



Distant Water Tuna Fleet 2011

Annual Report to Congress

May 07, 2012



Homeland
Security

*United States Coast Guard
National Marine Fisheries Service*

Foreword

We are pleased to present the following report, "Distant Water Tuna Fleet 2011" (U.S. Purse Seine Fleet), which has been prepared by the United States Coast Guard and the National Oceanic and Atmospheric Administration in response to Section 421 of the *Coast Guard and Maritime Transportation Act of 2006*.

This annual report addresses the vessels covered under Section 421 of the Act, landings of tuna, and capacity and trends of the fleet.



Pursuant to congressional requirements, this report is being provided to the following Members of Congress:

The Honorable John D. Rockefeller IV
Chairman, Senate Commerce, Science, & Transportation Committee

The Honorable Kay Bailey Hutchison
Ranking Member, Senate Commerce, Science, & Transportation Committee

The Honorable John L. Mica
Chairman, House Transportation and Infrastructure Committee

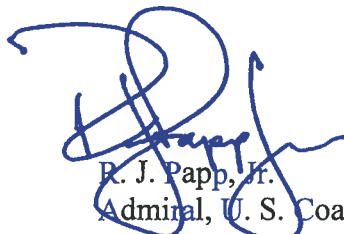
The Honorable Nick J. Rahall II
Ranking Member, House Transportation and Infrastructure Committee

The Honorable Doc Hastings
Chairman, Committee on Natural Resources


The Honorable Edward Markey
Ranking Member, Committee on Natural Resources

I am happy to answer any further questions you may have, or your staff may contact my Senate Liaison Office at (202) 224-2913 or House Liaison Office at (202) 225-4775.

Sincerely,



R. J. Papp, Jr.
Admiral, U. S. Coast Guard
Commandant



Samuel D. Rauch III
Acting Assistant Administrator for
Fisheries, National Oceanic and
Atmospheric Administration



Distant Water Tuna Fleet 2011 (U.S. Purse Seine Fleet)

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I. Legislative Language

This report responds to the requirement set forth in section 421 of the *Coast Guard and Maritime Transportation Act of 2006* (P.L. 109-241), as amended by the *Coast Guard Authorization Act of 2010* (P.L. 111-281), which states:

Coast Guard Authorization Act of 2010

SEC. 904. MANNING REQUIREMENT.

Section 421 of the Coast Guard and Maritime Transportation Act of 2006 (Public Law 109-241; 120 Stat. 547) is amended—

...
(3) in subsection (d), by striking “48 months after the date of enactment of this Act.” and inserting “on December 31, 2012.”; and...

Coast Guard and Maritime Transportation Act of 2006 (as amended)

SEC. 421. DISTANT WATER TUNA FLEET.

(d) EXPIRATION.—This section expires 48 months after the date of enactment of this Act.

...
(f) REPORTS.—On March 1, 2007, and annually thereafter until the date of expiration of this section (December 31, 2012), the Coast Guard and the National Marine Fisheries Service shall submit a report to the Committee on Commerce, Science, and Transportation of the Senate and the Committees on Transportation and Infrastructure and Natural Resources of the House of Representatives, providing the following information on the United States purse seine fleet referred to in subsection (a):

(1) The number and identity of vessels in the fleet using foreign citizens to meet manning requirements pursuant to this section and any marine casualties involving such vessel.

(2) The number of vessels in the fishery under United States flag as of January 1 of the year in which the report is submitted, the percentage ownership or control of such vessels by non-United States citizens, and the nationality of such ownership or control.

(3) Description of any transfers or sales of United States flag vessels in the previous calendar year, and the disposition of such vessel, including whether the vessel was scrapped or sold, and, if sold, the nationality of the new owner and location of any fishery to which the vessel will be transferred.

(4) Landings of tuna by vessels under flag in the 2 previous calendar years, including an assessment of landing trends, and a description of landing percentages and totals—

(A) delivered to American Samoa and any other port in a State or territory of the United States; and

(B) delivered to ports outside of a State or territory of the United States, including the identity of the port.

(5) An evaluation of capacity and trends in the purse seine fleet fishing in the area covered by the South Pacific Regional Fisheries Treaty, and any transfer of capacity from such fleet or area to other fisheries, including those governed under the Western and Central Pacific Fisheries Convention and the Inter-American Tropical Tuna Convention.

