

MOVING TUNA

Sandy Davies
Stop Illegal fishing

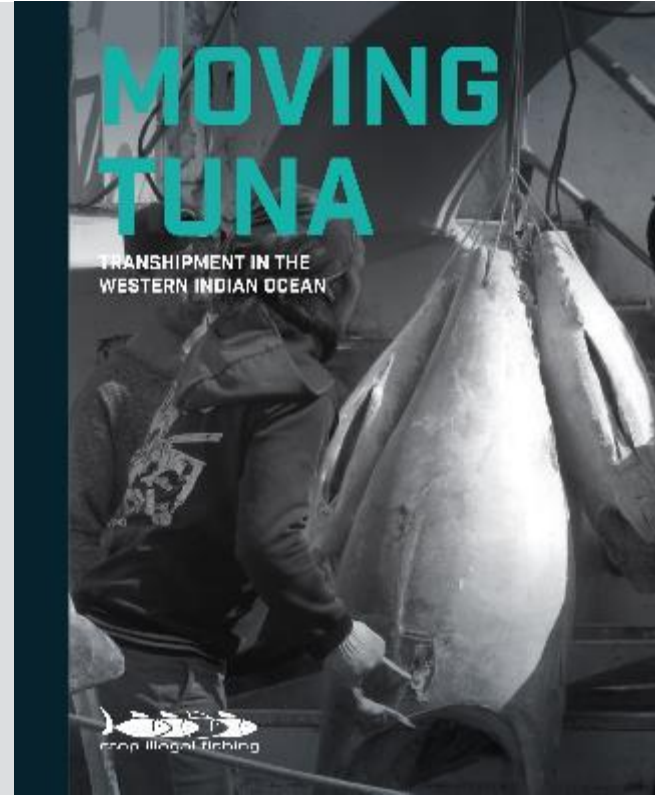


stop illegal fishing

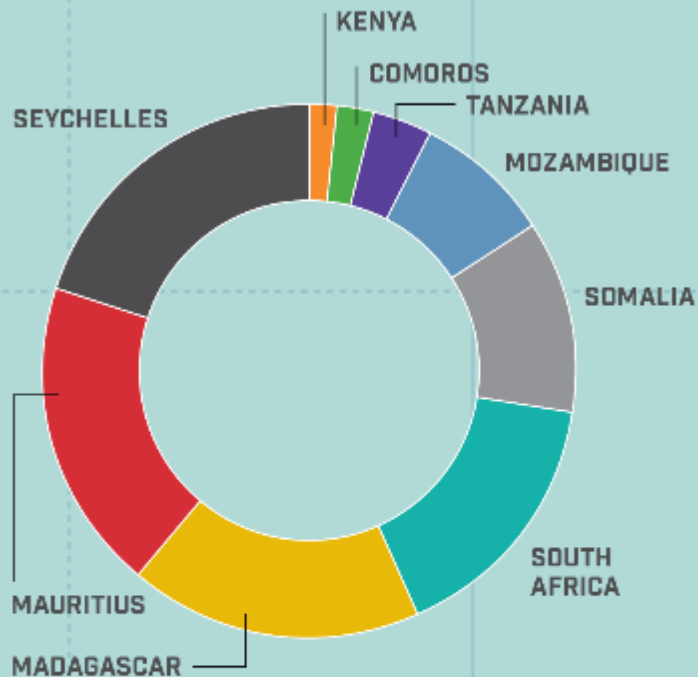
Transshipment in the Western Indian Ocean



- Report by Stop Illegal Fishing
- Supported by The Pew Charitable Trusts
- To support engagement in the global discussion about transshipment
- Analysis to understand the role that transshipment plays in the WIO?
- **Does it facilitate illegal fishing and other illegalities?**



