

**INTER-AMERICAN TROPICAL TUNA COMMISSION
COMMITTEE ON ADMINISTRATION AND FINANCE**

6th MEETING

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**IMPLEMENTATION OF THE IATTC REGIONAL OBSERVER
PROGRAM FOR TRANSSHIPMENTS AT SEA**

1. Introduction	1
2. Implementation and operation.....	1
3. Results to date	3
4. Financing.....	6
5. Pending issues	8

1. INTRODUCTION

The IATTC observer program to monitor transshipments at sea by carrier vessels in the eastern Pacific Ocean (EPO) is regulated by Resolution [C-12-07](#). It started in January 2009, and it will have operated for nine and a half years by August 2018.

In 2016, with the approval of the Members that currently participate in the program, the Secretariat signed a three-year contract with the Marine Resources Assessment Group (MRAG) consortium for operating the program through 2019. The rates MRAG charges for services are fixed for the duration of the contract, so variations in the costs of the program are due only to variables such as the number of observers and associated travel costs.

In 2018, the program is funded by the six IATTC Members that currently participate in it: China, Japan, Korea, Panama¹, Chinese Taipei, and Vanuatu.

2. IMPLEMENTATION AND OPERATION

2.1. Participation

The Secretariat maintains on the Commission website the [list of carrier vessels](#) authorized to receive transshipments at sea, which is updated constantly with information supplied by the participants about additions of carrier vessels and modifications of the data on such vessels. As of June 2018, the list includes 70 vessels, of the following flags: China, Japan, Korea, Kiribati, Liberia, Panama, Sierra Leone, Chinese Taipei, the European Union (Spain) and Vanuatu, all IATTC CPCs², with the exception of Sierra Leone.

Resolution [C-12-07](#) specifies that longline fishing vessels that transship at sea must be on the [list of longline vessels](#) authorized to fish in the IATTC Convention Area. The list includes longline vessels of the six Members that participate fully in the transshipment program, plus other vessels from Belize, Indonesia, and Peru, which have transshipped only very infrequently in the past.

¹ In 2017 Panama began to participate fully in the Program, instead of paying for individual transshipments, as it had previously.

² Members or Cooperating Non-Members

Paragraph 19 of Resolution [C-12-07](#) states that: “Each CPC shall report annually before 15 September to the Director:

- a) The quantities by species transshipped during the previous year.
- b) The names of its vessels on the IATTC LSTLFV [large-scale longline vessels] List which have transshipped during the previous year; and
- c) A comprehensive report assessing the content and conclusions of the reports of the observers assigned to carrier vessels which have received transshipment from its LSTLFVs.”

The Secretariat received reports for 2016 from Belize, China, Japan, and Chinese Taipei, but not from Korea, Panama, and Vanuatu; it is expected that they will all submit their 2017 reports by 15 September 2018. On 22 May 2018, the Secretariat sent the 2017 observer reports to every Members participating in the program.

During its ninth meeting in May 2018, the Scientific Advisory Committee noted the advisability of using the transshipment observer program to collect data on transshipments of sharks by species. The current transshipment declaration forms, which are filled out by the captain of the carrier vessel, would need to be modified to include a column for recording the species of transshipped sharks, in addition to the total quantities of sharks.

Finally, the Commission should be made aware of two situations that arose during the operation of the Program and that are not foreseen in Resolution C-12-07. First, the cases in which a flag State of LSTLFV requests the inclusion in the list of authorized carriers of a vessel of another flag. The Secretariat has always taken the initiative to contact the flag State of the carrier in reference so that it proceeds to grant or not its authorization. Second, China and Panama requested the Secretariat that a transshipment at sea from one authorized longline vessel to another for emergency reasons (total failure of the refrigeration system). The Secretariat only reminded them that this situation is not covered by the Resolution and that the Commission should consider how to address it in the future.

2.2. Observer safety

As previously reported, observers have been provided by MRAG with an emergency alert device through which the observer can send an immediate signal to the offices of MRAG. Furthermore, an emergency protocol is applied in case of emergencies ([MRAG Americas: IATTC Observer Program - Emergency Action Plan](#)).

The cost of using this equipment is added to the budget of the program operation. It should be noted that the observers' reports include a section where they can record situations of harassment or other inappropriate situations in the performance of their duties, including those related to their health. This information, as well as any other related to possible violations not related to the working conditions of observers on carriers, is reported to the flag State for its consideration.

