



## SEAPAC-Kingfisher AREP analysis summary

<b>Area of interest (AOI):</b>	Pacific Ocean
<b>Analysis period:</b>	01Jul2020 – 30Jun2021
<b>Positional sources:</b>	AIS
<b>Submitted to:</b>	SEAPAC-Kingfisher Holdings Ltd.
<b>Date submitted:</b>	15 <sup>th</sup> July 2021
<b>Report number:</b>	21-201
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### Vessel Activity Summary

During the 1-year period from July 2020 through to June 2021, OceanMind carried out AREP risk analysis for 8 carrier consignments supplying SEAPAC-Kingfisher Holdings Ltd. These analyses provide independent validation of the legality and possible risks of these consignments. All risks in the analysis reports have been resolved and are considered closed.

Analysis was conducted on an ad-hoc bases according to when SEAPAC-Kingfisher purchased product. The purpose of the risk analysis is to identify any potential illegal activity by the catching vessels and to provide SEAPAC-Kingfisher with recommendations for follow-up action to minimise and mitigate against risks. Both fisheries and labour risks were reviewed and reported on.

The eight carrier consignments of frozen tuna caught by purse seine fishing vessels were assessed for possible fisheries risks using AIS analysis. Documentation was also reviewed for consistency and compared with the observed activities on AIS. Vessels were also cross referenced against a labour vessel of interest (VOI) list to identify any possible labour risks. The labour VOI list gathers together publicly available information, using desk-based



research, about vessels that have been accused of involvement with labour abuse. All of the fishing trips were observed in the Western Pacific Ocean. Where appropriate, the OceanMind team supported further investigations of these vessels, including reviewing vessel logbooks, emails, hatch temperature logbook / hatch plan, master interview, transshipment declarations, supply lists, receipts and fishing licenses to confirm compliance and support investigations by SEAPAC-Kingfisher. This additional information supported further investigation and resolved the fisheries risks. SEAPAC-Kingfisher reviewed labour risks within the context of the Seafood Task Force Code of Conduct.

The legality and possible risks of these consignments were reviewed by OceanMind and can be classified into 4 risk categories for the carrier vessel explained in the Table 1, and 5 donor risk categories explained in the Table 2 below.

*Table 1 - Risk identified for carriers between 01Jul2020 – 30Jun2021.*

Risk category	Risk description	Monitoring summary
Possible transshipment	The vessel showed slow speeds and behaviour that indicates possible at-sea transshipments took place.  Recommended to confirm with logbooks, master interview, transshipment declarations, and stowage plan.	Events identified – 16  Vessels involved - 5
Vessel meeting	The vessel was observed in proximity to a secondary vessel on AIS, with track and speeds consistent with a meeting.  Recommended to confirm with logbooks, emails, hatch temperature logbook / hatch plan, master interview, transshipment declarations, supply lists, and receipts.	Events identified - 3  Vessels involved - 3
Unreported port call	The vessel made a port call between receiving the reported fish and arriving at Thailand port. This event could enable unauthorized or unlicensed transshipment/loading.  Recommended to confirm with logbooks, master interview, port declarations, transshipment declarations, and hatch temperatures.	Events identified - 1  Vessels involved - 1

AIS outage	<p>The vessel had an AIS outage for an extended period of time before arriving at Thailand port. This event could enable unauthorized or unlicensed transshipment.</p> <p>Recommended to confirm reason for this AIS outage with VMS data, logbooks, master interview, port declarations, transshipment declarations, and hatch temperatures.</p>	<p>Events identified - 1</p> <p>Vessels involved - 1</p>
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*Table 2 - Risks identified for donor vessels between 01Jul2020 – 30Jun2021.*

