



North Pacific Fisheries Commission

NPFC-2025-TCC08-WP20

**JOINT PROPOSAL FROM CANADA, THE EUROPEAN UNION AND  
THE REPUBLIC OF KOREA**

**FOR A CONSERVATION AND MANAGEMENT MEASURE**

**ON MINIMUM STANDARDS FOR PORT STATE MEASURES IN NPFC**

**Explanatory memorandum**

The purpose of this proposal is to strengthen the existing NPFC legal framework by adopting Minimum Port State Measures (PSMs) which are an essential enforcement tool for combating Illegal, Unreported, and Unregulated (IUU) fishing and promoting sustainable fisheries management in the region and worldwide. By implementing standardized inspections, PSMs will contribute effectively to detecting and deterring IUU activities and verifying compliance with NPFC conservation measures. This will also improve the accuracy of catch data reporting, which is crucial for sustainable fish stock management. PSMs will allow coastal and port states to build a regional network that will operate as an additional layer of enforcement, ensuring that vessels comply with NPFC regulations before landing their catch. The adoption and implementation of minimum PSMs will allow NPFC to align with other RFMOs and with international best practices and contribute further to strengthening global efforts to eliminate IUU fishing and subsequently protecting the economic stability of legal fisheries and preventing overfishing and ecosystem damages, ensuring long-term sustainability of NPFC fisheries.

## **CMM 2025-XX: Conservation and Management Measure on Minimum Standards for Port State Measures**

*The North Pacific Fisheries Commission (NPFC),*

*Deeply concerned* about illegal, unreported and unregulated (IUU) fishing in the NPFC Convention area and its detrimental effect upon fish stocks, marine ecosystems and the livelihoods of legitimate fishers, and the increasing need for food security at a global scale;

*Conscious* of the role of the port State in the adoption of effective measures to promote the sustainable use and the long-term conservation of living marine resources;

*Recognising* that measures to combat IUU fishing should build on the primary responsibility of flag States and use all available jurisdiction in accordance with international law, including port State measures, coastal State measures, market related measures and measures to ensure that nationals do not support or engage in IUU fishing;

*Recognising* that port State measures provide a powerful and cost-effective means of preventing, deterring and eliminating IUU fishing;

*Aware* of the need for increasing coordination at the regional and interregional levels to combat IUU fishing through port State measures;

*Acknowledging* the rapidly developing communications technologies, databases, networks and global records that support port State measures;

*Bearing in mind* that, in the exercise of their sovereignty over ports located in their territory, Members and Cooperating non-Contracting Parties (CNCs) may adopt more stringent measures, in accordance international law;

*Recalling* the relevant provisions of the *United Nations Convention on the Law of the Sea of 10 December 1982*;

*Recalling* the Agreement for the Implementation of the Provisions of the United Nations Convention on the Law of the Sea of 10 December 1982 relating to the Conservation and Management of Straddling Fish Stocks and Highly Migratory Fish Stocks of 4 December 1995, the Agreement to Promote Compliance with International Conservation and Management Measures by Fishing Vessels on the High Seas of 24 November 1993, and the 1995 FAO Code of Conduct for Responsible Fisheries;

*Recalling* Article 7(2)(d) of the NPFC Convention which calls on the Commission to develop mechanisms to prevent, deter and eliminate IUU fishing, as well as Article 14(2)(a) requiring Contracting Parties to give effect of port state measures adopted by the Commission;

*Recalling* the 2009 FAO Port State Measures Agreement (PSMA);

*Recalling* the recommendation of the NPFC Performance Review Panel that the Commission adopt, as a matter of priority, a conservation and management measure specifying minimum standards for port inspections consistent with the PSMA;

*Recognising* the need for assistance to Small Island Developing States to adopt and implement port State Measures;

*Adopts* the following conservation and management measure (CMM), in accordance with Articles 7(2)(d) and 14 of the Convention:

### **Scope and application**

1. In view to preventing, deterring and eliminating IUU fishing, as well as reinforcing the effective monitoring of compliance with NPFC CMMs, each Member and cooperating non-Contracting (CNCP), in its capacity as a port State, shall maintain through the implementation of this CMM an effective system of port inspections in respect of foreign fishing vessels carrying fisheries resources managed by NPFC caught in the NPFC Convention area and/or fish products originating from such species caught in the Convention Area that have not been previously landed, hereinafter referred to as "foreign fishing vessels".
2. A Member or a CNCP may, in its capacity as a port State, decide not to apply this CMM to:
  - a) foreign fishing vessels chartered by its nationals exclusively for fishing in areas under its jurisdiction and operating under its authority therein. Such chartered fishing vessels shall be subject to measures by that Member or CNCP which are as effective as measures applied in relation to vessels entitled to fly its flag;
  - b) vessels of a neighbouring State that are engaged in artisanal fishing for subsistence, provided that the port State and the flag State cooperate to ensure that such vessels do not engage in IUU fishing or fishing related activities in support of such fishing;
  - c) container vessels that are not carrying fish or, if carrying fish, only fish that have been previously landed, provided that there are no clear grounds for suspecting that such vessels have engaged in fishing related activities in support of IUU fishing.

### **Contact Points**

3. Each Member and CNCP shall:
  - a) designate a contact point for the purposes of receiving notifications pursuant to paragraph 9 of this CMM;
  - b) designate a contact point for the purpose of receiving inspection reports pursuant to paragraph 22.i) of this CMM.
  - c) transmit the name and contact information for its contact points to the NPFC Secretariat no later than 30 days following the entry into force of this CMM. Any subsequent changes shall be notified to the NPFC Secretariat at least [7] days before such changes take effect.

4. The NPFC Secretariat shall establish and maintain a record of contact points based on the lists submitted by the Members and CNCPs. The record and any subsequent changes shall be published promptly on the NPFC website.

#### **Designated Ports**

5. Each Member and CNCP shall designate its ports to which foreign fishing vessels may request entry pursuant to this CMM.
6. Each Member and CNCP shall ensure that it has sufficient capacity to conduct inspections in every designated port pursuant to this CMM.
7. Each Member and CNCP shall provide to the NPFC Secretariat within 30 days from the date of entry into force of this CMM a list of designated ports. Any subsequent changes to this list shall be notified to the NPFC Secretariat at least 30 days before the change takes effect.
8. The NPFC Secretariat shall establish and maintain a record of designated ports based on the lists submitted by the port Members and CNCPs. The record and any subsequent change shall be published promptly on the NPFC website.

#### **Advance Request for Port Entry**

9. Each Member and CNCP, in its capacity as a port State shall require foreign fishing vessels seeking to use its ports for any purposes, to submit the information requested in Annex A, as a minimum standard. This information shall be provided to its contact point indicated on the record of contact points established under paragraph 4 of this CMM, at least 48 hours before the estimated time of arrival of the fishing vessel at the port.
10. Each Member and CNCP, in its capacity as a port State may also request additional information as it may require determining whether the vessel has engaged in IUU fishing, or related activities.

#### **Port Entry, authorisation or denial**

11. After receiving the relevant information pursuant to paragraphs 9 and 10 of this CMM, the Member or CNCP, in its capacity as a port State, shall decide whether to authorise or deny the entry of the vessel into its port and shall communicate this decision to the fishing vessel or its representative as soon as possible.
12. Without prejudice to paragraph 11 of this CMM, when a Member or a CNCP has sufficient proof that a vessel seeking entry into its port has engaged in IUU fishing, in particular the inclusion of a vessel on a list of vessels having engaged in IUU fishing adopted by NPFC, other Members or CNCPs, or another regional fisheries management organization, the Member or the CNCP shall deny that vessel entry into its ports.
13. In the case of denial of entry, the Member or CNCP shall communicate its decision taken, to the contact point of flag State of the vessel and to the NPFC Secretariat, who shall post promptly this information on the NPFC members only secure website. It shall also

communicate its decision, as appropriate, to relevant coastal States, regional fisheries management organizations and other relevant international organizations.