2.3. Compliance

The following cases will be presented to, and analyzed by, the Review Committee.

Possible non-compliance	Number of cases	Relevant Resolution
Poor sanitary conditions	12	C-12-07, Annex 3
Differences between the fish reported by the vessel and by the observer	5	C-12-07, Annex 3
Trash discards at sea	2	C-04-05
Fuel spilled at sea	1	C-04-05
Shark fins on board	2	C-05-03
Unreported tuna catches	2	C-12-07, Annex 3
Interference with the observer’s duties	3	C-12-07, Annex 3

Another issue mentioned by several observers in their reports is that the emergency drills required by the [International Convention for the Safety of Life at Sea](#) (SOLAS Convention, Chapter III Part B-1, rule 19, Points 2.2 and 2.3) are carried out only in very few cases. This is a safety issue both for observers and crews, and this requirement should be complied with by vessels regardless of whether they are required by IATTC resolutions.

3. RESULTS TO DATE

Figure 3.1 a) shows the number of observer requests and **b)** the number of days spent at sea by observers during 2009-2017, and in 2018 to 1 June. In 2017, all 50 received requests to place an observer were met. The number of days at sea was 8.75% higher in 2017 (2,878) compared to 2016 (2,626) and, if this trend continues in 2018 (1,441 days to 1 June), the program costs will also be higher.

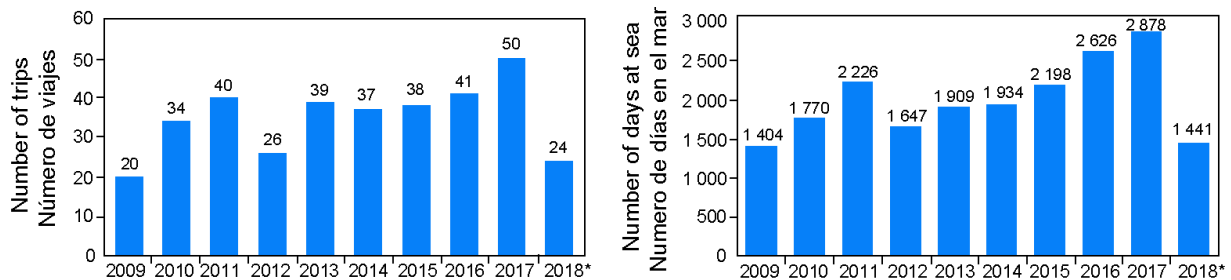


FIGURE 3.1. a) Observer requests and b) Days at sea. *To 1 June

Figure 3.2 a) shows the number of transshipments recorded in the EPO during 2009-2017, and in 2018 to 1 June. In 2017 there was a decrease of about 8.7% compared to 2016. **Figure 3.2 b)** shows the transshipments by flag in the EPO from 2013 to 2017.