II. Background

Section 421 of the *Coast Guard and Maritime Transportation Act of 2006* (P.L. 109-241) (CGMT) included a provision allowing U.S.-flagged purse seine vessels fishing exclusively for highly migratory species to employ foreign citizens to meet manning requirements, excluding the master of the vessel. This provision expired on July 12, 2010, but was extended on October 15, 2010 with the passage of the *Coast Guard Authorization Act of 2010* (P.L. 111-281) (CGAA), Section 904, until December 31, 2012. Section 421 of the CGMT, as amended by the CGAA (hereafter section 421) is only applicable to Distant Water Tuna Fleet (DWTF) purse seine vessels fishing under a license issued pursuant to the 1987 Treaty on Fisheries Between the Governments of Certain Pacific Islands States and the Government of the United States of America (South Pacific Tuna Treaty), or vessels transiting to or from the treaty area exclusively for such purpose, and operating in and out of American Samoa. The Section 421 exemption is applicable to the DWTF only if a vessel successfully passes an annual Coast Guard safety examination, and after timely notice of a vacancy no United States citizens holding a proper mariners license are readily available (to meet the manning requirements). Foreign citizens employed as officers must hold a valid license or certificate issued in accordance with STCW 95.¹ In order to monitor the use and efficacy of the provision, the Coast Guard and the National Marine Fisheries Service are required to submit an annual report with information about the vessels, landings of tuna, and capacity and trends associated with the fleet covered under Section 421 of the CGMT.

This report addresses the requirements of Section 421(f) for calendar year 2011, and includes:

- The number and identity of vessels in the fleet using foreign citizens to meet manning requirements and any marine casualties involving such vessels (Table 1);
- The number of vessels in the fishery under U.S. flag, the percentage ownership or control of such vessels by non-U.S. citizens, and the nationality of such ownership or control (Table 2);
- A description of any transfers or sales of U.S.-flag vessels and the disposition of such vessels, including whether the vessel was scrapped or sold, and, if sold, the nationality of the new owner and location of any fishery to which the vessel will be transferred;
- The landings of tuna by purse seine vessels under U.S. flag in the previous two calendar years, including an assessment of landing trends, and a description of landing percentages and totals –
 - (1) delivered to American Samoa and any other port of the United States or its territories, and
 - (2) delivered to ports outside the United States or its territories, including the identity of the port (Table 3); and
- An evaluation of capacity and trends in the fleet fishing in the Treaty area (Figure 1), and any transfer of capacity to other fisheries, including those managed under the Western and Central Pacific Fisheries Commission and the Inter-American Tropical Tuna Commission.

¹ STCW 95 is the *Standards of Training, Certification & Watchkeeping (STCW) Convention of 1978* and as amended in 1995.

III. Foreign Crew Employment and Reportable Marine Casualties in 2011

Table 1: Foreign citizens employed to meet manning requirements and reportable marine casualties involving U.S.-flagged Western Pacific purse seine vessels (See notes at end of Table).

VESSEL NAME ¹	VESSEL ID NUMBER	FLAG STATE	USES FOREIGN CITIZENS FOR OFFICER MANNING ^{2,3,*}	REPORTABLE MARINE CASUALTIES, 2011 ⁴
AMERICAN EAGLE	1206090 (8974398)	US	No, 0 of 3 positions.	None Reported
AMERICAN ENTERPRISE	1209513 (9294628)	US	Yes, 2 of 3 positions. Issued a manning exemption letter.	None Reported
AMERICAN TRIUMPH	1215734	US	Yes, 2 of 3 positions. Issued a manning exemption letter.	None Reported
AMERICAN VICTORY	1215847	US	Yes, 2 of 3 positions. Issued a manning exemption letter.	None Reported
CAPE BRETON	1060977 (7803255)	US	No, 0 of 3 positions.	Death. Helicopter crashed, October 2011
CAPE COD	599831 (7806283)	US	No, 0 of 3 positions.	None Reported
CAPE ELIZABETH III ⁵ (new entrant)	962922	US	No, 0 of 3 positions.	None Reported
CAPE FERRAT	1074874 (7803267)	US	No, 0 of 3 positions.	None Reported
CAPE FINISTERRE	610466 (7912094)	US	No, 0 of 3 positions.	None Reported
F/V CAPE MAY	645777 (8103028)	US	Yes, 1 of 3 positions. Issued a manning exemption letter.	None Reported
CAPE HATTERAS	1217627 (8215493)	US	No, 0 of 3 positions.	None Reported
CAPE SAN LUCAS	1209784 (8119651)	US	Yes, 1 of 3 positions. Issued a manning exemption letter.	Hydraulic Oil Spill 1-2 gallons Pago Pago Harbor, January 2011
CAROL LINDA	624971 (7827445)	US	Yes, 1 of 3 positions. Operating without a manning exemption letter. Manifest cites foreign officer being used.	5 gallon hydraulic Oil Spill Pago Pago Harbor, August 2011
DANIELA	531005 (7107716)	US	No, 0 of 3 positions.	Broken Ankle, August 2011
FREISLAND	1216624 (9310953)	US	No, 0 of 3 positions.	None Reported
ISABELLA	1212240 (8111465)	US	Unknown. Advised vessel has been in a New Zealand shipyard since September 2011. Previously yes, 1 of 3.	None Reported