14. Notwithstanding paragraphs 12 and 13 of this CMM, a Member or CNCP may allow the entry into its ports of a vessel referred to in those paragraphs exclusively for the purpose of inspecting it and taking other appropriate actions in conformity with international law which are at least as effective as denial of port entry in preventing, deterring and eliminating IUU fishing.
15. A Member or CNCP shall withdraw its denial of the use of its ports referred to in paragraph 12 of this CMM, only if there is sufficient proof that the grounds on which use was denied were inadequate or erroneous or that such grounds no longer apply.
16. Where a Member or CNCP has withdrawn its denial pursuant to paragraph 15, it shall notify those to whom a notification was issued pursuant to paragraph 13.

#### **Use of Ports**

17. Where a fishing vessel has entered one of its ports, a Member or CNCP shall deny, pursuant to its laws and regulations and consistent with international law, that vessel the use of the port for landing, transshipping, packaging and processing of fishery resources that have not been previously landed and for other port services, including, inter alia, refuelling and resupplying, maintenance and dry-docking, if:
  - (a) the Member or CNCP finds that the vessel does not have a valid and applicable authorisation to engage in fishing or fishing related activities required by its flag State;
  - (b) the flag State of the vessel does not confirm within a reasonable period of time, on the request of the port State, that the fishery resources on board were taken in accordance with the NPFC CMMs; or
  - (c) the Member or CNCP has clear evidence that the vessel was otherwise engaged in IUU fishing.

#### **Force majeure**

18. Nothing in this CMM affects the entry of vessels to port in accordance with international law for reasons for force majeure or distress or prevents a Member or CNCP from permitting entry into port to a vessel exclusively for the purpose of rendering assistance to persons, ships or aircraft in danger or distress.

#### **Port Inspections**

19. Inspections shall be carried out by the competent authority of the port Members and CNCPs.
20. Each year Members and CNCPs shall inspect at least 5% of landing and transshipment operations in their designated ports made by notified foreign fishing vessels.

21. In determining which foreign fishing vessels to inspect, Members and CNCPs shall, in accordance with their domestic law, give priority/foreign fishing vessels when:
- a) there is a request from other Members and CNCPs or relevant regional fisheries management organisations (RFMOs) that a particular vessel be inspected, particularly where such requests are supported by evidence of IUU fishing by the vessel in question, and there are clear grounds for suspecting that a vessel has engaged in IUU fishing;
  - b) the foreign fishing vessel has failed to provide complete information as required in paragraph 9 and/or 10 of this CMM;
  - c) the foreign fishing vessel has been denied entry or use of a port in accordance with this or other RFMOs provisions;
  - d) foreign fishing vessels that appear on the IUU list of any RFMO other than NPFC, if the port Members and CNCP has allowed the entry of such vessels.

### **Inspection Procedure**

22. Each Member and CNCP shall, in carrying out inspections in its ports:
- a) ensure that inspections of any vessels are carried out by inspectors duly authorised, trained and familiar with the Convention and relevant CMMs adopted by the Commission, in accordance with Annex B.
  - b) ensure that its inspectors carry an approved identity card issued by the Member or CNCP that identifies the inspector as authorised to carry out the inspection.
  - c) ensure that as a minimum standard its inspectors carry out the functions listed on Annex C of this CMM.
  - d) ensure that inspectors examine all relevant areas, decks and rooms of the fishing vessel, its license, gear, equipment, records (both physical and electronic), facilities, fish and fish products and any documents necessary to verify compliance with the Convention and CMMs in force. They may take copies (physical or electronic) of any documents considered relevant, and they may also question the master and any other person on the vessel being inspected.
  - e) ensure that inspections involve the monitoring of the landing or transshipment and include a cross-check between any transshipment declarations, the estimated quantities by species notified in the prior notification message in paragraph 9 of this CMM above and those held on board the fishing vessel.
  - f) ensure that all efforts shall be made to conduct inspections in such a way that the fishing vessel suffers the minimum interference and inconvenience, and that degradation of the quality of the catch is avoided to the extent practicable.