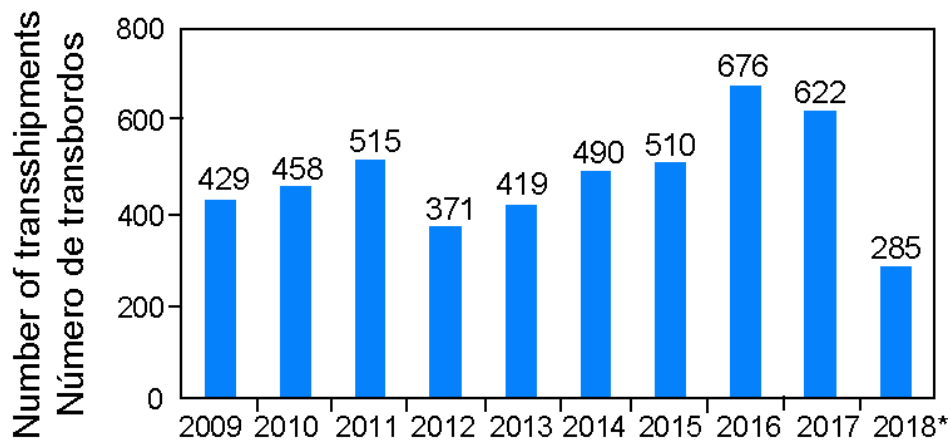


FIGURE 3.2 a) Transshipments at sea in the EPO. *To 1 June

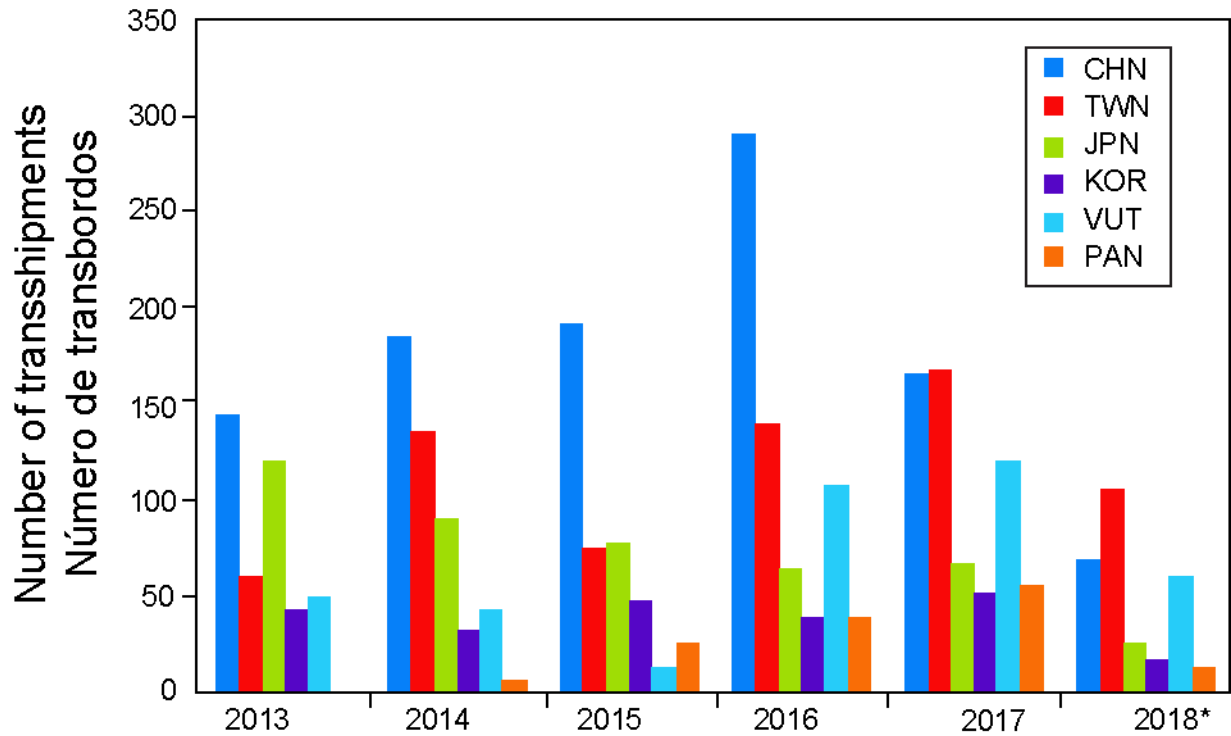


FIGURE 3.2 b) Transshipments in the EPO, by flag, 2013-2017.

Figure 3.3 shows the catches transhipped at sea during 2009-2017, by flag. In 2017, transshipments by Chinese vessels stood out, but in 2018 these fell by about 10,000 tons. Appendix 1 contains the data from 2009-2017 broken down by species and flag of the fishing vessel. Appendix 2 lists trips by carrier vessels and ports of boarding and disembarkation of observers in 2017.

