

## Fisheries Intelligence Report

07 July 2022

### Vessel Report - QIAN YUAN (IMO 8819691)

Report number	JAC-002b / GFW-PAN-2022-003
Report type	Risk Alert
Report subject	Carrier vessel QIAN YUAN (IMO 8819691) - Analysis of the vessel's operations since the flag State Panama removed the vessel's International Fishing License (IFL) on 4 May 2022
Issue date	10 July 2022
Security notes	No confidential information

## Summary

After the Aquatic Resources Authority of Panama (ARAP) suspended QIAN YUAN's International Fishing License (IFL) on 4 May 2022, Global Fishing Watch has detected a total of 8 encounters with fishing vessels from the FU YUAN YU fleet that occurred in June 2022. These encounters were of short duration, each lasting for between two and three hours. Documentation of these events has been reviewed and indicates a high likelihood that fish products were transhipped to the QIAN YUAN. In addition, a large number of loitering events by the vessel have also occurred within the North Pacific Fisheries Commission Convention area. Because of these documented encounters and loitering events, the QIAN YUAN is assessed as highly likely to have carried out unauthorized and potentially unreported transshipments inside the NPFC convention area.

The QIAN YUAN is currently departing the fishing area on the high seas outside Japan's EEZ but switched off its AIS on 2022-07-04 02:13:59 UTC and its current location is unknown. The vessel may respond to requests by the flag state Panama to enter port in Japan for inspection or could travel to a different port State to attempt to offload the catch. Previously the vessel has anchored the [Shenhu Bay](#) or to a port in the [Shishi City](#) district of Quanzhou, China.

