



SEAPAC-Kingfisher AREP analysis summary

Area of interest (AOI):	Pacific Ocean
Analysis period:	01Jan2023 – 31Dec2023
Positional sources:	AIS
Submitted to:	SEAPAC-Kingfisher Holdings Ltd.
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Vessel Activity Summary

Between 01 January and 31 December 2023, OceanMind carried out analysis for independent validation of the legality and risk assessment of the AREP risk analysis delivered to SEAPAC-Kingfisher Holdings Ltd.

All risks in the analysis report 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. For this, both fisheries and labour risks were reviewed and – where required – reported on.

For this risk assessment, OceanMind analysed AIS transmissions from two fish carriers transporting frozen tuna caught by purse seine fishing vessels in the Western

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Pacific. The activities were then reviewed for consistency with the vessel’s documentation and cross referenced against a labour vessels of interest list. This list consists of publicly available information about vessels that have been accused of involvement in labour abuses. Where appropriate, OceanMind supported further investigations of the vessel, 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 fishing risks.

The legality and possible risks of these consignments were reviewed by OceanMind and can be classified into 2 risk categories for the carrier vessels, explained in the **Error! Not a valid bookmark self-reference.**, and 3 donor vessel risk categories explained in Table 2 below.

Table 1 - Risk identified for carrier between 01Jan2023 – 31Dec2023.

Risk category	Risk description	Monitoring summary
Possible transshipment	The vessel showed slow speeds and behaviour that indicates possible at-sea transshipments. Recommended to confirm with logbooks, master interview, transshipment declarations, and stowage plan and resulted in the resolution of this risk.	Events identified – 5 Vessels involved - 2
Vessel meeting	The vessel operated with tracks and speeds consistent with a ship-to-ship transfer in proximity to a secondary vessel on AIS. Recommended to confirm with logbooks, emails, hatch temperature logbook / hatch plan, master interview, transshipment declarations, supply lists, and receipts. Actions following this recommendation resulted in the resolution of this risk.	Events identified - 1 Vessels involved - 1

Table 2 - Risks identified for donor vessels between 01Jan2023 – 31Dec2023.

Risk category	Risk description	Monitoring summary
AIS outage	<p>The vessel had an AIS outage during the fishing trip period. This event could enable unreported fishing activities, and catch areas cannot be confirmed.</p> <p>Recommended to confirm catch areas where the vessel operated inside the unreported EEZ. Actions following this recommendation resulted in the resolution of this risk.</p>	<p>Events identified - 3</p> <p>Vessels involved - 3</p>

Carrier consignments

A total of 2 consignments were analysed. The shipments were of tuna caught by purse seine fishing vessels in the Western Pacific Ocean. A summary of the carrier consignments are described below in **Error! Not a valid bookmark self-reference.. All risks have been resolved and are considered closed.**

Table 3 - Carrier consignment: summary of activity

Carrier vessel	Key risk description	Recommended checks for DOF	DOF Inspection results	Recommended checks for SEAPAC
Carrier 1	<p>Key risk A: The carrier displayed slow speeds for 4 hours on [REDACTED] between [REDACTED] – [REDACTED]. No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unauthorized or unlicensed at-sea transhipments took place during this period.</p> <p>Logbooks Hatch temperature logbooks Storage Plan Emails Master Interview Transhipment declarations</p>	<p>The carrier was waiting for the pilot to enter port.</p> <p>These points were proved by checking logbooks and interview with the master on board.</p> <p><u>Resolved</u></p>	None
Carrier 2	<p>Key risk A: The carrier displayed slow speed for 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 unauthorized or unlicensed at-sea transhipments took place during this period.</p> <p>Logbooks Hatch temperature logbooks Storage Plan Emails Master Interview Transhipment declarations Receipts Supply lists</p>	<p>The carrier was waiting to enter port.</p> <p>These points were proved by checking logbooks, emails and interview with the master on board.</p> <p><u>Resolved</u></p>	None

	<p>Key risk B: The carrier displayed slow speed for 19 hours 31 mins 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 unauthorized or unlicensed at-sea transhipments took place during this period.</p> <p>Logbooks Hatch temperature logbooks Storage Plan Emails Master Interview Transhipment declarations Receipts Supply lists</p>	<p>The carrier drifted on the high seas while waiting for orders from the company.</p> <p>These points were proved by checking logbooks, emails and interview with the master on board.</p> <p>Resolved</p>	<p>None</p>
	<p>Key risk C: The carrier displayed 2 slow speed events inside [REDACTED] - [REDACTED].</p> <ul style="list-style-type: none"> • [REDACTED] - [REDACTED] <p>No other vessels were observed on AIS in proximity.</p>	<p>Confirm the reason for the slow speeds and that no unauthorized or unlicensed at-sea transhipments took place during this period.</p> <p>Logbooks Hatch temperature logbooks Storage Plan Emails Master Interview Transhipment declarations Receipts Supply lists</p>	<p>The carrier met with FV [REDACTED] on the [REDACTED] to transfer salt.</p> <p>These points were proved by checking logbooks, emails and interview with the master on board.</p> <p>Resolved</p>	<p>None</p>
	<p>Key risk D: The carrier displayed 2 slow speed events inside [REDACTED].</p> <ul style="list-style-type: none"> • [REDACTED] - [REDACTED] <p>during this time the carrier likely met Bunker [REDACTED] (IMO: [REDACTED], flag [REDACTED]).</p>	<p>Confirm the reason for the slow speeds and that no unauthorized or unlicensed at-sea transhipments took place during this period.</p> <p>Logbooks Hatch temperature logbooks Storage Plan Emails Master Interview Transhipment declarations Receipts Supply lists</p>	<p>The carrier drifted while waiting for bunker vessel [REDACTED], refuelling with bunker vessel took place on the [REDACTED].</p> <p>These points were proved by checking logbooks, interview with the master on board, emails and bunker delivery receipt.</p> <p>Resolved</p>	<p>None</p>

Donor vessels

A total of 3 donor vessels were analysed. All tuna was caught by purse seine fishing vessels in the Western Pacific Ocean. A summary of 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]	[REDACTED]	Vessel had gaps on AIS between [REDACTED] – [REDACTED] and [REDACTED] – [REDACTED], so all activities and catch areas cannot be confirmed.	Request VMS data for fishing trip dates [REDACTED] – [REDACTED] to confirm vessel activities and catch areas. Resolved
	Donor fishing vessel 2	[REDACTED]	[REDACTED]	[REDACTED]	Vessel had a gap on AIS between [REDACTED] – [REDACTED], so all activities and catch areas cannot be confirmed.	Request VMS data for fishing trip dates [REDACTED] – [REDACTED] to confirm vessel activities and catch areas. Resolved
Carrier 2	Donor fishing vessel 1	[REDACTED]	-	[REDACTED]	Vessel had a gap on AIS between [REDACTED] – [REDACTED], so all activities and catch areas cannot be confirmed.	Request VMS data for fishing trip dates [REDACTED] – [REDACTED] to confirm vessel activities and catch areas. Resolved