

REPORT ON THE IMPLEMENTATION OF THE ICCAT REGIONAL OBSERVER PROGRAMME (ROP) FOR TRANSHIPMENT 2021/2022

(ICCAT Secretariat)

Introduction

According to the provisions of the *Recommendation by ICCAT on Transshipment* (Rec. 21-15), all at-sea transshipments are prohibited, except for those from large-scale tuna longline vessels (LSPLVs), which may only tranship subject to a series of provisions, including the requirement to have an observer on board the carrier vessels receiving transshipment, to be placed on board by the Secretariat.

The ROP-transshipment is thus currently implemented by a consortium comprising Marine Resources Assessment Group Ltd (MRAG) and Capricorn Fisheries Monitoring (CapFish), under a contract signed on 23 April 2007. This contract has been renewed annually on 23 April each year since then. The Programme is funded by the participating Contracting Parties and Cooperating non-Contracting Parties, Entities and Fishing Entities (CPCs). China (P.R.), Côte d'Ivoire, Japan, Korea, Namibia, St. Vincent and the Grenadines and Chinese Taipei currently participate in the ROP-transshipment,

Implementation and operation

Details on the operational aspects of the programme are presented in the report submitted by the implementing consortium, contained in **Appendix 1**.

In early 2020, due to the COVID pandemic, the Secretariat issued Circular 1829/20 regarding the procedures under *force majeure*, which continued into 2021 and 2022. Fortunately, observers could be deployed in all cases in the reporting period.

Potential issues of non-compliance are sent by the consortium directly to the CPCs (with copy to the Secretariat). These, together with CPC responses, are contained in Appendix 1 of "ICCAT Regional Observer Programme for at-sea transshipments (ROP-Trans)" [COC_305/22]. Observer reports received by 7 October 2022 are available by year from [the ICCAT web site](#).

Cooperation with other tuna RFMOs

The Secretariat continues to implement the part of the observer programme corresponding to the Atlantic Ocean southern bluefin tuna on behalf of the CCSBT, given that southern bluefin tuna is also an ICCAT species and is already covered by the ICCAT Programme. A revised MoU was signed in 2015 with the CCSBT to reflect updates to the recommendation. The Memorandum of Understanding signed with the IOTC to set up a joint pool of observers which could remain on the carrier vessels which operated in both the Atlantic and Indian Oceans on the same voyage remains in force.

Results to date

Since the inception of the programme, 273 requests for observer deployments have been received, (although seven of these were cancelled). As required by Rec. 21-15, observer reports are now published on the ICCAT website with the relevant sections hidden for confidentiality purposes.

As of 7 October 2022, according to the data available, a total of 439,850 t of fish and fish products had been reported as transhipped at sea under the programme since its inception, but this figure includes some transshipment of non-ICCAT species. A breakdown of the data available by CPC is included in PLE_105/22.

The comprehensive reports received from ROP participants assessing the content and conclusions of observer reports have been published this year on the password protected web https://www.iccat.int/TransReports/TransReports_ENG.zip, together with the reports received from CPCs on at-sea and in-port transshipment.

A summary of the deployments since October 2021 is shown in **Table 1** below.

Information sharing and Identification guides

The ICCAT Regional Observer Programme Manual (Transshipment) has been published on the ICCAT web site at: http://iccat.int/Documents/ROP/ICCAT_Observer_Manual.pdf The identification guides for frozen tuna and tuna-like species developed by the consortium were reviewed by the SCRS. The guides will, as always, be made available to observers before deployment.

Financing

Information on the budget, contributions and expenditure of this programme can be found in the Secretariat's financial report, STF_202/22.

The level of financing required for 2023/2024 will depend on the number of deployments foreseen by the participating CPCs, the number of CPCs participating in the programme, and on whether current prices charged by the consortium are maintained or increased. The final budget for the forthcoming period will be circulated to participants as far in advance of the renewal of the contract as possible.

Table 1. Summary of deployments (from October 2021-October 2022).

ICCAT Request Number	Carrier Vessel	Boarded	Disembarked	Report / Data received	Transshipment declarations received from vessel	Base departure date of observer	Base arrival date of observer	Total days (travel + at sea + debriefing)	Total tonnes transhipped	Total cost (Travel + deployment) in €	Average cost per tonne transhipped (€)*
257/21	Chikuma	Cape Town	Valleta	13/10/2022	11	25/06/2021	25/09/2021	93	726.98	23749.72	32.67
	AT000PAN00320	South Africa	EU:Malta								
258/21	Taisei Maru No.15	Cape Town	Shimizu	11/10/2021	20	15/06/2021	14/08/2021	59	1668.063	13773.18	8.26
	AT000JPN00651	South Africa	Japan								
259/21	Genta Maru	Cape Town	Shimizu	19/11/2021	16	21/08/2021	10/09/2021	20.5	1009.89	5675.98	5.62
	AT000PAN00246	South Africa	Japan								
260/21	Ibuki	Cape Town	Cape Town	19/11/2021	35	17/08/2021	05/11/2021	58	1310.1	13264.3	10.12
	AT000PAN00163	South Africa	South Africa								
262/21	TAISEI MARU NO.24	Cape Town	Cape Town	25/01/2022	24	19/10/2021	13/01/2022	87	2175.96	22620.17	10.40
	AT000JPN00571	South Africa	South Africa								
263/21	HARIMA	Port Louis	Panama City	16/03/2022	13	09/12/2021	23/02/2022	76	89.9	22911.26	254.85
	AT000PAN00235	Mauritius	Panama								
264/21	TAISEI MARU No.15	Cape Town	Cape Town	23/02/2022	40	30/11/2021	11/02/2022	74	2077.37	17853.56	8.59
	AT000JPN00651	South Africa	South Africa								
265/21	Genta Maru	Marin	Singapore	27/04/2022	4	30/12/2021	25/02/2022	54	80	13684.6	171.06
	AT000PAN00246	EU.Spain	Singapore								
266/21	CHIKUMA	Cape Town	Panama	25/05/2022	58	17/01/2022	24/05/2022	119	4473.34	34554.11	7.72
	AT000PAN00320	South Africa	Panama								
267/21	NO.1 BARON	Cape Town	Panama	23/05/2022	40	06/01/2022	15/03/2022	68	3722.5	18972.35	5.10
	AT000PAN00238	South Africa	Panama								
268/21	Ibuki	Cape Town	Cape Town	07/06/2022	56	23/02/2022	05/05/2022	61	3385.25	18071.14	5.34
	AT000PAN00163	South Africa	Cape Town								