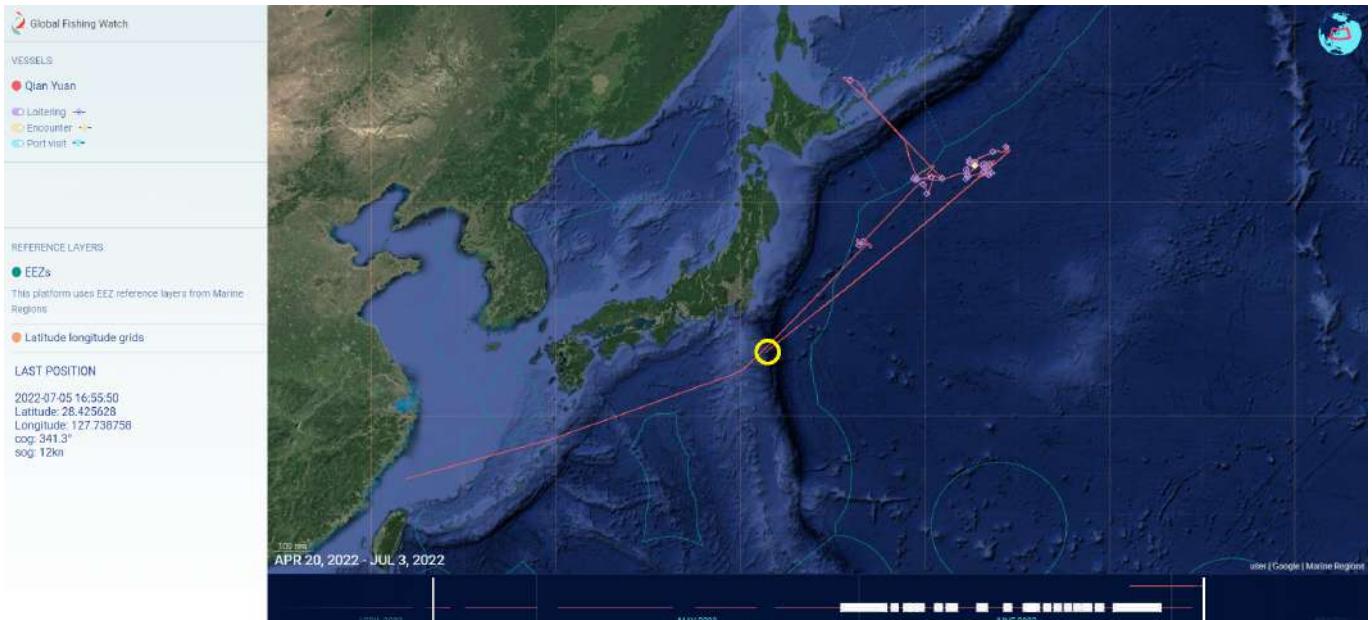
## Vessel Details



Image of the Fish Carrier QIAN YUAN (source [marinetraffic](#))

<b>Name of the vessel</b>	QIAN YUAN
<b>Owner</b>	Ginsil Holding Group Ltd (銀實控股集團有限公司)
<b>Flag</b>	Panama (Currently being delisted by flag State)
<b>Type of vessel</b>	Refrigerated Cargo Vessel
<b>MMSI</b>	371031000
<b>IMO</b>	8819691
<b>IRCS</b>	H3YK

Gross tonnage	1891 tons
Length	84.36 m



Latest AIS positions from MMSI 371031000 as it crosses Japanese EEZ to the west

## Analysis

The refrigerated cargo vessel QIAN YUAN (IMO 8819691, MMSI 371031000), owned by the company Ginsil Holding Group Ltd was flagged by Panama (until today - 7 July 2022). The QIAN YUAN held an International Fishing License (IFL) for activities related to fishing (Nº 04-105-6063-252-979) that was issued by the Aquatic Resources Authority of Panama (ARAP). The IFL was suspended on 4 May 2022, and the vessel was subsequently deleted by Panama from the list of authorized vessels with the NPFC. The IFL suspension was due to an administrative sanction process initiated by ARAP. VMS transmissions from the vessel to Panama had ceased on 28 May 2022, while the vessel was anchored in Sanduao Bay, China.

With the removal of the IFL and the deletion of the vessel from the NPFC register of authorized vessels, the vessel was no longer authorized to tranship on the high seas areas within the NPFC Convention area. Despite this, AIS analysis indicates that the QIAN YUAN conducted a total of 8 encounters, one of which was with an oil tanker, and the remaining

seven were conducted with purse seine vessels from the FU YUAN YU fleet operated by Fujian Gangshun Pelagic Fishery Co Ltd ([encounters list](#)).

In addition to these encounters, a total of 28 loitering events were detected from May to July 2022 ([loitering list](#)), ranging from a little over one hour to four and a half days.

A Japanese patrol vessel also witnessed three of these encounters and documented catch being transhipped to the QIAN YUAN during these events. From the AIS analysis and the documentation of catch being transhipped to the QIAN YUAN by the Japanese patrol vessel, it is assessed as almost certain that the QIAN YUAN conducted unauthorized and unreported transhipment activity inside the NPFC Convention area between 4 May and 4 July 2022. It is also considered to be highly likely that the QIAN YUAN conducted further unauthorized and unreported transhipment activities beyond those witnessed and identified through AIS analysis.

## Vessel history

The QIAN YUAN has operated under a number of different flags since its construction in 1988 and has a history of high-risk behavior in relation to flagging and identity. Flags utilized include: Japan, Panama (on multiple occasions), Vanuatu, Belize, Cambodia and Togo. It was reportedly also flagged to the Federated States of Micronesia, but this is considered false as the vessel had registered with 'Micronesia International Ship Registry', which was not the official registry maintained by maritime authorities in FSM<sup>1</sup>. Most recently the vessel re-flagged to Panama in May 2021. QIAN YUAN was detained in Fuzhou, China in 2018 under the Tokyo MOU for deficiencies relating to safety of navigation, life saving appliances and alarms<sup>2</sup>. At the time of detention it was reportedly flying the flag of Togo, but is recorded in the Tokyo MOU database as flagged to FSM, indicating that it may have presented out of date ship's papers claiming that nationality to authorities.

