

Inspection reports received in 2024 under the Joint Scheme of International Inspection with possible infractions and responses received

CPC inspecting	Report n°	Vessel name	Day of inspection	Violation reported by inspector	CPC inspected	Main finding	CPC Response
EU.Greece	9869	Albasel	22/10/2023	P/I	EU.Malta	Use of prohibited fishing gear:the inspector discovered 600 hooks for immediate use onboard, which is an infringement because as declared by the Captain, he already had 3000 hooks in the water. Captain refused to sign the No logbook is kept on board. On the ICCAT website this fishing vessel is listed as a vessel authorised for surface longlining. At the time of the inspection the skipper showed last year's licence and commented that as of It does not keep a logbook onboard.	
EU.Spain	9043	Teje	14/03/2024	P/I	Morocco		See Addendum 1.
EU.Spain	9841	Panagia Kalamitiossa	04/04/2024	P/I	EU.Greece		
EU.Malta	9819	Caricoglu Salih Reis	30/05/2024	P/I	Türkiye	Regarding the number of the BFT transferred, counted by inspectors, the average numbers were 42.25 pieces related to the ITD number TUR-2024-052-ITD which indicates the difference more than 10% (-15.33%) of the quantity reported in the ITD (see attachment to ICCAT report related to video analysis of the transfer).	Turkish Ministry of Agriculture and Forestry (MoAF) initiated an investigation in respect to the suspected infringement reported by the EU ICCAT Inspectors with an official notification to the concerned operator. The video footages of the concerned transfer which the number of fish found by the EU inspectors was more than 10% difference with the one declared in the ITD and eBCD has been demanded from the operator. The video footages of the questioned transfer with the ITD numbered TUR-2024-052/ITD has been examined by a working group of technical experts at the DG Fisheries and Aquaculture. The results of the repeated counts carried out by the ministerial technical staff have been found consistent with the figures reflected on the ITDs in question, as estimated by the ROP observer. Therefore, our side's examination have not encountered any findings that support the findings disclosed in the inspection report 9819 stating that the 10% margin of error was exceeded in transfer operations TUR-2024-052/ITD.
EU.Italy	10089	Hicaz 3	01/06/2024	P/I	Türkiye	Regarding the number of the BFT transferred, counted by inspectors, the average numbers were 400,75 pieces related to the ITD number TUR-2024-066-ITD which indicates the difference more than 10% (-14.5%) of the quantity reported in the ITD (see attachment to ICCAT report related to video analysis of the transfer).	Turkish Ministry of Agriculture and Forestry (MoAF) initiated an investigation in respect to the suspected infringement reported by the EU ICCAT Inspectors with an official notification to the concerned operator. The video footages of the concerned transfer which the number of fish found by the EU inspectors was more than 10% difference with the one declared in the ITD and eBCD has been demanded from the operator. The video footages of the questioned transfer with the ITD numbered TUR-2024-052/ITD has been examined by a working group of technical experts at the DG Fisheries and Aquaculture. The results of the repeated counts carried out by the ministerial technical staff have been found consistent with the figures reflected on the ITDs in question, as estimated by the ROP observer. Therefore, our side's examination have not encountered any findings that support the findings disclosed in the inspection report 10089 stating that the 10% margin of error was exceeded in transfer operations TUR-2024-066/ITD.
EU.Italy	10098	Kavramis Mahmut	29/05/2024	P/I	Türkiye	Video related to the ITD number TUR-2024-037-ITD was not of sufficient quality due to the darkness and strong surface light illuminates transfer operation and the door is not continuously visible (not compliant with Annex 8 of ICCAT Recommendation 22-08).	