Risk category	Risk description	Monitoring summary
Unlicensed fishing	<p>The vessel showed behaviour that indicates possible fishing activity inside an Exclusive Economic Zone (EEZ) without providing a valid fishing license.</p> <p>Recommended to request valid fishing license/s for the possible fishing inside the EEZ.</p>	<p>Events identified - 8</p> <p>Vessels involved - 8</p>
Unreported fishing	<p>The vessel showed behaviour that indicates possible fishing activity inside an EEZ that was not reported on the AREP.</p> <p>Recommended to confirm catch areas where the vessel operated inside.</p>	<p>Events identified - 19</p> <p>Vessels involved - 19</p>
Labour risk	<p>The vessel was named on a list of reported cases where a member a crew member was listed as having died while working on the vessel.</p> <p>A review of documentation such as the associated police, autopsy and observer reports, as well as the vessel health and safety handbook and 2019 social audit was conducted.</p>	<p>Events identified - 1</p> <p>Vessels involved - 1</p>



Unreported port call	The vessel made a port call during the declared fishing trip dates, this event could enable unauthorized or unlicensed transshipment.  Recommended to confirm reason for the port call, where the vessel entered.	Events identified - 1  Vessels involved - 1
Misreported trip dates	The vessel showed behaviour that indicates possible fishing activity started or ended the fishing trip outside the declared fishing trip dates report on the AREP.  Recommended to confirm fishing trip dates that the vessel operated between.	Events identified - 1  Vessels involved - 1

## Carrier consignments

A total of 8 consignments were analysed. All shipments were tuna and caught by purse seine fishing vessels in the Western Pacific Ocean. A summary of all carrier consignments are described below in Table 3. **All risks have been resolved and are considered closed.**

*Table 3 - carrier consignments summary of activity*

Carrier vessel	Key risk description	Recommended checks for DOF	DOF Inspection results	Recommended checks for SEAPAC
Carrier 1	<p><b>Key risk A:</b></p> <p>The carrier displayed slow speeds for 11 days between [redacted] – [redacted] starting inside the [redacted] and moving into [redacted].</p>	<p>Confirm the reason for the slow speeds in AIS transmission and that no unlicensed or unauthorised transhipments took place inside the [redacted] or [redacted].</p> <p>Vessel Logbook Master Interview Hatch Temperature logbook Stowage Plan Transhipment Declarations</p>	<p>The carrier displayed slow speeds between [redacted] – [redacted] because the vessel was waiting for orders from its company.</p> <p>These points were proved by checking logbooks, emails, and an interview with the master.</p> <p><b>RESOLVED</b></p>	None
Carrier 2	<p><b>Key risk A:</b></p> <p>The carrier displayed slow speeds for 7 hours between [redacted] – [redacted] inside the [redacted].</p>	<p>Confirm the reason for the slow speeds in AIS transmission and that no unlicensed or unauthorised transhipments took place inside the [redacted].</p> <p>Vessel Logbook Master Interview Hatch Temperature logbook</p>	<p>The carrier met with 1 fishing vessel on [redacted] to transfer salt and supply.</p> <p>These points are proved by checking logbook, hatch temp logbook, delivery receipts and interview master on</p>	None

		Stowage Plan Transshipment Declarations	board.  <b>RESOLVED</b>	
	<p><b>Key risk B:</b></p> <p>The carrier displayed slow speeds for 6 hours on [REDACTED] between [REDACTED] – [REDACTED] inside the [REDACTED].</p>	<p>Confirm the reason for the slow speeds in AIS transmission and that no unlicensed or unauthorised transshipments took place inside the [REDACTED].</p> <p>Vessel Logbook Master Interview Hatch Temperature logbook Stowage Plan Transshipment Declarations</p>	<p>The carrier met with 1 fishing vessel on [REDACTED] to transfer salt and supply.</p> <p>These points are proved by checking logbook, hatch temp logbook, delivery receipts and interview master on board.</p> <p><b>RESOLVED</b></p>	None
	<p><b>Key risk C:</b></p> <p>The carrier displayed 8 slow speed events inside [REDACTED]:</p> <ul style="list-style-type: none"> <li>• 9 hours between [REDACTED] – [REDACTED]</li> <li>• 9 hours on [REDACTED] between [REDACTED] – [REDACTED]</li> <li>• 1.5 days between [REDACTED] – [REDACTED]</li> <li>• 15 hours on [REDACTED] between [REDACTED] – [REDACTED]</li> <li>• 3.5 days [REDACTED]</li> </ul>	<p>Confirm the reason for all 8 slow speed events on AIS transmission and that no unlicensed or unauthorised transshipments took place inside the [REDACTED].</p> <p>Vessel Logbook Master Interview Hatch Temperature logbook Stowage Plan Transshipment Declarations</p>	<p>The carrier met with 7 fishing vessels on [REDACTED], met with 2 fishing vessels on [REDACTED], met with 1 fishing vessel on [REDACTED] for transfer salt and supply. The carrier displayed slow speeds between [REDACTED] – [REDACTED] because waiting for fishing vessel. The carrier met 1 fishing vessel for transfer salt and supply on [REDACTED]. The carrier met with 1 fishing vessel on [REDACTED] and met with 1 fishing vessel for transfer fishing net on [REDACTED].</p>	None