ICCAT Request Number	Carrier Vessel	Boarded	Disembarked	Report / Data received	Transshipment declarations received from vessel	Base departure date of observer	Base arrival date of observer	Total days (travel + at sea + debriefing)	Total tonnes transhipped	Total cost (Travel + deployment) in €	Average cost per tonne transhipped (€)*
269/22	TAISEI MARU NO.24	Cape Town	Cape Town	15/07/2022	26	09/05/2022	12/07/2022	64	2824.75	14945.33	5.29
	AT000JPN00571	South Africa	Cape Town								
270/22	HARIMA	Port Louis	Panama	06/10/2022	29						
	AT000PAN00235	Mauritius	Panama								
271/22	TAISEI MARU NO.15	Cape Town	IOTC	16/09/2022	32	01/07/2022	31/08/2022	62	2833.64	18404.44	6.49
	AT000JPN00651	South Africa	IOTC								
272/22	Ibuki**	Cape Town									
	AT000PAN00163	South Africa									
273/22	Meita Maru	Cape Town	Cape Town	16/09/2022					645.27		
	AT000PAN00316	South Africa	Cape Town								

* Exclusive of training, equipment and Secretariat overheads.

** No "Final Report" received at the time of writing.

In-port transshipment

Reports on in-port transshipment are published on the password protected web site. **Table 2** below shows a summary of information received.

Table 2. Reports on in-port transshipment received (information available at **7 October 2022**).

No information – No report received, and the Secretariat does not know whether or not the requirement is applicable.

Not applicable – CPC informed the Secretariat that this reporting requirement was not applicable, or that no such transshipments had taken place in 2021.

IN-PORT TRANSHIPMENT			
<i>Albania</i>	<i>not applicable</i>	<i>Mauritania</i> ***	No information
<i>Algeria</i>	<i>not applicable</i>	<i>Mexico</i>	<i>not applicable</i>
Angola	No information	<i>Namibia</i>	<i>not applicable</i>
<i>Barbados</i>	<i>not applicable</i>	Nicaragua	No information
<i>Belize</i>	<i>Received</i>	Nigeria	No information
<i>Brazil</i>	<i>not applicable</i>	<i>Norway</i>	<i>not applicable</i>
<i>Canada</i>	<i>not applicable</i>	<i>Panama</i>	<i>Received</i>
Cabo Verde	No details received*	<i>Philippines</i>	<i>not applicable</i>
<i>China</i>	<i>not applicable</i>	<i>Russia</i>	<i>not applicable</i>
Cote d'Ivoire	No information	Sao Tome	No information
<i>Curaçao</i>	<i>Received</i>	<i>Senegal</i>	<i>not applicable</i>
<i>Egypt</i>	<i>not applicable</i>	Sierra Leone***	No information
<i>Equatorial Guinea</i>	<i>not applicable</i>	South Africa	Applicability unclear**
<i>El Salvador</i>	<i>Received</i>	<i>St. Vincent + Gren.</i>	<i>not applicable</i>
<i>EU</i>	<i>Received (Malta)</i>	<i>Syria</i>	<i>not applicable</i>
<i>France (SPM)</i>	<i>not applicable</i>	<i>Trinidad & Tobago</i>	<i>not applicable</i>
<i>Gabon</i>	<i>not applicable</i>	<i>Tunisia</i>	<i>not applicable</i>
Gambia	No information	<i>Turkey</i>	<i>not applicable</i>
<i>Ghana</i>	<i>Received</i>	<i>Uruguay</i>	<i>not applicable</i>
Grenada	No information	<i>UK</i>	<i>not applicable</i>
Guinea Bissau	No information	<i>USA</i>	<i>not applicable</i>
Guinea Rep.	No information	<i>Venezuela</i>	<i>not applicable</i>
<i>Guatemala</i>	<i>not applicable</i>	<i>Bolivia</i>	<i>not applicable</i>
<i>Honduras</i>	<i>not applicable</i>	<i>Chinese Taipei</i>	<i>not applicable</i>
<i>Iceland</i>	<i>not applicable</i>	<i>Costa Rica</i>	<i>not applicable</i>
<i>Japan</i>	<i>Received</i>	<i>Guyana</i>	<i>not applicable</i>
<i>Korea</i>	<i>Received</i>	<i>Suriname</i>	<i>not applicable</i>
<i>Liberia</i>	<i>not applicable</i>		
<i>Libya</i>	<i>not applicable</i>		
<i>Maroc</i>	<i>not applicable</i>		
*Response in Annual Report, but no detailed information; no CP37 submitted		** Dates in Annual Report refer to submission of Port Inspection Reports. No CP37 on in-port transshipment submitted, applicability unknown	
		*** Response in AR not relevant	

A summary of the ICCAT Regional Observer Programme 2021 Report
(submitted by ROP-Transshipment implementing consortium)

1. Introduction

In 2006 ICCAT adopted Recommendation 06-11, most recently updated by Recommendation 16-15, to establish a Programme for Transshipment in response to concerns that at-sea transshipment operations constituted a gap in the enforcement scheme of the Commission. MRAG Ltd. and Capricorn Fisheries Monitoring cc (the Consortium) has been implementing the Regional Observer Program (ROP) since its inception in April 2007.

