

# Assessment of Observer Reports for 2023

Republic of Korea

*This report is written based on the observer reports submitted by the observers deployed to 4 carrier vessels (TENHO MARU, SEIYU, SEIBU and OCEANUS) which engaged in transshipments with Korean-flagged long-line vessels.*

## **Transshipment Activities at a Glance**

In 2023, transshipment observers observed 4 carrier vessels conducting 29 transshipments with Korean longline vessels.

In the IATTC Convention Area, the total amount of fish observed during transshipments in 2023 were 4,071.184 metric ton, which consists of 2,760.608 metric ton of bigeye tuna, 625.945 metric ton of yellowfin tuna, and 213.332 metric ton of Swordfish.

In 2023, 27 Korean longline vessels below engaged in at-sea transshipment activities;

No. 306 Dae Hwa	NO.501 NAM GUNG	NO.303 DAE HWA	ORYONG NO.731
NO.309 DAE HWA	NO.502 NAM GUNG	NO.22 HAE CHEON	NO.808 HAE CHEON
NO.503 NAM GUNG	NO.21 KYUNG YANG	NO.6 KYUNG YANG	DAE HWA NO.201
DAE HWA NO.202	AGNES 90	NO.8 KYUNG YANG	ORYONG NO.717
NO.5 KYUNG YANG	ORYONG NO.715	NO.7 KYUNG YANG	ORYONG NO.303
CHILSUNG NO.1	ORYONG NO.733	ORYONG NO.901	NO.101 HAE CHEON
NO.707 HAE CHEON	NO.803 DONGWON	NO.205 DONGWON	

## **Possible Infraction Issues Reported by Observers**

In 2023, Korean long-line vessels' compliances with IATTC Resolutions were generally good. Several possible infraction cases concerning Korea flagged carrier vessels were identified. We undertook investigations into those cases and the results were reported to the Compliance Committee meeting in 2023.

# Assessment of Observer Reports for 2022

Republic of Korea

*This report is written based on the observer reports submitted by the observers deployed to 4 carrier vessels (TENHO MARU, SEIYU, MEITA MARU, and MYLO) which engaged in transshipments with Korean-flagged long-line vessels.*

## **Transshipment Activities at a Glance**

In 2022, transshipment observers observed 4 carrier vessels conducting 31 transshipments with Korean longline vessels.

In the IATTC Convention Area, the total amount of fish observed during transshipments in 2022 were 4,515.088 metric ton, which consists of 2,639.413 metric ton of bigeye tuna, 854.428 metric ton of yellowfin tuna, and 241.809 metric ton of Swordfish.

In 2022, 28 Korean longline vessels below engaged in at-sea transshipment activities;

No. 210 Dae Hwa	Dae Hwa No. 302	Dae Hwa No. 306	Dae Hwa No. 309
No. 517 Namgung	No. 38 Han Sung	No. 5 Kyung Yang	No. 6 Kyung Yang
No. 7 Kyung Yang	No. 8 Kyung Yang	No. 9 Kyung Yang	No. 622 Dong Won
No. 22 Hae Cheon	Oyang No. 355	Oyang No. 372	Oryong No. 303
Oryong No. 311	Oryong No. 316	Oryong No. 317	Oryong No. 325
Oryong No. 355	Oryong No. 708	Oryong No. 712	Oryong No. 722
Oryong No. 725	Oryong No. 731	Oryong No. 733	Panalox 503

## **Possible Infraction Issues Reported by Observers**

In 2022, Korean long-line vessels' compliances with IATTC Resolutions were generally good. Several possible infraction cases concerning Korea flagged carrier vessels were identified. We undertook investigations into those cases and the results were reported to the Compliance Committee meeting in 2023.

