Commission for the Conservation of
Southern Bluefin Tuna

みなみまぐろ保存委員会

CCSBT-CC/2610/11 – Rev 1

Operation of CCSBT MCS Measures

1. INTRODUCTION

This document provides a summary of the operation of some of CCSBT's main Monitoring, Control and Surveillance (MCS) measures, which have either not been discussed in other papers, or for which additional supplementary information is available.

The measures discussed here are:

- The Catch Documentation Scheme (CDS);
- The Transhipment Monitoring Program;
- Records of Authorised Vessels and Farms;
- The Vessel Monitoring System (VMS);
- CCSBT IUU Vessel List; and
- Minimum Standards for Inspections in Port.

2. CATCH DOCUMENTATION SCHEME (CDS)

CDS compliance issues have already been summarised in the Secretariat's Compliance with Measures paper[1], and are generally not discussed in further detail here. This section of the paper only includes information on Non-Cooperating Non-Members (NCNMs), including those that are voluntarily cooperating with the CDS, and opportunities to strengthen implementation of the CDS (that are not related to specific compliance issues).

2.1. NCNMs

2.1.1. Cooperation with United States of America (USA)

The USA is not a Member of the CCSBT but continues to cooperate voluntarily with the CDS and submissions of CDS information for SBT imports continue to be received from the USA. The Secretariat has been receiving import submissions from the USA since 2016 and again received CDS import data for all quarters during 2025. As reported to previous meetings of the Compliance Committee, the USA's voluntary cooperation with the CDS continues to be important, especially given the volume of Catch Monitoring Forms (975 CMFs during 2025) and Re-export/ Export after Landing Forms (508 REEFs during 2025) recording exports to the USA.

The volume of SBT exports to the USA that was recorded on CMFs and REEFs during 2025 was 727 tonnes. This is lower than the volumes of SBT reported in recent years (796.87t in 2022, 932.32 t in 2023, and 1268.25t in 2024). However, whilst the weight of SBT reported as exported to the USA has dropped, the percentage of CDS

[1] Paper CCSBT-CC/2610/04

documents reporting exports to the USA has remained consistent with those seen in 2024.

Table 1: Percentage of CMFs and REEFs Recording Exports to the USA 2023 - 2025

	2023	2024	2025
Percentage of total export CMFs reporting USA as destination	40%	40%	45%
Percentage of total REEFs reporting USA as destination	73%	72%	65%

This again highlights the importance of the USA's continued voluntary cooperation and the contribution this makes to maintaining the effectiveness of the CCSBT CDS. It also reinforces the importance of the previous decision of Members to provide USA officials with access to the eCDS to assist with managing the reporting of SBT imports.

2.1.2. SBT exports to China

As reported to CC 20[2], SBT exports to China (by weight) increased significantly in 2024 to 909t, up from 157.5t in 2023. However, in 2025 reported SBT exports to China dropped back to similar levels seen in 2023 totalling 179 t (including exports to Hong Kong). Similar to the situation with the USA, whilst the weight of SBT exports dropped in 2025, the number of exports to China remained relatively consistent.

Table 2: Number of CDS Documents Recording Exports to China 2023 - 2025

	2023	2024	2025
Number of Reported Exports to China CMFs & REEFs)	139	164	144

The CCSBT Strategic Plan includes an action to "encourage non-Members to increase engagement in CCSBT processes, including joining the CCSBT and utilising the CDS". The consistent quantity of SBT exports to China, along with continued vessel activity by Chinese longline vessels in areas consistent with reported SBT catches[3], mean that China's engagement with the CDS will likely remain important to helping ensure that SBT caught through illegal, unreported and unregulated (IUU) activities is unable to enter markets.

2.2. Changes in Product Type for Exported SBT

There have been a small number of occasions noted during 2025 where the product type and weight of SBT that is reported in catch monitoring forms (CMF) [4] as exported by a Member differs from the product type and weight that is reported in the final product destination section. In some circumstances it appears that SBT may be undergoing further processing after harvest.

[2] In paper CCSBT-CC/2510/10 – Rev 2

[3] Discussed in paper CCSBT-CC/2610/16.

[4] This is only able to be reported in the harvest section of the CMF on current paper forms, with no separate export weight and quantity able to be recorded.

The CDS Resolution currently requires that Member's competent authorities or authorised individuals examine the validated CCSBT CDS Documents for each consignment of SBT and:

> *"…verify the information contained in the CCSBT CDS Document and in related documents and, where necessary, shall carry out verifications with the operators concerned".*

The verification of information becomes more difficult where these changes in the SBT consignments are not reported on the CDS document and creates uncertainty around how a Member can accurately verify the information contained within the CDS document where the product type and weight reported as exported is not reported on the CMF.

