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**ANNUAL REPORT ON WCPFC HIGH SEAS BOARDING AND  
INSPECTION (HSBI) SCHEME**

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**WCPFC-TCC19-2023-RP04**

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**Prepared by the WCPFC Secretariat**

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## 1 Purpose

This paper summarises High Seas Boarding and Inspection (HSBI) activities for 2022.

## 2 Introduction

WCPFC3 adopted CMM 2006-08 Western and Central Pacific Fisheries Commission Boarding and Inspection Procedures in 2006 to ensure compliance with conservation and management measures on the high seas. Since that time, the Commission has endorsed several procedural specifications. These enable boarding and inspections of fishing vessels on the high seas in the Convention Area by authorised inspectors from authorised inspection vessels and set requirements such as for inspection flags and pennants and the register of authorised inspection vessels.

Information on HSBI has been available on the WCPFC website since early 2019 ([www.wcpfc.int/hsbi-summary-statistics](http://www.wcpfc.int/hsbi-summary-statistics) and [www.wcpfc.int/register-inspection-vessels](http://www.wcpfc.int/register-inspection-vessels)).

## 3 Members Authorised for HSBI

Fourteen members have notified the Commission of their intention to participate in HSBI activities in the WCPFC Convention Area (Table 1).

In 2022, Chinese Taipei and the United States notified of updates to the Register of Authorised Inspection Vessels that were notified to CCMs in Circulars.

Collectively, as of 31 December 2022, the participating members have 270 vessels with “Active” status on the WCPFC Register of Authorised Inspection Vessels (Table 2 and Figure 1). This is an increase of 8 vessels from 2021.

## 4 Review of HSBI activities

### 4.1 Numbers of HSBI events

Between 2008 and 2019, overall there was an increase in boardings and inspections with a clear drop in activity during 2020 to 2022 when COVID-19 posed potential health risks to all those involved (Figure 1). This placed emphasis on other forms of monitoring compliance such as analysis of AIS and VMS, aerial surveillance and the trialling of emerging technologies.

There were 123 HSBI conducted in 2018 and 112 in 2019. In 2020, HSBI events dropped to 35 and almost doubled that number in 2021 and rose again to 91 in 2022 (Figure 2). Overall, at their lowest points, the number of HSBI events in 2020 averaged 43% of the 2018 and 2019 levels of inspections, and in 2021, averaged 48% of those in 2018 and 2019.

Inspecting CCMs provide the required notification of intent to board and reported on the completion of boarding. Some CCMs provide a full and final boarding report while others provide this information as part of their completion of boarding documentation. Figure 3 shows the number of inspections from each inspecting CCM and the flag CMM of the vessels inspected.

In 2020, the number of CCMs that carried out inspections dropped to two but rose in 2021 and again in 2022 to four. Apart from the noted exceptions, there have been four CCMs reporting high seas boarding and inspections since 2018 (Figure 4, Figure 5 and Figure 6).

The drop in the number of inspections in 2020 is assumed to be the result of the emergence of COVID-19 and a desire to mitigate the risk to all crews involved. It is notable that some of the HSBI activities in 2020 were reported as interrogations, indicating the Inspecting Parties either did not board or only boarded if there was some indication that an inspection was warranted. Boarding procedures were developed that allowed some boardings to occur in 2021 and 2022. It was evident from some inspection reports in 2021, that inspections were more limited to minimise the length of time boarding parties and vessel crew interacted as part of new health protocols for inspections at this time e.g. no review of required reporting of catch.

Between 90% and 100% of the vessels inspected over the last four years were longliners. Table 2 shows the number of all vessels inspected by vessel type for 2018-2022.

The list of vessels previously inspected under the HSBI has been published on a secure page on the WCPFC website (<https://www.wcpfc.int/ccm/hsbi-report>) since 2018.

Table 3 presents the number of vessels that fished in the WCPFC Convention area and the number of vessels inspected by flag from 2018-2022. These data show that the highest proportion of vessels inspected were from the Solomon Islands in 2018. However, the highest number of inspections were on Chinese Taipei vessels in 2018. Over all years, Chinese Taipei had high numbers of inspections and a high percentage of vessels inspected (over 6% in most years). Korea and China have the next highest numbers and proportion of vessels inspected. As these countries have the highest number of vessels on the Record of Fishing Vessels, the likelihood of inspection is higher.

#### **4.2 Location of HSBI events in the Convention Area**

Figure 7 shows where boarding and inspections of vessels have occurred since 2008 with more detail for 2019-2022 in Figure 8.

#### **4.3 Outcomes of HSBI activities including cases in the Compliance Case File System (CCFS)**

HSBI activities undertaken by WCPFC members assists flag CCMs to monitor their vessels' compliance and assess where further support may reduce the likelihood of future non-compliance.

The proportion of HSBI events that have resulted in Article 25 (2) case files being created by the Secretariat has reduced in 2020 and 2021 as shown in Figure 2 and Figure 9. The number of inspections in 2020-2022 represent significantly less than those in 2018 and 2019 before COVID-19 affected inspection activities. Most inspections in 2020 "interviews" by radio, with no boarding taking place. In 2021 and particularly early 2022, inspections were more limited in scope to reduce the period of contact. In 2021 there were more boardings which, as noted in paragraph 14, were reportedly more limited in scope (i.e. fewer obligations assessed to limit time on board and in close contact with crew). It is not clear the extent to which this may be reflected in the number of alleged infringements for 2022.

Figure 9 shows that, since 2020, there have been a significant reduction in inspections with a corresponding reduction in alleged infringements. Further analysis will be possible in future years to assess any change in trends before, during and after the COVID-19 affected years. However, it is clear that inspections between 2020 and 2022 have, on average, resulted in fewer alleged infringements. Figure 9 summarises the number, status and, where completed the outcome of cases by theme between 2013 and 2022. Information on the specific CMMs associated with those cases is provided in Figure 10.

The majority of inspections do not result in the detection of any alleged infringements. This information is also shown by the flag CCM of the inspected vessel (Figure 11) and inspecting CCM (Figure 12).

The WCPFC Compliance Case File System (CCFS) Article 25(2) list contains records of HSBI events that resulted in a request for flag State investigation pursuant to Article 25(2) of the Convention. Until March 2022, one boarding and inspection event could reflect one or more alleged infringements in a single case file in CCFS.

Since the release of the upgraded CCFS in March 2022, the alleged infringements of each obligation in a single inspection event appear as individual cases. All are listed as related cases that are fully cross-referenced and linked as cases relating to a single inspection. While this increases the number of cases, it increases the transparency of obligations and the flag CCMs investigation for each case.

Relevant documentation is associated with each case that is only accessible to those CCMs with an interest in the case as the inspecting CCM and flag CCM and, where relevant, by the Coastal State and Regional Observer Programme.

Figure 9 provides a summary of the themes and number of cases relating to alleged infringements arising from HSBI between 2016 and 2022. This figure also identifies whether cases are still under investigation and, if completed, the outcome of the investigation. Annex I provides more detail on the specific obligations and the outcomes of investigations of alleged CMM infringements identified in HSBI reports pursuant to Article 25(2) between 2016 - 2022.

Several alleged infringements in 2021 and 2022 are still under investigation but there may be case updates that are yet to be reviewed by the Secretariat.

#### **4.4 CCM feedback on HSBI operational outcomes**

Some CCMs share reports with the Secretariat on the findings from their operational MCS activities. This information is consistent with the types of alleged infringements reflected in HSBI derived cases in CCFS as shown in Figure 9 and Figure 10. However, there are additional insights in these reports on issues that currently do not result in the generation of a case file. A summary of the issues noted in these reports in 2022 and 2023 include:

1. Vessel markings are non-compliant or may be obscured;
2. Tori lines for mitigating seabird capture are regularly non-compliant and rarely used;
3. No dehookers on board to help reduce the risk of injury to turtles during their release;
4. Breaches of storage of retained shark carcasses and fins affecting inspection and catch reports not reflect crew statements of sharks caught and released.
5. Suspected under reporting of catch;
6. Crew, captain and/or vessel owner information inconsistent with the Record of Fishing Vessels (RFV); and
7. No incinerators but minimal garbage on board.

These extent of these issues are not quantified however, the frequency with which these issues are raised in the summary reports received by the Commission is useful to monitor.

### **5 CCMs reporting on implementation of CMM 2006-08**

#### **5.1 Reporting through Annual Report Part 2**

The Compliance Monitoring Report 2022 covering RY 2021 did not include reporting on obligations under CMM 2006-08.

The most recent reporting was through the Annual Report Part 2 covering 2022 activities. This summary reporting by CCMs in Annual Report Part 2 assists the Secretariat with checking the completeness of the reporting of HSBI activities. Annex I provides a summary of CCMs responses to CMM 2006-08 in Annual Report Part 2 covering activities for 2020. Responses indicate that most countries have implemented the requirements for their fishing vessels in relation to accepting HSBI from authorized vessels including those that do not authorize fishing outside of their national jurisdiction.

#### **5.2 Review of implementation by applicable CCMs under the Compliance Monitoring Scheme (CMS) RY2013 - 2015**

Figure 13 provides an overview of the outcome of the evaluation of CMM 2006-08 under the CMS over the years they have been assessed. There was a general trend of improved implementation of the required reporting under CMM 2006-08 by applicable CCMs with most obligations fully implemented by RY2015.

### **6 Secretariat Notes**

1. CCMs are reminded that they can directly update their authorities of fishing vessels in the CCMs official contact details through the secure page of the website at <https://www.wcpfc.int/official-contacts>. This will ensure HSBI related reports can be provided directly to the correct flag state contacts.
2. To assist with the WCPFC Secretariat's record keeping, copies of HSBI reports from Inspecting Members and any replies from the fishing vessel authorities, which are to be submitted to the Commission in accordance with CMM 2006-08, should be sent to the email: [HighSeasBoardingInspection@wcpfc.int](mailto:HighSeasBoardingInspection@wcpfc.int).
3. CCMs are reminded that, as of 2021, an alert is emailed directly from the CCFS to each CCMs nominated email recipient when NEW CASES are created as a result of the information in the final inspection report and when updates are made by an involved CCM or the Secretariat.

4. CCMs involved in the conduct of HSBI are reminded that CMM 2006-08 paragraphs 24 g and 30-31 require the completion of a full boarding report within 3-full days of the completion of the boarding and inspection. This report provides information on the specific alleged infringements. Where this timing is not possible, the authorities of the inspection vessel shall provide this information to the authorities of the fishing vessel and specify the time-period within which the report will be provided.
5. The HSBI webpage has sample standardised Multi-Language Questionnaires to facilitate communications between inspectors and the master of the vessel (<https://www.wcpfc.int/high-seas-boarding-inspection>) These questionnaires were last updated in 2015. The Secretariat will seek CCM comment on whether any updated questionnaires are available.

