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Annual Report on the High Seas Pockets

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Contents

Purpose

1. This paper is an annual report on activities in the High Seas Pockets.

Introduction

2. While an annual report is required to report on activities in the Eastern High Seas Pocket Special Management Area (EHSP-SMA), no information is compiled on other high seas pockets within the WCPFC Convention Area. Other high seas pockets have special management arrangements that are reviewed by the Commission and that have been a focus for some MCS activities based on CCM risk assessments.

3. For this reason, the Secretariat has prepared this report to focus on available data and information and some preliminary insights. This is a trial report and as such, the Secretariat has limited the extent of data review and analysis. Feedback on the usefulness of such a report in the future is welcome.

Scope of the Report

4. Within the WCPFC Convention Area there are seven areas deemed as high seas pockets, but only four of these areas (High Seas Pocket 1 and 2, and areas I8 and I9) (Figure 1) are regularly referred to in the routine reporting of the WCPFC. The Pacific Community (SPC) divides the WCPFC Convention Area into 11 high seas areas, three of which (I3, I6, and I7) include high seas pockets. These areas are used to combine catch and effort data together for the proposes of aggregation and reporting, but the separate areas within I3, I6, and I7 are not distinguishable in the aggregated data set derived by SPC.

Catch and Effort

5. It was not possible to identify all the high seas pocket data in the WCPFC ***Catch by EEZ for distribution*** data set held by the SPC. The high seas pocket south of Japan data were lumped into I6, the high seas pocket data to the east of the Philippines are included in I3 and the high seas pocket within the New Zealand EEZ is included in I7. This has hindered the analysis of these areas. While this could be done by analysing the logsheet data, having an accessible raised data set that is consistent for all areas for catch and effort reporting would be useful. In addition, for area I7, it would be useful to separate the Tasman Sea, the area north of New Zealand and the small area below I5. For the purposes of this report, catch and effort data are reported for high seas pocket 1 (HSP1), 2 (HSP2), I8 (HSPI8) and I9 (HSPI9).

6. For the longline fishery, the highest catch has come from HSP1 (Figure 2) and most of that catch was yellowfin tuna (Figure 3). Since the mid-2000s the longline catch in HSP1 has declined. The catch in HSP2 increased through the 2000s and peaked in the 2010s, but has since also declined. Historical catch in this pocket was mostly swordfish with albacore dominating through the 2010s. Currently yellowfin makes up most of the catch. HSPI8 and HSPI9 have low levels of catch (Figure 2) which is mostly albacore (Figure 3). In both HSPI8 and HSPI9, more recent catches have remained relatively high. In all areas pole-and-line catch of skipjack tuna is low and sporadic.

7. High catch, predominantly of skipjack tuna, came from HSP2 prior to 2008. Since then catch has been very low (Figure 2) as a result of changes to requirements for WCPFC and the Parties to the Nauru Agreement (PNA). Prior to 2008, purse seine catch in HSP1 was also high, but has been relatively stable at around 25,000t annually since then. Purse seine catch in HSPI8 and HSPI9 is low and sporadic.

8. Figure 4 and Figure 5 provide the catch by flag CCM and the catch proportion by flag CCM respectively. These data show the HSP1 and HSP2 longline catch was predominantly taken by Chinese Taipei. HSPI8 and HSPI9 catch was taken by Chinese Taipei and Fiji prior to the mid-2010s, and by China in recent years. Almost all the pole-and-line catch is taken by Japanese vessels. Prior to 2010 the purse seine catch in HSP1 and 2 was largely taken by Japanese flagged vessels and a number of other fleets. Since 2010 most of the catch is by vessels flagged to the Philippines.

9. Figure 6 and Figure 7 show the effort in days and proportion of effort respectively, in each high seas pocket. These data largely reflect the catch data. While the purse seine days were estimated from the raised data set. The longline data do not have raised days presented. For the longline vessels these data were estimated from the logsheets and are presented in Table 1 to Table 4 along with the logsheet data for pole-and-line and purse seine vessels.

VMS data

10. Overall, the VMS data show that vessel densities are highest in HSP2, followed by HSP1. Densities are also high in the high seas pocket east of the Philippines (HSP3a) and the high seas pocket south of Japan (HSP6a). They are lowest in HSP8 and HSP9 (Figure 8).

11. The purse seine vessel density is highest in HSP2 particularly in the north west of that high seas pocket (Figure 9). As there is very little purse seine fishing in HSP2, this high density is unexpected, but it could be attributed to the high rates of high seas transhipment from purse seine vessels that occurs in that area. Purse seine vessel densities are also relatively high in HSP1 and very low in HSPI8 and HSPI9.

12. The density of longline VMS data is relatively high in HSP3a and HSP2 and is quite low in the other high seas pockets (Figure 10). Overall the pole-and-line density is low but highest in HSP6a and in the north ease of HSP3a (Figure 11). Bunker and carrier vessel densities are highest in the north east of HSP2 and throughout HSP1 (Figure 12). Support vessel densities are only high in the western area of HSP1, with low densities in the north west of HSP2 and south of HSP3a (Figure 13).

VMS data pocket HSP1

13. Figure 14 and Figure 15 show the annual trends in the number of vessels by flag and flag proportion respectively. These data show that in HSP1 bunkering increased slightly in 2021-2023, mostly due to in increase of Panama flagged vessels in that pocket. Carrier vessel numbers increased through to 2019 and then decreased again back to the levels seen in 2013, with most of those vessels through the time period flagged to the Philippines. Longline vessel numbers (mostly flagged to Chinese Taipei) are relatively constant. There are a few pole and line vessels in the area sporadically, all flagged to Japan. Numerous CCMs purse seine vessels fish in HSP1 and the number of vessels fluctuates slightly between years with vessel numbers increasing to 2017, remaining relatively stable at around 150 vessels and then declining after 2022. Support vessel, almost all flagged to the Philippines, were absent from the VMS data prior to 2016, but then increased to around 100 vessels and have fluctuated around that number without any apparent trend.

14. The data by month in HSP1 shows few trends by flag, but vessel numbers are relatively consistent for bunker vessels, however, carrier and support vessels show a strong decline in the Boreal summer, longliners decline slightly towards the middle of the year and purse seine numbers peak in the second quarter (Figure 16 and Figure 17).

VMS data pocket HSP2

15. The annual trends in vessel numbers and flag proportion in HSP2 are shown in Figure 18 and Figure 19. For most vessel types, these data fluctuate without trend. Only the purse seine vessels show any specific trends, with vessel numbers consistently declining slightly through the data series. Bunker and fish carrier vessels flagged to Panama both increase in proportion through the data series.

16. The monthly data show consistent vessel numbers for bunkers and carriers, and both longline and purse seine vessel numbers increase slightly in the Austral winter. Pole-and-line vessel numbers decline to very low numbers in the Austral winter (Figure 20). The CCM flag proportions are relatively consistent through the year, with the one stand out being a marked increase in Korean flagged longliners in the Austral winter (Figure 21).

VMS data pocket HSP3a

17. Overall the number of vessels in HSP3a fluctuate without trend (Figure 22). The flag CCM proportions show some trends. While purse seine, pole and line and other vessels are mostly flagged to Japan, longline vessels show an increase in the proportion of Chinese Taipei flagged vessels (Figure 23). As is the case in other high seas pockets, bunkers and carriers show an increase in vessels flagged to Panama. While only appearing in data recently, most support vessels are flagged to the Philippines, with one vessel in 2019 and 2020 flagged to Nauru.

18. The monthly data for HSP3a do not fluctuate much for most vessel types (Figure 24 and Figure 25). There is a slight decline in bunker and longline vessels through the year, a slight increase in purse seine vessels in the middle of the year, and pole and line vessels appear to leave the area in the Boreal summer.

VMS data pocket HSP6a

19. Few vessels operate in HSP6a. Most are longline vessels flagged to Korea and Japan (Figure 26 and Figure 27). The number of vessels for most vessel types fluctuate without trend in that area. Compared to other high seas pockets, HSP6a has relatively consistent vessel numbers (around 30 in most years). Most vessels are flagged to Japan, but bunkers tend to be Korean flagged and carriers are largely from Panama and Korea. Longline vessels are mostly flagged to Japan and Chinese Taipei.

20. The number of vessels by month vary, showing a slight increase in longline vessels in HSP6a from March to June, and a decline in pole-and-line vessels and other vessels in the Boreal summer (Figure 28). Longline vessels flagged to Korea increase in proportion from April to September (Figure 29).

VMS data pocket HSPI8

21. HSPI8 has few vessels operating in that area. Most are longline vessels flagged to China (Figure 30 and Figure 31). The number of longline vessels decreases through the data series as do the numbers of fish carriers, with none in 2023 and 2024.

22. The number of vessels by month are variable for most vessel types in HSPI8 (Figure 32) with no discernible trends by flag (Figure 33).

VMS data pocket HSPI9

23. Vessel numbers in HSPI9 are low. While there were over 100 longline vessels reporting in 2013 and 2014, since then the numbers have declined to around 60 (Figure 34). Most longline vessels in HSPI9 are flagged to Chinese Taipei and most purse seine vessel are flagged to the USA (Figure 35).

24. While the annual trends in HSPI9 are weak, this area shows strong monthly trends. Bunkers and longline vessels flagged to Chinese Taipei increase sharply from March to September with few vessels at the beginning and end of the year (Figure 36 and Figure 37). In contrast, purse seine and fish carrier vessels are more frequently recorded at the beginning and end of the year.

High seas boarding and inspections

25. High seas boarding and inspection activities occur in the high seas pockets, and are undertaken by the Cook Islands, France, Japan, Korea, New Zealand, Chinese Taipei and the Unites States. The location of these activities from 2014 - 2023 are shown in Figure 38, and the most recent activities are shown by year in Figure 39. There were few boardings and inspections in 2020 but more in 2021 and 2022.

26. In HSP1, there were low numbers of inspections undertaken from 2014-2017, with more occurring in 2022 and 2023 (Figure 40). Most of the inspection reports were derived from inspection vessels flagged to the USA and some from France in 2014. Most of the inspection reports were derived from inspected vessels flagged to the Philippines and Chinese Taipei.

27. High seas boarding and inspection activities in HSP2 have been undertaken by the USA, Korea, France and Chinese Taipei (Figure 41). Most of the inspected vessels were flagged to Chinese Taipei and China. In HSP3a, most of the inspecting vessels are from the USA, with some also undertaken by Japan and Chinese Taipei. The majority of inspection reports related to vessels flagged to Chinese Taipei (Figure 42). The only inspection undertaken in HSP6a, was by a USA inspection vessel on a Japanese flagged vessel (Figure 43).

28. In HSPI8, boarding and inspections are undertaken by France, New Zealand and the USA, with most inspections on vessels flagged to China (Figure 44). A larger number of boardings and inspections are undertaken in HSPI9 with most undertaken by French inspection vessels (Figure 45). Most of the inspections were of vessels flagged to Chinese Taipei and China. These trends largely reflect the fishing effort in these pockets.

29. For more information on the nature of these cases and case outcomes, see the detailed high seas boarding and inspection report (*WCPFC-TCC20-2024-RP04*).

Philippines fishing vessels in high seas pocket 1

30. Under *CMM 2023-01* (the Tropical Tuna CMM) and its predecessors,the Philippines has special management obligations (Attachment 2 of CMM2023-01). The following information relates to the Philippine flagged

vessels fishing in HSP1.

31. Catch by Philippine flagged purse seine vessels in HSP1 were low prior to 2012. After this time, catch increased and has been relatively stable at 20,000-25,000t (Figure 46). Similarly, the effort was low prior to 2013, spiked in 2014, and has been relatively consistent at about 2,500 days since then (Figure 47).

32. For the vessels authorised to fish in HSP1, the VMS data show that most (80%) vessels are fish carriers and support vessels, with the remainder being purse seine vessels (19%). Most of these data (50%) come from EEZs (mostly Palau), 47% from HSP1, with the remaining 3% coming from HSP3a and HSP6a and some other high seas areas. Some of these vessels, mostly fish carriers and support vessels, have a HSP1 authorisation with the vessel authorisation type designated as *"Distant Water Fishing Permit"* or *"International Fishing Permit"*. This may create some confusion when undertaking the analyses. In addition there are over 20 different variations in the vessel authorisation area code for these vessels, suggesting some standardisation would be useful.

33. Table 5 shows the Philippine vessels by year and vessel type that have been active in HSP1. Table 6 shows the number of vessels by year and vessel type authorised to fish in HSP1. It is evident that more vessels are active in HSP1 than are authorised to fish there. Note that this vessel activity can include transiting and other activities the area and does not necessarily mean that the vessel was fishing.

34. Vessels entering and exiting HSP1 are required to provide entry and exit reports. These data for the Philippine vessels are presented in Table 7. This table also includes the numbers of missing reports, possible duplicate reports that have been identified, and the mean duration these vessels spent in HSP1. Support vessels spend the most time in the area while fish carriers spend a short duration.

Tables

Table 1: Logsheet days in the high seas pocket 1.

HS Pocket 1														
Gear	Year	CN	FM	JP	KI	KR	MH	PG	PH	PW	SB	TW	US	VU
Longline	2014	0	0		0	0	0	0	0	0			0	0
	2015				0	0	0	0	0	0			0	
	2016		0		0	0	0	0	0	0	0		0	0
	2017	0	0		0	0	0	0	0				0	0
	2018				0	0	0	0	0				0	0
	2019	0	0		0	0	0	0	0				0	
	2020	0			0	0	0	0	0	0	0		0	
	2021	0		0	0	0	0	0	0	0			0	0
	2022	0			0	0	0	0	0	0			0	
Pole-and-line	2015	0	0		0	0	0	0	0	0	0	0	0	0
	2019	0	0		0	0	0	0	0	0	0	0	0	0
	2020	0	0		0	0	0	0	0	0	0	0	0	0
	2021	0	0		0	0	0	0	0	0	0	0	0	0
	2022	0	0		0	0	0	0	0	0	0	0	0	0
Purse seine	2014	1	0	0	2	0	0	1	2,665	0	0	0	0	0
	2015	0	0	0	0	0	0	3	2,435	0	0	0	0	0
	2016	0	0	0	0	0	0	0	2,639	0	0	0	0	0
	2017	0	1	0	0	0	0	7	2,696	0	0	1	3	0
	2018	0	4	7	0	2	0	5	2,749	0	0	0	2	0
	2019	0	4	9	0	0	0	0	2,654	0	0	0	0	0
	2020	0	1	0	0	6	0	5	2,635	0	1	0	0	0
	2021	0	1	59	0	0	0	1	2,539	0	0	1	0	0
	2022	0	0	0	0	3	1	2	2,562	0	0	1	0	0

Table 2: Logsheet days in the high seas pocket 2.

HS Pocket 2																		
Gear	Year	CK	CN	FJ	FM	JP	KI	KR	MH	NR	NZ	PG	PH	SB	TV	TW	US	VU
Longline	2014	0					0		0	0	0	0	0				0	
	2015	0							0	0	0	0	0				0	
	2016								0	0	0	0	0		0		0	
	2017	0							0	0	0	0	0				0	
	2018	0							0	0	0	0	0				0	
	2019								0	0	0	0	0				0	
	2020	0							0	0	0	0	0				0	
	2021	0				0				0	0	0	0		0		0	
	2022								0	0	0	0	0				0	
Pole-and-line	2014	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	2016	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	2017	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	2019	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	2020	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	2021	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
	2022	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0
Purse seine	2014	0	7	0	5	4	7	12	2	0	21	14	0	0	0	8	8	2
	2015	0	0	0	5	0	2	5	0	0	100	16	1	0	0	3	19	0
	2016	0	0	0	7	14	7	6	3	0	0	24	3	11	0	3	15	0
	2017	0	0	0	6	0	3	18	5	0	0	13	0	9	0	1	16	0
	2018	0	0	0	6	0	6	14	3	0	0	6	0	2	0	2	50	0
	2019	0	0	0	5	0	3	3	0	2	0	0	0	1	0	5	28	1
	2020	0	0	0	14	0	6	26	2	7	0	1	0	4	0	10	24	1
	2021	0	0	0	5	18	4	20	2	7	0	2	0	1	2	21	0	0
	2022	0	0	0	9	1	11	19	4	3	0	0	0	1	8	14	0	0

Table 3: Logsheet days in the high seas pocket 8.

HS Pocket I8													
Gear	Year	CK	CN	FJ	FM	KI	KR	SB	TV	TW	US	VU	WS
Longline	2014	0			0	0	0		0		0		
	2015	0			0	0	0		0	0	0	0	0
	2016	0					0		0		0	0	0
	2017	0			0		0				0		0
	2018	0			0		0		0		0		0
	2019					0	0		0		0		0
	2020	0					0				0		0
	2021	0			0		0	0	0		0		0
	2022				0		0		0		0		0
Purse seine	2016	0	0	0	0	0	2	0	0	0	0	0	0
	2020	0	0	0	0	0	0	0	0	0	1	0	0

Table 4: Logsheet days in the high seas pocket 9.

HS Pocket I9											
Gear	Year	CN	FJ	FM	KI	KR	SB	TW	US	VU	WS
Longline	2014			0	0	0			0		0
	2015				0	0	0	0	0		0
	2016		0		0	0	0		0	0	0
	2017		0	0	0	0			0	0	
	2018		0	0	0	0	0		0		
	2019			0	0	0	0		0		0
	2020		0	0	0	0	0		0	0	0
	2021		0	0		0	0		0	0	0
	2022		0	0	0	0	0		0		0
Purse seine	2014	0	0	0	0	0	0	0	2	0	0
	2015	0	0	0	0	1	0	0	0	0	0

Table 5: VMS number of vessels flagged to the Philippines in the high seas pocket 1.

High Seas Pocket 1 All Philippine vessel activity - number of vessels					
Year	Bunker	Fish carrier	Others	Purse seiner	Support vessel
2013	0	45	4	37	1
2014	0	59	5	39	6
2015	0	60	4	37	11
2016	0	68	4	50	52
2017	0	92	0	61	111
2018	0	87	0	53	107
2019	0	82	0	62	112
2020	0	71	0	49	93
2021	0	74	0	53	96
2022	0	67	0	43	97
2023	0	54	0	36	85
2024	1	46	0	23	73

Table 6: VMS number of vessels flagged to the Philippines authorised to fish in high seas pocket 1.

High Seas Pocket 1 authorised Philippine vessel activity - number of vessels				
Year	Fish carrier	Others	Purse seiner	Support vessel
2013	37	2	21	1
2014	52	4	28	4
2015	46	4	25	8
2016	52	4	28	49
2017	80	0	37	108
2018	71	0	31	104
2019	69	0	34	104
2020	62	0	24	89
2021	67	0	26	91
2022	61	0	26	94
2023	46	0	20	82
2024	43	0	17	66

Table 7: The entry and exit reporting information for the Philippines vessels in high seas pocket 1.

