TECHNICAL AND COMPLIANCE COMMITTEE

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Pohnpei, Federated States of Micronesia (Hybrid)

Annual Report **o**n **t**he Commission Vessel Monitoring System **(VMS)**

WCPFC-TCC22-2026-RP01

1 July 2026

Submitted by the Secretariat

Purpose

1. This paper presents the Annual Report on the Commission Vessel Monitoring System (VMS).

2. All data in this report are based on data extracted as of 19 May 2026. This report was produced earlier than prior years to respond to a request by the Commission at WCPFC22. As a result, some data were either not available or incomplete, including fished/did not fish and VMS reporting for Reporting Year 2025 and 2026, which are currently being reviewed.

Key messages

a. The Commission VMS remains a core MCS tool for monitoring authorised fishing vessels operating beyond flag CCM jurisdiction. The Commission VMS supports compliance monitoring, scientific analysis, and fisheries management, and continues to provide a central source of vessel position information for authorised users.

b. The Commission VMS covers a substantial proportion of active RFV-listed vessels, with reporting occurring either directly to WCPFC or through the FFA VMS. As of 19 May 2026, 1,850 vessels were reporting to the Commission VMS. Longliners make up the majority of vessels reporting directly to the Commission VMS.

c. Recent improvements to the VMS Reporting Status Tool (VRST) are strengthening flag CCM oversight of reporting gaps. Further improvements are underway in 2026, the most significant of which meets a number of CCM requests to streamline and remove duplication of the systems that support FFA and WCPFC VMS management. The VRST provides daily visibility of vessel reporting status, allows CCMs to update vessel status information, and supports the direct upload of validated manual position reports or reports to address transmission gaps. Once the current improvements are completed, those CCMs with vessels reporting to the Commission via FFA, and FFA will be able to use the VRST.

d. Although the new VRST upload function has improved manual reporting by allowing CCMs to enter missing data directly into Trackwell, poor data quality and delays in addressing ”non-reporting” remain ongoing problems. The effectiveness of the process continues to be hindered by its reliance on CCMs to complete timely reviews and submit correctly formatted NAF position reports.

e. MTU audit reporting remains an important implementation issue. Data indicates significant numbers of vessels had not had an MTU Audit Inspection Report submitted to WCPFC. The Secretariat can now easily identify and follow-up these issues through the use of a new analytical tool.

f. Some VMS monitoring gaps and technical issues remain. FFA VMS data are not transferred to the Commission VMS when vessels operate in the IATTC Convention Area, which limits the Secretariat’s ability to use WCPFC VMS data to monitor and verify reports of at-sea transhipments of WCPFC-caught fish occurring in that area. DNID-based MTUs and HALIOS-channel reporting also continue to generate some reporting anomalies that require attention. There are also ongoing issues with CCM vessels reporting to the national VMS but not being monitored through VRST to ensure those reports are being received by Trackwell and with MTU details becoming out of date.

g. Most VMS-related Article 25(2) cases relate to reporting issues and are often resolved with no infraction found. Continued use of VRST, manual reporting tools, MTU audits, HSBI information and CCM follow-up will support earlier identification and resolution of VMS reporting issues.

h. Further system and workflow improvements will support more effective use of Commission VMS data. Streamlined data exchange arrangements, improved Trackwell processing, proactive alerts on data feeds,

and closer integration with Secretariat workflows will strengthen the Commission's ability to use VMS data for MCS, compliance and management purposes.

Background

3. In 2013, the Commission agreed the purpose of the Commission VMS which can be summarised as providing a cost-effective mechanism to monitor authorised fishing vessels operating beyond flag CCM jurisdiction. Commission VMS data are securely stored and used to support compliance and scientific analysis, and to inform fisheries management in the Convention Area.

4. VMS requirements are enabled by Article 24 (8) of the WCPFC Convention, and are implemented through CMM 2014-02 Conservation and Management Measure for the Commission Vessel Monitoring System, a set of Standards, Specifications and Procedures (SSPs) and VMS Standard Operating Procedures (SOPs).

5. It is mandatory for all fishing vessels in the WCPO that fish for highly migratory fish stocks beyond their national waters in the WCPFC Convention Area to carry a fully operational MTU or ALC that reports specific data to communication satellites. The MTU or ALC must comply with the full range of minimum standards set out in Annex 1 of CMM 2014-02.

Overview of vessels reporting to the Commission VMS

6. The MTU register within the Record of Fishing Vessels (RFV) indicates approximately 60-65% of the active vessels on the RFV are activated to report to the Commission VMS during 2022-2025, with the 2026 count to date lower at around 58%. (See total number of vessels by reporting type in Figure 1, and by vessel type in Table 1).

7. The Commission VMS primarily covers high seas waters in the Convention Area. At WCPFC9 in 2012, the Commission agreed to the "Flick the Switch" decision, which facilitates additional application of the Commission VMS to waters under the jurisdiction of Members, complementing and supporting Members' own national VMS arrangements. Since 2012, 17 CCMs have provided letters of notification for the Commission VMS to cover their EEZs. [1]

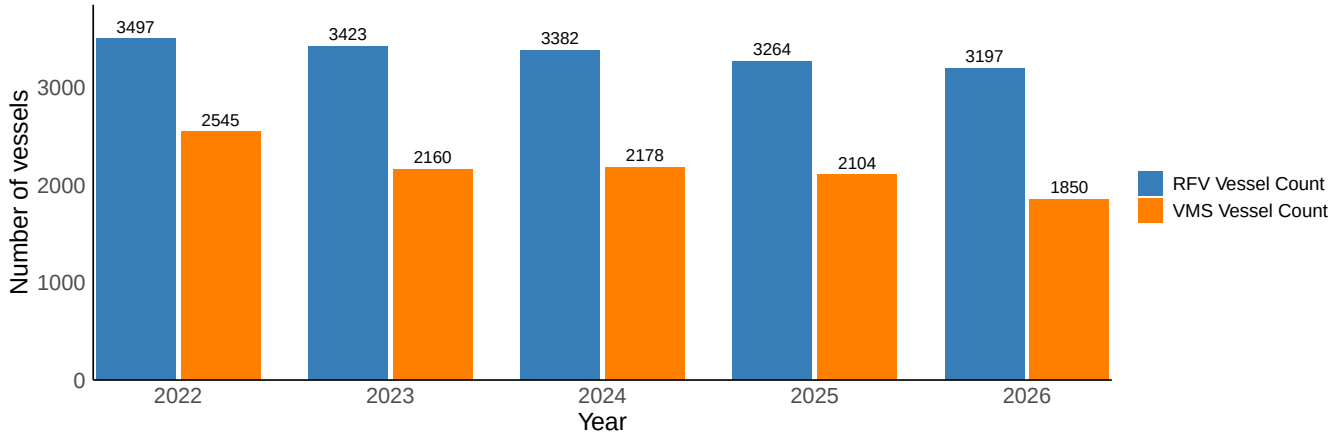

Figure 1: Total number of "Active" vessels on the RFV (authorised to fish in the Convention Area) compared with the total number of vessels reporting to the Commission VMS in the Convention Area. Data are for the period 2022 to 2026.