	<ul style="list-style-type: none"> <li>– [REDACTED]</li> <li>• 19 hours between [REDACTED] – [REDACTED]</li> <li>• 9 hours between [REDACTED] – [REDACTED]</li> <li>• 1 day [REDACTED] – [REDACTED]</li> </ul>		<p>[REDACTED]</p> <p>These points are proved by checking logbook, hatch temp logbook, delivery receipts and interview master on board.</p> <p><b>RESOLVED</b></p>	
<p>Carrier 3</p>	<p>No risks were identified for the carrier.</p>			
<p>Carrier 4</p>	<p><b>Key risk A:</b></p> <p>The carrier vessel displayed a period of slow speeds within the [REDACTED] between [REDACTED] – [REDACTED] for 9 hours. The Carrier 4 met with another carrier vessel between [REDACTED] and [REDACTED].</p>	<p>Confirm the reasons for the slow speed event, the unreported vessel meeting with other carrier vessel and that no unauthorized or unlicensed at sea transhipments took place within [REDACTED].</p> <p>Vessel Logbook Master Interview Emails Hatch Temperature logbook Stowage Plan Transhipment Declarations</p>	<p>The carrier was drifting in [REDACTED] for 9 hours waiting to transfer [REDACTED] technician to the other carrier vessel.</p> <p>These points were proved by checking logbooks, emails, and an interview with the master.</p> <p><b>RESOLVED</b></p>	<p>None</p>

Carrier 5	<p><b>Key risk A:</b></p> <p>During the port call in [REDACTED] the carrier appeared have 2 unreported vessel meetings.</p> <ul style="list-style-type: none"> <li>• Donor fishing vessel for 11 hours on [REDACTED] between [REDACTED] – [REDACTED].</li> <li>• Purse seine fishing vessel 1 for 16 hours on [REDACTED] between [REDACTED] – [REDACTED].</li> </ul>	<p>Confirm the reason for these meetings and that no unauthorised or unlicensed at-sea transhipments took place inside [REDACTED]. If a transfer of supplies took place, confirm this with supply lists for quantity needed and receipts of purchase.</p> <p>Vessel Logbook Master Interview Emails Hatch Temperature logbook Stowage Plan Transhipment Declarations Supply lists Receipts</p>	<p>The carrier met with 2 unreported fishing vessels to receive fishing net and transfer of salt.</p> <p>These points were proved by checking logbooks, mate’s receipt, and an interview with the master.</p> <p><b>RESOLVED</b></p>	None
	<p><b>Key risk B:</b></p> <p>The carrier stopped transmitting on AIS on [REDACTED] while anchored in [REDACTED].</p> <p>The carrier reported on the AREP that date of its last port call was on [REDACTED], however this cannot be confirmed.</p>	<p>Confirm the reason for the outage in AIS transmission and that no unlicensed or unauthorised transhipments took place during this time.</p> <p>Request VMS data from flag state between [REDACTED] to confirm vessels activities during AIS outage.</p> <p>Also confirm the date of the carrier’s last port call.</p> <p>Vessel Logbook Master Interview Engine logbook Hatch Temperature logbook</p>	<p>The carrier stopped transmitting on AIS because of bad weather between [REDACTED], no unlicensed or unauthorised transhipments took place.</p> <p>These points were proved by checking logbooks and an interview with the master.</p> <p><b>RESOLVED</b></p>	None



