing in the CWPO and then transiting the Agreement Area with an IDCP observer on board to unload at an EPO port.

In 2000, a non-Party vessel that fished in the CWPO intended to transit to an EPO port to unload its CWPO catch. To assure the Parties of the AIDCP that it would not fish in the Agreement Area, the vessel's management agreed to take an IATTC observer on board during its transit to the EPO port.

IDCP vessel assessments are determined from average travel costs between EPO ports. If the IATTC or national programs cover the additional costs of transporting observers between CWPO and EPO ports, the costs could exceed the amount budgeted for travel.

2. RECENT PRACTICES FOR OBSERVERS EMBARKING OR DISEMBARKING IN CWPO PORTS.

Party or participating non-Party vessel starting or ending a fishing trip in the CWPO, or transiting from the CWPO to the EPO:

Until recently this has involved mainly vessels of one Party that occasionally unload in a CWPO port. For several years the Secretariat has operated on the basis that the program pays for costs of sending the observer to the CWPO port of departure and the company pays for the observer's return from the CWPO port of arrival. In 1999-2000, five vessels of another Party ended IATTC-observed trips in a CWPO port and in each case the company paid for the observer's return journey.

Non-Party vessel that fished outside the Agreement Area and transited to an EPO port to unload with an IDCP observer on board:

In this case, the company that owned the vessel reimbursed the IATTC for all costs related to placing the observer on the vessel and returning him to his field office, which included travel, food and lodging, and wages.

In addition to the examples above, there have been situations where Parties have allowed their vessels to transit the EPO without an observer when other conditions have provided sufficient assurance that the vessel would not be fishing.

3. RECOMMENDATIONS:

The Secretariat recommends to the Parties that:

1. Vessels of Parties and participating non-Parties be required to pay any travel, food, and lodging costs related to transporting an observer of the On-Board Observer Program between a CWPO port and the observer's assigned office, and
2. Vessels of non-Parties that fish outside of the Agreement Area should be requested to carry an IATTC observer during any transit to an EPO port, and should reimburse the IATTC for all costs incurred for the observer placement, including the observer's total wages paid to him during the trip assignment.