Template for the Annual Report
to the Compliance Committee and the Extended Commission

(Revised at the Thirty-First Annual Meeting: 10 October 2024)

If there are multiple SBT fisheries, with different rules and procedures applying to the different fisheries, it may be easier to complete this template separately for each fishery. Alternatively, please ensure that the information for each fishery is clearly differentiated within the single template.

This template sometimes seeks information on a quota year basis. Those Members/CNMs that have not specified a quota year to the CCSBT (i.e. the EU), should provide the information on a calendar year basis. Within this template, the quota year (or calendar year for those without a quota year) is referred to as the "fishing season". Unless otherwise specified, information should be provided for the most recently completed fishing season. Members and CNMs are encouraged to also provide preliminary information for the current fishing season where the fishing for that season is complete or close to complete.

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1 Summary of Monitoring, Control and Surveillance (MCS) Improvements

1.1 Improvements achieved in the current fishing season

Provide details of MCS improvements achieved for the current fishing season.

1) Korea conducts physical inspection on board Korean distant water fishing vessels returning to Korean ports, with a view to preventing illegal catches from flowing into Korean market and thereby to taking proactive actions against IUU fishing. Coverage is progressively expanded every year, and in 2025, Korean inspected 35 out of 70 Korean distant water fishing vessels, achieving 50 % coverage.
2) New VMS units with enhanced security and batteries are being distributed to all vessels. Currently, 7 our of 9 SBT fishing vessels are equipped with the new units.
3) In 2025, the transhipment verification functionalities were much improved and all transhipment authorisation process are being automatically verified through the Fisheries Monitoring System (FMS)

1.2 Extraordinary Circumstances

Provide comment on whether extraordinary circumstances contributed to non-compliance with any of the Commission's conservation and management measures during the current fishing season. Where extraordinary circumstances are identified, include a description of extraordinary circumstance, the CCSBT obligation impacted by the extraordinary circumstance, and the action taken by the Member to alleviate any risk created by the extraordinary circumstances.

1) Korean-flagged CCSBT-registered vessel Dongwon No. 216, which landed 78,526kg of SBT in Mauritius on 4-6 October 2025, after the expiry of its CCSBT vessel registration (29 January 2021 to 21 September 2025).
2) The Ministry of Oceans and Fisheries (MOF) and Fisheries Monitoring Center (FMC) conducted the investigation on this case and confirmed that it had failed to comply with the CCSBT vessel registration required in accordance with the CCSBT Resolution on a CCSBT Record of Vessels Authorised to Fish for Southern Bluefin Tuna due to unintentional administrative oversight.
3) Taking into comprehensive consideration of the circumstances and motivation underlying the violation, the Ministry imposed an administrative monetary penalty of KRW 28 million (approx. USD 19,828) on the operator. Also, the Ministry has taken a measure to develop an internal alarming system targeting operators to prevent similar violations from occurring from July 2026.

1.3 Future planned improvements

Describe any MCS improvements that are being planned for future fishing seasons and the expected implementation date for such improvements.

1) Korea continues to improve the functionalities of the Distant Water Fisheries Monitoring System (FMS) each year to detect and take immediate action against suspicious fishing activities.
2) Korea also keeps encouraging Korea-flagged supporting vessels and carriers to be fitted with the new version of VMS unites to meet the increasing international demands for effectively managing the activities of such vessels.

3) Korea is in the process of revising its Ministerial Directive to make it mandatory for Korean carrier vessels to report their fishing-related activities electronically.

1.4 Progress with actions taken to rectify any non-compliance

Describe actions taken to rectify any non-compliant issues identified in the previous Compliance Committee meeting.

In relation to the Korea's issue with the missing imports copies of CDS documents, the Ministry of Oceans and Fisheries (MOF), National Fishery Products Quality Management Service (NFQS), Korean Customs Service (KCS) and the Ministry of Food and Drug Safety (MFDS) continued consultations to improve the communication and data exchange.

We noticed that this issue may have something to do with the processing type of the imported SBT and the corresponding HS codes, and are currently looking into more details.

It is expected that we should be able to locate the CDS of imported SBT and submit them to the Secretariat in a more systematic and timely manner using the system, and we will make further improvements and refinements, if necessary, after our experience with the system for one year or two.

In any case, we will continue our effort to rectify the situation and hope that the ECDs that CCSBT will be implementing from April 2027 would also assist us in one way to another in dealing with this issues.

2 SBT Fishing and MCS

2.1 Fishing for Southern Bluefin Tuna

2.1.1 Catch and allocation

Specify the Effective Catch Limit, carry-forward of quota, total available catch, and attributable catch for the three most recently completed fishing seasons in Table 1. All figures should be provided in tonnes.

Table 1. Effective catch limit, carry-forward, total available catch, and attributable catch.

A	B	C	D	E
Fishing Season	Effective Catch Limit[1] (tonnes)	Quota Carried Forward to this Fishing Season (tonnes)	Total Available Catch[2] (B+C) (tonnes)	Attributable catch[3] (tonnes)
2023/24	1,256.8	147.742	1,404.542	1,304.740
2024/25	1,468.0	99.802	1,567.802	1,513.764
2025/26	1,468.0	54.038	1,522.038	1,494.974

[1] Effective catch limit is the Member's allocation plus any adjustments for agreed short term changes to the National Allocation. For example, see column 3 of Table 1 at paragraph 87 of the Report of CCSBT 24.
[2] Total available catch means a Member's Effective Catch Limit allocation for that quota year plus any amount of unfished allocation carried forward to that quota year.
[3] 'A Member or CNM's attributable catch against its national allocation is the total Southern Bluefin Tuna mortality resulting from fishing activities within its jurisdiction or control including, inter alia, mortality resulting from: commercial fishing operations whether primarily targeting SBT or not; releases and/or discards; recreational fishing; customary and/or traditional fishing; and artisanal fishing.'

2.1.2 Allowances and SBT mortality for each sector

Specify the allowances and SBT mortality for each sector during the three most recently completed fishing seasons in Table 2. If information on SBT mortality is not available for a particular sector, use the best estimates of catch. All figures to be provided in tonnes.

Table 2. Allowances and SBT mortality for each sector.

