Annual Report to the Compliance Committee and the Extended Commission

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

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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.

Taiwan has been continuously exerted intensive efforts for monitoring the SBT fishery through the following measures:

(1) Since April of 2002, vessels authorized to fish for SBT have been required to install VMS equipment for monitoring purposes.
(2) Since January 1 of 2010, the CCSBT Catch Documentation Scheme (CDS) has been in place. When fishers apply for validation on CDS, the officials authorized by the Fisheries Agency of Taiwan (hereafter referred to as TFA) shall check all above information consistent with the real catch.
(3) Since March of 2010, the TFA has designated two foreign ports for Taiwanese tuna longline vessels conducting the SBT transhipment or landing overseas, which are Port Louis of Mauritius and Port Cape Town of South Africa. The transhipment and landing of SBT catch are prohibited at other foreign ports. Government officials stationed at above-mentioned regions are responsible for inspecting and supervising all SBT catch. Any catch without inspection by the officials shall not obtain validated catch document.
(4) For the domestic SBT catch landing by the Taiwanese fishing vessels or carrier vessels, Chien-Chen Fishing Harbor in Kaohsiung is the only location designated by the TFA. Since September of 2009, the TFA has dispatched officials to supervise all SBT catch landing at port.
(5) Since 2014, Taiwan has commissioned third parties in Japan to conduct inspections of its SBT transhipped at sea and then directly exported to Japan. Since May of 2024, the scope of these third-party inspections has also been extended to include SBT transhipped in port and then directly exported to Japan.
(6) Since April of 2015, all SBT authorized fishing vessels have been required to report their fishing data through e-logbook system and data fields of e-logbook are the same as the paper logbook. In addition, all fishing vessels authorized to fish for SBT are requested to report catch and effort, and individual length and weight of SBT through an electronic logbook system (e-logbook) daily since 2016.

During the 2025/26 SBT fishing season, there were two major changes occurred. One was that starting from the 2026/27 fishing season, the SBT fishing period of Taiwan would be adjusted to February 1 through January 31 of the following year. To avoid statistical difficulties resulting from overlapping fishing period, the 2025/26 SBT fishing period would be terminated on January 31 of 2026.[1] The other was that since January 26 of 2026, two more foreign ports have been added for Taiwanese tuna longline vessels conducting the SBT transhipment or landing overseas, which are Port Suva of Fiji and Port Majuro of Marshall Islands.

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] Please refer to the notification from Taiwan on March 26 of 2026.

N/A

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.

N/A

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.

During CC20, it was discovered that a portion of Taiwan's fishing fleet had shown some non-compliance with the implementation of mitigation measures. Taiwan responded that an internal investigation revealed only a small number of fishermen had not fully complied with the regulations on nighttime gear deployment. Taiwan committed to strictly enforcing the relevant mitigation measures across its fleet and, where necessary, imposing administrative penalties on vessels found to be in violation. It is expected that all member states will provide updates on compliance issues since the CC20 meeting and include this information in their annual reports submitted to the CC21 meeting.

It is mandatory for any Taiwanese SBT fishing vessel operating in area south of 25°S shall employ at least two seabird mitigation measures, one of which shall be tori lines, the other shall be either the night setting with minimum deck lights or weighted branch lines. The seabird mitigation measures employed during each fishing operation of a fishing vessel shall be recorded in the E-logbook and logbook. In case that any violation of the above-mentioned regulations, the fisheries operator shall be subject to a fine between 500 thousand and 2.5 million NTDs.

During the 2025/26 SBT fishing season, the TFA issued mandatory administrative instructions to operators whose fishing vessel had implemented only one mitigation measure. If the same vessel violates the regulations regarding mitigation measures again, the TFA will impose fines on both the vessel's operator and the captain. The TFA will continue to monitor the implementation of seabird mitigation measure by Taiwanese fishing vessels.

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[2] (tonnes)	Quota Carried Forward to this Fishing Season (tonnes)	Total Available Catch[3] (B+C) (tonnes)	Attributable catch[4] (tonnes)
March 2023 – February 2024	1,256.8	28.949	1,285.749	1,245
March 2024 – February 2025	1,468	40.534	1,508.534	1,278.075
March 2025 – January 2026[5]	1,468	230.459	1698.459	1,593

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: (Authorized commercial longline)		Sector 2: (Discards)	
Fishing season	National allowance	Mortalities (tonnes)	National allowance	Mortalities (tonnes)
March 2023 – February 2024	1,285.749	1,235	10	10
March 2024– February 2025	1,508.534	1,268.075	10	10
March 2025 – January 2026	1698.459	1,583	10	10

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

[2] 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.
[3] 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.
[4] '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.'
[5] As mentioned in sector 1.1, the 2025/26 fishing season started from 1 March of 2025 and ended on 1 January of 2026.