This vessel has a previous history of risk behavior including a provisional IUU listing by the Indian Ocean Tuna Commission (IOTC) , although sources indicate that vessel ownership has changed since this occurred<sup>3</sup>. QIAN YUAN was added to the IOTC provisional IUU list in May 2014<sup>4</sup> on the basis of AIS analysis<sup>5</sup> that indicated it may have engaged in unauthorized transhipment in the IOTC area during 2013. At the time, the vessel was operating under the flag of Cambodia, which is not a contracting party to the IOTC. As the beneficial owner State and the port State subsequently visited by the vessel, China conducted an investigation and concluded that QIAN YUAN had not engaged in transhipment of catch but had instead been

<sup>1</sup> Source: SeaWeb database

<sup>2</sup> [http://www.tokyo-mou.org/inspections\\_detentions/detention\\_list.php](http://www.tokyo-mou.org/inspections_detentions/detention_list.php)

<sup>3</sup> At the time of IOTC provisional IUU listing the vessel was owned by Fuzhou Hongdong Pelagic Fishery Co Ltd / Greatsources Shipping Consultants Ltd

<sup>4</sup> [https://iotc.org/sites/default/files/documents/2014/05/IOTC-2014-CoC11-07\\_Rev1E\\_-\\_PROVISIONAL\\_IOTC\\_IUU\\_VESSELS\\_LIST.pdf](https://iotc.org/sites/default/files/documents/2014/05/IOTC-2014-CoC11-07_Rev1E_-_PROVISIONAL_IOTC_IUU_VESSELS_LIST.pdf)

<sup>5</sup> Conducted by TMT in support of the FISH-i Africa Task Force. See: <https://www.iotc.org/documents/iotc-circular-2013-E2%80%9397-communication-mozambique-regarding-cambodia-flagged-reefer-qian-yuan>

involved in provision of bait and supplies to fishing vessels operating in the IOTC area<sup>6</sup>. On those grounds, the vessel was removed from the provisional IOTC IUU list.

## Vessel Activity - Timeline

**Mar 28, 2022**

The last VMS position was broadcasted by the carrier vessel QIAN YUAN anchored in the [Sanduao Bay, China](#). ([GFW link](#))



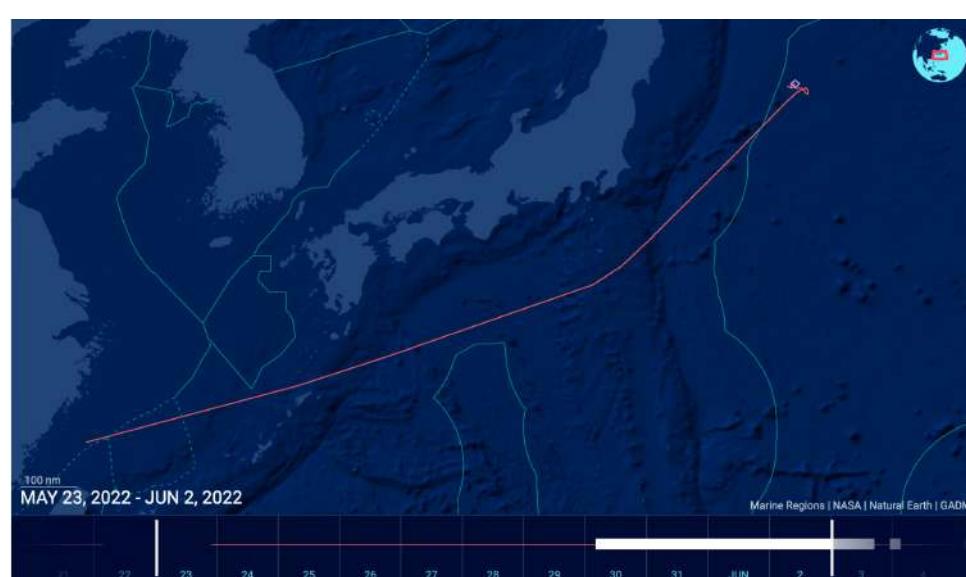
**May 4, 2022**

ARAP suspended the IFL of the carrier vessel QIAN YUAN, after which the vessel is forbidden to carry out activities related to fishing.