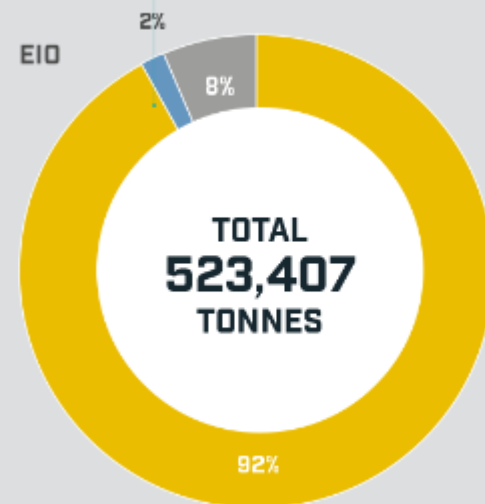
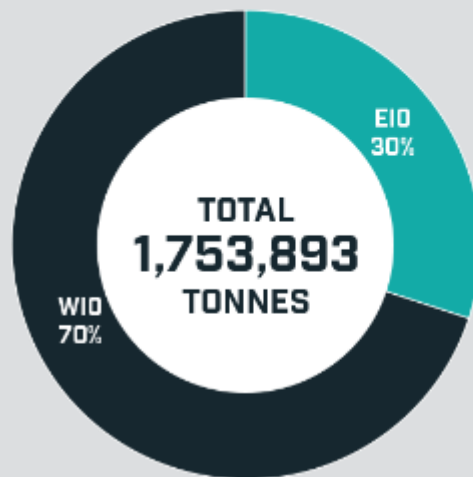
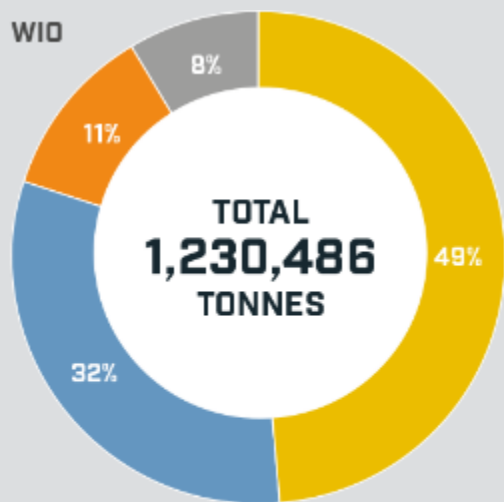
EXCLUSIVE ECONOMIC ZONES



Nine East African countries have important exclusive economic zones (EEZs) for the tuna fisheries, together they cover over seven million square kilometres of ocean.