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 (Authorized commercial longline)		Sector 2 (N/A)		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
March 2023–February 2024	1,235	[931]	-	-	-	-	-	-
March 2024–February 2025	1,268.075	[590]						
March 2025 – January 2026	1,583	[1,221]						

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 (Authorized commercial longline)	Sector 2 (N/A)		
March 2023 – February 2024	64	-	-	-
March 2024 – February 2025	57			
March 2025 – January 2026	52			

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.*

Completion of daily logbook is mandatory.

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.*

The collected effort and catch information including both retained and discarded catch. Noting that sex, gonad, otolith and other biological information is primarily collected by scientific observers.

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.*

The mandatory daily logbook is submitted to the competent authority or a commissioned professional institution (Overseas Fisheries Development Council, OFDC) electronically, which consist of date of catch, vessel position, date and time of setting, number of setting hooks, target species, interaction with the related species including ERS (e.g., sharks, seabirds, sea turtles, etc.), measurements of individual SBT (length, weight, and product type), and discards/release of ERS.

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.
March 2023–February 2024	15.43%	17.62%	-	-
March 2024 – February 2025	13.20%	17.72%		
March 2025 – January 2026	13.14%	14.78%		

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.*

Taiwan met the Scientific Observer Program Standards during 2025/26 fishing season.

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?*

VMS for SBT vessels that complies with CCSBT's VMS resolution is mandatory and in operation.

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:-*

FVs：52

CVs：6

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

FVs：52

CVs：6

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

No VMS related non-compliance was found.

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.*

If the ALC onboard loses the signal connection or malfunctions, the vessel operators or captains are required to manually report the VMS information by facsimile to the competent authority or a commissioned professional institution (OFDC) at least every 4 hours until the VMS onboard is operational again. The vessel positions during the signal-lost or mal-functional period shall be recorded by an automatic recording satellite navigator and stored onboard for inspection.

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.*

There have been no investigations initiated in accordance with paragraph 3(b) of the CCSBT VMS resolution.

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).

Taiwan dispatched patrol vessels to inspect Taiwanese fishing vessels operating in three oceans in the past. However, due to capacity limits, Taiwan has ceased dispatching patrol vessels to Indian Ocean since 2010 and has shifted its patrol efforts to the Pacific Ocean (three voyages in 2025).

During 2025/26 SBT fishing season, there were 5 out of 52 SBT fishing vessels operating in the Pacific Ocean. According to our inspection records, only one of them underwent at-sea inspection conducted by Australian authorities for once.

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.

All SBT fishing vessels are required to be authorized by the TFA every year, ensuring that our fishing vessels comply with all relevant CCSBT conservation and management measures in accordance with the "Act for Distant Water Fisheries (DWFA)" and the related fisheries regulations. Vessels catching SBT are categorized into "Seasonal Targeting Group" and "Bycatch Group". The quota of each seasonal targeting vessels has been allocated based on a dynamic quota balancing mechanism, which has been established since 2002, and a small portion of the national quota be reserved for bycatch vessels.

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.

All Taiwanese SBT catch is from commercial sector.

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.*

N/A

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.*

N/A

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
March 2023-February 2024	483,852	45.61	0	0
March 2024-February 2025	658,457	56.82	22,820	2.06
March 2025-January 2026	984,500	73%	191,678	14.21%

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.*

Vessel list of transshipment at sea	Vessel list of transshipment in port
SIN HUA FONG	SHIN SHUEN FAR NO.688
SHANG FENG NO.3	SHIN SHUEN FAR NO.699
HUNG JUNG NO.68	SHIN SHUEN FAR NO.889
LI SIANG NO.66	SHIN SHUEN FAR NO.388
WEN CHANG FA	JIN HONG CHANG
FU KUO NO.8	HUNG JIE WEI NO.668
DE HAI NO.26	HO HSIN HSING NO.601

HUNG JIE WEI NO.668	HO HSIN HSING NO.603
JO WEN	
AN WEN FA NO.888	
SHUN FENG NO.18	
HUNG JIE WEI NO.669	
HSIANG PERNG NO.212	
SHIN SHUEN FAR NO.889	
WEN WANG FA	
SHUN HAO	
LI HSIANG	
FENG KUO NO.669	
SHIN SHUEN FAR NO.699	
FENG KUO NO.616	
CHANG YING NO.68	
WEI DE NO.6	
YU YOU	
DE YI NO.66	
WEN HUNG DAR	
YUAN MAN	
HO HSIN HSING NO.603	
FENG KUO NO.689	
JHAO FONG NO.188	
YUAN MAN JIN	
SHUN SHENG NO.688	
JIN SHYANG YIH NO.288	
SIN HUA FONG NO.16	
SHUN SHENG NO.398	
FONG YU NO.26	
HO HSIN HSING NO.601	
MAN AN	
FENG KUO NO.888	
SHIN SHUEN FAR NO.688	
FENG KUO NO.186	
YING FA HSIANG NO.368	

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.