**Response to the Possible Infractions raised by the Secretariat regarding compliance information for Korea**

	<b>Resolution</b>	<b>Possible infraction</b>	<b>Response</b>
1	Port state measures <b>C-21-07</b> Para. 28	We have received two inspection reports made by Korea but we do not know if the 5% coverage of the total landing of foreign vessels in Korea designated Ports has been made.	It is somewhat unclear to us whether the assessment by IATTC Secretariat relates to para. 28 or para. 22 of Res. C-21-07.  In 2022, we inspected two out of nine foreign vessels carrying IATTC-managed species caught in the Convention Area. Therefore, the coverage was 22.2%.
2	Silky sharks <b>C-19-05</b> Para. 11	We do not have information if Vanuatu's long line vessels catch incidentally silky sharks and neither about any measures to protect them.	Korea does not have multi-species fisheries using surface longlines in the IATTC Convention Area. Therefore, paragraphs 7 and 11 are not applicable to Korea.
3	Tuna conservation <b>C-21-04</b> Para. 34	No report for 2021.	In 2022, the notification was not sent due to an oversight. The actions taken by Korea to implement the measures in 2022 remained largely the same as those reported in 2021. We sent the notification for 2022 recently.
4	Mobulid Ray <b>C-15-04</b> Para. 4	We do not have information if the Korean longline fleet caught incidentally mobulid rays	In 2022, 4 individuals of Giant manta(RMB) were caught incidentally and released alive. This information is included in the observer report submitted on 31 March 2023.
5	Oceanic whitetip shark <b>C-11-10</b> Para. 30	We do not have information if the Vanuatu longline fleet caught incidentally Oceanic whitetip shark	In 2022, 17 individuals of oceanic whitetip shark were caught incidentally. 14 of them were released alive, 3 were dead. This information is included in the observer report submitted on 31 March 2023.

**Results of the Investigation into Possible Infractions of Carrier Vessels in the**

## **Program of Transshipments at Sea 2022**

Republic of Korea

In accordance with paragraph 3(c) of the Resolution C-11-07, the Republic of Korea hereby reports the results of the investigation into possible infractions as follows:

### **1. Seiyu (Trip No. 473): Tuna declaration/observer estimate mismatch**

We are not sure where the differences between the observed weight and declared weight came from but according to the relevant M/R, the landed weights were closer to the declared weights :

Transshipments	Observed weight	Declared weight	Landed weight
1	106.854	119.963	128.400
7	198.955	229.770	237.140

### **2. Seiyu (Trip No. 473): Emergency drills**

According to the vessel operator, two drills were performed, one on the 22 December 2021 and the other on the 20 January 2022, although the observer was not invited to participate in or watch the drills. The Captain regularly sends the drill reports to the owner/operator of the vessel. In future, the Captain will invite the observer to watch the emergency drills.

### **3. Seiyu (Trip No. 473): Poor hygiene and Sanitary Conditions**

The vessel was on strict water rationing as there was some problem with the freshwater generating machine and it affected not only the observer but also the entire crew. The vessel operator had the machine repaired as soon as the vessel made port call at Busan and is going to examine the machines of other carrier vessels as well.

#### **4. Seiyu (Trip No. 484): Poor hygiene and Sanitary Conditions**

The observer's cabin happened to be the one close to the crew messroom and the engine room as it needed to be one of the big cabins with enough space. Although we do not believe that the crew had any intention to harass or make the observer unpleasant, the behavior of the crew needs to be improved in general and the vessel operator and Captain will provide necessary education to the crew so that they respect and care about others, including observers.

#### **5. Seiyu (Trip No. 493): Trash discards at sea**

The crew is instructed to discharge food waste only, if necessary, and this could be the reason why the food scrap bucket had no food waste or contained plastic materials. We can not rule out the possibility of the crew throwing overboard trash other than food waste but it is also very challenging to prove it, in the absence of hard evidence. The vessel operator subscribes to a garbage-onboard cleaning service and will give a warning to the crew.

# Assessment of Observer Reports for 2021

Republic of Korea

*This report is written based on the observer reports submitted by the observers deployed to 5 carrier vessels (TAIHO MARU, SEI SHIN, TENHO MARU, SEIYU, MEITA MARU) which engaged in transshipments with Korean-flagged long-line vessels.*

## **Transshipment Activities at a Glance**

In 2021, transshipment observers observed 5 carrier vessels conducting 45 transshipments with Korean longline vessels.

In the IATTC Convention Area, the total amount of fish observed during transshipments in 2021 were 6,788.965 metric ton, which consists of 4,274.863 metric ton of bigeye tuna, 1,334.672 metric ton of yellowfin tuna, 326.803 metric ton of Swordfish and 852.627 metric ton of other fish.