[1] The list of CCMs who have the Commission VMS covering their EEZs is provided at this page on the WCPFC website. Also refer to the Annual Report on the Administration of the WCPFC Data Access Rules and Procedures.

Table 1: Count of vessels on the RFV by vessel type that reported directly to the Commission VMS or through the FFA VMS. Data are for the period from 2021 to 2026.

Vessel type	2021		2022		2023		2024		2025		2026	
	Direct	FFA	Direct	FFA	Direct	FFA	Direct	FFA	Direct	FFA	Direct	FFA
Bunker	20	38	74	34	15	32	23	33	15	31	9	25
Fish carrier	204	145	379	131	204	129	219	133	182	129	155	110
Longliner	1 266	707	1 734	533	1 241	538	1 340	481	1 173	470	1 006	448
Others	41	2	97		183		53		42	1	33	1
Pole and line	59	22	63	23	45	21	43	20	33	20	32	21
Purse seiner	91	255	285	254	95	254	140	249	79	253	64	237
Support vessel	114	2	221	1	107	1	156	5	168	5	142	4
Total	1 795	1 171	2 853	976	1 890	975	1 974	921	1 692	909	1 441	846

8. Paragraph 7.3.3 of the VMS SSPs includes a requirement that the Secretariat develop and manage a service level agreement (SLA) with the FFA for provision of VMS services. This SLA was signed by the Secretariats of the WCPFC and FFA in early December 2008, and the Pacific VMS became operational in April 2009. The Pacific VMS ensures that the FFA VMS and Commission VMS operate as two separate and distinct entities to protect the integrity of WCPFC VMS data. Since 30 June 2016, the service provider to the Pacific VMS has been Trackwell.

9. The Secretariat has no matters of note to raise for TCC's attention with respect to the SLA with the FFA at this time. Following initial discussions on reducing duplication, a systems upgrade project began in 2026 to improve data exchanges between Secretariats. The upgrade consolidates the Commission VMS and FFA VMS, streamlining processes for CCMs and Secretariats while facilitating data sharing. Key improvements include an enhanced VRST accessible through the FFA VMS, automated alerts for port events, and improved access to historical transmission data. Further details will be shared as the project develops.

Commission VMS database

10. The required details relating to vessels reporting to the Commission VMS are found on the RFV.[2] As of 19 May 2026, there were 1850 vessels reporting to the Commission VMS (see Figure 1 and Table 1).

11. The approved structure of the Commission VMS allows vessels to report to the WCPFC in two ways:

    a. to the WCPFC through the FFA VMS, or

    b. directly to the Commission VMS.

12. As of 19 May 2026, around 70% of all vessels reporting directly to the Commission VMS were longline vessels. By comparison, around 53% of vessels reporting through the FFA VMS were longliners (see Table 1).

13. In practice, some vessels may change how they report to the Commission VMS during the year. For this reason, the annual total counts in Table 1 will not exactly match the annual VMS Vessel Count totals shown in Figure 1. In addition, some vessels that are active on the RFV may not be involved in fishing in the Convention Area in some years.

14. The Pacific VMS facilitates the transfer of FFA VMS data into the Commission VMS. Since early 2020, the FFA Secretariat has enabled an application programming interface (API) technical solution so that the WCPFC Secretariat has automated access to the current list of FFA Good Standing vessels for cross-checking purposes, and for use in current WCPFC online tools. The current upgrade of the WCPFC and FFA VMS will more efficiently support this process.

15. Currently, the Pacific VMS specifications transfer FFA VMS data into the Commission VMS for the high seas areas of the Convention Area, including the overlap area between WCPFC and IATTC, and for the CCMs who have elected to receive VMS data from the Commission VMS for vessels in their EEZ that are reporting to the Commission VMS. Currently, FFA VMS data are not transferred to the Commission VMS when vessels are operating in the IATTC Convention Area. This creates an identified monitoring gap that limits the Secretariat's ability to use WCPFC VMS data to monitor and verify reports of at-sea transhipments of WCPFC-caught fish when they occur in the IATTC Convention Area. Current taskings to the WCPFC Secretariat to establish reciprocal data exchanges of transhipment reporting with IATTC will consider this gap, which may necessitate the Secretariat's further review of data quality.[3]

[2] Paragraph 2.8 of the VMS SSPs requires the Secretariat to administer a Commission VMS database.
[3] WCPFC18 Summary Report paragraphs 280 to 281. Refer to WCPFC-TCC21-2025-RP03 Annual Report on Transhipment Reporting

Registration of MTUs

16. The online submission of necessary vessel tracking data for each fishing vessel required to report directly to the Commission is through the RFV. CCMs no longer need to complete the Vessel Tracking Agreement Forms (VTAF) (see Figure 2).

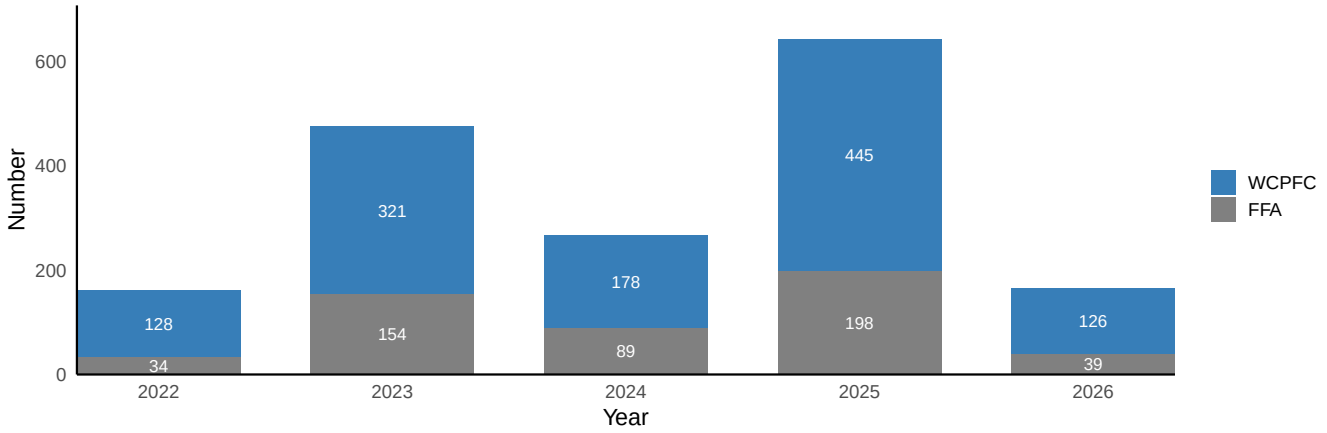

Figure 2: MTU activations for vessels reporting directly to the Commission VMS (WCPFC) or through the FFA VMS. Data are for the period 2022 to 2025.