EU.Italy	9975	Atasoy Ahmet	12/06/2024	P/I	Türkiye	<p>Turkish Ministry of Agriculture and Forestry (MoAF) initiated an investigation in respect of the suspected infringement reported by the EU ICCAT Inspectors with an official notification to the concerned operator. The video footage of the concerned transfer has been demanded from the operator.</p> <p>The video footage of the questioned transfer has been examined by a working group of technical experts at the DG Fisheries and Aquaculture.</p> <p>As regards the quality of video footages pertinent to this transfer in question, the technical working group have resolved that the passage door was visible continuously throughout the record but it is recognized that the quality of the footage was not ideal as the transfer operation took place in night conditions. Notwithstanding, the group has affirmed that the number of fish passing through could be countable during the estimations from the footage and relatively poor visibility conditions.</p> <p>Technical WG concluded that relatively poor visibility has not been a major obstacle to accurate and consistent counting of fish.</p> <p>The logbook and ITD documents of this fishery have also been checked in detail. The result of the investigation did not reveal any potential serious infringements, suspicious or illegal activities.</p>
EU.Italy	11412	Stella del Mare	19/06/2024	P/I	EU.Italy	<p>ITD: TUR-2024/077/ITD The video footage of the first transfer does not comply with the minimum standards for video recording requirements. There is a period of around minute completely black. The transfer was made at night, affecting the video's quality.</p> <p>The fishing vessel was engaged in direct fishing for swordfish with prohibited gear. He used longlines with 608 hooks less than 7 cm in size. He also used multi-wire baits to catch swordfish which is not coded as fishing gear (photos were provided).</p>
EU.Italy	9822	San Georg III	18/06/2024	P/I	EU.Malta	<p>The inspectors did not find copies on the relevant ITDs and video of the first and further transfers (no need only tug to tug). Suspected infraction is considered as per Rec. 22-08 para 120 B (videos) and Rec. 22-08 para 133 (ITDs).</p>

EU.Italy	9979	Karahasanoglu	17/06/2024	P/I	Türkiye	<p>Turkish Ministry of Agriculture and Forestry (MoAF) initiated an investigation in respect to the two (2) suspected infringements reported by the EU ICCAT Inspectors with an official notification to the concerned operator. The video footages of the concerned transfers have been demanded from the operator. The results of the investigations on the inspection report with two (2) suspected infringements are given below respectively:</p> <p>1. The video footages of the questioned transfer have been examined by a working group of technical experts at the DG Fisheries and Aquaculture. As regards the quality of video footages pertinent to this transfer in question, the technical inspectors are hereby raising a suspected infringement for treatment of working group have resolved that the passage door was visible continuously fish that die and/or are lost during further transfers and transport throughout the record, water visibility was good and the video footages were in operations. Before boarding the TW, the inspection team spotted 1 BFT compliance with related ICCAT requirements. floating in the cage TUR KLC 2024 025 (see picture taken from the OPV). The The result of the investigation did not reveal any potential serious infringements, towing vessel fiscally connected to the cage No. TUR KLC 2024 025 before suspicious or illegal activities.</p> <p>the arrival onboard of the inspection team. During the control activity 2. It was indicated by the master of the vessel that due to distance and limited carried out, the team required the master of the TW and national observer sight no dead fish could be seen during the ongoing trip, with the warning of the present onboard, to provide the mortality sheet established by the ANNEX XI inspector, the cage numbered TUR-SAG-2024-025 (cage number is not TUR-KLC-point 9 ICCAT Rec. 22-08. The Master declared that no dead tuna were 2024-025 as indicated in the Inspection Report - may be confirmed from the spotted nor recorded so far for the ongoing trip. In the cage was not anymore additional picture taken by the inspection team) has been controlled and during visible any tuna spotted only few minutes before the boarding. The the control diving, one (1) dead fish was detected and it was recorded under inspection team showed the picture taken by Ocean Sentinel related to the related form (Reporting of fish that die during further transfers and towing dead tuna (photos provided by EU 25/06/2024).</p> <p>operations) in accordance with Annex 11 of ICCAT Rec. 22-08.</p> <p>Our authority has received the questioned form of fish dead from the operator delayed. As a result of the investigation, the operator has been imposed by MoAF to pay an administrative fine corresponding to an amount identified in accordance with the related articles of Turkish Fisheries Law No.1380.</p> <p>The reported one (1) dead fish corresponding to 35 kg will be deducted from the vessel's quota at the time of caging operation and will be recorded under related eBCD.</p> <p>Related documents of this fishery have been checked and any serious infringements, suspicious or illegal activities were not concluded.</p>
EU.Malta	10092	Hannibal II	26/06/2024	P/I	EU.Malta	It was not possible to board safely the towing vessel because the ladder provided was not up to standard. Documents and video were taken on board to copy and analyse. Logbook was not inspected since the inspector did not go on board.
EU.Portugal	10082	Zembra II	28/06/2024	No	Tunisia	The video transfer of the TUN-2024-014-ITD shows a difference in the percentage of average quantity of BFT pieces counted by the inspectors and the one declared in the related ITD, which resulted +13.92%, that constitutes a PNC in accordance with para 137 of Rec. 22-08.
EU.Italy	10108	Caterina Bono	01/07/2024	P/I	EU.Italy	The difference in percentage of average quantity of BFT pieces counted by the inspectors and the one declared in the related ITD has resulted -16.6%, that constitutes a PNC in accordance with para 137 of Rec. 22-08.