During the 2025/26 fishing season (started from 1 March of 2025 and ended on 1 January of 2026), there were 73 cases of transhipments at sea conducted by 41 Taiwanese LSTLVs.

All catch data recorded in observer reports have been cross-checked against other sources, including landing inspection reports. To date, no discrepancies have been identified. No SBT-related non-compliance or possible infraction has been reported according to IOTC regional observer reports.

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	CHITOSE	1	1	0
2024	IBUKI	1	1	0
	CHITOSE	1	1	0
2025	TAISEI MARU NO.15	3	3	0
	TAISEI MARU NO.24	1	1	0
	SEIYU	1	1	0
	CHITOSE	1	1	0
	TOTAL NUMBER	**9**	**9**	**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.*

All SBT transactions were conducted under the full inspection and supervision by the officials of the TFA.

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

iii. *Provide the percentage of exports of SBT that were inspected.*
100%

iv. *Provide the percentage of imports of SBT that were inspected.*
100%

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[6] of the Resolution, and the level of compliance.

All the data in the validated CDS documents is verified through landing inspections. To ensure the integrity of information gathered thereby, the TFA audits CDS documents on a quarterly basis which in line with the frequency at which CDS information is submitted to the Secretariat.

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.

Except for the regulation amendment that 2 additional foreign ports have been designated for Taiwanese SBT fishing vessels landing or transhipping the SBT catch, there are no significant changes but some textual revisions in the following sections of Annex 1.

[6] *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).

The SBT fishery of Taiwan is managed through production controls in the form of an individual quota system. The fishing vessel operators that intend to retain SBT onboard must obtain the permit from the TFA in advance of each SBT fishing season. To manage and control the quotas allocated to fishing vessels, the TFA devides SBT fishing vessels into "Seasonal Targeting Group" and "Bycatch Group". The allocated quota for each seasonal targeting vessel is based on the dynamic quota balancing mechanism established since Taiwan joined the CCSBT in 2002, and a minor portion of the national quotas is reserved for bycatching vessels, with a fixed quota of 1.15 ton per vessel to be precisely.

Any unused quota held by the seasonal targeting vessels expired a designated date, which may vary according to the fishing condition, would be reviewed and reallocated to those vessels still operating in the SBT fishing area and have applied for addtional quotas. Should any SBT vessel operator changes its fishing schedule (e.g., leaving the SBT fishing area early) or fails to arrive in the SBT fishing area in time as required by our regulations, its remaining quota will also be reallocated.

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.* Completion of daily logbook is mandatory. ii. *The level of detail recorded (shot by shot, daily aggregate etc):-* The detailed information recorded in the logbook is on a shot-by-shot basis. iii. *What information on ERS is recorded in logbooks:-* Information on interactions with ERS, such as seabird mitigation measures, interaction with seabirds, sea turtles, whales and dolphins, and catches of sharks shall be recorded in logbooks for each operating trip. iv. *Who are the logbooks submitted to*[7]*:-* Information shall be submitted to the TFA.

[7] *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.*

v. *What is the timeframe and method[8] for submission:-*

The catch report for the length, weight, and tag information of individual SBT shall be submitted to the TFA daily through above mentioned e-logbook system.

vi. *The type of checking and verification that is routinely conducted for this information:-*

Verification of daily logbook data has been carried out by comparing VMS data, observer data (if available), landing declaration, port inspection data, and customs clearance data since 2016.

vii. *Reference to applicable legislation and penalties:-*

The applicable legislations are Article 10, Paragraph 2 Subparagraph (5), Article 13, Paragraph 1, Subparagraph (12) , Article 36, and Article 41, Paragraph 1, Subparagraph (1) of the "DWFA" ; as well as Article 27 to 30 of the "Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery".

As for penalties:

(1) General infringement (except for those belonging to the serious infringement):

- For fisheries operator: a fine between 500 thousand and 2.5 million NTDs, and the concerned fishing license may be suspended for 2 years or below or be revoked. In case of committing the same violation for 2 times within 1 year or commits different violations for 3 times within 1 year, the amount of the fine shall be imposed up to 1.5 times and the fishing license of the distant water fisheries operator may be suspended for 2 years or below, or be revoked.
- For employees of fishing vessel: a fine between 100 thousand and 500 thousand NTDs and the Fishing Crew Identification and the Certificate of Fishing Vessel Officers may be suspended for 2 years or below, or be revoked. In case of committing the same violation, the amount of the fine shall be imposed up to 1.5 times and the Fishing Crew Identification and the Certificate of Fishing Vessel Officers may be suspended for 2 years or below, or be revoked.