The ROP aims to address Member State concerns regarding laundering of Illegal, Unregulated and Unreported (IUU) tuna catches by monitoring transshipments at sea from large-scale pelagic longline fishing vessels (LSPLVs) operating in the Convention area. Recommendation 21-15 states that all tuna, tuna-like species and other species caught in association with these species in the Convention area must be transhipped in port. However, at-sea transshipments can be authorised by Contracting Parties provided the Carrier Vessel (CV) has VMS capabilities and a trained ICCAT observer is on board to monitor the process.

2. Deployments

This report provides a summary of the ROP's fifteenth year, covering transshipments that occurred between the 1 January 2021 and 31 December 2021. This spanned transshipments across deployments 251/21 to 264/21. In order to align better with CPC records, the reporting period covered is by calendar year, rather than the period between Commission meetings, as with previous reports pre-2019. The figures include all deployments, vessel transshipments, fish transhipped and PNCs reported over this time period.

2.1 Summary of deployments

A total of 197 at-sea transshipments took place across 11 trips. All transshipments were monitored by observers during 2021, accounting for 637 sea days. No deployments were unobserved during this reporting period. The average deployment length for 2021 was 58 days. The total weight of fish observed being transhipped over the period was 14,718.914 tonnes. A summary of key figures from all deployments is given in **Table 1**.

Of the 197 transshipments, 42.6% were from Japanese flagged vessels, 40.1% were from Chinese Taipei flagged vessels, and 10.2% were from Chinese flagged vessels, 6.1% were from Namibian flagged vessels and 1.0% from Korean flagged vessels (**Figure 1**). The location of transshipments conducted by vessels under the ROP are displayed in **Figure 2**. Transshipments were mainly located in the central Atlantic along the equator, with many around the EEZ of Ascension Island, and distributed along the length of the West coast of Africa.

Table 1. Summary of deployments 251/20 – 264/21 and weight of fish transhipped in 2021.

No	Vessel Name	Observer Name	Date On	Date Off	Port on	Port off	Sea Days in 2021	No T/shipmts in 2021	Observed Fish Transhipped (t) in 2021	Declared Fish Transhipped (t) in 2021
251	Chikuma	Levent Ali Erkal	19-Dec-20	03-Mar-21	Panama	Port Louis	61	31	2,626.120	2,632.386
252	TAISEI MARU No.15	Taylan Koken	27-Nov-20	22-Jan-21	Cape Town	Cape Town	21	12	484.119	470.524
254	IBUKI	Mzwandile Silekwa	20-Feb-21	15-Jun-21	Cape Town	Shimizu	115	37	3,354.317	3,376.543
255	GENTA MARU	Hentie Heynes	22-Mar-21	03-Apr-21	Cape Town	IOTC Cross Over	12	1	44.994	46.269
256	TAISEI MARU NO.24	Johann Beets	28-Apr-21	23-Jun-21	Cape Town	Cape Town	56	18	1,343.402	1,340.630
257	Chikuma	Basil Vilalkazi	09-Jul-21	24-Sep-21	Cape Town	Valleta	77	10	707.780	726.985
258	TAISEI MARU No.15	Llewellyn Lewis	01-Jul-21	14-Aug-21	Cape Town	IOTC Cross Over	44	18	1,561.758	1,668.063
259	GENTA MARU	Christian Louw	21-Aug-21	10-Sep-21	Cape Town	IOTC Cross Over	20	10	1,007.353	1,009.886
260	IBUKI	Peet Botes	30-Aug-21	12-Oct-21	Cape Town	Cape Town	43	20	1,303.311	1,310.091
262	TAISEI MARU NO.24	Martin Emanuel	02-Nov-21	12-Jan-22	Cape Town	Cape Town	58	28	1,892.480	1,848.572
264	TAISEI MARU No.15	Tony Dimitrov	14-Dec-21	10-Feb-22	Cape Town	Cape Town	16	12	393.280	392.215

*Some deployments started prior to or ended after 2021, however the figures shown here are only representative of transhipments that took place during this reporting period.

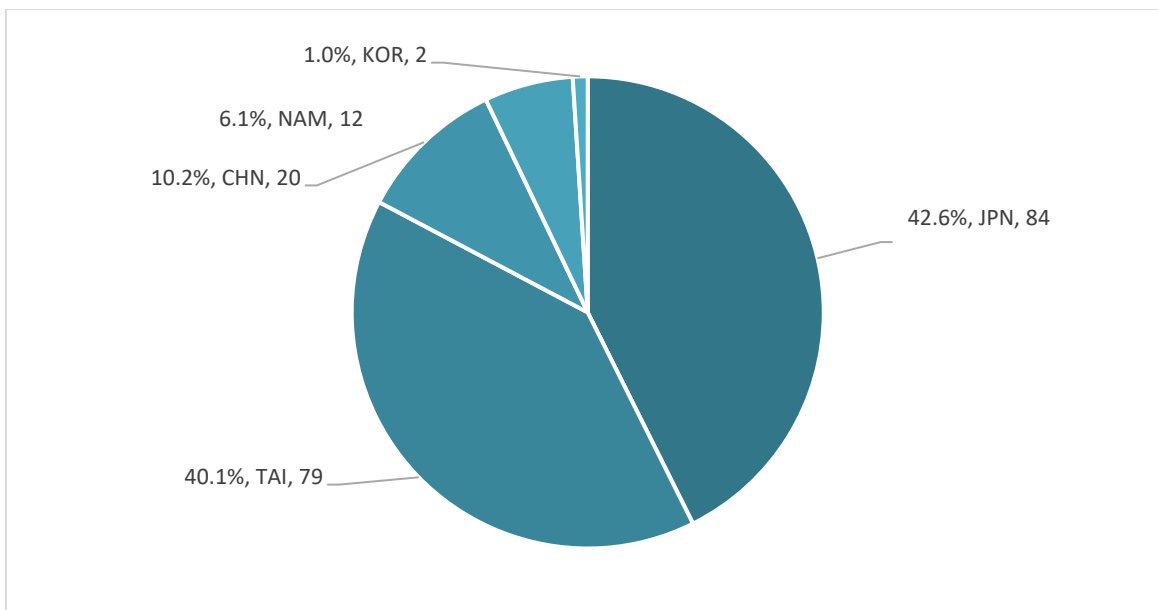


Figure 1. The number and percentage of transhipments during 2021 by flag State.