		Stowage Plan Port Declaration Transhipment Declarations VMS data from flag state		
Carrier 6	<p><b>Key risk A:</b> The carrier displayed slow speeds for 23 days between [REDACTED] – [REDACTED] on the [REDACTED] above [REDACTED]. No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transhipments took place on the [REDACTED].</p> <p>Vessel Logbook Master Interview Emails Hatch Temperature logbook Stowage Plan Transhipment Declarations</p>	<p>The carrier was drifting in the [REDACTED] for 23 days waiting for [REDACTED] certificate.</p> <p>These points were proved by checking [REDACTED] certificate, logbook, voyage memo, and stowage plan.</p> <p><b>RESOLVED</b></p>	None
	<p><b>Key risk B:</b> The carrier displayed slow speeds for 2 hours between [REDACTED] – [REDACTED] on the high seas above [REDACTED]. No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transhipments took place on the [REDACTED].</p> <p>Vessel Logbook Master Interview Emails Hatch Temperature logbook Stowage Plan Transhipment Declarations</p>	<p>The carrier was drifting in the [REDACTED] for 2 hours waiting to enter port.</p> <p>These points were proved by checking logbook, voyage memo, and stowage plan.</p> <p><b>RESOLVED</b></p>	None
	<p><b>Key risk C:</b> The carrier displayed slow speeds for 5.5 hours between [REDACTED] – [REDACTED] on the high seas above [REDACTED]. No other</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transhipments took place on the [REDACTED].</p>	<p>The carrier was drifting in the [REDACTED] for 5.5 hours waiting to enter port.</p> <p>These points were proved by</p>	None

	<p>vessels were observed on AIS in proximity.</p>	<p>Vessel Logbook Master Interview Emails Hatch Temperature logbook Stowage Plan Transshipment Declarations</p>	<p>checking logbook, voyage memo, and stowage plan.</p> <p><b>RESOLVED</b></p>	
	<p><b>Key risk D:</b> During the port call in [REDACTED] the carrier appeared to meet with 2 unreported vessels.</p> <ul style="list-style-type: none"> <li>• Purse seine fishing vessel 1 for 5.5 days between [REDACTED] – [REDACTED].</li> <li>• Purse seine fishing vessel 2 for 4.5 days between [REDACTED] – [REDACTED].</li> </ul>	<p>Confirm the reason for these meetings and that no unauthorised or unlicensed at-sea transshipments took place inside [REDACTED]. If transshipments took place confirm that the catch was offloaded before entering Thailand port. If a transfer of supplies took place, confirm this with supply lists for quantity needed and receipts of purchase.</p> <p>Vessel logbooks Master Interview Hatch temperature logbook Stowage plan Transshipment declarations Supply lists Receipts</p>	<p>During the port call in [REDACTED] the carrier appeared to meet with 2 fishing vessels cargo was loaded, and later cargo was offloaded.</p> <p>These points were proved by checking logbook, voyage memo, and stowage plan.</p> <p><b>RESOLVED</b></p>	<p>None</p>
	<p><b>Key risk E:</b> The carrier displayed slow speeds for 2 hours on [REDACTED] – [REDACTED] inside [REDACTED]. No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transshipments took place inside [REDACTED].</p> <p>Vessel Logbook Master Interview</p>	<p>The carrier drifted for 2 hours inside [REDACTED] because repaired main engine.</p> <p>These points were proved by checking logbook, voyage memo, and stowage plan.</p>	<p>None</p>