The current import information only allows for importers to report the product types of RD, GGO, GGT, DRO, DRT, FL or OT in the final product destination section. In most circumstances where the reported product type has changed, the product on the CMFs in question is reported as GGO in the harvest section and then reported as GGT or DRT by the importer. In these circumstances the differences can largely be reconciled by Members through the application of the Member specific conversion factors (or default conversion factors when a Member specific conversion factor may not be available). However, this does place an extra burden on the importer to verify changes in product that were not reported by the exporter. Additionally, on one CMF reported during 2025, the importer has recorded a product type of 'OT' (other) for an SBT import which was reported as GGO in the harvest section of the CMF. There is currently no ability for the importer to specify a product description where they report the product type as 'OT'[5].

There is potential for this issue to be resolved through the implementation of the eCDS. Members have agreed for the addition of some fields in the export section of a CMF where exporters can provide information on the SBT being exported, where this product type is different from the catch harvest section. However, there is currently no guidance provided or requirement specified on when this section of the CMF should be completed by Members. The Secretariat would recommend that Members consider making it a requirement that this section of the CMF be completed by the exporter where:

- the export is completed on a CMF (this means that the export is reporting all the SBT reported in the harvest section of that CMF); and
- product type that will be received by the importer[6] is different to that specified in the harvest section of the CMF.

It is recommended that this information should be completed on the CMF in the eCDS prior to the consignment being received by importing Member.

This issue is similar in nature to the discrepancy between the SBT reported as fresh and frozen that has been identified in the annual Japanese Market Analysis reported by the Secretariat (see paper **CCSBT-CC/2610/15** for further information on this). Members may also wish to consider if reporting the product state (fresh or frozen) could also be similarly strengthened through the eCDS implementation.

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[5] This means that the only information we have on the product type received at import is that it was not RD, GGO, GGT, DRO, DRT or FL.

[6] This reference to the import rather than export is to ensure that changes to product type that may occur during transit are also reported on the CMF.

The Secretariat believes that ensuring exporters are more accurately reporting the SBT product types and weights that are exported can help ensure the effectiveness of the CDS and minimise the burden on importers to verify the information contained within CDS documents. Recognising the technical nature of this issue, and to provide Members more opportunity to consider the need to strengthen this reporting, Members may wish to refer this topic to a Technical Compliance Working Group (TCWG) for discussion.

2.3. Reporting Transfers and Landings of SBT by Container Vessels

During 2025, the Secretariat received a CMF from a Member where the export section had been completed and validated (with the point of export reported as Mauritius), but the SBT was later reported as landed as domestic product. When the Secretariat sought clarification on this document from the Member, the Member responded that:

> *The vessels first landed SBT in Mauritius. The fish were then transferred by a containership (not a carrier vessel) and ultimately landed in (the flag Member of the vessels that harvested the SBT).*

The term landing is not defined in CCSBT Resolutions, however landing of domestic product is defined in the CDS Resolution,[7] which states:

> *The term 'landing of domestic product' means a landing of SBT by a CCSBT-authorised fishing/carrier vessel into the territory of a Member or Cooperating Non-Member whose National Allocation the SBT was attributed against and which issued the CDS documents the SBT are recorded on.*

Therefore, to constitute a landing of domestic product, the SBT would need to be landed:

1. by a CCSBT-authorised fishing/carrier vessel;
2. in the territory of the Member or CNM against whose allocation the SBT was attributed; and
3. in the territory of the Member or CNM who issued the CDS document that accompanies the SBT.

In this case, points two and three were met, but the product was landed in the territory of the Member by a container vessel, not by a carrier vessel.

Prior to CCSBT 30 (in 2023), the definition of "Carrier Vessel" contained within the CCSBT Transhipment Resolution defined a carrier vessel as:

> *Any vessel, except a container vessel, that receives SBT transhipped from a LSTLV.*

However, at CCSBT 30, Members agreed to remove the text "except a container vessel" from the definition of a "Carrier Vessel" that is contained within the CCSBT Transhipment Resolution (see subpoint 1 in section 4 of the Secretariat paper to CC18)[8]. This change was made to ensure consistency with the IOTC Transhipment Resolution, but it has also meant

[7] This definition is included in footnote 1 on the first page of the CDS Resolution.

[8] The current definition states that "Carrier Vessel" means any vessel that receives SBT transhipped from a LSTLV.

that, since this time, there has not been the same clarity in the CCSBT Transhipment Resolution on the application of the measure to transfers to, and by, container vessels. The term 'transhipment' is also not currently defined in CCSBT Resolutions[9].

How this should be reported through the CDS will depend on whether the SBT is deemed to have been landed in Mauritius, or later in the flag Member of the vessels that harvested the SBT. If it is deemed to have been landed in Mauritius then, as Mauritius is not currently a Member, CNM or OSEC[10] of CCSBT, it would not be able to validate a CDS document that would be required to accompany the import of SBT into a CCSBT Member.