High Seas Pocket 1 Philippine vessel entry and exit reports							
Year	Vessel type	Number of vessels	Mean duration in pocket	Missing entry report	Missing exit report	Possible duplicate entry report	Possible duplicate exit report
2013	Fish carrier	35	22.83	17	18	0	0
	Others	1	8.00	0	0	1	0
	Purse seiner	10	220.78	1	5	0	1
	Support vessel	22	189.07	5	3	0	0
2014	Fish carrier	71	12.61	39	61	1	0
	Others	5	214.20	3	2	0	0
	Purse seiner	30	165.55	18	0	1	1
	Support vessel	95	213.51	52	16	1	1
2015	Fish carrier	75	12.71	25	20	1	0
	Others	3	239.50	1	1	0	0
	Purse seiner	23	184.75	8	4	0	0
	Support vessel	79	213.89	26	19	3	3
2016	Fish carrier	77	18.04	10	24	3	3
	Others	2	74.00	0	0	2	0
	Purse seiner	29	106.28	6	21	1	3
	Support vessel	102	241.22	26	33	6	9
2017	Fish carrier	75	62.30	38	41	1	2
	Purse seiner	33	23.99	59	71	9	5
	Support vessel	38	283.56	14	12	0	0
2018	Fish carrier	84	20.91	49	67	9	8
	Purse seiner	33	62.41	108	44	13	23
	Support vessel	100	199.39	23	32	3	1
2019	Fish carrier	76	22.06	18	94	11	8
	Purse seiner	29	172.35	6	24	3	1
	Support vessel	97	476.90	20	67	5	3
2020	Fish carrier	68	34.99	39	52	9	15
	Purse seiner	25	208.77	8	4	2	5
	Support vessel	17	258.07	2	3	0	0
2021	Fish carrier	70	20.36	19	22	1	0
	Purse seiner	27	187.45	1	4	1	1
	Support vessel	97	219.61	20	33	1	0
2022	Fish carrier	66	28.05	24	35	1	2
	Purse seiner	20	199.13	5	7	2	2
	Support vessel	79	196.65	15	66	9	2
2023	Fish carrier	48	23.71	17	28	5	4
	Purse seiner	9	67.00	2	6	0	0
	Support vessel	27	111.83	2	22	0	1
2024	Fish carrier	46	20.22	11	41	1	6
	Purse seiner	7		2	6	0	2
	Support vessel	9		0	10	0	0

Figures

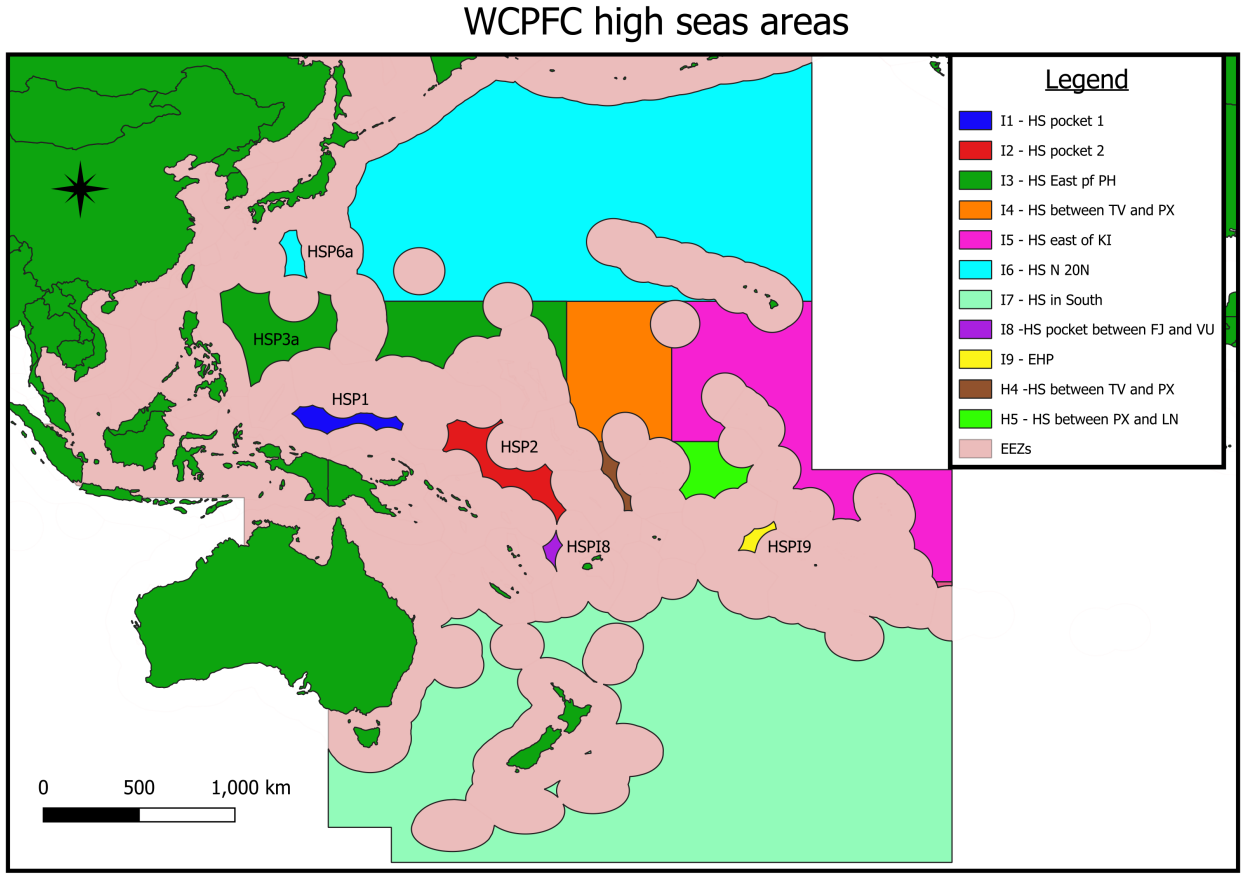

Figure 1: WCPFC high seas area designations used in the WCPFC catch attribution by area showing the high seas pockets as there are referred to in this report.

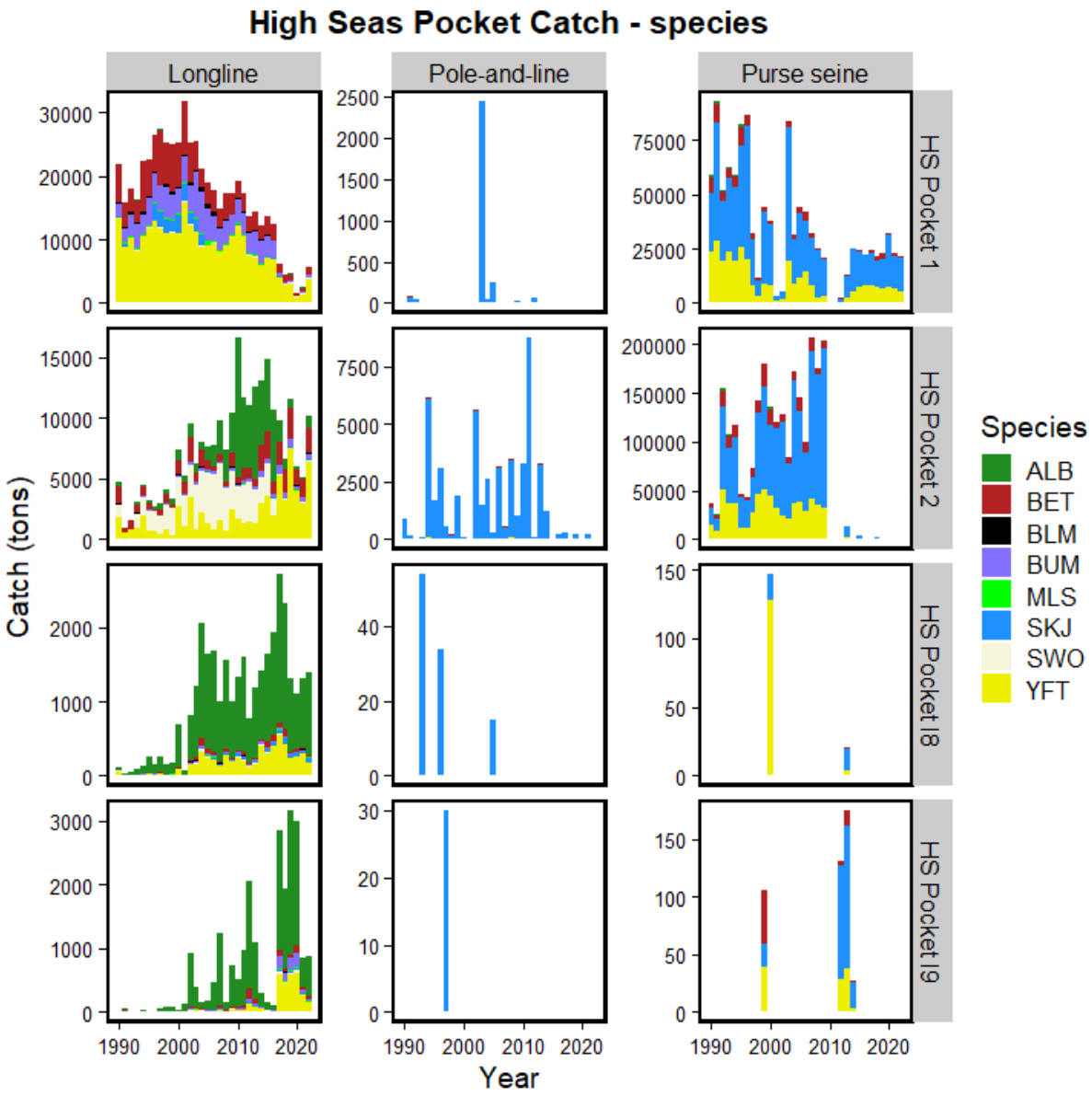

Figure 2: Catch within the high seas pockets 1990-2022.

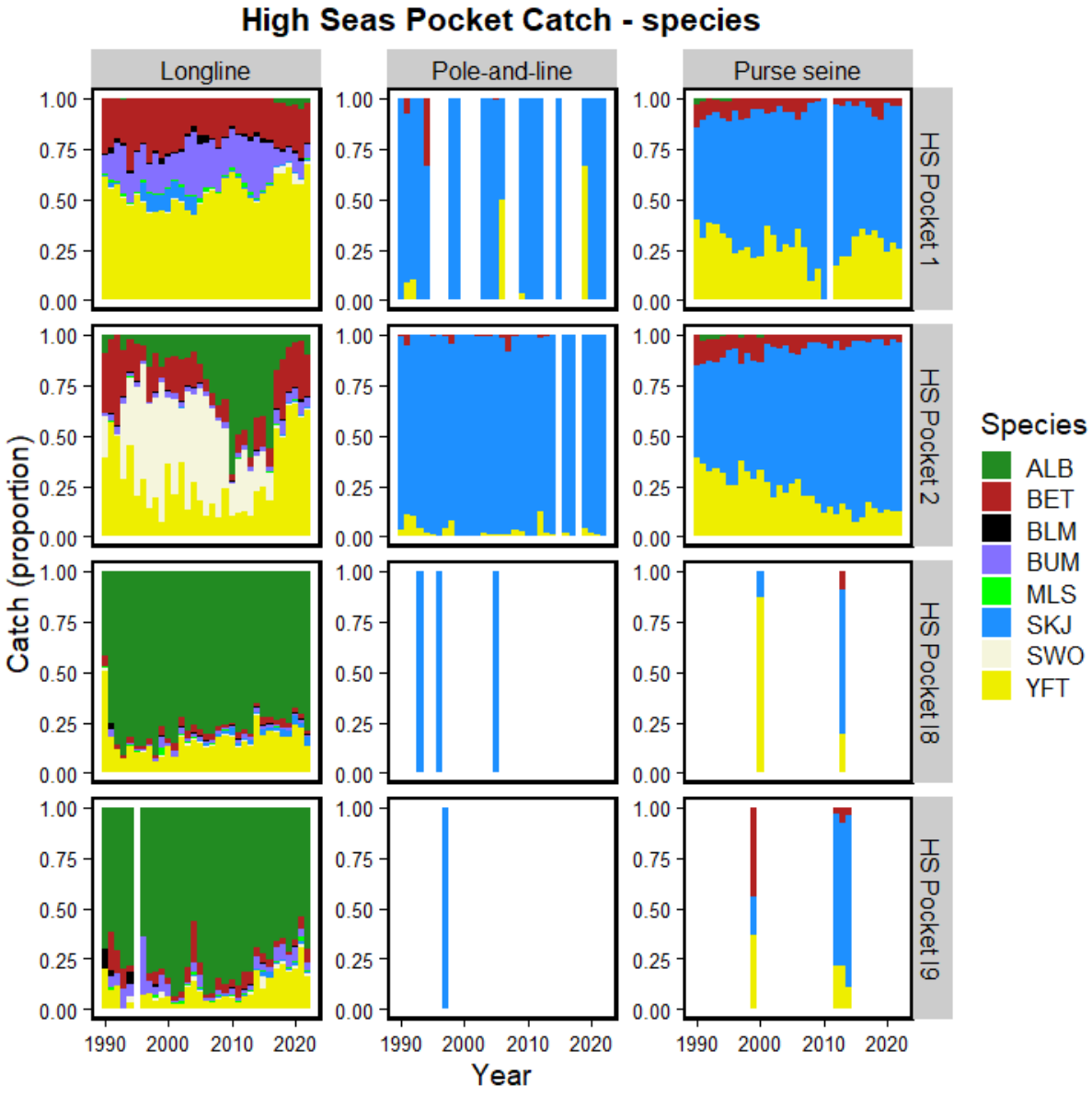

Figure 3: Proportion of catch by flag within the high seas pockets 1990-2022.

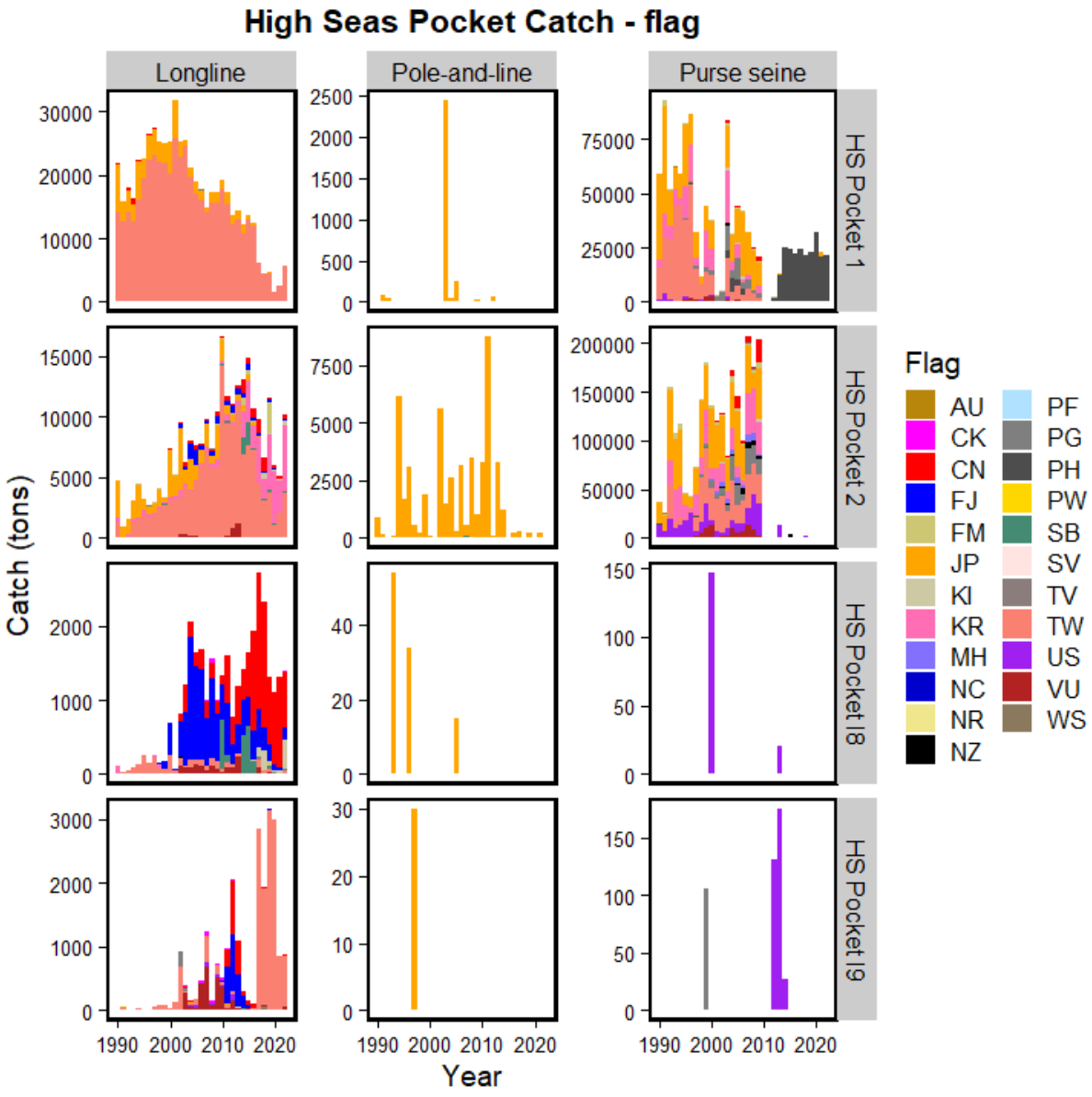

Figure 4: Catch by flag within the high seas pockets 1990-2022.

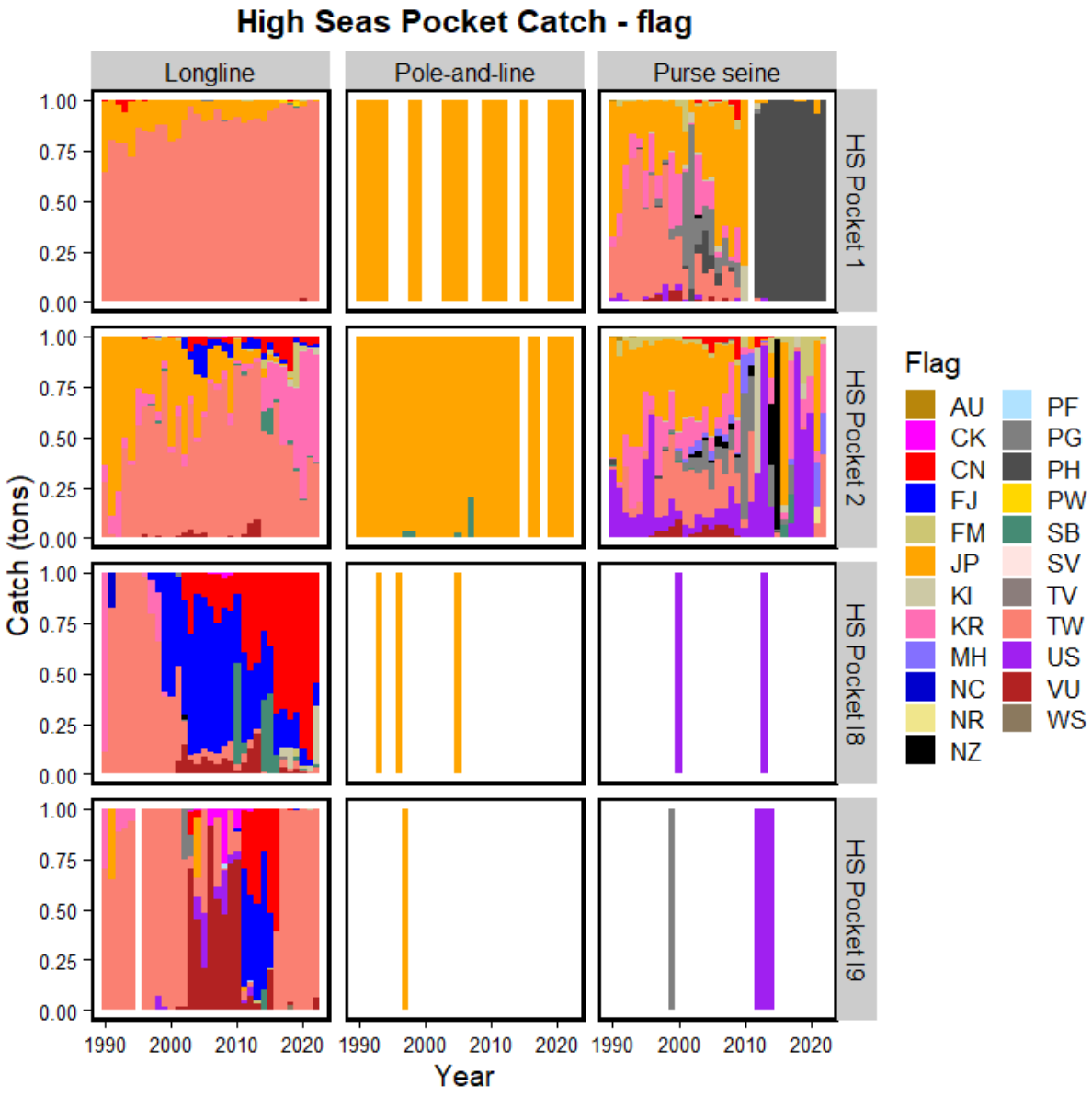

Figure 5: Proportion of catch by flag within the high seas pockets 1990-2022.

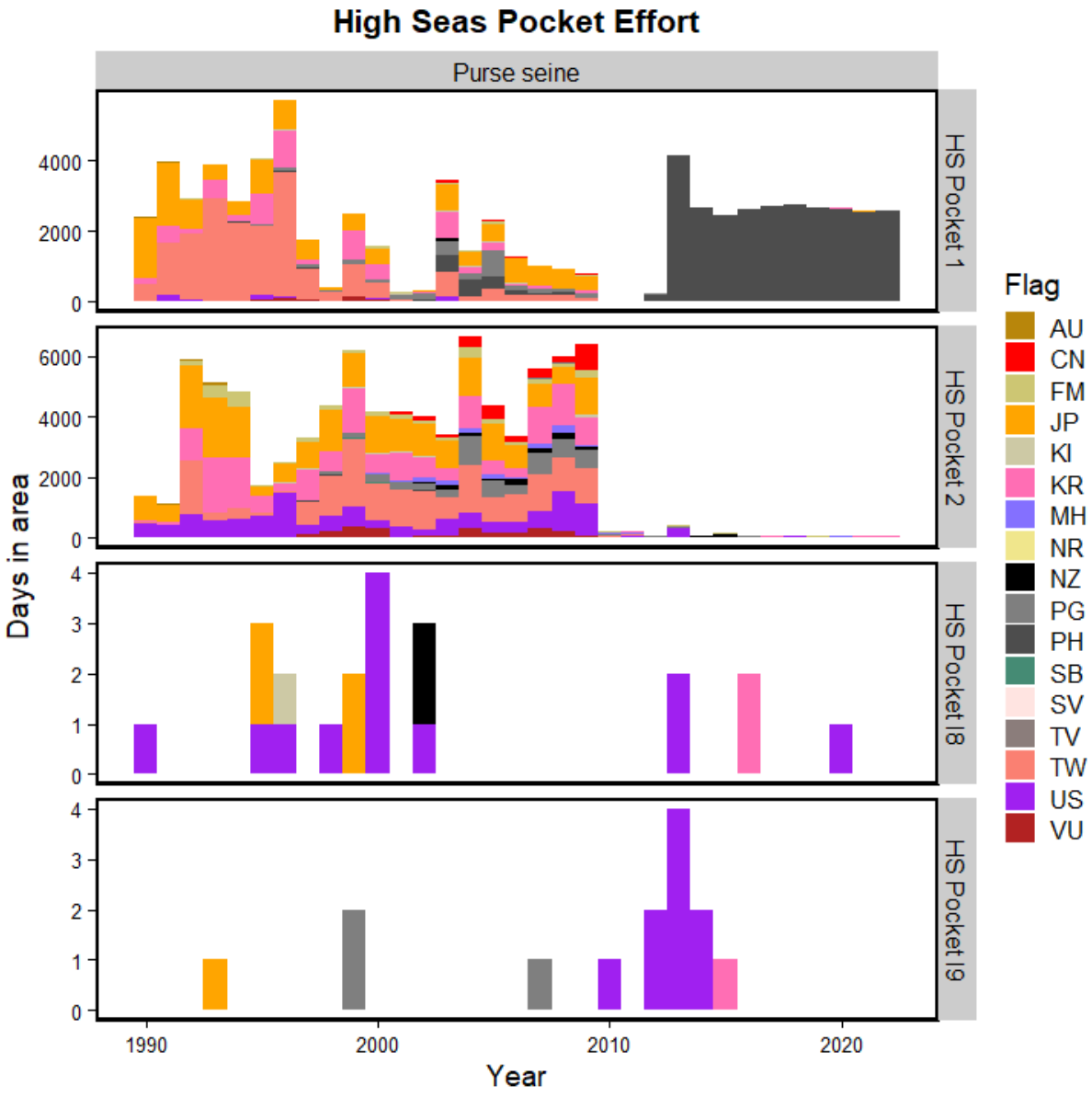

Figure 6: Days by flag within the high seas pockets 1990-2022.

