

wp. 6  
Lawson

## REPORT

### FOREIGN FISHING VESSELS TRANSHIPMENTS IN KIRIBATI

#### TRANSHIPMENT HISTORY:

Transshipment activities was coordinated from the Fishery License and Enforcement Unit staffed by four people. The unit was under the Fisheries Division within the Ministry of Environment and Natural Resources Development. The present designated ports to be used in transshipment were Betio port in Tarawa Island (Gilbert Group) and London port in Christmas Island (Line Group).

Our ports were sometimes used by other fishing boats to get provisions and to disembark or embark crew members. Boarding of fishing vessels should include an Agent, Customs, Police, Immigration, Quarantine, Doctor and Fisheries Officers.

The Kiribati Shipping Services Limited was the only Agent in Tarawa. No agent was stationed at Christmas Island so the Fisheries Officers act as an agent for every fishing vessel visiting Christmas. In Tarawa it is compulsory that all vessels entering port should be piloted in and out. The Fisheries Officer will give clearance for transshipping. We also have a Fisheries Boarding Form. See Attachment A and B

#### REPORTING:

All fishing vessels are required to report Entry and Departure when crossing the 200 miles and 12 miles limits. The US purse seine and Koreans are required to report completion of transshipment showing the total amount transhipped and fish destination.

#### Longline:

Transshipment in Kiribati ports for sashimi grade tuna was first conducted in March 1987 on Fanning Island in the Line Group between a Japanese Reefer vessel and two Korean vessels. Later in June 1987 transshipment was taking place on Christmas Island in Port London. As from June 1987 until now Port London in Christmas is now commonly used by the Eastern Japanese Long Line Tuna Fleet to tranship their catches with Japanese Reefer Carriers. Final destination of catch was Japan. ~~XXXXXXXXXXXXXXXXXXXXXXXXXXXX~~

We have also the Taiwanese Longline Company known as the Kao Ya Fisheries Co., Ltd which were also licensed in Kiribati. They also used London port as their port of transshipment with Japanese Reefer Carriers and sometimes to one of their vessels. Their catch destination was Japan.

From our observation the average species composition is 54% Big eye, 34% yellowfin, 2% marlin and 10% other species. No rejected fish could be found.

### Purse seine:

Before 15th June 1993 the Z Fishing Company based in Guam usually transhipped inside our waters and we still charged them tax. In middle of June 1993 they started to tranship in port as required by the Minimum Terms and Conditions (MTCs). The Company chartered carriers and most of catch destination was Bangkok Thailand and sometimes to European Market. Another Company that was also involved in transhipment was a Dongwon Industrial Co., based in South Korea. This Company used it own reefer carriers and most of their catch was delivered or discharged at Masan in South Korea where they have their own Canning Factory.

The Fisheries Observer usually stationed on the fishing boat to observe the transhipment and to make sure that no dumping of rubbish or rejected fish into the lagoon. The rejected fish may include yellowtail, Spanish mackerel, wahoo, sardine, shark, under size skipjack and yellowfin, rainbow runner and trigger fish were always shared and distributed by the Fisheries Observers to local people. No rejected fish was dumped in the lagoon as it is illegal. Those rejected fish which were not good for local consumption were kept on the boat to be dumped outside the lagoon.

The rejected small size skipjack and yellowfin were mostly came from the Korean purse seines. Some of them were rejected because of their broken flesh. The amount could come up to about 1 to 2 tons. This was hardly seen with the US purse seines.

In purse seine the average species composition is 19% yellowfin (60lbs) and 81 skipjack (5lbs).

### **REGISTRATION:**

All fishing vessels including reefer carriers should pay Registration fee of YEN 30,000 for Japanese fishing vessels including Korean vessels. In October 1989 the registration fee was increased to YEN 70,000 for Japanese vessels only and USD600 for other nationalities. To apply for Registration they should fill in an application form plus a photo to be registered with FFA. This registration does not permit a fishing vessel to fish inside Kiribati 200 miles EEZ. It is only a permit to enter port for a purpose of transhipment or when disembarking and embarking crew members. Licensed fishing boats are exempted from this registration fee including those fishing vessels calling for emergency. Registration numbers are only valid for one year. Table 1 shows a summary of registration fees.

### **TRANSHIPMENT TAX:**

In 1987 when transhipment was first started, we charged the reefer company a tax of AUD 30.00 per metric ton. In 1988 we started to charge the reefer companies a tax of USD12.50 per metric ton. For purse seine vessels we charged a transhipments tax of USD2.00 per Short ton. Table 1 shows a summary of tax income.