(2) Serious infringement:

- For fisheries operator: a fine between 1 million to 30 million NTDs depending on the vessel size, and the fishing license may be suspended for 2 years or below, or be revoked. In case of committing the same provision of serious infringement for 2 times within 3 years, or different serious infringements for 3 times within 3 years, the amount of the fine shall be imposed up to 1.5 times and the fishing license shall be suspended between 2 to 3 years, or be revoked.
- For employees of fishing vessel: a fine between 200 thousand to 6 million NTDs depending on the vessel size, and the Fishing Crew Identifications and the Certificate of Fishing Vessel Officers may be suspended for 2 years or below, or be revoked. Also, in case of committing the same provision, the amount of the fine shall be imposed up to 1.5 times and the Fishing Crew Identifications and the Certificate of Fishing Vessel Officers shall be revoked.

[8] *In particular, whether the information is submitted electronically from the vessel.*

	viii. *Other relevant information*[9]*:-* N/A
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.* Completion of the Daily e-logbook is mandatory in conjunction with the paper logbook. ii. *The information that is recorded (including whether it relates to SBT or ERS):-* Date of catch, vessel position, date and time of setting, number of hooks setting, target species, interaction with the related species including ERS (e.g., sharks, seabirds, sea turtles, etc.), measurements of individual SBT (length, weight, and product type), and discards/release by species. iii. *Who the reports are submitted to and by whom (e.g. Vessel Master, the Fishing Company etc)*[7]*:-* The captain shall submit the mandatory daily logbook to the TFA and OFDC electronically (e-logbook). iv. *What is the timeframe and method*[8] *for submission:-* E-logbook shall be sent by satellite communication on a daily basis. v. *The type of checking and verification that is routinely conducted for this information:-* Verification of e-logbook data is carried out by comparison with transhipment declaration when catch is transhipped at sea, inspection of transhipment or landing at foreign port or landing inspection at domestic port by the TFA officials. Staffs of the TFA also verify the location of SBT fishing vessels via VMS routinely. vi. *Reference to applicable legislation and penalties:-* The applicable legislation and penalties are the same as the above mentioned daily logbook. vii. *Other relevant information*[9]*:-* N/A
Scientific Observers	*Specify:*

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

	i. *The system used for comparisons between observer data and other catch monitoring data in order to verify the catch data:-* Discrepancy analysis between observer data and information reported by commercial fishers is done routinely. Observers are required to conduct the debriefing after each observed trip under the supervision of a senior observer. *ii. What information on ERS is recorded by observers:-* ERS information of sharks, seabirds, sea turtles, and marine mammals are required to be collected and recorded by observers, which includes length, weight, sex, life status, photo and biological sampling as well as information on the mitigation methods in use and sighting information (seabird presence during operation). *iii. Who are the observer reports submitted to:-* Observer reports shall be submitted to the TFA. *iv. Timeframe for submission of observer reports:-* Observer reports shall be submitted to the TFA weekly during observation on board. The complete observer reports are required to be submitted to the TFA within one week after completion of observed trip. v. *Other relevant information (including plans for further improvement – in particular to reach coverage of 10% of the effort):-* N/A
VMS	i. *For Member-flagged authorised carrier vessels and fishing vessels fishing for or taking SBT provide references to applicable legislation and penalties:* The applicable legislations are Article 9, Article 10, Paragraph 2, Subparagraph (6), Article 13 Paragraph 1 Subparagraph (2) and (6) , Article 36, and Article 41 of the DWFA; Article 33 to 37-1 of the "Regulations for Tuna Longline Fishing Vessels Proceeding to the Indian Ocean for Fishing Operation"; Article 33 to 37-1 of the "Regulations for Tuna Longline Fishing Vessels Proceeding to the Atlantic Ocean for Fishing Operation"; as well as Article 43 to 48 of the "Regulations for Tuna Longline or Purse Seine Fishing Vessels Proceeding to the Pacific Ocean for Fishing Operation". Penalties of VMS violation are identical to the penalties in Description vii of the Daily Logbook section of this form.
Other (for example, use of electronic monitoring etc.)	N/A

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*

N/A

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

N/A

(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*

N/A

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

N/A

(c) For "a" and "b" above, describe the process used for completing, validating[10] and collecting the relevant CCSBT CDS documents (Farm Stocking Form, Farm Transfer Form):-

N/A

(d) Other relevant information[9]

N/A

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:*

- designated foreign ports where SBT may be transhipped, and

-foreign ports where in-port transhipments of SBT are prohibited:-

Taiwanese fishing vessels conducting landing or transshipments of SBT in foreign ports shall be limited to Port Louis of Mauritius and Port Cape Town of South Africa since March of 2010. On January 26 of 2026, the above mentioned regulation has been amended for designating two more foreign ports, which are Port Suva of Fiji and Port Majuro of Marshall Islands.

ii. *Flag State inspection requirements for in-port transhipments of SBT (include % coverage):-*

According to the "National Plan of Control and Inspection for Fisheries (NPCI)", Taiwanese fishing vessels conducting landing or transshipments of SBT in domestic or foreign ports shall be under 100% of port inspection by the officials of the TFA.

iii. *Information sharing with designated Port States:-*

Mauritius (Port Louis): Information of fishing vessels and records of the catch by species and quantities on board.