## **7 Recommendations**

1. TCC19 is invited to note the recent activities undertaken under the HSBI scheme.

## Tables

**Table 1: Members that have notified of their intent to conduct high seas boardings and inspections and numbers of inspection vessels (to December 2022). Separate notifications were provided by France for French Authorities that are based in French Polynesia and New Caledonia.**

CCM	Year notification received	WCPFC notifications received (CMM 2006-08 06)	No. of Active Vessels on the Register of Authorised Inspection Vessel
Australia	2010	YES	52
Canada	2008		6
Cook Islands	2008	YES	1
Federated States of Micronesia	2008		3
Fiji	2019		4
France	2011	YES	11
Japan	2009	YES	4
Kiribati	2014		1
Korea (Republic of)	2013		2
New Zealand	2008	YES	9
Papua New Guinea	2008		4
Chinese Taipei	2008		21
Tuvalu	2010	N/A	1
United States of America	2008	YES	119

**Table 2: Numbers of vessels inspected by vessel type for each year from 2018-2022.**

Year	Bunker	Fish carrier	Longliner	Pole and line	Purse seiner	Support vessel	Total inspected
2018	0	2	111	5	2	0	120
2019	1	2	101	4	3	0	111
2020	0	0	34	0	0	0	34
2021	0	2	53	0	0	1	56
2022	0	3	78	2	3	0	86

**Table 3: Numbers of vessels inspected by method for each year from 2018-2022 (to 31 August 2023).**

Country	Year	Vessels that fished	Vessels inspected	Percent inspected
Australia	2018	8	0	0.00
	2019	3	0	0.00
	2020	4	0	0.00
	2021	7	0	0.00
Canada	2021	1	0	0.00
Cook Islands	2018	15	0	0.00
	2019	19	0	0.00
	2020	19	0	0.00
	2021	18	0	0.00
	2022	0	1	
China	2018	365	27	7.40
	2019	386	43	11.14
	2020	375	12	3.20
	2021	365	4	1.10
	2022	0	34	
Curacao	2020	1	0	0.00
	2021	1	0	0.00
Ecuador	2018	4	0	0.00
	2019	5	0	0.00
	2020	5	0	0.00
	2021	5	0	0.00
EU-Spain	2018	5	0	0.00
	2019	5	1	20.00
	2020	5	0	0.00
	2021	10	0	0.00
Fiji	2018	39	5	12.82
	2019	36	4	11.11
	2020	34	0	0.00
	2021	23	0	0.00
Federated States of Micronesia	2018	41	1	2.44
	2019	40	0	0.00
	2020	42	0	0.00
	2021	45	0	0.00
	2022	0	1	



Table 3: Continued:

Country	Year	Vessels that fished	Vessels inspected	Percent inspected
Japan	2018	552	19	3.44
	2019	548	5	0.91
	2020	440	0	0.00
	2021	499	9	1.80
	2022	0	4	
Kiribati	2018	18	0	0.00
	2019	14	1	7.14
	2020	12	0	0.00
	2021	13	0	0.00
Korea (Republic of)	2018	156	13	8.33
	2019	158	4	2.53
	2020	159	4	2.52
	2021	149	4	2.68
	2022	0	4	
Liberia	2018	4	0	0.00
	2019	3	0	0.00
	2020	2	0	0.00
Marshall Islands	2018	14	0	0.00
	2019	16	0	0.00
	2020	15	0	0.00
	2021	16	0	0.00
New Caledonia	2018	3	0	0.00
Nauru	2018	2	0	0.00
	2019	11	0	0.00
	2020	16	0	0.00
New Zealand	2018	2	0	0.00
	2019	4	0	0.00
	2020	2	0	0.00
	2021	3	0	0.00

Table 3: Continued:

Country	Year	Vessels that fished	Vessels inspected	Percent inspected
Panama	2018	58	1	1.72
	2019	87	2	2.30
	2020	84	0	0.00
	2021	95	0	0.00
	2022	0	2	
Papua New Guinea	2018	27	0	0.00
	2019	24	0	0.00
	2020	17	0	0.00
	2021	13	0	0.00
Philippines	2018	292	0	0.00
	2019	306	0	0.00
	2020	262	0	0.00
	2021	286	2	0.70
	2022	0	1	
Solomon Islands	2018	5	1	20.00
	2019	5	0	0.00
	2020	3	0	0.00
	2021	3	0	0.00
El Salvador	2018	2	0	0.00
	2019	2	0	0.00
	2020	2	0	0.00
	2021	2	0	0.00
	2022	0	1	
Tuvalu	2018	3	0	0.00
	2019	2	0	0.00
	2020	4	0	0.00
	2021	7	0	0.00

**Table 3: Continued:**

Country	Year	Vessels that fished	Vessels inspected	Percent inspected
Chinese Taipei	2018	651	51	7.83
	2019	646	48	7.43
	2020	607	17	2.80
	2021	497	34	6.84
	2022	0	33	
United States of America	2018	187	0	0.00
	2019	183	0	0.00
	2020	183	0	0.00
	2021	180	0	0.00
Vanuatu	2018	71	2	2.82
	2019	73	3	4.11
	2020	71	1	1.41
	2021	66	3	4.55
	2022	0	5	

**Table 4: Information on violations noted by vessel type from vessel inspections between 2008 - May 2023 within the WCPFC Convention area. Note, these numbers do not reflect the number of vessels but rather the number of violations noted on an inspection.**

Vessel type	No Violations	Violations Noted	Serious Violations Noted	Total	Percent with no violations	Percent with violations noted
Bunker	1	1	0	2	50.00	50.00
Fish carrier	11	4	2	17	64.71	35.29
Longliner	541	402	115	1,058	51.13	48.87
Pole and line	13	4	0	17	76.47	23.53
Purse seiner	17	7	2	26	65.38	34.62
Support vessel	1	0	4	5	20.00	80.00

**Table 5: Information on violations noted by boarding vessels from 2008 - May 2023 within the WCPFC Convention area. Note these numbers do not reflect the number of vessels but rather the number of violations noted on an inspection.**

Boarding vessel flag	No Violations	Violations Noted	Serious Violations Noted	Total	Percent with no violations	Percent with violations noted
Australia	18	24	12	54	33.33	66.67
Cook Islands	12	12	0	24	50.00	50.00
France	177	197	19	393	45.04	54.96
Japan	3	0	0	3	100.00	0.00
Korea (Republic of)	14	0	0	14	100.00	0.00
New Zealand	67	78	5	150	44.67	55.33
French Polynesia	12	1	0	13	92.31	7.69
Chinese Taipei	5	0	0	5	100.00	0.00
United States Minor Outlying Islands	0	1	0	1	0.00	100.00
United States of America	276	105	87	468	58.97	41.03

**Table 6: Information on violations noted by on boarded vessels during inspections between 2008 - May 2023 within the WCPFC Convention area. Note these numbers do not reflect the number of vessels but rather the number of violations noted on an inspection.**

Boarded vessel flag	No Violations	Violations Noted	Serious Violations Noted	Total	Percent with no violations	Percent with violations noted
Belize	1	0	0	1	100.00	0.00
Cook Islands	0	1	0	1	0.00	100.00
China	185	132	25	342	54.09	45.91
EU-Spain	6	1	0	7	85.71	14.29
EU-Portugal	2	0	0	2	100.00	0.00
Fiji	21	10	8	39	53.85	46.15
Federated States of Micronesia	3	0	0	3	100.00	0.00
Japan	59	25	13	97	60.82	39.18
Kiribati	2	2	0	4	50.00	50.00
Korea (Republic of)	73	10	0	83	87.95	12.05
Liberia	0	1	0	1	0.00	100.00
Marshall Islands	2	0	2	4	50.00	50.00
Panama	8	1	0	9	88.89	11.11
Papua New Guinea	1	0	0	1	100.00	0.00
Philippines	2	3	4	9	22.22	77.78
Solomon Islands	1	0	0	1	100.00	0.00
Singapore	1	0	0	1	100.00	0.00
El Salvador	0	1	0	1	0.00	100.00
Chinese Taipei	201	210	67	478	42.05	57.95
United States of America	2	1	0	3	66.67	33.33
Vanuatu	14	20	4	38	36.84	63.16

Figures

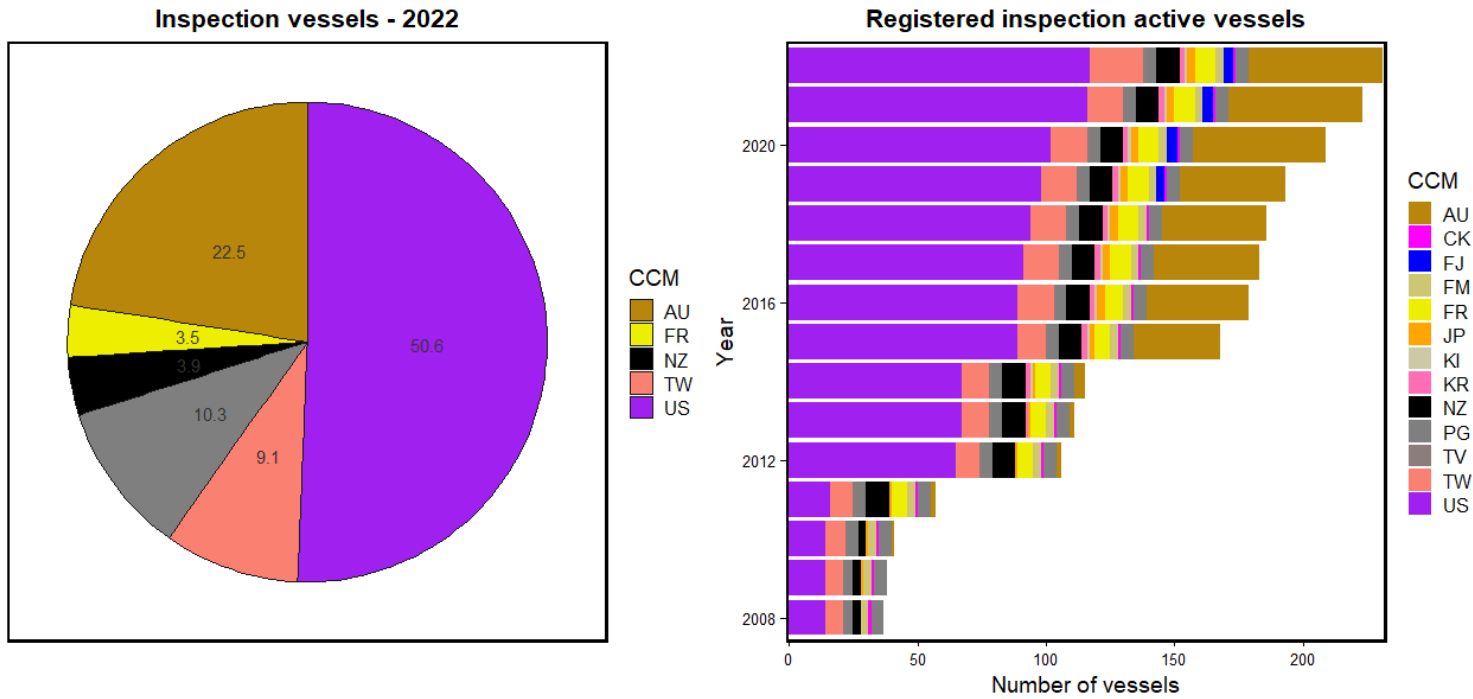


Figure 1: Number and percentage of inspection vessels on the WCPFC Record of Inspection Vessels by CCM.