Table: 1

Shows the yearly number of reefer carriers and fishing vessels visiting Port Betio and London. The USA and Korean vessels were all purse seines while Japanese were all Longline fishing boats transhipped at Christmas.

*Table 1*

Year	Nation	Registered vsls		Amount (Mt)	Reg. Tax		Total AS
		Reef.	Longline		AS	US\$	
1987	Japan	2	7	532	1,936		17,896
	Korea		2	150	553		5,053
1988	Japan	4	8	562	6,125	9,477	18,919
1989	Japan	9	14	1,530	5,436	19,125	31,255
1990	Japan	24	53	5,178	24,884	55,712	100,095
	Taiwan		11	721		9,013	12,168
1991	Japan	19	42	4,733	35,183	59,163	115,052
	Taiwan		8	267	3,034	3,338	7,540
1992	Japan	13	26	2,035	22,457	25,438	56,798
	USA	6	19*	6,292	3,923	12,584	20,911
1993	Japan	23	44	4,737	27,943	59,213	107,881
	USA	10	53*	19,424	5,141	38,848	57,586
	Korea	4	10*	6,276	2,646	12,552	19,591

\* Purse Seines and the amount of fish was in Short ton.

The last column shows the approximate total of revenue received through Registration and transhipment tax when using the rate of One USD = 1.35 AUD.

#### CONCLUSION:

Transhipment in Kiribati was not so scientific as in collecting samples, length, species composition etc. We only collect data on the amount so that we can collect our tax from them and to make sure that no pollution activities was conducted while transhipping. Most of the collect amount of catch transhipped were not in species. Transhipment is becoming one of the money earner. Other benefits include port charges, pilot fees, port levies and agency fee. Sometimes ships were charged for water and fuel provisions and crew spent money buying local products etc..

Crew members were all friendly to all Fisheries Observers.

PART A:

Vessel Name: \_\_\_\_\_ Callsign: \_\_\_\_\_

Purpose of Visit: \_\_\_\_\_

Notice Recieved from: \_\_\_\_\_ Date: \_\_\_\_\_

Name of Master : \_\_\_\_\_ Registration: \_\_\_\_\_

Operator: \_\_\_\_\_ Tlx: \_\_\_\_\_ Fax: \_\_\_\_\_

Owner : \_\_\_\_\_ Tlx: \_\_\_\_\_ Fax: \_\_\_\_\_

Length : \_\_\_\_\_ M GRT: \_\_\_\_\_ Draft Depth: \_\_\_\_\_ M

Fuel Capacity: \_\_\_\_\_ Kl Storage Capacity: \_\_\_\_\_

Flag State: \_\_\_\_\_ Year Built: \_\_\_\_\_ Place: \_\_\_\_\_

PART B:

Place of Arrival: \_\_\_\_\_ Next Destination: \_\_\_\_\_

Last Port: \_\_\_\_\_ Date of Departure: \_\_\_\_\_

EEZ Entry Position: \_\_\_\_\_ Date: \_\_\_\_\_

Last Place of Discharge: \_\_\_\_\_ Date: \_\_\_\_\_

Last Place of Bunkering: \_\_\_\_\_ Date: \_\_\_\_\_

Last Fishing Position: \_\_\_\_\_ Date: \_\_\_\_\_

Catch onboard : \_\_\_\_\_ Total: \_\_\_\_\_  
                             SJ            YF            BE            BF            OTH

Type and Status of Gear: \_\_\_\_\_

Amount of fuel onboard : \_\_\_\_\_ Kl

PART C:

Did you do the following ?

a) Check gear

b) Check catch

c) Check fuel

d) Obtain Crew list

e) Obtain Certificate of Registry

YES            NO


Boarding Officer : \_\_\_\_\_ Date: \_\_\_\_\_

TALLY RECORD SHEET

Vessel Name:..... Callsign:.....

Skipper:..... License No:.....  
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A: Carrying Capacity: .....

B: Total Amount transhipped: .....St...Mt..

C: Catch composition being transshipped: SJ.....YF:.....OTH:.....

D: Duration of transshipment: .....

E: Catch Destination: .....

F: Transshipment Port: .....

G: Other Observations:

II: Skipper Signature: ..... Date: .....

I: Observer Signature: ..... Date: .....  
=====

Checked by: ..... Date: .....

*Comments:*

Fisheries License &amp; Enforcement Unit, Bairiki