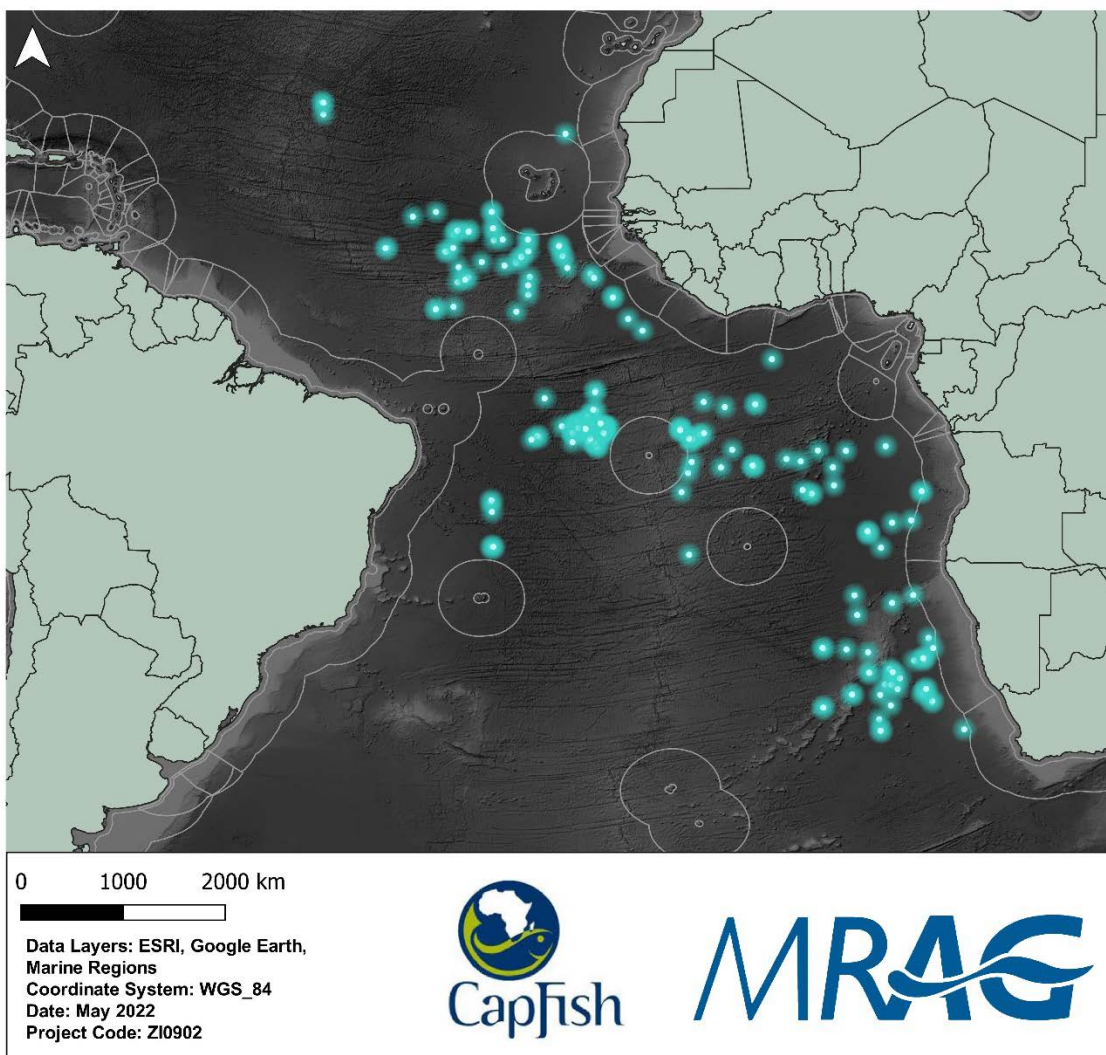


Figure 2. Locations of transhipments during 2021.

A summary of the number of ROP deployments by month for 2021 is shown in **Figure 3**. **Figure 4** indicates the number of transhipments and the total weight transhipped each month. **Figure 5**, **Figure 6** and **Figure 7** show the duration of transhipments, the quantity of products transferred and the rates of products transhipped per hour, respectively, and they remain similar to previous years.

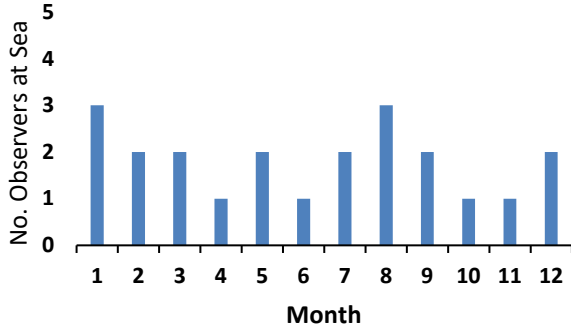


Figure 3. Number of observers deployed by month.

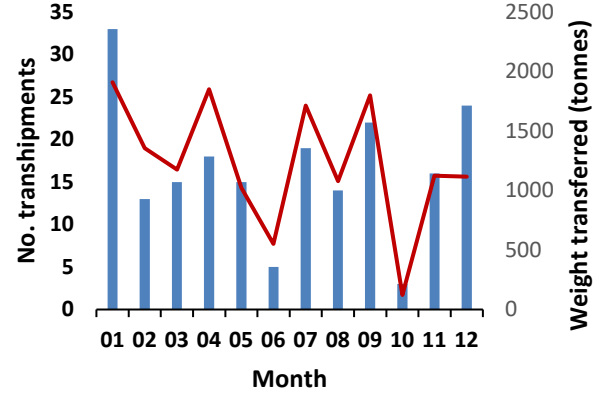


Figure 4. Number of transhipments and weights transferred (all fish, red line) by month.