If the product is deemed to have been landed in the territory of the Member, then there is no current requirement for the transfer of the SBT to be documented and reported under the Transhipment Resolution.

In the case of transhipments that occur in port and where the product is later landed as domestic product, the current practice is that the Member will record (and certify) the details of the transhipment in the intermediate product destination section of the CMF, leaving the export section incomplete[11]. The landing of domestic product is then completed when the product is landed in the territory of the Member.

In this case the Secretariat believes that the Member concerned has made every effort to accurately report the activity. Given the current ambiguity surrounding this activity in CCSBT Resolutions, it is an issue that would benefit from further consideration by Members.

Recognising the technical nature of this issue, and to provide Members more time to consider opportunities to strengthen this reporting, Members may wish to refer this topic to a Technical Compliance Working Group (TCWG) for discussion.

3. TRANSHIPMENT MONITORING PROGRAM

The CCSBT has a transhipment monitoring program for monitoring at-sea and in-port transhipment of SBT by its Members. The program requires the CCSBT Secretariat to maintain an up-to-date Record of Authorised Carrier Vessels (CVs), as well as manage the supporting documentation such as deployment requests, transhipment declarations and observer reports.

3.1. Operational Issues

3.1.1. General Issues

In cases where transhipment observers were successfully deployed, the Secretariat notes the following issue with operation of the Transhipment Resolution:

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[9] Members may wish to note that IOTC has agreed definitions for landing and transhipment contained within its Glossary of terms and definitions which should be used by Members when drafting proposals for Resolutions for the Commission.

[10] Other State/Fishing Entity Cooperating in the CDS

[11] This also means that, in the case of in-port transhipments later landed as domestic product, the location of the transhipment is not currently recorded on the CMF. In the case of in-port transhipments that are exported (to another Member), the location of the in-port transhipment (and therefore export) will be reported in the export section of the CMF, directly below the transhipment details.

- identifying SBT and numbers during multi-species transhipments remains a challenge, particularly where strings were hoisted directly from the LSTLV hold to the CV hold and where strings consisted of tightly packed bunches of fish.

There were a number of issues identified by observers related to tagging of SBT, specifically;

- SBT identified with two tags attached;
- tags not being well secured and falling off during the transhipment; and
- tags appearing to be attached after the fish were frozen which the observer felt exposed the tag much more to potential damage.

Members are reminded of the requirement contained within the CDS Resolution that an SBT tag shall be "attached to each whole SBT at the time of kill".

Some observer reports noted that catch tagging information was not provided to the observer to allow for the verification of the catch tagging information contained on CDS documents. While this is not specifically stated in the Resolution, Members are encouraged to ensure that this information is made available to observers to support their verification CDS reporting and of compliance with CCSBT Resolution.

As previously reported, ascertaining the species of tuna (specifically SBT) based solely on transhipment observer photographs remains a significant challenge, especially when frozen, gilled and gutted.

To address this issue, and to support the quantification and identification by observers, the Secretariat continues to recommend that:

- SBT should be transhipped separately from other tuna and tuna-like species, in order to assist observers with identification, and
- Members should consider the development of genetic testing to support SBT identification for use by transhipment observers. This is further discussed in paper **CCSBT–CC/2610/18**.

3.1.2. Indonesia not Fully Meeting CCSBT's Transhipment Resolution Obligations

From 1 November 2023, a trial at-sea programme commenced for SBT transhipments to specified wooden Indonesian-flagged carrier vessels carrying national observers. Further discussion on Indonesia's compliance with the Transhipment Resolution obligations and the data and information provided under this trial programme to date are included in paper **CCSBT–CC/2610/12**.

3.2. Authorised Carrier Vessels: IMO Number Requirement

Between 1 July 2025 and 30 June 2026, the Secretariat received authorisation notifications from Members that related to 43 carrier vessels. The vessel flags of the carrier vessels for which authorisations were notified during this period are shown in the table below:

Table 3: Authorised Carrier Vessels by Flag 1 July 2025 to 30 June 2026

CV Flag	Indonesia	Japan	Korea	Panama	Singapore	Taiwan
Total Vessels	19	6	4	6	2	6

IMO numbers have been provided for all CCSBT-authorised Carrier Vessels between 1 July 2025 and 30 June 2026.

Of note, IOTC agreed to update its Transhipment CMM at the 30th Session of the Indian Ocean Tuna Commission by adding Paragraph 15, which states:

As of 1 January 2028, transhipment at sea operations of tuna and tuna-like species and sharks caught in association with tuna and tuna-like fisheries in the IOTC area of competence shall only be authorized between a LSTLV and a carrier vessel flagged to Contracting Parties (CP) and/or Cooperating Non-Contracting Parties (CNCP) of the IOTC. No at-sea transshipment of tuna and tuna-like species and sharks by carrier vessels not flagged to a CPC or CNCP of the IOTC shall be allowed.