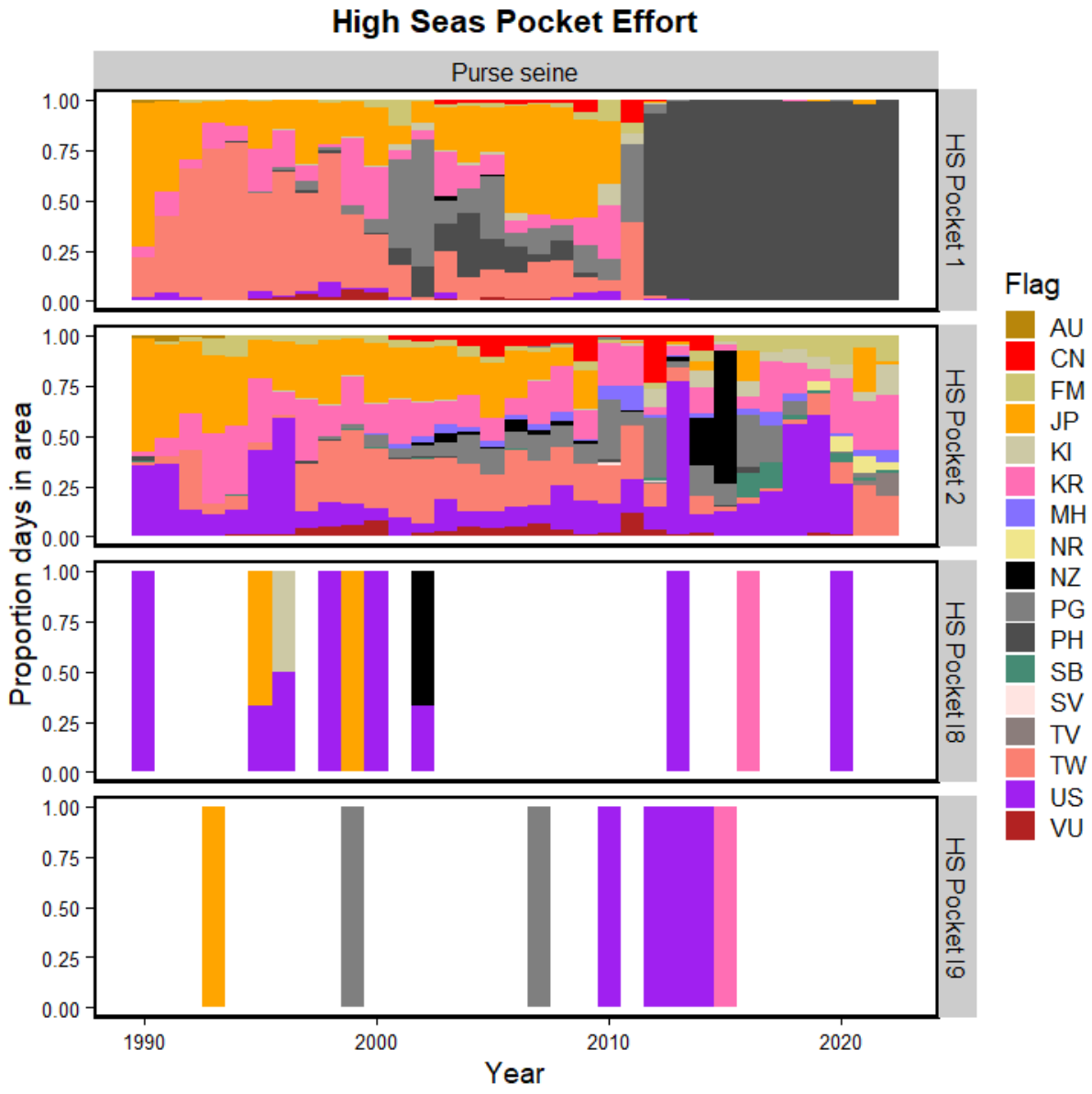

Figure 7: Proportion by flag of days within the high seas pockets 1990-2022.

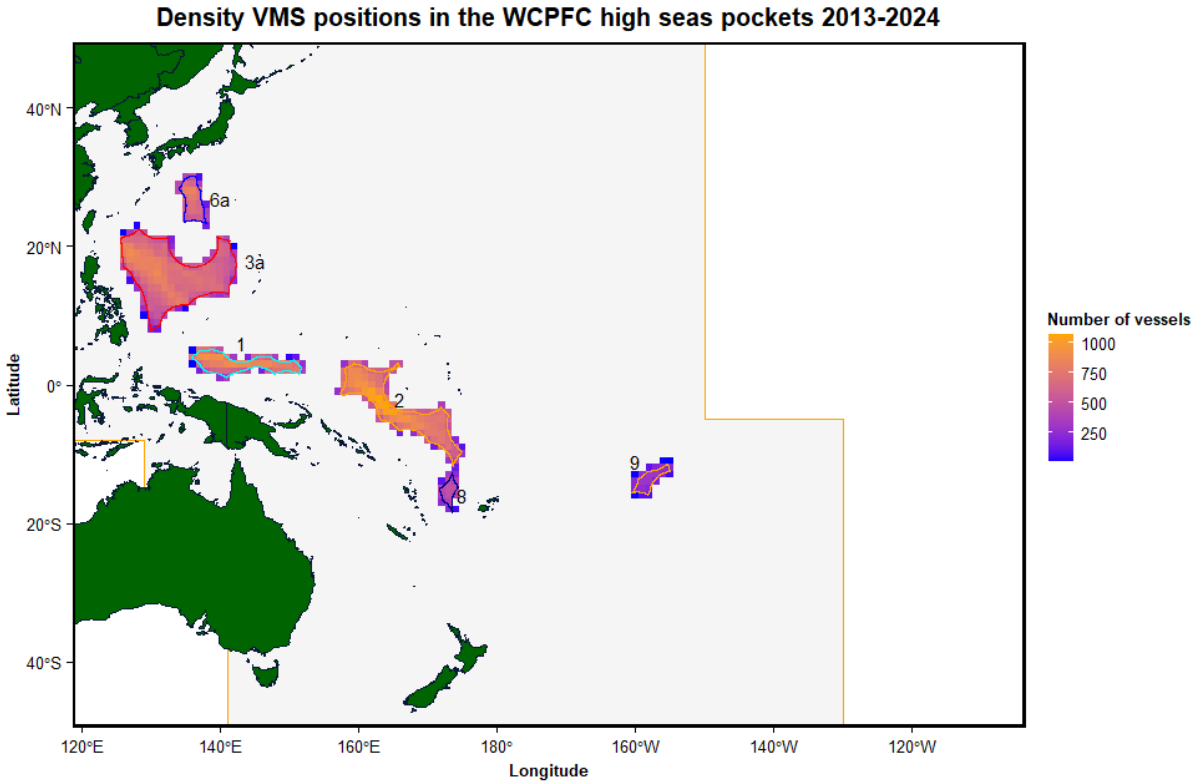

Figure 8: Density of VMS points for all vessels 2013-2024 within each high seas pocket.

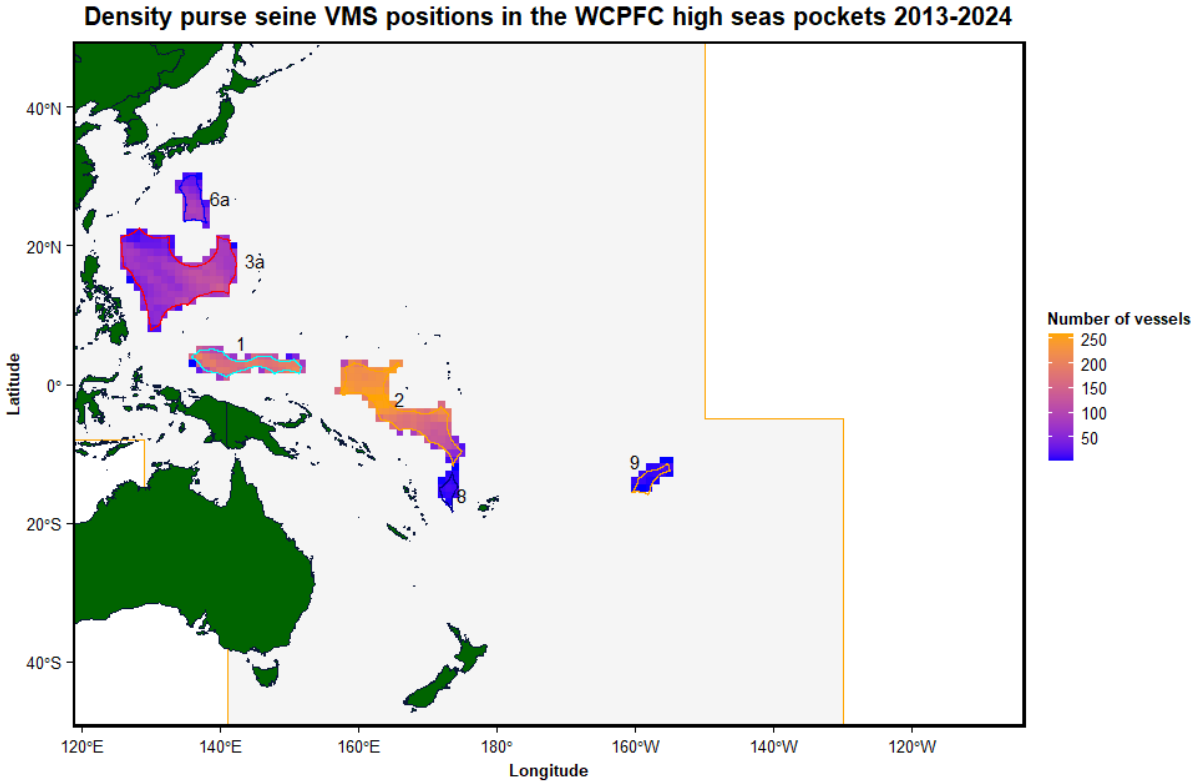

Figure 9: Density of VMS points for purse seine vessels 2013-2024 within each high seas pocket.

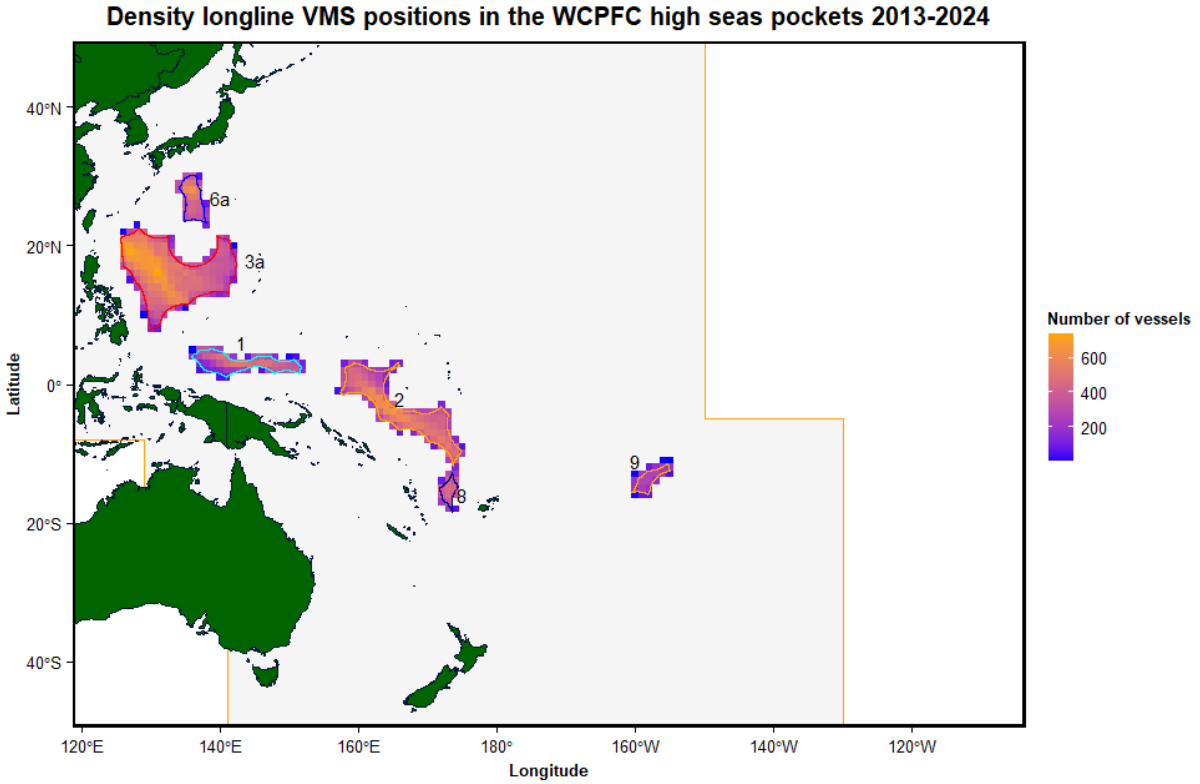

Figure 10: Density of VMS points for longline vessels 2013-2024 within each high seas pocket.

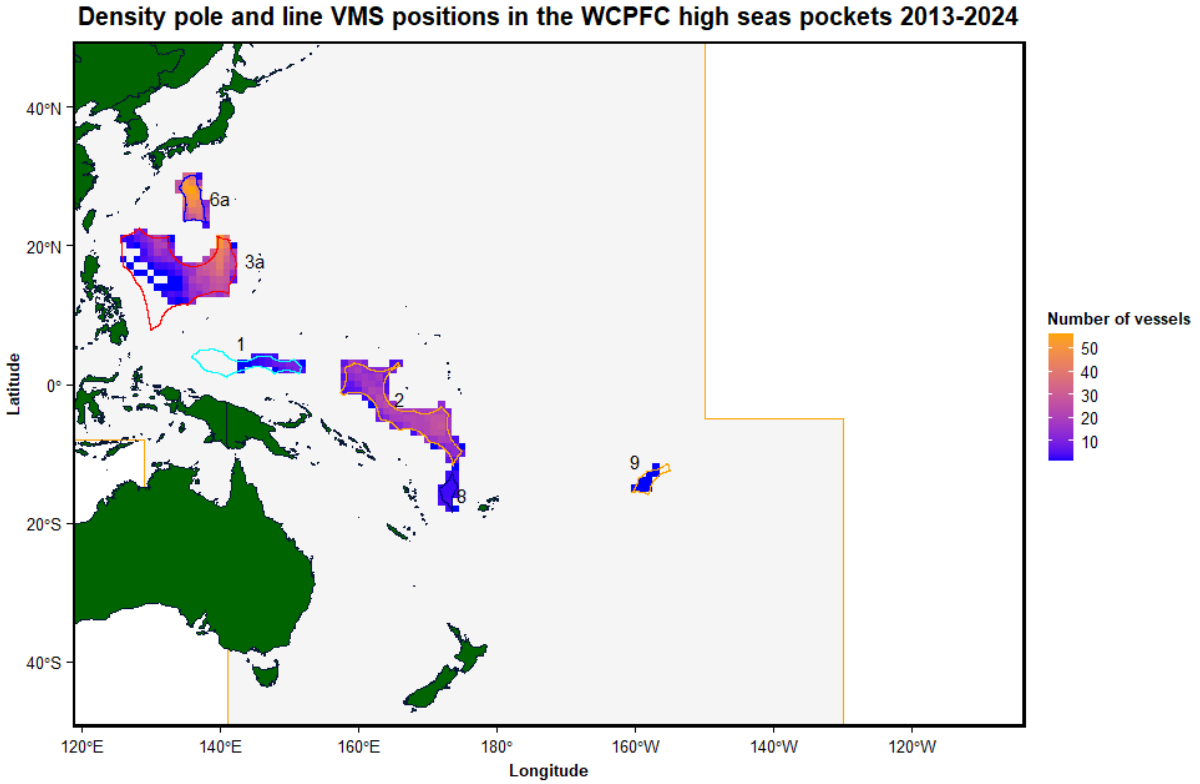

Figure 11: Density of VMS points for pole-and-line vessels 2013-2024 within each high seas pocket.

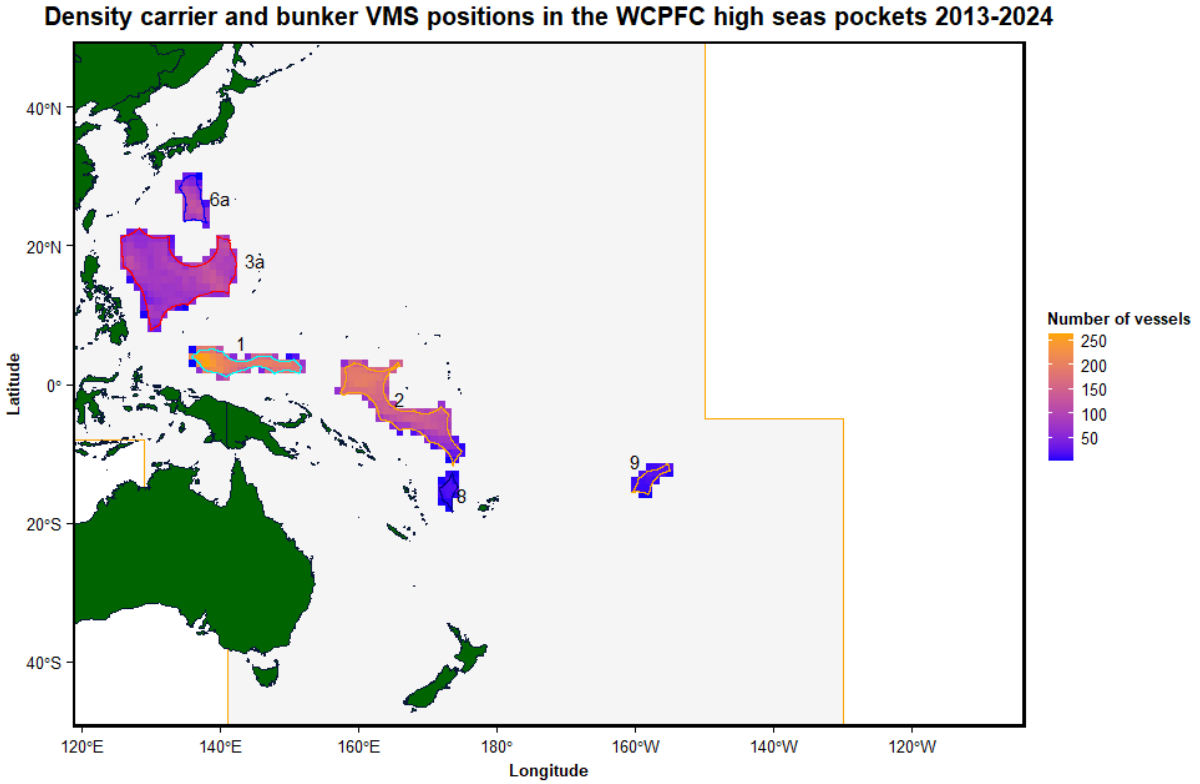

Figure 12: Density of VMS points for carrier vessels 2013-2024 within each high seas pocket.

