

**St. Kitts & Nevis
International Ship
Registry**

*Flying the flag of the
Federation worldwide.*



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GUIDELINES FOR VESSELS WHICH CARRY OUT TRANSSHIPMENT ACTIVITIES

Maritime Circular to Maritime Registrars, Ship-owners, Masters, Managers & Operators of St. Kitts & Nevis Ships, Classification Societies, Recognised Organisations, Recognised Security Organisations, Surveyors of Ships & Flag State Inspectors to this Administration, Seafarers & IMO Member States

Maritime Circular No: MC/43/12

DATE: 23rd March 2012

INSTRUCTIONS & GUIDANCE FOR SHIPOWNERS, MANAGERS, MASTERS, ST KITTS & NEVIS RECOGNISED ORGANISATIONS AND ST KITTS & NEVIS APPROVED INSPECTORS

St. Kitts and Nevis International Ship Registry (SKANReg) has been accepted by North East Atlantic Fisheries Commission (NEAFC) Norwegian Fisheries Directorate to act as Cooperating Non Contracting Party for year 2012, to this effect SKANReg will issue a Transshipment Permit to vessel if they will engage in the carriage of marine resources at any time during their registration with us. They are required to comply with the requirements of this Maritime Circular, NEAFC and Norway Fisheries Directorate Recommendations, which inter alia, requires that they,

- Obtain a Transshipment Permit from SKANReg.
- Install and maintain a functional SKANReg approved Vessel Fisheries Monitoring System.
- Submit the required transshipment declaration forms per transshipment activities carried out. This includes a transshipment log book.

SKANReg specifically forbids the transportation of species which are a regulated resource of the authorized area of operation without prior authorization from SKANReg.

If you have any questions about this Circular Letter, please contact us.

Yours truly,

Nigel E Smith
International Registrar of Shipping and Seamen

TRANSHIPMENT IN THE NEAFC CONVENTION AREA

- a) For vessels that intends to engage in transshipment activities in the North East Atlantic Fisheries Commission (NEAFC) Regulatory Area, the Owners are obligated to submit an application to us for an Authorization to do so at least 48 hours in advance of each transshipment, giving full details of the species, quantities, details of the fishing vessels, intended place of transshipment and intended port of landing.
- b) Vessels intending to carry out transshipment activities in the NEAFC Regulated Area must ensure that they only receive transshipment at sea from vessels that are flagged by countries that are NEAFC Contracting Parties.
- c) After receipt of the abovementioned request and information, SKANReg will proceed to carry out a background check of the fishing vessel(s) named in the application in order to ensure that they are not listed on the IUU List of Vessels of any RFMO, that they are on the NEAFC's List of Authorized Vessels, that the Flag State of the fishing vessel(s) confirms that they have sufficient quota for the species to be transhipped.
- d) Provided that the above checks are satisfactory, we will issue to the Owner/Operators a "Transshipment Permit" and inform the NEAFC of the intended transshipment, giving them a copy of this Authorization.
- e) The relative fee for the issuance of the Transshipment Permit to Transport/Tranship is dependent on whether the transshipment activities will be conducted on the High Seas of the regulated area of NEAFC or the EEZ of Contracting Parties.
- f) Transshipments in EEZ waters under the jurisdiction of the NEAFC Contracting Parties are subject to prior authorization from the Coastal State concerned.
- g) The Master of the SKAN registered transshipment vessel is required to submit a duly completed PSC 2 to the relevant landing port authority and copy to SKANReg and Master of the vessel has a duty to cooperate with boarding Inspectors to facilitate their inspection to a satisfactory condition
- h) For your guidance, no transshipment activity in the NEAFC should be carried out until the Letter of Authorization has been issued by our Administration and the relative fees for such issuance have been submitted.
- i) Vessels intending to engage in transshipment activities in NEAFC area are required to install and maintain a functional VFMS and submit the relevant transshipment and declaration reports.
- j) Vessel shall not transport species which are a regulated resource of the RFMO of the authorized area without prior authorization from that RFMO and the Flag State and that only species caught by non-IUU Fishing Vessels can only be transported.
- k) All SKANReg vessels must maintain a transshipment logbook in the format approved by NEAFC and the Coastal State where vessel intends to discharge transshipment.

ST KITTS AND NEVIS REGISTERED VESSELS INVOLVED IN TRANSHIPMENT IN THE ECONOMIC ZONE OF NORWAY INCLUDING JAN MAYEN AND SVALBARD TERRITORIAL WATERS AND FISHERIES PROTECTION ZONE AND LANDINGS IN NORWEGIAN PORTS SHOULD FOLLOW FOLLOWING PROCEDURES.

These regulations apply to all SKANReg vessels when operating for transshipment of marine resources only within the Economic Zone of Norway off the Norwegian mainland, between 12 and 200 nautical miles from the baselines and within Fisheries Protection Zone of SVALBARD and JAN MAYEN area. This provision applies irrespective of which area the catch was taken in. These regulations also apply to SKANReg vessels bound to land catches in Norwegian ports.