Table 1 (Continued)

VESSEL NAME ¹	VESSEL ID NUMBER	FLAG STATE	USES FOREIGN CITIZENS FOR OFFICER MANNING ^{2,3,*}	REPORTABLE MARINE CASUALTIES, 2011 ⁴
JEANETTE	565986 (7505865)	US	No, 0 of 3 positions.	Crew caught in net and swept overboard. Recovered in satisfactory condition, October 2011
KOORALE	545564 (7233280)	US	No, 0 of 3 positions.	None Reported
OCEAN CHALLENGER	1209712 (9517264)	US	Yes, 2 of 3 positions. Exemption letter and manifest do not match.	Injury. Crew member's hand mangled, June 2011
OCEAN CONQUEST	1202618 (9097343)	US	Yes, 2 of 3 positions. Exemption letter and manifest do not match.	None Reported
OCEAN ENCOUNTER	1202619 (8996218)	US	Yes, 2 of 3 positions. Operating without a manning exemption letter. Manifest cites foreign officers being used.	None Reported
OCEAN EXPEDITION	1205812 (9097367)	US	Yes, 2 of 3 positions. Exemption letter and manifest do not match.	None Reported
OCEAN GALAXY	1214839	US	Yes, 2 of 3 positions. Issued a manning exemption letter.	Death. Pilot drowning while transferring to pilot boat, February 2011
OCEAN WARRIOR	1205808 (9097317)	US	Yes, 2 of 3 positions. Exemption letter and manifest do not match.	None Reported
PACIFIC BREEZE	1212040	US	Yes, 2 of 3 positions. Operating without a manning exemption letter. Manifest cites foreign officers being used.	Stern tube failure. Sheared 4 bolts off, March 2011. Captain of the Port (COTP) order issued August 2011.
PACIFIC PRIDE	1214250	US	Yes, 2 of 3 positions. Issued a manning exemption letter.	Death. Stabbing while in port. February 2011. COTP order issued August 2011
PACIFIC PRINCESS	600678 (7806271)	US	No, 0 of 3 positions.	Death. Incident occurred on board the vessel while moored at cannery dock. Crane fell on worker on the vessel while offloading fish, August 2011
PACIFIC RANGER	1214248	US	Yes, 2 of 3 positions. Exemption letter and manifest do not match.	COTP order was issued as a result of multiple safety and structural deficiencies found when boarded. Vessel was directed to shipyard for repairs, August 2011
RAFFAELLO	539046 (7212377)	US	No, 0 of 3 positions.	None Reported
SEA BOUNTY	1214841	US	Yes, 2 of 3 positions. Exemption letter and manifest do not match.	Death. Navigator found dead in his rack, July 2011
SEA DEFENDER	1202621 (8996190)	US	Yes, 2 of 3 positions. Exemption letter and manifest do not match.	None Reported
SEA ENCOUNTER	604592 (7823360)	US	No, 0 of 3 positions.	None Reported
SEA FOX	1207469 (9097329)	US	Yes, 2 of 3 positions. Issued a manning exemption letter.	Man overboard, presumed dead, January 2011.