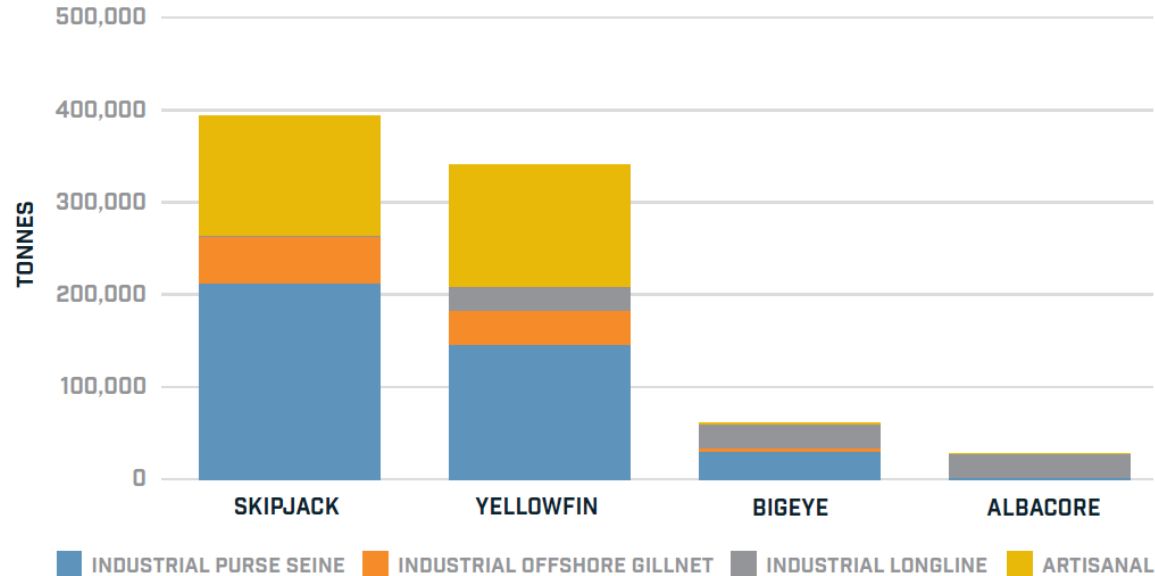
THE REGION: CATCH



- INDUSTRIAL PURSE SEINE
- INDUSTRIAL OFFSHORE GILLNET
- INDUSTRIAL LONGLINE
- ARTISANAL

THE CATCH

TROPICAL AND TEMPERATE TUNA CATCHES IN THE WIO IN TONNES BY GEAR TYPE



YELLOWFIN

IOTC ASSESSMENT:

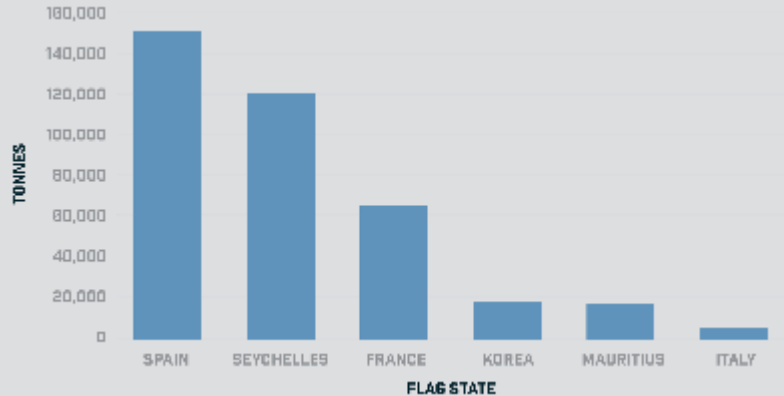
- **OVERFISHED**
- **SUBJECT TO OVERFISHING**



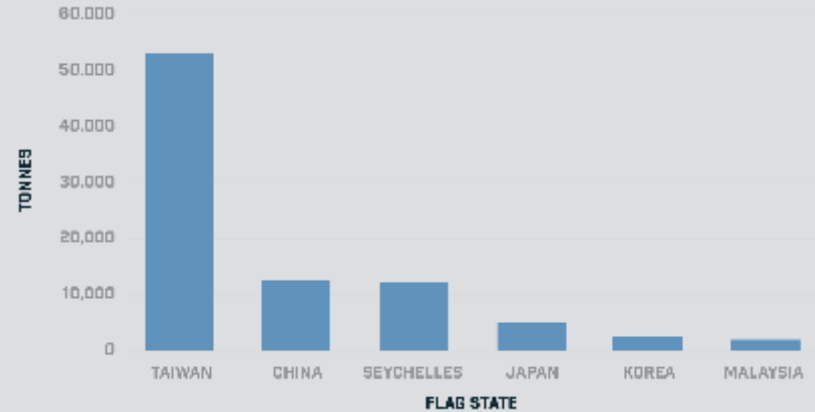
CATCHING TUNA



Purse seine vessels



Longline vessels



Estimate of purse seiner catch in the WIO by flag State (2017)

Estimate of longline catch in the WIO by flag State (2017)

GREEN WORLD FLEET

The SEI SHIN, SEIBU, SEIYU are, South Korean flagged carriers, owned and operated by Green World Co Ltd. Between January and July 2020 they made four voyages to the northern part of the WIO to tranship.