Sector	Commercial fishing operations whether primarily targeting SBT or not			
	Sector 1: (loingline)		Sector 2: (please name)	
Fishing season	National allowance	Mortalities (tonnes)	National allowance	Mortalities (tonnes)
2023/24	1,399.542	1,299.740		
2024/25	1,562.802	1,506.692		
2025/26	1,522.038	1,494.974		

Sector continued	Releases and/or discards		Recreational fishing		Customary and/or traditional fishing		Artisanal fishing	
	Sector 3:		Sector 4:		Sector 5:		Sector 6:	
Fishing season	National allowance	Mortalities (tonnes)	National allowance	Mortalities (tonnes)	National allowance	Mortalities (tonnes)	National Allowance	Mortalities (tonnes)
2023/24	5	5						
2024/25	5	7						
2025/26	5	5.957						

2.1.3 SBT Catch (retained and non-retained)

For the three most recently completed fishing seasons, specify the weight (in tonnes) and number of SBT for each sector (e.g. commercial longline, commercial purse seine, commercial charter fleet, commercial domestic fleet, recreational fishing, customary and/or traditional fishing and artisanal fishing) in Table 3. Provide the best estimate if reported data is not available. Figures should be provided for both retained SBT and non-retained SBT. For all non-farming sectors, "Retained SBT" includes SBT retained on vessel and "Non-Retained SBT" includes those returned to the water. For farming, "Retained SBT" includes SBT stocked to farming cages and towing mortalities. If possible, provide both the weight in tonnes and the number of individuals in square brackets (e.g. [250]) for each sector. Table cells should not be left empty. If the value is zero, enter "0".

Table 3. SBT catch (retained and non-retained)

Fishing Season	Retained and discarded SBT							
	Commercial sectors (all weights are in tonnes)							
	Sector 1 (longline)		Sector 2 (please name)		Sector 3: Recreational sector		Sector 4: Customary/artisanal sector	
	Retained SBT	Non-Retained SBT	Retained SBT	Non-Retained SBT	Retained SBT	Non-Retained SBT	Retained SBT	Non-Retained SBT
2023/24	1,305	[180]						
2024/25	1,514	[202]						
2025/26	1,495	[173]						

2.1.4 The number of vessels in each sector

Specify the fishing season and number of vessels that caught SBT in each sector during the three most recently completed fishing seasons in Table 4.

In cases where vessel numbers are not able to be provided, specify the best estimate.

Table 4. Vessels by Sector

	Number of vessels			
	Commercial sectors		Sector 3: Recreational sector	Sector 4: Customary/artisanal sector
Fishing season	Sector 1 (longline)	Sector 2 (please name)		
2023/24	9			
2024/25	9			
2025/26	9			

2.2 Monitoring catch of SBT

2.2.1 Daily logbooks

i. If daily logbooks are not mandatory, specify the % of SBT fishing where daily logbooks were required.

Keeping a daily log book (electronic reporting system) is mandatory. Daily log books were required in 100% of SBT fishing.

ii. Specify whether the effort and catch information collected complied with that specified in the "Characterisation of the SBT Catch" section of the CCSBT Scientific Research Plan (Attachment D of the SC5 report), including both retained and discarded catch. If not, describe the non-compliance.

Following the requirements specified in the "Characterization of the SBT Catch" section of the CCSBT Scientific Research Plan, the number of hooks, fishing position, the amount of catch retained and discarded/released by species is recorded in the logbooks.

2.2.2 Additional reporting methods (such as real time monitoring programs)

i. If multiple reporting methods exists (e.g. daily, weekly and/or month SBT catch reporting, reporting of tags and SBT measurements, reporting of ERS interactions etc) then, for each reporting method, specify if it was mandatory, and if not, specify the % of SBT fishing the reporting method covered.

In accordance with the DFWD Act, vessels are required to submit their logbooks to the NIFS on a daily basis since September 1, 2015.

Under the Electronic Reporting System, all distant water fishing vessels are required to submit 10 different electronic reports to the FMC: trip, departure, entry, daily catch, transhipment request, transhipment results, exit, pre-notification, port entry and landing result.

Vessels must acquire the approval of the FMC in order to commence transhipment operation.

Data collected electronically is transmitted from vessels to the FMC via two-way digital satellite communication solution through an electronic reporting system unit onboard, being incorporated into the databased to be managed by the FMC. The data are simultaneously provided to the NIFS for scientific analysis.

Based on the database, the FMC conducts monitoring of Korean distant water fishing vessels in real-time, verifies transhipment, landing, quota exhaustion, and fishing days, and performs IUU risk assessment.

Since the introduction of the Electronic Reporting System (ERS) in 2015, the Fisheries Monitoring Center has been keeping and maintaining all electronic reports transmitted from Korean distant water fishing vessels. It is mandatory for distant water fishing vessels to submit electronic reports from fishing to landing. The ERS is being upgraded every year to accommodate new reporting requirements in RFMO conservation and management measures.

2.2.3 Scientific Observers

i. Provide the percentage of the SBT catch and effort observed in the three most recently completed fishing seasons for each sector (e.g. longline, purse seine, commercial charter fleet, and domestic fleet) in Table 5. The unit of effort should be hooks for longline and sets for purse seine.

Table 5. Observer coverage of SBT catch and effort

Fishing season	Sector 1		Sector 2	
	% effort obs.	% catch obs.	% effort obs.	% catch obs.
2023/24	20	20		
2024/25	21	21		
2025/26	13.9	13.9		

ii. Specify whether the observer program complied with the CCSBT Scientific Observer Program Standards. If not, describe the non-compliance. Also indicate whether there was any exchange of observers between Members.

Korea's observer program compiled with the CCSBT Scientific Observer Program Standards. There were no exchange of observer between Korea and other Members of CCSBT in 2025.

2.2.4 Vessel Monitoring System (VMS)

For the most recently completed fishing season for Member-flagged authorised carrier vessels and fishing vessels fishing for or taking SBT specify:

i. Was a mandatory VMS that complies with CCSBT's VMS resolution in operation?