Unless an objection is lodged, this CMM will come into force on 19 September 2026. Paragraph 4 of the CCSBT Transhipment Resolution states that Members and CNMs shall ensure that they:

a) do not authorise Carrier Vessels not already authorised by other RFMOs

Therefore, when this comes into force, from 1 January 2028, Members will no longer be able to authorise carrier vessels for SBT transhipments in the Indian Ocean that are not flagged to a CPC or CNCP of the IOTC.

3.3. Summary of Transhipment Data Received

A summary of transhipment declarations and/or observer reports/CDS forms received for Japan, Korea and Taiwan for 2025 (aggregated by flag and product type) is provided at **Attachment A** (Tables 1 - 3). **Attachment A** does not include information from the transhipment declarations received from Indonesia as part of the transhipment trial, since this is reported in paper **CCSBT-CC/2610/12**.

Tables 1 and 2 of **Attachment A** provide information from at-sea transhipment declarations and observer reports received. Table 3 provides the information for in-port transhipment and the corresponding CDS information received for these transhipments.

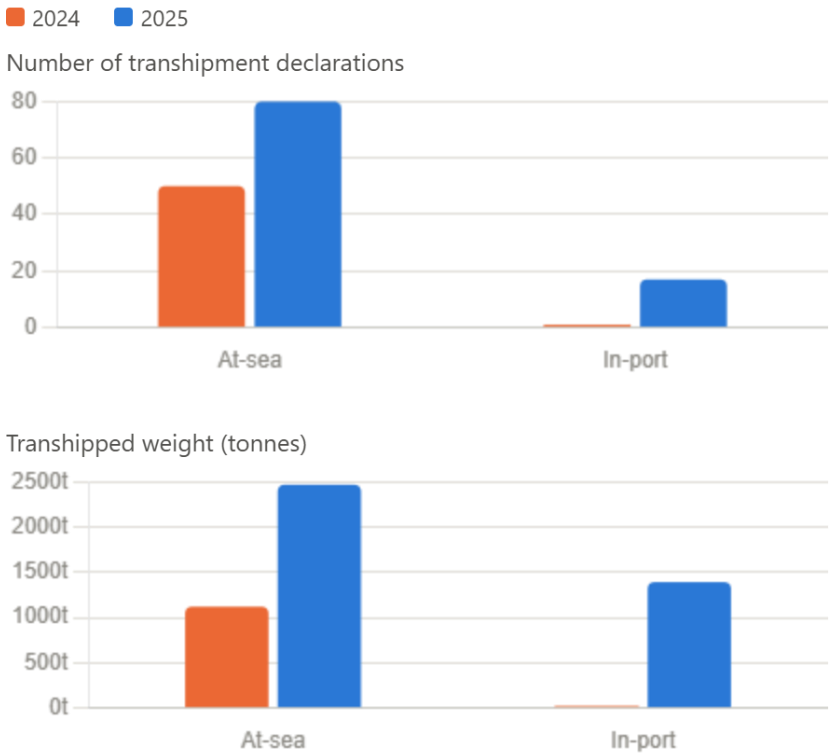
Table 1 of **Attachment A** provides a summary of the information required to be provided under the Transhipment Resolution for at sea transhipments, while Table 2 compares the reported transhipment quantities with CDS reporting. In Table 2, the transhipments are separated by whether the observer provided the SBT weights or not. The reason for this is that some observer reports often don't include the weight of SBT transhipped by each individual vessel but group SBT under 'Other' species. In these cases, only the overall weight of all SBT is provided across a series of transhipments, which means that individual amounts cannot be attributed to a specific transhipment event.

The following points summarise only the transhipment information received by the Secretariat for Japan, Korea and Taiwan for 2025:

- All of the at-sea transhipments were observed during 2025;

- Observer deployment requests specifying that SBT were to be transhipped were received for all[12] of the 80 reported SBT transhipments at sea during 2025;
- The Secretariat received 80 transhipment declarations for transhipments at sea totalling 2466t during 2025. This is up from 50 transhipment declarations and 1,119t during 2024;
- The Secretariat received 17 transhipment declarations for in-port transhipments during 2025 totalling 1389.8t. This is up from 1 transhipment declaration and 21.8t during 2024.
- Observer reports have been received for 100% of all reported 2025 at-sea transhipments;
- Table 2 of **Attachment A** provides a summary of transhipment weights recorded on transhipment declarations, observer reports, and CDS information for the 2025 calendar year. When summed, the weights of transhipped SBT reported on transhipment declarations is within 1% of the weights reported on the corresponding CDS documents; and
- Table 3 of **Attachment A** shows even stronger alignment between the transhipped SBT reported on transhipment declarations and CDS documents for in-port transhipments.