The tuna migration means that fishing activity in this area is highest during the period January to April and target species in this region are yellowfin and bigeye.

The carriers have ULT capacity and transport sashimi grade tuna, based on their area of operation and their port destinations.

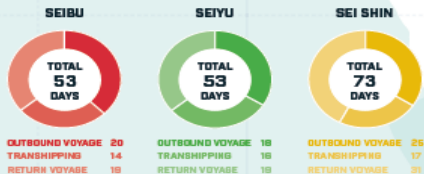
CARRIERS Korean flagged and owned
FISHING VESSELS Longliners flagged to China, Seychelles and Taiwan
TRANSHIPMENT ZONE Tropical
OFFLOADING Asia

VESSEL TRACKS

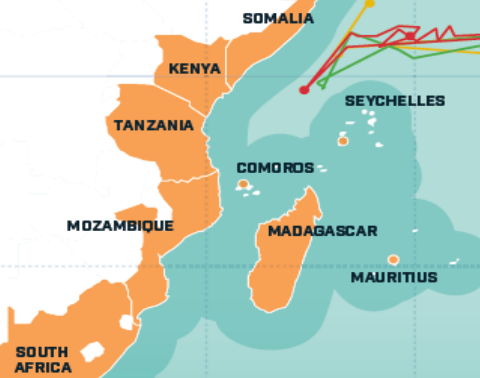
Broken lines indicate gaps in AIS transmission

— SEI SHIN — SEIYU — SEIBU

VOYAGE OVERVIEW INFORMATION



AFRICA



ASIA



VOYAGE DETAILS SEI SHIN	
Start date	14.03.20
Start ports	Busan, South Korea
Transit port	Ningbo, China
Transhipment	17 days
Return date	14.05.20
Return ports	Dalian, China Qingdao, China

VOYAGE DETAILS SEIYU	
Start date	11.02.20
Start port	Busan, South Korea
Transhipment	16 days
Return date	04.04.20
Return port	Busan, South Korea

VOYAGE DETAILS SEIBU	
Start date	09.03.20
Start port	Busan, South Korea
Transit port	Kaohsiung, Taiwan Singapore
Transhipment	14 days
Return date	08.05.20
Return port	Shimizu, Japan

OCEANIA

ANTARCTICA

MOVING TUNA

KHA YANG 333

The vessel operates in the subtropical area of the WIO, where temperate species such as albacore and southern bluefin can be harvested by longliners.

These trips are far shorter than other carriers' trips, typically lasting between 15 and 22 days, of which between seven and ten days are spent transhipping. KHA YANG 333 is the only carrier that has its operational base within the WIO.

KHA YANG 333 primarily supports the KHA YANG fleet, which are a mix of Malaysian and Taiwanese flagged longliners, but also sources from other Taiwanese longliners. KHA YANG 333 freezes at -35°C , albacore makes up 80% of the fish handled and this is mainly exported by container to Thailand, Taiwan and China.

CARRIERS Malaysia flagged, owned and operated
FISHING VESSELS Longliners flagged to Malaysia and Taiwan

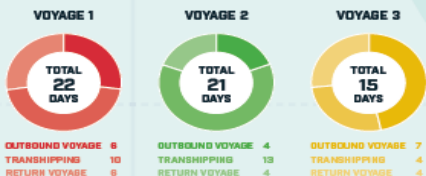
TRANSHIPMENT ZONE Temperate
OFFLOADING Mauritius

VESSEL TRACKS

Broken lines indicate gaps in AIS transmission

--- VOYAGE 1 --- VOYAGE 2 --- VOYAGE 3

VOYAGE OVERVIEW INFORMATION



AFRICA

SOMALIA

KENYA

TANZANIA

COMOROS

SEYCHELLES

MOZAMBIQUE

MADAGASCAR

SOUTH AFRICA

PORT LOUIS MAURITIUS

FISHING AREA



Transhipment	
Return date	29.05.20
Return port	Port Louis

VOYAGE 3 DETAILS

Start date	11.06.20
Start port	Port Louis
Transhipment	
Return date	25.06.20
Return port	Port Louis

CHEN YU NO. 7

Owned by Taiwanese company, Chen Fu Oceanic Enterprise Co, the CHEN YU No. 7 is one of the oldest carrier vessels operating in the WIO.