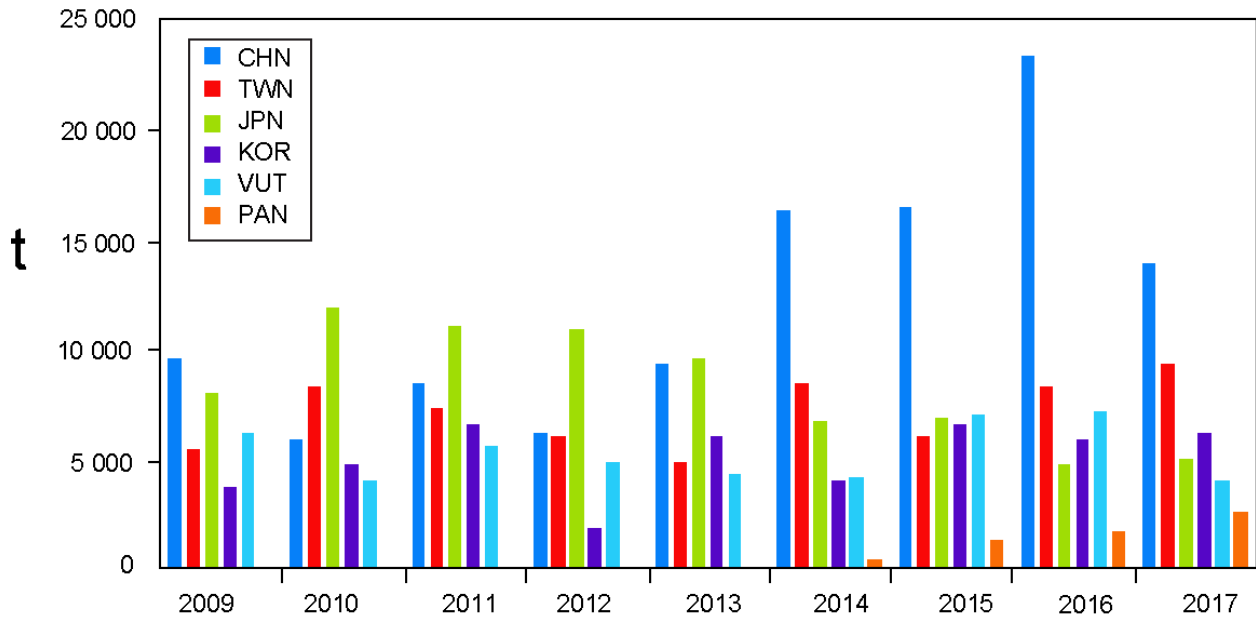


FIGURE 3.3. Catches transhipped in the EPO, by flag, 2009-2017.

Figure 3.4 shows the total tonnage of the catches transhipped under the program during 2009-2017, which decreased in 2017 by 19.5% compared to 2016, as well as the species composition of the transshipments in

the EPO in 2017. Pursuant to Resolution C-12-07, since 2013 transshipments of sharks (1,140 tons in 2017) are itemized separately.

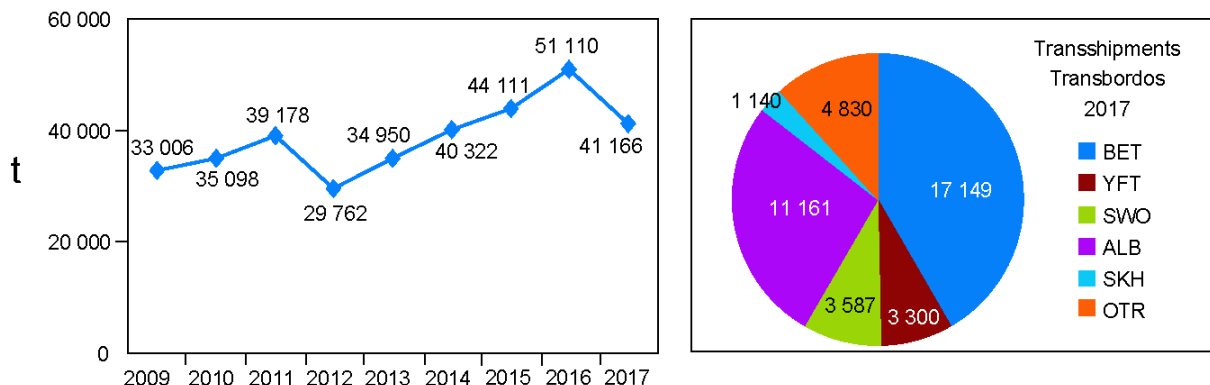


FIGURE 3.4. Total tonnage of catches transhipped under the program, 2009-2017 (left), and species composition of transshipments, 2017 (right).

Since 2013, observers record where the transhipped tuna originated: Western Pacific (WPO), EPO or IATTC-WCPFC overlap area. The 2017 data shows that about 62% of the transhipped tuna was caught in the EPO, including the overlap area (**Table 3.1**), and 12.6% in the WPO.

Participant	Area of catch				Total
	EPO	Overlap area	WPO	Unknown	
China	6,222	7,497	4,919	1,333	19,972
Korea	5,088	361	1,022	6,065	12,535
Japan	4,809	134	185	212	5,340
Panama	2,623	--	--	--	2,623
Chinese Taipei	4,991	3,828	6,654	283	15,755
Vanuatu	3,579	582	3,428	193	7,782
Total	27,312	12,402	16,208	8,086	64,008

TABLE 3.1. Catches transhipped in the Pacific Ocean in 2017, by fishing vessel flag and area of origin

Table 3.2 contains a comparison between the catch limits for bigeye tuna established for 2017 in Resolution C-17-01 and the catches in the EPO recorded in the database of the transshipment program. In the case of China, the volume of bigeye tuna caught and transhipped in the EPO is greater, but the limit transfer from Japan to China should be kept in mind.