Yes, all Korean-flagged fishing vessels fishing for SBT are in full compliance with the CCSBT VMS requirements, whose track records and positions are constantly monitored by the FMC.

ii. If a mandatory VMS that complies with CCSBT's VMS resolution was not in operation, provide details of non-compliance and plans for further improvement.
N/A

iii. The number of its flag 1) fishing vessels (FVs) and 2) carrier vessels (CVs) that were required to report to a National VMS system:-
1) FVs: 9
2) CVs: 0

iv. The number of its flag 1) fishing vessels (FVs) and 2) carrier vessels (CVs) that actually reported to a National VMS system:-
1) FVs: 9
2) CVs: 0

v. Reasons for any non-compliance with VMS requirements and action taken by the Member.
N/A

vi. In the event of a technical failure of a vessel's VMS, the vessel's geographical position (latitude and longitude) at the time of failure and the length of time the VMS was inactive.

1) NO.211 DONGWON experienced 1 temporary VMS failures during the period: 06-12 01:23:41(S 33°54.28' E 018°26.50')~06-12 12:10:21(S 33°54.63' E 018°26.21')

2) NO.637 DONG WON experienced 1 temporary VMS failures during the period: 08-12 05:26:41(S 20°09.42' E 057°30.13')~08-13 08:14:15(S 20°09.38' E 057°30.12')

3) NO.638 DONG WON experienced 1 temporary VMS failures during the period: 06-23 12:22:25(S 43°25.14' W 013°21.84')~06-24 06:22:50(S 43°47.04' W 012°42.72')

4) ORYONG NO.371 experienced 1 temporary VMS failures during the period: 08-01 18:47:37(S 33°55.05' E 018°26.19')~08-06 07:04:21(S 33°55.10' E 018°26.46')

5) The vessel operators submitted data generated from its secondary units, which were later put into Korea's system manually.

vii. A description of any investigations initiated in accordance with paragraph 3(b) of the CCSBT VMS resolution including progress to date and any actions taken.
N/A

2.2.5 At-sea inspections

Specify the coverage level of at sea inspections of SBT authorised fishing vessels by Member's patrol vessels during the most recently completed fishing season (e.g. the percentage of SBT trips inspected).
Korea didn't conduct any at-sea inspection activities in 2025/26 season for SBT authorised fishing vessels.

2.2.6 Authorised vessel requirements

Report on the review of internal actions and measures taken in relation to the authorised vessel requirements provided at Appendix 1, including any punitive and sanction actions taken.

2.2.7 Monitoring of catch of SBT from other sectors (e.g. recreational, customary, etc)

Provide details of monitoring methods used to monitor catches in other sectors.
N/A

2.3 SBT Towing and transfer to and between farms (farms only)

i. Specify the percentage of the tows that were observed and the percentage of the transfers of the fish to the farms that were observed during the three most recently completed fishing seasons in Table 6.

Table 6. Observer coverage of towing and transfer to and between farms

Fishing season	Observer coverage of tows (%)	Observer coverage of transfers (%)

ii. Provide updates on plans to allow adoption of the stereo video systems for ongoing monitoring.

2.4 SBT transhipment (in port and at sea)

In accordance with the Resolution on Establishing a Program for Transhipment by Large-Scale Fishing Vessels, report:

i. The quantities and percentage of SBT transhipped at sea and in port during the three most recently completed fishing seasons in Table 7.

Table 7. SBT transhipment (in port and at sea)

Fishing season	Kilograms of SBT transhipped at sea	Percentage of the annual SBT catch transhipped at sea	Kilograms of SBT transhipped in port	Percentage of the annual SBT catch transhipped in port
2023/24	0	0	780,082	100
2024/25	0	0	274,689	18.4
2025/26	467,127	36	751,987	58

ii. The list of the tuna longline fishing vessel with Freezing Capacity (LSTLVs) registered in the CCSBT Authorised Vessel List which have transhipped at sea and in port during the most recently completed fishing season.

At sea (3)	In Port (6)
NO.211 DONGWON	ORYONG NO.371
NO.216 DONGWON	ORYONG NO.373

NO.216 DONGWON	NO.637 DONG WON
	NO.638 DONG WON
	ORYONG NO.801
	NO.805 ORYONG

iii. A comprehensive report assessing the content and conclusions of the reports of the observers assigned to carrier vessels which have received at-sea transhipments from their LSTLVs during the most recently completed fishing season.

Three(3) Korean longliners transhiped SBT to three carrier vessels at sea in the 2025/26 fishing season. Total amount of SBT transhipped at sea was approximately 467tonnes. No infringements were detected during the transhipment activities and Korean FMC also did not identify any infringements or suspicious activities.

2.5 Port Inspections of Foreign Fishing Vessels/Carrier Vessels (FVs/CVs) with SBT/SBT Products on Board

For the three most recently completed **whole calendar years**, provide information about the number of landing/ transhipment operations that foreign FVs/CVs carrying SBT or SBT product made in port, the number of those landing/ transhipment operations that were inspected, and the number of inspections where infringements of CCSBT's measures were detected in Table 8.

Table 8. Port inspections of foreign FVs and CVs with SBT/SBT products on board

Calendar year	Foreign Flag	No. of Landing/ Transhipment Operations (that occurred)	No. of Landing/ Transhipment Operations Inspected	No. of Landing/ Transhipment Operations where an Infringement of CCSBT's Measures was Detected
2023	-	0	0	0
2024	Japan	1	1	0
2025	Japan	1	1	0
	Panama	1	1	0
	Singapore	2	2	0
	TOTAL NUMBER	**5**	**5**	**0**

2.6 Monitoring of trade of SBT

For the most recently completed whole calendar year or fishing season:

i. Record the calendar year/ fishing season. Calender year

ii. Provide the percentage of landings of SBT that were inspected. 100%

iii. Provide the percentage of exports of SBT that were inspected. 0%

iv. Provide the percentage of imports of SBT that were inspected. 0%

2.7 Coverage and Type of CDS Audit undertaken

As per paragraph 5.9 of the CDS Resolution, specify details on the level of coverage and type of audit undertaken, in accordance with 5.8[4] of the Resolution, and the level of compliance.

In accordance with the Ministerial Directive on the Implementation of the CCSBT CDS Requirements, CDS validation and compliance with binding measures of CCSBT are being monitored and examined. Also, the NFQS, Korea's CDS validation authorities, cross-checks information on CDS with relevant data such as catch, transhipment and landing records maintained by the FMC and NIFS.

NFQS conducts landing inspections of vessels carrying SBT caught by Korean-flagged fishing vessels in order to verify the information included in the CDS documents. In 2025, a Singapore-flagged carrier vessel, HARIMA, carrying SBT caught by the Korean-flagged fishing vessels Dongwon No. 211, entered a Korean port, and a landing inspection was conducted. The quantity inspected was 151,191kg, accounting for 10.1% of Korea's total SBT catch in 2025.