Believed to tranship primarily with Taiwanese flagged vessels. Details have been difficult to verify as there are significant gaps in the carrier AIS signal and vessels transhipped with have not been transmitting on AIS.

CARRIER Taiwan flagged, owned and operated
FISHING VESSELS Longliners identity not known, likely Taiwan flagged
TRANSHIPMENT ZONE Tropical and temperate zones
OFFLOADING Asia

VESSEL TRACKS

Broken lines indicate gaps in AIS transmission

--- VOYAGE 1 - - - - VOYAGE 2

VOYAGE OVERVIEW INFORMATION

VOYAGE 1



OUTBOUND VOYAGE 18
VOYAGE BETWEEN ZONES -
TRANSHIPPING 18
RETURN VOYAGE 16

VOYAGE 2



OUTBOUND VOYAGE 13
VOYAGE BETWEEN ZONES 12
TRANSHIPPING 28
RETURN VOYAGE 26

AFRICA

SOMALIA
 KENYA
 TANZANIA
 MOZAMBIQUE
 SOUTH AFRICA
 SEYCHELLES
 COMOROS
 MADAGASCAR
 PORT LOUIS
 MAURITIUS

ANTARCTICA

ASIA

SINGAPORE

KAOHSIUNG,
TAIWAN

VOYAGE 1 DETAILS

Start date	06.02.20
Start ports	Kaohsiung, Taiwan
Transit port	Singapore
Transhipping	19 days
Return date	31.03.20
Return port	Kaohsiung, Taiwan

VOYAGE 2 DETAILS

Start date	16.04.20
Start port	Kaohsiung, Taiwan
Transit port	Singapore
Transhipping	Port Louis 16.05.20
Return date	02.07.20
Return port	Kaohsiung, Taiwan