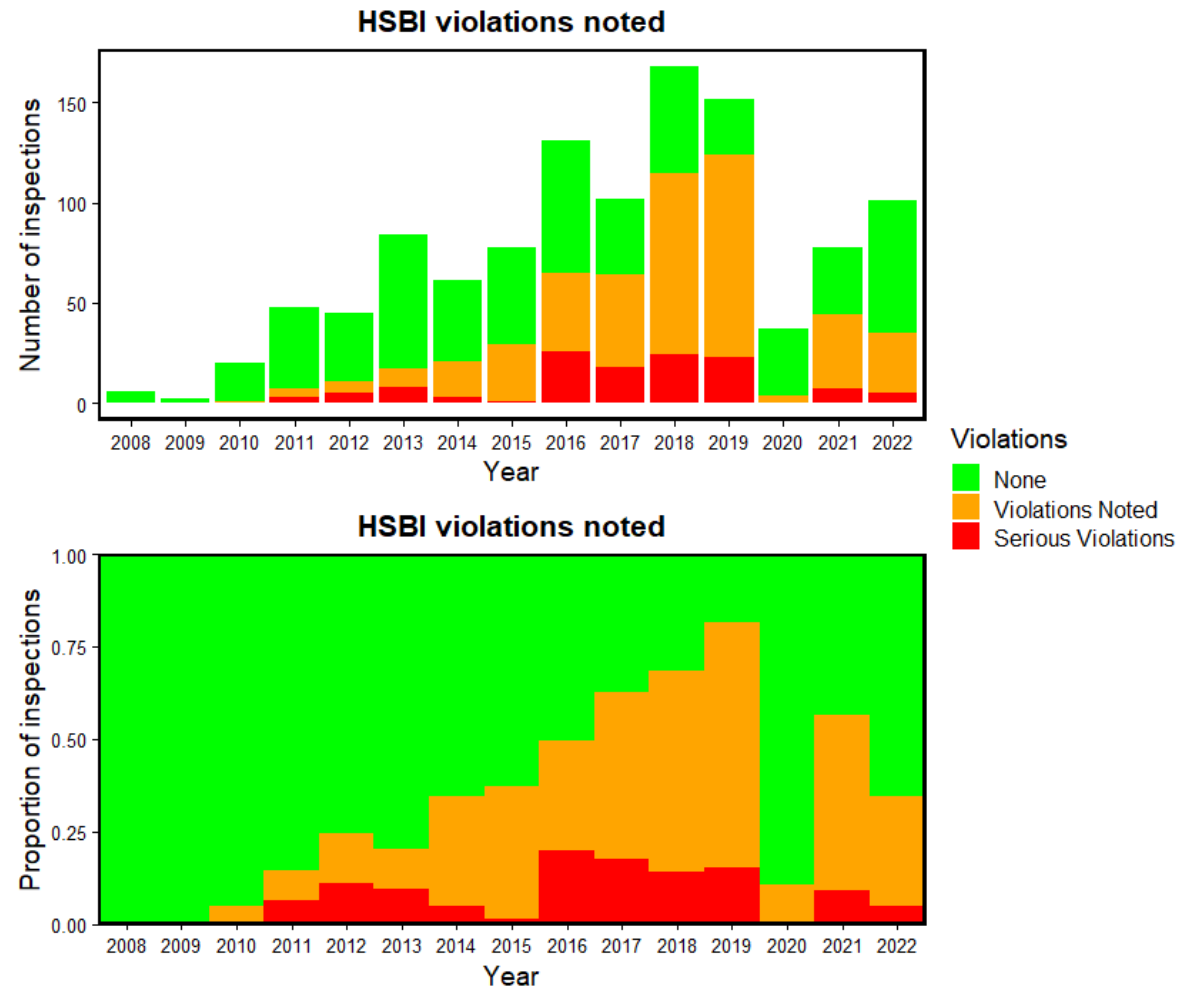


Figure 2: The number of High Seas boarding and inspection events (top) and proportion (bottom) in the WCPFC Convention Area conducted by CCMs between 2008 and 2022.

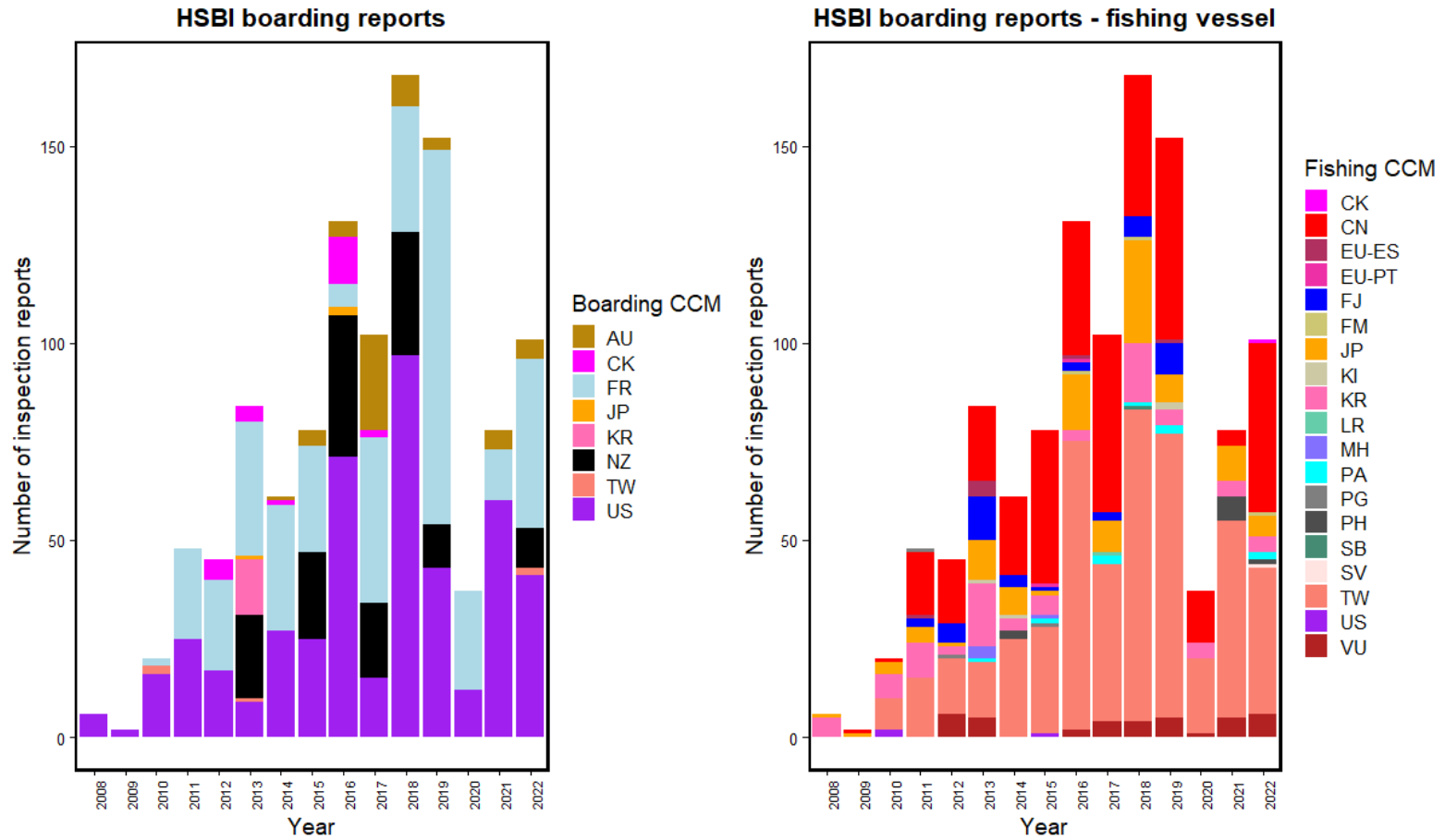
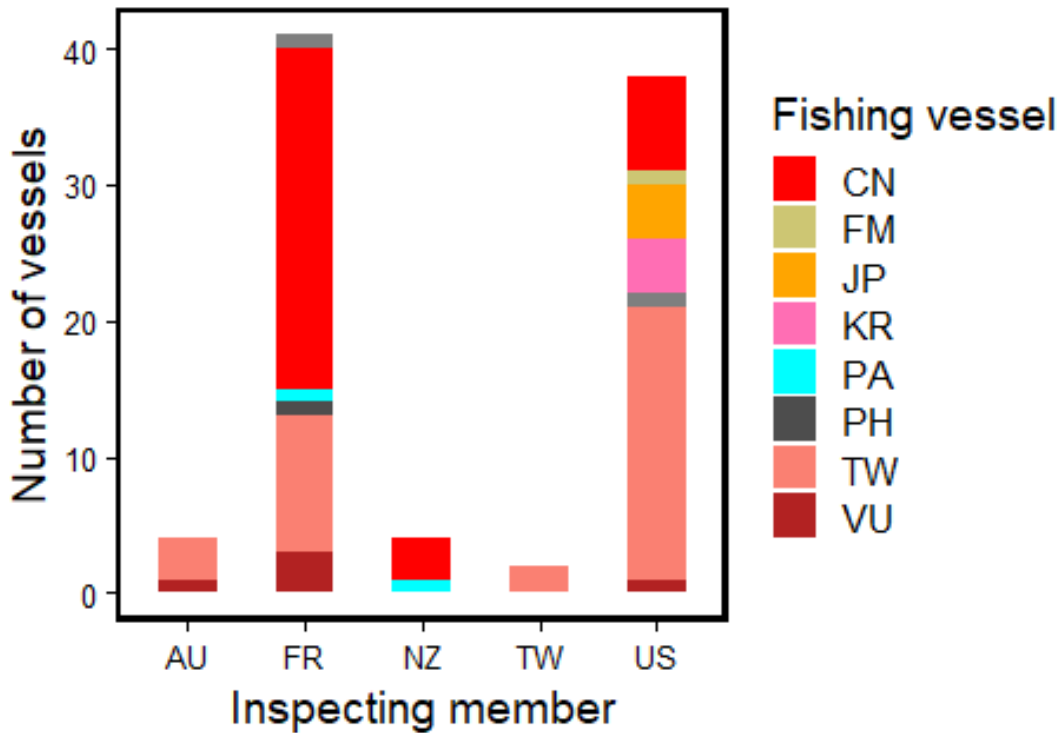


Figure 3: The number of inspection reports received (top) and the proportion of boarding reports (bottom) by inspecting CCM (left) and by the flag of the inspected vessel (right).

**Number of reports received by the Secretariat from members conducting High Seas boarding and inspections, with a breakdown by flag of the fishing vessel**

2022



Inspected	AU	FR	NZ	TW	US
CK	0	1	0	0	0
CN	0	25	3	0	7
FM	0	0	0	0	1
JP	0	0	0	0	4
KR	0	0	0	0	4
PA	0	1	1	0	0
PH	0	1	0	0	0
SV	0	0	0	0	1
TW	3	10	0	2	20
VU	1	3	0	0	1

Figure 4: Summary of the number of inspection reports received from each inspecting member and the flag state of the vessel inspected for each year in 2022.



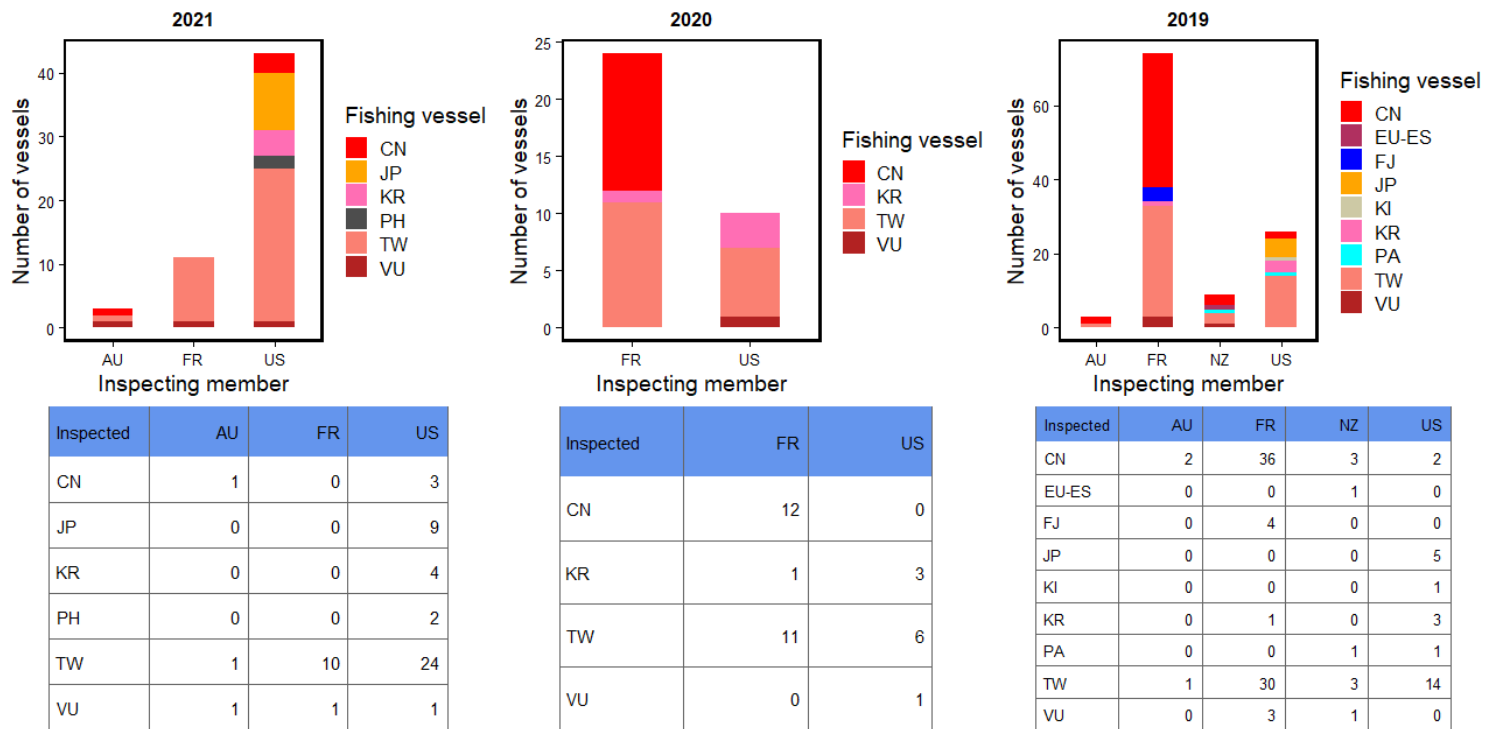


Figure 5: Summary of the number of inspection reports received from each inspecting member and the flag state of the vessel inspected for each year between 2019 and 2021.