WCPFC-approved MTUs/ALCs and gateways for VMS reporting

17. The complete list of approved MTUs is found in Annex A Table A-1.

18. There are several contracts that the Secretariat maintains in accord with paragraph 7.3.5 of the VMS SSPs to facilitate the necessary arrangements for provision of position (and other) data from the MTUs/ALCs that are activated to report directly to the Commission VMS. Currently, the Secretariat has contracts with the following Mobile Communications Service Providers (MCSPs):

    a. SpeedCast (formerly Satcomms Australia): for Inmarsat C, D+ and Faria watchdog Iridium services;

    b. Collecte Localisation Satellites (CLS): for Argos and Halios/Iridium services which includes Faria Watchdog MTUs;

    c. Vizada: an operational agreement for Inmarsat C DNID management; and

    d. Addvalue: for Inmarsat BGAN MTUs.

19. Some MCSPs provide direct/simultaneous reporting to their primary client (the flag CCM) and the Commission VMS. This aspect means that technically, VMS transmissions can be received by the Commission VMS, and the Secretariat is not charged for VMS airtime services from the relevant WCPFC-approved MTU/ALCs. In practice, this aspect also means any relevant charges for VMS activation and airtime from these MTU/ALCs have been covered by the relevant flag CCMs. As a result, the Secretariat has not needed to establish contracts with the following six MCSPs:

    a. MetOcean: for iTrac10101B (I Trac II) services;

    b. PTSOG Chinese Taipei;

    c. Rom Communications: for RomTrax Wifi services;

    d. SASCO: for BB3 and BB5 services;

e. SkyMate Inc.: for SkyMate I1500 and m1600 services; and

f. Orbcomm (Australia): for ST1600.

20. Almost 80% of vessels reported via FFA or Halios channels, and 19% of vessels reported via Inmarsat StdC channel (see Figure 3).

21. During 2025, the Secretariat began discussions with MCSPs on Secretariat arrangements arising from the Compliance and MCS Team realignment, to clarify new procedures and personnel, and how these procedures are managed to align with existing contracts. In some cases, discussions also included some service-related matters that could further enhance the quality of service, including more clear access to support with reporting issues and in some cases, issues of responsiveness to requests for routine activations and deactivations requests.

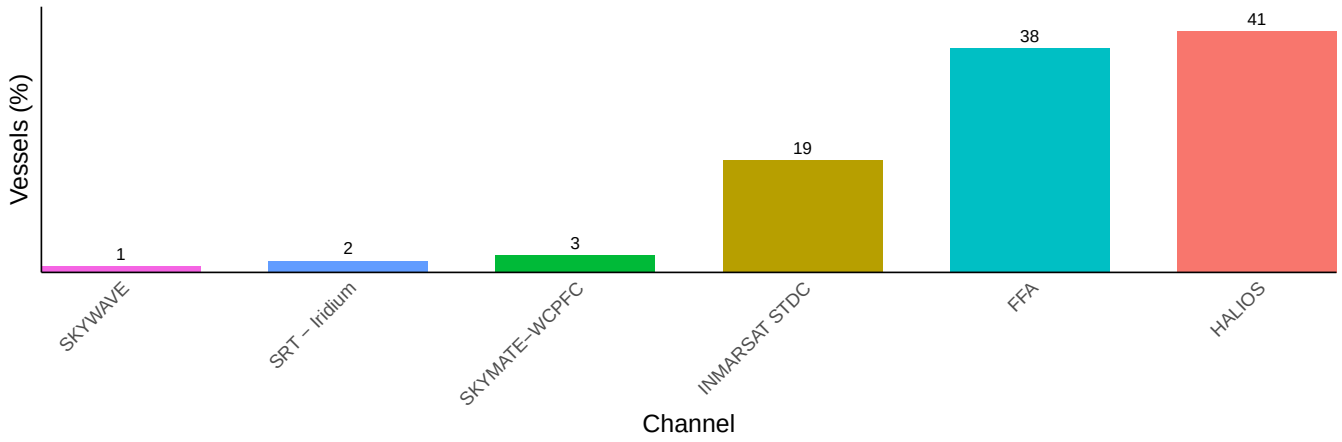

Figure 3: Percentage of vessels currently reporting on the Commission VMS by channel as at 19 May 2026.

22. Table 2 below summarises information for 2025 that compares each flag CCM by the number of:

- vessels on the RFV (*Vessel count*);
- annual Fished and Did Not Fish reporting counts (*AFA Received Count*)
- MTU activation details received (*VTAF Recorded Count*) for vessels reporting directly to the Commission VMS;
- vessels of FFA good standing status (*FFA Good Standing Count*) that potentially reported via FFA VMS;
- vessels that the flag CCM reported as having fished beyond its national jurisdiction (*Fished Count*);
- vessels tracked through VMS (*VMS Tracking Count*);
- vessels in 2024 that were reported to have "fished" (*Fished Count*) or "not fished" (*Did not fish count*).

Table 2: Summary of the number of vessels by flag for which the Secretariat has MTU activation data (VTAF recorded Count) and received position reports in areas covered by the Commission VMS (VMS Tracked Count) for the 2025 year.

CCM	2025						
	Vessel count	AFA received count	VTAF recorded count	FFA good standing count	VMS tracking count	Fished count	Did not fish count
AUS	51	51	34		49		51
BHS	12						
CAN	6	6	5		1	1	5
CHN	578	578	157	328	366	356	222
COK	8	8		6	5	4	4
CUW	2	2		1			2
EC0	30	30	12	5	10	9	21
ECU	7	7	2	5	5		7
FJI	63	63		46	37	23	40
FSM	40	40		37	28	33	7
IDN	126						
JPN	565	564	380	90	313	355	209
KIR	22	22	1	20	17		22
KOR	180	180	98	58	147	145	35
LBR	4		1				
MHL	13	13	1	13	12	11	2
NCL	15	15	1		1		15
NIC	1						
NRU	26			26	26		
NZL	3	3	1		3	1	2
PAN	112	110	25	87	88	80	30
PHL	463	463	304	47	294	301	162
PNG	13	13		11	11	9	4
PYF	94	1					1
SLB	10	10		10	10	9	1
SLV	3	3		3	3	3	
THA	6		1				
TON	3	3					3
TUV	5	5		5	5		5
TWN	550	10	443	87	456		10
USA	195	195	180	13	172	162	33
VUT	67	67	30	26	42	1	66
Total	3 273	2 462	1 676	924	2 101	1 503	959

23. The following factors contribute to differences between the anticipated counts:

- Advice from CCMs that the Fished Count report should not be applicable, meaning the number of reports received (column *AFA Received Count*) will be lower than the *Vessel Count*.
- Numbers in the column *VMS Tracked Count* are often not a sum of the numbers in the columns *FFA Good Standing Count* and *VTAF Recorded Count*, because some vessels may change how they report to the Commission VMS throughout the year.
- Where numbers in the column *Fished Count* do not match numbers in the column *VMS Tracked Count*, the discrepancy may be indicative of VMS reporting gaps, or it may be due to the Commission VMS covering some but not all EEZs.