OCEANIA

INTERNATIONAL CARRIERS

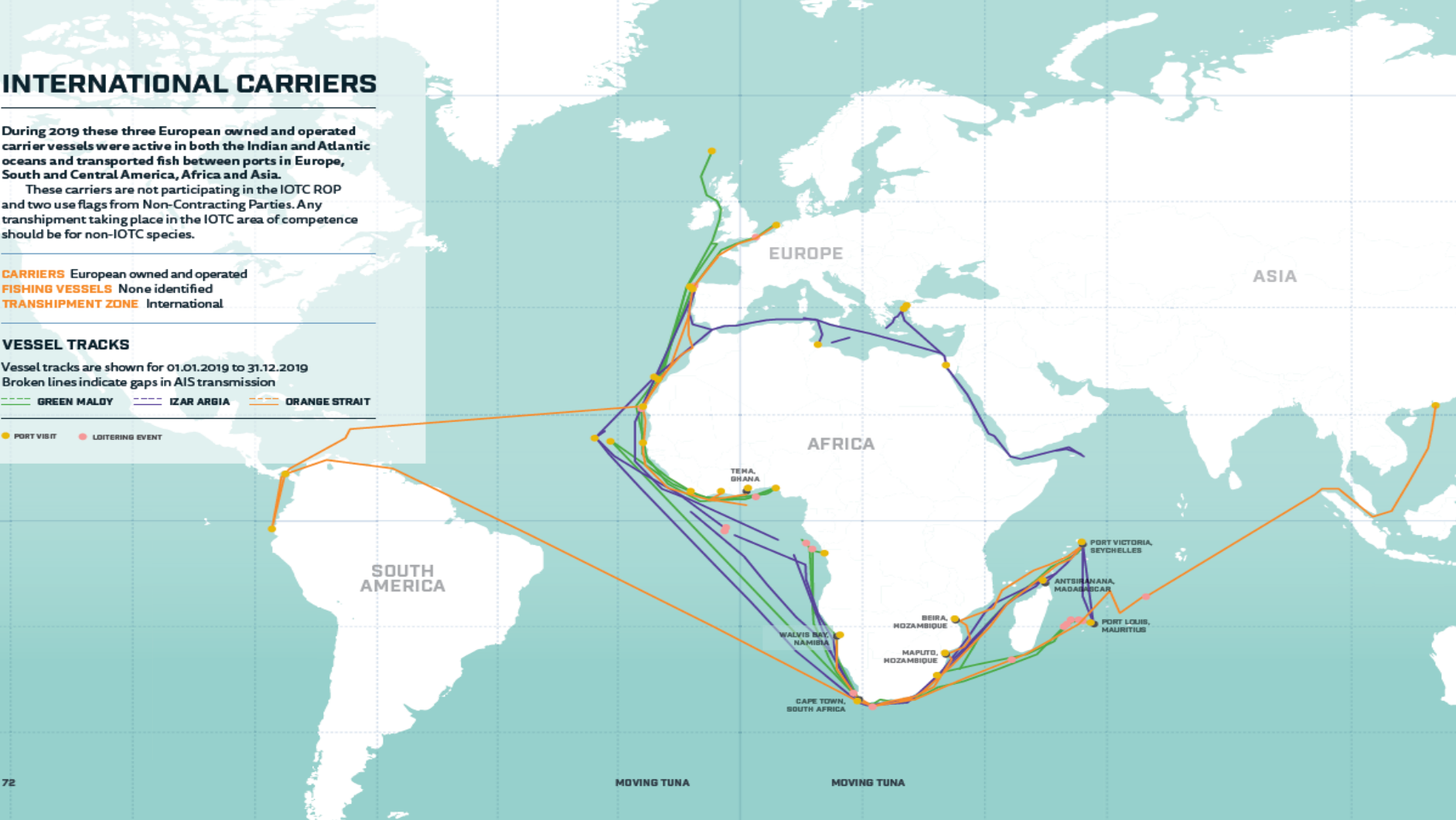
During 2019 these three European owned and operated carrier vessels were active in both the Indian and Atlantic oceans and transported fish between ports in Europe, South and Central America, Africa and Asia.

These carriers are not participating in the IOTC ROP and two use flags from Non-Contracting Parties. Any transshipment taking place in the IOTC area of competence should be for non-IOTC species.

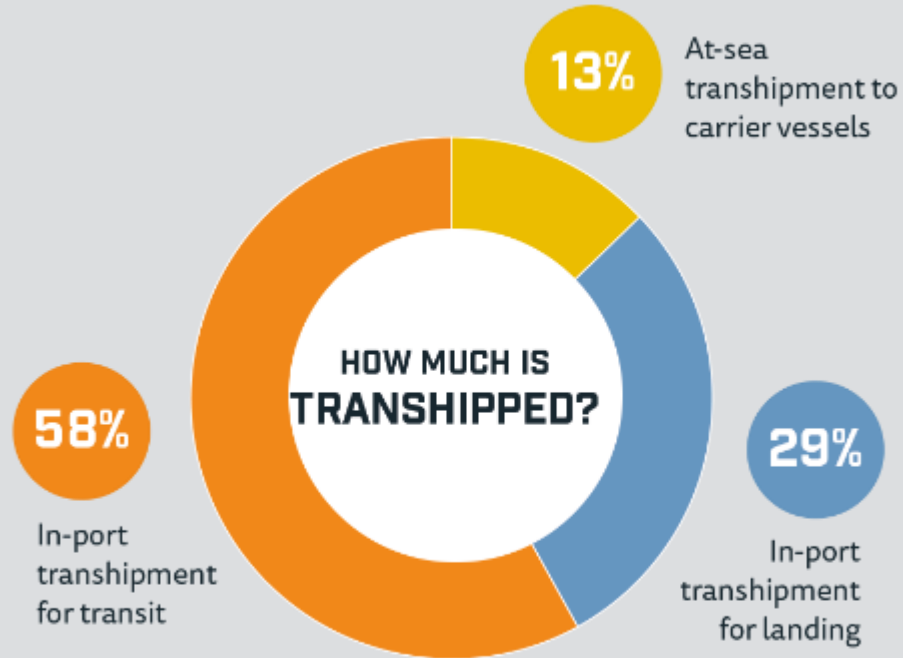
CARRIERS European owned and operated
FISHING VESSELS None identified
TRANSHIPMENT ZONE International