		<p>Emails Hatch Temperature logbook Stowage Plan Transhipment Declarations</p>	<p><b>RESOLVED</b></p>	
	<p><b>Key risk F:</b> The carrier displayed slow speeds for 5 hours on [REDACTED] – [REDACTED] inside [REDACTED]. No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transhipments took place inside [REDACTED].</p> <p>Vessel Logbook Master Interview Emails Hatch Temperature logbook Stowage Plan Transhipment Declarations</p>	<p>The carrier drifted for 5 hours inside [REDACTED] because waiting for company's order.</p> <p>These points were proved by checking logbook, voyage memo, and stowage plan.</p> <p><b>RESOLVED</b></p>	<p>None</p>
	<p><b>Key risk G:</b> The carrier displayed slow speeds for 14.5 hours on [REDACTED] – [REDACTED] inside [REDACTED]. No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transhipments took place inside [REDACTED].</p> <p>Vessel Logbook Master Interview Emails Hatch Temperature logbook Stowage Plan Transhipment Declarations</p>	<p>The carrier drifted for 14.5 hours inside [REDACTED] because repaired main engine.</p> <p>These points were proved by checking logbook, voyage memo, and stowage plan.</p> <p><b>RESOLVED</b></p>	<p>None</p>
	<p><b>Key risk H:</b> The carrier was observed anchored inside [REDACTED] at LAT [REDACTED]; LNG [REDACTED] for 7 days between [REDACTED] and [REDACTED].</p>	<p>Confirm the reason for the anchoring's and port calls and that no product was loaded onto the vessel destined for Thailand which was not [REDACTED].</p>	<p>The carrier was entered [REDACTED] port for offloading cargo between [REDACTED] - [REDACTED].</p>	<p>None</p>

	<p>██████████ and ██████████. The carrier was likely awaiting port entry.</p> <p>The carrier then went into the port ██████████ for 2 days between ██████████ and ██████████.</p> <p>The carrier left and went back to anchored inside ██████████ at LAT ██████████; LNG ██████████ for 7 days between ██████████ and ██████████.</p> <p>The carrier then went into the port ██████████ for 7 days between ██████████ and ██████████.</p>	<p>reported.</p> <p>Logbooks Master Interview Transshipment declarations Hatch temperature logbooks Emails Stowage plan Landing declaration Stowage plan Receipts Supply list</p>	<p>These points were proved by checking logbook, voyage memo, and stowage plan.</p> <p><b>RESOLVED</b></p>	
Carrier 7	<p><b>Key risk A:</b></p> <p>The carrier displayed slow speeds for 12 hours between ██████████ – ██████████ inside ██████████.</p> <p>No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transshipments took place inside ██████████.</p> <p>Vessel Logbook Master Interview Emails Hatch Temperature logbook Stowage Plan Transshipment Declarations</p>	<p>The carrier was drifting in ██████████ for 12 hours because of engine repair.</p> <p>These points were proved by checking logbooks and an interview with the master.</p> <p><b>RESOLVED</b></p>	None
	<p><b>Key risk B:</b></p> <p>The carrier displayed slow speeds for 7.5 hours between ██████████ – ██████████ inside ██████████.</p> <p>No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transshipments took place inside ██████████.</p> <p>Vessel Logbook Master Interview</p>	<p>The carrier was drifting inside ██████████ for 7.5 hours because of engine repair.</p> <p>These points were proved by checking logbooks and an interview with the master.</p>	None