Protection, Access to, and Dissemination of WCPFC VMS data

24. Authorized CCM users access WCPFC VMS data by logging into the WCPFC Trackwell VMS system. Since late 2023, the Secretariat has provided a Single-Sign-On (SSO) facility to WCPFC's online systems, which includes WCPFC's Trackwell VMS.[4]

25. CCM access to WCPFC VMS data through the WCPFC Trackwell VMS allows:

    a. Flag CCMs to view their flagged vessels;

    b. Coastal CCMs:

        i. to view vessels in their national waters where this coverage by the Commission VMS has been requested;[5] and

        ii. access to WCPFC VMS for a high seas buffer zone of up to 100 nautical miles around their EEZ.[6]

    c. Authorised Members to request access to certain WCPFC VMS data through non-public domain data requests.

26. Where requested by a CCM, the Secretariat can arrange for the WCPFC Trackwell VMS to send regular VMS data files to approved e-mail addresses. These data match what the CCM's authorised users can see in the system. The Secretariat accesses the data through an Application Programming Interface (API), and some CCMs also use an API to receive data in support of their MCS activities in the Convention Area.

27. The Secretariat also provides some reports through the secure CCM portal on the WCPFC website to assist flag CCMs to address any disparity between CCM-held and Secretariat-held VMS data.[7]

28. The integrity of the Secretariat's VMS data is to be verified annually by qualified personnel that are not WCPFC Secretariat staff.[8] A report on this review for 2025 is included in the Secretariat's report to TCC on the information and network security framework.

[4] Access to WCPFC VMS related systems is visible and managed by Party Administrators who may grant permissions to users through assigning one of the following roles: VMS Viewer or VMS Editor.

[5] Under Article 24(8) of the Convention on the Conservation and Management of Highly Migratory Fish Stocks in the Western and Central Pacific Ocean and decision of WCPFC9 reflected in the Summary Report.

[6] In accordance with the "*Rules and Procedures for the Protection, Access to, and Dissemination of High Seas Non-Public Domain Data and Information Compiled by the Commission for the Purpose of Monitoring, Control or Surveillance (MCS) Activities and the Access to and Dissemination of High Seas VMS Data for Scientific Purposes*" in Section IV relating to High Seas VMS Data which includes provisions enabling the receipt of near real-time VMS data for the "*high seas areas adjacent to and not more than 100 nautical miles from their exclusive economic zones (EEZs)*" *(MCS RaP).*

[7] WCPFC18 Summary Report paragraphs 280 to 281. Refer to WCPFC-TCC22-2026-RP08 Annual Report on the administration of the WCPFC data access rules and procedures.

[8] VMS SSP 6.10

Status of Ongoing Monitoring and Compliance with WCPFC VMS Reporting

Performance of Approved MTU types

29. The Commission VMS requires that VMS positions must be received within 90 minutes of being generated by the ALC.[9]

30. The analysis of MTU performance against this requirement using CCMs' preferred approach of reviewing *Normal* position reports from each MTU type on the WCPFC-approved MTU List can be seen in (Annex A, Table A-3).

31. The analysis indicates generally strong performance across most approved MTU types, although reporting timeliness varied by MTU type and month. The Grand Total reporting rate was 92% across 2025 and January to April 2026, with July 2025 showing lower performance that other months. The performance is likely to have been impacted by a technical issue that caused a delay in Trackwell processing data being uploaded. This was notified to CMMs on 18 July 2025 and resolved quickly with no loss of data.[10]

Results of reported MTU/ALCs Audits

32. The VMS SSPs require CCMs to carry out a periodic audit of a representative sample of installed ALCs. The audit results are to be reported in Annual Report Part 2, and details of the audits entered directly into the MTU Audit section of individual vessel records on the RFV.[11]

33. Annual counts of MTU audit inspections by Approved MTU type that have been reported to WCPFC are provided in Annex A, Table A-2 for the period from 2022 to 2026.

34. In 2025, there were 1503 vessels that were reported to have fished beyond their national waters in the Convention Area (see Table 2). Three hundred and ninety-two (392) of these vessels have not had an MTU Audit Report submitted to WCPFC since 2011 (see Annex A, Table A-4 for a summary of vessels with no MTU Audit Inspection reported to WCPFC).

35. Of the vessels that have provided manual reports, 24 of the vessels' MTUs have not been audited since 2016 (see Table A-5).

36. All CCMs that have vessels that were reported to have fished beyond their national jurisdiction in the Convention Area (*fished*) have carried out and reported MTU/ALC audit inspections for some of their flag vessels (see Table A-6). During 2026, the Secretariat is progressing an improvement to the Record of Fishing Vessels in response to CCM requests that will indicate the last MTU audit inspection conducted for each vessel that has been reported to the Commission.

Processes and tools to support flag CCMs

Vessel Reporting Status Tool

37. The VMS Reporting Status Tool (VRST) is available to all authorized CCM users at this link: https://vrst.reports.wcpfc.int. New processes and an upgrade to the VRST released in 2025 are outlined below. As mentioned earlier, further upgrades are occurring as part of the WCPFC and FFA VMS upgrade project.