Figure 1: Transhipment Declarations and SBT Weights Transhipped 2024 - 2025



Members are asked to please ensure that the deployment requests are submitted to the CCSBT Secretariat for all planned SBT transhipments.

[12] Some deployment requests were not initially provided to the CCSBT Secretariat and had to be followed up with IOTC/ICCAT. One observer deployment request for a transhipment by a Taiwanese flagged fishing vessel in 2025 incorrectly noted that SBT would not be transhipped.

3.4. Development of the Transhipment Module in eSBT

The CC Workplan for 2026 included a workplan item for the Secretariat to develop the transhipment module in eSBT, if CCSBT 32 approved. The Secretariat reported to CC20 that this additional development of the CCSBT systems could likely be met out of the existing eCDS development budget (as the eCDS is hosted within eSBT, but impacted by eCDS development costs) and would assist the Secretariat in better managing and monitoring all transhipment data it received. The development was completed in late 2025, and all data and information related to transhipments conducted during 2026 are now being entered directly into the eSBT system.

The completion of this development now means that the Secretariat can provide access to this module for Members that have fishing vessels that tranship SBT. This will allow the Member to directly review and monitor the transhipment information that has been received by the Secretariat related to transhipments involving that Member's fishing vessels.

The Secretariat proposes that access to this module can be arranged with Members following CC 21 and this access can be granted to new or existing eSBT users within Member administrations. It is proposed that this access would be read only initially. Following a period of use by Members, the Secretariat would seek the input of those Members to define the reports that can help Members better monitor the Member's transhipment data and information held by the Secretariat. There is an existing tool within eSBT that can be used by the Secretariat to build and make these reports available to Members. So, there would be no additional costs associated with developing this report capability.

4. RECORDS OF AUTHORISED VESSELS AND FARMS

4.1. Authorised Farm and Vessel Records

The Secretariat continues to receive authorised farm and vessel updates approximately twice a week. As of 30 June 2026, there were a total of 816 authorised fishing vessels and 43 authorised carrier vessels on the respective CCSBT authorised vessel records. Upon receipt of authorised vessel and farm information, the Secretariat updates its authorised database as well as the CCSBT website.

4.1.1. Authorised Fishing Vessels: IMO Number

Paragraph 3 of the CCSBT's 'Resolution on a CCSBT Record of Vessels Authorised to Fish for Southern Bluefin Tuna', includes the following IMO numbering requirements:

> *3. Members and Cooperating Non-members shall ensure that the following categories of fishing vessels in the CCSBT Record of Authorised Vessels have IMO numbers issued to them:*
>
> - *all fishing vessels (except wooden and fibreglass vessels) flying their flag that are authorised to catch SBT, and that are at least 100 gross tonnage in size, and*
> - *effective from 1 January 2021, wooden and fiberglass fishing vessels flying their flag that are authorised to catch SBT, and that are at least 100 gross tonnage in size, and*
> - *effective from 1 January 2022, all motorised inboard fishing vessels of less than 100 gross tonnage down to a size limit of 12 metres in length overall (LOA) authorised to operate outside waters under the national jurisdiction of the flag State.*

There has been 100% compliance with the IMO number requirement for CCSBT authorised fishing vessels between 1 July 2025 to 30 June 2026.

4.1.2. Requirement Authorisations to Operate Outside National Jurisdiction

Effective from 1 January 2025, Members have also been required to include whether vessels are authorised to operate outside waters of national jurisdiction in the information provided in their list of authorised fishing vessels. This information has been provided for all fishing vessels authorised between 1 July 2025 to 30 June 2026.

During 2026, the Secretariat also updated the CCSBT record of authorised vessel list displayed on the CCSBT website to include whether vessels were authorised to operate outside waters of national jurisdiction.

4.1.3. Information on Freezing Capacity

Freezing capacity information has been provided for all fishing vessels for which vessel authorisation notifications have been received between 1 July 2025 to 30 June 2026.

4.2. Combined Regional Authorised Vessels Tool (CRAVT)

As noted in the Operation of Measures paper submitted to CC 20[13], the IMCS Network, in its support of the TCN has developed a Combined Regional Authorised Vessels Tool (CRAVT). This tool was launched in late 2024 and contains vessel authorisation data from CCSBT, along with Inter-American Tropical Tuna Commission (IATTC), the Indian Ocean Tuna Commission (IOTC), the Western and Central Pacific Fisheries Commission (WCPFC), the North Pacific Fisheries Commission (NPFC), South Pacific Regional Fisheries Management Organisation (SPRFMO), and the Pacific Island's Forum Fisheries Agency (FFA).

The CCSBT vessel authorisation data continues to be made available through an API to support this tool. The ongoing requirements on the Secretariat to support this development are minimal.

5. VESSEL MONITORING SYSTEM (VMS)

All Members have reported vessel numbers required to report, and actually reporting, to national VMS that were consistent with those vessel numbers identified through CDS documents in 2025.