In 2021, 34 Korean longline vessels engaged in at-sea transshipment activities ;

No.517 NAMGUNG, AGNES 90, No. 306 DAE HWA, No.631 Dong Won, No.3 Kyung Yang, No.11 HAE CHEON, No.22 HAE CHEON, No.707 HAE CHEON, Agnes 95, Nam Gung No.518, No.303 HAE CHEON, No.355 Oyang, Oryong No.375, Oryong No.325, Oryong No.731, No.8 Kyung Yang, No.6 Kyung Yang, No.5 Kyung Yang, No.619 Dong Won, No.303 DAE HWA, No.39 Hansung, Oryong No.722, Oryong No.372, Oryong No.355, No.201 Dae hwa, No.202 Dae hwa, No.519 Nam gung, No.808 HAE CHEON, Panalox No.503, No.9 Kyung Yang, No.7 Kyung Yang, Oryong No.725, Oryong No.733, Oryong No.311

## **Possible Infraction Issues Reported by Observers**

In 2021, Korean long-line vessels' compliances with IATTC Resolutions were generally good. Several possible infraction cases concerning Korean carrier vessels were identified. We undertook investigations into those cases and the results were reported to the Compliance Committee meeting in 2022.

# Assessment of Observer Reports for 2019

## Republic of Korea

*This report is written based on the observer reports submitted by observers who conducted monitoring activities on board 7 carrier vessels (Seiwa, Ryoma, Seiho, SL BOGO, Seibu, Tenho Maru, Meita Maru) which received transshipments from Korean-flagged long-line vessels.*

### **Transshipment Activities at Glance**

In 2019, transshipments involving Korean-flagged long-line vessels were carried out by 7 carrier vessels: two Liberian vessels (*Tenho Maru, Meita Maru*) and one Panamanian vessel (*Ryoma*) and four Korean vessels (*Seiwa, Seiho, SL BOGO, Seibu*).

The 7 carrier vessels mentioned above had total 22 transshipments with Korean long-line vessels, out of which 8 transshipments were conducted by the Liberian carrier vessels, 2 transshipments were conducted by the Panamanian carrier vessel and the rest 12 transshipments were conducted by the Korean carrier vessels.

In the IATTC Convention Area, the total quantities transshipped at sea during 2019 were 3,452.775 metric ton, which is composed of 1,964.469 metric ton of bigeye tuna, 710.388 metric ton of yellowfin tuna, 157.735 metric ton of swordfish and 620.183 metric ton of other fish.

(unit: m/t)

Carrier	BET	YFT	SWO	OTH	Total
Seiwa	203.689	61.379	29.373	81.427	375.868
Ryoma	214.038	28.666	20.020	43.592	306.316
Seiho	146.416	64.748	15.68	43.174	270.018
SL BOGO	303.309	159.519	15.430	132.744	611.002
Seibu	395.498	64.357	33.917	85.631	579.403
Tenho Maru	207.224	79.090	18.040	58.294	362.648

Meita Maru	494.295	252.629	25.275	175.321	947.520
Subtotal	<b>1,964.469</b>	<b>710.388</b>	<b>157.735</b>	<b>620.183</b>	<b>3,452.775</b>

In 2019, 17 Korean long-line vessels engaged in at-sea transshipment activities as follows:

- Nam Gung No.518
- Oyang No.371
- No.517 Nam Gung
- No.306 Dae Hwa
- Oryong No. 315
- Oryong No. 307
- Agnes 95
- Oryong No.325
- Panalox 505
- No.519 Namgung
- No.202 Dae Hwa
- No. 313 Dae Hwa
- No. 201 Dae Hwa
- Oryong No. 377
- Oryong No. 731
- No.95 Agnes
- No.618 Dong Won

### **Findings of Inspections Conducted by Observers**

In 2019, no potential violations or infringements by Korean longline vessels were reported by the observers on board.