38. The VRST provides the authorized CCM user with a daily snapshot of whether each CCM vessel on the RFV is meeting its Commission VMS requirements, including whether each vessel is reporting directly to WCPFC VMS. The VRST is updated each day at 1 am UTC. There are currently six parts to the VRST (see Figure 4):

[9] CMM 2014-02 Annex 1 paragraph 4.
[10] Circular No. 2025/46
[11] VMS SSPs Paragraphs 2.9 and 2.13 and Section 7.2.2

a. The “information” tab provides explanatory information about the VRST.

b. The “All Vessels” tab is in response to the WCPFC12 task, and provides the latest WCPFC VMS reporting status for every vessel on the Record of Fishing Vessels (RFV).

c. The “CCM Vessels” tab lists only RFV vessels flagged to the CCM, viewable only by the CCM’s authorized contact. It provides CCMs with a daily snapshot of whether each of their vessels on the RFV is meeting its Commission VMS requirements. If a vessel is not on the FFA Good Standing List, the VRST provides an indication of whether WCPFC has completed the necessary steps to activate the vessel’s MTU to report to the Commission VMS; if so, the VRST provides a generic current vessel status (e.g., ’OK’ or ’STOP’) for each of their vessels, and a daily VMS-reporting status (how many position reports are transmitted by each vessel each day for the preceding 31 days).

d. The “Non-Reporting Vessels” tab is a subset of the CCM Vessels tab list, providing a list of vessels from which the expected VMS data are not being received. For each vessel that is not reporting to the WCPFC VMS, authorized CCM users are able to update the status to ’In Port’ or ’Outside the Convention Area’ or ’Within flag CCM EEZ’, and the date the status took effect. When VMS data are received by the WCPFC VMS, the status is automatically reset to ’OK’.

e. The “Manual Reports” tab provides a report on the number of manual reports by vessel submitted and processed by VMS.

f. A new “Upload Manual Positions” tab allows flag CCMs to include up to 300 rows of NAF strings that will be validated. Once any identified errors are addressed and the data are successfully validated, the data can be saved and will then be uploaded directly into Trackwell. The data will be accessible on Trackwell shortly after. This facility allows CCMs to identify and routinely provide missing reports or manual reports for vessels not automatically reporting.

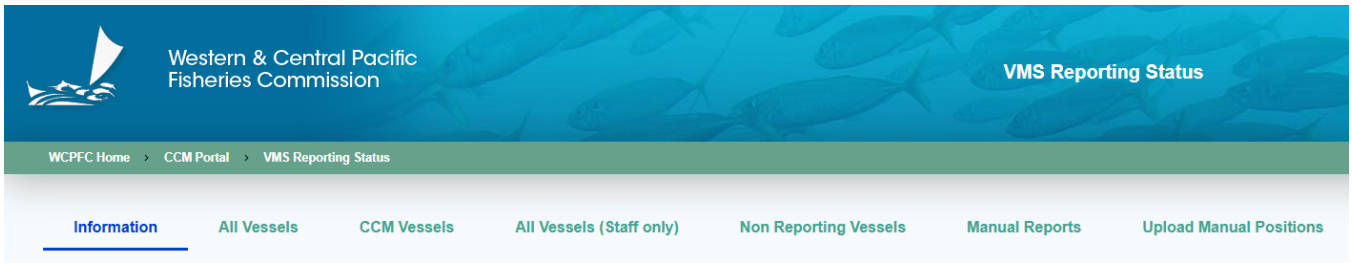

Figure 4: Screenshot of the VRST page on the WCPFC website https://vrst.reports.wcpfc.int.

Secretariat workflows

39. In addition to the VRST, the Secretariat has implemented new procedures for handling VMS and VRST-related issues. The workflow tool that tracks issues identified and resolved by the Secretariat in relation to a vessel’s VMS reporting status was refined during late 2024 and 2025.[12]

40. Preliminary information for part of 2025 is shown in Table 3. The table shows the source of each VMS reporting-related request and the associated MTU or issue. The majority of recorded issues during this period (59%) related to vessels not reporting, and to CLS units.

[12]Notifications were provided in Circular 2025/16 and Circular 2025/32.

Table 3: VMS reporting issues identified through Secretariat workflows by source of request and MTU type or issue. Data for part of 2025.

MTU type	CCFS	CCM query	FFA query	HSBI	MTU update request	Post inspection	Total
CLS ELTA		2	1				3
CLS KENWOOD		2			1		3
CLS OROLIA		8	7		17		32
Furuno		2			6		8
JRC					1	1	2
No Active MTU on RFV	2	1	2		14		19
ORBCOMM/Skywave					3		3
SATLINK					1		1
SRT Marine Systems					1		1
Thrane & Thrane		2	7	1	5		15
Total	2	17	17	1	49	1	87

41. The sources of these workflow entries are:

    a. **CCM query**: follow up on a query raised by a CCM about a vessel's VMS reporting status.

    b. **FFA vs WCPFC MTU**: If a vessel that has its MTU activated to report directly to WCPFC VMS is subsequently listed on the FFA Good Standing List, or if a vessel that was on the FFA Good Standing List is de-listed, WCPFC VMS staff will take necessary steps to update the MTU Register accordingly. This process is intended to avoid duplicate reporting by a vessel.

    c. **HSBI**: a notification is received that a vessel has been inspected through the High Seas Boarding and Inspection (HSBI) Scheme and/or a VMS-related issue is raised by a member conducting HSBI.

    d. **Transhipment Advice (TSER)**: a high seas transhipment notification is received by the Secretariat, but the vessel is not reporting to WCPFC VMS. (No issues during the period in 2025 that workflow entries began.)

    e. **WCPFC Vessel on MTU Register**: there is a difference between the WCPFC MTU Register active MTU and the channel that Trackwell has recorded the receipt of the WCPFC VMS data.

    f. **Post Inspection**: a report received after a vessel inspection other than HSBI.

42. Since June 2025, a daily e-mail has been sent to CCM users with VMS Editor access. This e-mail lists vessels that have stopped reporting for two consecutive reports based on VRST data and notifies that the Secretariat will initiate a review of the issue as soon as possible. No e-mail is sent if all vessels from a flag CCM are reporting normally. The purpose of this approach is to support routine checks and the timely resolution of reporting issues, whether by confirming why a vessel is not reporting, or by uploading missing position reports. For CCMs reporting directly to the VRST, the status of non-reporting vessels can be updated. Once the WCPFC and FFA VMS upgrade is completed, all CCMs can use this facility. For all CCMs, missing or manual reports may be uploaded, provided the upload occurs within 31 days of the missing report.

43. In association with the last stages of the review and resolution of missing VMS transmission gaps for RY2025, the Secretariat has begun to progress the final transition to monthly reporting of VMS transmission gaps to supplement flag CCMs' use of VRST and the daily e-mail of vessels that have stopped reporting. While comparative historical data is not available, preliminary 2025 workflow data highlights the volume of VMS

reporting issues that were successfully managed. The Secretariat tracked 87 specific VMS reporting issues during this period.

Summary of Members' MCS and inspection activities, including in the high seas

44. Summary information on the aerial surveillance, High Seas Boarding and Inspection (HSBI), and other remote MCS activities is provided in Figures 5 and 6. This information relates to where one Member has requested an Article 25 (2) investigation by a flag CCM due to alleged VMS violations, between 1 January 2019 and 19 May 2026. Most requests for Article 25 (2) investigations indicated that the VMS issue was related to VMS reporting (CMM 2014-02 9a) and was resolved through discussions between the relevant CCMs (see Figure 5).

45. Alleged infringements of Commission VMS reporting may involve vessels not on the RFV, active vessels on the RFV that have no active MTU, or active vessels on the RFV that are not reporting to the Commission VMS as required.