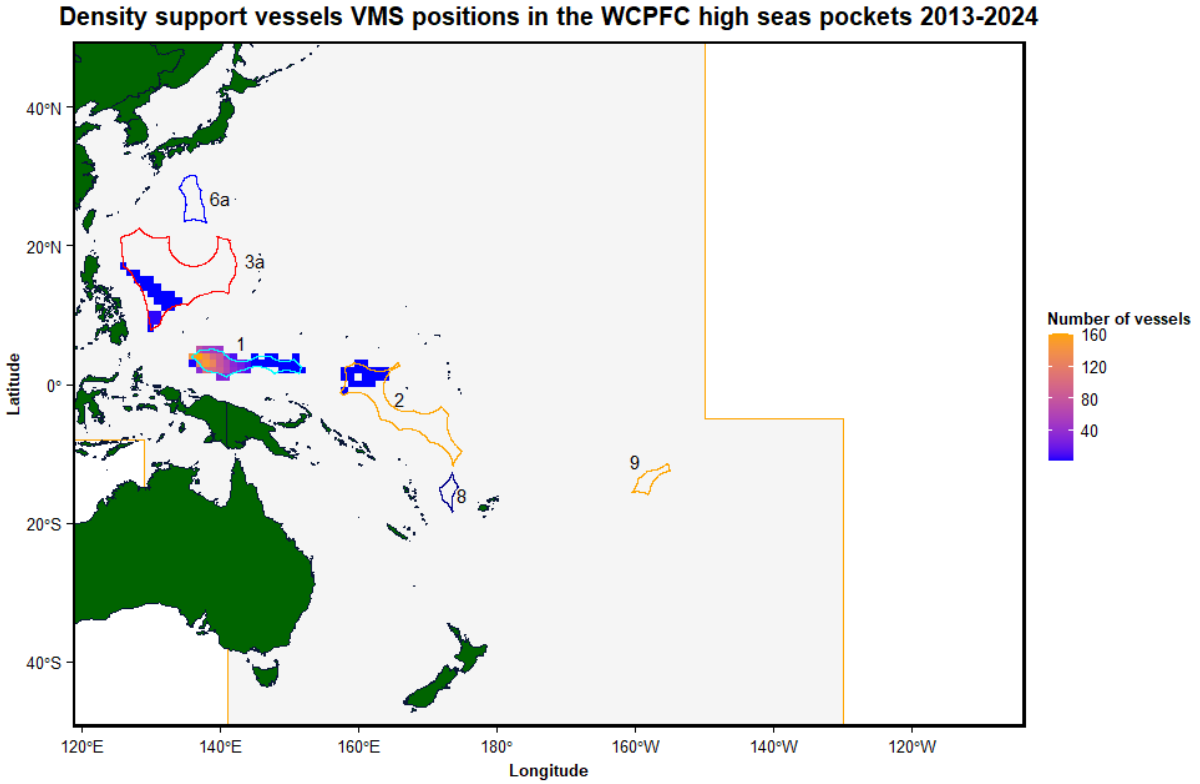

Figure 13: Density of VMS points for support vessels 2013-2024 within each high seas pocket.

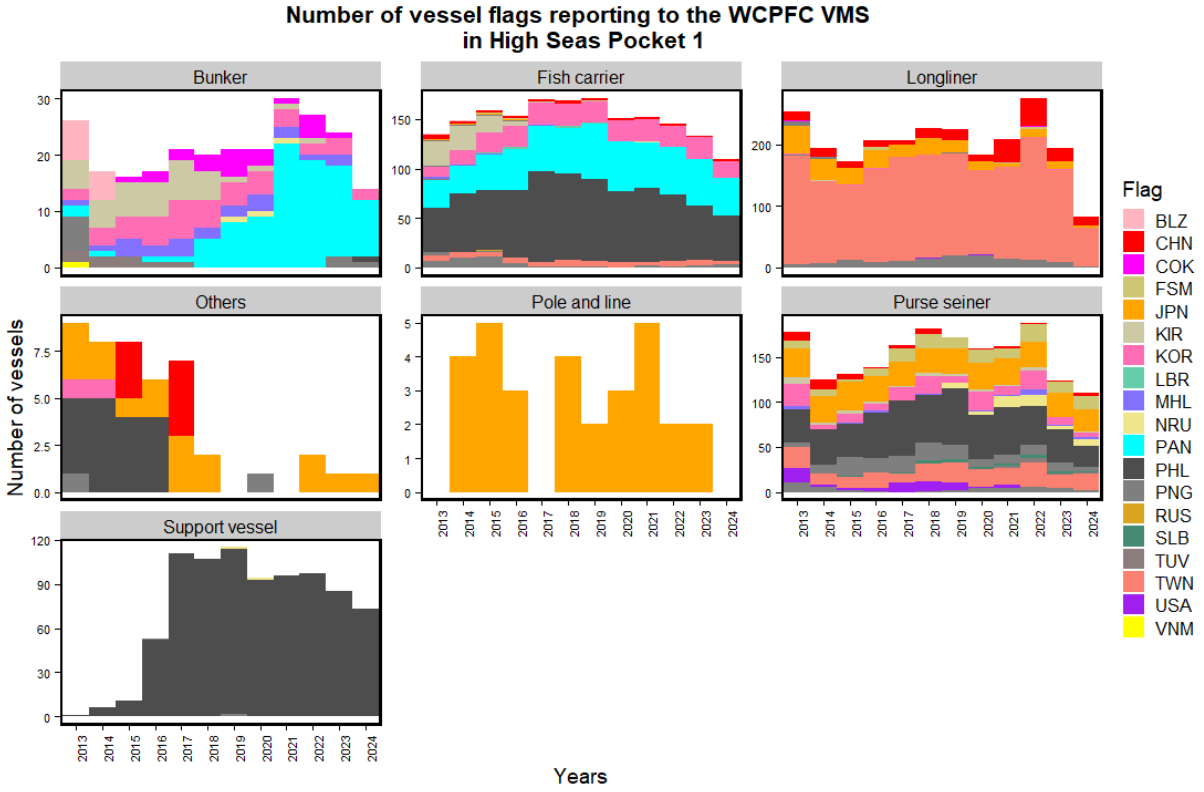

Figure 14: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 1.

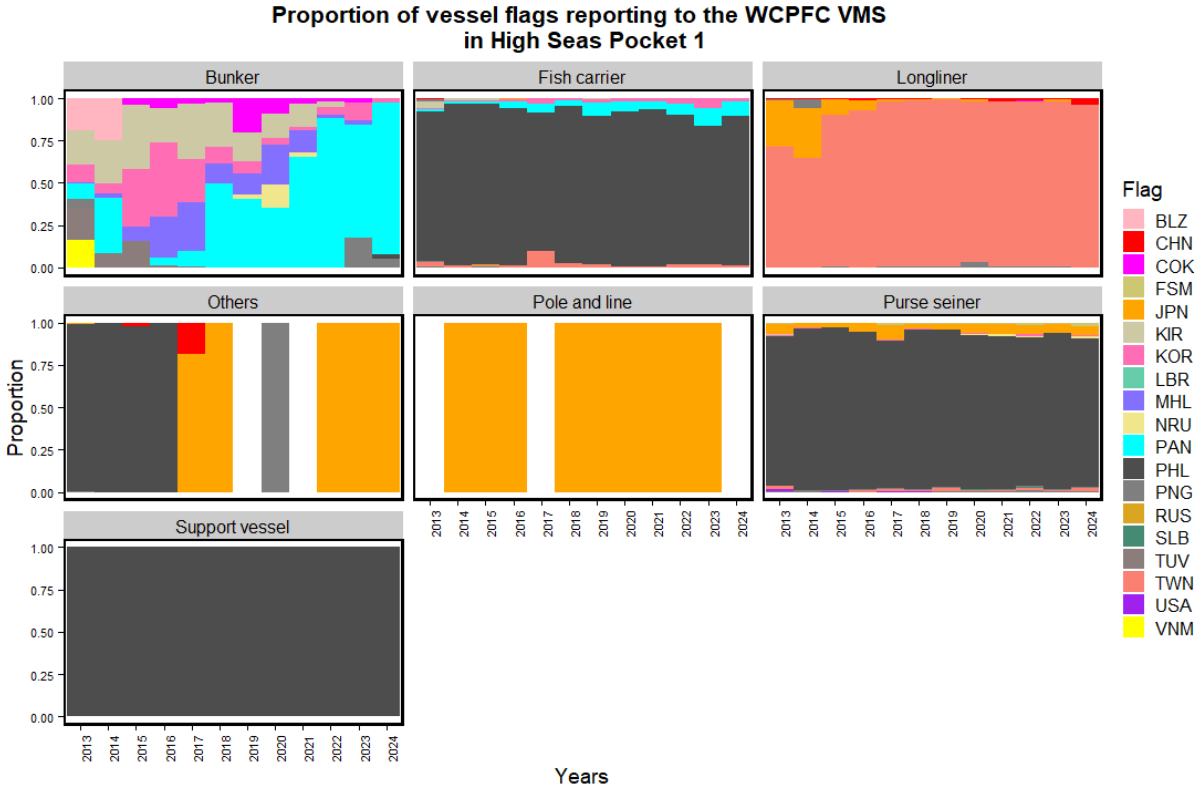

Figure 15: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 1.

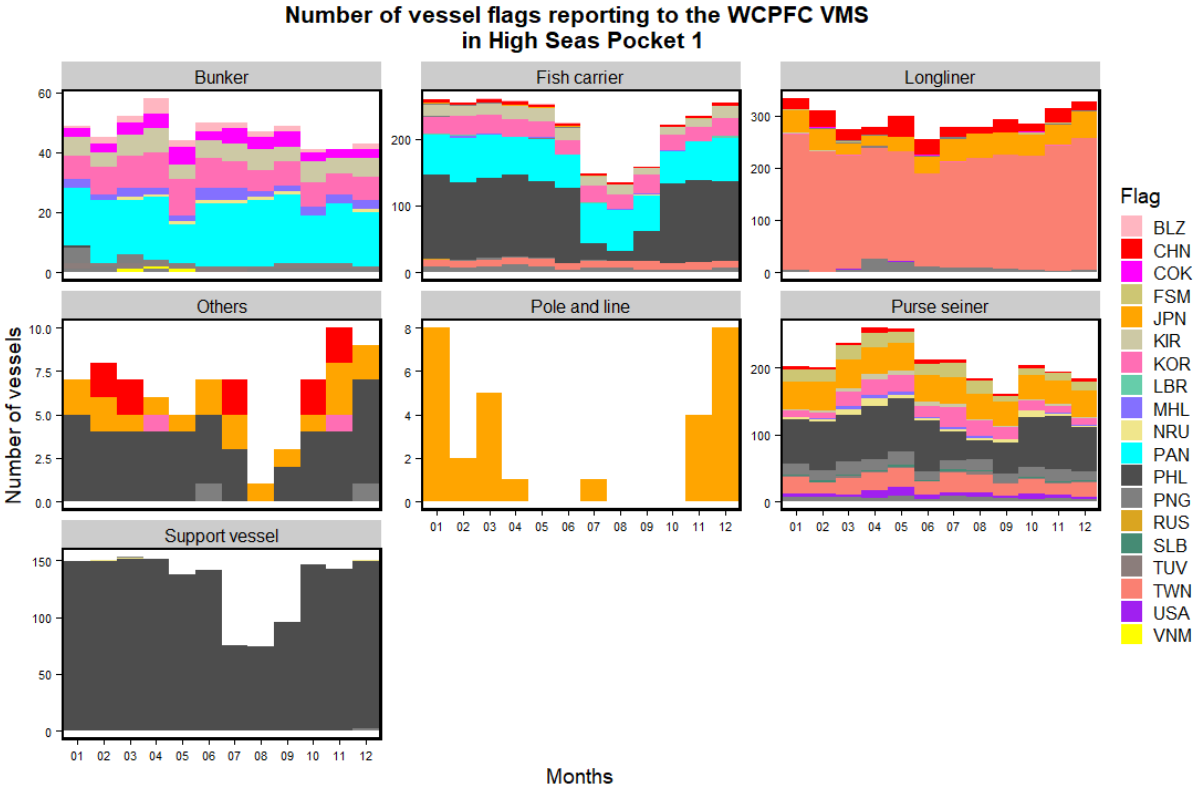

Figure 16: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 1.

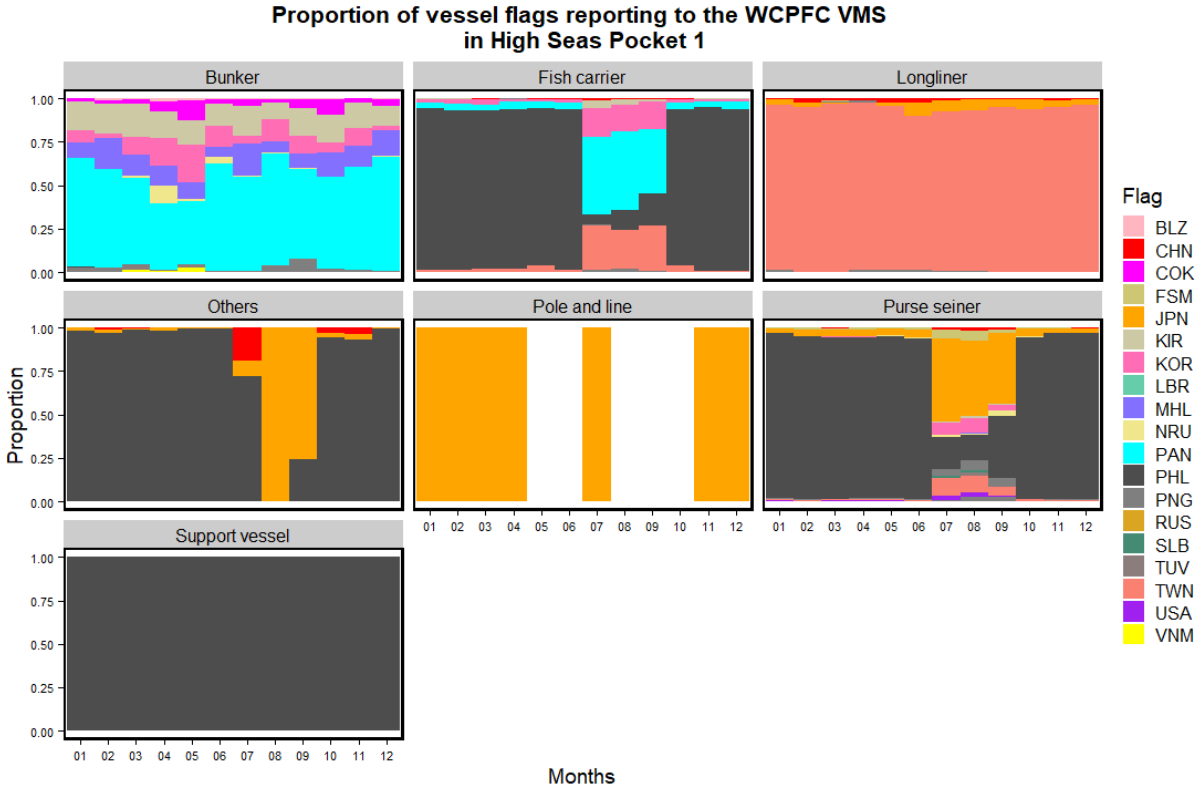

Figure 17: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 1.

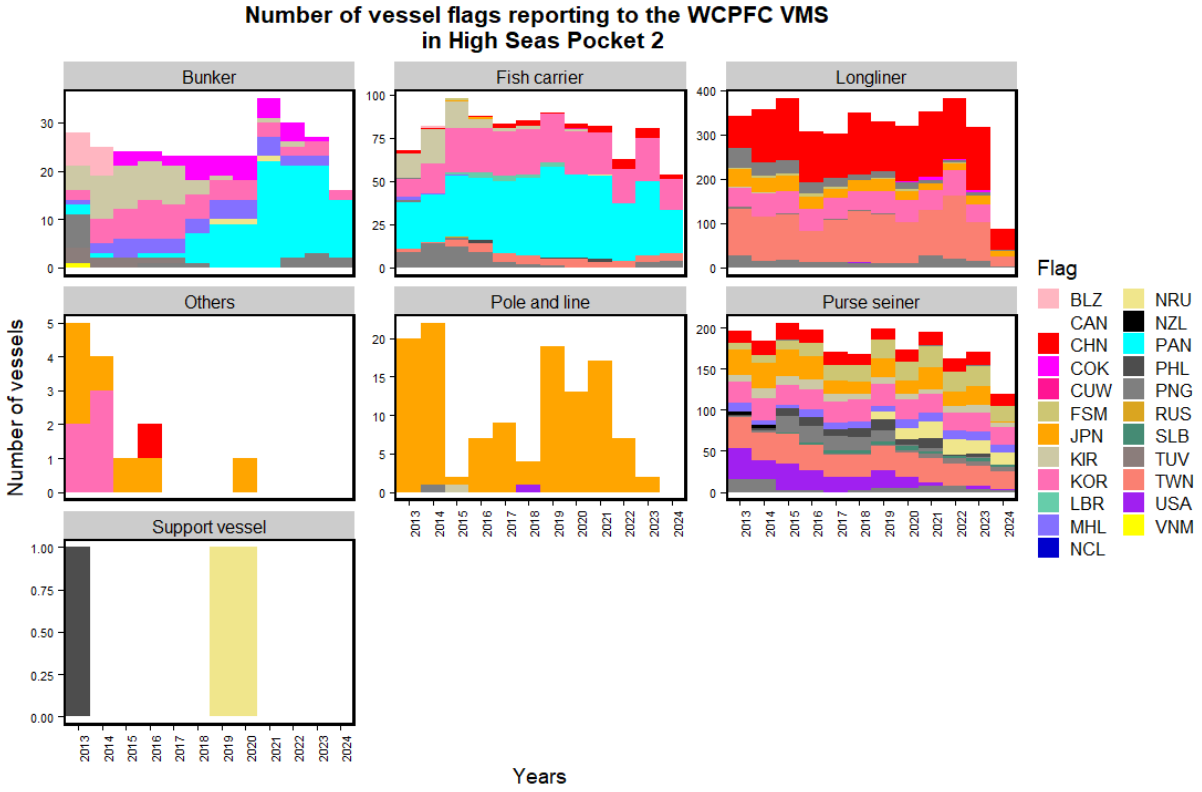

Figure 18: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 2.

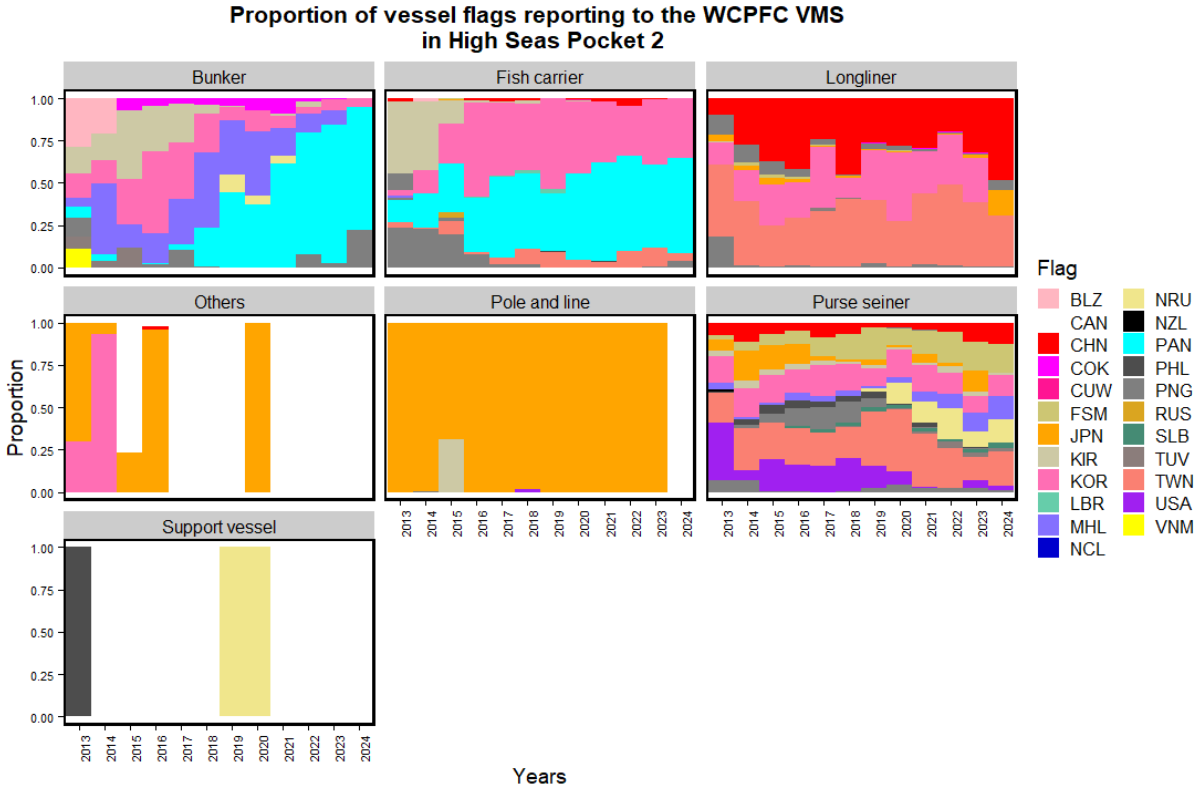

Figure 19: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 2.