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

South Africa (Port Cape Town): Information of fishing vessels and catch monitoring form (CMF) /catch tagging form (CTF).

Fiji (Port Suva): Information of fishing vessels and records of the catch by species and quantities on board.

Marshall Islands (Port Majuro): Information of fishing vessels and records of the catch by species and quantities on board.

iv. *Monitoring systems for recording the quantity of SBT transhipped:-*

Any fisheries operator intending to land or tranship SBT in the foreign ports as referred to in the preceding paragraph shall, notify the competent authority at least 7 working days before the estimated date of port entry, and shall upon port entry, accept port inspections conducted by personnel dispatched by the competent authority or independent third party for verification of the catch landing or transshipment.

v. *Process for validating[10] and collecting the relevant CCSBT CDS documents (Catch Monitoring Form, Catch Tagging Form):-*

Whether SBT transhipped at sea or in port, any SBT domestic/foreign landing or export shall be accompanied by the CTF and CMF that validated by the TFA. The TFA shall cross-check all information including e-logbook data, transhipment reports, and inspection report/ examination report made by the independent third-party. Once the information is verified, TFA shall validate the CMF/CTF.

vi. *Reference to applicable legislation and penalties:-*

Please refer to the Article 10, Paragraph 2, Subparagraph (8), Article 11, Article 13, Paragraph 1, Subparagraph (3) , Article 36, and Article 41, Paragraph 1(2), Paragraph 2-4 of the DWFA; as well as Article 31 to 33 of the "Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery".

Penalties are identical with the Description vii of the Daily Logbook section of the Monitoring method form in Section 1 of this Annex.

vii. *Other relevant information[9]:-*

N/A

(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:-*

For any carrier vessel intending to tranship at sea, its operator shall submit a transhipment plan and the relevant information and apply to the competent authority 15 days before the at-sea transshipment for approval. Operators of fishing vessels and carrier vessels shall submit the transhipment notification to TFA respectively for approval at least 3 days prior to the estimated date of transhipment. The carrier vessels receiving the transhipment shall have a RFMO regional observer onboard to supervise the SBT transhipping at sea, and they are not allowed to receive transhipments from any fishing vessels that are not registered in the RFMO (CCSBT) authorized vessel list. Fishing vessels transhipping SBT at sea shall cooperate with the observers assigned by IOTC, ICCAT or WCPFC.

For vessels that tranship SBT at sea, the captains of fishing vessels and carrier vessels and the RFMO regional observer shall sign jointly in the required field of the CMF to certify the transhipment. Within 24 hours after the completion of a transhipment, the transhipment declaration of ICCAT, IOTC or WCPFC that contains SBT catch shall be submitted to the Secretariat of CCSBT and TFA.

ii. Monitoring systems for recording the quantity of SBT transhipped:-

When SBT catch is transhipped at sea and directly exported to Japan, the concerned fisheries operator shall, notify the competent authority of the estimated date of arrival at least 7 working days before the estimated date of such catch arriving in Japan, and shall accept port inspections conducted by the independent third party for verification of the catch landed. The official of T FA shall validate CMF based on the examination report made by the independent third-party.

As for the SBT catch proposed to land in the domestic port, it shall be limited to Chien-Chen Fishing Harbor in Kaohsiung. Any fisheries operator intending to conduct the landing shall, notify the competent authority (here refers to TFA) through the Tuna Association at least 7 working days before port entry of the fishing vessel, and shall, upon port entry, accept inspections conducted by personnel dispatched by the competent authority.

iii. *Process for collecting the relevant CCSBT CDS documents (Catch Monitoring Form, Catch Tagging Form):-*

Whether SBT transhipped at sea or in port, any SBT domestic/foreign landing or export shall be accompanied by the CTF and CMF that validated by the TFA. The TFA shall cross-check all information including e-logbook data, transhipment reports, and inspection report/ examination report made by the independent third-party. Once the information is verified, TFA shall validate the CMF/CTF.

iv. *Reference to applicable legislation and penalties:-*

Please refer to Article 11, Article 13, Paragraph 1, Subparagraph (3), Article 36, and Article 41, Paragraph 1, Subparagraph (2) and Paragraph 2-4 of the DWFA; Article 31 to 33 of the " Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery"; Article 52 to 60 of the "Regulations for Tuna Longline Fishing Vessels Proceeding to the Indian Ocean for Fishing Operation"; as well as Article 51 to 61 of the "Regulations for Tuna Longline Fishing Vessels Proceeding to the Atlantic Ocean for Fishing Operation".