46. In most investigations, flag CCMs reported no infraction, with only a few cases resulting in warnings or sanctions.

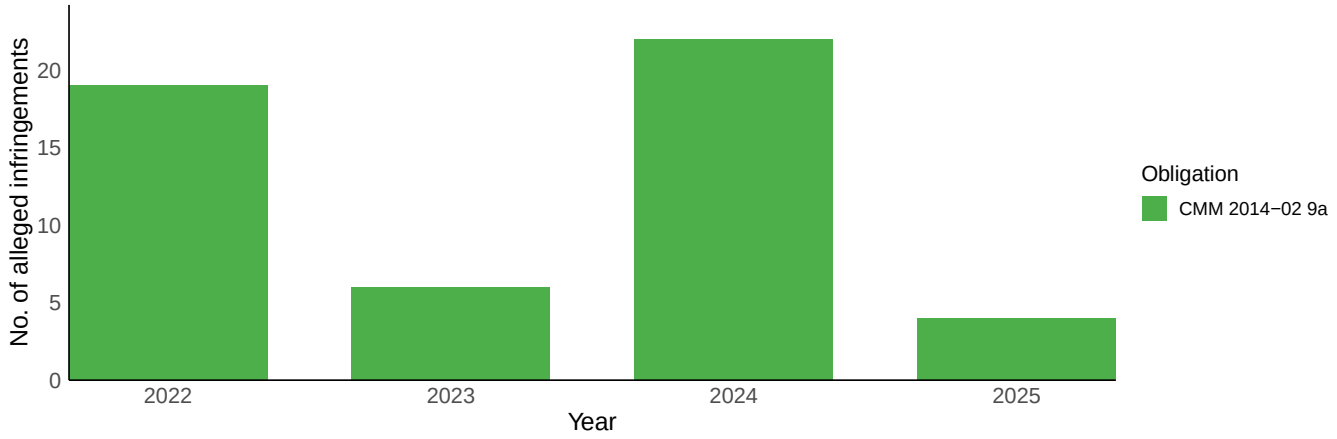

Figure 5: Number of VMS-related alleged infringement cases by event year by VMS obligation. Distinguished are: CMM 2014-02 04, related to VMS-reporting in the northern part of the Convention Area; CMM 2014-02 9a, a VMS-reporting issue. Data are for the period 2022 to 2025.

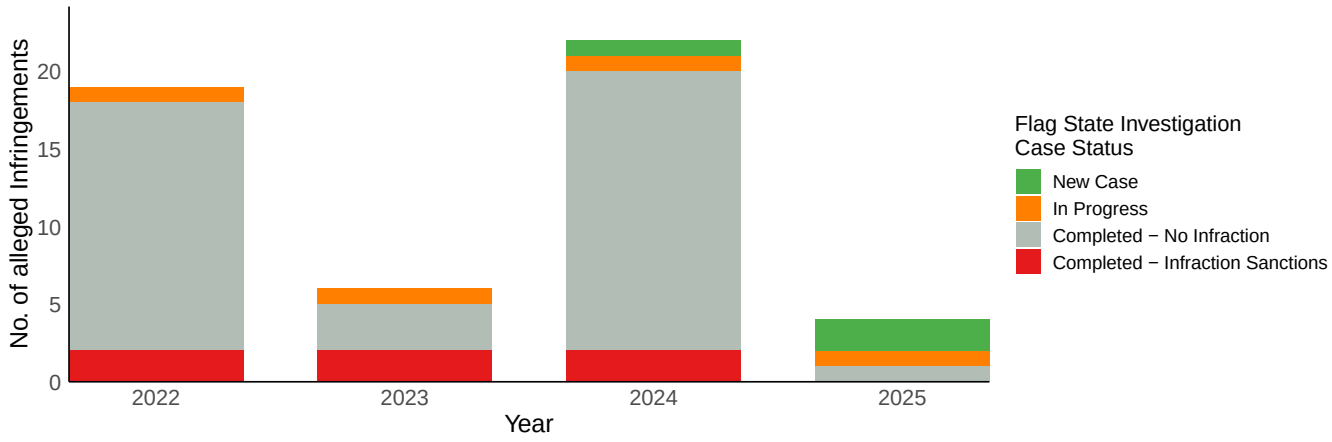

Figure 6: Current case status by event year for Article 25(2) CCFS cases that identified VMS-related alleged infringements. Data are for the period 2022 to 2025.

Summary of Manual Position reporting

47. The Commission enhanced the VMS manual reporting process in April 2025 to allow direct uploads of North Atlantic Format (NAF) strings. These strings are automatically validated by the system before being uploaded directly into Trackwell. Information on this process is available through the VMS Support page.

The text in the box below provides a sample of a manual report in NAF format:

$$//TM//POS//SQ/nn//ID/vvvvv//NA/vsl_name//LT/yy.yyyy//LG/xxx.xxxx//DA/yyyymmdd//TI/hhmm//ER//$$

48. Each upload is limited to 300 rows, which is expected to be sufficient for most CCMs to provide routine manual reports for vessels that STOP reporting, or for routine uploads of missing positions. This is because it was anticipated that CCM's ability to regularly review their vessels' reporting status on VRST, the receipt of daily e-mails listing vessels that have stopped reporting that day, and the transition to monthly VMS transmission gap reports should reduce the incidence and extent of non-reporting.

49. Initially in 2025, this limit posed issues for those CCMs with larger fleets and/or more extensive gaps in reporting to address. There were also processing issues for Trackwell given the volume of position reports received from multiple CCMs at the same time. An increase in Trackwell's processing capability and the Secretariat practice of adopting a more staggered approach to staging work with CCMs on their transmission gaps has resulted in fewer problems being reported in 2026 to date. The current project to upgrade the Commission's VRST will also reduce issues associated with this limit. The Secretariat has also worked with some service providers to reduce the extended period of time taken to activate or deactivate MTUs once requested, and to seek assistance with MTU/DNID reactivation failures.

50. The Secretariat is cautious as to the volumes of data involved in these uploads. The WCPFC and FFA VMS upgrade is intended to support a greater level of access, however, it is essential that CCM users monitor that their vessels are reporting to the Commission VMS through the tools provided, in addition to ensuring reporting to their national system.

51. A summary of the number of vessels by flag that have recorded manual position reports to the Commission VMS is provided in Table 4.

Table 4: Number of vessels by flag that provided manual position reports, and the total distinct number of vessels over the period. Data are for the period 2025 to 2026.