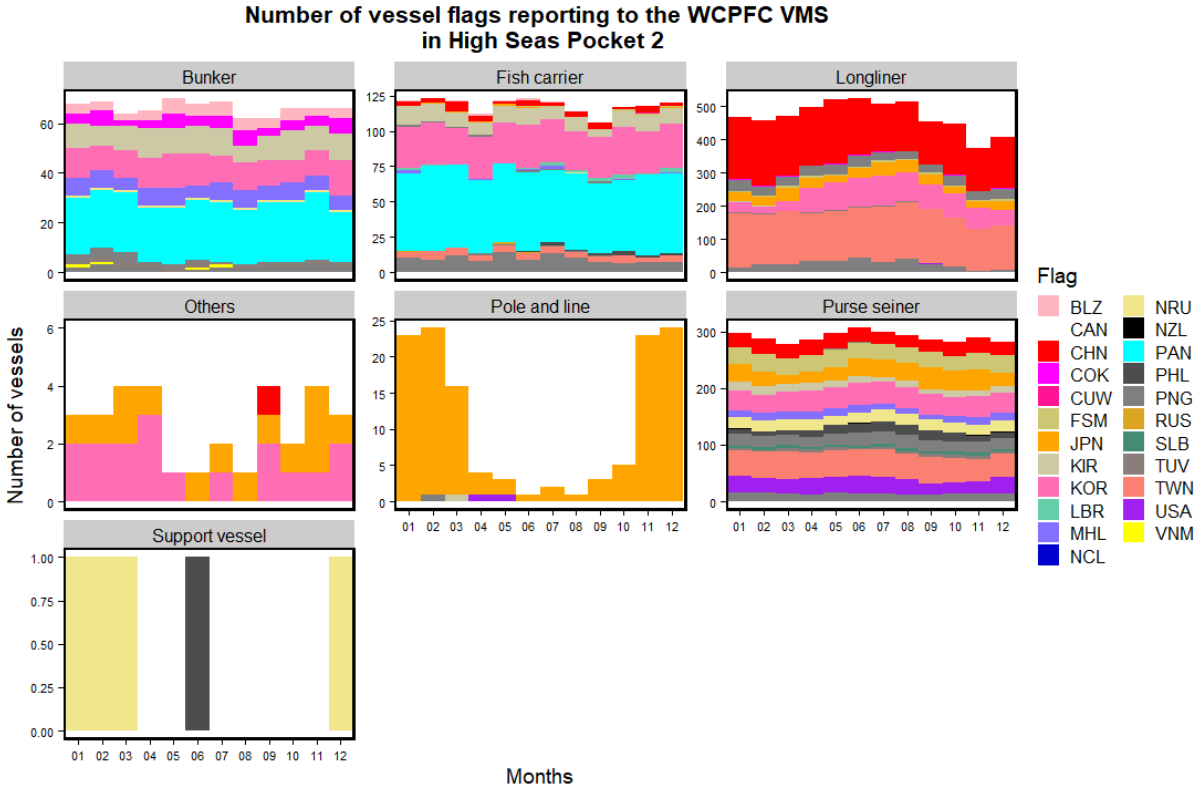

Figure 20: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 2.

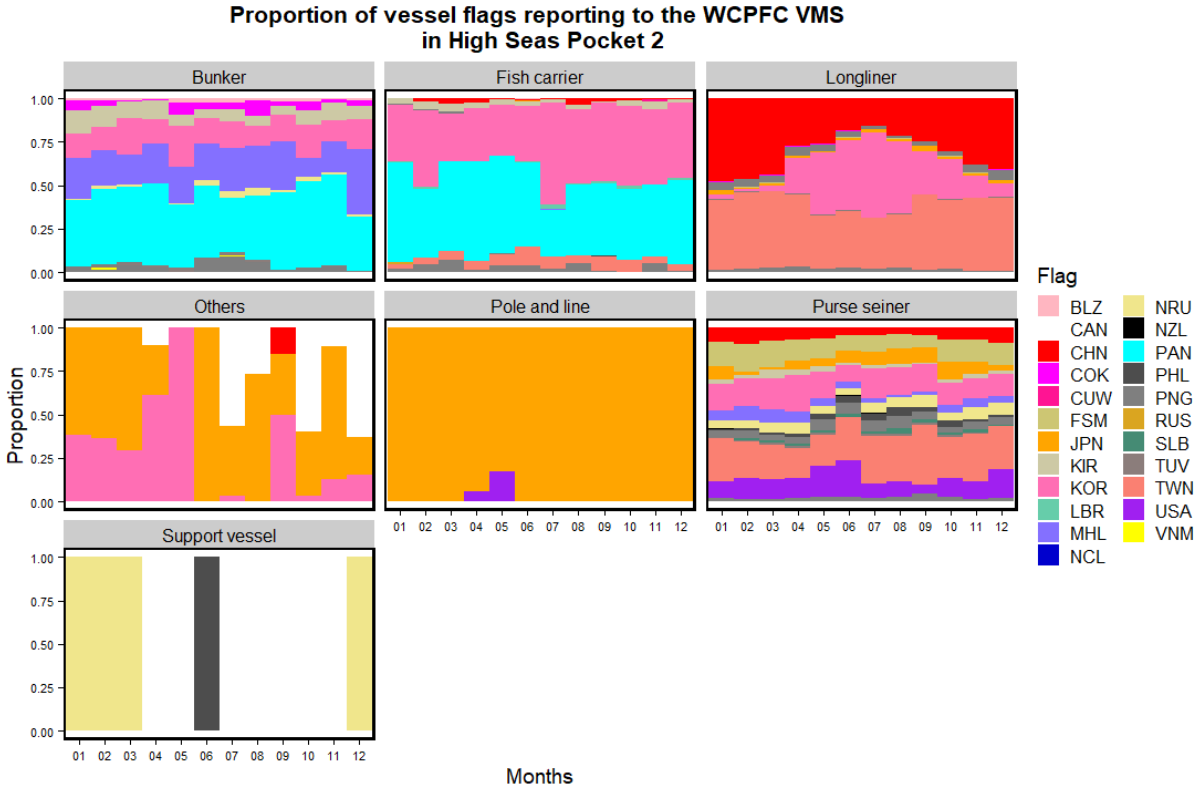

Figure 21: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 2.

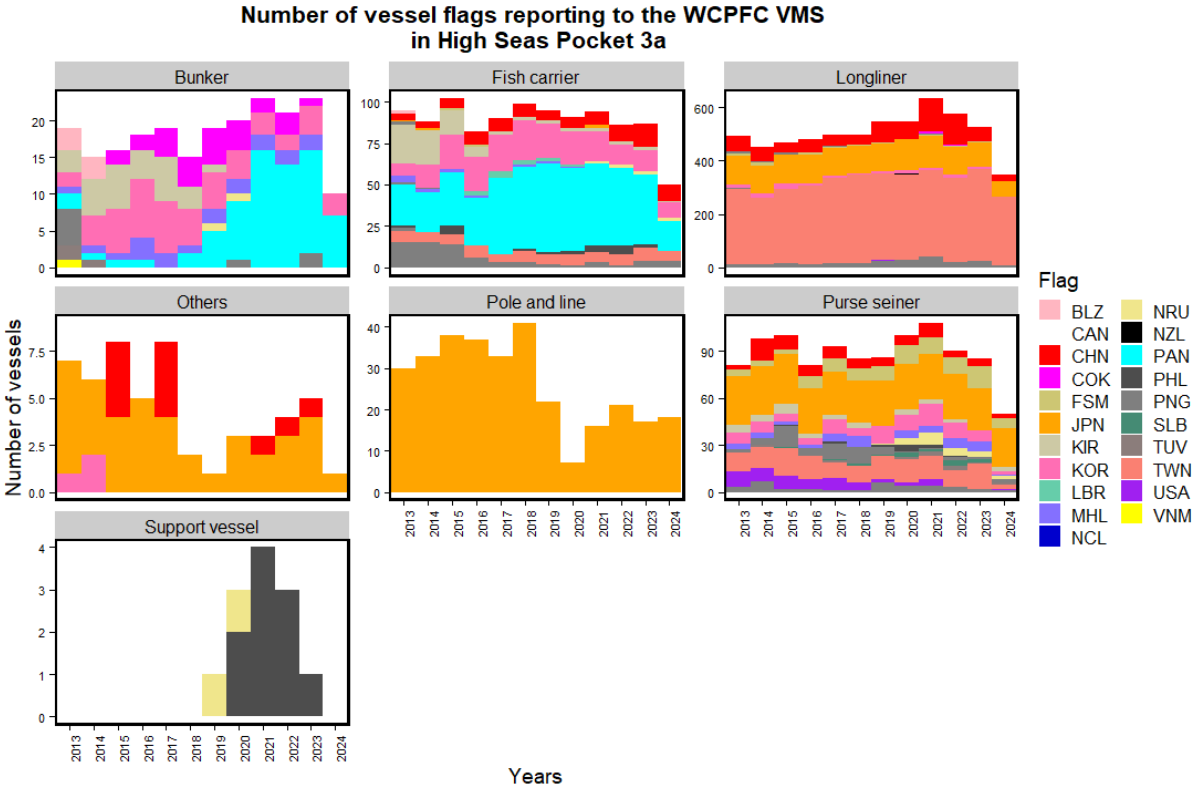

Figure 22: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 3a.

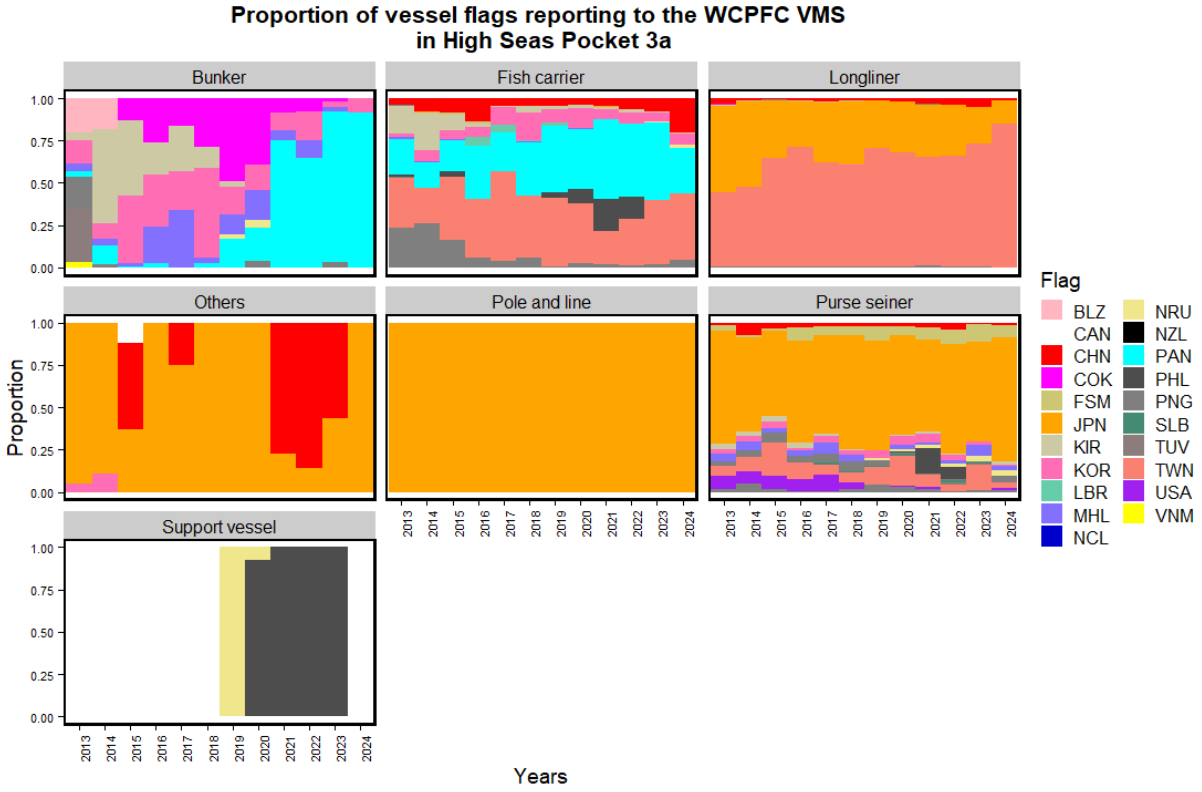

Figure 23: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 3a.

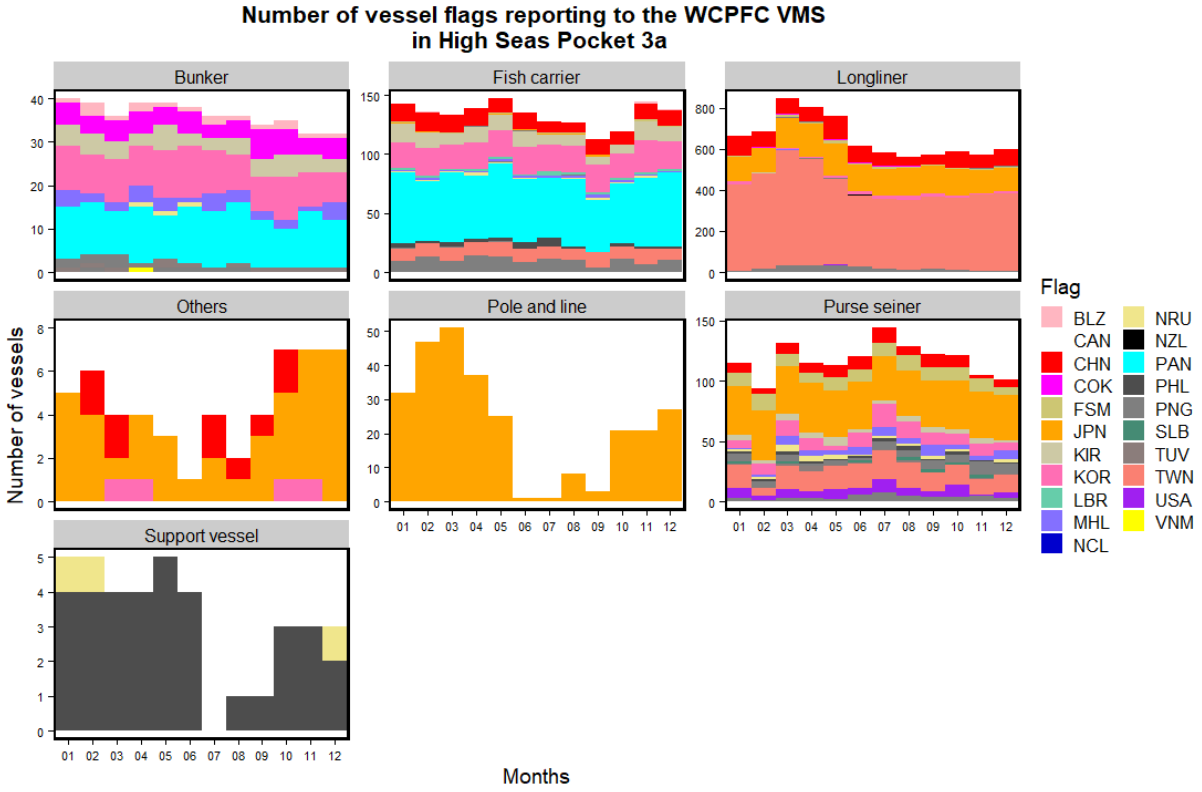

Figure 24: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 3a.

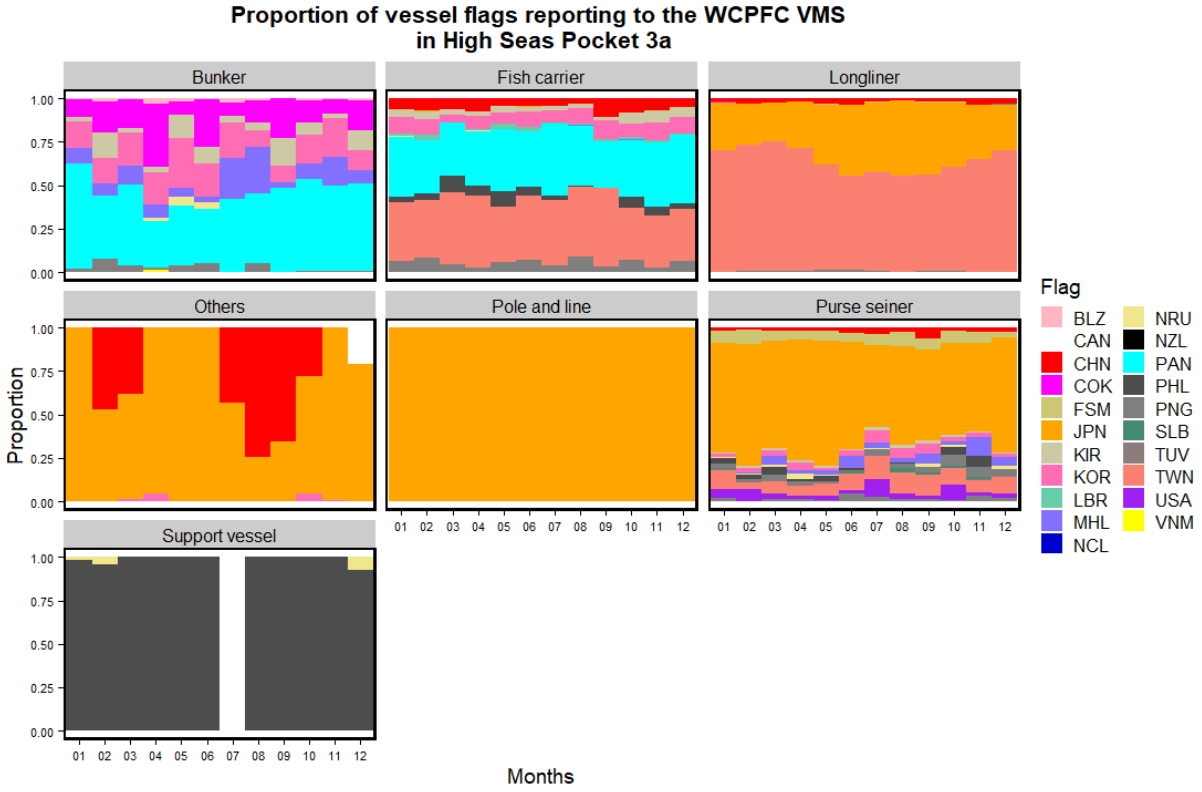

Figure 25: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 3a.

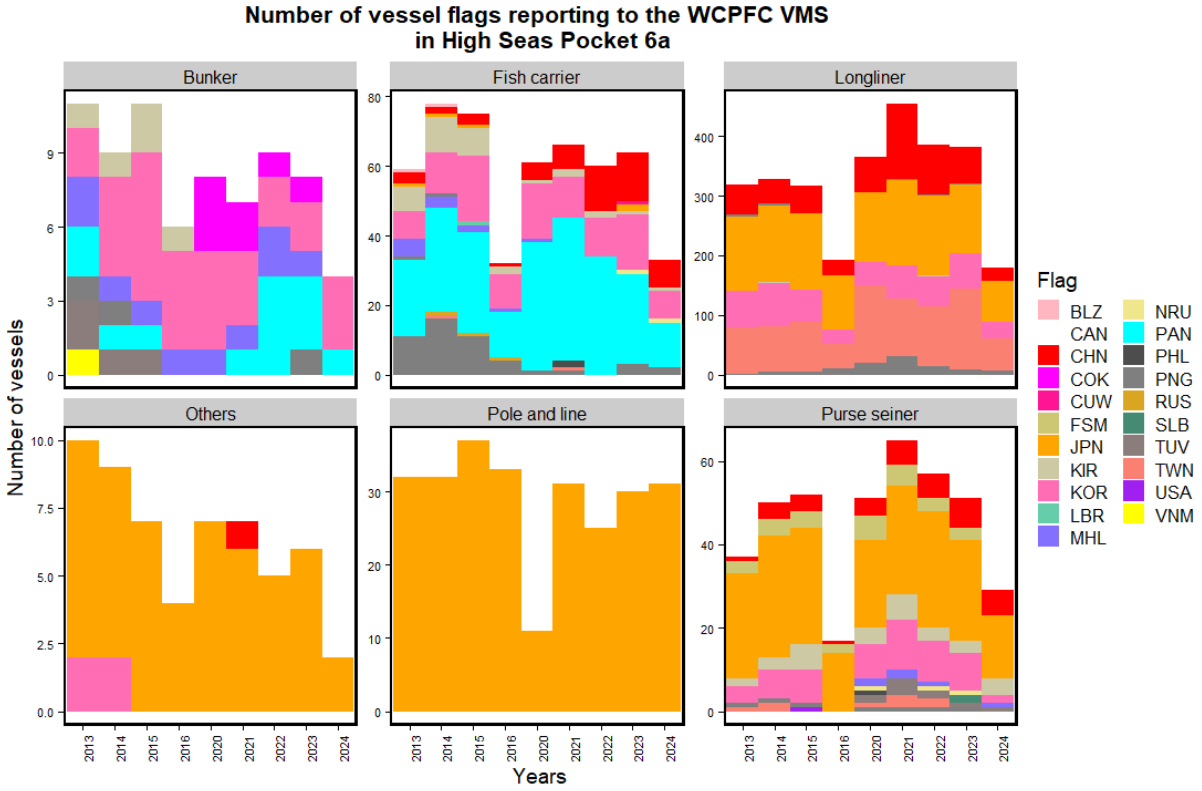

Figure 26: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 2.

