

**RESOLUTION BY ICCAT
CONCERNING MORE EFFECTIVE MEASURES TO PREVENT,
DETER AND ELIMINATE IUU FISHING BY TUNA LONGLINE VESSELS**

RECALLING that the Commission makes yearly reviews of various trade and sighting data and based on that information prepares a list of IUU fishing vessels,

RECOGNIZING that since IUU fishing vessels change their names and flags frequently to evade the sanction measures against them and that the lists of IUU fishing vessels based on the past trade data are still useful but should not be the sole tool to eliminate the IUU fishing vessels;

EXPRESSING GRAVE CONCERN that a significant amount of catches by the IUU fishing vessels are believed to be transferred under the names of duly licensed fishing vessels;

BEING AWARE that the majority of crew onboard the IUU tuna longline vessels are residents of the Contracting Parties, Cooperative Non-Contracting Parties, Entities or Fishing Entities;

STRESSING THE NEEDS for Chinese Taipei, Japan and Parties concerned to investigate the relation between licensed vessel owners and IUU fishing activities and take necessary actions to prevent licensed vessel owners from being engaged in and associated with IUU fishing activities.

**THE INTERNATIONAL COMMISSION FOR THE CONSERVATION
OF ATLANTIC TUNAS (ICCAT) RESOLVES THAT:**

1. The Commission should hold a working group meeting in 2002 in Tokyo to consider and work out more effective measures to prevent, deter, and eliminate IUU fishing, particularly that by flag of convenience vessels, taking into account the FAO International Plan of Action on IUU Fishing.
2. Contracting Parties, Cooperating non-Contracting Parties, Entities or Fishing Entities that are entitled to fly their flags on tuna longline fishing vessels larger than 24 meters length overall (LOA) (hereinafter referred to as the "LSTLV" and that are importing those LSTLV's tuna products should, to the greatest extent possible, collect and provide to the above Working Group information on the history and economic background of their LSTLV, including the business relations of duly licensed LSTLV with business entities that have a record of IUU fishing.
3. The Working Group should scrutinize the trade data and other relevant information available to the Commission as well as the information and evidence provided in accordance with paragraph 2 above.
4. As a result of the scrutiny, the Working Group should develop and submit to the 2002 meeting of the Commission new, more effective measures to deter, prevent and eliminate IUU fishing by tuna longline vessels
5. The Working Group should review the criteria presently used to enlist vessels on the ICCAT list of tuna longline vessels engaged in IUU fishing, and consider a procedure for taking sanction measures and, as appropriate, revised criteria for listing IUU vessels.
6. Before the consideration of the above measures by the Commission at its 2002 meeting,
 - a. Contracting Parties, Cooperating Non-Contracting Parties, Entities or Fishing Entities should pay due attention in validating ICCAT Statistical Document on fish caught by the LSTLV entitled to fly their flag so as not to legitimize IUU catches.
 - b. Contracting Parties, Cooperating Non-Contracting Parties, Entities or Fishing Entities should instruct their residents to refrain from engaging in and associating with activities that may support IUU tuna longline fishing vessels and with any other activities that undermine the effectiveness of ICCAT conservation and management measures.

7. In 2002, the Commission should review the outcome of the Working Group as well as all the relevant information and should adopt more effective measures against this problem, and if necessary and appropriate, take actions according to the *Resolution Concerning the Unreported and Unregulated Catches of Tunas by Large-scale Longline Vessels in the Convention Area* adopted at the 1998 Commission meeting.
8. Contracting Parties, Cooperating Non-Contracting Parties, Entities or Fishing Entities should collect information on the transfer of tunas between fishing vessels and transport vessels, including at-sea transfers, should ensure the validity of certificate of transshipment, and particularly at the port of final destination, should conduct thorough inspection of transshipped tunas at the time of landing.