In addition, NFQS conducts port state inspections, including verification of CDS information, when foreign vessels carrying SBT enter Korean ports. In 2025, a total of four foreign vessels, including the above-mentioned Singapore-flagged carrier vessel HARIMA, entered a Korean port, and 3,152ton of SBT on board was inspected.

3 Changes to sections in Annex 1

If this is not the first year of completing Annex 1, list any sections of Annex 1 that have changed since the previous year.

[4] *Paragraph 5.8 of the CDS Resolution specifies that "Members and Cooperating Non-Members shall undertake an appropriate level of audit, including inspections of vessels, landings, and where possible markets, to the extent necessary to validate the information contained in the CDS documentation."*

Annex 1. Standing items: details of MCS arrangements used to monitor SBT catch in the fishery

1 Monitoring catch of SBT

Describe the system used for controlling the level of SBT catch. For ITQ and IQ systems, this should include details on how the catch is allocated to individual companies and/or vessels. For competitive catch systems this should include details of the process for authorising vessels to catch SBT and how the fishery is monitored for determining when to close the fishery. The description provided here should include any operational constraints on effort (both regulatory and voluntary).

Complete the table below to provide details of methods used to monitor catching in the fishery.
Details should also be provided of monitoring conducted of fishing vessels when steaming away from the fishing grounds (this does not include towing vessels that are reported in Section 1.1 of this Annex).

Monitoring Methods	Description
Daily log book	*Specify:* *i. Whether this was mandatory.* Keeping a daily log book (electronic reporting system) is mandatory. *ii. The level of detail recorded (shot by shot, daily aggregate etc):-* The vessel fishing for SBT keep their log book on a daily basis (shot by shot). They record all the SBT-related information including the fishing date and position, effort, quantity of SBT catch (in number and weight) and discards/releases, and bycatch. They also keep accumulated catch figures every fishing day. *iii. What information on ERS is recorded in logbooks:-* It includes fishing date and position, the amount of catch, discard/release by species, the vitality status (alive or dead) *iv. Who are the logbooks submitted to[5]:-* Logbooks are submitted to the Ministry of Oceans and Fisheries (MOF) and the National Institute of Fisheries Science (NIFS) of Korea. The information in the logbooks is also shared through an information sharing link with the Fisheries Monitoring Center (FMC) and the National Fishery Products Quality Management Service (NFQS-Korea's CDS validating agency) for verification process. *v. What is the timeframe and method[6] for submission:-* In accordance with the DWFD Act, vessels are required to submit their logbooks to the NIFS on a daily basis. Under the Electronic Reporting System, all distant water fishing vessels are required to submit electronic fishing reports to the FMC from departure to landing. Vessels must acquire the approval of the FMC in order to commence transshipment operation. Data collected electronically is transmitted from vessels to the FMC via two-way digital satellite communication solution through an electronic reporting system unit onboard, being incorporated into the database to be managed by the FMC. The data are simultaneously provided to the NIFS for scientific analysis.

[5] *If the reports are not to be submitted to the Member's or CNM's government fisheries authority, then also specify whether the information will later be sent to the fisheries authority, including how and when that occurs.*
[6] *In particular, whether the information is submitted electronically from the vessel.*

	Based on the database, the FMC conducts monitoring of Korean distant water fishing vessels in real-time, verifies transshipment, landing, quota exhaustion, and fishing days, and performs IUU risk assessment. *vi. The type of checking and verification that is routinely conducted for this information:-* The information in the logbooks is also shared through an information sharing link with the Fisheries Monitoring Center (FMC) and the National Fishery Products Quality Management Service (NFQS-Korea's CDS validating agency) for verification purposes. Also, in close cooperation with the NIFS, the FMC and the NFQS, the Ministry of Oceans and Fisheries (MOF) cross-checks submitted data with such information as the transhipped amount, the landed amount, observer data and other documentations required by the CDS Resolution. *vii. Reference to applicable legislation and penalties:-* The applicable legislation is the DWFD Act. paragraph 1(4) and (5) Article 33 of the Act stipulates that: A person who has not fulfilled the reporting requirements for catches, transhipment and landing prescribed in paragraph (1) of Article 16 or who has made a false report thereof; or a person who has engaged in transhipment without authorization shall be subject to imprisonment of up to five years, or a criminal fine of up to five times the whole sale value of the fishery products obtained from relevant violations, based on the average wholesale prices of the products for the preceding three years; or a criminal fine at least KRW500 million up to KRW 1 billion, whichever is higher (Article 33 of the DWFD Act). A person who has violated any subparagraph referred to in this paragraph twice or more within five years shall be subject to imprisonment of up to five years or a criminal fine of up to eight times the wholesale value of the fishery products obtained from relevant violations, based on the average wholesale prices of the products for the preceding three years; or a criminal fine of up to KRW 1.6 billion, whichever is higher. As indicated here, Korea has a very strong legal tool to deter against false reporting and un-reporting. *viii. Other relevant information[7]:-* The DWFD Act provides that Korean vessels operating in waters outside Korea's jurisdiction shall comply with all requirements adopted by RFMOs, including those related to ERS. As mentioned in other fields of this Annual Report, the amendment to the DWFD Act has enabled the Korean government to conduct tighter MCS on activities of Korean-flagged vessels, including those related to ERS requirements. Also, fishermen on longliners are required to record on the logbooks the mitigation measures they took to reduce incidental bycatches of seabirds.