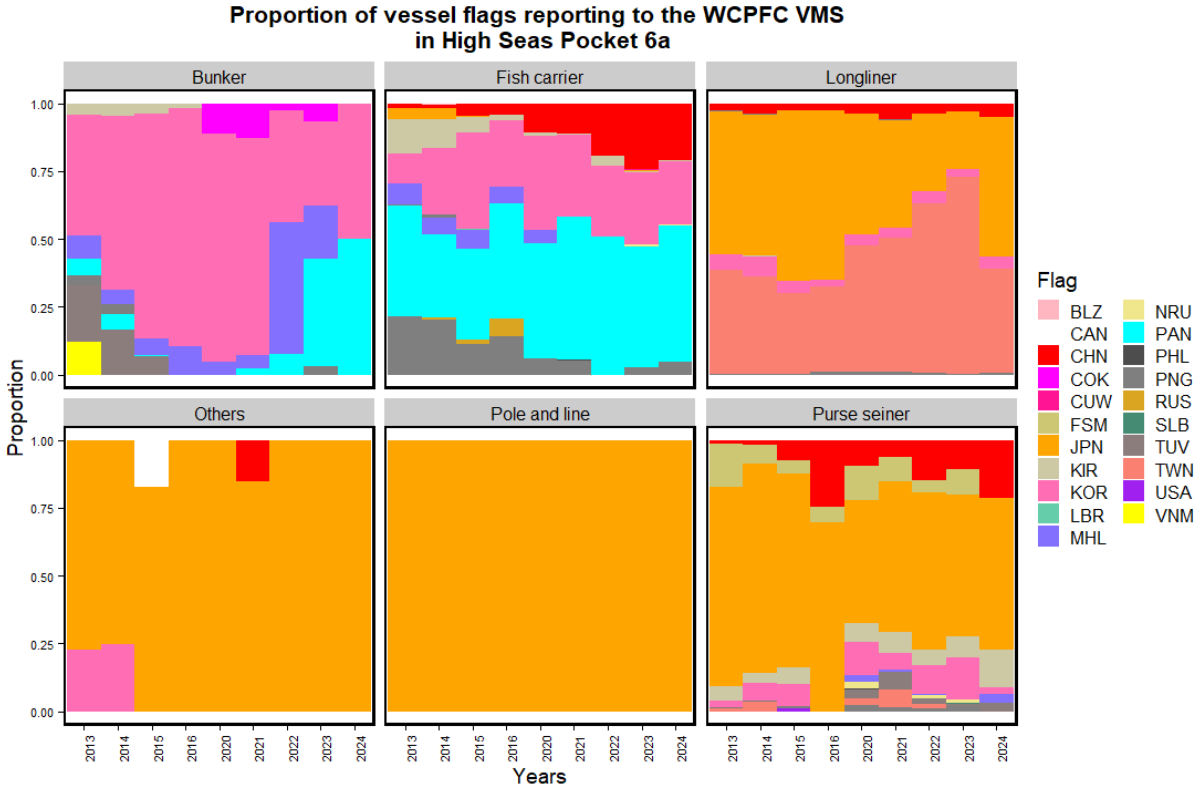

Figure 27: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 6a.

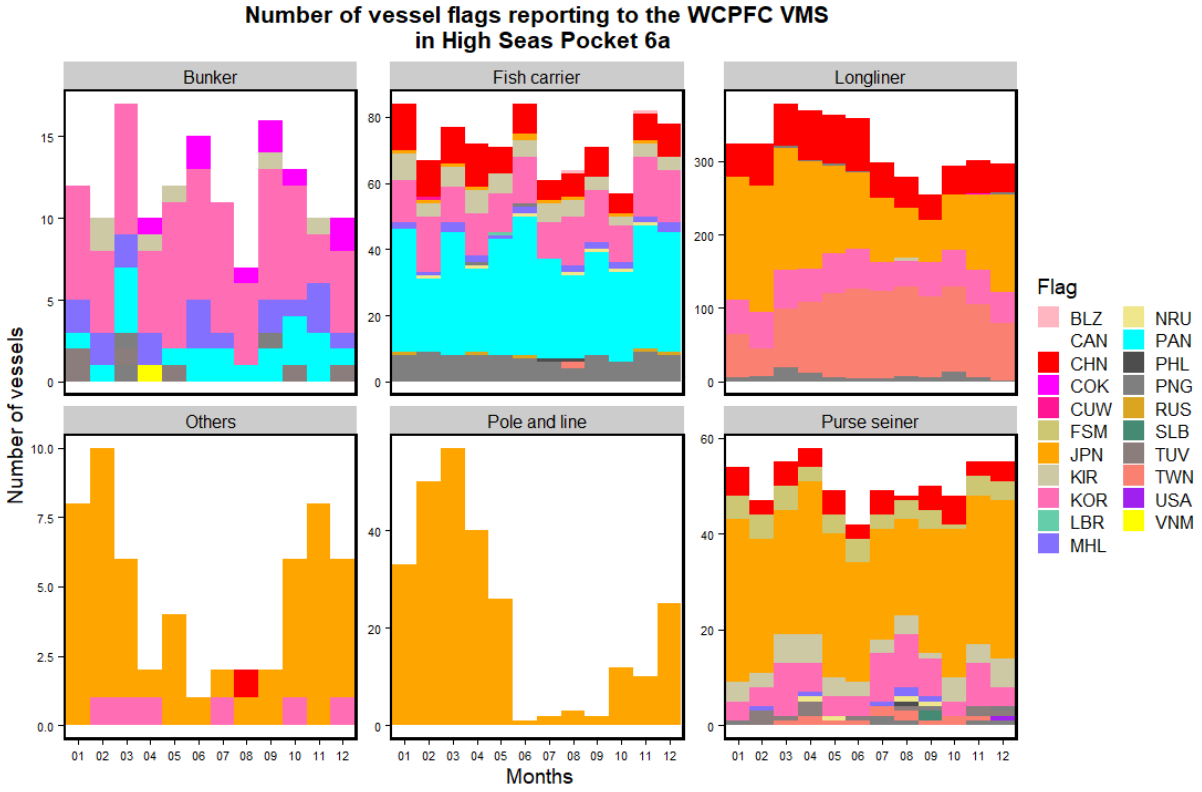

Figure 28: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 6a.

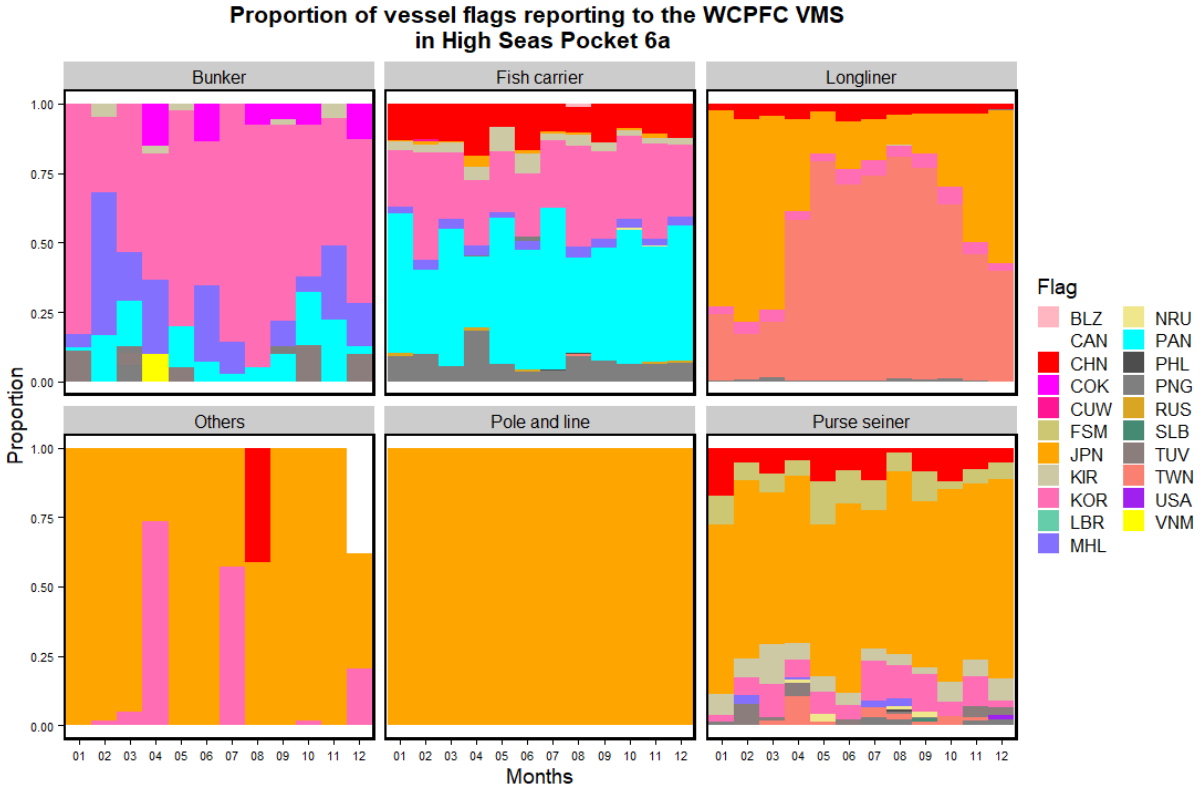

Figure 29: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 6a.

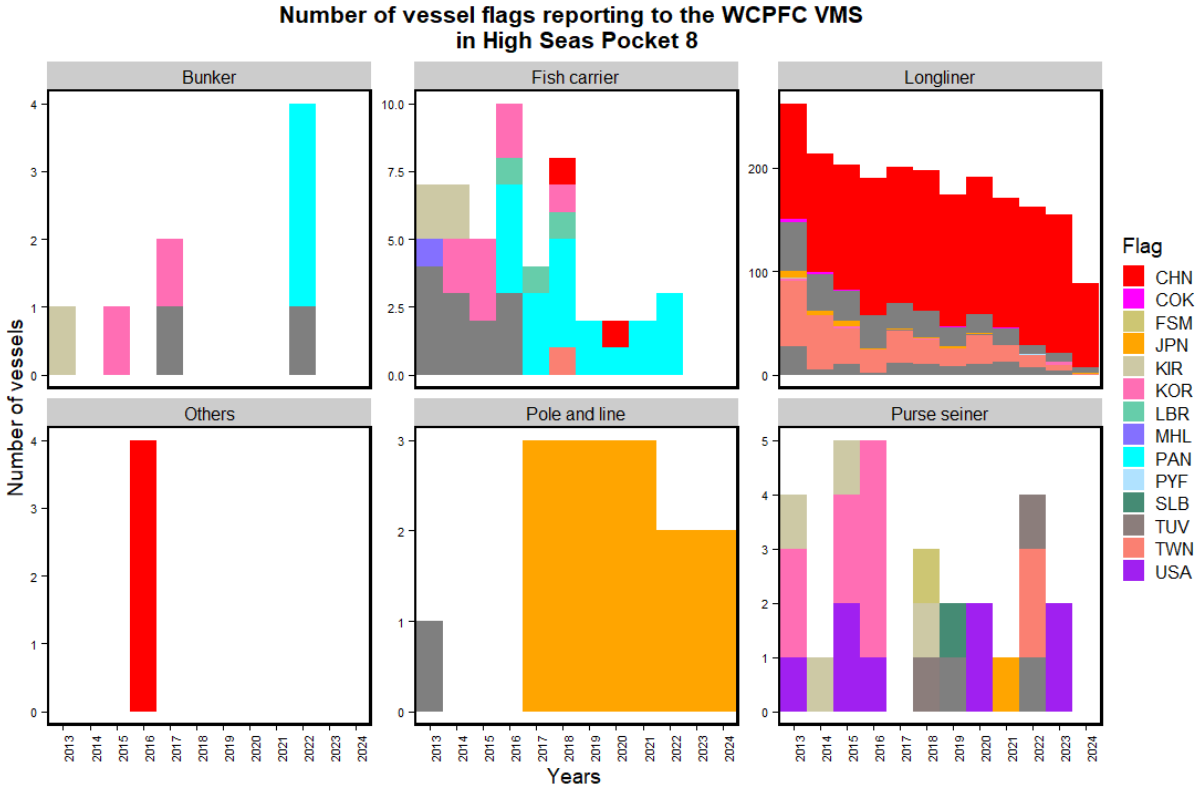

Figure 30: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 8.

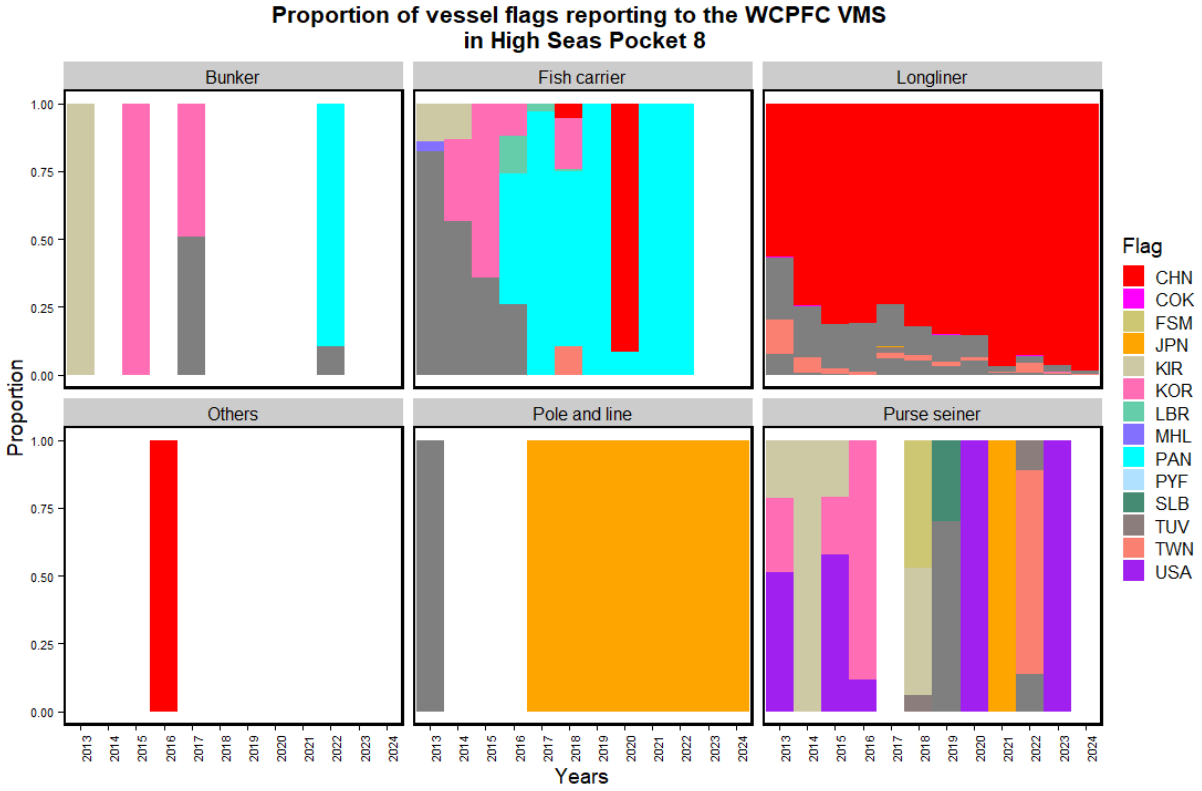

Figure 31: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 8.

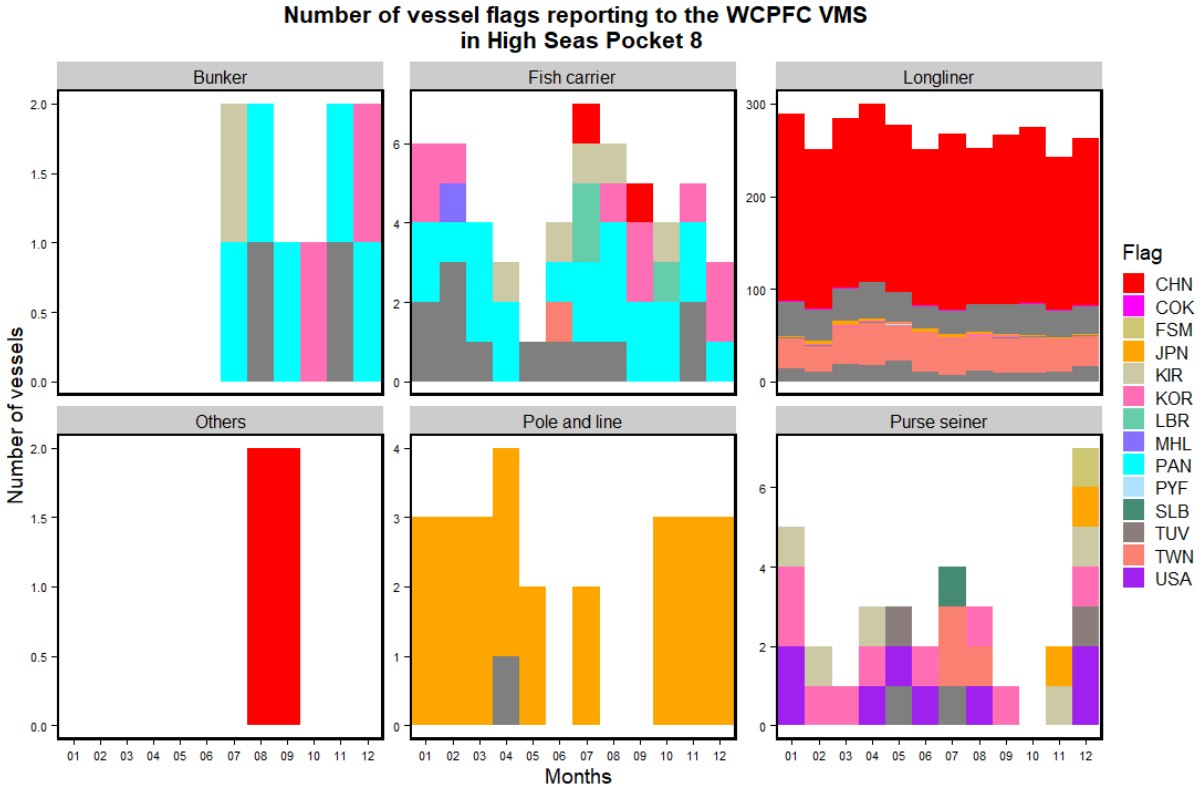

Figure 32: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 8.

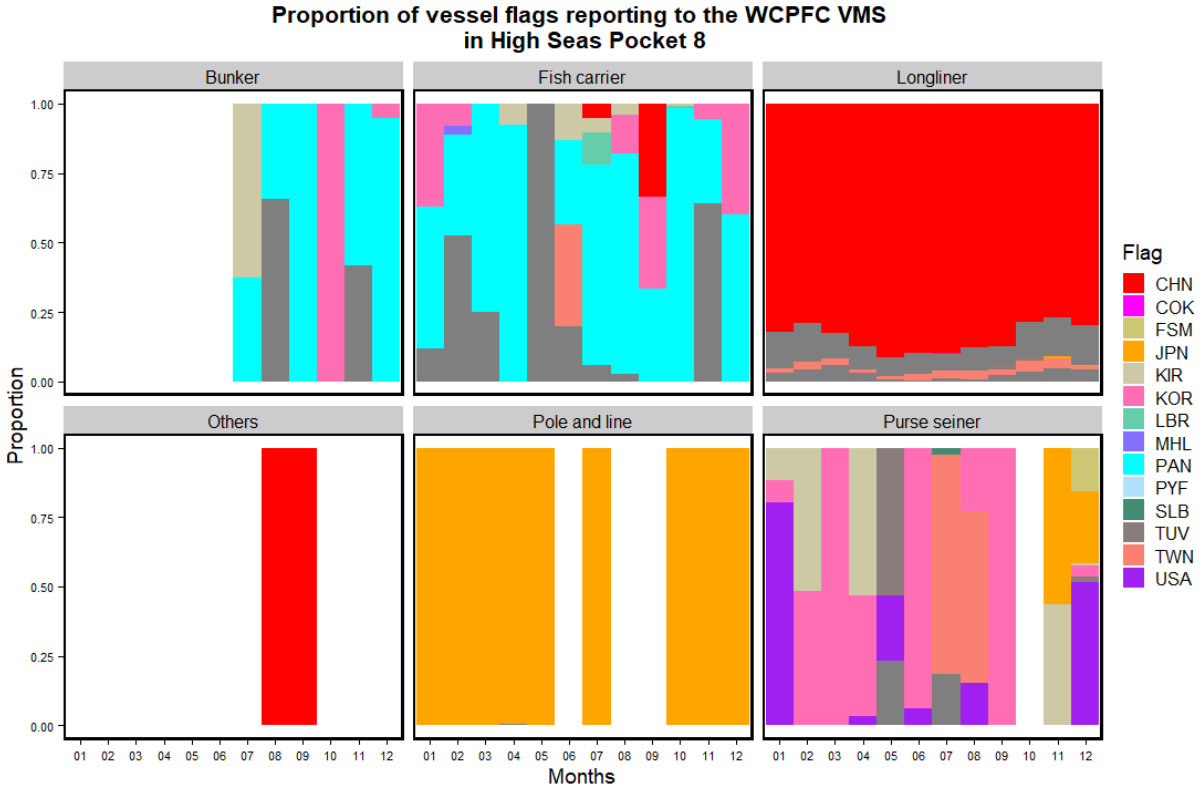

Figure 33: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 8.