Flag CCM	2025												2026				Vessels
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	
China	6	4	8	4	14	15	9	7	13	9	5	3	3	5	5		47
Japan	1																1
Korea (Republic of)	6	7	5	5	6	10	8	16	17	2	1	24	1				37
Panama							1	2	2	3	3		2	2			7
Philippines	13	10	10	9	13	13	20	21	22	22	16	24	31	20	12	2	58
Chinese Taipei	3	2	2	4	5	5	12	14	9	11	3	9	16	16			35
United States of America			1	3				1	1				1	1			5
Vanuatu	1	1	1	2	4	4	4	4	4	4	4	3					6

Secretariat Observations

a. **DNID-based MTU configuration**: The Secretariat continues to observe that WCPFC VMS reporting gaps are commonly associated with DNID-based MTUs; DNIDs can only be programmed for the Ocean Region where the MTU is logged in (in some cases, vessels at the time of activations are logged into other Ocean Regions). In some cases, the WCPFC DNID may be downloaded to a ”lower” slot that cannot be programmed for automatic reporting, meaning the vessel does not transmit at the required interval and reporting may only be available through direct (rather than automated) polling. Access to DNID settings should be restricted to service technicians, and DNID configuration should be checked during boarding and inspection activities or MTU audit inspections.

b. **CLS data transfer**: The Secretariat has continued to see reporting anomalies from CLS-approved MTUs. Unlike other MCSPs, CLS VMS data is “pulled” from rather than “pushed” to Trackwell. When large volumes of data are fetched, timeouts can occur and may result in missing data. Trackwell and CLS have worked to address these issues, including by adjusting the frequency of data requests and retrieving data in batches. The Secretariat and Trackwell also explored proactive alerts for CLS data feeds. While a few vessels may still temporarily appear as not reporting because data has not yet been pulled, this issue has been reduced. In addition, delays in 2025 relating to CLS processing activations and deactivations have now been resolved.

c. **Trackwell processing issue**: In July 2025, the Secretariat was notified of an issue that significantly limited the visibility of vessels in Trackwell for approximately 24 hours. Trackwell identified and resolved a problem affecting the processing of manually uploaded data. There was no issue with the underlying VMS data, although duplicate uploads were identified and had to be removed. Trackwell also identified and improved the speed of data processing.

d. **Skymate transmission issue**: In April 2026, a technical issue delayed the transmission of position reports from vessels using Skymate MTUs. With assistance from affected CCMs, the issue was notified to Trackwell and Skymate, and later resolved, with all data subsequently provided to the Commission VMS. Skymate has advised that measures have been put in place to prevent recurrence and that internal alerts will be improved.

Administrative Notes

a. CCMs should check reporting status of their flag vessels on the VRST and provide updates directly into the VRST system as frequently as possible.

b. To assist the Secretariat with keeping track of VMS-related correspondence and reporting, please send VMS-related e-mails to the VMS Helpdesk at VMS@wcpfc.int.

c. CCMs must regularly monitor Commission VMS tools to ensure their vessels are reporting as required and to upload regular manual reports where required. Where transmission gaps arise from notified non-reporting, missing positions and manual reports should be uploaded as soon as possible. The Secretariat regularly encounters non-reporting that the CCM is not aware of, as it is assumed that reporting through their national VMS means they consider reporting is also occurring to the Commission.

d. CCMs should note that some service provider responses to activation and deactivation requests and access to support from service providers for some issues associated with downloading DNIDs can extend the period of time a vessel is not reporting. The Secretariat is working with service providers to improve the process by ensuring that manual reporting is occurring over as short a time period as possible. CCM may be asked to assist with their service provider.

e. CCMs are asked to ensure their MTU details are up to date where MTUs are transferred between vessels or are replaced.

Annex A: Reporting on Approved MTUs and MTU Inspection Audit

Table A-1: WCPFC list of approved ALC/MTU. (Note that this list is directly applicable to MTUs of vessels that report directly to WCPFC VMS. FFA requirements determine which MTU units can be used for FFA VMS reporting.)[15]

Model	Manufacturer	Comm. system	Service provider
750VMS	Faria - Watchdog	HALIOS	CLS
750VMS SB	Faria - Watchdog	HALIOS	CLS
750VMS W/VTerm	Faria - Watchdog	HALIOS	CLS
BB3	SASCO	Iridium (mini LEO)	SASCO
BB5	SASCO	Iridium (mini LEO)	SASCO
CLS TRITON	CLS OROLIA	HALIOS	CLS
CLS TRITON ADV	CLS OROLIA	HALIOS	CLS
ELB 2000	SATLINK	INMARSAT STDC	Speedcast
ELB2004	SATLINK	INMARSAT STDC	Speedcast
ELB2020	SATLINK	INMARSAT ISATDATA PRO	Speedcast
FELCOM10	Furuno	INMARSAT STDC	Speedcast
FELCOM12	Furuno	INMARSAT STDC	Speedcast
FELCOM15	Furuno	INMARSAT STDC	Speedcast
FELCOM16	Furuno	INMARSAT STDC	Speedcast
FELCOM18	Furuno	INMARSAT STDC	Speedcast
FELCOM19	Furuno	INMARSAT STDC	Speedcast
H1622D	Sailor	INMARSAT STDC	Speedcast
Insight X2 EMTU	Nautic Alert	IRIDIUM	Nautic Alert
JUE-75C	JRC	INMARSAT STDC	Speedcast
JUE-75C-FFA	JRC	INMARSAT STDC	Speedcast
JUE-85	JRC	INMARSAT STDC	Speedcast
JUE-87	JRC	INMARSAT STDC	Speedcast
JUE-95C	JRC	INMARSAT STDC	Speedcast
JUE-95VM	JRC	INMARSAT STDC	Speedcast
LEO	CLS ELTA	HALIOS	CLS
NERA MINI-C	SATLINK	INMARSAT STDC	Speedcast
ORBCOMM ST6100	ORBCOMM/Skywave	SKYWAVE	Skywave
RSS405A	Anritsu	INMARSAT STDC	Speedcast
RomTrax Wifi	Rom Communications	Iridium SBD	Rom Communications
SKYMATE I1500 VMS	SkyMate Inc.	SKYMATE-WCPFC	SkyMate Inc.
SKYMATE m1600	SkyMate Inc.	SKYMATE-WCPFC	SkyMate Inc.
SRT VMS-100Si	SRT Marine Systems	SRT - Iridium	SRT
Sailor 3027D	Thrane & Thrane	INMARSAT STDC	Speedcast
Sailor 6140	Thrane & Thrane	INMARSAT STDC	Speedcast
Sailor 6150	Thrane & Thrane	INMARSAT STDC	Speedcast
Skywave IDP-690	ORBCOMM/Skywave	SKYWAVE	Skywave
TNL 7001	Trimble	INMARSAT STDC	Speedcast
TNL 7002	Trimble	INMARSAT STDC	Speedcast
TNL 8001	Trimble	INMARSAT STDC	Speedcast
TNL7005	Trimble	INMARSAT STDC	Speedcast
TT-3020C	Thrane & Thrane	INMARSAT STDC	Speedcast
TT-3022D	Thrane & Thrane	INMARSAT STDC	Speedcast
TT-3026	Thrane & Thrane	INMARSAT STDC	Speedcast

Continued on next page

[15] The Commission agreed at WCPFC19 to the request from the Philippines for a limited extension of no longer than 12 months (until 1 January 2024) for the replacement of Argos MTUs (FVT, MAR GE, MAR GE V2, and MAR GE V3) covering only the support vessels that are operating in the High Seas Pocket 1.