[7] *Including information on ERS, and comments on the effectiveness of the controls or monitoring tools and any plans for further improvement.*

Additional reporting methods (such as real time monitoring programs)	*If multiple reporting methods exists (e.g. daily, weekly and/or month SBT catch reporting, reporting of tags and SBT measurements, reporting of ERS interactions etc), create a separate row of in this table for each method. Then, for each method, specify:* *i. Whether this is mandatory.* *ii. The information that is recorded (including whether it relates to SBT or ERS):-* *iii. Who the reports are submitted to and by whom (e.g. Vessel Master, the Fishing Company etc)[5]:-* *iv. What is the timeframe and method[6] for submission:-* *v. The type of checking and verification that is routinely conducted for this information:-* *vi. Reference to applicable legislation and penalties:-* *vii. Other relevant information[7]:-*
Scientific Observers	*Specify:* *i. The system used for comparisons between observer data and other catch monitoring data in order to verify the catch data:-* To compare observer data and other monitored catch data (logbook and CDS), the NIFS conducts debriefing works through national observer programs. In addition, the NIFS cross-checks those data using various information sources such as VMS records accessed through the FMC database, and import/export data or CDS data issued by NFQS. *ii. What information on ERS is recorded by observers:-* Species composition of ERS and other bycatch, retention and discard/release (in number or weight), seabirds mitigation measures used, ERS interactions, length and weight, sex, maturity, stomach contents, tag release and recapture, marine mammals and ERS sightings, depredation, etc. *iii. Who are the observer reports submitted to:-* The observer reports are submitted to the National Institute of Fisheries Science (NIFS). *iv. Timeframe for submission of observer reports:-* The observer shall submit a trip report in one month from the point when observer activities are completed. v. *Other relevant information (including plans for further improvement – in particular to reach coverage of 10% of the effort):-* To ensure the quality of observers and the required observer coverage, the National Institute of Fisheries Science(NIFS) has been implementing observer training and education programs. To achieve the representative coverage by season and area, the NIFS establishes annual observer operation plan in consultation with fishing companies before commencing the fishing season.
VMS	*i. For Member-flagged authorised carrier vessels and fishing vessels fishing for or taking SBT provide references to applicable legislation and penalties:-* Article 15 of the DWFD Act requires the installation of a VMS both on fishing

	vessels as follows: (1) A distant water fisheries operator shall have a vessel monitoring system (hereinafter referred to as "VMS") installed on the authorized fishing vessel under Article 6 (1) prior to departure from the port. (2) A vessel registered as a carrier vessel for overseas service for fish and fishery products pursuant to paragraph (2) of Article 24 of the Marine Transportation Act shall be fitted with a VMS. Article 13 of the Act also defines "not having a vessel fitted with a vessel monitoring system (VMS) or intentionally tampering with the VMS or rendering it non-functional" as a serious infringement, which is subject to imprisonment of up to five years, or a criminal fine of up to five times the whole sale value of the fishery products obtained from relevant violations, based on the average wholesale prices of the products for the preceding three years; or a criminal fine at least KRW500 million up to KRW 1 billion, whichever is higher. A person who has violated any subparagraph referred to in this paragraph twice or more within five years shall be subject to imprisonment of up to five years or a criminal fine of up to eight times the wholesale value of the fishery products obtained from relevant violations, based on the average wholesale prices of the products for the preceding three years; or a criminal fine of up to KRW 1.6 billion, whichever is higher.
Other (for example, use of electronic monitoring etc.)	

1.1 SBT Towing and transfer to and between farms (farms only)

(a) Describe the system used for controlling and monitoring towing of SBT from the fishing ground to the farming area. This should include details of:

i. Observation required for towing of SBT

ii. Monitoring systems for recording losses of SBT (in particular, SBT mortality).

(b) Describe the system used for controlling and monitoring transferring of SBT from tow cages into farms. This should include details of:

i. Inspection/Observation required for transfer of SBT

ii. Monitoring system used for recording the quantity of SBT transferred:-

(c) For "a" and "b" above, describe the process used for completing, validating[8] and collecting the relevant CCSBT CDS documents (Farm Stocking Form, Farm Transfer Form):-

(d) Other relevant information[7]

1.2 SBT Transhipment (in port and at sea)

(a) Describe the system used for controlling and monitoring transhipments in port. This should include details of:

i. Flag State rules for and names of:
Regulation on transhipment and landing of catches taken from waters outside Korea's jurisdiction
- designated foreign ports where SBT may be transhipped, and landed
Cape Town, South Africa and Port Louis, Mauritius. Other ports may be designated from time to time subject to prior request from vessel operators.

[8] *Including the class of person who conducts this work (e.g. government official, authorised third party)*

- foreign ports where in-port transhipments of SBT are prohibited
N/L

ii. *Flag State inspection requirements for in-port transhipments of SBT (include % coverage):-*
Article 14 of the DWFD Act stipulates port inspection on vessels entering Korean ports retaining fish and fish products taken from waters outside Korea's jurisdiction
In accordance with the Regulation on transhipment and landing of catches taken from waters outside Korea's jurisdiction, all distant water fishing vessels shall obtain the government's approval prior to transhipment, and the results of transhipments are submitted to the FMC and maintained on the FMC database. Document-based inspection are conducted for 100% coverage transhipment events(at-sea and in-port transhipments).

iii. *Information sharing with designated Port States:-*
Korea does not have information sharing arrangements with port states but communicates with them on a case-by-case basis if necessary.

iv. *Monitoring systems for recording the quantity of SBT transhipped:-*
In accordance with the Regulation on transhipment and landing of catches taken from waters outside Korea's jurisdiction, all distant water fishing vessels shall obtain the government's approval prior to transhipment, and the results of transhipments are submitted to the FMC and maintained on the FMC database.

v. *Process for validating[8] and collecting the relevant CCSBT CDS documents (Catch Monitoring Form, Catch Tagging Form):-*
All Korean distant water fishing vessels are required to obtain a permit from the FMC prior to making transhipment and must submit an application within 24 hours before the estimated time of transhipment. When considering transhipment application, the FMC verifies whether or not the vessel has a license issued by both the flag and coastal states; listed on IUU lists, and duly registered to relevant registries. The FMC database includes comprehensive data such as the license information, VMS tracks, transhipment and landing information. The information in the logbooks is also shared through an information sharing link with the Fisheries Monitoring Center (FMC) and the National Fishery Products Quality Management Service (NFQS-Korea's CDS validating agency) for verification purposes. Also, in close cooperation with the NIFS, the FMC and the NFQS, the Ministry of Oceans and Fisheries (MOF) cross-checks submitted data with such information as the transhipped amount, the landed amount, observer data and other documentations required by the CDS Resolution.