EU.Italy	10074	Dursun Cinaroglu 2	30/06/2024	P/I	Türkiye	<p>The logbook was not filled with the 3 transfers operation data/information (not in compliance with para 110 Annex 2 Rec. 22-08). The ITD LBY-2024-602-ITD is missing the information related to the BFT quantity and estimated number by the catching operator (part 2 of ITD). This is not in compliance with para 130, Annex 4 of Rec. 22-08. The video transfer of the ITD: LBY-2024-603 is not in compliance with the minimum standard for video recording requirements in accordance with Annex 8 of ICCAT Recommendation 22-08. The video is not of sufficient quality to be analysed and to determine the BFT number, because the transfer operation was carried out in the darkness and starting from minute 18:21 (time displayed 20:23:49) the video becomes black until the end, without the possibility to see the door (including its closure) and the BFT passages.</p>	<p>Turkish Ministry of Agriculture and Forestry (MoAF) initiated an investigation in respect to the suspected infringement reported by the EU ICCAT Inspectors with an official notification to the concerned operator.</p> <p>As a result of investigation, it is proved that three (3) transfers conducted on 18/06/2024 (with ITD number LBY-2024-602/ITD), 19/06/2004 (with ITD number LBY-2024-603/ITD) and 30/06/2024 (concluded on 01/07/024 with ITD number TUR-2024-121/ITD) have been properly reported on the logbooks of towing vessel (DURSUN ÇINAROĞLU-2) included BFT quantity and number in accordance with Parag.130 and Annex 4 of ICCAT Rec. 22-08 as well as Parag.110 and Annex 2 of ICCAT Rec.22-08.</p> <p>Logbooks and ITD documents of the transfers have also been checked in details, the result of the investigation did not reveal any potential serious infringements, suspicious or illegal activities.</p>
EU.Italy	10110	Mohamed Sallem	09/07/2024	P/I	Tunisia	<p>Regarding the inspection carried out on board of TUN TOW <i>MOHAMED SALLEM</i> - ICCAT ATO00TUN00016 on the 9th July 2024, the undersigned ICCAT inspectors, declare that:</p> <p>The inspectors observed in the section 12 of the IR 10110 that the boarding ladder provided by the FV's master was not compliant with Annex 7 - para 9 of the ICCAT Rec. 22-08. For this reason, please consider it as a suspected infringement (photo provided by the EU).</p> <p>The final destination of the cage No. EU MLT 056MFF towed during the control activity, seems to be different from the one reported in the eBCD and ITD provided. In particular, the reported one is: TFT - ATO01TUN0004. The master referred that they are steaming toward Malta to reach the farm: MFF LTD-ATEU01MLT0004.</p>	
EU.Italy	10087	Languedoc 7	11/07/2024	P/I	EU.Malta	<p>Inspectors present at the time of the transfer: No.</p> <p>Technical rules not respected.</p>	
EU.Italy	10085	Nuovo Lorenzo	27/07/2024	P/I	EU.Italy	<p>FRA-2024/181/ITD, stated that: Relating to transfers done on 30 May 2024 by catching vessel to towing vessel: ITA-CV-JEAN MARIE CHRISTIANE 7 to ITA-TOW-NUOVO GIACOMO 1 ICCAT number ATEU0FRA00078 ICCAT number ATEU0ITA00449.</p> <p>The video footage of the first transfers (<i>Jean Marie Christiane 7</i> to <i>Nuovo Giacomo 1</i>) analysed by the ICCAT inspectors, does not comply with the minimum standards for video recording requirements (low visibility) in accordance with para 1 e of Annex 8 of ICCAT Rec. 22-08).</p> <p>FRA-2024/181/ITD/2, stated that: Relating to transfers done on 31 May 2024 by Towing vessels ITA-TOW-NUOVO GIACOMO 1 to ITA-TOW-NUOVO LORENZO ICCAT number ATEU0ITA00449 ICCAT number ATEU0ITA00450. The BFT were transferred, counted by inspectors, and the average number was:</p> <p>1156.6 pieces, which indicates a difference of more than 10% (13.39%) of the quantity reported in the ITD, that constitutes a potential non-compliance in accordance with the para 137, ICCAT Rec. 22-08 (see attachment to ICCAT report related to video).</p>	