Participant	Catch limits (C-17-01)	Catches in the EPO transhipped in the EPO		
		EPO	Overlap area	Total
China	2,507	6,222	7,497	13,719
Korea	11,947	5,088	361	5,449
Japan	32,732	4,809	134	4,943
Chinese Taipei	7,555	4,991	3,828	8,819

TABLE 3.2. Bigeye tuna catch limits in Resolution C-17-01 and catches in the EPO recorded by the transshipment program, 2017.

The positions of transshipments made during 2014-2017 in the Pacific Ocean and in the EPO are shown in **Appendix 3**.

4. FINANCING

This section of the document provides information on the expenses incurred in 2018 and the agreed budget for that year, as well as the budget for 2019.

4.1. Current budget

At the 92nd meeting of the IATTC in July 2017, a total budget of US\$ 1,100,000 was agreed to fund the transshipment program in 2018, which, combined with the accumulated surplus of US\$ 22,854 at the end of 2017, resulted in a total of US\$ 1,122,854 available for 2018.

Table 1 shows the status of the program budget during 2009-2017.

	Contributions		Program costs	Surplus/ (deficit)	Accumulated surplus
	Participants	Others			
2009	741,346	-	698,801	42,545	42,545
2010	800,000	4,640 ¹	792,381	12,259	54,804
2011	946,971	6,060 ²	999,731	(46,700)	8,105
2012	1,006,060	6,060 ²	674,241	331,819	339,924
2013	1,000,000	-	771,083	228,917	568,841
2014	500,000	16,635 ³	760,950	(244,315)	324,526
2015	700,000	43,905 ⁴	867,175	(123,270)	201,254
2016	950,000	37,723 ⁴	1,056,479	(68,756)	132,498
2017	1,050,000 ⁵	----	1,159,644	(109,644)	22,854

¹Peru; ²Belize; ³Includes Belize (6,064), Indonesia (1,485) and Panama (9,090); ⁴Panama.
⁵Additional contributions totaling US\$ 100,000 were requested.

As shown in **Table 1**, the accumulated surplus, which offset some of the program costs in recent years, was not enough to cover costs in 2017, so the Secretariat requested US\$ 100,000 in additional contributions. With these additional funds, the surplus at the end of 2017 was US\$ 22,852. Program costs have been increasing in 2018, and these funds will therefore be insufficient; an additional contribution will be required in September.

Table 2 shows the number of transshipments made and the quantity of fish transshipped during the September 2016-August 2017 period, the basis for calculating contributions for 2018.

Participant	Transshipments	
	Number	t
China	205	15,996
Japan	69	5,172
Korea	52	7,014
Panama	47	2,043
Chinese Taipei	153	9,229
Vanuatu	107	6,099
TOTAL	633	45,553

To calculate each participant's contribution, the budget is divided equally between two components (the number of transshipments made and the quantity of fish transshipped), and each participant's contribution is calculated in proportion to the activity of its fleet in each of these two components. Contributions are payable in two installments, on 15 January and 15 June.

Table 3 shows the contributions payable by each participant in 2018.

Participant	Total contribution	First installment (50%); due 15 January	Paid	Second installment (50%); due 15 June	Paid
China	371,253	185,626	✓	185,626	✓
Japan	122,399	61,200	✓	61,200	✓
Korea	129,868	64,934	✓	64,934	
Panama	65,504	32,752	✓	32,752	
Chinese Taipei	244,368	122,184	✓	122,184	✓
Vanuatu	166,608	83,304	✓	83,304	✓
TOTAL	1,100,000	550,000		550,000	

Table 4 shows the program costs, FY 2017 and FY 2018 (as of 30 June), in US\$.

Item	2017			2018 (as of 30 June)		
	Unit cost	Units paid	Cost	Unit cost	Units paid	Cost
Days at sea	340	2,878	978,520	Same as 2017	1,690	574,600
Travel days	350	222	77,700		111	38,850
Training	453	0	0		0	--
Equipment, materials, travel	-		103,424		-	-
Total (US\$)			1,159,644			661,507

Table 5 summarizes the financial status of the program as of 30 June 2018.