- g) ensure that inspections are carried out thoroughly and in an expeditious manner, carried out in accordance with international law, and with a target to be completed within 72 hours of port entry, but not later than 5 working days.<sup>1</sup>
- h) ensure that, on completion of the inspection, the port State inspector shall provide the master of the foreign fishing vessel a copy of the inspection report containing the findings of the inspection, to be signed by the inspector and the master. The master's signature shall serve only as acknowledgement of the receipt of a copy of the report. The master shall be given the opportunity to add any comments or objection to the report, and to contact the competent authority of the flag Member or CNCP.
- i) transmit a copy of the inspection report to the contact point of the flag State of the inspected vessel and the NPFC Secretariat no later than 15 working days following the date of completion of the inspection, with the information using of Port Inspection Report in Annex D. If the inspection report cannot be transmitted within 15 working days, the port State shall notify the flag State and the NPFC Secretariat within the 15 working days time period the reasons for the delay and when the report will be submitted.
- j) make all possible efforts to facilitate communication with the master or senior crew members of the vessel, including where possible and where needed that the inspector is accompanied by an interpreter.
- k) ensure that inspections are conducted in a fair, transparent and non-discriminatory manner, would not constitute harassment of any vessel and shall not interfere with the master's ability, in conformity with international law, to communicate with the authorities of the flag State.

23. Each Member or CNCP, in its capacity as a port State may, in accordance with its domestic laws and regulations, invite officials (such as inspectors) from the flag Member or CNCP to observe or take part in the inspection of a fishing vessel of that flag based on appropriate agreements or arrangements.

#### **Procedure in the Event of Potential Violations**

24. If the information collected during the inspection provides evidence that a foreign fishing vessel has violated one or more NPFC CMMs, Members and CNCPs shall ensure that the inspector:

- a) records the alleged violation in the inspection report;
- b) transmits the inspection report and the evidence collected to the port State competent authorities;

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<sup>1</sup> Unless weather conditions or other circumstances make accessing the vessel for inspection unsafe, in which case the inspection shall be carried out at the earliest opportunity so as not to unduly delay any lawful activities of the vessel subject to inspection and if a delay occurs, the inspection report shall note the reason for the delay.

- c) to the extent practicable, ensures safekeeping of the evidence pertaining to such alleged violation.
25. If a port inspection report provides evidence that a foreign fishing vessel has committed a violation of a NPFC CMM, upon receiving the copy of the inspection report, the flag Member or CNCP shall promptly investigate the potential violation and shall, upon sufficient evidence, take enforcement action without delay in accordance with its laws and regulations and Article 17 of the NPFC Convention.
26. Members or CNCPs shall notify the port State and the NPFC Secretariat of the status of the investigation and of any enforcement action that may have been taken, within 90 days of receipt of an inspection report notifying potential violation. If the flag Member or CNCP cannot provide the NPFC Secretariat this status report within 90 days of such receipt, the flag Member or CNCP should notify the NPFC Secretariat within the 90-days time period the reasons for the delay and when the status report will be submitted. The Secretariat shall promptly circulate the information to Members, and shall present an annual summary of such investigations' status at TCC.
27. Members and CNCPs shall collaborate, in accordance with their domestic laws, in order to facilitate judicial or other proceedings arising from inspection reports as set out in this CMM.