Table 1 (Continued)

VESSEL NAME ¹	VESSEL ID NUMBER	FLAG STATE	USES FOREIGN CITIZENS FOR OFFICER MANNING 2, 3,*	REPORTABLE MARINE CASUALTIES, 2011 ⁴
SEA HONOR	1210858 (9517276)	US	Yes, 2 of 3 positions. Exemption letter and manifest do not match.	None Reported
SEA QUEST	1203206 (9097355)	US	Yes, 2 of 3 positions. Exemption letter and manifest do not match.	Grounding. Rancador Reef, October 2011
SEA TRADER	1207470 (9097379)	US	Yes, 2 of 3 positions. Issued a manning exemption letter.	COTP order issued to vessel requiring repair of fixed CO2 fire suppression system, August 2011
WESTERN PACIFIC	564010 (7508893)	US	Yes, 1 of 3 positions. Operating without a manning exemption letter. Manifest cites foreign officer being used.	None Reported

Table 1 Legend:

VESSEL NAME – The name under which the vessel is currently documented.

VESSEL ID NUMBER – The Coast Guard identification number. When available, the Lloyd’s number is listed parenthetically.

USES FOREIGN CITIZENS FOR MANNING – Based on contact with the vessel, vessel’s agent, owner, or owner’s representative.

Table 1 Footnotes:

¹ Where included, parenthetical note after a vessel name shows status as a re-entrant and licensee to fish in the treaty area, or as a new entrant and licensee to fish in the treaty area during 2011, or if a vessel was sold during the period.

² Officer manning on these vessels generally requires and/or includes 3 licensed positions: (1) Master/Captain (must be a U.S. citizen); (2) Chief Mate/Mate/Navigator/Deck Officer (titles vary per crew manifest); (3) Chief Engineer/Engineer (may include a second engineering officer if a live watch is maintained in the engine room).

³ Because the Coast Guard may not physically visit these vessels on a regular basis, some crew manifests and manning information can only be derived from reports obtained at the time this report is prepared. Crew manifests are only required to be submitted to the Coast Guard if a vessel enters or departs from a Captain of The Port Zone.

⁴ Information on Reportable Marine Casualties is generated from the Coast Guard’s Marine Information for Safety and Law Enforcement (MISLE) database.

⁵ Vessel CAPE ELIZABETH III, joined the distant water tuna fleet in August of 2011 from Nicaragua. The vessel was originally built in the United States in 1990 and was previously U.S. documented at that time.

* The Coast Guard published policy guidance on June 1, 2011, regarding eligibility for a manning exemption letter that would permit temporarily filling a licensed position with a foreign citizen (excluding the master) on distant water tuna fleet vessels. The policy became effective on July 1, 2011. According to Vessel Monitoring System (VMS), 35 out of 37 vessels called on American Samoa in 2011. Information has been submitted by the vessel operators citing 14 out of the 37 vessels are now all U.S.-manned in the three licensed positions. Some data provided by the vessel may not be accurate.

IV. Percentages of Foreign Ownership or Control in 2011

Table 2: Percentage of foreign ownership or control of U.S.-flagged Western Pacific purse seine vessels. (See notes at end of table.)

VESSEL NAME (ENDORSEMENT)	VESSEL ID NUMBER	FLAG STATE	FOREIGN OWNERSHIP/CONTROL	NATIONALITY FOREIGN OWNER
AMERICAN EAGLE (Registry)	1206090 (8974398)	US	25% or less	Unknown
AMERICAN ENTERPRISE (Registry)	1209513 (9294628)	US	25% or less	Unknown
AMERICAN VICTORY (Registry)	1215847	US	25% or less	Unknown
AMERICAN TRIUMPH (Registry)	1215734	US	25% or less	Unknown
CAPE BRETON (Registry)	1060977 (7803255)	US	25% or less	Unknown
CAPE COD (Fishery & Registry)	599831 (7806283)	US	25% or less	Unknown
CAPE ELIZABETH III (Fishery & Registry)	962922 (9018892)	US	25% or less	Unknown
CAPE FERRAT (Registry)	1074874	US	25% or less	Unknown
CAPE FINISTERRE (Fishery & Registry)	610466 (7912094)	US	25% or less	Unknown
CAPE HATTERAS (Registry)	1217627 (8215493)	US	25% or less	Unknown
F/V CAPE MAY (Fishery & Registry)	645777 (8103028)	US	25% or less	Unknown
CAPE SAN LUCAS (Registry)	1209784 (8119651)	US	25% or less	Unknown
CAROL LINDA (Registry)	624971 (7827445)	US	25% or less	Unknown
DANIELA (Fishery, Registry & Coastwise)	531005 (7107716)	US	25% or less	Unknown
FREISLAND (Registry)	1216624 (9310953)	US	50% or less	Unknown
ISABELLA (Registry)	1212240 (8111465)	US	25% or less	Unknown
JEANETTE (Fishery & Registry)	565986 (7505865)	US	25% or less	Unknown
KOORALE (Fishery & Registry)	545564 (7233280)	US	25% or less	Unknown

