



CCAMLR

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Improving the monitoring and control of transshipments in CCAMLR

Submitted by ASOC



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Improving the monitoring and control of transshipments in CCAMLR

Submitted by ASOC¹

Abstract

Improving monitoring and control of transshipments continues to be a key issue for CCAMLR. The 2nd Performance Review Panel (PR2) has recommended that CCAMLR take action on transshipments, but this has not yet occurred. ASOC provides further detail on how CCAMLR could implement the PR2 recommendations and make CCAMLR a leader in this area. ASOC recommends that CCAMLR:

- Prevent NCP carrier vessels from being authorized to tranship as CCAMLR has limited ability to hold non-contracting parties accountable for non-compliance by their flagged vessels.
- Develop and require use of a standardized transshipment declaration form to ensure consistent reporting between vessels. This is a requirement at many RFMOs including ICCAT, IOTC, WCPFC, and IATTC.
- Require 100% VMS reporting for transshipment events and 100% observer coverage for such events, including on carrier vessels.
- Provide an annual report to SCIC on transshipments to provide full transparency on catches in the Convention Area.

Introduction

Last year, in CCAMLR XXXVII/BG/37, ASOC highlighted the gaps in CCAMLR's oversight of transshipments in the Convention Area. Once again last year, however, CCAMLR did not agree any new measures to strengthen the monitoring and control of transshipments. This is despite the very clear conclusion of the 2nd Performance Review Panel (PR2) that CCAMLR's existing CM 10-09 on transshipments was inadequate and repeated calls by the UNGA for States to implement recommendations from performance reviews as a matter of priority.² The PRP further suggested several actions for CCAMLR to undertake to strengthen the monitoring and control of transshipments in the Convention Area:

- i. establishing a transshipment observer program, possibly, but not necessarily, utilising existing at-sea observer and in-port inspection capacities, with appropriate provisions for observer safety*
- ii. developing a CCAMLR NCP register of receiving vessels*
- iii. revising the e-CDS to accommodate the recording and tracing of transshipped catches*
- iv. ensuring all Contracting Party transshipment vessels are included on the CCAMLR List of Authorised Vessels*

ASOC broadly supports these recommendations. In this paper, we provide further detail on how they could be operationalized by CCAMLR.

Transshipments – a global concern

The monitoring and control of transshipments is an area of increasing concern for RFMOs and other fisheries management bodies. Many RFMOs already have adopted one or more measures similar to the PR2's recommendations. For example, as noted in CCAMLR XXXVII/BG/37, the FAO Global Study

¹ Antarctic and Southern Ocean Coalition. Lead authors Claire Christian, Sebastian Losada and Esther Wozniak.

² UNGA Resolution 73/125 on Sustainable Fisheries (adopted 11 December 2018), paragraph 167: "Welcomes the fact that a number of regional fisheries management organizations and arrangements have completed performance reviews, and encourages the implementation, as appropriate, of the recommendations of their respective reviews **as a matter of priority**;" (emphasis added).

on Transshipments indicates that seven out of ten existing RFMOs require reefers to either be equipped with VMS or to have observers on board.

These regulatory measures are vitally necessary, since transshipments can “create opportunities for illicit activities, such as misreporting or non-reporting of catches, that result in the laundering of millions of dollars of illegally caught fish annually”³ Transshipment additionally provides cover for other illicit activities such as human trafficking.⁴ Similar to the PR2 recommendations, improving reporting, monitoring, and data sharing are typical policy options for enhancing oversight of transshipments. As noted in a recent report titled “Achieving Transparency and Combating IUU Fishing in RFMOs”, ensuring a “strong, legal, and verifiable seafood supply chain” requires “clear rules” for transshipments, including monitoring and reporting 100% of transshipments through various mechanisms such as observer coverage, limitation of at-sea transshipments, and reporting of all transshipments to a Secretariat.⁵ Thus there is growing international agreement on best practices for transshipment, as well as on the seriousness of the problem.

Moreover, CCAMLR, its Members, and legal industry operators have invested significant resources in eliminating IUU fishing, including the development of the CDS and e-CDS. This investment has proved extremely successful, resulting in a dramatic decrease in estimated IUU fishing in the Convention Area. Stricter regulation of transshipments would only further enhance CCAMLR’s current fisheries management regime and ensure it remains a leader in combatting IUU fishing.

Conclusion and Recommendations

With this in mind, in line with the PR2 recommendations but also with international best practices, ASOC recommends CCAMLR:

- Prevent NCP carrier vessels from being authorized to tranship as CCAMLR has limited ability to hold non-contracting parties accountable for non-compliance by their flagged vessels.
- Develop and require use of a standardized transshipment declaration form to ensure consistent reporting between vessels. This is a requirement at many RFMOs including ICCAT, IOTC, WCPFC, and IATTC.
- Require 100% VMS reporting for transshipment events and 100% observer coverage for such events, including on carrier vessels.
- Provide an annual report to SCIC on transshipments to provide full transparency on catches in the Convention Area.

ASOC suggests that if these measures cannot be implemented, preventing at-sea transshipments completely is the next best option.⁶

³ The Pew Charitable Trusts. 2017. Best Practices for Transshipment. <https://www.pewtrusts.org/en/research-and-analysis/fact-sheets/2017/11/best-practices-for-transshipment>.

⁴ Ibid.

⁵ Environmental Justice Foundation (EJF), Oceana, The Nature Conservancy, The Pew Charitable Trusts, WWF. 2019. *Achieving Transparency and Combating IUU Fishing in RFMOs*. Available online: < <http://www.iuuwatch.eu/2019/06/new-report-achieving-transparency-and-combating-iuu-fishing-in-rfmos/>>.

⁶ The Pew Charitable Trusts. 2017. Best Practices for Transshipment. <https://www.pewtrusts.org/en/research-and-analysis/fact-sheets/2017/11/best-practices-for-transshipment>; Environmental Justice Foundation (EJF), Oceana, The Nature Conservancy, The Pew Charitable Trusts, WWF. 2019. *Achieving Transparency and Combating IUU Fishing in RFMOs*. Available online: < <http://www.iuuwatch.eu/2019/06/new-report-achieving-transparency-and-combating-iuu-fishing-in-rfmos/>>; Greenpeace. 2017. Reply to FAO Questionnaire on Transshipments. Submitted 24 November 2017.