No Members reported any VMS non-compliance during the most recently completed season.

One Member reported some VMS technical failures during their most recently completed fishing season.

In its annual report, Korea reported that four fishing vessels experienced temporary VMS failures during the most recently completed season. Korea has reported each vessel's geographical position (latitude and longitude) at the time of failure and the length of time the VMS was inactive, as required in its annual report. Korea has further reported that the vessel

[13] CCSBT-CC/2510/10 – Rev 2

operators all submitted data generated from secondary units which were later put into Korea's system manually.

Some Members provided a response to question 2.2.4 (vi) that outlined their processes to respond to VMS technical failures, but these responses did not include whether or not any technical failures occurred during the season.

Members are reminded that the CCSBT annual report requires that, in the event of a technical failure of a vessel's VMS, Members report the vessel's geographical position (latitude and longitude) at the time of failure and the length of time the VMS was inactive. Reporting these incidents can demonstrate effective monitoring and oversight of vessel reporting on VMS.

The annual report submitted by Indonesia initially noted 251 fishing vessels and 20 carrier vessels that were required, and did report to, national VMS in 2025. However, this was subsequently updated in the revision to Indonesia's annual report to 299 fishing vessels and 20 carrier vessels. These new figures are much closer to the number of Indonesian flagged vessels that were included on the CCSBT Record of Authorised Vessels on 1 December 2025 (321 Indonesian flagged fishing and carrier vessels).

The catch by vessel information submitted by Indonesia included 294 vessels that caught SBT in 2025[14], with seventy-eight (78) of these vessels being handline vessels ranging from 10-30 tonne. None of these handline vessels appear to have been authorised by Indonesia during 2025. In the pre-meeting discussion before CC19, Indonesia noted changes to its regulations where vessels fishing beyond 12 nautical miles would now be required to have a central permit. This would mean that vessels measuring less than 30 GT but operating more than 12 nautical miles from shore must migrate to a central permit and install VMS.

Indonesia has noted in its annual report that it is mandatory for Indonesian fishing vessels licensed by the central government or operating in the high seas to install VMS on-board. However, it is unclear whether all required vessels had migrated from regional to central government permits and had installed VMS units and whether national VMS requirements now apply to these handline vessels[15].

6. CCSBT IUU VESSEL LIST

In October 2019, CCSBT's IUU Vessel List Resolution was revised to include a provision to cross-list vessels from the IUU lists of eight other organisations onto the CCSBT's IUU Vessel List, but only in cases where the RFMO concerned was the original IUU listing organisation.

The eight organisations the CCSBT agreed to cross-list vessels from are the Inter-American Tropical Tuna Commission (IATTC), the International Commission for the Conservation of Atlantic Tunas (ICCAT), the Indian Ocean Tuna Commission (IOTC), the Western and Central Pacific Fisheries Commission (WCPFC), the Commission for the Conservation of Antarctic Marine Living Resources (CCAMLR), the South East Atlantic Fisheries

[14] This was initially provided on 30 June 2026 with 292 vessels listed; 214 longline vessels and 78 handline vessels. However, a revision to this data was received on 4 September 2026 that increased the number of longline vessels from 214 to 216 vessels.

[15] There was initially a grace period that was provided to vessels less than 30 GT.

Organisation (SEAFO), the Southern Indian Ocean Fisheries Agreement (SIOFA) and the South Pacific Regional Fisheries Management Organisation (SPRFMO).

As of 1 August 2026, CCSBT's IUU List included 157 cross-listed vessels, and no vessels independently IUU-listed by the CCSBT.

The efficient sharing and updating of IUU vessel lists had been a topic of discussion for the Tuna Compliance Network members for a number of years. In late 2024, the IMCS Network, in its role supporting the TCN, commenced development of an IUU Vessel Hub to assist RFMO Secretariats to update and share final IUU vessel lists. This work is discussed more in paper **CCSBT–CC/2610/17**.

As part of this project, the Secretariat worked with our website developer, Eighty Options, to develop a dynamic and interactive IUU vessel list that can be made available on the CCSBT website. This IUU vessel list is updated automatically when the Secretariat updates the final CCSBT IUU Vessel list through the IUU Vessel Hub. The financial costs associated with this development were completely met by the IUU Vessel Hub project.

This tool is available for Members to view at CCSBT IUU Vessel List | CCSBT Commission for the Conservation of Southern Bluefin Tuna. This dynamic IUU vessel list is not proposed to replace the existing IUU vessel lists available for download on the CCSBT website (pdf documents). But it is proposed to be added to the existing IUU vessel pages on the CCSBT website as an additional resource to complement the existing CCSBT IUU vessel list tools.

The Secretariat proposes to make this resource available through the CCSBT website following the meetings and would welcome CCSBT Member feedback on this IUU vessel list resource.