#### **Role of Members and CNCPs in relation to vessels flying their flags**

28. Members and CNCPs shall require its vessels to cooperate with the port State in inspections carried out pursuant to this CMM. and shall take necessary action to ensure that masters facilitate safe access to the fishing vessel, facilitate the inspection and communication and not obstruct, intimidate or interfere, or cause other persons to obstruct, intimidate or interfere with port State inspectors in the execution of their duties.
29. When a Member or CNCP has clear grounds to believe that one of its vessels has engaged in IUU fishing and is seeking entry to or is in the port of another Members or CNCPs, it shall, as appropriate, request that the Members and CNCPs inspects the vessel or takes other adequate measures.
30. Members and CNCPs shall provide a report to each ordinary meeting of the Technical Compliance Committee of actions that they have taken pursuant to paragraph 25.

#### **General Provisions**

31. Nothing in this CMM shall prejudice the rights, jurisdiction and duties of Members and CNCPs under international law. In particular, nothing in this CMM shall be construed to affect the exercise by Members and CNCPs of their authority over their ports in accordance with international law, including their right to deny entry thereto as well as to adopt more stringent measures than those provided for in this CMM.
32. In the implementation of this CMM and in accordance with the Commission's Data Sharing and Data Security Protocol, and with their own domestic laws, Members and CNCPs

shall cooperate and exchange information with the NPFC Secretariat, relevant States, international organisations, RFMOs and other entities, including, as appropriate, by:

- a) Requesting information from, and providing information to, relevant information systems; and
  - b) Requesting and providing cooperation to promote the effective implementation of this recommendation.
33. In order to facilitate the implementation of this CMM, Members and CNCPs shall, to the extent possible, ensure that national information systems allow for the direct electronic exchange of information on port State measures between them and with the NPFC Secretariat, with due regard to appropriate confidentiality requirements.
34. Members and CNCPs are encouraged to use the Global Information Exchange System to facilitate the information exchange requirements set out in this measure.
35. Members and CNCPs, in their capacity as port States, are encouraged to enter into bilateral agreements/arrangements that allow for joint inspections and an inspector exchange programme designed to promote cooperation, share information, and educate each party's inspectors on inspection strategies and methodologies which promote compliance with NPFC CMMs.

#### **[Requirements for SIDS Members and CNCPs**

36. Members and CNCPs shall give full recognition to the special requirements of SIDS Members and CNCPs in relation to a port inspection scheme consistent with this CMM. Commission Members and CNCPs, shall, either directly or through the NPFC, provide assistance to SIDS Commission Members and CNCPs in order to develop their capacity, including by providing technical assistance to support and strengthen the development and implementation of an effective system of port inspection at national, regional or international levels and to ensure that a disproportionate burden resulting from the implementation of this CMM is not unnecessarily transferred to them.]
37. The Secretariat will report annually on the implementation of this CMM.

**ANNEXES (A – D)**

**ANNEX A**

**INFORMATION TO BE PROVIDED IN PRIOR NOTIFICATIONS BY FOREIGN VESSELS  
REQUESTING PORT ENTRY [format indicative]**

1. Intended port of call				
2. Port State				
3. Estimated date and time of arrival				
4. Purpose(s)				
5. Port and date of last port call				
6. Name of the vessel				
7. Flag State				
8. Type of vessel				
9. International Radio Call Sign				
10. Vessel contact information				
11. Vessel owner(s)				
12. Certificate of registry ID				
13. IMO ship ID, if available				
14. External ID, if available				
15. NPFC ID, if applicable				
16. VMS	No	Yes: National	Yes: NPFC	Type:

17. Vessel dimensions		Length		Beam		Draft		
18. Vessel master name and nationality								
19. Relevant fishing authorisation(s)								
<i>Identifier</i>	<i>Issued by</i>	<i>Validity</i>	<i>Fishing area(s)</i>	<i>Species</i>	<i>Gear</i>			
20. Relevant transhipment authorisation(s)								
<i>Identifier</i>		<i>Issued by</i>		<i>Validity</i>				
<i>Identifier</i>		<i>Issued by</i>		<i>Validity</i>				
21. Transhipment authorisations concerning offloading vessels								
<i>Date</i>	<i>Location</i>	<i>Name</i>	<i>Flag State</i>	<i>ID no.</i>	<i>Species</i>	<i>Product form</i>	<i>Catch area</i>	<i>Quantity</i>
22. Total catch onboard						23. Catch to be offloaded		
<i>Species</i>	<i>Product form</i>	<i>Catch area</i>	<i>Quantity, Conversion factor and Live weight</i>			<i>Quantity</i>		