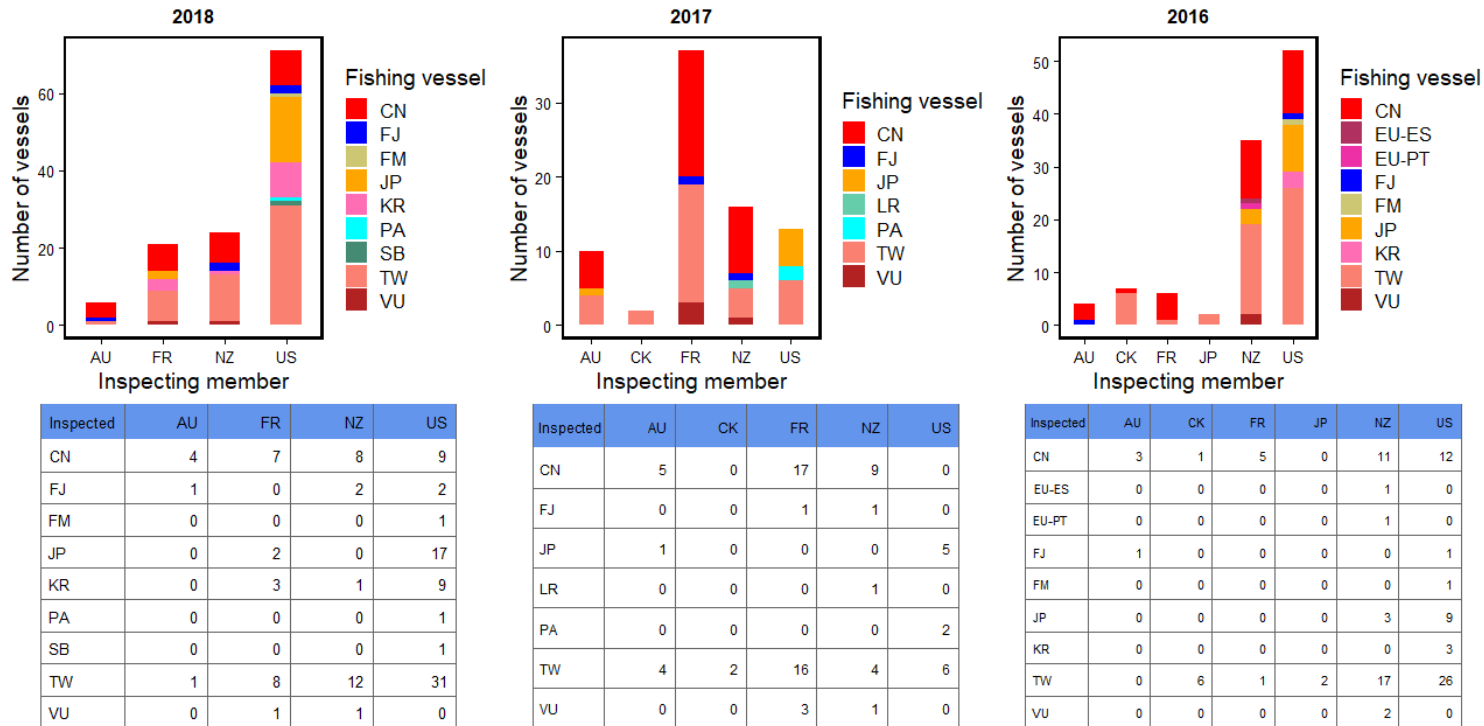


Figure 6: Summary of the number of inspection reports received from each inspecting member and the flag state of the vessel inspected for each year between 2016 and 2018.

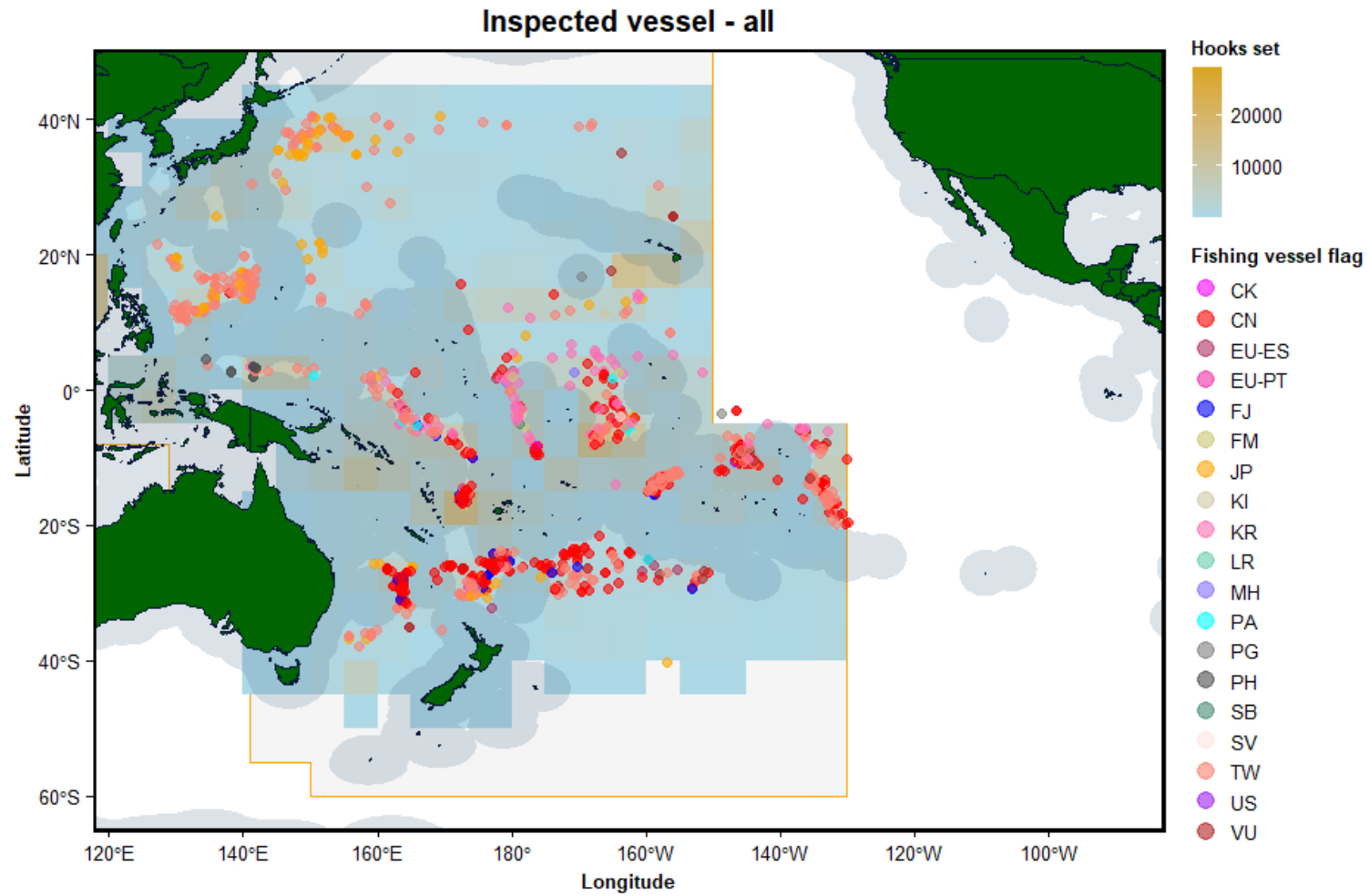


Figure 7: Distribution of all high seas boarding and inspections conducted in the Convention Area since 2008. Including the longline fishing effort surface averaged from 2016-2022 in hooks set (1000's).

### Boardings

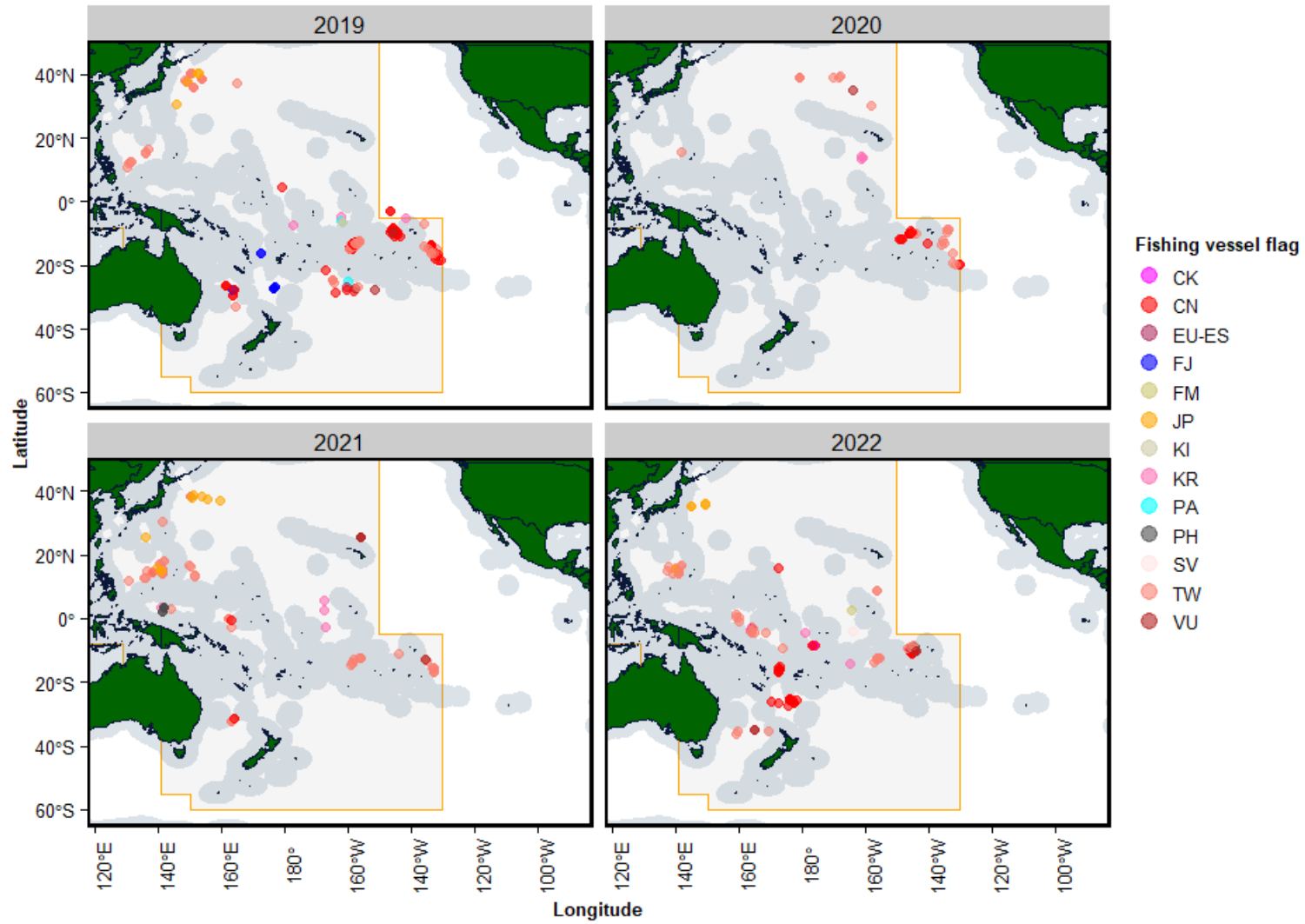


Figure 8: Distribution of all high seas boarding and inspections in the Convention Area 2019 - 2022. Including the longline fishing effort surface averaged in hooks set (1000's).