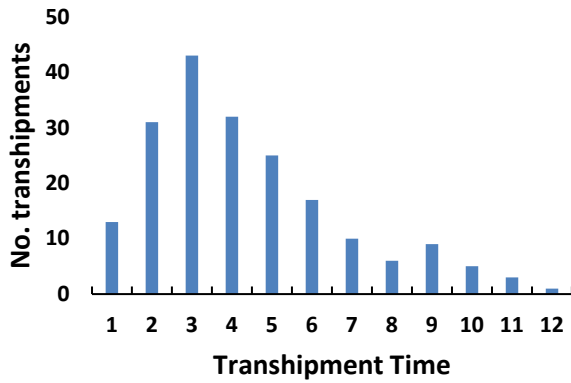


Figure 5. Duration of transhipments (hours).

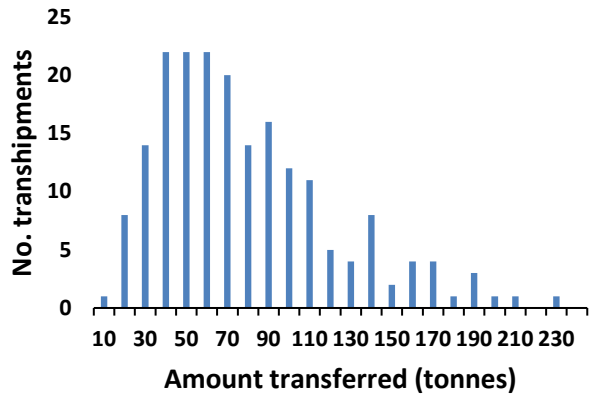


Figure 6. Quantities transferred per transhipment (tonnes).

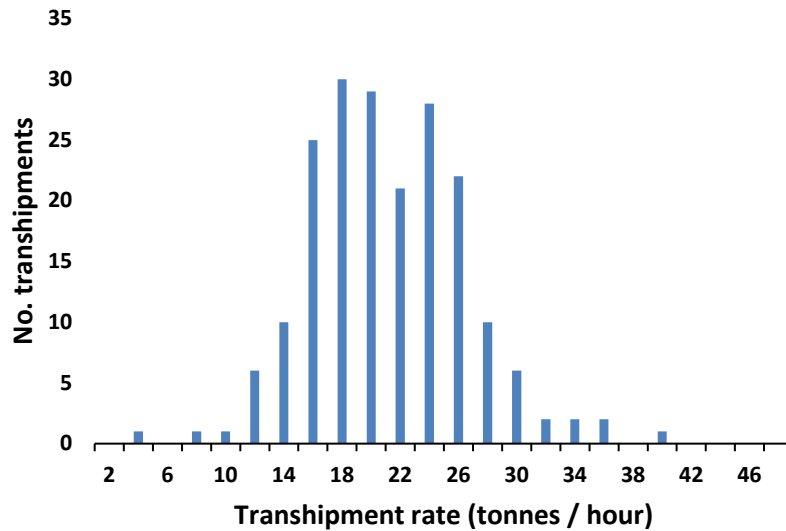


Figure 7. Rate of products transhipped.

2.2 Transshipments within EEZs

No transshipments were observed to be made within EEZs.

2.3 Procedures and logistics

The deployment request procedure has remained the same as previously described by the consortium in annual reviews of the ICCAT ROP.

During the period covered by this report, three vessels crossed over from the Atlantic Ocean into the Indian Ocean on to an IOTC deployment without stopping at an Atlantic port first. One observer remained onboard their vessel on the return journey to Japan (not deploying in IOTC), this was a result of restrictions in place due to the coronavirus. Observers are usually given the opportunity to disembark the vessel at the first port of call between each crossing, however, due to the coronavirus pandemic, this was not always possible.

3. Species identification

The methods used by observers for species identification and reporting procedures have remained the same and are detailed in previous reports (ICCAT 2011).

4. Southern bluefin tuna

Since the adoption of the Resolution on the Implementation of a CCSBT Catch Documentation Scheme on 1 January 2010, any southern bluefin tuna (*Thunnus maccoyii*) transferred must be accompanied by a catch monitoring form (CMF) which should be countersigned by the observer. During the period covered by this report southern bluefin tuna were transhipped on 14 occasions over just five deployments, with a total of 630.323 tonnes observed (**Table 2**). Observers prepare a separate report for CCSBT on any trips where southern bluefin tuna are transhipped.

Table 2. Transshipments of southern bluefin tuna (*Thunnus maccoyii*) over the last year.

Request No.	Vessel Name	Carrier Vessel ICCAT#	TS No.	Date	No of fish	Observed weight (t)
258	TAISEI MARU No.15	AT000JPN00651	1	05/07/2021	1206	57.164
258	TAISEI MARU No.15	AT000JPN00651	5	09/07/2021	1608	64.159
258	TAISEI MARU No.15	AT000JPN00651	16	08/08/2021	1269	66.115
259	GENTA MARU	AT000PAN00246	1	29/08/2021	574	26.819
259	GENTA MARU	AT000PAN00246	2	29/08/2021	157	7.114
259	GENTA MARU	AT000PAN00246	7	02/09/2021	532	23.697
259	GENTA MARU	AT000PAN00246	9	04/09/2021	87	4.002
259	GENTA MARU	AT000PAN00246	10	06/09/2021	417	16.597

5. Weight estimation

The methodology used by observers for estimating transhipment weights remains the same as those previously described by the consortium (ICCAT 2011).

6. Observer training

Currently there are 78 active ICCAT ROP observers (**Appendix 1**). Due to natural turnover of personnel, it is important to maintain training on a regular basis. Due to the coronavirus pandemic, the demand for observers had reduced for the ICCAT and IOTC ROP. No observers were trained in 2021. An additional 19 observers were trained at the start of 2022, now transhipment deployments have resumed in both RFMOs.