## ANNEX B

### GUIDELINES FOR INSPECTORS' TRAINING

Training programs for port State inspectors should include at least the following elements:

1. Ethics;
2. Health, safety and security issues;
3. Applicable national laws and regulations, area of competence and conservation and management measures of NPFC, and applicable international law;
4. Collection, evaluation and preservation of evidence;
5. General inspection procedures, including reporting and interview techniques;
6. Analysis of information sources, such as logbooks, electronic documentation and vessel history (name, ownership and flag State), required for the validation of information provided by the master of the fishing vessel inspected;
7. Fishing vessel boarding and inspection, including hold inspections and calculation of vessel hold volumes;
8. Verification and validation of information related to landings, transshipments, processing and fishery resources remaining onboard, including utilizing conversion factors for the various species and products;
9. Identification of fish species, and the measurement of length and other biological parameters;
10. Identification of vessels and gear, and techniques for the inspection and measurement of gear;
11. Equipment and operation of VMS and other electronic tracking systems; and
12. Actions to be taken following an inspection.

## ANNEX C

### PORT STATE INSPECTION PROCEDURES

During port inspections inspectors shall:

- a) verify, to the extent possible, that the vessel identification documentation onboard and information relating to the owner of the vessel is true, complete and correct, including through appropriate contacts with the flag State or international records of vessels if necessary;
- b) verify that the vessel's flag and markings (e.g. name, external registration number, International Maritime Organization (IMO) ship identification number, international radio call sign and other markings, main dimensions) are consistent with information contained in the documentation;
- c) verify, to the extent possible, that the authorisations for fishing and fishing related activities are true, complete, correct and consistent with the information provided in accordance with Annex A;
- d) review all other relevant documentation and records held onboard, including, to the extent possible, those in electronic format and vessel monitoring system (VMS) data from the flag State, NPFC and where relevant other RFMOs. Relevant documentation may include logbooks, catch, transshipment and trade documents, crew lists, stowage plans and drawings, descriptions of holds, and documents required pursuant to the Convention on International Trade in Endangered Species of Wild Fauna and Flora;
- e) examine, to the extent possible, all relevant areas, fishing gear onboard, including any gear stowed out of sight as well as related devices, and to the extent possible, verify that they are in conformity with the conditions of the authorisations. The fishing gear shall, to the extent possible, also be checked to ensure that features such as the mesh and twine size, devices and attachments, dimensions and configuration of nets, pots, dredges, hook sizes and numbers are in conformity with applicable regulations and that the markings correspond to those authorised for the vessel;
- f) determine, to the extent possible, whether the fishery resources on board was harvested in accordance with the applicable authorisations;
- g) examine the fishery resources, including by sampling, to determine its quantity and composition. In doing so, inspectors may open containers where the fishery resources have been pre-packed and move the catch or containers to ascertain the integrity of holds. Such examination may include inspections of product type and determination of nominal weight;
- h) evaluate whether there is clear evidence for believing that a vessel has engaged in IUU fishing or fishing related activities in support of such fishing;

- i) provide the master of the vessel with the report containing the result of the inspection, including possible measures that could be taken, to be signed by the inspector and the master. The master's signature on the report shall serve only as acknowledgment of the receipt of a copy of the report. The master shall be given the opportunity to add any comments or objection to the report, and, as appropriate, to contact the relevant authorities of the flag State in particular where the master has serious difficulties in understanding the content of the report. A copy of the report shall be provided to the master; and
- j) arrange, where necessary and possible, for translation of relevant documentation.