Item	Amount
1 January – 30 June	
First semester contributions received	550,000
Second semester contributions received	452,314
Surplus from prior years	22,854
Subtotal	1,025,168
Program expenditures	(661,507)
Balance as of 30 June	363,661
Second semester contributions (pending as of 30 June)	97,686
Total (contributions received and payable, minus January-June expenses)	461,347

Based on the expenditures of the first six months of the year (Table 6), it is expected that the current program funds for 2018 will not be enough to cover all expenses; thus, as stated above, an additional contribution will be required from participants in September. Monthly invoices from MRAG in 2018 to date have averaged US\$ 110,251. In order to determine the needs for the remainder of 2018, the Secretariat considered the average of the last four months' invoices for 2017, which was over US\$ 125,000. Using this monthly amount, an additional US\$ 290,000 is needed to keep the program funded through the end of 2018 and have a small surplus to meet any eventualities.

January	136,273
February	113,194
March	119,815
April	99,441
May	98,460
June	94,323

4.2. Budget for 2019

Based on MRAG estimates, the projected budget for 2019 is US\$ 1,300,000. However, historically the demand for observers has exceeded projections so this budget is an estimate.

5. ITEMS TO BE AGREED

The Committee is asked to consider adopting the following recommendations to the Commission:

1. A budget of US\$ 1,300,000 for 2019.
2. Additional contributions totaling US\$ 290,000 in September to cover the expenses for 2018.
3. Modify the transshipment declaration to include a column for recording the species of sharks transshipped.
4. Decide whether transshipments from one authorized longline vessel to another, or from one authorized carrier vessel to another, would be permissible in an emergency.

Appendix 1. Fish transshipped in the eastern Pacific Ocean, 2009-2017, by species and flag of fishing vessel, in metric tons.

	Flag	Tunas			Swordfish	Sharks	Others	Total
		Bigeeye	Yellowfin	Albacore				
2009	BLZ	-	-	-	-		-	
	CHN	6,392	1,281	433	978		502	9,586
	JPN	4,736	1,218	767	627		657	8,004
	KOR	2,460	324	79	323		553	3,739
	PHL	72	34	-	-		-	106
	TWN	2,564	586	1,655	320		363	5,487
	VUT	964	237	3,828	108		1,053	6,190
	Total	17,186	3,679	6,762	2,356		3,128	33,112
2010	BLZ	81	13	10	3		2	110
	CHN	3,674	748	429	583		470	5,902
	JPN	6,623	1,942	819	1,049		1,502	11,935
	KOR	2,957	459	102	372		891	4,781
	PER	80	15	3	7		3	108
	TWN	4,561	992	1,434	541		730	8,258
	VUT	1,321	259	1,963	131		330	4,005
	Total	19,297	4,428	4,759	2,685		3,928	35,098
2011	BLZ	90	9	76	19		17	212
	CHN	5,363	1,157	436	815		755	8,526
	JPN	5,198	1,111	1,819	1,247		1,622	10,997
	KOR	4,263	574	253	486		1,015	6,591
	TWN	2,246	413	3,269	271		1,123	7,323
	VUT	1,160	228	3,609	166		366	5,529
	Total	18,319	3,492	9,463	3,004		4,899	39,178
	2012	CHN	3,690	840	389	772		429
JPN		5,894	1,359	1,340	1,185		1,162	10,938
KOR		1,257	130	55	166		257	1,866
TWN		2,476	395	2,015	398		664	5,949
VUT		1,226	160	2,996	157		348	4,888
Total		14,543	2,884	6,796	2,678		2,860	29,762
2013	BLZ	246	40	20	52	16	30	404
	CHN	3,635	798	3,400	583	114	758	9,289
	IDN	102	16	2	16	0	2	138
	JPN	5,756	1,126	735	1,162	9	784	9,571
	KOR	3,947	519	199	487	294	579	6,026
	TWN	1,771	386	1,463	245	335	676	4,876
	VUT	763	160	2,853	161	34	316	4,285
	Total	16,221	3,045	8,672	2,706	801	3,144	34,590
2014	BLZ	38	1	1	5	0	0	45
	CHN	4,624	1,169	8,069	943	115	1,480	16,402
	IDN	18	7	3	1	6	28	62
	JPN	3,868	922	337	859	0	755	6,741
	KOR	2,585	481	118	287	170	391	4,032
	PAN	172	76	13	37	34	56	388
	TWN	2,975	645	3,238	560	258	782	8,458
	VUT	818	269	2,593	142	118	256	4,195
Total:	15,098	3,569	14,373	2,833	701	3,748	40,322	
2015	CHN	5,690	1,897	6,631	888	130	1,323	16,558
	JPN	4,201	766	367	829	0	761	6,925
	KOR	4,347	525	154	545	252	813	6,636