# 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

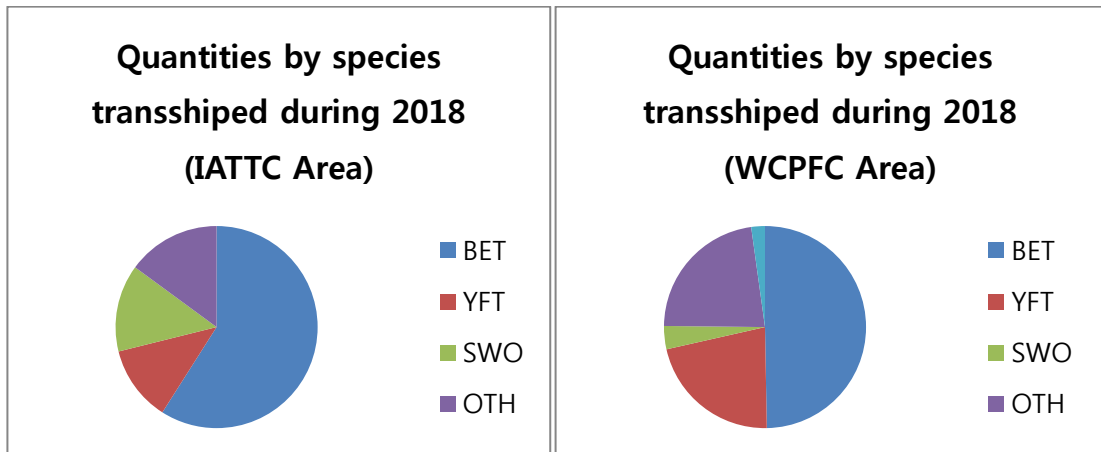
Out of 127 times of transshipment which took place in the WCPFC Convention Area in 2018, 98 times of transshipment were conducted by Korean carrier vessels and the rest 29 times of transshipment were conducted by non-Korean carrier vessel (12 Liberia and 17 Panama). At the same time, 46 Korean-flagged 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**

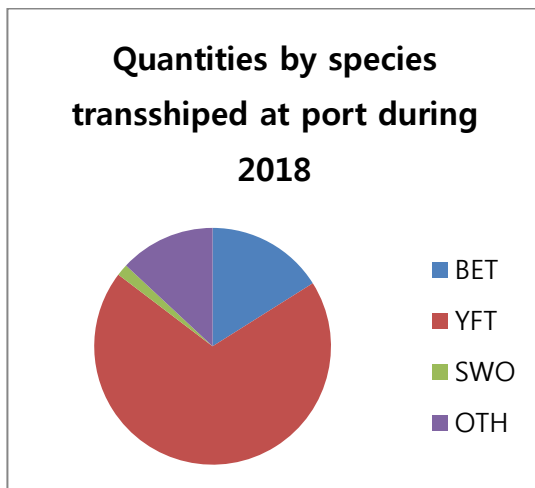
In the IATTC Convention Area, the total quantities transshipped during 2018 were 8,595.025 metric ton, which is composed of 5,072.993 metric ton of bigeye tuna, 1,039.641 metric ton of yellowfin tuna, 1,199.598 metric ton of swordfish and 1,282.793 metric ton of other fish.

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.



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
<b>Total</b>	<b>10,274</b>	<b>3,440</b>	<b>1,588.2</b>	<b>3, 662</b>	<b>228</b>	<b>19,192.2</b>
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

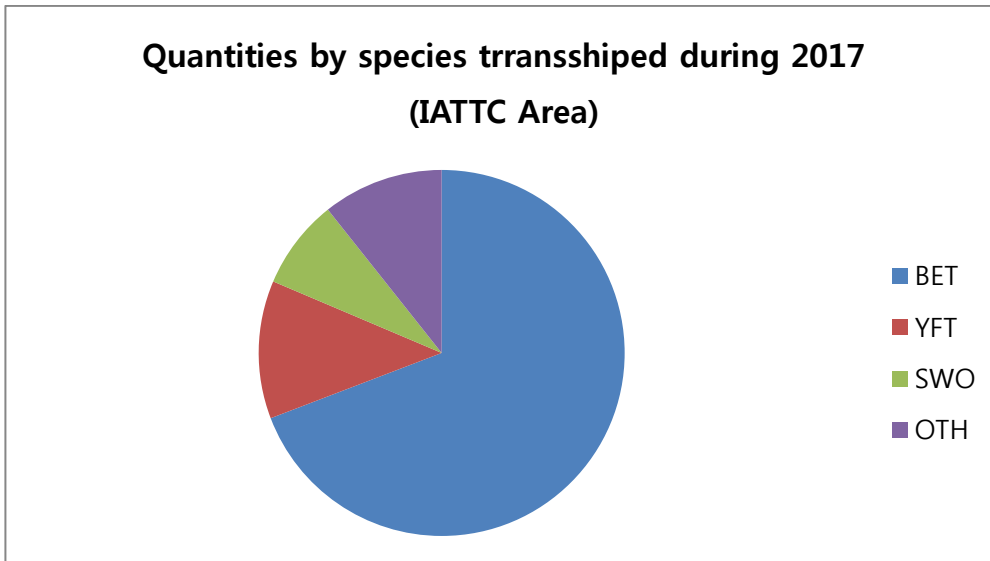
Out of 98 times of transshipment which took place in the IATTC Convention Area in 2017, 78 times of transshipment were conducted by Korean carrier vessels and the rest 20 times of transshipment were conducted by a Liberian carrier vessel. At the same time, 54 Korean-flagged large-scale tuna-fishing vessels (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