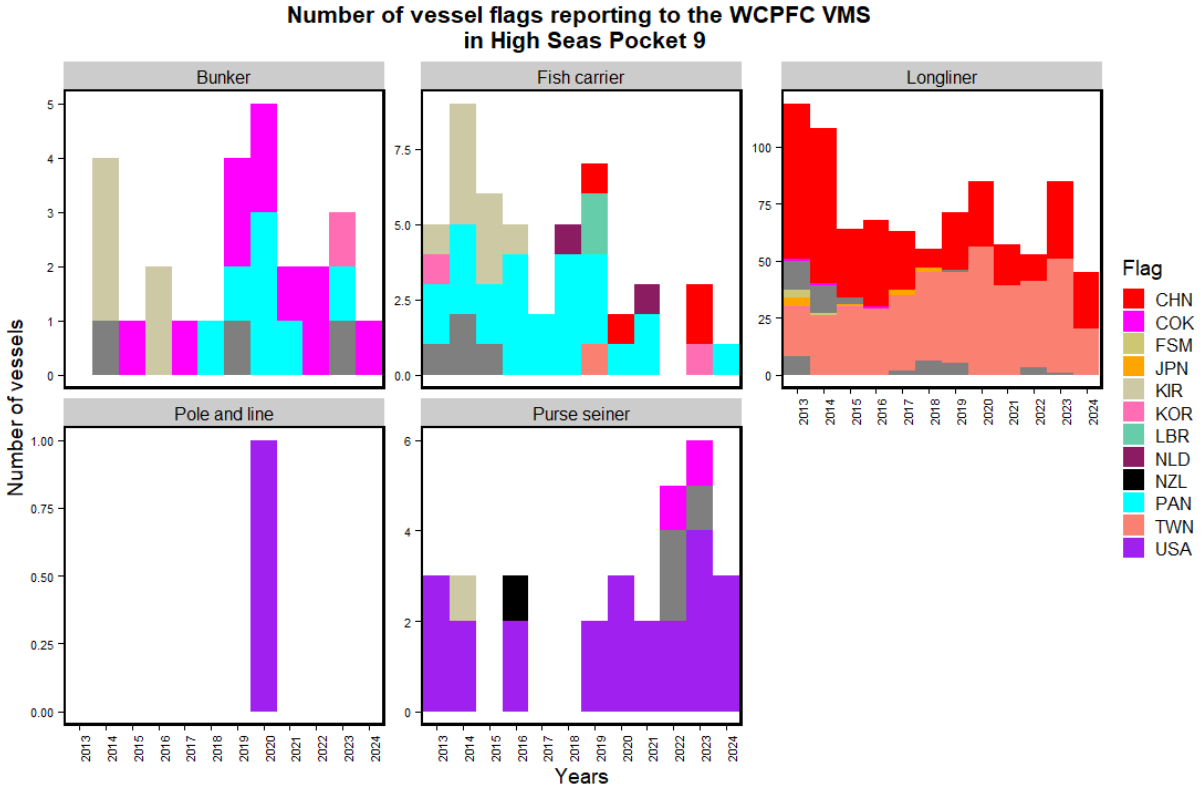

Figure 34: Number of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 9.

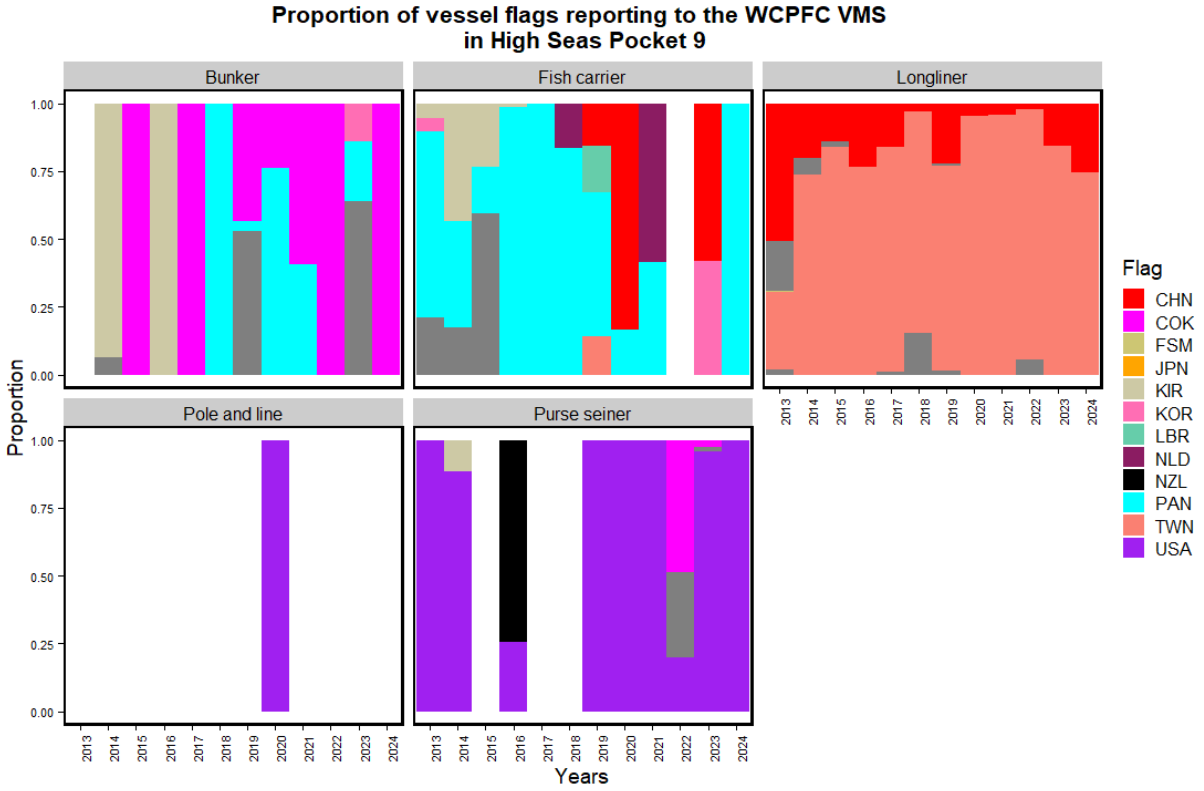

Figure 35: Proportion of vessels reporting annually to the WCPFC VMS system 2013-2024 within high seas pocket 9.

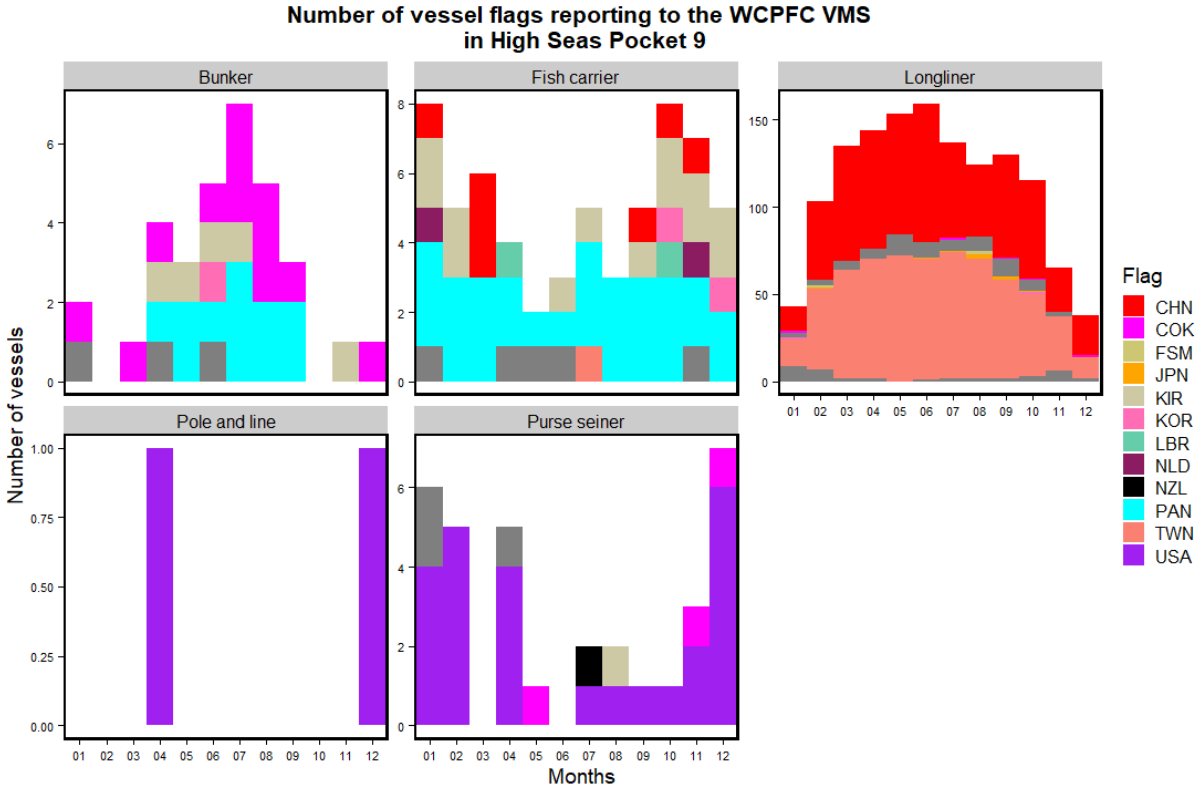

Figure 36: Number of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 9.

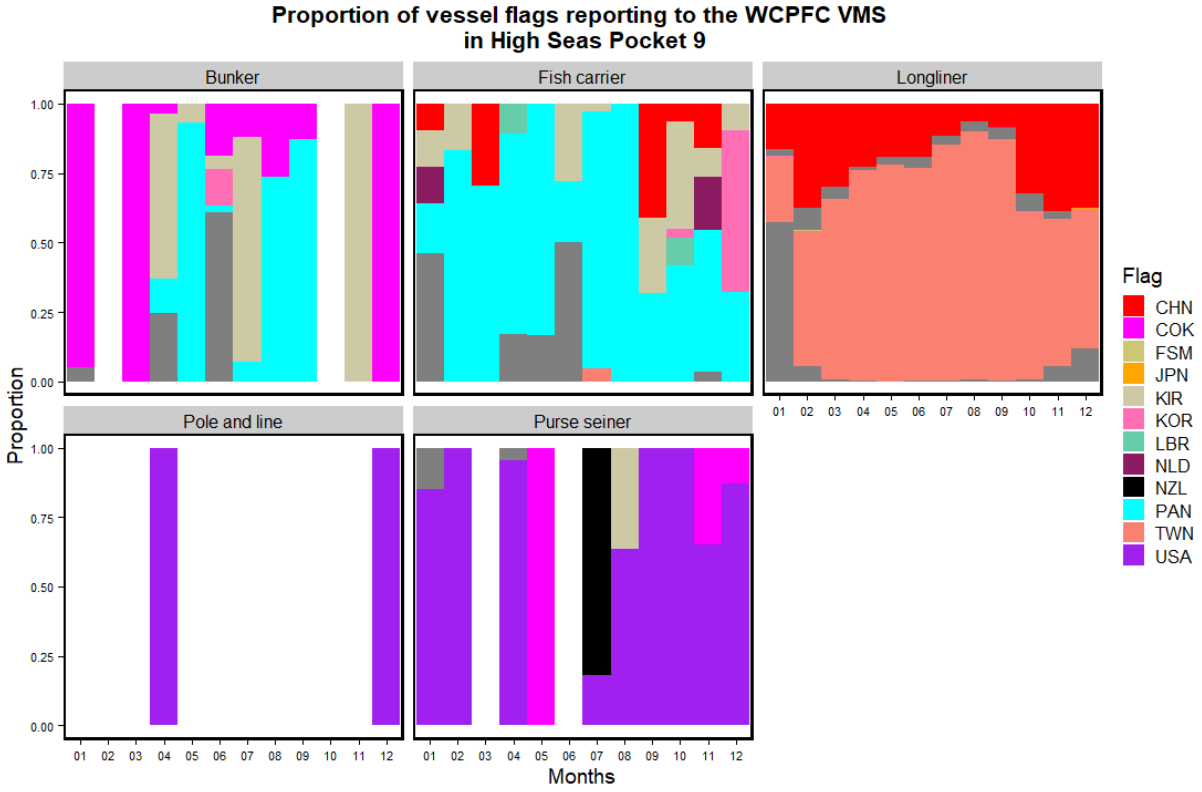

Figure 37: Proportion of vessels reporting monthly to the WCPFC VMS system 2013-2024 within high seas pocket 9.

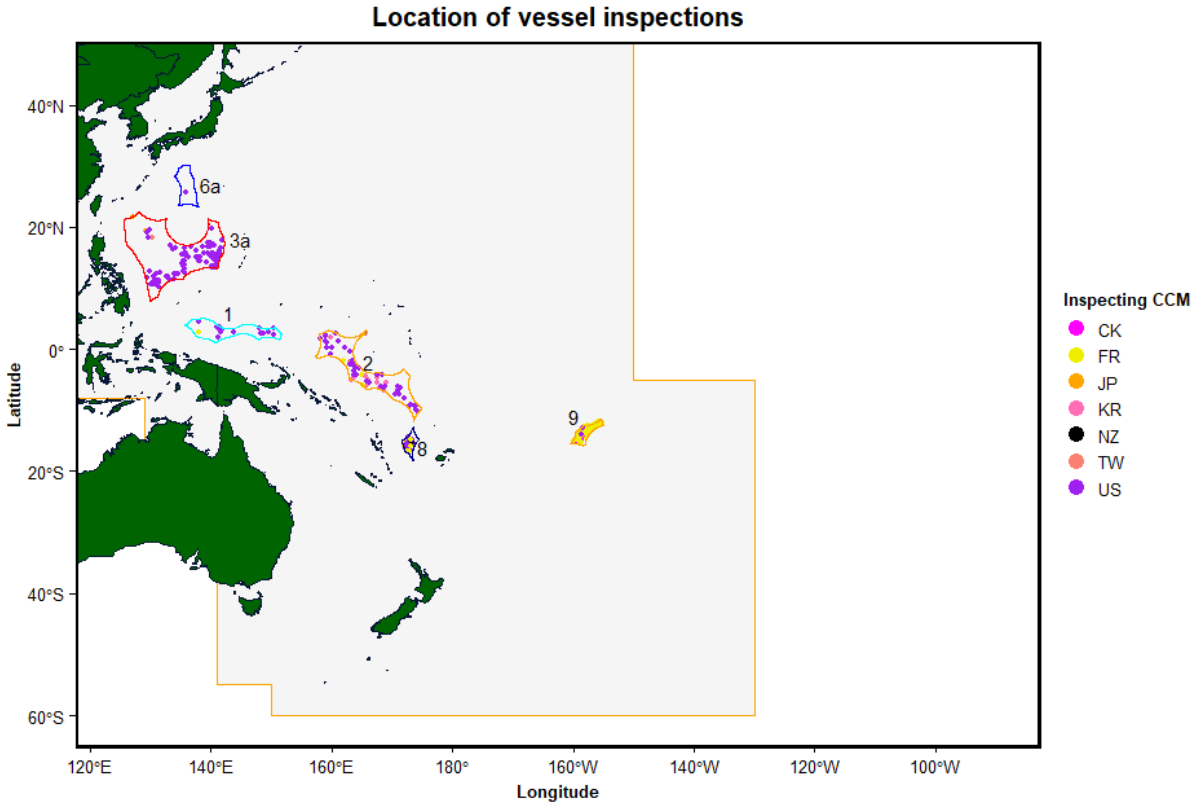

Figure 38: Locations of high seas boarding and inspections in the high seas pockets.

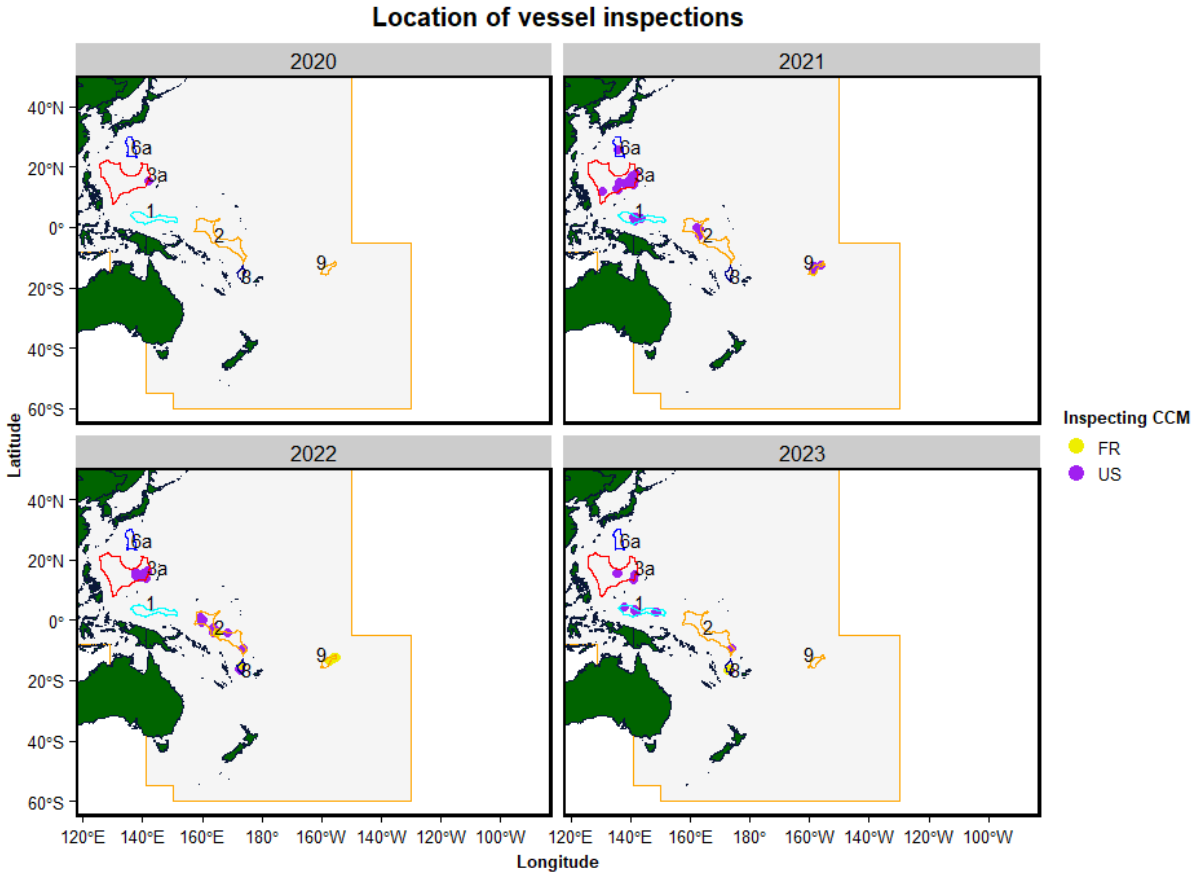

Figure 39: Locations of high seas boarding and inspections in the high seas pockets by year 2020-2023.

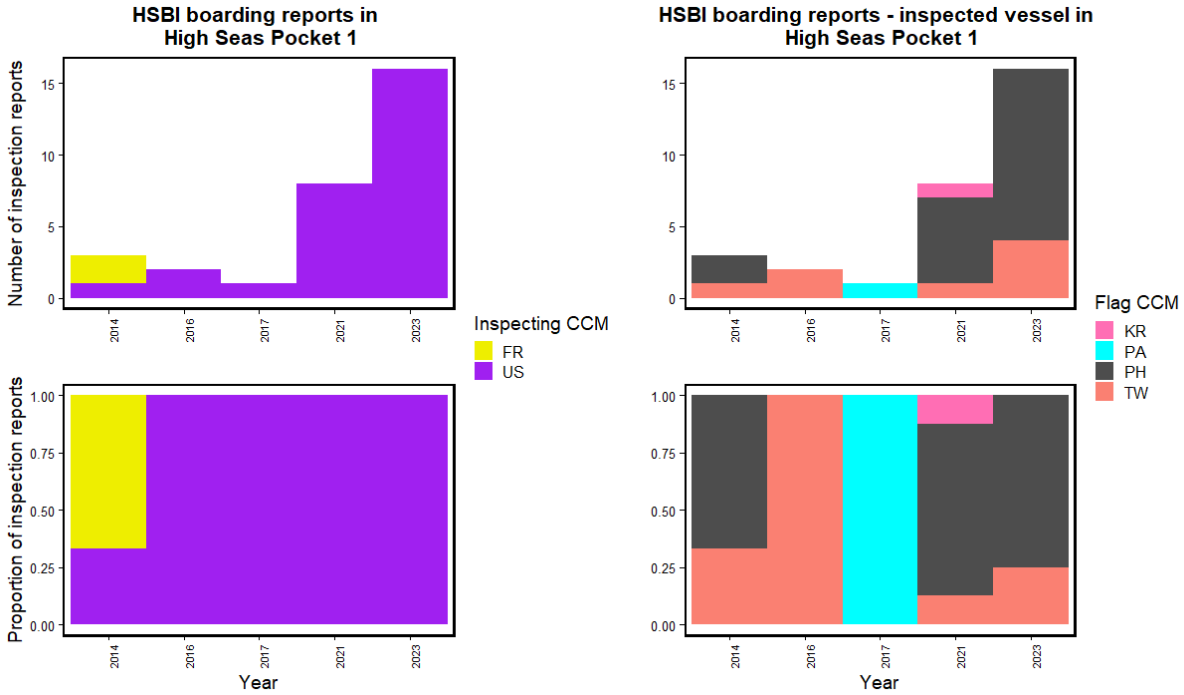

Figure 40: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 1.