With prior agreement from ICCAT, IOTC and CCSBT, observers trained under any of the programmes are available as observers for all three RFMOs. This reduces costs and ensures a high standard of data integrity between RFMOs. It also allows observers to remain on the vessel if it crosses between RFMO areas in order to save on deployment costs (section 2.3).

To reflect this arrangement, observers are issued with a unique observer number and identification card, which is valid for all three RFMOs.

Table 3. ROP transshipment training conducted in 2021.

Observer name	Training location
NA	NA

7. Observer programme databases

The database continues to be updated as required and up to the end of 2021 contains data on 7,215 transshipments.

On request from ICCAT, continued developments in the database over the last year have included the capture of data pertaining to additional monitoring tasks outlined in Recommendation 21-15.

8. Potential non-compliances (PNCs)

Since 2012 ICCAT have required observers to board LSPLVs to carry out checks on vessels against various ICCAT Recommendations. Any potential non-compliances (PNCs) are then submitted to the flag State by the observer through the consortium. The flag State then has the opportunity to respond. PNC codes and descriptions are summarised in **Appendix 2**.

Since the Recommendation came into force, 1004 PNCs have been reported by observers over 132 deployments, these are shown in **Figure 8**. 8 PNCs have been reported in the period covered by the current report (**Figure 9**).

Vessel marking, logbook pages not being consecutively numbered and an error in the reporting of National Registration Numbers were reported twice each during 2021.

PNC figures are less comparable to previous years due to the suspension of vessel boardings, taken as a mitigative measure during the coronavirus pandemic. Observers continued to submit PNCs for all observable non-compliances identified from the carrier vessel. This included for example, issues with vessel markings and errors in the vessel paperwork passed across to the observer.

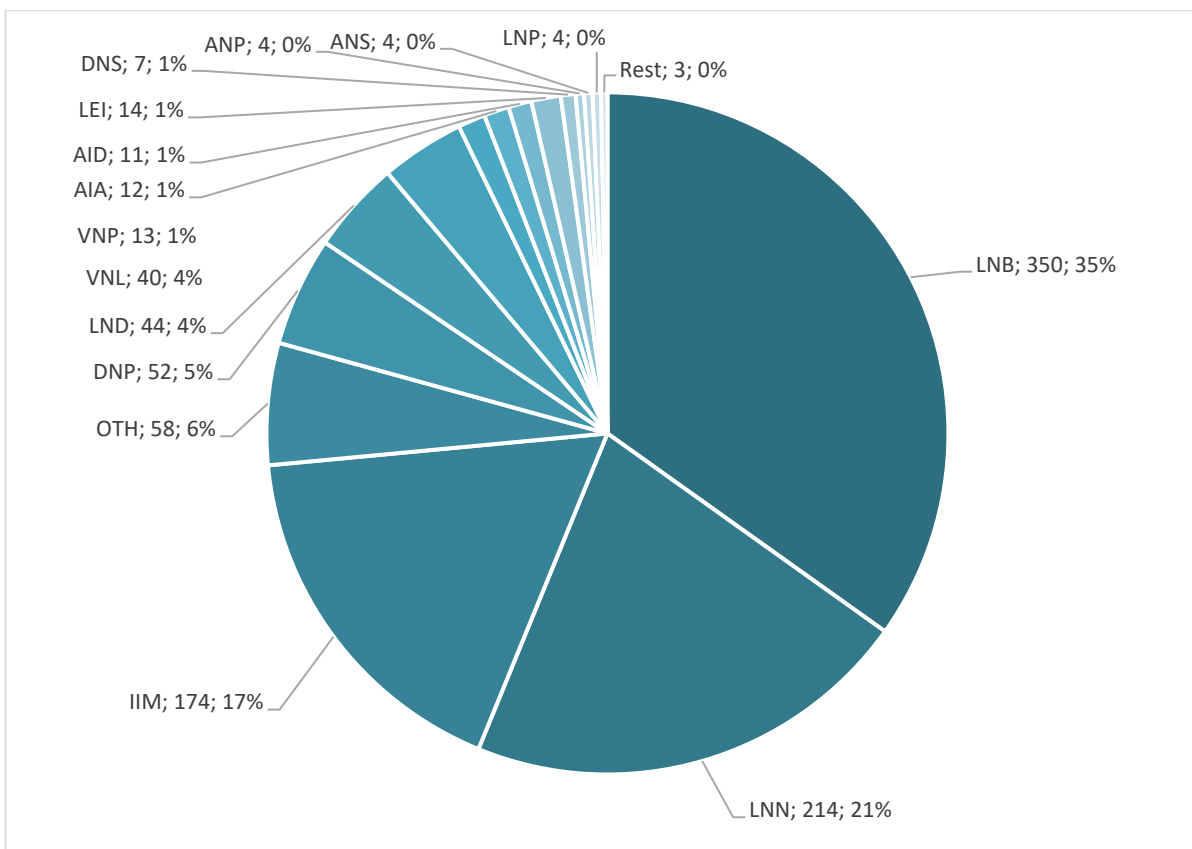


Figure 8. Number and proportion of PNCs issued since their introduction¹.