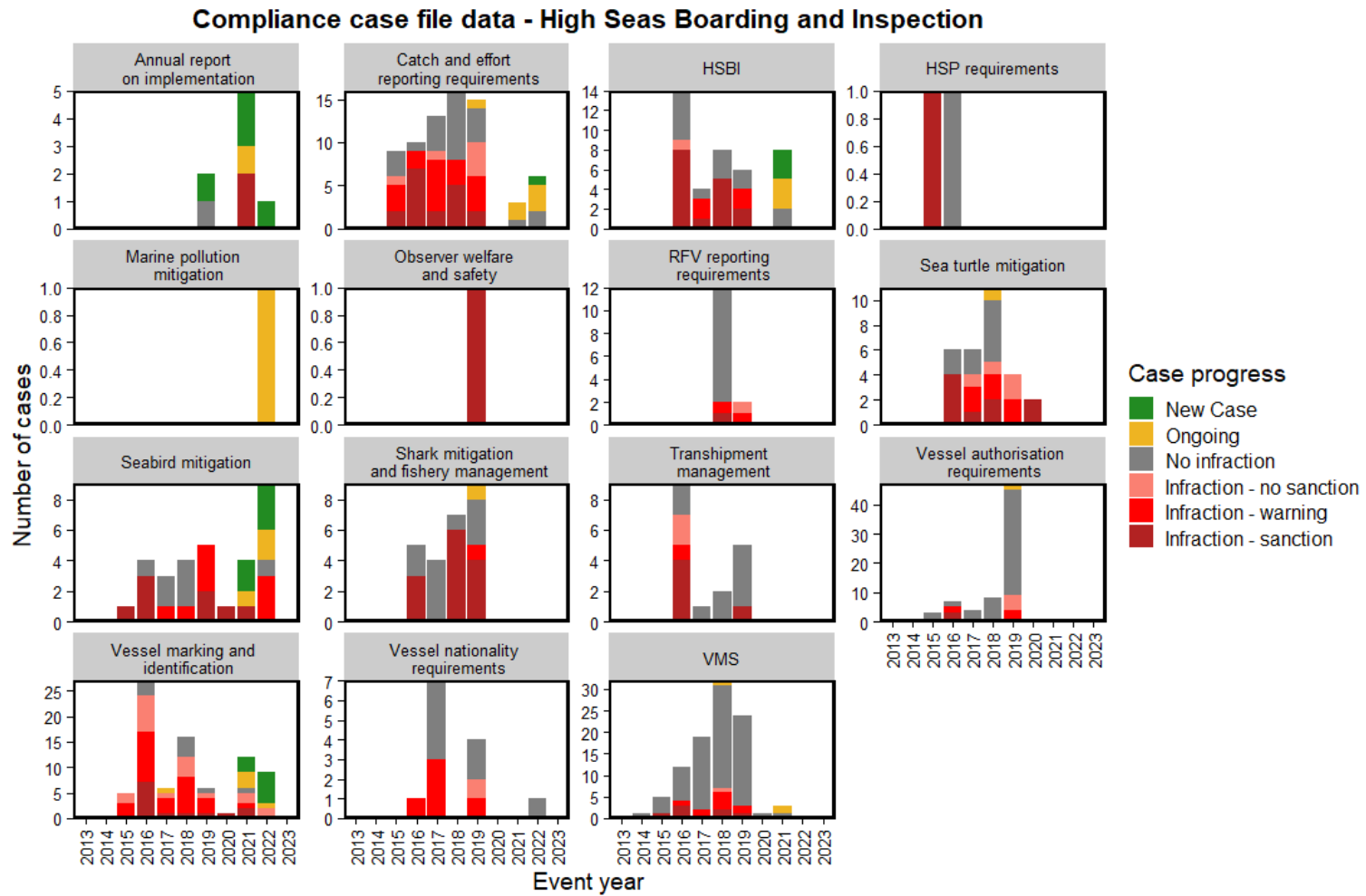


Figure 9: Summary of the themes and number of cases relating to alleged violations from HSBI between 2013 and 2022 and whether cases are still under investigation and, if completed, the outcome of the investigation (2023 data incomplete).

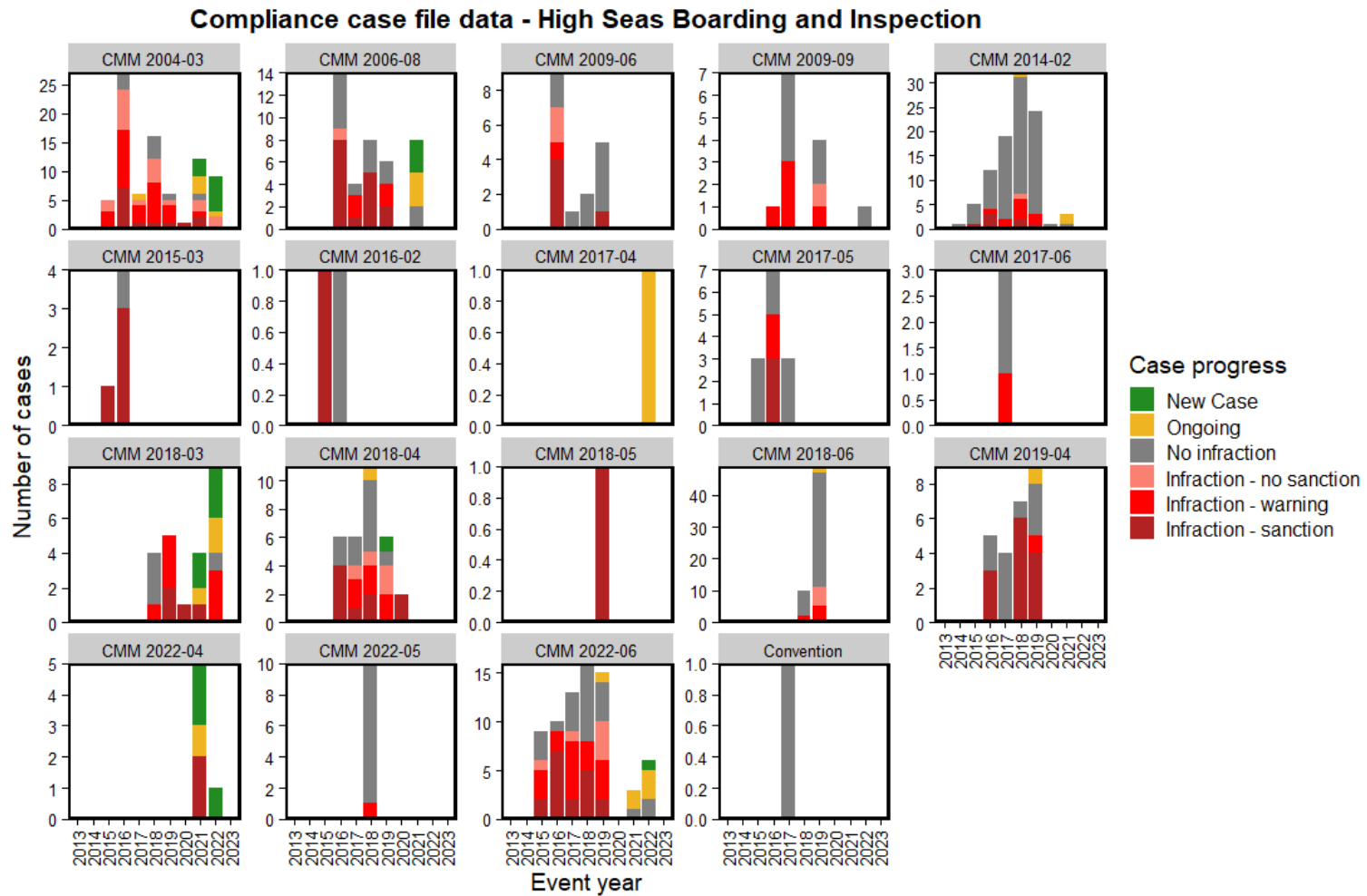


Figure 10: Summary of the outcomes of investigations of specific obligations where there have been alleged CMM infringements identified in HSBI reports that have resulted in a request for flag State investigation pursuant to Article 25(2) between 2016 - 2023 (2023 data incomplete).

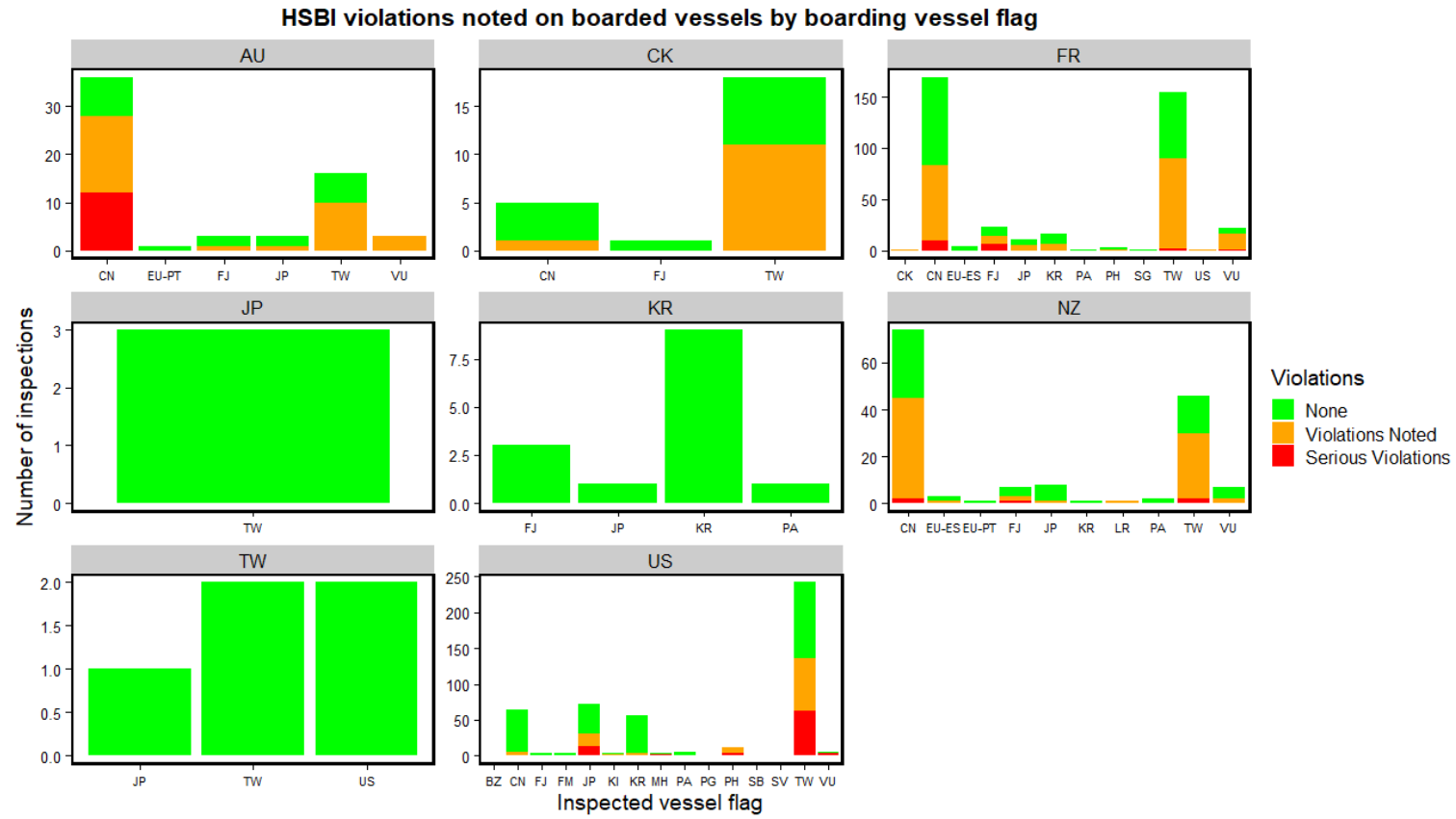


Figure 11: High seas boarding and inspection information from 2008-2022 showing the number of alleged violations detected by boarding flag CCM on the inspected vessels flag . Note these numbers do not reflect the number of vessels but rather the number of violations noted on an inspection.