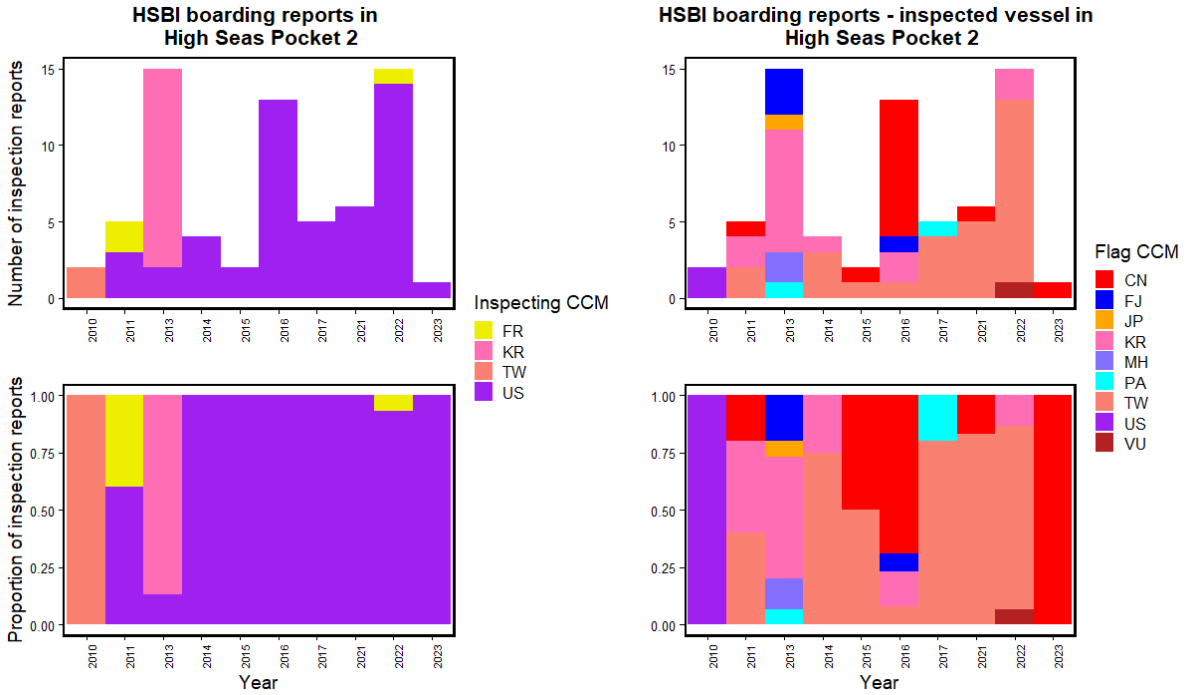

Figure 41: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 2.

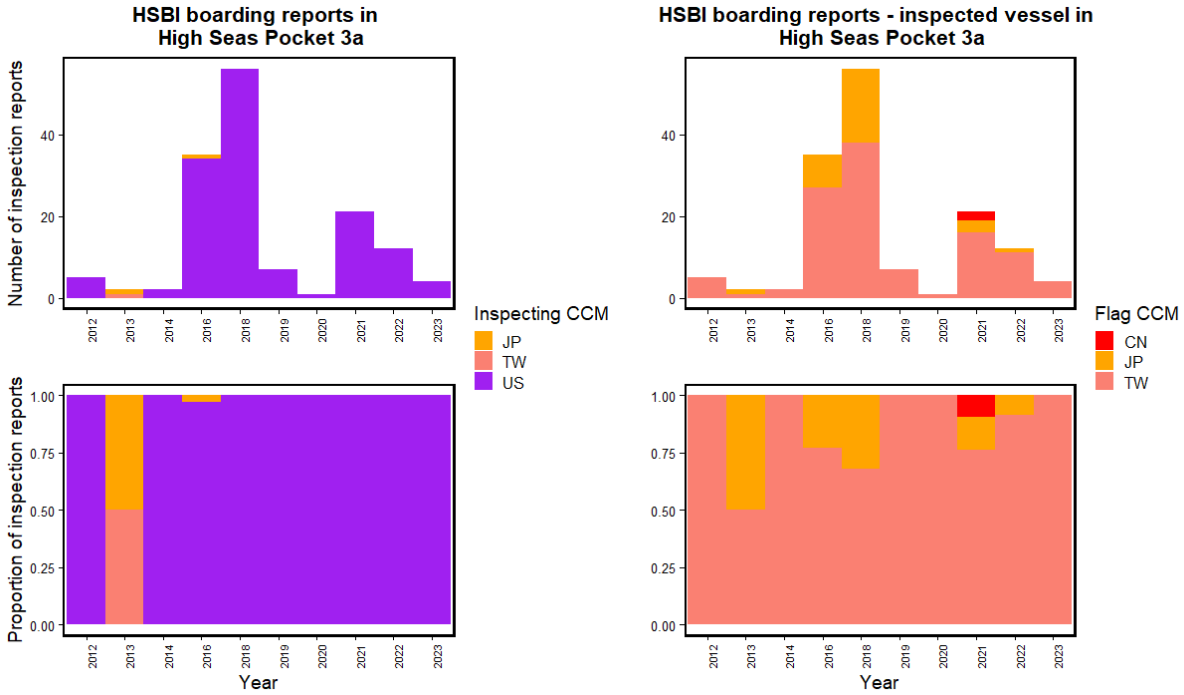

Figure 42: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 3a.

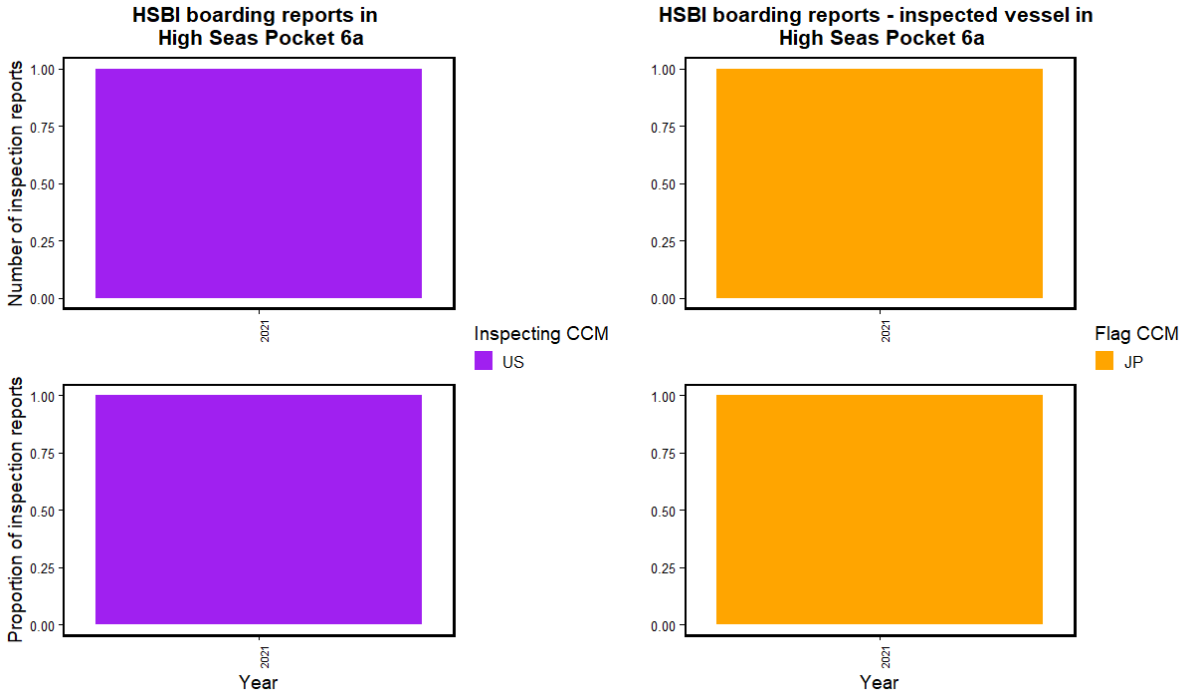

Figure 43: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 6a.

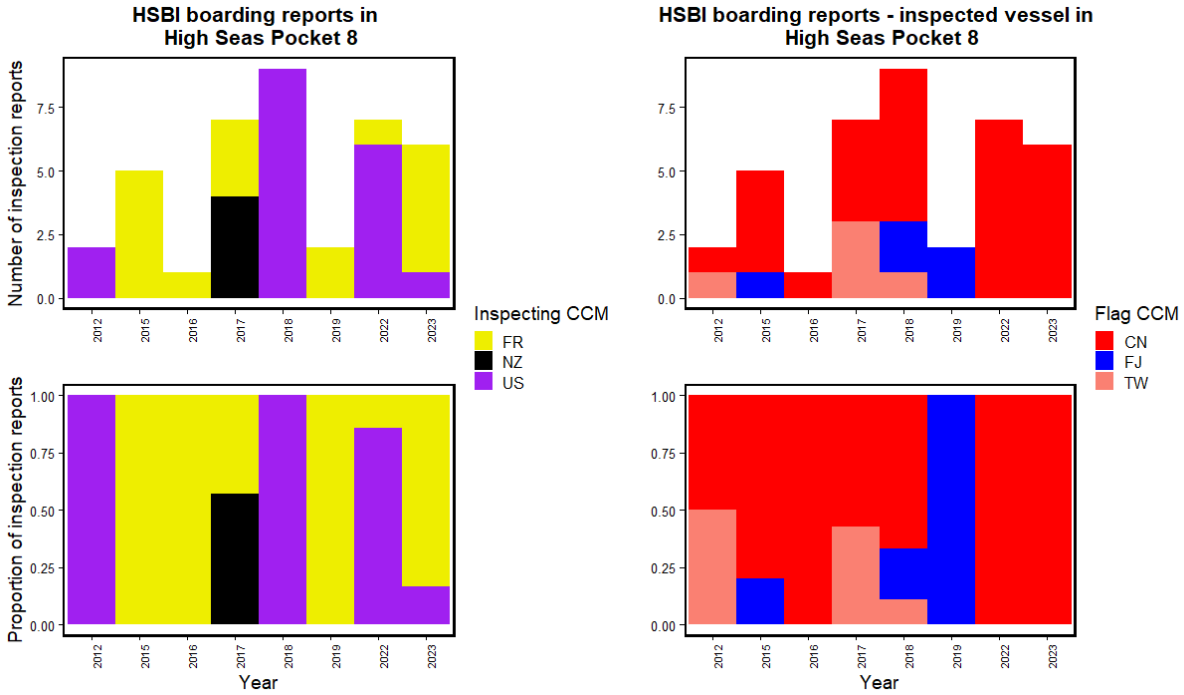

Figure 44: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 8.

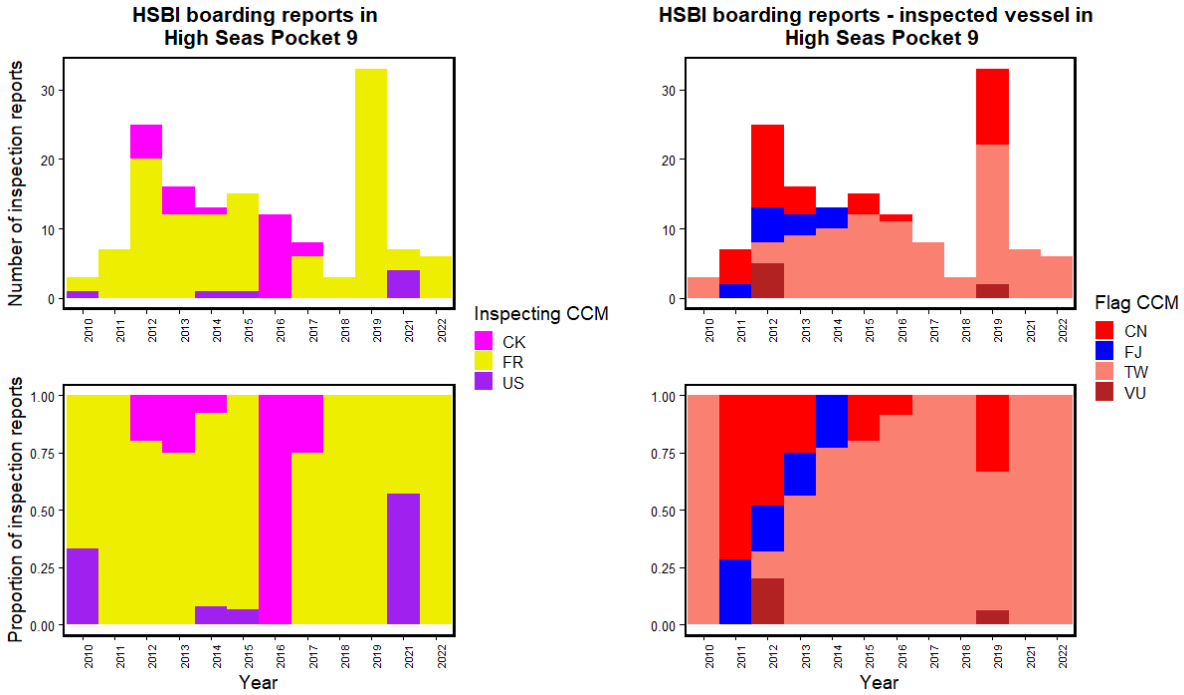

Figure 45: The number (top) and proportion (bottom) of inspection reports by inspecting CCM (left) and fishing vessel flag (right) from high seas pocket 9.

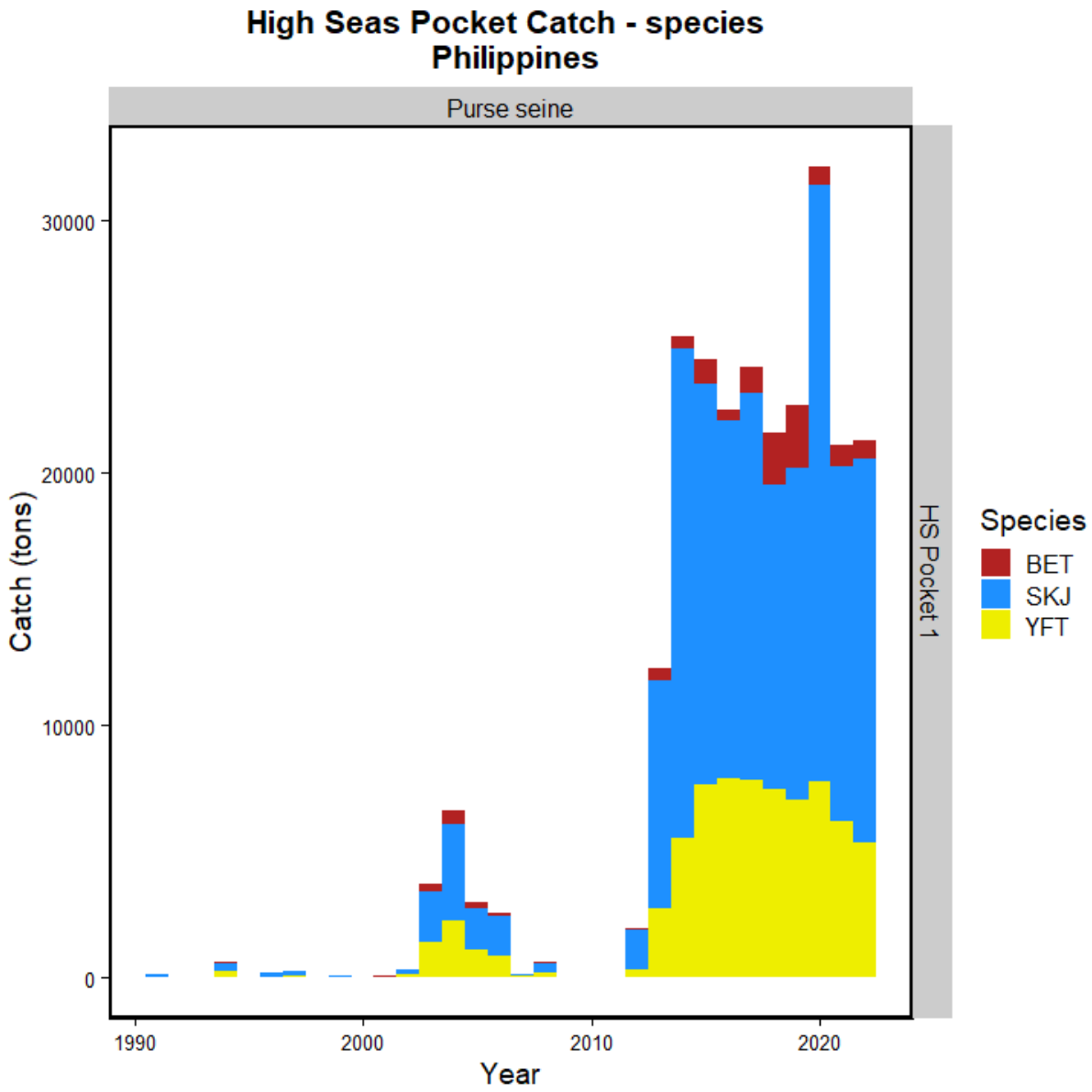

Figure 46: Catch within the high seas pocket 1 for the purse seine vessels flagged to the Philippines 1990-2022.

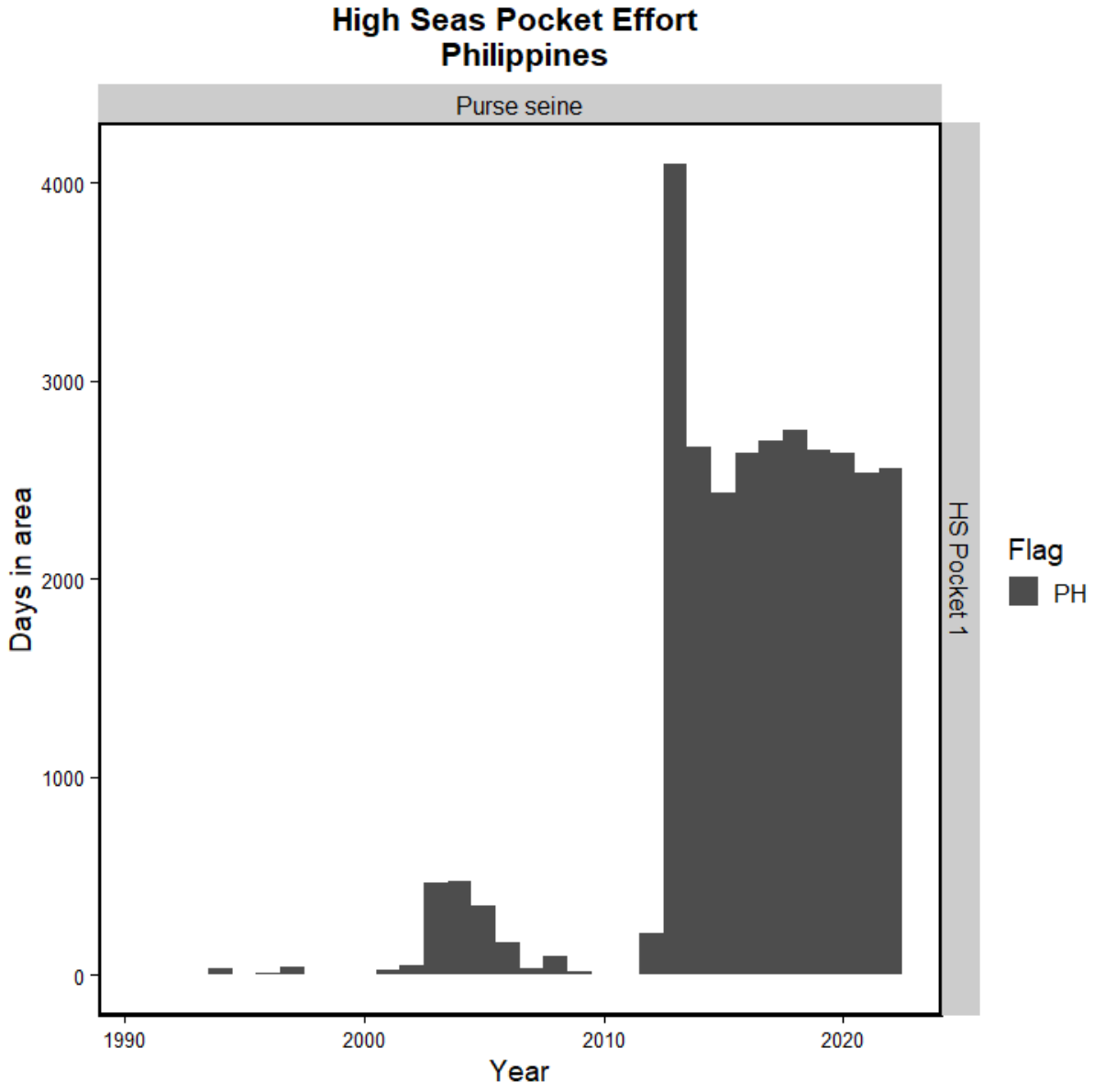

Figure 47: Logsheet days within the high seas pocket 1 for the purse seine vessels flagged to the Philippines 1990-2022.