EU.France	2607	Gyptis	11/06/2024	P/I	Türkiye	<p>After viewing the video of the transfer between the catching vessel <i>MEHMET KAPTAN</i> and the cage number TUR-BAS-2024-004 the fisheries inspector estimated that 1498 bluefin tuna were transferred. As the difference between the estimates is greater than 10%, the transfer video does not comply with the <i>Recommendation by ICCAT amending the Recommendation 21-08 establishing a multi-annual management plan for bluefin tuna in the eastern Atlantic and the Mediterranean</i> (Rec. 22-08). See Addendum 2.</p>
EU.France	3070	Gyptis	12/06/2024	P/I	Türkiye	<p>After viewing the video of the transfer between the capture vessels <i>ALBAHR ELHADER</i> and <i>ALAMWAJE ALHADERE</i> with cage number TUR SAG-2024-023 the fisheries inspector estimated that 4291 bluefin tuna were transferred. The difference between the estimates is more than 10%. Furthermore, it is impossible to verify the presence or absence of BFT before the start of the transfer because the operation takes place at night and visibility below the surface is zero. The transfer video starts at 22:08. The opening of the cage cannot be clearly made out.</p> <p>The transfer video does not comply with Recommendation by ICCAT amending the Recommendation 21-08 establishing a multi-annual management plan for bluefin tuna in the eastern Atlantic and the Mediterranean (Rec. 22-08). See Addendum 2.</p> <p>In the transfer declaration No. LYB-2024/702/ITD of 9 June 2024, the captains of the catching vessel estimated that 4395 bluefin tuna were transferred. After viewing the video of the transfer between the catching vessel <i>ALBAHR ELHADER</i> and the vessel <i>ALAMWAJE ALHADERE</i> with cage number TUR SAG-2024-023, the fisheries inspector estimated that 2237 bluefin tuna were transferred. As the difference between the estimates is greater than 10%, the transfer video is not in compliance with <i>Recommendation by ICCAT amending the Recommendation 21-08 establishing a multi-annual management plan for bluefin tuna in the eastern Atlantic and the Mediterranean</i> (Rec. 22-08).</p>

EU.France 3091 Gyptis 10/06/2024 P/I Türkiye

It is impossible to verify the presence or absence of BFT before the start of the transfer because the operation takes place at night and there is no visibility below the surface. The transfer video is therefore in compliance with the Order referred to.

In the transfer declaration No. TUR/2024/112/ITD of 9 June 2024, the captain of the vessel *KASIRGA II* estimated that 532 bluefin tuna were transferred.

After viewing the video between the *KASIRGA II* and the *TUR BAS-2024-001* cage the fisheries inspector estimated that 528 bluefin tuna were transferred.

As the difference in estimates was less than 10%, the transfer video therefore complies with Article 29 of the Order referred to. However, it should be noted that the name of the captain of the towing vessel is not See **Addendum 2**. mentioned.

In the transfer declaration N°TUR/2024/116/ITD of 10 June 2024, the captain of the vessel *CALISKAN KARPESLER* and the cage TUR BAS-2024-001 estimated that 356 bluefin tuna were transferred.

After viewing the video between the vessel *CALISKAN KARPESLER* and the cage TUR BAS-2024-001, the fisheries inspector estimated that 425 bluefin tuna were transferred.

As the difference between the estimates was greater than 10%, the transfer video did not comply with Article 29 of the Order referred to. In addition, the name of the captain of the towing vessel is missing.

In the logbook of the *HAKKI ALI REIS BALIKCILIK*, the information of the cage number is missing, as well as the ITD number.

Response from Morocco

Further to your correspondence referred to above on at-sea inspection by ICCAT inspectors of the vessel *Teje* (1-407) flagged to Morocco with potential non-compliances, I have the honour to inform you of the following:

As soon as your information was received, it was requested that the regional authorities of the Department of Maritime Fishing carry out the enquiries and investigations necessary to verify the alleged facts involving the vessel *Teje* (1-407). This vessel was boarded at the quayside and an inspection and investigations were carried out, including in relation to the skipper (captain) concerned.