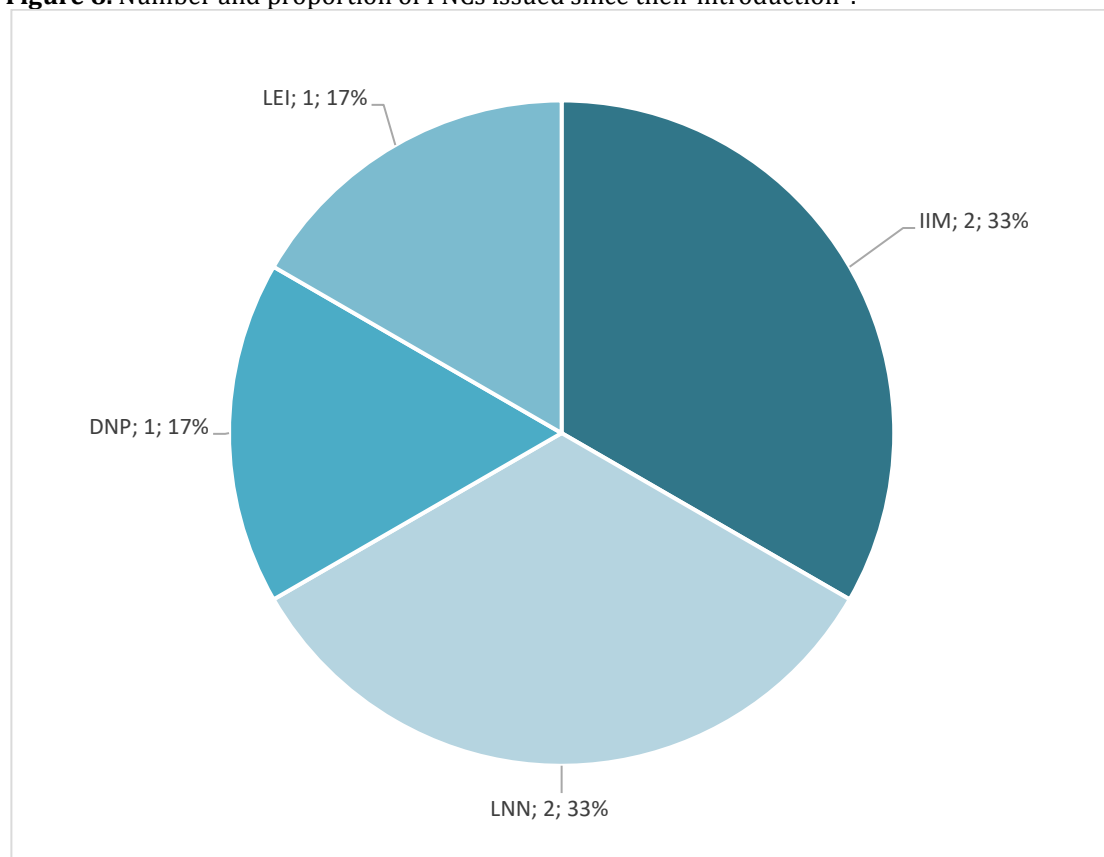


Figure 9. Number and proportion of PNCs issued during the period covered by this report¹.

¹ Codes referred to above are referenced in **Appendix 2** of this report.

9. Impact of the coronavirus pandemic on the programme

The coronavirus pandemic, and subsequent rapid border and port closures that followed presented a number of challenges to the consortium, both in terms of deploying observers but also in recovering those already out at sea in a safe and cost-effective manner. Due to the location of a consortium headquarters in Cape Town, most deployments were still able to successfully go ahead through embarkation and repatriation of observers at this core ROP port. Only one deployment proceeded under force majeure, where due to port closures, it was impossible to embark an observer.

The coronavirus pandemic created a significant concern for the welfare of observers and vessel crew during 2021. All vessels transshipping with observers onboard took steps to increase the level of hygiene, in response to the coronavirus pandemic. The consortium put in place a number of measures for mitigating the risk to the observer and vessel crews, including the suspension of at-sea boardings, minimised contact on boarding, PCR testing and quarantine periods.

On request from the ICCAT Secretariat, the observer’s role was also temporarily expanded to cover the observation of in-port transshipments where local port authorities were unable to board due to steps taken against the spread of the coronavirus pandemic. All in-port transshipment data captured by the observers were reported on in the observer deployment report and the observers’ database provided to the Secretariat.

10. Implementation of the ROP, a 10-year review

Up to 2020 all Contractor’s annual reports were submitted reporting on the intervening periods between ICCAT Commission Meetings (October to September). In light of the ROP data review carried out by the ICCAT Secretariat, contractor and CPCs, in 2020 the decision was made to amend the contractor’s annual reports to be reflected by a calendar year reporting period. While a sensible adjustment, this does make it impossible to accurately compare transshipment activity of the current contractor’s annual reports with the years preceding 2020. Therefore, **Figure 10** has been provided summarising the contents of **Table 1**, on a per-calendar year basis.

In general, this demonstrates a declining trend in at-sea transshipment activity of vessels operating with an ROP observer onboard, with activity generally declining since 2011, and falling sharply after 2018.