Allocation of licences

SKANReg vessels may not engage in transshipment operations in the Economic Zone of Norway without a licence from the Norwegian Director General of Fisheries. The licence shall be kept on board during the operations unless otherwise prescribed. The licence shall be shown to the Norwegian authorities upon request along with the Transshipment Permits issued by SKANReg.

Conditions for withdrawing licences

Even when all requirements are satisfied, the licence may be WITHDRAWN if in areas under Norwegian fishery jurisdiction, the vessel's owner, master or crew have contravened the provisions relating to transshipment or the conditions prescribed by Norwegian authorities on their web site (<http://www.fiskeridir.no/english/fisheries/regulations>) Maritime Circular (MC-43/12). The same applies if the vessel has either taken part in unregulated fishing in international waters for a stock which is subject to regulation in waters under Norwegian fisheries jurisdiction.

Control and Inspection

SKANReg vessels operating in the Economic Zone of Norway & JAN MAYEN and SVALBARD Fisheries Protection Zone shall fly its national flag and be marked in accordance with SOLAS Regulation XI-1/3 so that the vessel can be readily identified. Master of the vessel has a duty to cooperate with boarding Inspectors to facilitate their inspection to a satisfactory condition. Master must ensure that the vessel is equipped with a pilot ladder that meets the requirements of ISO/FDIS 799 and any further regulations relating to the design of such ladders, such updates are available from Norwegian Fisheries Directorate website and vessel and its managers are responsible to ensure compliance with the latest circulars.

The Directorate of Fisheries may require SKANReg vessels to carry on board drawings/descriptions of holds/bins/RSW tanks for fish and fish products, and a plan showing how the fish and fish products on board are stowed.

Carrying regulations on board the vessel

A copy of the fishery regulations in force at any given time applicable to the Economic Zone of Norway and SVALBARD Fisheries shall be kept on board every SKANReg vessel operating in Economic Zone of Norway. Latest copy of these regulations can be downloaded from following web link. <http://www.fiskeridir.no/english/fisheries/regulations>

Port State Control

Vessels carrying frozen fish caught in the NEAFC Convention Area, Economic Zone of Norway and SVALBARD Fisheries Protection zone which is to be landed in Norwegian

ports shall send prior notification at least 24 hours before arriving at the port of landing. The same applies if the fish is to be transhipped in port or in Norway's territorial waters. All fish on board, including fresh fish, is to be included in the notification.

SKANReg Vessels shall send prior notification to land fish caught outside the NEAFC Convention Area. Vessels engaged in transhipment with vessels that are not Norwegian shall fill out a PSC 2 for each vessel from which fish has been transhipped.

Completed forms to be sent to the Directorate of Fisheries by telefax number (+4755238276). It is prohibited to land or tranship fish if the Flag State of the vessel that caught the fish does not give its confirmation by completing Part B of the forms or the Directorate of Fisheries does not accept the confirmation.

Technical Malfunctioning

In the event of technical malfunctioning with the result that the Directorate of Fisheries does not receive the reports mentioned in section 2, position reports shall be made manually and transmitted to the SKN FMC by email in the required format at least every 4 hours on following email address.

SkandReg@Fulcrum-Maritime.com

Requirements to correct Malfunctioning

If a vessel's tracking device or electronic reporting system is malfunctioning then such vessel may not start transhipment operations again until its reporting equipment meets the requirements of this Circular. Except if the subject vessel has been granted an exemption.

Provisions relating to reports

Any vessel involved in transhipment of marine species from Norway EEZ including SVALBARD and JANMAYEN areas shall send the following reports. The format of these reports can be down loaded from: <http://www.fiskeridir.no/english/fisheries/regulations>

- a) Catch on Entry Report
- b) Catch Report
- c) Transhipment Report
- d) Port Reports
- e) Catch on Exit Report
- f) Report on Position for Control

Such reports shall be transmitted to the Directorate of Fisheries & St. Kitts and Nevis FMC on following fax numbers:

1. By telefax to the Norway FMC: +47 55 23 82 76
2. By telefax to SKANReg FMC: +44(0)1708380401 or alternatively +441708380408/9

Position Control Report

The vessel shall report for control at the control point closest to the place where transhipment operations are to be discontinued, and shall make contact with the Coast Guard on reaching the control point. Details of such reports can be down loaded from below link.

<http://www.fiskeridir.no/english/fisheries/regulations>

Catch logbook

SKANReg vessels involved in transhipment shall keep a transhipment logbook. The transhipment logbook shall be bound and shall have numbered pages and in compliance with Norwegian Fisheries Directorate requirement.