Penalties are identical with Description vii of the Daily Logbook section of the Monitoring method form in Section 1 of this Annex.

v. Other relevant information[9]:-

N/A

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:-*

According to the "Regulations on the Management and Approval of Foreign Flag Fishing Vessels Entering into Ports of the Republic of China", port entry of any foreign flag fishing

vessel (including carrier vessel) in Taiwan shall be limited to Keelung Port, Kaohsiung Port, Chen-Pin Fishing Harbor and Chien-Chen Fishing Harbor.

(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:-*

According to the "Regulations on the Management and Approval of Foreign Flag Fishing Vessels Entering into Ports of the Republic of China", for any foreign flag fishing vessel intending to enter into a port of Taiwan, the agent of such vessel shall apply to the competent authority 5 working days prior to arrival for the port entry approval; For any foreign flag fishing vessel whose last port of departure is less than 1,600 nautical miles from the port for which entry is sought and that navigates directly to the port of the Republic of China after port departure, the application may be filed 3 working days prior to port arrival.

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:-*

According to Article 34 of the "Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery", Chien-Chen Fishing Harbor in Kaohsiung is the only designated domestic port for landing SBT.

(b) *Inspections required for landings of SBT.*

All the landings of SBT shall be conducted under full inspection and supervision by the officials of the TFA.

(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:-*

Taiwanese inspectors have no difficulty to distinguish SBT from other species.

(d) *Monitoring systems for recording the quantity of SBT landed:-*

Fisheries operators shall provide its SBT landing notification to the TFA at least 7 days prior to landing. Officials of the TFA shall supervise all SBT landing and cross-check the number and the weight of SBT landed in consistent with the e-logbook records and landing declaration.

(e) *Process for validating[10] and collecting the relevant CCSBT CDS documents (Catch Monitoring Form, and depending on circumstances, Catch Tagging Form):-*

Whether SBT is brought back to the domestic port by the fishing vessel or carrier, the operator of the fishing vessel shall apply for landing approval to the TFA at least 7 days before arriving at the domestic port. The TFA shall dispatch inspectors for supervision/inspection of said landing. After verification, the TFA shall validate the CMF/CTF.

(f) *Reference to applicable legislation and penalties:-*

Please refer to Article 10, Paragraph 2, Subparagraph (8), Article 11, Article 13, Paragraph 1, Subparagraph (3), Article 36, and Article 41, Paragraph 1, Subparagraph (2) and Paragraph 2-4 of the DWFA; and Article 34 to 36 of the "Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery". Penalties are identical with Description vii of the Daily Logbook section of the Monitoring method form in Section 1 of this Annex.

(g) *Other relevant information[9]:-*

N/A

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 -

For SBT export after transhipment/landing in foreign port, the inspection requirement is stated as in subparagraph ii paragraph (a) section 1.2 of this annex.

For SBT export after transhipment at sea, the inspections required are stated as in subparagraph ii paragraph (b) section 1.2 of this annex. All products exported to Japan were examined by an independent third-party institution in Japan.

For SBT landing at domestic port, the inspections required are stated as in paragraph (b) section 1.4 of this annex.

(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:-

N/A

(c) Monitoring systems for recording the quantity of SBT exported:-

For SBT export after transhipment/landing in foreign port, the monitoring requirement are stated as in subparagraph iv paragraph (a) section 1.2 of this annex.

For SBT export after transhipment at sea, the monitoring requirement are stated as in subparagraph ii paragraph (b) section 1.2 of this annex.

(d) Process for validating[10] 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):-

As described in subparagraph v paragraph (a) section 1.2, subparagraph iii paragraph (b) section 1.2, and paragraph (e) section 1.4 of this report, for SBT transhipped at sea then exported to Japan, the CMF shall be signed by the captains of both the fishing vessel and the carrier and the regional observer of RFMO. After landing inspection done by competent authorities or an independent third-party institution in Japan, the TFA official shall validate the CDS; For SBT transhipped in port then directly exported to Japan, the catch shall be inspected, by the third parties in Japan, and the CMF shall be validated by the TFA too.

After exportation/distribution of catches or fisheries products is completed, fisheries operator shall submit relevant document on customs clearance and copies of commercial information to the TFA for writing-off those sales.

(e) Reference to applicable legislation and penalties:-

According to the DWFA and the “Regulations for Fishing Vessels Conducting Southern Bluefin Tuna Fishery”, for any violation, the TFA shall not validate the CMF/CTF unless penalty has been imposed.