	Flag	Tunas			Swordfish	Sharks	Others	Total
		Bigeye	Yellowfin	Albacore				
	PAN	522	116	447	17	56	163	1,321
	TWN	2,414	649	1,379	546	215	393	5,595
	VUT	1,381	429	4,249	194	202	620	7,075
	Total	18,553	4,383	13,228	3,020	855	4,073	44,111
2016	CHN	4,572	1,898	14,064	1,169	157	1,559	23,419
	JPN	2,395	581	285	685	61	671	4,678
	KOR	3,661	672	246	524	0	711	5,815
	PAN	463	85	346	320	164	309	1,687
	TWN	2,983	679	2,315	844	445	1,118	8,385
	VUT	1,815	357	3,756	353	334	512	7,126
	Total	15,889	4,272	21,012	3,895	1,160	4,881	51,110
2017	CHN	3,428	899	7,462	693	18	1,481	13,981
	JPN	2,812	546	358	790	0	488	4,993
	KOR	4,073	710	286	517	0	591	6,177
	PAN	640	129	921	109	381	444	2,623
	TWN	4,394	587	1,410	1,168	419	1,343	9,320
	VUT	1,801	429	725	311	322	484	4,072
	Total	17,149	3,300	11,161	3,587	1,140	4,830	41,166

Appendix 2. Trips by carrier vessels that transhipped in the eastern Pacific Ocean, 2017.