**May 23, 2022**

According to AIS data, the QIAN YUAN left the coast of China and transited to the high seas within the NPFC Convention area where the squid and purse seine fleet were operating. ([GFW link](#)).

<sup>6</sup> <https://www.iotc.org/documents/iotc-circular-2014%E2%80%93cambodian-flagged-cargo-vessel-qian-yuan>



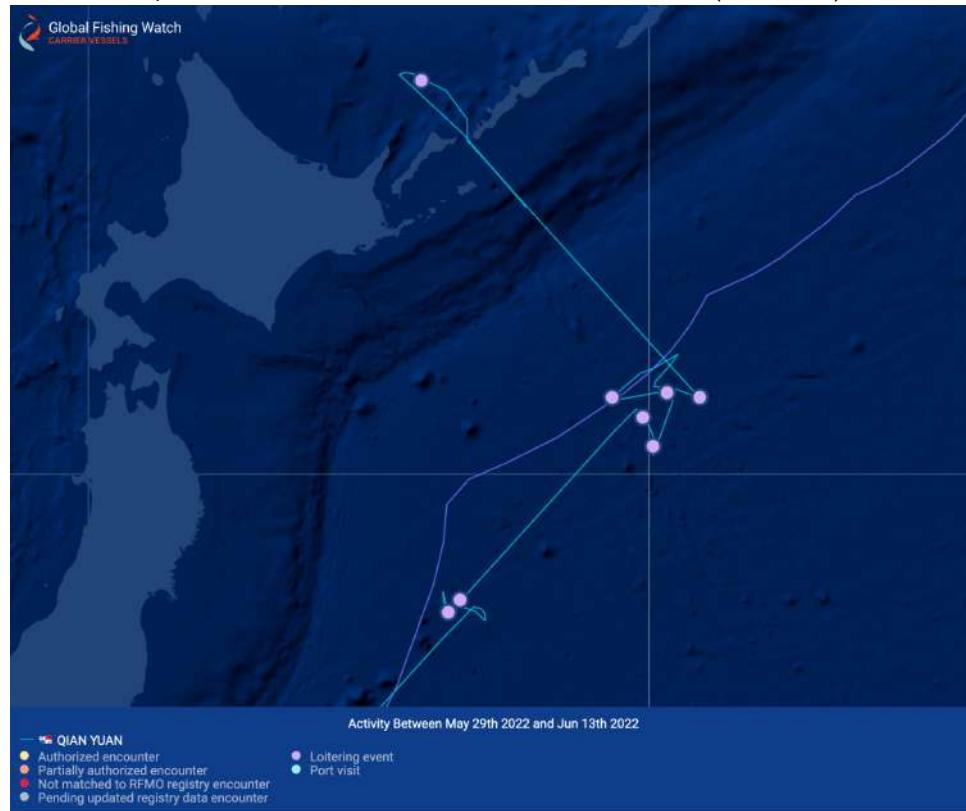
From

**May 29, 2022**

to

**Jun 12, 2022**

Between May 29 and June 12 2022, the QIAN YUAN was operating on the high seas close to the Japan EEZ boundary; eight loitering events were detected, but no encounter events were identified. The QIAN YUAN also entered the disputed waters of the Russian controlled Kuril Islands between June 10-11, 2022. ([GFW link](#)).