		<p>Emails Hatch Temperature logbook Stowage Plan Transhipment Declarations</p>	<p><b>RESOLVED</b></p>	
	<p><b>Key risk C:</b> The carrier displayed slow speeds for 6.5 hours between [redacted] – [redacted] inside [redacted]. No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transhipments took place inside [redacted].</p> <p>Vessel Logbook Master Interview Emails Hatch Temperature logbook Stowage Plan Transhipment Declarations</p>	<p>The carrier displayed slow speeds inside [redacted] for 6.5 hours waiting to enter port.</p> <p>These points were proved by checking logbooks and an interview with the master.</p> <p><b>RESOLVED</b></p>	<p>None</p>
	<p><b>Key risk D:</b> The carrier displayed slow speeds for 10 hours on [redacted] between [redacted] – [redacted] inside [redacted]. No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transhipments took place inside [redacted].</p> <p>Vessel logbooks Master Interview Emails Hatch temperature logbook Stowage plan Transhipment declarations</p>	<p>The carrier was drifting inside [redacted] for 10 hours because of engine repair.</p> <p>These points were proved by checking logbooks and an interview with the master.</p> <p><b>RESOLVED</b></p>	<p>None</p>
Carrier 8	<p><b>Key risk A:</b> The carrier displayed slow speeds for 5 days between [redacted] – [redacted] inside [redacted].</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transhipments took place inside [redacted].</p>	<p>The carrier was drifting in [redacted] for 5 days waiting for instructions from the company.</p> <p>These points were proved by</p>	<p>None</p>

	<p>No other vessels were observed on AIS in proximity.</p>	<p>Vessel Logbook Master Interview Emails Hatch Temperature logbook Stowage Plan Transshipment Declarations</p>	<p>checking logbooks, and an interview with the master.</p> <p><b>RESOLVED</b></p>	
	<p><b>Key risk B:</b></p> <p>The carrier displayed slow speeds for 2 days between [REDACTED] – [REDACTED] inside [REDACTED].</p> <p>No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unlicensed or unauthorised transshipments took place inside [REDACTED].</p> <p>Vessel Logbook Master Interview Emails Hatch Temperature logbook Stowage Plan Transshipment Declarations</p>	<p>The carrier was drifting in [REDACTED] for 2 days waiting for port entry.</p> <p>These points were proved by checking logbooks, and an interview with the master.</p> <p><b>RESOLVED</b></p>	<p>None</p>



## Donor vessels

A total of 21 donor vessels were analysed. All tuna were caught by purse seine fishing vessels in the Western Pacific Ocean. A summary of all the donor vessels are described below in Table 4. **All risks have been resolved and are considered closed.**

Table 4 -Donor vessel summary of activity

Carrier vessel	Donor vessel	Reported catch areas on <u>original</u> AREP	Observed catch areas on AIS	Reported catch areas on <u>resubmitted</u> AREP	Key risk description	Recommended checks for DOF
Carrier 1	Donor fishing vessel 1	[REDACTED]	-	[REDACTED]	Vessel had a gap on AIS between [REDACTED] and [REDACTED], so all activities and catch areas cannot be confirmed.	Request VMS data from flag state / FFA for reported trip dates ([REDACTED] to [REDACTED]) to confirm vessel activities and catch areas.  <b>RESOLVED</b>
Carrier 2	Donor fishing vessel 1	[REDACTED]	[REDACTED]	[REDACTED]	Vessel did not report valid licenses for [REDACTED], [REDACTED], [REDACTED] and [REDACTED].	Confirm valid fishing licenses for [REDACTED] and [REDACTED].  <b>RESOLVED</b>
	Donor fishing vessel 2*	[REDACTED]	[REDACTED]	[REDACTED]	Vessel did not report valid license for FSM.	Confirm valid fishing license for FSM.  <b>RESOLVED</b>