Table 2 (Continued)

VESSEL NAME (ENDORSEMENT)	VESSEL ID NUMBER	FLAG STATE	FOREIGN OWNERSHIP/CONTROL	NATIONALITY FOREIGN OWNER
OCEAN CHALLENGER (Registry)	1209712 (9517264)	US	50% or less	Unknown
OCEAN CONQUEST (Registry)	1202618 (9097343)	US	50% or less	Unknown
OCEAN ENCOUNTER (Registry)	1202619 (8996218)	US	50% or less	Unknown
OCEAN EXPEDITION (Registry)	1205812 (9097367)	US	50% or less	Unknown
OCEAN GALAXY (Registry)	1214839	US	50% or less	Unknown
OCEAN WARRIOR (Registry)	1205808 (9097317)	US	50% or less	Unknown
PACIFIC BREEZE (Registry)	1212040	US	25% or less	Unknown
PACIFIC PRIDE (Registry)	1214250	US	Not reported, not required	Unknown
PACIFIC PRINCESS (Fishery & Registry)	600678 (7806271)	US	25% or less	Unknown
PACIFIC RANGER (Registry)	1214248	US	Not reported, not required	Unknown
RAFFAELLO (Fishery & Registry)	539046 (7212377)	US	50% or less	Unknown
SEA BOUNTY (Registry)	1214841	US	50% or less	Unknown
SEA DEFENDER (Registry)	1202621 (8996190)	US	50% or less	Unknown
SEA ENCOUNTER (Registry)	604592 (7823360)	US	25% or less	Unknown
SEA FOX (Registry)	1207469 (9097329)	US	50% or less	Unknown
SEA HONOR (Registry)	1210858 (9517276)	US	Not reported, not required	Unknown
SEA QUEST (Registry)	1203206 (9097355)	US	50% or less	Unknown
SEA TRADER (Registry)	1207470 (9097379)	US	50% or less	Unknown
WESTERN PACIFIC (Fishery & Registry)	564010 (7508893)	US	25% or less	Unknown

Table 2 Legend:

VESSEL NAME –The name under which the vessel is currently documented.

ENDORSEMENT –The entry on the vessel’s Certificate of Documentation, which demonstrates the vessel is entitled to engage in a specified trade. A “Registry” endorsement entitles a vessel to employment in the foreign trade; trade with Guam, American Samoa, Wake, Midway, or Kingman Reef; and any other employment for which a coastwise, Great Lakes, or fishery endorsement is not required. Vessels subject to this report need only have a “Registry” endorsement to obtain a license to fish under the Treaty. A “Fishery” endorsement entitles a vessel to engage in fisheries as defined in 46 CFR §67.3. Vessels foreign-built or rebuilt in a foreign shipyard are not eligible for a “Fishery” endorsement. A “Coastwise” endorsement entitles a vessel to employment in unrestricted coastwise trade, and is generally reserved for vessels built in the United States or granted coastwise trading privileges by special legislation.

VESSEL ID NUMBER –The Coast Guard identification number. When available, the Lloyd’s number is listed parenthetically.

PERCENTAGE FOREIGN OWNERSHIP/CONTROL and NATIONALITY OF FOREIGN OWNERSHIP – Citizenship information for owner(s) of a vessel is provided on the application for vessel documentation forms to the U.S. Coast Guard. Records indicate vessels subject to this report are all owned by organizations, not individuals. In such cases, and when required, applicants need only certify U.S. citizen ownership and/or management control are above a certain percentage. The majority (27 of 37) of the vessels subject to this report carry only a “Registry” endorsement on their certificate of documentation. One of the vessels with both Fishery and Registry endorsements currently has an invalid Certificate of Documentation and its case is pending. There is no regulatory requirement to indicate the percentage of stock/equity owned by U.S. citizens, unless the vessel is owned by a partnership. If the vessel is owned by a partnership, at least 50 percent of the equity in the partnership must be owned by U.S. citizens to obtain a “Registry” endorsement. Six of the vessels in this report are owned by a partnership.