It should be noted that the investigations have taken into account elements established by the inspection of the vessel *Ocean Sentinel*. Despite the difficulties in proving use of the drift gillnet signalled by the inspection and in identifying its "drifting" nature from photographs, and moreover, while the inspection report does not indicate an infringement linked to the use of the drift gillnet, the vessel in question has been reported and a penalty imposed.

It should also be noted that when it is established that there has been an infringement of the maritime fishing regulations, detected either by the Moroccan or foreign control authorities, the legal procedures relating to reporting and penalties are immediately applied to the vessel concerned, provided that the evidence is sufficiently solid and cannot be challenged in court of any kind. Therefore, the established rules and ethics on recording of infringement, reporting and penalty are safeguarded.

The vessel *Teje* (1-407) concerned was given a summary fixed fine and detained at the quayside from 09/02/2024 to 08/03/2024.

Moreover, it should be recalled that there is strong and solid collaboration between the Moroccan and Spanish control authorities on issues related to the fight against IUU fishing, particularly in the Mediterranean. In addition, official channels for combating IUU fishing are continually operational and are proving to be highly effective.

Furthermore, the Department of Maritime Fisheries would like to remind of the following measures which were taken by the Kingdom of Morocco to ensure the success of the national programme to eliminate drift gillnets:

Legal aspects

Morocco enacted Law (19-07) on permanent prohibition of drift gillnets on 2 August 2008 and its implementing Decree on 11 April 2011, which provides for a ban on their use one year after its enactment (i.e. from 10 April 2012).

The current Moroccan regulations (Royal Decree of 23 November 1973) provide for severe penalties for the use of these nets.

The Kingdom of Morocco has strengthened at-sea control of its vessels to prohibit the use of drift gillnets on its Mediterranean and Atlantic coasts.

In adopting Ministerial Order N°1176-13 of 8 April 2013, as amended and supplemented, Morocco has implemented since 2013 a development and management plan for the swordfish fishery in the Mediterranean and Atlantic. It establishes a number of management measures for this fishery, including in particular, a prohibition on fishing for this species using gears other than surface drifting longline and line.

Support for the industry

The Kingdom of Morocco implemented in 2010 the Action Plan for the abandonment of drift gillnets, which provided compensation for users offering 2 options: 175 opted for destruction of drift gillnet fishing gear and 86 vessels chose definitive and voluntary withdrawal from fishing activity in return for compensation for an aggregate amount of Dhs 256 million.

The seafarers who worked on these vessels were offered a retraining programme in selective swordfish fishing techniques (surface longline and handline). 1,857 seafarers who met the eligibility criteria established by their own associations attended retraining sessions and received lump-sum compensation for an aggregate amount of MAD 40 million.

It should be noted that the majority of the funding for this operation to compensate vessel owners and seafarers comes from the General Budget of the Government of Morocco, as well as from funds from the maritime fisheries partnership agreement between the Kingdom of Morocco and the European Union. No other source of funding has been requested.

In conclusion, the Kingdom of Morocco would like to reassure that it has been *very strict* in recording the infringements of the reported vessel and that its detention and the summary fixed fine levied are stringent and severe penalties for this vessel, given its category as a "coastal vessel" engaged in small-scale fishing and its revenue.

This strictness in the recording of the infringement, in particular in relation to the drift gillnet, is due to the fact that:

- The basis of the evidence are photographs which, as the means of proving the "drifting" nature of the net, may be open to legal challenge;
- The record of infringement produced by the national issuing officer may also be liable to legal challenge given that it is based on photographic evidence that may be legally challenged.

This demonstrates how difficult it is to define the infringement of using a drift gillnet except where the infringement is being committed and is duly recorded at sea by certified issuing officers.

Moreover, to strengthen the action of the control authorities in the fight against the use of drift gillnets, it is strongly recommended to establish stricter measures that clearly define the characteristics of drift gillnets. Moreover, the specification "large pelagic" must be stipulated in a measure taken by ICCAT.