	Donor fishing vessel 3	[REDACTED]	[REDACTED]	[REDACTED]	<p>Vessel did not report valid licenses for [REDACTED], [REDACTED], [REDACTED] and [REDACTED].</p> <p>Catch area was misreported.</p> <p>Vessel had multiple gaps on AIS between [REDACTED] [REDACTED], so all vessel activities and catch areas cannot be confirmed.</p> <p>Confirm reason for port call in [REDACTED] between [REDACTED] [REDACTED].</p>	<p>Confirm valid fishing license for [REDACTED], [REDACTED], [REDACTED], [REDACTED] and [REDACTED].</p> <p>Request VMS data for the confirmed trip dates ([REDACTED]) to confirm vessel activities and catch areas.</p> <p>Confirm reason and request port declaration with the vessel agent for the port call in [REDACTED].</p> <p><b>RESOLVED</b></p>
Carrier 3	Donor fishing vessel 1	[REDACTED]	[REDACTED]	[REDACTED]	<p>Vessel has a gap on AIS between [REDACTED] [REDACTED], so all activities and catch areas cannot be confirmed.</p> <p>Catch area was misreported.</p> <p>Vessel submitted invalid license ([REDACTED]) for [REDACTED].</p>	<p>Request VMS data for the fishing trip dates ([REDACTED] [REDACTED]) to confirm vessel activities and catch areas.</p> <p>Confirm vessel's catch areas. Confirm valid fishing license for [REDACTED] and [REDACTED].</p> <p><b>RESOLVED</b></p>
	Donor fishing vessel 2	[REDACTED]	[REDACTED]	[REDACTED]	<p>Catch area was misreported.</p> <p>Vessel submitted invalid license ([REDACTED]) for [REDACTED].</p>	<p>Confirm vessel's catch areas. Confirm valid fishing license for [REDACTED] and [REDACTED].</p> <p><b>RESOLVED</b></p>



	Donor fishing vessel 3	[REDACTED]	-	[REDACTED]	<p><b>Fishing trip 1</b> Start date of fishing trip 1 could not be confirmed.</p> <p>Vessel only started to transmit on AIS on [REDACTED] for <b>fishing trip 1</b>, and for <b>fishing trip 2</b> the vessel has a gap on AIS between [REDACTED], so all activities and catch areas cannot be confirmed.</p> <p>Vessel submitted invalid license ([REDACTED]) for [REDACTED].</p>	<p>Confirm start of the fishing trip date.</p> <p>Request VMS data for the <b>fishing trip 1</b> ([REDACTED] [REDACTED]) and <b>fishing trip 2</b> ([REDACTED] [REDACTED]) to confirm vessel activities and catch areas.</p> <p>Confirm valid fishing license for [REDACTED].</p> <p><b>RESOLVED</b></p>
	Donor fishing vessel 4	[REDACTED]	-	[REDACTED]	<p>Vessel had gaps on AIS between [REDACTED] and [REDACTED], so all activities and catch areas cannot be confirmed.</p> <p>Vessel submitted invalid license ([REDACTED]) for [REDACTED].</p> <p>Vessel was observed in port [REDACTED] between [REDACTED].</p>	<p>Request VMS data for the fishing trip dates ([REDACTED] [REDACTED]) to confirm vessel activities and catch areas.</p> <p>Confirm valid fishing license for [REDACTED].</p> <p>Confirm reason for the port call to [REDACTED] during declared fishing trip.</p> <p><b>RESOLVED</b></p>
	Donor fishing vessel 5	[REDACTED]	-	[REDACTED]	<p>Vessel does not transmit on AIS outside of port, so all activities and catch areas cannot be confirmed.</p>	<p>Request VMS data for the fishing trip dates ([REDACTED] [REDACTED]) to confirm vessel activities and catch</p>



					Vessel submitted invalid license (██████████) for ██████.	areas. Confirm valid fishing license for ██████.  <b>RESOLVED</b>
Carrier 4	Donor fishing vessel 1	██████████	-	██████████	The vessel did not transmit on AIS outside of port during the reported trip dates so vessel activities and catch areas could not be determined.	Request VMS data for the reported fishing trip dates (██████████) to confirm vessel activities and catch areas.  <b>RESOLVED</b>
Carrier 5	Donor fishing vessel 1	██████████	-	██████████	Vessel had gap on AIS between ██████████ ██████████, so all activities and catch areas cannot be confirmed	Request VMS data for the reported fishing trip dates (██████████) to confirm vessel activities and catch areas.  <b>RESOLVED</b>
Carrier 6	Donor fishing vessel 1	██████████	-	██████████	Vessel had gap on AIS between ██████████ ██████████, so all activities and catch areas cannot be confirmed.	Request VMS data for fishing trip (██████████) to confirm vessel activities and catch areas.  <b>RESOLVED</b>
	Donor fishing vessel 2	██████████	-	██████████	Vessel had gap on AIS between ██████████ ██████████, so all activities and catch areas cannot be confirmed.	Vessel had gap on AIS between ██████████ ██████████, so all activities and catch areas cannot be confirmed.  <b>RESOLVED</b>