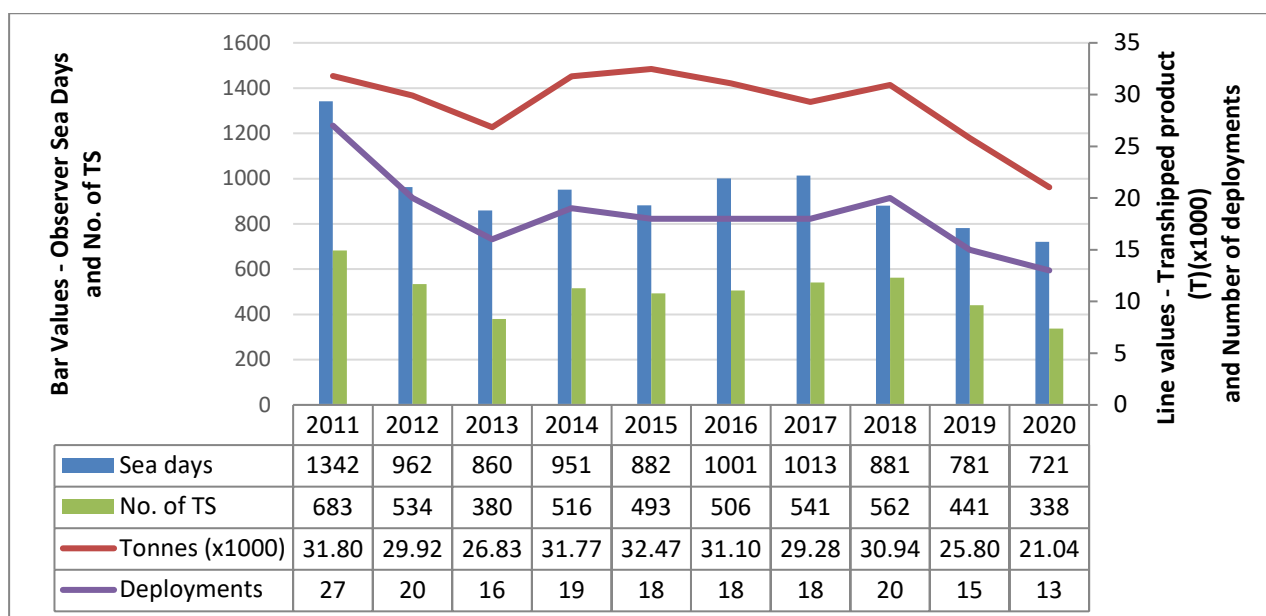


Figure 10. Ten-year review of transshipment activity in ICCAT. A by calendar year summary of: the number of observer sea days (bar-blue), number of at-sea transshipments (bar-grey), quantity of product transhipped (per thousand tonnes) (line-orange) and the number of observer deployments (line-yellow).

11. Conclusions and recommendations

The ICCAT ROP programme had previously run for the past fourteen years without any major problems. The coronavirus pandemic of 2020-2021 presented unprecedented challenges with the deployment and recovery of observers. With this taken into account, the overall impact was limited, no vessels went unobserved during this reporting period. Greater costs attributed to extended transit periods for observer recovery, and associated quarantining and testing requirements were incurred due to the logistical challenges in supplying observers.

The consortium remains committed to the programme and both partners continue to collaborate closely, while delivering high programme efficacy, maintaining observer standards and reporting quality. Every effort is made to optimise the efficiency of deployments and minimise costs.

As mentioned in last year's report, over the fifteen years the programme has built up a large amount of data on species, weights, locations and flags of vessels transshipping which is currently used to verify transshipment declarations and give a summary of transshipment operations. The consortium would encourage the development of a detailed analysis and summary report made available to the CPCs covering trends in transshipment operations over the years, changes in catch quantity, value and behavioural patterns of fleets with regards to their fishing operations.

The consortium is always looking to improve and innovate the programme to ensure it fulfils the operational and reporting requirements in the most effective way possible. The consortium believes there is significant potential for developing the programme further, and has the commitment and experience to deliver on this. Such innovations can include: exploring the potential for electronic monitoring to holistically complement and strengthen the role of physical observing; random DNA sampling and biological sampling of transshipped product; the potential to working closely with organisations reporting on remote sensing data to monitor at-sea transshipments; and, end of supply chain verification of offloaded transhipped product.

As a qualitative note, observers provide positive feedback regarding working in ICCAT ROP, although the observations can be intense and run for long hours over several days at a time, they enjoy and value working in the programme. Many observers are keen to remain available for deployment, and in light of the coronavirus pandemic, continue their valued role in strengthening the MCS within this fishery.

ICCAT trained observers (currently active)

Observer Name	ICCAT #
Jano Van Heerden	003
Hendrik Crous	009
Jaco Visagie	012
Jonathan Newton	013
Henry John Heyns	015
Schalk Visagie	025
Gary Breedt	027
Peter Lafite	028
Elcimo Pool	044
Marius Kapp	050
Taylan Koken	101
Julio Ocon	102
Basil Vilakazi	104
Jeffrey Heinecken	105
Mzwandile Silekwa	106
Dwight Reed Dryer	108
Eddie Higgins	110
Tony Dimitrov	117
Llewelyn Lewis	119
Alistair Burls	121
Anthony Donnelly	123
Rebeca Ocon	124
Maurice O'Malley	128
Philip Robyn	130
Brandon Scott	131
Daniel Droste	132
Bruce Biffard	133
Belinda Moya	137
Erich Gericke	141
Joaquim Bonito	144
Silvestre Ramos Natario	145
Rob Cooper	146
Sami Yildiz	147
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Johann Beets	152
Konstantinos Papadopoulos	153
Jacques Combrinck	156
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Ana Orts Perez	177
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Ugur Kaplama	183
Liam Fergusson	185
Chuma Sijaj	186
Toni Lakos	187
Lena Vulic	189
Matea Haggia	191
Mario Latkovic	192
Luka Glamuzina	193
Martin Emanuel	194
James Mason	195
Christian Louw	196
Aykut Koken	197
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Moris Gojanovic	201
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Daniel De Sartei Barros Teixeira	203
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Ines Quilez Hueso	207
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Sophie Ellerton	210
Andoni Larruscain Garcia	211
Viktoria Kiralyova	212
Lauro David Silva De Brito	213
Oguzhan Ayaz	214

* New identification card numbers are now starting from 101 since the introduction of a single identification card for the ICCAT, IOTC and CCSBT transshipment observer programmes so that observers will all have the same identification number across the programmes.

Potential non-compliance descriptions and codes

PNC Event	Code
General	
Observer prevented from carrying out duties on board the LSPLV	GLV
Document / Verification	
Transshipment Declaration not completed	DTD
Transshipment within EEZ without authorisation from coastal state	DEZ
Undocumented transshipments of fish received by the LSPLV	DFR
Prior authorisation to tranship not presented to the observer by the LSPLV	DNP
Prior authorisation to tranship not standard with Flag State	DNS
VMS	
No VMS shown to the observer on board the LSPLV	VNP
No power light visible on the VMS unit	VNL
ATF	
No Authorisation to fish presented to the observer by the LSPLV	ANP
Authorisation to fish not standard with Flag State	ANS
Authorisation to fish dates not valid	AID
Authorisation to fish not valid for ICCAT area	AIA
Logbook	
No logbook presented to the observer by the LSPLV	LNP
Logbook entries incorrect	LEI
Logbook not bound	LNB
Logbook sheets not numbered	LNN
Identification	
Vessel without an ICCAT number involved in transshipment operations	INN
LSPLV markings not displayed correctly	IIM
CCSBT	
No CCSBT Catch document presented for SBT	CND
SBT not individually tagged	CNT
Other	
Other event not elsewhere covered	OTH