(f) Other relevant information[9]:-

N/A

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:-

According to the "Directions on Application of Southern Bluefin Tuna Exports and Re-exports," when importing SBT from other countries, a prior permit is required as well as provide the CMF and other related documents.

b. Inspections required for imports of SBT

On a case-by-case basis if necessary.

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:-

N/A

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):-

The SBT or SBT products shall be accompanied by the CMF. The importer is required to provide the CMF validated by exporting countries or a copy of the documentation validated by the country of the last re-export if the catch or product is not imported from the country of origin.

e. Reference to applicable legislation and penalties:-

According to Article 65, Paragraph 1(6) of the "Fisheries Act", any violation shall be liable to a fine of between 30,000 and 150,000 NTDs.

f. Other relevant information[9]:-

N/A

1.5.3 SBT Markets

(a) Describe any activities targeted at points in the supply chain between landing and the market:-

In compliance with the "CCSBT CDS Resolution", the receiver or buyer at the first point of sale in domestic or export markets shall sign the amount of SBT traded on the CDS document.

(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):-

Considering the cost effectiveness, all measures adopted for SBT monitoring focus on the moment of catching to the first point of sale on domestic or export markets. Due to the constraint of current human resources, controlling and monitoring of SBT at market after the first point of sale has not yet established.

(c) Other relevant information[9]

N/A

1.6 Other

Description of any other MCS systems of relevance.

N/A

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:*

  In line with the "International Plan of Action for Reducing Incidental Catch of Seabirds in Longline Fisheries" of FAO, Taiwan has adopted the "National Plan of Action for Reducing Incidental Catch of Seabirds in Longline Fisheries (NPOA-Seabirds)" in October 2006 and revised it in 2014, acting as a basis for establishing seabird conservation policy for longline fishing vessels.

- *International Plan of Action for the Conservation and Management of Sharks:*

  In line with "International Plan of Action for the Conservation and Management of Sharks" of FAO, Taiwan has adopted NPOA-sharks in May 2006, to encourage full usage of shark bycatch and reduce of waste.

- *FAO Guidelines to reduce sea turtle mortality in fishing operations:*

  Taiwan has taken actions in accordance with the FAO Guidelines on sea turtle bycatch, including strengthen data collection and training for fisherman on handling sea turtle on entanglement and incidental interaction.

ii. *Specify whether all current binding and recommendatory measures[11] aimed at the protection of ecologically related species[12] 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:*

  Taiwanese SBT seasonal targeting vessels only operate in the IOTC and WCPFC area, while bycatch vessels operate in the IOTC, ICCAT and WCPFC area. It is mandatory for fishers to comply with the resolutions/recommendations adopted by all above mentioned RFMOs.

- *WCPFC, when fishing within WCPFC's Convention Area:*

  As described above.

- *ICCAT, when fishing within ICCAT's Convention Area:*

  As described above.

[11] *Relevant measures of these RFMOs can be found at: https://www.ccsbt.org/en/content/bycatch-mitigation.*
[12] *Including seabirds, sea turtles and sharks.*

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[13]:*

  Taiwan collects data of interactions with ERS according to the "Recommendation to Mitigate the Impact on Ecologically Related Species of Fishing for Southern Bluefin Tuna" and the "Resolution to Align CCSBT's Ecologically Related Species measures with those of other tuna RFMOs".

- *IOTC, for fishing within IOTC's Convention Area:*

  Taiwanese SBT seasonal targeting vessels only operate in the IOTC and WCPFC area, while bycatch vessels operate in the IOTC, ICCAT and WCPFC area. It is mandatory for fishers to collect and report ERS data in accordance with the resolutions / recommendations adopted by these organizations.

- *WCPFC, for fishing within WCPFC's Convention Area:*

  As described above.

- *ICCAT, for fishing within ICCAT's Convention Area:*

  As described above.

(b) Mitigation – describe the current mitigation requirements:

➢ **Sea birds**

All Taiwanese SBT seasonal targeting vessels operate in the southern Indian Ocean and Pacific Ocean, and some SBT may be caught incidentally by vessels targeting other species in southern Pacific, Indian or Atlantic Ocean. In accordance with the "Resolution to Align CCSBT's Ecologically Related Species measures with those of other tuna RFMOs", all Taiwanese SBT fishing vessels shall comply with the relevant RFMOs' seabird mitigation measures. Those measures are as follows:

- According to IOTC resolution 23/07 on reducing the incidental bycatch of seabirds in longline fisheries, Taiwan imposed regulation requiring all Taiwanese longline vessels fishing south of 25°S in Indian ocean shall use at least two different mitigation measures among tori lines, night setting with minimum deck lighting, and line weighting since 1 July, 2014. Government officials stationed in Port Louis and Cape Town shall examine the tori lines by random and request fishermen to comply with upper mentioned measures.
- In accordance with ICCAT recommendation 2011-09, Taiwan has imposed regulation requiring all Taiwanese longline vessels operating south of 25°S in the Atlantic Ocean to use tori lines and line weighting as the mitigation measure. Vessels operate between 20°S to 25°S are required to use tori lines.
- Taiwan has fully incorporate WCPFC CMM 2018-03 (Conservation and Management Measure to mitigate the impact of fishing for highly migratory fish stocks on seabirds) into domestic regulations. It is mandatory for Taiwanese longline vessels fishing south of 30°S in Pacific Ocean shall use at least two different mitigation measures, one of which shall be tori lines, and the other shall be weighted branch lines or night setting with minimum deck

[13] *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.*

lighting. Incidentally caught seabirds are encouraged to release alive. For this purpose, fishing vessels are required to carry de-hookers and line cutters on board.

- **Sharks**

According to the recommendations/resolutions adopted by ICCAT and IOTC, Taiwan has applied mandatory regulations since 2005 to require its authorized vessels fishing in the Atlantic Ocean and the Indian Ocean not to have onboard fins that total more than 5% of the weight of sharks onboard, up to the first point of landing. The regulation has subsequently applied to the fleets operating in the Pacific Ocean since 2006. Besides, Taiwan has imposed regulation to prohibit whale sharks (*Rhincodon typus*) to be captured, possessed and sold since 2008.

In line with IOTC resolution 25/08, Taiwan has required that fishers operating in the Indian Ocean are prohibited from retaining on board, transhipping, landing, storing, selling or offering for sale any part or whole carcass of the thresher shark family, oceanic whitetip sharks and whale sharks since 2011. In addition, according to the IOTC resolution 25/08, Taiwan has prohibited that fishers from retaining onboard, transhipping, landing, storing, selling or offering any part or whole carcass of oceanic whitetip sharks since 2013. In line with IOTC resolution 25/08, for any tuna longline fishing vessel operating in India Ocean employing ice chilling method to preserve its sharks' catches, shark fins shall be naturally attached to the carcasses, and such vessels shall not retain onboard, carry, tranship, and land shark catches whose fins are not naturally attached since January 2018.

Based on the ICCAT recommendations 2009-07, 2010-07, 2010-08, 2011-08 and 2012-05 on sharks, Taiwan have enacted and revised various domestic regulations, including prohibiting vessels operating in the Atlantic Ocean from retaining on board, transhipping, landing, storing, selling thresher sharks (family *Alopiidae*), hammerhead sharks (family *Sphyrnidae*), oceanic whitetip sharks (*Carcharhinus longimanus)*, and silky sharks (*Carcharhinus falciformis*). Besides, in compliance with WCPFC resolution 24/05, fishers are prohibited retaining on board, transhipping, storing on a fishing vessel, or landing any silky shark caught in the WCPFC Convention Area, in whole or in part, in the fisheries covered by the WCPFC Convention.

To further ensure the sustainable use of shark resources, Taiwan promulgated the Regulations on the Disposal of the Fins of the Shark Catches of Fishing Vessels in 2012, for implementing the measure of shark fins naturally attached. Starting from January 2013, fishing vessel over 100 tons employing freezing method to preserve their catches are requested to implement regulations of shark fins naturally attached to the carcass, and fishing vessels less than 100 tons employing freezing method to preserve their catches are requested to implement regulations of shark fins naturally attached to the carcass or tied to the carcass when landing in our ports.

- **Sea turtles**

To conserve sea turtles, Taiwan has publicized domestic management regulations since 2006, requiring fishing vessels to carry necessary devices on board, such as dip nets, de-hookers and line cutters, during voyage or operation periods, for appropriate release of incidentally caught sea turtles. The incidental catch individuals shall be released alive or discarded dead, and the captains shall record in their logbooks all incidents involving marine turtles during fishing operations.

In addition to the above-mentioned regulations, Taiwan government has imposed "Wild Life Protection Act", forbidding fishers to capture or possess the following kinds of sea turtles, which include green turtle, loggerhead turtle, olive ridley turtle, leatherback turtle and hawksbill turtle.

(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):*

TFA dispatched observers to monitor compliance with bycatch mitigation measures. The observer coverage rate is over 10% by vessel in 2025/2026 fishing season. Besides, all SBT

authorized vessels operating at south of 25°S shall report the usage of bycatch mitigation measures by fishers by logbook and e-logbook since 2017/18 fishing season. For alternative way, fishers shall report their seabirds-mitigation measure daily through e-logbook and daily logbook. Any conditions for not compliance identified during review by the TFA officials shall trigger further investigations and enforcement of sanctions.

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

Fishers shall report the measures adopted by its vessels to the TFA every day by e-logbook. Besides, observers shall record the mitigation measures adopted by the vessel on the observer's logbook since 2014.

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.