Carrier 7	Donor fishing vessel 1	[REDACTED]	-	[REDACTED]	Vessel had gap on AIS between [REDACTED] and [REDACTED], so all activities and catch areas cannot be confirmed.	Request VMS data for fishing trip ([REDACTED]) to confirm vessel activities and catch areas.  <b>RESOLVED</b>
	Donor fishing vessel 2	[REDACTED]	-	[REDACTED]	Vessel had gap on AIS between [REDACTED] and [REDACTED], so all activities and catch areas cannot be confirmed.	Request VMS data for fishing trip ([REDACTED]) to confirm vessel activities and catch areas.  <b>RESOLVED</b>
	Donor fishing vessel 3	[REDACTED]	-	[REDACTED]	Vessel had gap on AIS between [REDACTED] and [REDACTED], so all activities and catch areas cannot be confirmed.	Request VMS data for fishing trip ([REDACTED]) to confirm vessel activities and catch areas.  <b>RESOLVED</b>
	Donor fishing vessel 4	[REDACTED]	[REDACTED]	[REDACTED]	Vessel had gap on AIS between [REDACTED] and [REDACTED] 1, so all activities and catch areas cannot be confirmed.	Request VMS data for fishing trip ([REDACTED]) to confirm vessel activities and catch areas.  <b>RESOLVED</b>
Carrier 8	Donor fishing vessel 1	[REDACTED]	-	[REDACTED]	<b>Fishing trip 1</b> Vessel had a gap on AIS between [REDACTED] and [REDACTED], so all activities and catch areas cannot be confirmed. <b>Fishing trip 2</b>	Vessel had a gap on AIS trip 1 ([REDACTED]) and trip 2 ([REDACTED]), so all activities and catch areas cannot be confirmed.



					Vessel had a gap on AIS [REDACTED], so all activities and catch areas cannot be confirmed.	<b>RESOLVED</b>
	Donor fishing vessel 2	[REDACTED]	[REDACTED]	[REDACTED]	Vessel had a gap on AIS [REDACTED], so all activities and catch areas cannot be confirmed.	Vessel had a gap on AIS [REDACTED], so all activities and catch areas cannot be confirmed. <b>RESOLVED</b>
	Donor fishing vessel 3	[REDACTED]	[REDACTED]	[REDACTED]	Vessel had a gap on AIS [REDACTED], so all activities and catch areas cannot be confirmed.	Request VMS data for fishing trip ([REDACTED]) to confirm vessel activities and catch areas. <b>RESOLVED</b>
	Donor fishing vessel 4	[REDACTED]	[REDACTED]	[REDACTED]	Vessel had gaps on AIS [REDACTED] and on [REDACTED], so all activities and catch areas cannot be confirmed.	Request VMS data for fishing trip ([REDACTED]) to confirm vessel activities and catch areas. <b>RESOLVED</b>

\* This donor purse seine fishing vessel was named by an NGO in a list of reported cases of deaths at sea. **Further review and documentation demonstrated that the death was due to natural causes and not the result of an accident or foul play. Therefore, the risk was considered resolved.**

Disclaimer: The analysis is based upon resources and data available to OceanMind Limited. The client should corroborate this analysis utilising alternative means if any action is to be taken based upon the analysis provided. This disclaimer is superseded by any contract OceanMind Limited already has with the receiving party. This document may include material from © 2021 Spire, © 2021 Orbcomm, © 2021 Maxar Technologies Ltd, © 2021 IHS Global Ltd, © 2021 Flanders Marine Institute, and © 2021 OceanMind Limited. In all instances, all rights are reserved.

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