**ANNEX D**

**TEMPLATE FOR PORT INSPECTION REPORTS**

[format indicative]

<b>1. Inspection report no</b>				<b>2. Port State</b>			
<b>3. Inspecting authority</b>							
<b>4. Name of principal inspector</b>				<b>ID</b>			
<b>5. Port of inspection</b>							
<b>6. Start of inspection</b>		<i>YYYY</i>	<i>MM</i>	<i>DD</i>	<i>HH</i>		
<b>7. Completion of inspection</b>		<i>YYYY</i>	<i>MM</i>	<i>DD</i>	<i>HH</i>		
<b>8. Advanced notification received</b>		<i>Yes</i>		<i>No</i>			
<b>9. Purpose(s)</b>		<i>LAN</i>	<i>TRX</i>	<i>PRO</i>	<i>OTH (specify)</i>		
<b>10. Port and State and date of last port call</b>				<i>YYYY</i>	<i>MM</i>	<i>DD</i>	
<b>11. Vessel name</b>							
<b>12. Flag State</b>							
<b>13. Type of vessel</b>							
<b>14. International Radio Call Sign</b>							

<b>15. Certificate of registry ID</b>				
<b>16. IMO ship ID, if available</b>				
<b>17. External ID , if available</b>				
<b>18. Port of registry</b>				
<b>19. Vessel owner(s)</b>				
<b>20. Vessel beneficial owner(s), if known and different from vessel owner</b>				
<b>21. Vessel operator(s), if different from vessel owner</b>				
<b>22. Vessel master name and nationality</b>				
<b>23. Fishing master name and nationality</b>				
<b>24. Vessel agent</b>				

<b>25. VMS</b>	<i>No</i>	<i>Yes: National</i>	<i>Yes: NPFC</i>	Type:
<b>26. Status in NPFC area (if applicable) where fishing has been undertaken, including any IUU vessel listing</b>				
<i>Vessel identifier</i>	<i>NPFC</i>	<i>Flag State status</i>	<i>Vessel authorised on vessel list</i>	<i>Vessel on IUU vessel list</i>

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**27. Relevant fishing authorisation(s)**

<i>Identifier</i>	<i>Issued by</i>	<i>Validity</i>	<i>Fishing area(s)</i>	<i>Species</i>	<i>Gear</i>

**28. Relevant transshipment authorisation(s)**

<i>Identifier</i>	<i>Issued by</i>	<i>Validity</i>

**29. Transshipment information concerning offloading vessels**

<i>Name</i>	<i>Flag State</i>	<i>ID no.</i>	<i>Species</i>	<i>Product form</i>	<i>Catch area(s)</i>	<i>Quantity</i>

**30. Evaluation of offloaded catch (quantity)**

<i>Species</i>	<i>Product form</i>	<i>Catch area(s)</i>	<i>Quantity declared</i>	<i>Quantity offloaded</i>	<i>Difference between quantity declared and quantity determined, if any</i>

**31. Catch retained onboard (quantity)**

<i>Species</i>	<i>Product form</i>	<i>Catch area(s)</i>	<i>Quantity declared</i>	<i>Quantity retained</i>	<i>Difference between quantity declared and quantity determined, if any</i>	
<b>32. Examination of logbook(s) and other documentation</b>				<i>Yes</i>	<i>No</i>	<i>Comments</i>
<b>33. Compliance with applicable catch documentation scheme(s)</b>				<i>Yes</i>	<i>No</i>	<i>Comments</i>
<b>34. Compliance with applicable trade information scheme(s)</b>				<i>Yes</i>	<i>No</i>	<i>Comments</i>
<b>35. Type of gear used</b>						
<b>36. Gear examined in accordance with paragraph e) of Annex C</b>			<i>Yes</i>	<i>No</i>	<i>Comments</i>	
<b>37. Findings by inspector(s)</b>						
<b>38. Apparent violation(s) noted including reference to relevant legal instrument(s)</b>						
<b>39. Comments by the master</b>						

<b>40. Action taken</b>
<b>41. Master's signature</b>
<b>42. Inspector's signature</b>