The definition and characteristics of drift gillnets are not sufficiently elaborated in an ICCAT resolution or recommendation to formally differentiate them from other gillnets. Moreover, the gear referred to in the relevant resolutions adopted by the United Nations Commission is "large pelagic drift gillnets". It should be noted it was these resolutions that served as the basis for the prohibition on drift gillnets in the large pelagic fishery in the Mediterranean (Rec. 03-04).

This need for precise characterisation of prohibited drift gillnets is vital, given that during the 2023 Commission meeting in Egypt, the GFCM Executive Secretary requested that joint workshops be held with ICCAT to address the issue of driftnets in the Mediterranean, within the framework of ICCAT-GFCM cooperation.

A more precise definition of the characteristics of drift gillnets would also make it possible to involve fishing gear exporting States in the control to combat the use of this gear.

Through the content of this response, the Kingdom of Morocco has wished to demonstrate its commitment to the fight against the use of drift gillnets in the Mediterranean, its firmness with regard to the intercepted vessel which was the subject of the report received, and also its desire that precise characterisation of driftnets and definition of "large pelagics" be addressed by ICCAT, with a view to specifying in a recommendation the intrinsic characteristics of driftnets and definition of large pelagic species.

**Responses by Türkiye to the inspection reports with suspected infringements
(Inspection Report Ref. No. 2607, 3070 and 3091)**

A detailed examination has been launched by Republic of Türkiye, Ministry of Agriculture and Forestry (MoAF) General Directorate of Fisheries and Aquaculture and the results/outcomes of examination regarding the Inspection Report Ref. No. 2607, 3070 and 3091 issued by EU ICCAT Inspectors for the Turkish vessels *Yahya Kaptan 7*, *Güler Kardeşler 3*, and *Hakki Ali Reis Balıkçılık* are given below:

1. Results/outcomes for ICCAT Inspection Report No. 2607 (vessel *Yahya Kaptan 7* - AT000TUR00529)

An inspection on Turkish flagged authorized BFT towing vessel *Yahya Kaptan 7* (AT000TUR00529) was conducted by EU French Inspectors on 11 June 2024 in the context of the ICCAT Joint Scheme of International Inspection and the findings obtained were delivered to our authority (General Directorate of Fisheries and Aquaculture/Ministry of Agriculture and Forestry-MoAF) on 8 October 2024.

In the inspection report No. 2607, as a suspected infringement, it was indicated by the EU French Inspectors that; in accordance with the video analysis, the counted number of BFT transferred with the ITDs TUR-2024-120/ITD to the cage number TUR-BAS-2024-004 was more than the 10% difference with the one declared in the ITD.

The Turkish Ministry of Agriculture and Forestry (MoAF) initiated an investigation in respect of the suspected infringement reported by the EU ICCAT Inspectors.

The video footages of the questioned transfer with the ITDs numbered TUR-2024-120/ITD have been examined by a working group of technical experts at the DG Fisheries and Aquaculture. The results of the repeated counts carried out by the ministerial technical staff have been found consistent with the figures reflected in the ITDs in question, as estimated by the ROP observer. Therefore, our side's examination has not encountered any findings that support the findings disclosed in the inspection report 2607 stating that the 10% margin of error was exceeded in transfer operations TUR-2024-120/ITD.

The result of the investigation did not reveal any potential serious infringements, suspicious or illegal activities.

2. Results/outcomes for ICCAT Inspection Report No. 3070 (vessel *Güler Kardeşler 3* AT000TUR00223)

An inspection on the Turkish flagged authorized BFT towing vessel *Güler Kardeşler 3* (AT000TUR00223) was conducted by EU French Inspectors on 12 June 2024 in the context of the ICCAT Joint Scheme of International Inspection and the findings obtained were delivered to our authority (General Directorate of Fisheries and Aquaculture/Ministry of Agriculture and Forestry-MoAF) on 8 October 2024.

In the inspection report No. 3070, as a suspected infringement, it was indicated by the EU French Inspectors that, in accordance with the video analysis, the counted number of BFT transferred to the cage numbered TUR-SAG-2024-023 was more than the 10% difference with the one declared in the ITD and eBCD and the transfer video was not in line with ICCAT Recommendation 22-08.

The Turkish Ministry of Agriculture and Forestry (MoAF) initiated an investigation in respect of the suspected infringement reported by the EU ICCAT Inspectors.