IATTC trip	Vessel	Flag	Departure		Arrival	
			Date	Port	Date	Port
271	<i>Kurikoma</i>	PAN	20-Nov-2016	Yokosuka, Japan	10-Jan-2017	Yokosuka, Japan
272	<i>Shun Tian Fa 168</i>	TWN	26-Nov-2016	Kaohsiung, Chinese Taipei	13-Feb-2017	Kaohsiung, Chinese Taipei
273	<i>Victoria 168</i>	PAN	12-Dec-2016	Panama, Panama	1-Mar-2017	Panama, Panama
274	<i>Harima 2</i>	PAN	9-Dec-2016	Kaohsiung, Chinese Taipei	18-Feb-2017	Kaohsiung, Chinese Taipei
275	<i>Lung Yuin</i>	VUT	13-Dec-2016	Papeete, French Polynesia	19-Jan-2017	Papeete, French Polynesia
276	<i>Seiwa</i>	KIR	2-Dec-2016	Busan, Republic of Korea	8-Feb-2017	Busan, Republic of Korea
277	<i>Tenho Maru</i>	LIB	20-Dec-2016	Kaohsiung, Chinese Taipei	24-Feb-2017	Kaohsiung, Chinese Taipei
278	<i>Victoria II</i>	LIB	10-Jan-2017	Kaohsiung, Chinese Taipei	1-Mar-2017	Kaohsiung, Chinese Taipei
279	<i>Tuna Queen</i>	PAN	6-Jan-2017	Shimizu, Japan	28-Feb-2017	Shimizu, Japan
280	<i>Seibu</i>	KOR	20-Jan-2017	Majuro, Marshall Islands	1-Apr-2017	Majuro, Marshall Islands
281	<i>SL Bogo</i>	KOR	17-Jan-2017	Busan, Republic of Korea	23-Mar-2017	Busan, Republic of Korea
282	<i>Pontos</i>	PAN	26-Jan-2017	Kaohsiung, Chinese Taipei	21-Apr-2017	Kaohsiung
283	<i>Yun Run 3</i>	PAN	6-Feb-2017	Papeete, French Polynesia	6-Mar-2017	Papeete, French Polynesia
284	<i>Taiho Maru</i>	LIB	17-Feb-2017	Kaohsiung, Chinese Taipei	28-Apr-2017	Kaohsiung, Chinese Taipei
285	<i>Seiwa</i>	KIR	1-Mar-2017	Shimizu, Japan	5-May-2017	Shimizu, Japan
286	<i>Shun Tian Fa 168</i>	TWN	28-Sep-2017	Kaohsiung, Chinese Taipei	11-Dec-2017	Kaohsiung, Chinese Taipei
287	<i>Harima 2</i>	TWN	9-Mar-2017	Kaohsiung, Chinese Taipei	2-Jun-2017	Kaohsiung, Chinese Taipei
288	<i>Lung Yuin</i>	PAN	19-Apr-2017	Suva, Fiji	7-Jun-2017	Suva, Fiji
289	<i>Victoria 168</i>	VUT	10-Apr-2017	Vacamonte, Panama	15-Jul-2017	Vacamonte, Panama
290	<i>SL Bogo</i>	PAN	12-Apr-2017	Busan, Republic of Korea	15-Jun-2017	Busan, Republic of Korea
291	<i>Shota Maru</i>	VUT	18-May-2017	Kaohsiung, Chinese Taipei	31-Jul-2017	Kaohsiung, Chinese Taipei
292	<i>Tenho Maru</i>	LIB	11-May-2017	Majuro, Marshall Islands	13-Jun-2017	Majuro, Marshall Islands
293	<i>Seiwa</i>	KIR	30-May-2017	Busan, Republic of Korea	16-Aug-2017	Busan, Republic of Korea
294	<i>Yun Run 3</i>	KIR	27-May-2017	Papeete, French Polynesia	30-Jun-2017	Papeete, French Polynesia
295	<i>Harima 2</i>	PAN	27-Jun-2017	Kaohsiung, Chinese Taipei	21-Sep-2017	Kaohsiung, Chinese Taipei
296	<i>SL Bogo</i>	KOR	29-Jun-2017	Busan, Republic of Korea	4-Sep-2017	Busan, Republic of Korea
297	<i>Taiho Maru</i>	LIB	20-Jun-2017	Kaohsiung, Chinese Taipei	15-Sep-2017	Kaohsiung, Chinese Taipei
298	<i>Lian Jyi Hsing</i>	TWN	13-Jul-2017	Kaohsiung, Chinese Taipei	24-Sep-2017	Kaohsiung, Chinese Taipei
299	<i>Pontos</i>	PAN	7-Sep-2017	Levuka, Fiji	26-Nov-2017	Levuka, Fiji
300	<i>Yun Run 3</i>	KIR	19-Aug-2017	Busan, Republic of Korea	25-Oct-2017	Busan, Republic of Korea
301	<i>Ryoma</i>	PAN	1-Sep-2017	Kaohsiung, TWN	25-Nov-2017	Kaohsiung, Chinese Taipei
302	<i>Seiyu</i>	KOR	21-Aug-2017	Busan, Republic of Korea	16-Nov-2017	Busan, Republic of Korea
303	<i>Victoria 168</i>	PAN	18-Aug-2017	Vacamonte, Panama	21-Nov-2017	Vacamonte, Panama
304	<i>SL Bogo</i>	KOR	21-Sep-2017	Busan, Republic of Korea	19-Nov-2017	Busan, Republic of Korea
305	<i>Seiwa</i>	KIR	17-Sep-2017	Busan, Republic of Korea	27-Nov-2017	Busan, Republic of Korea
306	<i>Ping Tai Rong Leng 1</i>	CHN	15-Sep-2017	Suva, Fiji	27-Nov-2017	Suva, Fiji
307	<i>Shota Maru</i>	LIB	26-Sep-2017	Majuro, Marshall Islands	4-Dec-2017	Majuro, Marshall Islands
308	<i>Sheng Hong</i>	TWN	15-Sep-2017	Kaohsiung, Chinese Taipei	27-Nov-2017	Kaohsiung, Chinese Taipei
309	<i>Lung Yuin</i>	VUT	29-Sep-2017	Papeete, French Polynesia	7-Nov-2017	Papeete, French Polynesia
310	<i>Lian Jyi Hsing</i>	TWN	14-Oct-2017	Kaohsiung, Chinese Taipei	27-Dec-2017	Kaohsiung, Chinese Taipei
311	<i>Taiho Maru</i>	LIB	9-Nov-2017	Kaohsiung, Chinese Taipei	20-Jan-2018	Kaohsiung, Chinese Taipei
312	<i>Harima 2</i>	PAN	11-Nov-2017	Kaohsiung, Chinese Taipei	19-Jan-2018	Kaohsiung, Chinese Taipei

Appendix 3. Transshipments in the Pacific Ocean (top) and in the EPO (bottom), 2014-2017.

