

## Self-Assessment of Fishing Capacity – Japan

Summary of Japanese SBT fishery

Longline is the only fishing method that Japanese commercial fleet has used to catch SBT. In recent decades, major fishing grounds have been around the Tasman Sea (CCSBT Statistical Area 4 and 7), Southern Indian Ocean (Area 8) and off Cape Town (Area 9) from April to September. As the IQ for each vessel has been relatively small considering recent higher CPUE, each Japanese vessel tends to consume its IQ by fewer operations targeting SBT, and to move out from the SBT fishing grounds towards BET and YFT fishing grounds in lower latitudes.

Trend in number of vessels authorized to fish for SBT

Number of vessels authorized to fish for SBT since 2006/07 fishing season is shown in the table below.

	SBT vessels (fishing year)
2013/14	90
2012/13	94
2011/12	82
2010/11	85
2009/10	99
2008/09	126
2007/08	137
2006/07	137

Japanese SBT fleet size is generally in a decreasing trend while slightly fluctuating corresponding to the national allocation in recent years. Substantial change in this trend is not expected in the near future.

Management system of national allocation

Japan has introduced the IQ system for SBT fisheries since 2006. In addition, the catch monitoring tag and landing inspection with 100 % coverage were adopted to further strengthen the domestic management system at the same time. Catches are monitored by the real time monitoring system (RTMP). At landing inspection, Japanese government observes tunas landed as domestic products, and checks individual tags and weight for SBT.

SBT catch and retention by vessels without IQ is strictly prohibited, and punitive penalty will be applied in case of offences. Positions of far-seas tuna fishing vessels are monitored by the government through VMS every day, and the data have shown that vessels without SBT quota

rarely enter in the SBT fishing grounds including cases of passage. It should be noted that SBT fishing grounds located high latitudes are generally in rough oceanic condition, and thus the vessels capable to navigate in the area are limited even among far-seas tuna vessels. Under the current management system, any overcatch of SBT or catch by non-SBT vessels has not been detected.

In conclusion, Japan, with its fishery management system, believes that the current fishing capacity does not pose any risk of over capacity which may involve significant overcatch of SBT.