The conventional video footages belonging to the first transfer after the catch have been examined by a working group of technical experts at the DG Fisheries and Aquaculture.

The results of the repeated counts carried out by the ministerial technical staff have been found consistent with the figures reflected on the ITDs in question, as estimated by the ROP observer. Therefore, our side's examination has not encountered any findings that support the findings disclosed in the inspection report 3070 stating that the 10% margin of error was exceeded in transfer operations.

The result of the investigation did not reveal any potential serious infringements, suspicious or illegal activities.

3. Results/outcomes for ICCAT Inspection Report No. 3091 (vessel *Hakki Ali Reis Balıkçılık AT000TUR07988*)

An inspection on the Turkish flagged authorized BFT towing vessel *Hakki Ali Reis Balıkçılık* (AT000TUR07988) was conducted by EU French Inspectors on 10 June 2024 in the context of the ICCAT Joint Scheme of International Inspection and the findings obtained were delivered to our authority (General Directorate of Fisheries and Aquaculture/Ministry of Agriculture and Forestry-MoAF) on 8 October 2024.

In relation to the ICCAT Inspection Report No. 3091; it is understood that three (3) suspected infringements given below have been reported by the EU French inspectors:

1. After the video analysis of the transfers related to ITD number: TUR-2024-109/ITD, it was indicated by the EU French Inspectors that the transfer video does not comply with the related rules.
2. It was indicated by the EU French inspectors that in accordance with the video analysis, the counted number of BFT transferred with the ITDs TUR-2024-116/ITD to the cage number TUR-BAS-2024-001 was more than the 10% difference with the one declared in the ITD.
3. It was indicated by the EU French inspectors that the fishing logbook of the questioned vessel lacks the information on the cage number and also the ITD number.

It is also understood from the Inspection Report No. 3091 that the name of the master of the vessel is missing on the ITDs numbered TUR-2024-109/ITD, TUR-2024-112/ITD and TUR-2024-116/ITD with regard to these transfer operations.

The Turkish Ministry of Agriculture and Forestry (MoAF) initiated an investigation in respect of the suspected infringements reported by the EU ICCAT Inspectors.

The results of the investigations on the inspection report with three (3) suspected infringements are given below respectively:

1. The video footage of the questioned transfer has been examined by a working group of technical experts at the DG Fisheries and Aquaculture. As regards the quality of video footages pertinent to this transfer in question, the technical working group have resolved that the passage door was visible continuously throughout the record but it is recognized that the quality of the footage was not ideal as the transfer operation took place in night conditions. Notwithstanding, the group has affirmed that the number of fish passing through could be counted during the estimations from the footage and the relatively poor conditions of visibility. Technical WG concluded that relatively poor visibility has not been a major obstacle to accurate and consistent counting of fish.
2. The video footages of the questioned transfer with the ITD numbered TUR-2024-116/ITD have been examined by a working group of technical experts at the DG Fisheries and Aquaculture. The results of the repeated counts carried out by the ministerial technical staff have been found consistent with the figures reflected in the ITDs in question, as estimated by the ROP observer. Therefore, our side's examination has not encountered any findings that support the findings disclosed in the Inspection Report 3091 stating that the 10% margin of error was exceeded in transfer operation TUR-2024-116/ITD.

- 3 It was confirmed by the operator of the vessel that it was realised that there was information missing from the logbook at the end of the operation and the logbook has been revised to include the cage number and the ITD number before submission to the MoAF. The questioned logbook of this fishery has been checked and it has been confirmed by the MoAF that the logbook includes the cage number (TUR-BAS-2024-001) and the ITD number (TUR-2024-116/ITD).

With regard to missing information of the name of the master of the vessel in the ITDs numbered TUR-2024-109/ITD, TUR-2024-112/ITD and TUR-2024-116/ITD of this operation, it is confirmed by the operator that the name of the vessel has been indicated but inadvertently the name of the master of the vessel has not been indicated in the ITDs.

The operator has been warned through an official notification. The questioned ITD has been revised by the operator accordingly to include the name of the master of the vessel.

Related documents of this fishery have also been checked in detail. The result of the investigation did not reveal any potential serious infringements, suspicious or illegal activities.

Please contact the Republic of Türkiye, Ministry of Agriculture and Forestry (MoAF) General Directorate of Fisheries and Aquaculture should further information/clarification be needed.