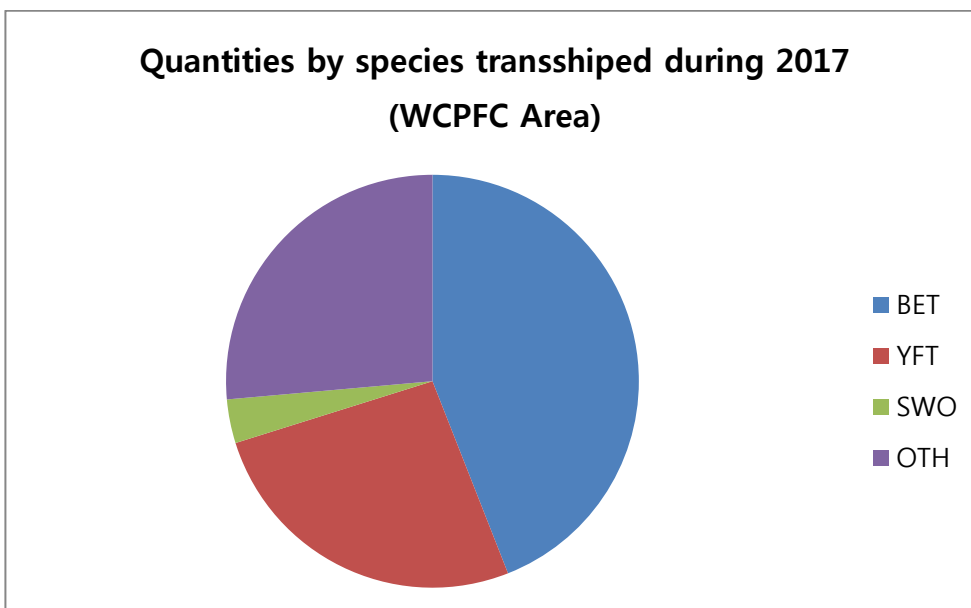
Out of 139 times of transshipment which took place in the WCPFC Convention Area in 2017, 115 times of transshipment were conducted by Korean carrier vessels and the rest 24 times of transshipment were conducted by a Liberian carrier vessel. At the same time, 53 Korean-flagged large-scale tuna-fishing 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
<b>Total</b>	<b>10,113.2</b>	<b>3784.3</b>	<b>984.1</b>	<b>3699.4</b>	<b>31.5</b>	<b>18612.5</b>
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.

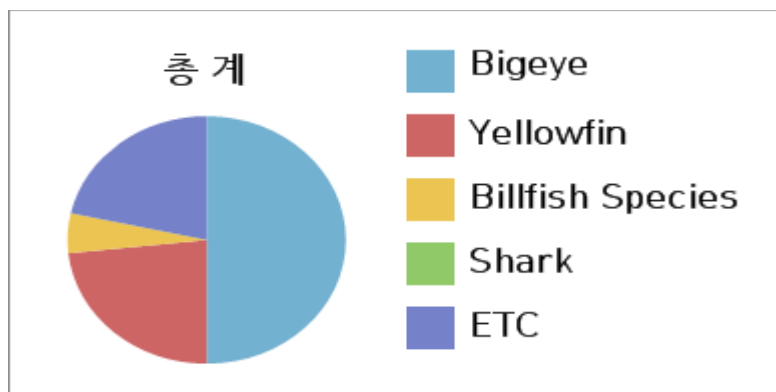
### **2. Nationality of vessels that undertook transshipment**

- 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
<b>Total</b>	<b>6,766.659</b>	<b>3,152.329</b>	<b>703.231</b>	<b>0</b>	<b>2,912.19</b>
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
<b>Total</b>	<b>6,766.659</b>	<b>3,152.329</b>	<b>703.231</b>	<b>0</b>	<b>2,912.19</b>
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.