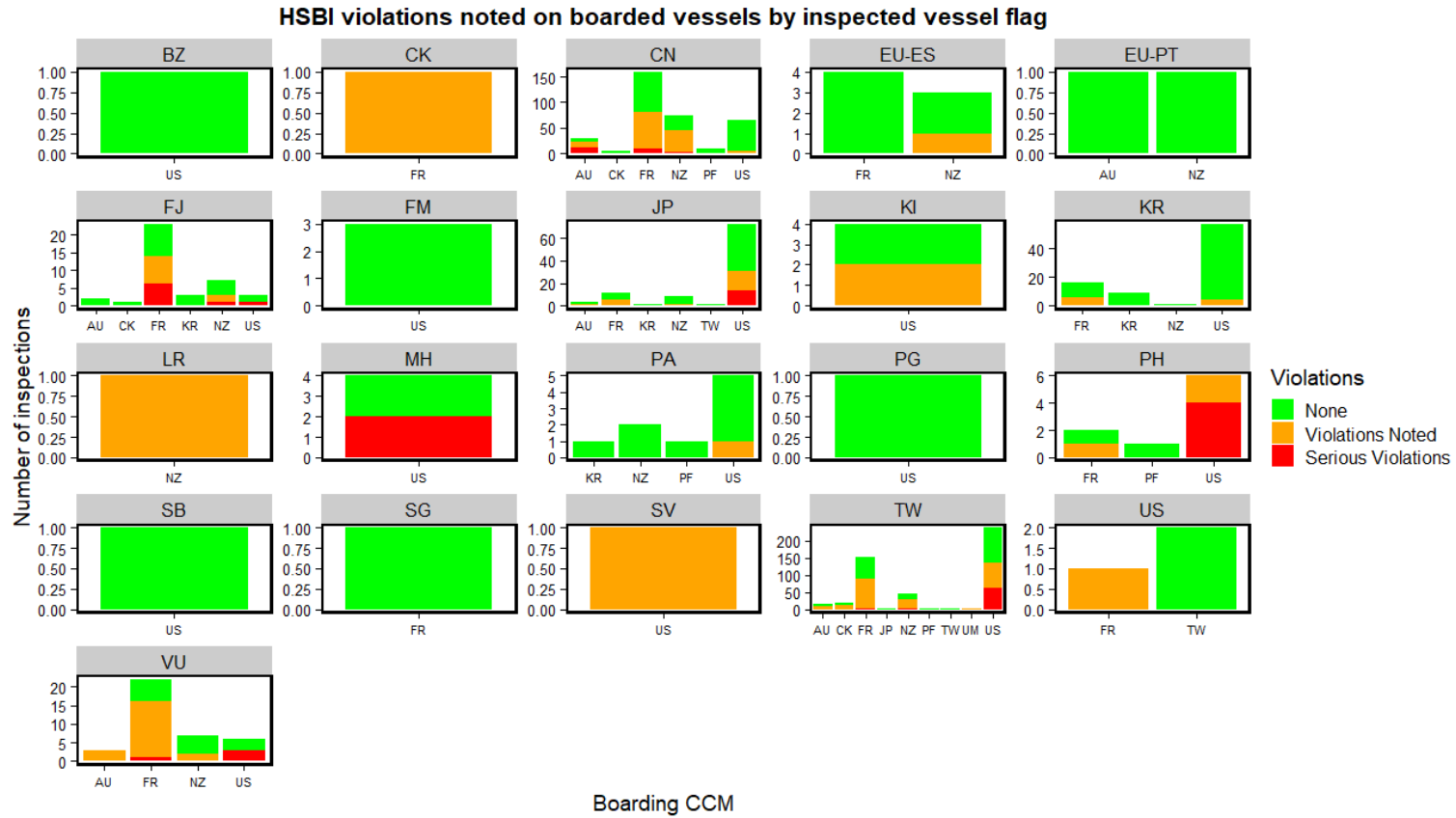


Figure 12: High seas boarding and inspection information from 2008-2022 showing the number of alleged violations detected on boarded vessels by boarding flag CCM. Note these numbers do not reflect the number of vessels but rather the number of violations noted on an inspection.



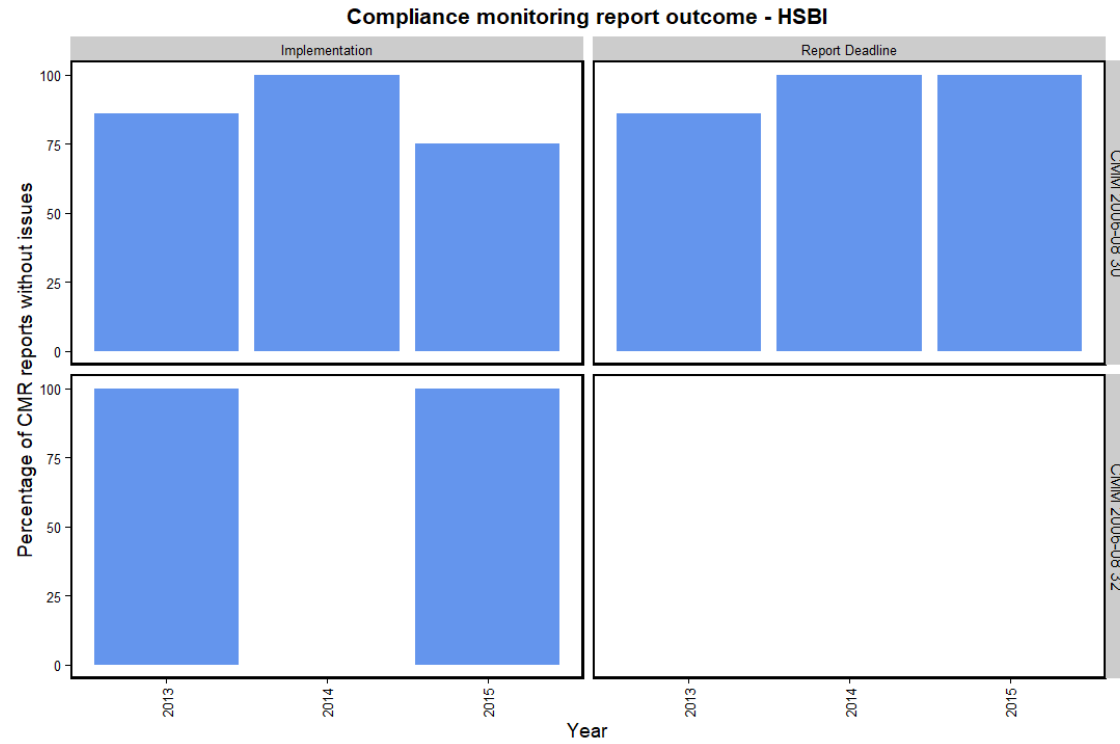


Figure 13: CMR Compliance Score relating to Inspection Activity related requirements over the years it was assessed.

**Annex I**

**Table AI - 1: Summary of CCMs responses to CMM 2006-08 in 2021 AR Part 2 covering 2020 activities (last year of CMR reporting for this CMM).**

CMM paragraph and brief	NA Summary of further information provided	YES Summary of further information provided
<p><b>CMM 2006-08 07</b> <i>Fishing vessels to accept HSBI boardings by duly authorised inspectors, and as applicable Members to ensure compliance of its authorised inspectors with the HSBI procedures.</i></p>	<p>12 No flag vessel fishing beyond areas of national jurisdiction or in the high seas, flag vessel not allowed to fish on the high seas, no HSBI's conducted.</p>	<p>25 Implemented through national legislation (Acts or Regulations), the Niue Treaty Subsidiary Agreement, through Flag Agreement with flag vessels, Plans of Action. 1 member responded "No" - not yet implemented with National policies and procedures.</p>
<p><b>CMM 2006-08 30</b> <i>Provide Full Report on HSBI.</i></p>	<p>25 Have no authorized inspection vessels to carry out HSBI; did not conduct HSBI, no vessels fish beyond national jurisdiction.</p>	<p>12 Twelve members either made no comment, have no inspection vessel on the HSBI register or did not conduct any HSBI's in 2020. Two members (NZ, USA) who conducted HSBI's in 2020 state full reports have been sent to flag States of fishing vessels and the WCPFC Secretariat.</p>
<p><b>CMM 2006-08 32</b> <i>Notification of serious violation(s) detected by inspection vessels during HSBI.</i></p>	<p>25 No HSBI undertaken or no HSBI of member's flagged vessels; no serious violation detected or notified.</p>	<p>12 No boardings carried out or received, procedures in place if boarded. Of the boardings that were undertaken, only one member reports finding serious violations, primarily fishing without a licence, permit or authorization issued by the flag member, failure to maintain sufficient records of catch and catch related data, intentional taking or retention of species in contravention of any applicable CMM; multiple violations which taken together constitute a serious disregard of measures in force, and/or using prohibitive fishing gear.</p>

Table AII - 1: Continued...

CMM paragraph and brief	NA Summary of further information provided	YES Summary of further information provided
<p><b>CMM 2006-08 33 and 36</b> <i>Response by authorities of the fishing vessel to a serious violation notification.</i></p>	<p>22 No serious violation detected; no HSBI of member's flagged vessels; no flag vessels fish on high seas</p>	<p>16 No boardings carried out or received, procedures in place if boarded. No HSBI conducted or no serious violation notification; several cases remain open but initial responses provided or, if a notification of serious violation is received, CCM respond immediately and internal investigation carried out and outcomes of investigation and case updated, no HSBI conducted, if occurs vessel can be instructed to return to port.</p>
<p><b>CMM 2006-08 40</b> <i>Annual reporting by members on the HSBI carried out by its authorized inspection vessels.</i></p>	<p>28 No serious violation detected; no HSBI of member's flagged vessels; no flag vessels fish on high seas</p>	<p>9 Did not conduct any HSBI in 2020; no inspection vessel on the HSBI register, vessels not allowed to fish on the high seas/outside areas of national jurisdiction; No HSBI carried out due to COVID 19 restrictions. CCMs answer YES but only 3 conducted HSBI in 2020 and one of these inspected vessels of their own flag (TW). One member (US) conducted 10 HSBI in 2020 noting violations of CMM.</p>
<p><b>CMM 2006-08 41</b> <i>Annual reporting by members on their actions in response to HSBI of their fishing vessels that resulted in observation of alleged violations.</i></p>	<p>29 No HSBI conducted; no flag vessel fishing on the high seas; no flag vessels boarded No cases of violations reported to CCM.</p>	<p>9 CCMs answer YES and provided further information depending on whether the case was still being investigated or had been completed and case files updated.</p>