vi. *Reference to applicable legislation and penalties:-*
Article 13 of the DWFD Act makes it mandatory for distant water fisheries operators to fully comply with RFMO measures, including CCSBT requirements regarding transhipment. Also, the transhipment by Korean-flagged distant water fishing vessels is further governed by Article 16 of the DWFD Act and the Ministerial Directive on the Reporting of Transhipment and Landing by Korean-flagged Distant Water Fishing Vessels, which requires the flag state's permit prior to transhipment. Transhipment without the permission is subject to imprisonment of up to five years, or a criminal fine of up to five times the whole sale value of the fishery products obtained from relevant violations, based on the average wholesale prices of the products for the preceding three years; or a criminal fine at least KRW500 million up to KRW 1 billion, whichever is higher (Article 33 of the DWFD Act).

vii. *Other relevant information[7]:-*

(b) *Describe the system used for controlling and monitoring transhipments at sea. This should include details of:*

i. *The rules and processes for authorising transhipments of SBT at sea and methods (in addition to the presence of CCSBT transhipment observers) for checking and verifying the quantities of SBT transhipped:-*
In accordance with the Regulation on transhipment and landing of catches taken from waters outside Korea's jurisdiction, all distant water fishing vessels shall obtain the government's approval prior to transhipment, and the results of transhipments are submitted to the FMC and maintained on the FMC database.

ii. *Monitoring systems for recording the quantity of SBT transhipped:-*
All Korean distant water fishing vessels are required to obtain a permit from the FMC prior to making transhipment and must submit an application within 24 hours before the estimated

time of transhipment. The results of transhipments are submitted to the FMC and maintained on the FMC database.

iii. *Process for collecting the relevant CCSBT CDS documents (Catch Monitoring Form, Catch Tagging Form):-*
National Fishery Products Quality Management Services(NFQS) manages CCSBT CDS documents. It collects CDS documents from fishing vessels operators, exporters and importers and submits the documents to the Ministry of Oceans and Fisheries on a quarterly basis.

iv. *Reference to applicable legislation and penalties:-*
Article 13 of the DWFD Act makes it mandatory for distant water fisheries operators to fully comply with RFMO measures, including CCSBT requirements regarding transhipment. Also, the transhipment by Korean-flagged distant water fishing vessels is further governed by Article 16 of the DWFD Act and the Ministerial Directive on the Reporting of Transhipment and Landing by Korean-flagged Distant Water Fishing Vessels, which requires the flag state's permit prior to transhipment. Transhipment without the permission is subject to imprisonment of up to five years, or a criminal fine of up to five times the whole sale value of the fishery products obtained from relevant violations, based on the average wholesale prices of the products for the preceding three years; or a criminal fine at least KRW500 million up to KRW 1 billion, whichever is higher (Article 33 of the DWFD Act)

v. *Other relevant information[7]:-*

1.3 Port Inspections of Foreign FVs/CVs with SBT/SBT Products on Board

This section provides for reporting with respect to the CCSBT's Scheme for Minimum Standards for Inspection in Port. It should be filled out by Port State Members that have authorised foreign Fishing Vessels/Carrier Vessels carrying SBT or SBT products to enter their designated ports for the purpose of landing and/or transhipment. Only information for landings/transhipments of SBT or SBT products that have NOT been previously landed or transhipped at port should be included in the table below.

(a) *Provide a list of designated ports into which foreign FVs/ CVs carrying SBT or SBT product may request entry:*

Port Name	***Port Code***	***Latitude***	***Longitude***
Boryeong Port	KR BOR	3619N	12630E
Busan Port	KR PUS	3508N	12903E
Deasan Port	KR TSN	3700N	12622E
Donghae-Mukho Port	KR TGH	3729N	12907E
Okgye Port	KR OKK	3736N	12902E
Gohyeon Port	KR KHN	3453N	12837E
Jangseungpo Port	KR JGP	3451N	12851E
Okpo Port	KR OKP	3453N	12842E
Gunsan Port	KR KUV	3559N	12643E
Gwangyang Port	KR KAN	3456N	12742E
Hadong Port	KR HDG	3542N	12745E
Gyeongin Port	KR GIN	3732N	12636E
Incheon Port	KR ICE	3716N	12726E
Jeju Port	KR CHA	3330N	12631E
Seogwipo Port	KR SPO	3314N	12633E
Jinhae Port	KR CHF	3508N	12839E
Masan Port	KR MAS	3512N	12834E
Mokpo Port	KR MOK	3448N	12623E
Pohang Port	KR KPO	3602N	12922E
Pyeongtak-Dangjin Port	KR PTK	3658N	12706E
Samcheonpo Port	KR SCP	3455N	12804E
Hosan Port	KR HAS	3710N	12921E
Samcheock Port	KR SUK	3726N	12911E
Janhang Port	KR CHG	3600N	12641E
Seoul Port	KR SEL	3731N	12656E
Sokcho Port	KR SHO	3812N	12835E

Taean Port	KR TAN	3643N	12616E
Tongyeong Port	KR TYG	3450N	12825E
Ulsan Port	KR USN	3532N	12919E
Wando Port	KR WND	3418N	12645E
Yeosu Port	KR YOS	3445N	12743E

(b) *Provide the minimum number of hours of notice required for foreign FVs/CVs carrying SBT or SBT product to request authorisation to enter these designated ports:-*
At least 48 hours before entering into a designated port in Korea.

1.4 Landings of Domestic Product (from both fishing vessels and farms)

Describe the system used for controlling and monitoring domestic landings of SBT. This should include details of:

(a) *Rules for designated ports of landing of SBT:-*
The DWFD Act provides a legal ground for the domestic application of all effective measures adopted by RFMOs which Korea is a member of or a contracting party to. Therefore, it can be construed that landing of SBT at designated port is also covered by the DWFD Act.

(b) *Inspections required for landings of SBT.*
As for domestic landings, Article 14 of the DWFD Act stipulates port inspection on vessels entering Korean ports retaining fish and fish products, including SBT, taken from waters outside Korea's jurisdiction. Also Article 23 of the Implementation Rules for the Act grants the government the authorities to conduct landing inspections as deemed necessary.

(c) *Details of genetic testing conducted and any other techniques that are used to verify that SBT are not being landed as a different species:-*
Korea did not conduct genetic testing for SBT export in the reporting year.

(d) *Monitoring systems for recording the quantity of SBT landed:-*
Port inspection includes the verification of the quantity of SBT landed and the government has the authorities to conduct landing inspections as deemed necessary. Post-landing reports, including the amount landed, are also mandatory and must be submitted to the government within 24 hours of the time of landing.