7. MINIMUM STANDARDS FOR INSPECTIONS IN PORT

The Resolution for a CCSBT Scheme for Minimum Standards for Inspection in Port was adopted in 2015 and came into effect from 1 January 2017 and includes a number of obligations for Port State Members.

7.1. Designated Points of Contact and Ports

The Resolution requires that each Member wishing to grant port access to 'foreign fishing vessels' (including carrier vessels other than container vessels) carrying SBT or fish products originating from SBT submits to the CCSBT Secretariat:

- A designated point of contact for receiving inspection reports, and
- A list of designated ports to which 'foreign fishing vessels' may request entry.

This information has been provided by all Members and the Secretariat encourages Members to check this information which is reported on the CCSBT website to ensure that it remains up to date.

7.2. Port Inspection Reports

Paragraph 15 of the Resolution requires that:

15. Each year Members shall inspect at least 5 % of landing and transshipment operations in their designated ports as are made by foreign fishing vessels.

Further, paragraph 20 specifies that:

20. The port Member shall transmit a copy of the inspection report to the CCSBT

Secretariat no later than 14 days following the date of completion of the inspection. If the inspection report cannot be transmitted within 14 days, the port Member should notify the CCSBT Secretariat within the 14 day time period the reasons for the delay and when the report will be submitted.

Table 1 outlines the Secretariat's interpretation of the number of inspections that need to be conducted to meet the 'at least 5%' port inspection requirement.

Table 4: Number of Required Inspections (to meet the 'at least 5%' inspection requirement)

Number of landing/ transhipment operations occurring in designated ports	Number of inspections required by Members to meet the requirements of paragraph 15, "*at least 5% of landing and transhipment operations in their designated ports as are made by foreign fishing vessels*"
1 – 20	1[16]
21 – 40	2
41 – 60	3
61 – 80	4
81 – 100	5

During the 2025 calendar year the Secretariat received a total of 41 port inspection reports (PIRs) from Taiwan, Indonesia, South Africa, Korea, and Japan. These PIRs were received through different sources as listed in the table 5 below:

Table 5: Source of Port Inspection Reports Received during 2025

	Member Submission	IOTC e-PSM Application	FAO Global Information Exchange System (GIES)	Total
Number of PIRs	11	22	8	41
PIRs that Report SBT Landing or Transhipment	11	6	0	17

More PIRs were received in 2025 than in any year since 2017, but the majority of these (59%) did not report any SBT landing or transhipment. Since 2025, the Secretariat has started receiving an increasing number of PIRs through the FAO GIES system and the number of GIEs inspection reports has increased again during 2026. These inspection reports can often provide useful additional information. However, this has also resulted in the Secretariat receiving an increasing number of PIRs from outside of the Membership relating to the inspection of CCSBT authorised vessels that do not have SBT onboard at the time of the inspection.

In their respective annual reports, Japan, Korea, South Africa and Taiwan have all reported carrying out inspections on vessels with SBT/SBT products on board that were conducting landing/transhipment operations in their designated ports during 2025.

Table 2 provides a summary of the port inspection reports that were provided (or not), how many reports were submitted within the required 14-day period, whether appropriate notifications were received for any reports that were submitted late and/or have not yet been submitted, and whether the inspection requirement of 'at least 5%' was met.

Table 6: Summary of 2025 Port Inspection Reports Required/Submitted (NA is 'Not Applicable' and TBC is 'To be Confirmed')

	Japan	**Korea**	**South Africa**	**Taiwan**

[16] Inspecting no (0) landing and transhipment operations out of 1-20 operations, would mean that 0% were inspected and the minimum threshold of 'at least 5%' would not be met.

Total No. of Landing/ Transhipment Operations by 'Foreign Fishing Vessels'[17] (carrying SBT/SBT products)	4	4	5	6
No. of Landing/ Transhipment Operations Reported as Inspected	1	4	1	6
No. of Inspection Reports Received for 'Foreign Fishing Vessels' (carrying SBT/SBT products)	1	4	6	6
Percentage of Inspection Reports Received within the Required 14-Day Timeframe	100%	100%	33%	100%
Number of Notifications Received that Inspection Reports would be Submitted Late	NA	NA	0	NA
Was the 'at least 5%' inspection requirement met?[18]	Yes	Yes	Yes	Yes

In summary:

- Japan, Korea, South Africa and Taiwan all reported meeting and exceeding the 'at least 5%' port inspection requirement in 2025. Inspection reports have been received from all of these Members that confirm this level of inspections has been met by each Member.
- Taiwan, Japan and Korea all complied with the 14-day timeframe for submitting port inspection reports to the Secretariat.
- A total of twenty-two (22) port inspection reports were submitted to the Secretariat by South Africa in 2025. However, sixteen of these (73% of PIRs received) did not report any SBT onboard the vessel.
- South Africa has reported five vessels landing or transhipping SBT during 2025 in its annual report to CC 21/CCSBT 33. However, six inspection reports were received from South Africa during 2025 that report SBT being landed or transhipped.
- Of the six (6) PIRs received from South Africa that reported landing or transhipment of SBT, only two were received within the required timeframe.
- New Zealand has noted in its national report that during the 2024/25 fishing year, 1 foreign fishing vessels (FFVs) authorised for CCSBT entered port in New Zealand and was inspected. In its annual report, New Zealand again notes that:

  "During the port inspection, an issue concerning the vessels' mitigation measures (including seabirds and sea turtles) was identified. This information was communicated to the relevant flag State via the GIES for further action."

  This FFVs was not reported to have unloaded or transhipped SBT while in NZ port, so the report from this inspection was not required to be submitted to the Secretariat.

8. SUMMARY

It is recommended that CC21 notes:

- The USA's continued important voluntary cooperation with respect to providing quarterly CDS submissions to the Secretariat;
- The transhipment summary information provided at **Attachment A**;
- That Members that have fishing vessels conducting SBT transhipments are encouraged to work with the Secretariat to enable those Members to review and monitor transhipment reporting through the eSBT;
- The current status of the CCSBT's IUU Vessel List and the IUU cross-listing process; and

[17] As provided in Members' annual reports to the CC/EC

[18] Based on the port inspection data received by the Secretariat.

- The port inspection information submitted to the Secretariat for inspections completed during 2025.

CC21 is invited to discuss:

- the changes in product type occurring with some exported SBT; and
- the current requirements for reporting transfers and landings of SBT by container vessels.

CC21 is also invited to consider recommending that:

- Members remind their fishing vessel representatives of the tagging requirements that are defined in the CDS Resolution, and ensure that, excluding exceptional circumstances, the SBT tag is securely attached to each whole SBT at the time of kill; and
- intersessional work through the Technical Compliance Working Group is undertaken to further discuss the reporting of changes in product type occurring with some exported SBT and the current requirements for reporting transfers and landings of SBT by container vessels.

Prepared by the Secretariat

Attachment A

Table 1: Summary of Transhipments <u>at sea</u> during the 2025 Calendar Year (transhipment observer on board)

	From Transhipment Declarations			From Observer Reports	From Deployment Requests
Fishing Vessel Flag	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Number of these SBT Transhipments Included in DR
Japan	11	1,025,749	GG	11	11[19]
Korea	3	467,127	GG	3	3[18]
Taiwan	66	973,314	GG /GGT	66	66[20]
TOTAL	**80**	**2,466,190**		**80**	**71**

Table 2: Summary of Transhipments <u>at sea</u> versus CDS Forms versus Observer Reports for the 2025 Calendar Year

Fishing Vessel Flag	Comment	Number of Transhipments	Total Net Weight (kg) from Transhipment Declaration	Total Net Weight (kg) from CDS	Total Net Weight (kg) from Observer Report
Japan	Observer provided SBT weights	7	625,369	625,369	629,278
Japan	Observer provided no SBT weights[21]	4	400,380	400,380	0
Korea	Observer provided SBT weights	3	467,127	467,127	461,721
Taiwan	Observer provided SBT weights	59	873,303	890,223	872,831
Taiwan	Observer provided no SBT weights [20]	7	100,011	101,579	0
TOTAL		**80**	**2,466,190**	**2,484,678**	**1,963,830**

Table 3: Summary of Transhipments that occurred <u>in port</u> during the 2025 Calendar Year[22]

	From Transhipment Declarations			From CDS		
Fishing Vessel Flag	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type	Number of Transhipments	Total Net Weight (kg) of SBT	Product Type
Japan	1	164,862	GG	1	164,862	GGT
Korea	8	1,026,676	GG	8	1,026,676	GGT
Taiwan	8	198,219	GGT	8	202,118	GGT
TOTAL	**17**	1,389,757		**17**	1,393,656	

[19] Four deployment requests for JP flagged fishing vessels, and three deployment requests for KR flagged fishing vessels were not initially received by the Secretariat. However these were able to be obtained later from IOTC/ICCAT and all reported planned SBT transhipments.

[20] One deployment request received from TW incorrectly specified that the transhipment would not involve SBT.

[21] The Secretariat has received the observer reports but the observer did not provide an estimate of SBT weight transhipped for some of the Japanese and Taiwanese transhipments. This is not uncommon and is due to the observer reports being developed primarily to report other tuna and bycatch species. In these cases SBT weights are grouped with other species under an 'other' category.

[22] Transhipments conducted in port are not part of the CCSBT Transhipment Regional Observer Program, and therefore no observer deployment requests, nor observer reports are required to be submitted for these transhipments. Only Transhipment Declarations are required to be submitted.