VESSELS FISHERIES MONITORING SYSTEMS (VFMS)

NEAFC recommendations require each vessel operating in a NEAFC regulating area to report their position every hour and comply with other mandatory reporting as required in this circular. St Kitts & Nevis as a Cooperating Non Contracting party of NEAFC has arranged through its service provider Fulcrum Maritime Systems Ltd., the supply and maintenance of an automated vessel monitoring system. This system is designed to ensure an effective and operational fisheries monitoring system on board each SKANReg vessel.

APPLICATION

This requirement will apply to all SKANReg vessels and transshipment vessels engaged in,

- The transshipment of fish including all marine resources.
- And or any other activity which can reasonably be expected to result in the taking of fish;
- Any other activity directly related to fishing including.
- The operation of transshipment vessels.

Vessel Fisheries Monitoring System

Owners/Operators are given one month from the date of provisional registration of the vessel to obtain and install their monitoring equipment and provide us with the required information for the timely registration of the unit with the VFMS. The vessel must be equipped with the requisite Fisheries Monitoring Equipment (FME) provided by Fulcrum Maritime Systems Ltd.

With respect to dry cargo reefer carriers/refrigerated cargo vessels intending to engage in transshipment activities/transportation of marine resources on the high seas or in the EEZ of any State, Owners/Operators are responsible for installing the FME on board their vessels prior to us issuing their Transshipment Permit, and as such, prior to them engaging in any form of transshipment activities.

The FME will need to be ordered through Fulcrum Maritime Systems Limited, who will configure the system prior to shipment to report to the appropriate Fisheries Management Centre. Orders will be processed normally within two weeks but are subject to availability and shipping times. Fulcrum Maritime Systems will arrange airfreight of the equipment to an address specified by the Owners only after full cleared payment, including applicable shipping charges, taxes and duties, for the FME, has been received by them.

Contact details for Fulcrum Maritime Systems Limited are:

Mr Tracy Nichols

Tel: +44 (0) 1708 788400

Fax: +44 (0) 1708 788402

Email: enquiries@fulcrum-maritime.com

Owners must ensure that they request connection to the SKANReg VFMS at the time of order.

Annex-I

MAINTAINING A FUNCTIONAL VFMS AT ALL TIMES

As Flag State we are obligated to monitor, control and surveille our vessels in accordance with our obligation to NEAFC recommendations. Therefore, all Owners/Operator must ensure that their equipment is functional at all times so that we can accurately track the positions of these vessels. Additionally, the data terminal must be used as the primary instrument of reporting. NEAFC reports must be sent to SKANReg in a timely manner in accordance with regulatory requirements.

Vessels that will be in port for any period of time, requiring the FME to be powered down, are required to notify us accordingly by submitting the required template. Likewise vessels that are unable to comply with reporting requirements for any other reason, such as damaged equipment etc., must also notify us accordingly by the submission of the abovementioned letter.

It is a requirement of the regulations that reports are processed in a timely manner and in the event of failure of the FME, SKANReg must be immediately notified by email in order to activate secondary reporting procedures.

Obtaining and maintaining a functional VMS at all times is mandatory, and as such Owners should ensure that their equipment are properly working, powered up at all times.

Annex-II

SECONDARY REPORTING PROCEDURES

In the event of FME failure due to any reason the following secondary reporting procedures must be adopted until the FME has been restored to full working order. Secondary reporting shall only be accepted by notifying SKANReg of FME failure.

All NEAFC reports must be generated in accordance with expected report timings but in place of using the FME the Master must send the reports by email to the below address

EMAIL: SkanReg@Fulcrum-Maritime.com

The Master must ensure that whenever possible these messages are sent in such an advance time that SKANReg can ensure their timely delivery to NEAFC data centre. Vessels engaged in transshipment activities must send these messages at least 6 hours in advance or as soon it is practicable to send.

The following reports are required:

i) Catch On Entry

CallSign= xxxx / ReportType=COE / Species= xxx, / Weight= xx MT / Species= xxxx / Weight= xx MT

ii) Catch

CallSign=xxxx / ReportType=CAT / Species=xxx / Weight= xx MT / DaysFished = xx

iii) Catch On Exit

CallSign= xxxx / ReportType=COX / Species=xxx / Weight=xx MT / DaysFished =xx

iv) Transshipment

CallSign= xxxx / ReportType=TRA / Species=xxx / Weight=xx MT / TranshippedTo= Call Sign
Transhipped From= Call Sign / PredictedDate= yyyyymmdd / PredictedTime=1800
Latitude= xx xx N / Longitude= xxx xx E/W

v) Port

CallSign=xxxx / ReportType=POR / CoastalState=xx / NameofPort= xxx
LandedSpecies=xxx / LandedWeight= xx MT
OnBoardSpecies=xxx / OnBoardWeight= xx MT
PredictedDate= yyyyymmdd / PredictedTime= xxxx HRS

Full instructions on how to process the required reports and the timings related to these reports are enclosed as an annex to this circular.

Only vessels reporting inoperability of FME equipment will be approved access to secondary reporting procedures, at all other times the Registry requires reporting to be carried out using the fully automated FMS process via the FME.