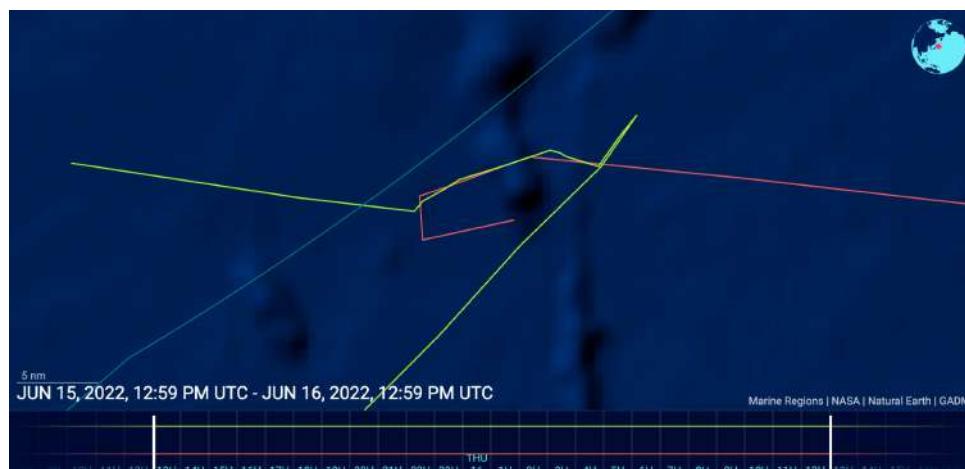
**Jun 13, 2022**

The QIAN YUAN transited back to the high seas close to the Japan EEZ boundary and a Chinese purse seine fleet. [GFW link](#).

**Jun 15, 2022**

Encounter between the **QIAN YUAN** (fish carrier) and **Zaliv Nakhodka** (Tanker).

- Start: Jun 15th, 2022 16:50 UTC
- End: Jun 15th, 2022 19:00 UTC
- Duration: 2 hours 10 minutes



The first encounter was with the oil tanker **Zaliv Nakhodka** flagged to Russia (MMSI: 273326750 and IMO: 8906951). [GFW Link](#)

**Jun 17, 2022**

Encounter between the **QIAN YUAN** (fish carrier) and **FU YUAN YU 687** (purse seine).

- Start: Jun 17th, 2022 02:10 UTC
- End: Jun 17th, 2022 04:20 UTC
- Duration: 2 hours 10 minutes



The second encounter was with the purse seine vessel [FU YUAN YU 687](#) flagged to China (MMSI: 412440362 and IMO: 8548606). [GFW map](#)

**Jun 18, 2022**

Encounter between the **QIAN YUAN** (fish carrier) and **FU YUAN YU 689** (purse seine).

- Start: Jun 18th, 2022 23:00 UTC
- End: Jun 19th, 2022 02:00 UTC
- Duration: 3 hours

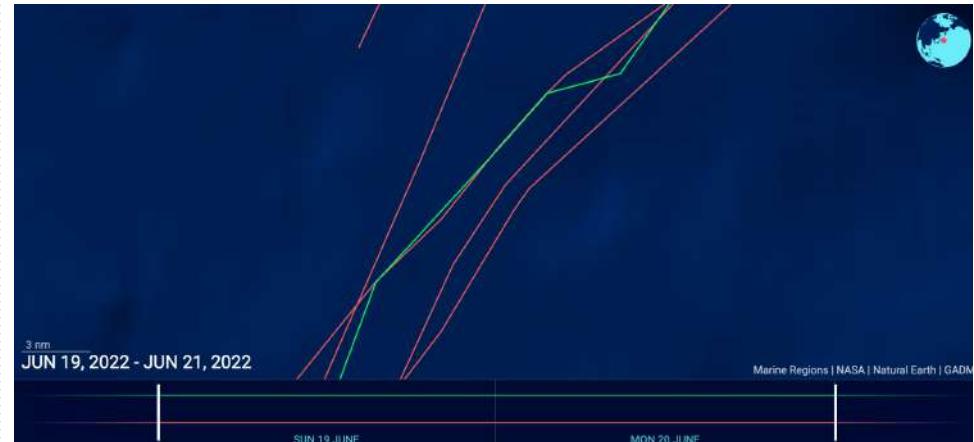


The third encounter was with the purse seine vessel [FU YUAN YU 689](#) flagged to China (MMSI: 412440359 and IMO: 8548620). [GFW link](#)

**Jun 20, 2022**

Encounter between the **QIAN YUAN** (fish carrier) and **FU YUAN YU 688** (purse seine).