(e) *Process for validating[8] and collecting the relevant CCSBT CDS documents (Catch Monitoring Form, and depending on circumstances, Catch Tagging Form):-*
The FMC database includes comprehensive data such as the license information, VMS tracks, transhipment and landing information. The NFQS has a full access to the database and reference to this information in the process of CDS verification and validation.

(f) *Reference to applicable legislation and penalties:-*
The DWFD Act and its subordinate rules and ordinances; the Ministerial Directive on the implementation of the CCSBT CDS Requirements; and the Regulation for Transhipment and Landing of Catches Taken from Waters outside Korea's Jurisdiction cover this issue. Article 25 of the DWFD Act requires all distant water fishing vessels to report the estimated amount of landing to the government within 24 hours prior to the estimated time of arrival. Unreported landing is subject to imprisonment of up to five years, or a criminal fine of up to five times the whole sale value of the fishery products obtained from relevant violations, based on the average wholesale prices of the products for the preceding three years; or a criminal fine at least KRW500 million up to KRW 1 billion, whichever is higher (Article 33 of the DWFD Act).

(g) *Other relevant information[7]:-*

1.5 Monitoring of trade of SBT

1.5.1 SBT Exports

Describe the system used for controlling and monitoring exports of SBT (including of landings directly from the vessel to the foreign importing port). This should include details of:

(a) Inspections required for export of SBT -
The NFQS establishes an annual inspection plan to be conducted in a foreign exporting port and enforcement officers conduct inspections according to the plan in the port where mort of landings occur.

(b) Details of genetic testing conducted and any other techniques that are used to verify that SBT are not being exported as a different species:-
Korea did not conduct genetic testing for SBT export in the reporting year.

(c) Monitoring systems for recording the quantity of SBT exported:-
The NFQS conducts close monitoring on recording the quantity of SBT exported, based on CDS documents.

(d) Process for validating[8] and collecting the relevant CCSBT CDS documents (Catch Monitoring Form and depending on circumstances, Catch Tagging Form or Re-export/Export after landing of domestic product Form):-
The master of a SBT fishing vessel requests the validation for CDS, accompanying required documents including fishing licenses, CMF and CTF. The NFQS verifies the veracity of the information cross-checking various data prior to the validation of CDS. When any required document is missing or the veracity of information is not verified, the NFQS rejects the validation. The REEF is validated only when all required information is submitted, and the products to be re-exported are consistent with the ones covered by the relevant CDS and the copy of the CDS is accompanied.

(e) Reference to applicable legislation and penalties:-
Article 4 of the Ministerial Directive on the implementation of the CCSBT CDS Requirements. Unreported export is subject to imprisonment of up to five years, or a criminal fine of up to five times the whole sale value of the fishery products related to the relevant violations, based on the average wholesale prices of the products for the preceding three years; or a criminal fine at least KRW500 million up to KRW 1 billion, whichever is higher (Article 33 of the DWFD Act).

(f) Other relevant information[7]:-

1.5.2 SBT Imports

Describe the system used for controlling and monitoring imports of SBT. This should include details of:

(a) Rules for designating specific ports for the import of SBT:-
The Ministerial Directive on the implementation of the CCSBT CDS Requirements revised in Sep 2016 is in place, which provides a valid ground for domestic application of CCSBT CDS Resolution.

(b) Inspections required for imports of SBT

When a ship laden with overseas catches intends to enter a domestic port, it shall submit an entry report to the Minister of Oceans and Fisheries, along with documents indicating the names and quantity of catches, such as certificates of catches, at least 48 hours before the scheduled entry to the port, as prescribed by Ordinance of the Ministry of Oceans and Fisheries. Where there is sufficient evidence that a ship which has submitted a report conducted or assisted illegal, unreported, or unregulated fisheries, the Minister of Oceans and Fisheries may prohibit the entry into the port of the ship. The Minister of Oceans and Fisheries may instruct public officials in charge of port state inspections prescribed by Ordinance of the Ministry of Oceans and Fisheries, to board a ship that reported its entry to a port and conduct an inspection on catches, logbooks, documents, or other things suspected of being involved in illegal, unreported, or unregulated fishing or make inquiries of people involved.

(c) *Details of genetic testing conducted and any other techniques that are used to verify that SBT are not being imported as a different species:-*
Korea did not conduct genetic testing for SBT import in the reporting year.

(d) *Process for checking and collecting CCSBT CDS documents (Catch Monitoring Form and depending on circumstances, Re-export/Export after landing of domestic product Form):-*
Korea introduced the Ministerial Directive on the implementation of the CCSBT CDS Requirements to ensure the compliance with CDS Resolution. Korea also has a plan to revise Ministerial Directive in order to strengthen the implementation and oblige all stakeholders, including importers, involved in the SBT distribution processes to comply with the CDS Resolution. Collaborative work is ongoing between the Korea Customs Service and Ministry of Oceans and Fisheries in order to improve the data gaps regarding the imported SBTs in particular.

(e) *Reference to applicable legislation and penalties:-*
Article 4 of the Ministerial Directive on the implementation of the CCSBT CDS Requirements. Unreported import is subject to imprisonment of up to five years, or a criminal fine of up to five times the whole sale value of the fishery products related to the relevant violations, based on the average wholesale prices of the products for the preceding three years; or a criminal fine at least KRW500 million up to KRW 1 billion, whichever is higher (Article 33 of the DWFD Act).

(f) *Other relevant information[7]:-*

1.5.3 SBT Markets

(a) Describe any activities targeted at points in the supply chain between landing and the market:-
Most of the SBT caught by Korean-flagged fishing vessels are usually landed in Japan (Shimizu). Enforcement officers from the Korean competent authority (NFQS) occasionally visit the landing site to ensure the landing activity. However, we were unable to visit the landing site in Japan due to COVID-19 and limited budget for overseas duty trip in 2022. In 2025, landing inspection activities were only conducted in domestic ports.

(b) Describe the system used for controlling and monitoring of SBT at markets (e.g. voluntary or mandatory requirements for certain documentation and/or presence of tags, and monitoring or audit of compliance with such requirements):-
Most SBT caught by Korean-flagged vessels are exported. If there are any SBT traded in Korea's domestic market, it would be regulated by the Act on the Management and Support of the Marketing of Fish and Fisheries Products, which has been taken effect since 28 March 2016. Article 37(4) of the Act prohibits the trade of any fish and fisheries products that are harvested or captured in violation of relevant provisions of the DWFD Act, which are generally in line with serious infringements stipulated by UNFSA and FAO IPOA-IUU.