The information provided in Table 2, above, regarding percentage of foreign ownership/control was extracted from the last approved “Application for Documentation,” Form CG-1258, with the U.S. Coast Guard National Vessel Documentation Center. The Coast Guard does not require information regarding nationality of any foreign ownership interest when applying for documentation. The Coast Guard has no information regarding the nationality of any non-U.S. stock or equity holders. For any fishing vessel greater than 100 feet, the Maritime Administration approves the U.S. citizenship for the endorsement sought, regardless of what is reflected on the Coast Guard National Vessel Documentation Center’s application.

V. Transfers or Sales of United States-Flagged Vessels in 2011

Subject to this report, a Nicaragua-licensed vessel, the CAPE ELIZABETH III (CG VIN 962922), previously licensed with the United States, reflagged back to the United States. The vessel now lists American Samoa as its hailing port.

VI. Assessment of Landings and Trends

In 2011, preliminary landings data (available through January 18, 2012) show over 195,000 metric tons (mt) of tuna landed by the U.S. Purse Seine Fleet operating in the western and central Pacific (Table 3). Although this year’s data are relatively complete, the information presented in Table 3 for 2011 should be considered preliminary. The compilation of timely landings data continues to be a challenge with many U.S. purse seine vessels continuing to conduct transshipping from

Pacific Island ports, which leads to considerable time lags between offloading and when NMFS receives the final species composition and cannery receipts. As such, trends may vary somewhat upon final calculation of total landings by port.

The 2011 preliminary landings data show U.S. cumulative landings decreased over 45,000 mt from the previous year despite approximately the same levels of participation and effort. This reduction is possibly related to reduced fishing opportunities due to the imposition of recent regulatory controls invoked by the United States consistent with Western and Central Pacific Fisheries Commission conservation and management measures (seasonal fish aggregating device closure and closure of some high seas areas). Nonetheless, the final 2010 landings suggest transshipments from the Republic of the Marshall Islands (Majuro) continue to replace American Samoa as the principal port of unloading for the U.S. fleet. With the addition of the 2011 preliminary landings, it appears that over 70 percent of the catches by the U.S. fleet were transshipped through Pacific Island ports.

Yellowfin and bigeye tuna landing estimates are combined given that species differentiation as reported by the vessels is typically inaccurate. Port sampling data, available later in the year, are used to verify landings by species for stock assessment and other purposes.

Table 3. Tuna landings of U.S.-flagged Western Pacific purse seine vessels, by species and port, 2010-2011¹

2010	Tuna Landings² (Metric Tons)			
PORT	Skipjack	Yellowfin and Bigeye	Total	%³
United States Ports				
Pago Pago, American Samoa	24,172	2,993	27,165	11%
Pago Pago, Transshipment	27,996	1,272	29,268	12%
Foreign Ports				
Pohnpei, Federated States of Micronesia	52,459	7,322	59,781	24%
Tarawa, Kiribati	7,817	318	8,135	3%
Rabaul, Papua New Guinea	10,041	4,408	14,449	6%
Majuro, Republic of the Marshall Islands	69,491	9,447	78,939	32%
Honiara, Solomon Islands	19,298	3,059	22,356	9%
Other ⁴	3,731	970	4,701	2%
TOTAL	215,005	29,788	244,793	100%

2011	Tuna Landings (Metric Tons)			
PORT	Skipjack	Yellowfin and Bigeye	Total	%³
United States Ports				
Pago Pago, American Samoa	35,464	3,449	38,913	20%
Pago Pago, Transshipment	14,485	2,967	17,452	9%
Foreign Ports				
Pohnpei, Federated States of Micronesia	20,573	3,869	24,442	12%
Tarawa, Kiribati	4,485	480	4,965	3%
Rabaul, Papua New Guinea	9,585	1,512	11,097	5%
Majuro, Republic of the Marshall Islands	71,249	5,618	76,867	39%
Honiara, Solomon Islands	20,213	1,455	21,668	11%
Other ⁵	2,573	369	2,942	1%
TOTAL	178,627	19,719	198,345	100%

Table 3 Footnotes

¹ 2010 figures have been updated from last year's report; 2011 landing estimates are based on reports received as of January 18, 2011, and are preliminary.