- Start: Jun 20th, 2022 01:50 UTC
- End: Jun 20th, 2022 03:50 UTC
- Duration: 2 hours

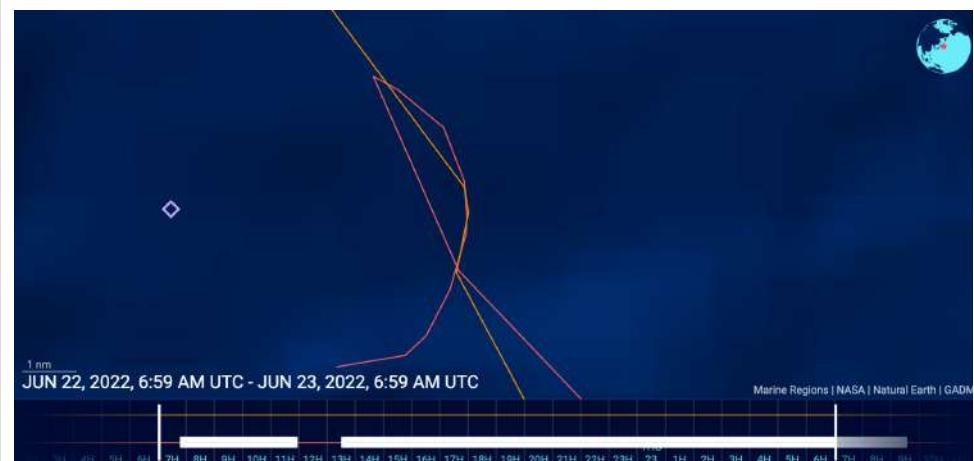


The fourth encounter was with the purse seine vessel [FU YUAN YU 688](#), flagged to China (MMSI: 412440361/200063072 and IMO: 8548618). [GFW link](#)

**Jun 22, 2022**

Encounter between **QIAN YUAN** (fish carrier) and **FU YUAN YU 675** (purse seine).

- Start: Jun 22th, 2022 23:00 UTC
- End: Jun 23th, 2022 02:00 UTC
- Duration: 2 hours



The fifth encounter was with the purse seine vessel [FU YUAN YU 675](#), flagged to China (MMSI: 412440368 and IMO: 8548620). [GFW link](#)

**Jun 23, 2022**

Encounter between the **QIAN YUAN** (fish carrier) and **FU YUAN YU 686** (purse seine).

- Start: Jun 23th, 2022 2:00 UTC
- End: Jun 24th, 2022 04:00 UTC
- Duration: 2 hours



The sixth encounter was with the purse seine vessel [FU YUAN YU 686](#) flagged to China (MMSI: 412440363 and IMO: 8548591). [GFW link](#)

**Jun 23, 2022**

Encounter between the **QIAN YUAN** (fish carrier) and **FU YUAN YU 678** (purse seine).

- Start: Jun 23th, 2022 23:00 UTC
- End: Jun 24th, 2022 02:00 UTC
- Duration: 3 hours