VESSEL TRACKS
 Vessel tracks are shown for 01.01.2019 to 31.12.2019
 Broken lines indicate gaps in AIS transmission
 --- GREEN MALDY --- IZAR ARGIA --- ORANGE STRAIT

● PORT VISIT ● LOITERING EVENT

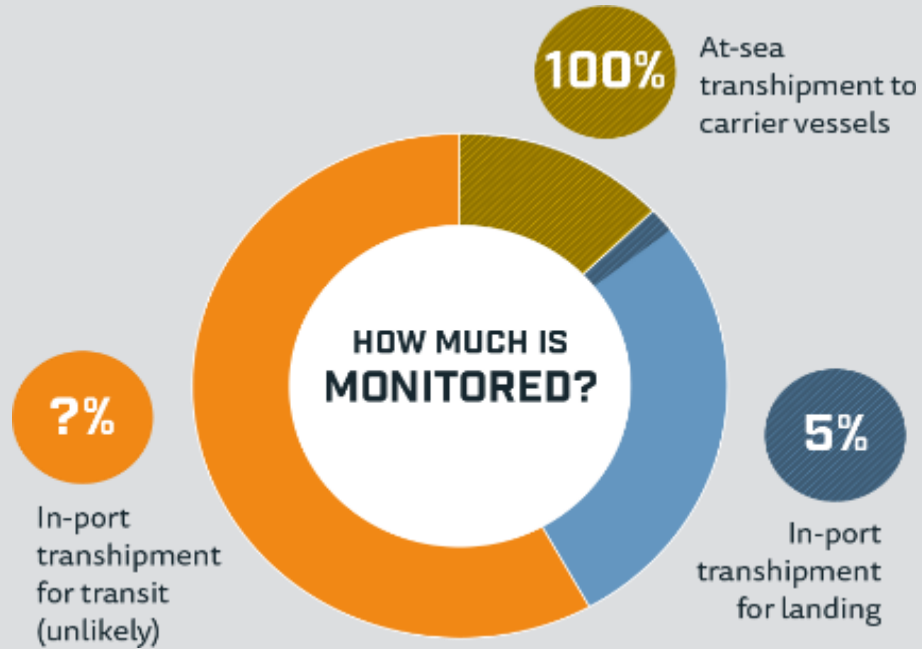


HOW IS TUNA MOVED FROM THE FV?





LEGAL TUNA





FAIR TUNA



- HIGH
- MEDIUM
- LOW

LEVEL OF BENEFIT

	WIO STATE	FOREIGN FISHING INDUSTRY	ENVIRONMENT	SOCIAL
AT-SEA TRANSHIPMENT	●	●	●	●
IN-PORT FOR LANDING	●	●	●	●
IN-PORT FOR TRANSIT	●	●	●	●



Key findings



1. **Definitions** – regional agreement
2. **Balanced transshipment monitoring** – based on risk assessment
3. **User pays principles** – across all types transshipment (Seychelles)
4. **Strengthening port monitoring** – PSMA aligned to the voluntary guidelines
5. **Comprehensive validation of information** – using the bottleneck, regional information sharing, regional centres