



# **Proposal to amend CMM 2009-06 on Transshipment**

**Delegation of the Republic of Korea**

**WCPFC 22**



## Objective and Core Principle

- Separate legitimate, well-monitored at-sea transshipment from IUU fishing
- Focus on controls, data and accountability – not on banning logistics
- At-sea transshipment is a legitimate, globally recognized practice when properly monitored

A faint, dotted world map is visible in the background, centered behind the title.

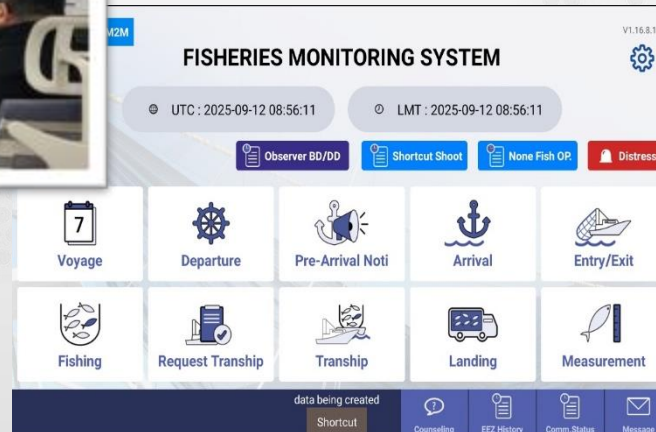
# Why This Matters

- Longline fleets depend on at-sea transshipment due to dispersed operations and long trips
- Longline Operations are often in the red, and complete ban will force them out of business
- Risk comes from non-compliance and weak oversight, not from the practice itself
- Our proposal aligns WCPFC framing with FAO Voluntary Guidelines and other tuna RFMOs

# Targeted Safeguards

- New paragraph 35 bis – Four concrete elements
- Continuous VMS on carrier vessels reporting to flag State and WCPFC system
- Prior flag-State authorization of each high seas transshipment (vessels, species, quantities, time, location)
- 24/7 national Fisheries Monitoring Center for flag State of offloading vessel
- Access to transshipment data for HSBI inspectors to support risk-based boarding
- Plus: Transshipment Declaration deadline shortened from 15 to 10 days for timely verification

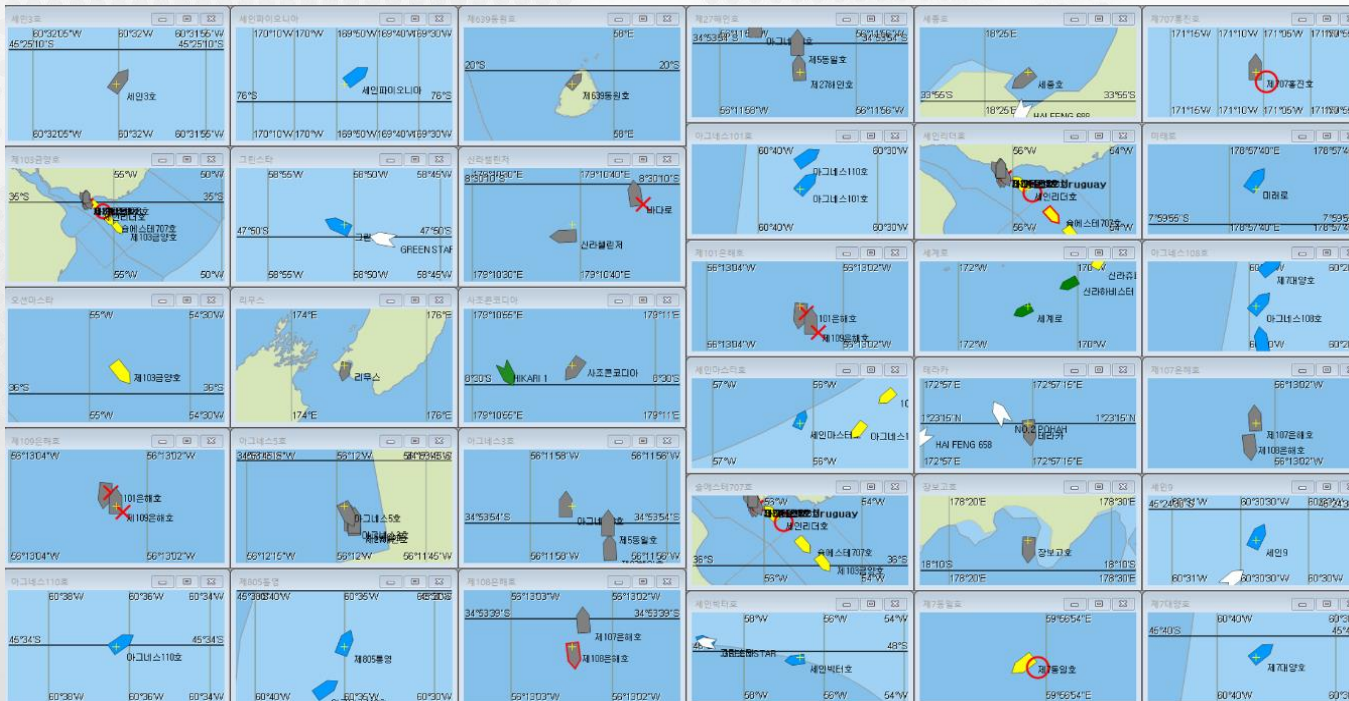
# Korea's MCS Practice 1/2



- National FMC operating 24/7, integrating VMS and electronic reporting
- For transshipment, prior authorization and post-reporting required
- Verification done cross-checking VMS records, e-logbooks and other available data



# Korea's MCS Practice 2/2



- Use of port inspections as a supplementary tool
- At-sea transshipment is visible, traceable, verifiable in Korea's system
- Proposal aims to bring Commission standards closer to this integrated model

A faint, stylized world map composed of small dots, centered in the background of the slide.

# Equity and Scope

- No change to development opportunities or coastal access for SIDS and PTs
- New obligations apply to CCMs with vessels transshipping on the high seas
- Designed to address verification gaps without disrupting compliant operations



# Key Takeaways

- Affirm at-sea transshipment as a legitimate practice under strong oversight
- Tighten high-seas monitoring with four practical safeguards and faster reporting
- Avoid unnecessary disruption to compliant fleets while closing real compliance gaps
- Korea invites Members to work together so that stronger oversight – not blanket prohibition – becomes the WCPFC path for transshipment management.