² Landings include transshipments and where possible in the case of the United States port landings are differentiated from transshipments.

³ Aggregate cells may not sum to 100 percent due to rounding.

⁴ Combined data from the following ports: Funafuti, Tuvalu; General Santos, Philippines; Manta, Ecuador; Noro, Solomon Islands; Wewak, Papua New Guinea; and Zhoushan, China.

⁵ Combined data from the following ports: Noro, Solomon Islands and Suva, Fiji.

VII. Evaluation of Capacity and Trends in the Western Pacific Purse Seine Fleet

Under the current terms of the Treaty, 45 licenses are available to the United States, 5 of which are reserved for joint-venture arrangements with Pacific Island parties. As of December 31, 2011, there were 37 U.S.-flagged purse seine vessels licensed in the Treaty area. No joint-venture licenses have been issued in the history of the Treaty. There was no transfer of capacity to other fisheries, including those managed under the Western and Central Pacific Fisheries Commission and the Inter-American Tropical Tuna Commission.

In 2011, participation in terms of total vessel numbers remained similar to 2010 (see Figure 1).

Number of United States-flagged purse seine vessels licensed in the Treaty area, 1998-2011.

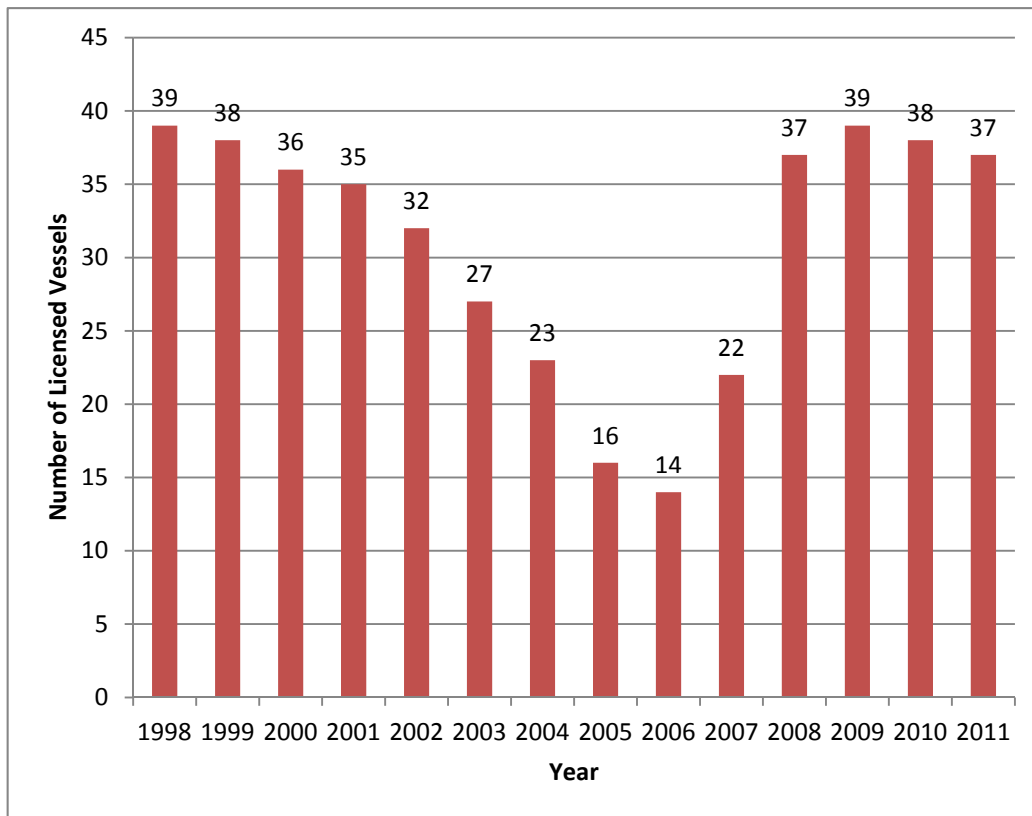


Figure 1: After rebounding from a 2006 low, the number of purse seine vessels in the Treaty Area has remained steady over the last four years.