Annex II

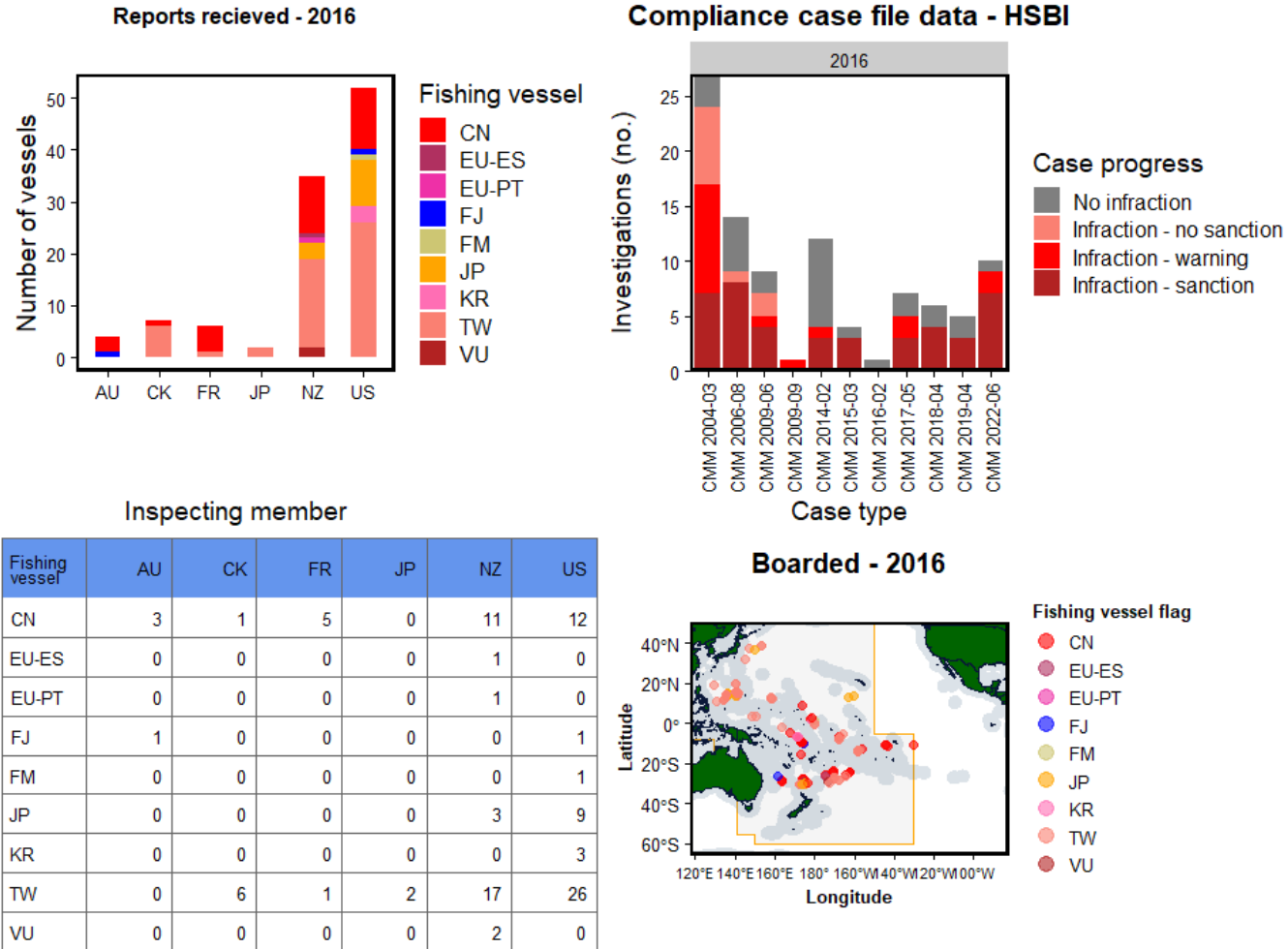


Figure AII - 1: Summary of the number of inspection reports received from each inspecting member and the flag state of the vessel inspected as well as the spatial distribution of boardings in 2016.

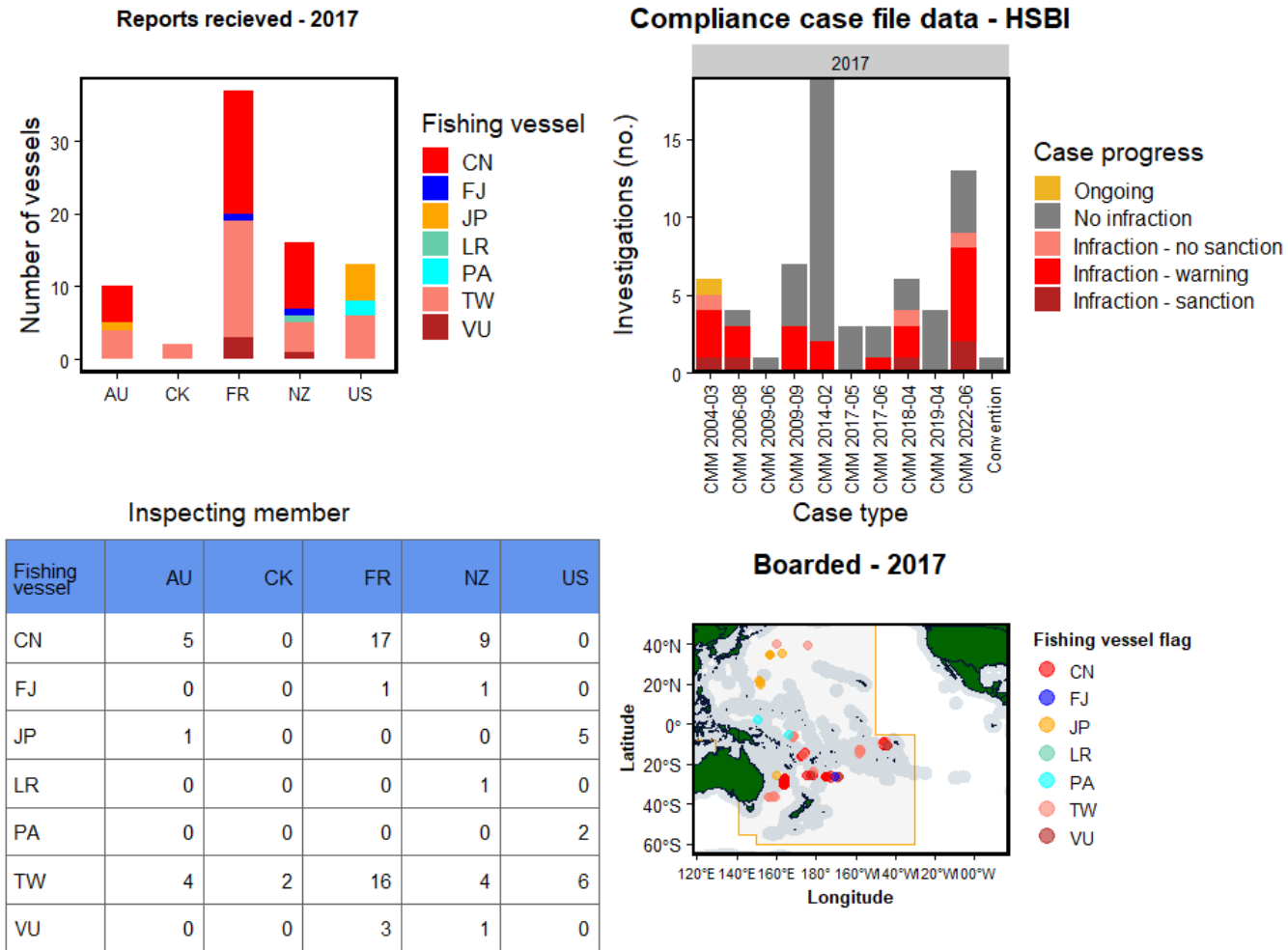


Figure AII - 2: Summary of the number of inspection reports received from each inspecting member and the flag state of the vessel inspected as well as the spatial distribution of boardings in 2017.

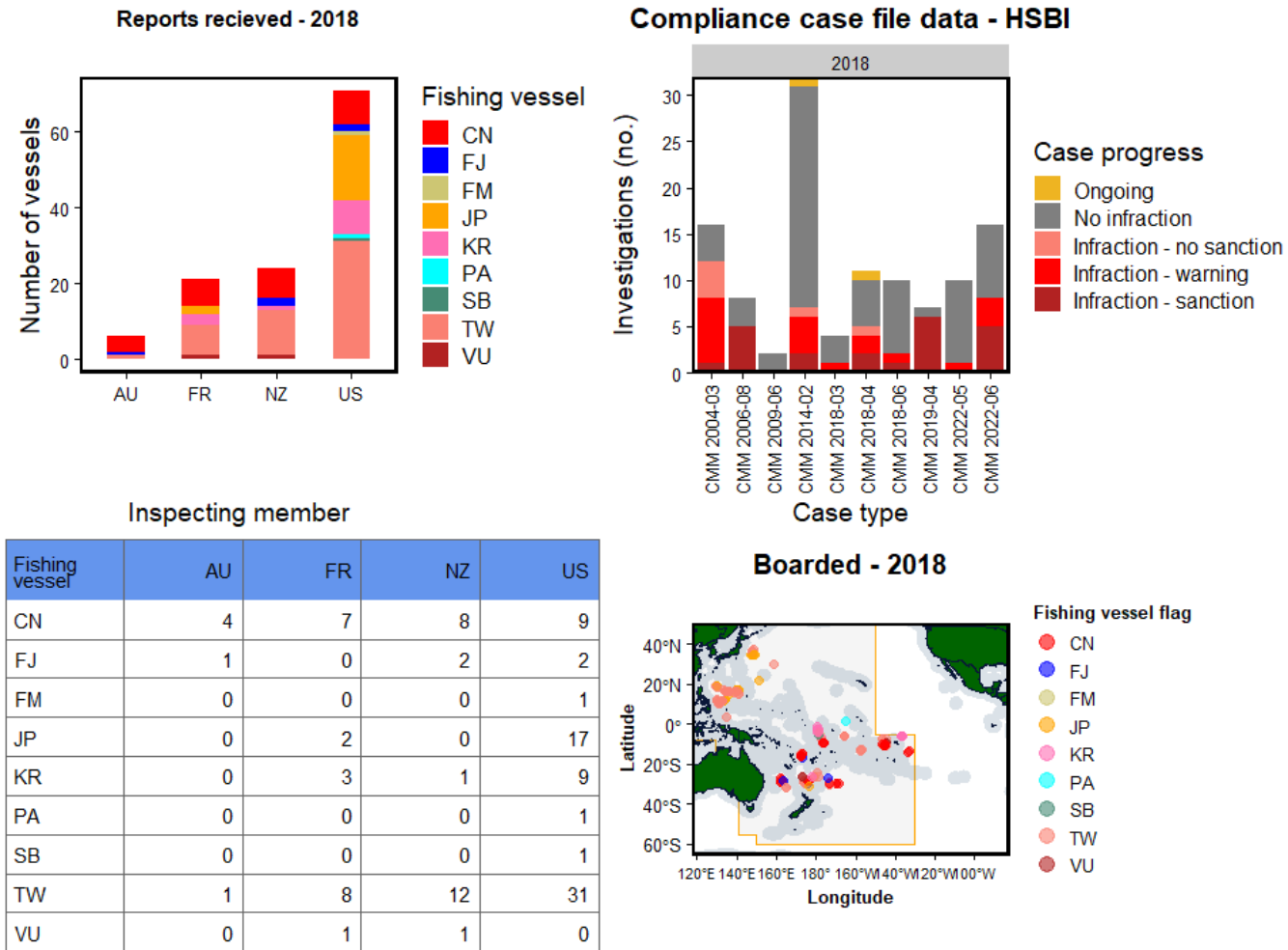


Figure AII - 3: Summary of the number of inspection reports received from each inspecting member and the flag state of the vessel inspected as well as the spatial distribution of boardings in 2018.