(c) Other relevant information[7]

1.6 Other

Description of any other MCS systems of relevance.

2 Additional Reporting Requirements Ecologically Related Species

(a) Reporting requirements in relation to implementation of the 2008 ERS Recommendation:

i. *Specify whether each of the following plans/guidelines have been implemented, and if not, specify the action that has been taken towards implementing each of these plans/guidelines:-*

- *International Plan of Action for Reducing Incidental Catches of Seabirds in Longline Fisheries:*
  Korea has implemented its National Plan of Action for Reducing Incidental Catches of Seabirds in Longline Fisheries(NPOA-Seabirds) since 2014 in accordance with the FAO IPOA-Seabirds. Also, the DWFD Act provides a legal ground for the domestic application of all effective measures adopted by RFMOs which Korea is a member of or a contracting party to. The act requires fishing vessels/vessel operators to fully comply with measures adopted by RFMOs.

- *International Plan of Action for the Conservation and Management of Sharks:*
  Korea has implemented its National Plan of Action for the Conservation and Management of Sharks since 2014 in accordance with the FAO IPOA-Sharks. Also, the DWFD Act provides a legal ground for the domestic application of all effective measures adopted by RFMOs which Korea is a member of or a contracting party to. The act requires fishing vessels/vessel operators to fully comply with measures adopted by RFMOs.

- *FAO Guidelines to reduce sea turtle mortality in fishing operations:*
  Korea has implemented the FAO guidelines to reduce sea turtle mortality in fishing operations. Also, the DWFD Act provides a legal ground for the domestic application of all effective measures adopted by RFMOs which Korea is a member of or a contracting party to. The act requires fishing vessels/vessel operators to fully comply with measures adopted by RFMOs.

ii. *Specify whether all current binding and recommendatory measures[9] aimed at the protection of ecologically related species[10] from fishing of the following tuna RFMOs are being complied with. If not, specify which measures are not being complied with and the progress that is being made towards compliance:-*

- *IOTC, when fishing within IOTC's Convention Area:*
  The DWFD Act requires that the relevant IOTC measures be fully complied with, and vessels are in full compliance when they operate in the IOTC Area.
- *WCPFC, when fishing within WCPFC's Convention Area:*
  The DWFD Act requires that the relevant WCPFC measures be fully complied with, and vessels are in full compliance when they operate in the WCPFC Area.
- *ICCAT, when fishing within ICCAT's Convention Area:*

The DWFD Act requires that the relevant ICCAT measures be fully complied with, and vessels are in full compliance when they operate in the ICCAT Area.

iii. *Specify whether data is being collected and reported on ecologically related species in accordance with the requirements of the following tuna RFMOs. If data are not being collected and reported in accordance with these requirements, specify which measures are not being complied with and the progress that is being made towards compliance:-*

- *CCSBT[11]:*
  Korea collects and reports the data on ecologically related species in accordance with the requirements of the CCSBT.
- *IOTC, for fishing within IOTC's Convention Area:*

[9] *Relevant measures of these RFMOs can be found at: https://www.ccsbt.org/en/content/bycatch-mitigation.*
[10] *Including seabirds, sea turtles and sharks.*
[11] *Current CCSBT requirements are those in the Scientific Observer Program Standards and those necessary for completing the template for the annual report to the ERSWG.*

The DWFD Act requires all relevant RFMO measures shall be fully complied with, and this data is being collected and reported on ecologically related species in accordance with the requirements of the IOTC when the vessels operate in the IOTC Area.

- *WCPFC, for fishing within WCPFC's Convention Area:*
  The DWFD Act requires all relevant RFMO measures shall be fully complied with, and this data is being collected and reported on ecologically related species in accordance with the requirements of the WCPFC when the vessels operate in the WCPFC Area.
- *ICCAT, for fishing within ICCAT's Convention Area:*

The DWFD Act requires all relevant RFMO measures shall be fully complied with, and this data is being collected and reported on ecologically related species in accordance with the requirements of the ICCAT when the vessels operate in the ICCAT Area.

(b) Mitigation – describe the current mitigation requirements:

(sea turtle): Korean longline vessels have been implementing the FAO sea turtle guidelines in all tuna RFMOs Areas according to their resolutions and the DWFD Act of Korea . They are required to carry and employ de-hookers, line cutters and scoop nets for prompt release of incidentally caught sea turtles.

(sea birds): Korean longline vessels have been implementing sea bird mitigation measures of tori lines and weighed lines. Most of fishing vessels use tori lines and weighted lines to reduce the incidental bycatch of sea bird.

(c) Monitoring usage of bycatch mitigation measures:

i. *Describe the methods being used to monitor compliance with bycatch mitigation measures (e.g. types of port inspections conducted and other monitoring and surveillance programs used to monitor compliance). Include details of the level of coverage (e.g. proportion of vessels inspected each year):*

Bycatch mitigation measures used are observed and monitored through the scientific observer program and the electronic reporting system.

ii. *Describe the type of information that is collected on mitigation measures as part of compliance programmes for SBT vessels:*

The information includes sea bird mitigation measures used for reducing its bycatch and data on ERS interaction.

Appendix 1. CCSBT Authorised Vessel Resolution

The flag Members and Co-operating Non-members of the vessels on the record shall:

a) authorize their FVs to fish for SBT only if they are able to fulfil in respect of these vessels the requirements and responsibilities under the CCSBT Convention and its conservation and management measures;

b) take necessary measures to ensure that their FVs comply with all the relevant CCSBT conservation and management measures;

c) take necessary measures to ensure that their FVs on the CCSBT Record keep on board valid certificates of vessel registration and valid authorization to fish and/or transhipment;

d) affirm that if those vessels have record of IUU fishing activities, the owners have provided sufficient evidence demonstrating that they will not conduct such activities anymore;

e) ensure, to the extent possible under domestic law, that the owners and operators of their FVs on the CCSBT Record are not engaged in or associated with fishing activities for SBT conducted by FVs not entered into the CCSBT Record;

f) take necessary measures to ensure, to the extent possible under domestic law, that the owners of the FVs on the CCSBT Record are citizens or legal entities within the flag Members and Co-operating Non-members so that any control or punitive actions can be effectively taken against them.