Table A-1: WCPFC list of approved ALC/MTU. (Note that this list is directly applicable to MTUs of vessels that report directly to WCPFC VMS. FFA requirements determine which MTU units can be used for FFA VMS reporting.) (Continued).

Model	Manufacturer	Comm. system	Service provider
TT-3026D	Thrane & Thrane	INMARSAT STDC	Speedcast
TT-3026S	Thrane & Thrane	INMARSAT STDC	Speedcast
TT-3027M	Thrane & Thrane	INMARSAT STDC	Speedcast
TT-3027S	Thrane & Thrane	INMARSAT STDC	Speedcast
TT-3062D	Thrane & Thrane	INMARSAT STDC	Speedcast
Thorium TST-100	CLS KENWOOD	HALIOS	CLS
iFleetONE	Addvalue	INMARSAT BGAN	Addvalue
iTrac101B (i Trac II)	MetOcean Telematics	Iridium SBD	MetOcean Telematics

Table A-2: Number of MTU audits by Approved MTU type by year for the period from 2022 to 2025.

MTU Type	2022	2023	2024	2025	
750VMS	1	2	9	5	
750VMS SB	1	2	19	13	1
CLS TRITON	19	29	27	36	1
CLS TRITON ADV	92	188	245	219	17
ELB2020	3	6	9		1
FELCOM10		1			
FELCOM12	2			1	
FELCOM16	27	47	28	6	
FELCOM18		1			1
FELCOM19	2	2	9	2	
JUE-310B		1			
JUE-75C	1	1			
JUE-75C-FFA	1				
JUE-95VM	7	14	12	1	
LEO	31	43	32	19	
NERA MINI-C			1	1	
ORBCOMM ST6100		1	1	4	
SKYMATE I1500 VMS	1				
SKYMATE m1600	13	33	31	10	1
SRT VMS-100Si			23	19	1
Sailor 3027D		2	3		
Sailor 6140	31	28	50	35	
Sailor 6150	8	10	13	8	
Skywave IDP-690	8	8	2	4	
TNL 7001	1	1			
TT-3020C	2		1		
TT-3022D	5	6	7	5	
TT-3026	3				
TT-3026D		2			
TT-3026S	5	5	6	4	
TT-3027M	1			1	
TT-3027S	2				
Thorium TST-100	37	47	72	32	2
iFleetONE	1	1			

Table A-3: Average reporting rate (%) for WCPFC Approved MTU type for 2025, and January-April 2026. (Note this updated analysis indicates the timing performance of transmission reporting with 100% being the positive side of the scale.)

Approved MTU type	2026			2025												Total
	Jan	Feb	Mar	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	
MAR GE V3	61	58	93	93	92	94	91	88	86	83	83	74	77	83	98	85
iFleetONE	99	100	100	96	99	100	100	100	100	74	100	100	92	100	100	95
750VMS	98	99	100	100	99	100	99	99	98	72	96	96	97	100	100	96
FELCOM18	99	100	100	100	99	100	100	100	100	69	100	100	98	100	100	97
Grand Total	88	88	98	98	97	98	96	94	93	73	93	87	90	94	100	92

Table A-4: Summaries and trends of MTU Inspection Audit reporting. Number of vessels that Fished in 2025 that have not had an MTU Audit Report submitted to the Secretariat through the MTU Audit Inspections list. Note fished/did not fish counts for 2025 are incomplete at the time of writing this report.

Approved MTU type	AUS	CAN	CHN	ECO	ECU	EU	JPN	KOR	LBR	NCL	NZL	PAN	PHL	THA	TWN	USA	VUT	Total
CLS TRITON			1										3					4
CLS TRITON ADV			41				30	8					35					114
ELB2020							1											1
FELCOM15							4											4
FELCOM16							111	1										112
FELCOM18							7											7
FELCOM19							53											53
JUE-75C							3											3
JUE-85							2											2
JUE-87							15											15
JUE-95VM							34											34
LEO								2										2
SKYMATE m1600													1					1
SRT VMS-100Si													28					28
TNL 8001							1											1
Thorium TST-100			7					4										11
Total Fished MTU Not Audited			49				261	15					67					392
Total Active MTUs that fished	34	5	141	1	2	11	391	99	1	1	1	20	321	1	446	182	29	1686
percent	100	100	65	100	100	100	33	85	100	100	100	100	79	100	100	100	100	77

Table A-5: Number of vessels by Approved MTU type that provided manual reports to WCPFC, but with outstanding MTU audit inspection report to the Secretariat for the vessel.

MTU Type	CHN	KOR	PHL	TWN	Total
CLS TRITON				1	1
CLS TRITON ADV	3	1		12	16
ORBCOMM ST6100	3				3
Sailor 3027D	1				1
Sailor 6140	2			1	3
SKYMATE m1600				6	6
SRT VMS-100Si			3		3
Thorium TST-100				2	2
TT-3022D		1			1
Total	6	1	3	14	24

Table A-6: List of flag CCMs and number of MTU audits undertaken, compared with the number of vessels that fished in the Convention Area beyond their flag CCM's jurisdiction, as advised by the flag CCM.

Flag CCM	Active	Fished	2022	2023	2024	2025	2026
Australia	51					1	
Bahamas	12						
Canada	6						
China	578	356	284	243	258	1	
Cook Islands	8		8	2	2		
Curacao	2			1	1		
Ecuador	7		2	8			
El Salvador	3	3	2	2	2		
European Union	31			6	8		
Federated States of Micronesia	40	33	54	26	33		
Fiji	63	35	2		1		
French Polynesia	94						
Indonesia	126						
Japan	564	354	81	79	83	7	1
Kiribati	22		6	11	14		
Korea (Republic of)	180	144	83	114	136	128	2
Liberia	4		3				
Marshall Islands	13		13	10	11		
Nauru	26		20	25	1		
New Caledonia	15						
New Zealand	3			3		3	
Nicaragua	1						
Panama	110		23	113	52	54	5
Papua New Guinea	13		3		2	1	
Philippines	463	301	254	269	295	268	11
Solomon Islands	10	3	8	9	9		
Chinese Taipei	550		91	72	219	157	
Thailand	6						
Tonga	3						
Tuvalu	5			6	4	3	
United States of America	194		31	142	117	47	16
Vanuatu	67		25	28	19	1	