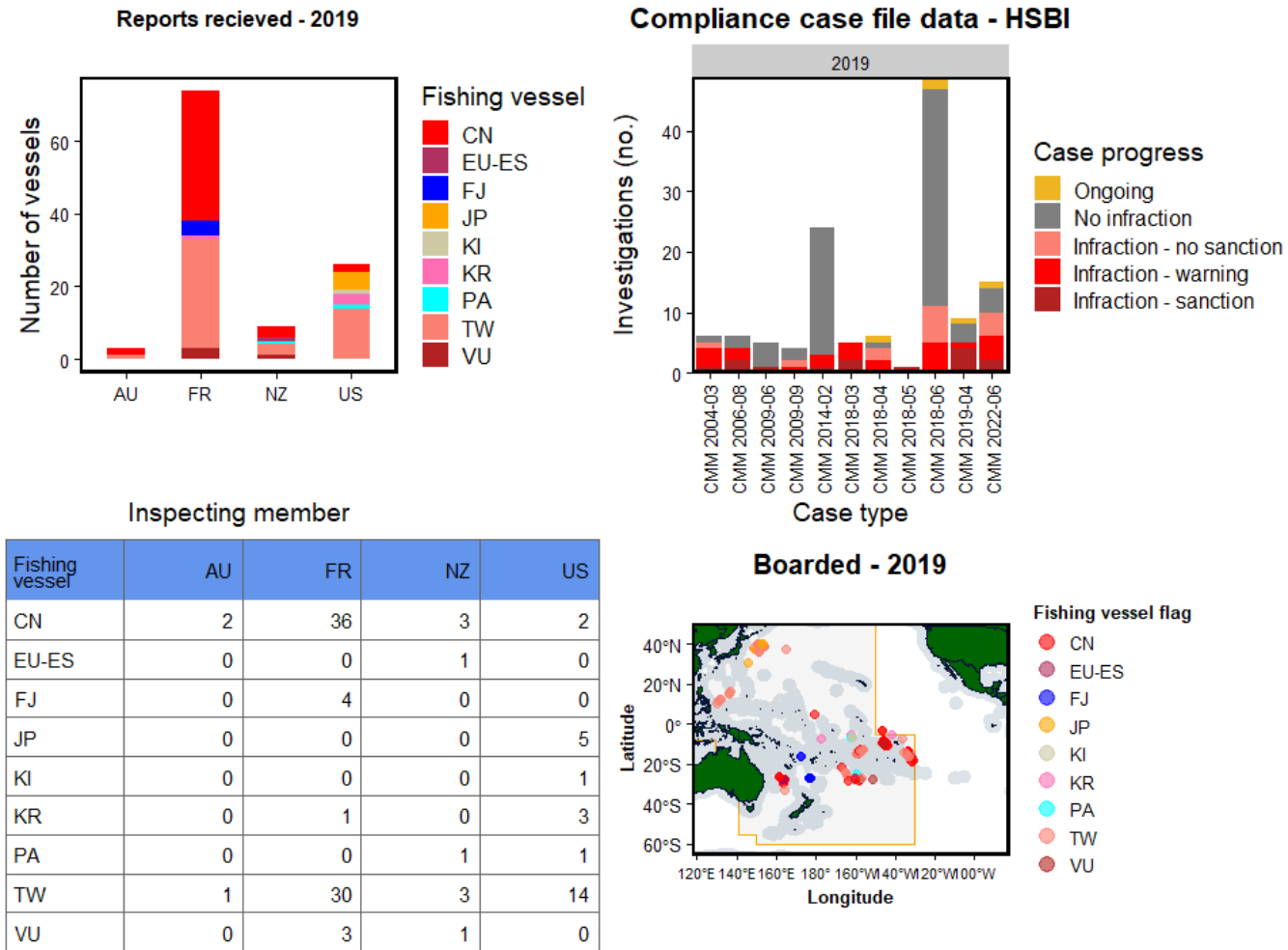


Figure AII - 4: Summary of the number of inspection reports received from each inspecting member and the flag state of the vessel inspected as well as the spatial distribution of boardings in 2019.

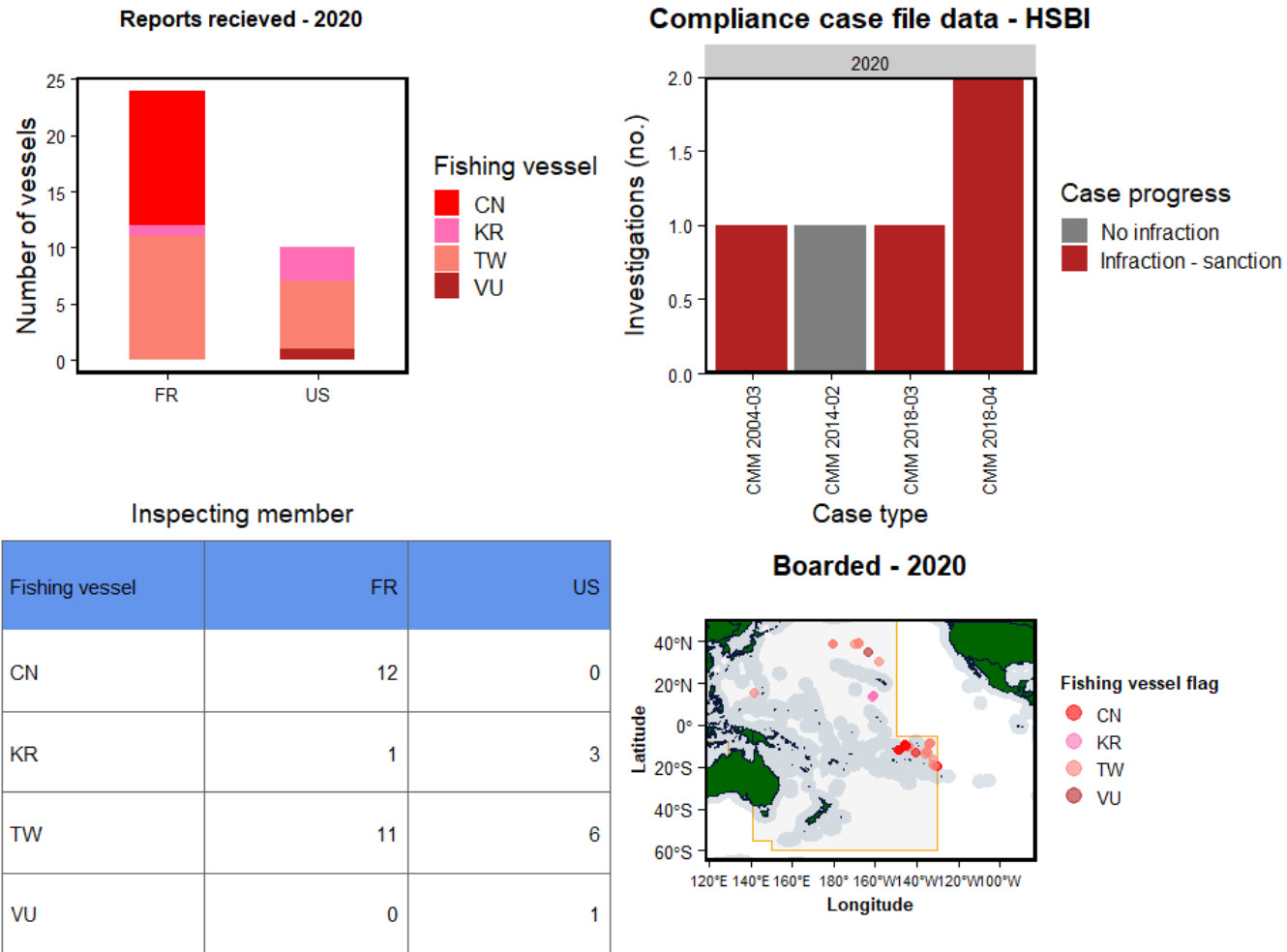


Figure AII - 5: Summary of the number of inspection reports received from each inspecting member and the flag state of the vessel inspected as well as the spatial distribution of boardings in 2020.





Figure AII - 6: Summary of the number of inspection reports received from each inspecting member and the flag state of the vessel inspected as well as the spatial distribution of boardings in 2021.

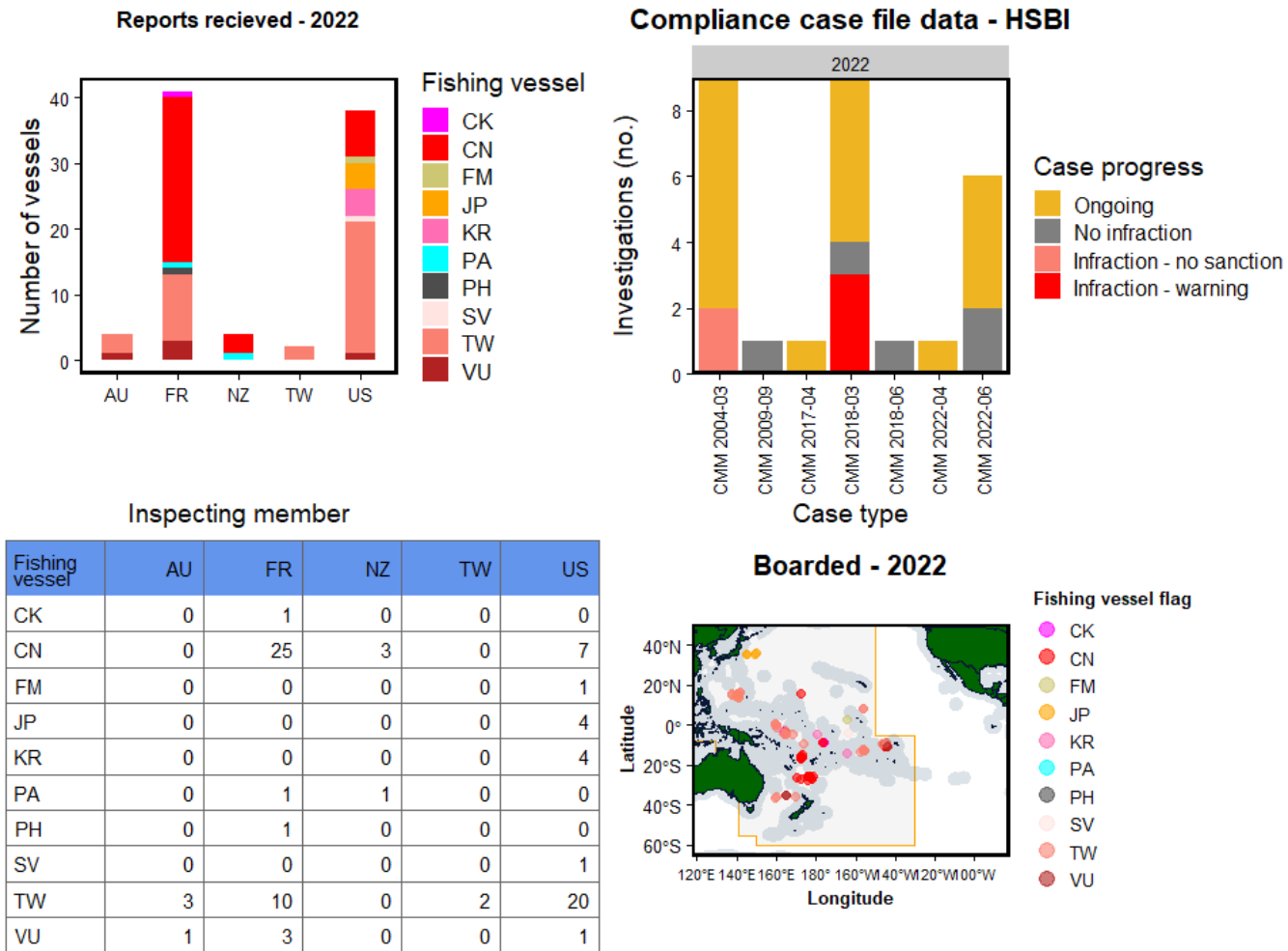


Figure AII - 7: Summary of the number of inspection reports received from each inspecting member and the flag state of the vessel inspected as well as the spatial distribution of boardings in 2022.