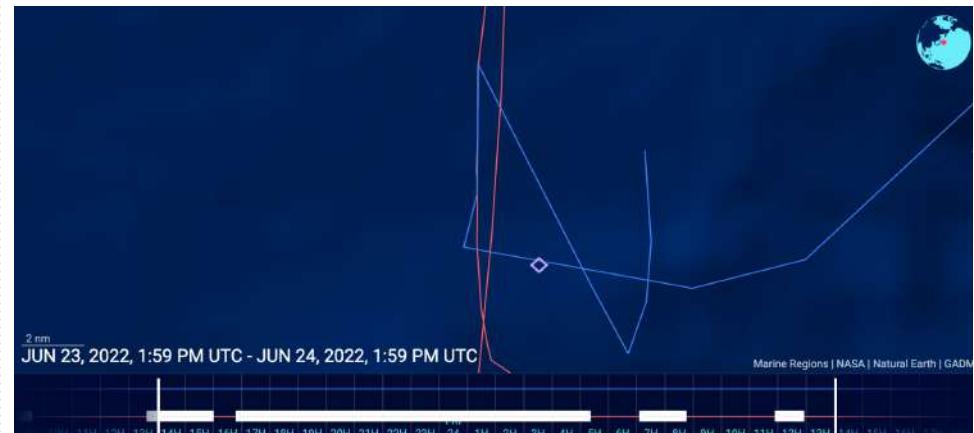


The seventh encounter was with the purse seine vessel [FU YUAN YU 678](#) flagged to China (MMSI: 412440365 and IMO: 8548589). [GFW link](#)

**Jun 24, 2022**

Encounter between the **QIAN YUAN** (fish carrier) and **FU YUAN YU 687** (purse seine).

- Start: Jun 24th, 2022 03:00 UTC
- End: Jun 24th, 2022 05:00 UTC
- Duration: 2 hours



The eighth encounter was again with the purse seine vessel [FU YUAN YU 687](#) flagged to China (MMSI: 412440362 and IMO: 8548606). [GFW link](#)  
This is the second encounter conducted with this fishing vessel, after an earlier encounter on 17 June.

**Jul 4, 2022****Last position information:****Latest Position at:** 2022-07-04 02:13:59**Latitude:** 32.505383**Longitude:** 140.491293**Course:** 232.7°**Speed:** 8.5kn**Destination:** QUANZHOU CHINA**Est. Arrival:** Jul-10 12:00

The fish carrier QIAN YUAN appears to have turned off its AIS signal because the last AIS position was received on July 4, 2022, at 02:13 UTC while the vessel was crossing the Japanese EEZ, potentially heading to the Chinese EEZ. [GFW link](#)

## Recommendations

This is considered a high risk vessel, based on its apparent activity in contravention of NPFC and the flag State's regulations. Possible actions by relevant State(s) include:

1. An interdiction either at sea or in port is recommended to investigate and collect evidence from the vessel.
2. If available, use the vessel's LRIT system to identify its position and next port.
3. Request China and any other potential port or coastal states support Panama's investigation by boarding and investigating the vessel, to determine:
  - a. Does the vessel have any fish species onboard that were caught in the NPFC area, or in any other areas.
  - b. Has correct documentation been completed for all fish products onboard (unlikely due to Panama's removal of IFL).
  - c. Confirm in the deck logbook, navigation equipment, engineering log, other onboard records or electronics if the vessel met with any other vessels subsequent to 4 May 2022 and the details of these vessels and the purpose of the encounter.
  - d. Contact the flag State and NPFC regarding any fishing vessels that transshipped with QIAN YUAN to determine if these vessels provided advance notice of the planned activities and if they were authorized and declarations completed following the transshipments.
  - e. Share with WCPFC in regard to the activity being inside the WCPFC area using purse seines and the possibility of WCPFC managed species being included in the catch. None of the vessels mentioned in this report are WCPFC authorized.

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The Joint Analytical Cell, or JAC, provides authorities with fisheries intelligence, data analysis and capacity building to help combat illegal, unreported and unregulated fishing. Founded by the International Monitoring, Control and Surveillance Network, Global Fishing Watch and TMT, the initiative harnesses innovative technology and the complementary expertise of its collaborating organizations to improve the effectiveness of fisheries monitoring, control and surveillance. By fostering cooperation among State and non-State partners, the JAC seeks to build insights and capacity that will help enhance fisheries management.

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